

APPENDIX Q

CV Link Corridor Transportation Analysis

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CV LINK

CORRIDOR TRANSPORTATION ANALYSIS

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TABLE OF CONTENTS

TABLE OF CONTENTS.....	I
APPENDICES.....	III
LIST OF EXHIBITS.....	V
LIST OF TABLES.....	IX
LIST OF ABBREVIATED TERMS.....	X
1.0 EXECUTIVE SUMMARY.....	1
1.1 Project Overview.....	1
1.2 Future Corridor Utilization.....	3
1.3 Findings and Recommended Access Improvements.....	5
2.0 INTRODUCTION.....	11
2.1 Project Characteristics.....	11
2.2 Relationship to Other Studies.....	13
3.0 ANALYSIS CRITERIA AND METHODOLOGY.....	15
3.1 Thresholds of Significance/Criteria for Determining Significance.....	15
3.2 Jurisdiction Level of Service (LOS) Criteria.....	17
3.3 Intersection Operations Methodology to Determine LOS.....	18
3.4 Bikeway Design Standards.....	21
3.5 Low Speed Electric Vehicle (LSEV) Design Considerations.....	21
3.6 Design Criteria for Pedestrian Activity at Intersections.....	22
3.7 At-Grade Crossings of Roadways.....	23
4.0 CV LINK SEGMENTS – Proposed Project and alternatives.....	29
4.1 Palm Springs North.....	29
4.2 Palm Springs Central.....	33
4.3 Cathedral City.....	35
4.4 Rancho Mirage.....	37
4.5 Palm Desert.....	41
4.6 Indian Wells.....	43
4.7 La Quinta.....	45
4.8 Indio.....	45
4.9 Coachella.....	48
5.0 SETTING.....	51
5.1 Existing Configurations at Future Corridor Access Points.....	53
5.2 2015 and 2016 Traffic Volumes.....	64
5.3 Peak Hour Conditions at Key Corridor Access Analysis Locations.....	74
5.4 City General Plan Roadway Classifications.....	74
5.5 Existing Transit Services.....	90
5.6 Existing and Proposed Bicycle Facilities.....	100
5.7 Potential Low-Speed Electric Vehicle (LSEV) Routes.....	110
6.0 FUTURE CV LINK CORRIDOR TRAVEL CHARACTERISTICS.....	121
6.1 RivTAM (CVAG version) Overview.....	121
6.2 RivTAM Mode Choice Procedures.....	121

6.3 Bike/LSEV/Walk Corridor Travel Demand Estimates 123

6.4 Bike/LSEV/Walk Corridor Miles Travelled..... 135

6.5 Potential Reduction in Vehicle Miles Traveled (VMT) 135

7.0 CORRIDOR ACCESS ANALYSIS..... 141

7.1 Future Peak Hour Volumes at Key Corridor Access Locations..... 141

7.2 Analysis of 2040 Conditions 171

7.3 Auto/Bike/LSEV/Ped Safety Improvements at Key Access Points 192

APPENDICES

- APPENDIX 1: CAMUTCD PEDESTRIAN WARRANT FIGURES**
- APPENDIX 2: CV LINK 30 PERCENT DESIGN PLANS – KEY ACCESS AND AT-GRADE ANALYSIS LOCATIONS**
- APPENDIX 3: TRAFFIC COUNT DATA WORKSHEETS**
- APPENDIX 4: PALM SPRINGS DAILY COUNT WORKSHEETS – MARCH 2015**
- APPENDIX 5: LOS ANALYSIS OF EXISTING CONDITIONS**
- APPENDIX 6: 2040 CORRIDOR DEMAND**
- APPENDIX 7: TRAFFIC SIGNAL WARRANTS**
- APPENDIX 8: LOS ANALYSIS OF 2040 PROPOSED SCENARIO**
- APPENDIX 9: LOS ANALYSIS OF 2040 ALTERNATIVE 2**
- APPENDIX 10: LOS ANALYSIS OF 2040 ALTERNATIVE 1**

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LIST OF EXHIBITS

EXHIBIT 1.0-A: CV LINK CORRIDOR SEGMENTS	2
EXHIBIT 4.0-A: OVERVIEW OF KEY CV LINK CORRIDOR SEGMENTS	30
EXHIBIT 4.1-A: PALM SPRINGS NORTH, CV LINK ROUTE CONFIGURATION AND ACCESS POINTS.....	31
EXHIBIT 4.2-A: PALM SPRINGS CENTRAL, CV LINK ROUTE CONFIGURATION AND ACCESS POINTS	34
EXHIBIT 4.3-A: CATHEDRAL CITY, CV LINK ROUTE CONFIGURATION AND ACCESS POINTS	36
EXHIBIT 4.4-A: RANCHO MIRAGE, CV LINK ALTERNATIVE 2 ROUTE CONFIGURATION AND ACCESS POINTS	39
EXHIBIT 4.5-A: PALM DESERT, CV LINK ROUTE CONFIGURATION AND ACCESS POINTS	42
EXHIBIT 4.6-A: INDIAN WELLS, CV LINK ROUTE CONFIGURATION AND ACCESS POINTS.....	44
EXHIBIT 4.7-A: LA QUINTA, CV LINK ROUTE CONFIGURATION AND ACCESS POINTS.....	46
EXHIBIT 4.8-A: INDIO, CV LINK ROUTE CONFIGURATION AND ACCESS POINTS	47
EXHIBIT 4.9-A: COACHELLA, CV LINK ROUTE CONFIGURATION AND ACCESS POINTS.....	49
EXHIBIT 5.1-A: PALM SPRINGS NORTH, EXISTING ACCESS INTERSECTION CONFIGURATIONS	55
EXHIBIT 5.1-B: PALM SPRINGS CENTRAL, EXISTING ACCESS INTERSECTION CONFIGURATIONS.....	56
EXHIBIT 5.1-C: CATHEDRAL CITY, EXISTING ACCESS INTERSECTION CONFIGURATIONS.....	57
EXHIBIT 5.1-D: RANCHO MIRAGE, EXISTING ACCESS INTERSECTION CONFIGURATIONS	58
EXHIBIT 5.1-E: PALM DESERT, EXISTING ACCESS INTERSECTION CONFIGURATIONS	59
EXHIBIT 5.1-F: INDIAN WELLS, EXISTING ACCESS INTERSECTION CONFIGURATIONS	60
EXHIBIT 5.1-G: LA QUINTA, EXISTING ACCESS INTERSECTION CONFIGURATIONS	61
EXHIBIT 5.1-H: INDIO, EXISTING ACCESS INTERSECTION CONFIGURATIONS.....	62
EXHIBIT 5.1-I: COACHELLA, EXISTING ACCESS INTERSECTION CONFIGURATIONS	63
EXHIBIT 5.2-A: PALM SPRINGS NORTH, 2015 DAILY TRAFFIC VOLUMES.....	65
EXHIBIT 5.2-B: PALM SPRINGS CENTRAL, 2015 DAILY TRAFFIC VOLUMES	66
EXHIBIT 5.2-C: CATHEDRAL CITY, 2015 DAILY TRAFFIC VOLUMES	67
EXHIBIT 5.2-D: RANCHO MIRAGE, 2015 DAILY TRAFFIC VOLUMES.....	68
EXHIBIT 5.2-E: PALM DESERT, 2015 DAILY TRAFFIC VOLUMES.....	69
EXHIBIT 5.2-F: INDIAN WELLS, 2015 DAILY TRAFFIC VOLUMES	70
EXHIBIT 5.2-G: LA QUINTA, 2015 DAILY TRAFFIC VOLUMES	71
EXHIBIT 5.2-H: INDIO, 2015 DAILY TRAFFIC VOLUMES	72
EXHIBIT 5.2-I: COACHELLA, 2015 DAILY TRAFFIC VOLUMES.....	73
EXHIBIT 5.4-A: PALM SPRINGS NORTH, GENERAL PLAN ROADWAY CLASSIFICATIONS	80
EXHIBIT 5.4-B: PALM SPRINGS CENTRAL, GENERAL PLAN ROADWAY CLASSIFICATIONS.....	81
EXHIBIT 5.4-C: CATHEDRAL CITY, GENERAL PLAN ROADWAY CLASSIFICATIONS	82
EXHIBIT 5.4-D: RANCHO MIRAGE, GENERAL PLAN ROADWAY CLASSIFICATIONS	83
EXHIBIT 5.4-E: PALM DESERT, GENERAL PLAN ROADWAY CLASSIFICATIONS.....	85
EXHIBIT 5.4-F: INDIAN WELLS, GENERAL PLAN ROADWAY CLASSIFICATIONS.....	86
EXHIBIT 5.4-G: LA QUINTA, GENERAL PLAN ROADWAY CLASSIFICATIONS	87
EXHIBIT 5.4-H: INDIO, GENERAL PLAN ROADWAY CLASSIFICATIONS	88
EXHIBIT 5.4-I: COACHELLA, GENERAL PLAN ROADWAY CLASSIFICATIONS.....	89
EXHIBIT 5.5-A: PALM SPRINGS NORTH, EXISTING TRANSIT ROUTES AND BUS STOPS.....	91
EXHIBIT 5.5-B: PALM SPRINGS CENTRAL, EXISTING TRANSIT ROUTES AND BUS STOPS	92
EXHIBIT 5.5-C: CATHEDRAL CITY, EXISTING TRANSIT ROUTES AND BUS STOPS	93
EXHIBIT 5.5-D: RANCHO MIRAGE, EXISTING TRANSIT ROUTES AND BUS STOPS.....	94
EXHIBIT 5.5-E: PALM DESERT, EXISTING TRANSIT ROUTES AND BUS STOPS	95
EXHIBIT 5.5-F: INDIAN WELLS, EXISTING TRANSIT ROUTES AND BUS STOPS	96

EXHIBIT 5.5-G: LA QUINTA, EXISTING TRANSIT ROUTES AND BUS STOPS.....	97
EXHIBIT 5.5-H: INDIO, EXISTING TRANSIT ROUTES AND BUS STOPS	98
EXHIBIT 5.5-I: COACHELLA, EXISTING TRANSIT ROUTES AND BUS STOPS	99
EXHIBIT 5.6-A: PALM SPRINGS NORTH, EXISTING AND PROPOSED BICYCLE FACILITIES	101
EXHIBIT 5.6-B: PALM SPRINGS CENTRAL, EXISTING AND PROPOSED BICYCLE FACILITIES.....	102
EXHIBIT 5.6-C: CATHEDRAL CITY, EXISTING AND PROPOSED BICYCLE FACILITIES.....	103
EXHIBIT 5.6-D: RANCHO MIRAGE, EXISTING AND PROPOSED BICYCLE FACILITIES	104
EXHIBIT 5.6-E: PALM DESERT, EXISTING AND PROPOSED BICYCLE FACILITIES	105
EXHIBIT 5.6-F: INDIAN WELLS, EXISTING AND PROPOSED BICYCLE FACILITIES.....	106
EXHIBIT 5.6-G: LA QUINTA, EXISTING AND PROPOSED BICYCLE FACILITIES	107
EXHIBIT 5.6-H: INDIO, EXISTING AND PROPOSED BICYCLE FACILITIES.....	108
EXHIBIT 5.6-I: COACHELLA, EXISTING AND PROPOSED BICYCLE FACILITIES	109
EXHIBIT 5.7-A: PALM SPRINGS NORTH, CVAG NEIGHBORHOOD ELECTRIC VEHICLE ROUTES.....	111
EXHIBIT 5.7-B: PALM SPRINGS CENTRAL, CVAG NEIGHBORHOOD ELECTRIC VEHICLE ROUTES	112
EXHIBIT 5.7-C: CATHEDRAL CITY, CVAG NEIGHBORHOOD ELECTRIC VEHICLE ROUTES	113
EXHIBIT 5.7-D: RANCHO MIRAGE, CVAG PLAN - NEIGHBORHOOD ELECTRIC VEHICLE ROUTES.....	114
EXHIBIT 5.7-E: RANCHO MIRAGE, CITY NEIGHBORHOOD ELECTRIC VEHICLE RESTRICTIONS	115
EXHIBIT 5.7-F: PALM DESERT, CVAG NEIGHBORHOOD ELECTRIC VEHICLE ROUTES.....	116
EXHIBIT 5.7-G: INDIAN WELLS, CVAG NEIGHBORHOOD ELECTRIC VEHICLE ROUTES	117
EXHIBIT 5.7-H: LA QUINTA, CVAG NEIGHBORHOOD ELECTRIC VEHICLE ROUTES	118
EXHIBIT 5.7-I: INDIO, CVAG NEIGHBORHOOD ELECTRIC VEHICLE ROUTES.....	119
EXHIBIT 5.7-J: COACHELLA, CVAG NEIGHBORHOOD ELECTRIC VEHICLE ROUTES	120
EXHIBIT 6.0-A: CV LINK CORRIDOR TRAVEL DEMAND DISTRICTS	122
EXHIBIT 7.1.1-A: PALM SPRINGS NORTH, FUTURE 2040 AUTO PEAK HOUR VOLUMES	142
EXHIBIT 7.1.1-B: PALM SPRINGS CENTRAL, FUTURE 2040 AUTO PEAK HOUR VOLUMES.....	144
EXHIBIT 7.1.1-C: CATHEDRAL CITY, FUTURE 2040 AUTO PEAK HOUR VOLUMES.....	146
EXHIBIT 7.1.1-D: RANCHO MIRAGE, FUTURE 2040 AUTO PEAK HOUR VOLUMES	147
EXHIBIT 7.1.1-E: PALM DESERT, FUTURE 2040 AUTO PEAK HOUR VOLUMES	149
EXHIBIT 7.1.1-F: INDIAN WELLS, FUTURE 2040 AUTO PEAK HOUR VOLUMES.....	150
EXHIBIT 7.1.1-G: LA QUINTA, FUTURE 2040 AUTO PEAK HOUR VOLUMES	151
EXHIBIT 7.1.1-H: INDIO, FUTURE 2040 AUTO PEAK HOUR VOLUMES.....	152
EXHIBIT 7.1.1-I: COACHELLA, FUTURE 2040 AUTO PEAK HOUR VOLUMES	153
EXHIBIT 7.1.2-A: PALM SPRINGS NORTH, FUTURE 2040 BICYCLE AND PEDESTRIAN PEAK HOUR VOLUMES	154
EXHIBIT 7.1.2-B: PALM SPRINGS CENTRAL, FUTURE 2040 BICYCLE AND PEDESTRIAN PEAK HOUR VOLUMES	156
EXHIBIT 7.1.2-C: CATHEDRAL CITY, FUTURE 2040 BICYCLE AND PEDESTRIAN PEAK HOUR VOLUMES.	157
EXHIBIT 7.1.2-D: RANCHO MIRAGE, FUTURE 2040 BICYCLE AND PEDESTRIAN PEAK HOUR VOLUMES	158
EXHIBIT 7.1.2-E: PALM DESERT, FUTURE 2040 BICYCLE AND PEDESTRIAN PEAK HOUR VOLUMES	160
EXHIBIT 7.1.2-F: INDIAN WELLS, FUTURE 2040 BICYCLE AND PEDESTRIAN PEAK HOUR VOLUMES.....	161
EXHIBIT 7.1.2-G: LA QUINTA, FUTURE 2040 BICYCLE AND PEDESTRIAN PEAK HOUR VOLUMES	162
EXHIBIT 7.1.2-H: INDIO, FUTURE 2040 BICYCLE AND PEDESTRIAN PEAK HOUR VOLUMES.....	163
EXHIBIT 7.1.2-I: COACHELLA, FUTURE 2040 BICYCLE AND PEDESTRIAN PEAK HOUR VOLUMES	164
EXHIBIT 7.1.3-A: PALM SPRINGS NORTH, FUTURE 2040 LSEV PEAK HOUR VOLUMES.....	165
EXHIBIT 7.1.3-B: PALM SPRINGS CENTRAL, FUTURE 2040 LSEV PEAK HOUR VOLUMES	167
EXHIBIT 7.1.3-C: CATHEDRAL CITY, FUTURE 2040 LSEV PEAK HOUR VOLUMES	168
EXHIBIT 7.1.3-D: RANCHO MIRAGE, FUTURE 2040 LSEV PEAK HOUR VOLUMES.....	169

EXHIBIT 7.1.3-E: PALM DESERT, FUTURE 2040 LSEV PEAK HOUR VOLUMES 170
EXHIBIT 7.1.3-F: INDIAN WELLS, FUTURE 2040 LSEV PEAK HOUR VOLUMES 172
EXHIBIT 7.1.3-G: LA QUINTA, FUTURE 2040 LSEV PEAK HOUR VOLUMES..... 173
EXHIBIT 7.1.3-H: INDIO, FUTURE 2040 LSEV PEAK HOUR VOLUMES..... 174
EXHIBIT 7.1.3-I: COACHELLA, FUTURE 2040 LSEV PEAK HOUR VOLUMES..... 175

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LIST OF TABLES

TABLE 3.3-1: SIGNALIZED INTERSECTION DESCRIPTION OF LOS.....	19
TABLE 3.3-2: UNSIGNALIZED INTERSECTION DESCRIPTION OF LOS.....	20
TABLE 3.7-1: GRADE CROSSING DEVICES EVALUATION PARAMETERS	24
TABLE 5.0-1: EXISTING BIKE / PED / AUTO COLLISION DATA	52
TABLE 5.1-1: ANALYSIS LOCATIONS FOR BASELINE (2016) CONDITIONS	54
TABLE 5.3-1: VEHICLE LEVEL OF SERVICE ANALYSIS FOR EXISTING (2016) CONDITIONS.....	75
TABLE 5.3-2: PEDESTRIAN AND BICYCLE ANALYSIS FOR EXISTING (2016) CONDITIONS	76
TABLE 6.3-1: PALM SPRINGS NORTH CV LINK 2040 CORRIDOR DEMAND.....	125
TABLE 6.3-2: PALM SPRINGS CENTRAL CV LINK 2040 CORRIDOR DEMAND.....	126
TABLE 6.3-3: CATHEDRAL CITY CV LINK 2040 CORRIDOR DEMAND.....	128
TABLE 6.3-4: RANCHO MIRAGE CV LINK 2040 CORRIDOR DEMAND.....	129
TABLE 6.3-5: PALM DESERT CV LINK 2040 CORRIDOR DEMAND	131
TABLE 6.3-6: INDIAN WELLS CV LINK 2040 CORRIDOR DEMAND	132
TABLE 6.3-7: LA QUINTA CV LINK 2040 CORRIDOR DEMAND.....	133
TABLE 6.3-8: INDIO CV LINK 2040 CORRIDOR DEMAND	134
TABLE 6.3-9: COACHELLA CV LINK 2040 CORRIDOR DEMAND	136
TABLE 6.4-1: CV LINK 2040 DAILY MILES TRAVELLED.....	137
TABLE 6.5-1: CV LINK ANNUAL CORRIDOR DEMAND	139
TABLE 6.5-2: CV LINK ANNUAL VEHICLE MILES REDUCED	140
TABLE 7.1-1: FUTURE 2040 AVERAGE DAILY TRAFFIC (ADT) VOLUME SUMMARY	143
TABLE 7.2-1: INTERSECTION ANALYSIS FOR 2040 AUTO/LSEV CONDITIONS FOR ALL SCENARIOS	176
TABLE 7.2-2: PEDESTRIAN AND BICYCLE ANALYSIS FOR 2040 PROPOSED CONDITIONS	180
TABLE 7.2-3: PEDESTRIAN AND BICYCLE ANALYSIS FOR 2040 ALTERNATIVE 2 CONDITIONS	184
TABLE 7.2-4: PEDESTRIAN AND BICYCLE ANALYSIS FOR 2040 ALTERNATIVE 1 CONDITIONS	188

LIST OF ABBREVIATED TERMS

ADT	Average Daily Traffic
AQMD	Air Quality Management District
CALTRANS	California Department of Transportation
CAMUTCD	California Manual on Uniform Traffic Control Devices
CEQA	California Environmental Quality Act
CMP	Congestion Management Program
CV	Coachella Valley
CVAG	Coachella Valley Association of Governments
DIB 89	Design Information Bulletin Number 89 (CALTRANS)
EA	Environmental Assessment
EIR	Environmental Impact Report
FHWA	Federal Highway Administration
HCM	Highway Capacity Manual
HDM	California Highway Design Manual
JPA	Joint Powers Agreement
ITE	Institute of Transportation Engineers
LOS	Level of Service
LSEV	Low Speed Electric Vehicle
NACTO	National Association of City Transportation Officials
NEPA	National Environmental Policy Act
NEV	Neighborhood Electric Vehicle
O&M	Operations and Management
OPR	Governor's Office of Planning and Research, California
PHF	Peak Hour Factor
PES	Preliminary Environmental Study
Project	CV Link
RivTAM	Riverside County Transportation Analysis Model
SB 743	California Senate Bill 743 (Steinberg, 2013)
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
sf	Square Feet
TIA	Traffic Impact Analysis
tsf	Thousand Square Feet
TUMF	Transportation Uniform Mitigation Fee
v/c	Volume-to-Capacity Ratio
VMT	Vehicle Miles Travelled
vphg	Vehicles Per Hour of Green

1.0 EXECUTIVE SUMMARY

The CV Link Master Plan envisions a multi-modal transportation facility which could ultimately connect eight of the nine cities in the Coachella Valley and three tribal land reservations. Bicycles, pedestrians, and low-speed electric vehicles (LSEVs) will use the corridor to access employment, shopping, schools, friends, and recreational opportunities. LSEVs include golf carts and Neighborhood Electric Vehicles (NEVs) that can travel up to 25 mph.

The purpose of this transportation analysis is to assess the potential traffic impacts associated with the interface between pedestrians, bicyclists, LSEVs, and autos in support of a project level EIR for the CV Link project. The corridor is intended to facilitate safer, more attractive, and economically-thriving bike/LSEV/walk linkages for residents and visitors throughout the Coachella Valley. The transportation analysis evaluates 33 key at-grade access and/or at-grade crossing locations along the corridor where activity levels may require safety improvements and/or street traffic operations may be impacted. These 33 locations were selected in coordination with CVAG staff and other project team members, based upon proximity to the CV Link alignment / grade access.

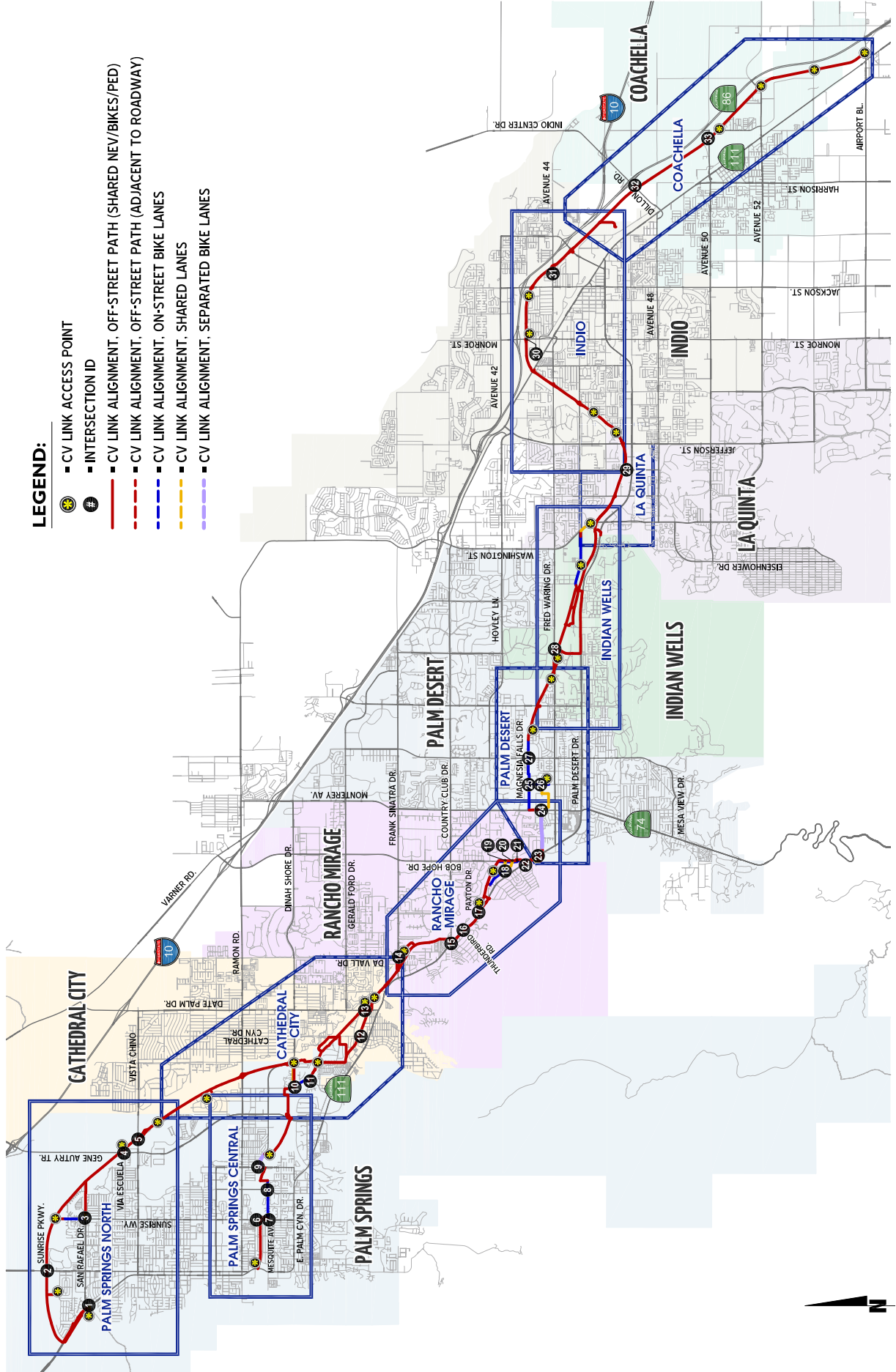
1.1 PROJECT OVERVIEW

CV Link has been subdivided into segments (generally by City) for evaluation purposes in this traffic analysis. An overview of the CV Link corridor segments is shown on Exhibit 1.0-A. These segments are similar to the segments utilized in the Master Plan, but more closely relate to individual jurisdiction boundaries. Segments evaluated include Palm Springs North, Palm Springs Central, Cathedral City, Rancho Mirage, Palm Desert, Indian Wells, La Quinta, Indio, and Coachella.

There are three major connectivity alternatives for the CV Link project analysis, with additional minor alignment alternatives treated on a case-by-case basis in each relevant city. Separate travel demand forecasts are presented for these major corridor alternatives:

- The **Proposed Project** includes the potential CV Link in Palm Springs North, Palm Springs Central, Cathedral City, Palm Desert, Indian Wells, La Quinta, Indio, and Coachella. The Proposed Project does not include CV Link connectivity through Rancho Mirage (between Cathedral City and Palm Desert), because the City of Rancho Mirage has withdrawn from the CV Link project and recently (2016) adopted Ordinance 1099, prohibiting LSEVs and NEVs in certain areas and on certain streets within the jurisdiction of the City of Rancho Mirage.
- **Alternative 2** provides linkage between all the Cities listed for the Proposed alternative, and also includes connectivity through the City of Rancho Mirage.
- **Alternative 1** builds off of the Proposed alternative, but also eliminates linkage through the City of Indian Wells (between Palm Desert and La Quinta).

EXHIBIT 1.0-A: CV LINK CORRIDOR SEGMENTS



LEGEND:

- CV LINK ACCESS POINT
- INTERSECTION ID
- CV LINK ALIGNMENT, OFF-STREET PATH (SHARED NEV/BIKES/PED)
- - - CV LINK ALIGNMENT, OFF-STREET PATH (ADJACENT TO ROADWAY)
- - - CV LINK ALIGNMENT, ON-STREET BIKE LANES
- - - CV LINK ALIGNMENT, SHARED LANES
- - - CV LINK ALIGNMENT, SEPARATED BIKE LANES



CV Link expands on 9.8 miles of narrow pathways in variable condition to include over 48 miles of broad travel ways with Alternative 2, extending from Highway 111 and the Chino Wash in North Palm Springs to Airport Boulevard in the City of Coachella. The alignment largely follows the Whitewater River Channel that serves as a stormwater conveyance facility for the valley.

To the extent possible, CV Link will be constructed on top of levees and at the top of stormwater channel slopes. Where possible, grade-separated crossings (bridges or undercrossings) of major roadways shall be provided. In areas where the Whitewater corridor is inaccessible, on-street routes will be used. Route variations using the street network are considered in challenging areas.

The design of CV Link will vary based on the width of available right-of-way, variations in the Whitewater River levee or channel structure, street configurations, and local conditions. Generally, it will feature a broad paved path for LSEVs and bicycles, and a softer-surface narrower path for pedestrians. Shade structures, drinking fountains, way finding, and safety features will enhance the user experience. Nearly all permanent impacts will occur on previously graded levees or paved roadways.

CV Link diverges from the Whitewater Channel and occurs within road right-of-way in some areas for several reasons: severe channel constraints, land access issues, or because an on-street alignment provides better connectivity to area destinations.

CV Link users traveling in an on-street lane will utilize existing signalization via dedicated (separate) through lanes, two-stage turn boxes, and other innovations. Blue and orange colored, high visibility “ladder style” crosswalks are proposed to unify the overall design along the entire route and help with wayfinding. The use of non-standard crosswalk colors is approved by the California Traffic Control Devices Committee.

1.2 FUTURE CORRIDOR UTILIZATION

The future CV Link travel demand projections include LSEV, bicycle and pedestrian trips on each of the corridor segments. Daily demand for the Palm Springs North segment is anticipated to be approximately 1,275 trips in the Proposed scenario. The Palm Springs North segment trips include interactions internal to the segment as well as interactions to and from Palm Springs Central and Cathedral City. For the Alternative 2 scenario, there is an increase in daily trip generation of 70 trips to 1,375 trips. In comparison to the Proposed scenario, for the Alternative 1 scenario there is a reduction of less than 20 daily trips to 1,256 trips.

Total daily corridor demand for the Palm Springs Central segment is 1,942 trips in the Proposed scenario. In addition to intratrips (i.e. trips that start and end within the same segment analysis area), the Palm Springs Central segment trips experience a high proportion of interactions to and from Palm Springs North and Cathedral City. For the Alternative 2 scenario in Palm Springs Central, there is an increase in daily trip generation of 104 trips to 2,046 trips. In comparison to the Proposed scenario, for the Alternative 1 scenario in Palm Springs Central there is a reduction of less than 20 daily trips to 1,923 trips.

For Cathedral City the corridor demand includes intratrips (trips contained fully within Cathedral City), trips traveling to another CV Link analysis area or County area, and pass through trips which start on one side (either west or east) of Cathedral City and end on the other. For example, a trip that starts within Palm Springs Central and ends within Rancho Mirage would be a “pass through trip” for Cathedral City. Total daily demand for the Cathedral City segment for the Proposed scenario is anticipated to be approximately 2,125 trips. In Cathedral City for the Alternative 2 scenario, there is an increase in daily trip generation of 503 trips to 2,628 trips. In comparison to the Proposed scenario, for the Alternative 1 scenario in Cathedral City there is a reduction of 42 daily trips to 2,083 trips.

For the Proposed scenario, the CV Link does not connect through Rancho Mirage, but terminates near the City boundary on the east and west sides of the City. Though NEVs are generally prohibited in the City of Rancho Mirage, other types of LSEVs are allowed. Total daily corridor demand for the Rancho Mirage segment for the Proposed scenario is 1,193 trips. In addition to intratrips, the Rancho Mirage segment trips include interactions to and from Palm Desert and Cathedral City. Alternative 2 includes a connection of CV Link through Rancho Mirage, so the Alternative 2 scenario includes a substantial increase in daily trip generation of 1,158 trips to 2,351 trips in Rancho Mirage. In comparison to the Proposed scenario, for the Alternative 1 scenario in Rancho Mirage there is a reduction of 64 daily trips to 1,129 trips with 585 trips in the AM and PM peak periods and 544 trips in the off-peak periods.

Daily demand for the Palm Desert segment for the Proposed scenario is anticipated to be approximately 2,168 trips. The Palm Desert segment trips interact internally, and include a high interaction to and from Rancho Mirage, Indio, La Quinta, Cathedral City, and Indian Wells. Alternative 2 includes a connection of CV Link through neighboring Rancho Mirage, so the Alternative 2 scenario includes an increase in daily trip generation of 564 trips to 2,732 trips in Rancho Mirage. Palm Desert is located between two cities that do not include CV Link sections in Alternative 1. Therefore, the CV Link section in Palm Desert is contained within the City of Palm Desert, with access to adjacent cities via the existing and planned (other) trails systems (rather than CV Link connectivity). In comparison to the Proposed scenario, for the Alternative 1 scenario in Palm Desert there is a reduction of 454 daily trips to 1,714 trips.

Indian Wells CV Link potential 2040 corridor demand for the Proposed scenario is 1,363 trips. In addition to intratrips, the Indian Wells segment trips experience a high proportion of interactions to and from Palm Desert. For Alternative 2, Indian Wells experiences a total demand of 1,494 daily trips. Alternative 1 eliminates the connection of CV Link through Indian Wells, so the Alternative 1 scenario includes a substantial decrease in daily trip generation of 643 trips to 720 trips in Indian Wells.

Daily demand for the La Quinta segment for the Proposed scenario is anticipated to be approximately 2,077 trips. The La Quinta segment trips interact internally, and also include a high proportion of interactions to and from Indio, Palm Desert, and Indian Wells. For Alternative 2, La Quinta experiences a total demand of 2,180 daily trips. La Quinta is located east of Indian Wells, which does not include CV Link improvements in Alternative 1. In comparison to the Proposed scenario, for the Alternative 1 scenario in La Quinta there is a reduction of 560 daily trips to 1,620 trips.

Total daily corridor demand for the Indio segment is 2,721 trips. In addition to intratrips, the Indio segment trips experience a high proportion of interactions to and from Coachella, La Quinta, and Palm Desert.

The Alternative 2 demand increases to 2,810 daily trips in Indio. Indio is located east of La Quinta, so a similar effect is found in Alternative 1. In comparison to the Proposed scenario, for the Alternative 1 scenario in Indio there is a reduction of 247 daily trips to 2,474 trips.

Daily demand for the Coachella segment for the Proposed scenario is anticipated to be approximately 2,361 trips. The Coachella segment trips interact internally, and include a high proportion of interactions to and from Indio. For Alternative 2, a total of 2,401 daily trips are projected to occur in Coachella. In comparison to the Proposed scenario, for the Alternative 1 scenario in Coachella there is a reduction of 82 daily trips to 2,279 trips.

1.3 FINDINGS AND RECOMMENDED ACCESS IMPROVEMENTS

Level of Service (LOS) analysis for bicycle and pedestrians for March 2016 peak hour conditions are presented in Section 5.3 of this report. For existing conditions, the LOS analysis indicates acceptable operations, although several of the intersections demonstrate a poor quality of service for bicyclists (LOS "D") during peak hours.

Using established CEQA/NEPA guidelines, the proposed CV Link proposed project and alternatives would have a significant adverse effect on transportation, traffic, and circulation, if they:

- a. Substantially conflict with existing Federal, State, regional or local roadways, rail lines and airports, and regional accessibility.
- b. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit.
- c. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways.
- d. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks.
- e. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
- f. Result in inadequate emergency access.

- g. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

The General Plan policies of local jurisdictions in Coachella Valley continue to mandate analysis of a project's effect on automobile delay, and the CV Link transportation analysis addresses the established CEQA/NEPA guidelines listed above. However, using SB 743 draft guidelines, the proposed CV Link core route and alternatives would have a significant effect on transportation, traffic, and circulation, if they:

- a. Conflict with a plan, ordinance or policy addressing the safety or performance of the circulation system, including transit, roadways, bicycle lanes and pedestrian paths (except for automobile level of service).
- b. Cause substantial additional vehicle miles traveled (per capita, per service population, or other appropriate efficiency measure).
- c. Substantially induce additional automobile travel by increasing physical roadway capacity in congested areas (i.e., by adding new mixed-flow lanes) or by adding new roadways to the network.
- d. Result in inadequate emergency access.

An overall summary of 2040 intersection operations for vehicles (including LSEVs), pedestrians, and bicycles at study area intersections is presented in Section 7.2 for the CV Link Proposed Project, Alternative 2, and Alternative 1. For most locations, intersection analysis results are presented for a "without improvements" scenario and a scenario with CV Link project improvements. In some cases, General Plan improvements and/or additional improvements (such as a Traffic Signal Modification) are also shown. The result is that with project design features and related improvements, the study area intersections are projected to experience acceptable operations for the Proposed Project and Alternative 2. With Alternative 1, a bicycle quality of service deficiency (LOS "E") is projected to occur at the El Dorado Drive/Fred Waring Drive intersection.

Several intersections improve from LOS "E" or "F" without improvements, to LOS "D" or better with CV Link and related improvements, and this varies somewhat between the Proposed Project, Alternative 2 and Alternative 1. For purposes of this analysis, LSEV users have been evaluated combined with automobile volumes where the LSEVs operate similarly to other vehicles (for example, they are included within the signal phasing). Where LSEVs operate more similarly to bicycle / pedestrian traffic, they are forecast to experience a similar LOS to bicycle users.

The Proposed Project, Alternative 2 and Alternative 1 include project design features (PDF's) which accommodate safe access to and from the CV Link corridor for various conditions, as discussed in Section 7.3 of this report. Recommended improvements include the following for each segment of CV Link:

Palm Springs North

- At the intersection of Palm Canyon Drive (SR-111) at San Rafael Drive/Tramway Road (#1), the CV Link involves a new north side crosswalk connecting the Palm Springs Visitor Center to the east side of Palm Canyon Drive. The existing signal will be enhanced with CV Link crosswalks and curb ramps; a new path will be installed on the east side between W. San Rafael Drive and Gateway Drive. The proposed crosswalk location involves adjustment of the stop bar location for the southbound lanes, and restriping the existing left turn bay transition.
- The CV Link crosses the intersection of Indian Canyon Drive at Sunrise Parkway (#2) in an east/west direction at grade on the north side of the street. The future Sunrise Parkway intersection at Indian Canyon Drive will include full traffic signals and lane improvements included in the City of Palm Springs General Plan. Other project design features include a pedestrian hybrid beacon as an interim option prior to traffic signal installation.
- The CV Link intersection analysis is performed without improvements, with project and other improvements, and with General Plan improvements. With City of Palm Springs General Plan improvements, the intersection is projected to experience acceptable operations.
- At the Sunrise Way at San Rafael Drive (#3) intersection, the possible alignment alternative would involve adjustment to existing crosswalks on the north and east intersection legs. Future bike accommodations along the CV Link route (Sunrise, north of San Rafael and San Rafael east of Sunrise) are also included.
- For Gene Autry Trail at Via Escuela (#4) intersection (see Exhibit 1.0-A), the CV link is anticipated to cross the north leg of the intersection. With improvements, the existing traffic signal would be modified to provide east/west split phasing.
- The CV Link would include a new signal phase and crossing for the east leg of Vista Chino at the intersection of Clubhouse View (#5).

Palm Springs Central

- For the intersections of Sunrise Way at N. Riverside Drive (#6) and Sunrise Way at Mesquite Avenue (#7) (see Exhibit 1.0-A), CV Link includes improvements for crosswalks along the south (for intersection #6) and east (for intersection #7) leg of the intersection. The proposed crosswalk location involves adjustment of the stop bar location and left turn striping for the incoming lanes. Along Sunrise Way between N. Riverside Drive and Mesquite Avenue, an alternative alignment is shown east of Sunrise Way. Entering/exiting intersection #7 east of Sunrise Way, the route includes restriped and signposted Mesquite Avenue for CV Link LSEVs and bicyclists, and an existing path along Mesquite Golf Course - Tahquitz Creek Trail for bicyclists and pedestrians. Other project design features include traffic signal installation at the intersection of Sunrise Way at Riverside Drive (#6) to maintain acceptable intersection operations.

- At the intersection of Farrell Drive at Mesquite Avenue (#8), the CV Link is proposed as lanes through the intersection in the east-west direction. Adjustments to left turn bays are included to accommodate the CV Link.
- For the intersection of El Cielo Road at Mesquite Avenue (#9), the CV Link crosses the south leg of El Cielo Road. The CV Link lanes along Mesquite Avenue result in restriping of the existing automobile lanes entering / exiting the intersection at El Cielo Road.

Cathedral City

- At the intersection of 34th Avenue at Crossley Road (#10), installation of a traffic signal with exclusive pedestrian scramble phase is proposed. Cross-walks are included on all legs of the intersection, and adjustments to the existing left turn bays allow for stop bar adjustments.
- Golf Club Drive is a four lane road, and the CV Link includes a crosswalk with push button at Tahquitz Creek (#11).
- The CV Link includes crosswalk improvements on the north leg of Cathedral Canyon Drive at Officer David Vasquez Road (#12).
- For the intersection of Date Palm Drive at Perez Road (#13), the CV Link provides new “Cathedral Canyon Channel Promontory Park” regional access and includes crosswalk improvements on the south leg.

Rancho Mirage

- The Proposed scenario and Alternative 1 do not include the CV Link in the City of Rancho Mirage. CV Link intersection improvements described for Rancho Mirage locations are included in Alternative 2.
- For the intersection of Da Vall Drive at Frank Sinatra Drive (#14), the initial crossing for the alignment alternative uses the channel bottom to existing signals at Da Vall Drive and left bank alignment, passing through the Wolfson Park. A future overcrossing bridge structure to right bank alignment is possible.
- At the intersection of SR-111 at Country Club Drive (#15), crosswalk improvements are included for the north and west legs of the intersections for Alternative 2.
- Crosswalk upgrades are shown for the west leg of SR-111 at Thunderbird Road (#16) intersection and the south leg of SR-111 at Paxton Drive (#17) intersection (see Exhibit 1.0-A). Enhanced signals are proposed for crossings of Country Club Drive, Thunderbird Road, and Paxton Drive.
- For the intersection of San Jacinto Drive at Rancho Las Palmas (#18), a potential alignment alternative would include reconfiguration of the intersection to accommodate CV Link lanes.

- On-Street CV Link lanes are proposed along Hope Drive which include the study area intersections of Bob Hope Drive/Rancho Las Palmas Drive (#19), Bob Hope Drive/Avenida Las Palmas (#20) and Bob Hope Drive/Commercial Driveway-entrance of the Rancho Las Palmas Shopping Center (#21). Other project design features include a crosswalk with push button at the intersection of Bob Hope Drive/Commercial Driveway (#21).
- The CV Link includes lanes on SR-111 and Bob Hope Drive (#22), with a modified east leg crosswalk at the intersection. Other traffic signal project design features include a northbound right turn overlap phase to maintain acceptable intersection operations.
- For the intersection of SR-111 at Magnesia Falls Drive (#23), crosswalk improvements are shown for the CV Link. Other traffic signal project design features include a westbound right turn overlap phase to maintain acceptable intersection operations.

Palm Desert

- At the intersection of Monterey Avenue at Park View Drive (#24) (see Exhibit 1.0-A), the CV Link includes crosswalk improvements on the north leg of the intersection. Lanes for CV Link user are shown on the north side of Parkview Drive west of Monterey Avenue. Auto lanes are adjusted as necessary to accommodate the CV Link lanes.
- CV Link lane improvements are shown on San Pablo Avenue at the intersections of San Pablo Avenue/Magnesia Falls Drive (#25) and San Pablo Avenue/College of the Desert Drive (#26) (see Exhibit 1.0-A). Shared lane updates for CV Link users are included on Alumni Drive.
- Magnesia Falls Drive at Portola Avenue (#27) includes vehicle striping improvements to accommodate CV Link lanes. Other traffic signal project design features include a westbound right turn overlap phase to maintain acceptable intersection operations.

Indian Wells

- For the intersection of El Dorado Drive/Fred Waring Drive (#28) (see Exhibit 1.0-A), the CV Link Proposed and Alternative 2 include crosswalk improvements for the north, west, and east legs of the intersection. The CV Link is not included in Indian Wells for Alternative 1. Other traffic signal project design features include a northbound right turn overlap phase to maintain acceptable intersection operations.

La Quinta

- CV Link provides an at-grade crossing of Dune Palms Road as a north leg crosswalk at the intersection of Corporate Center Drive (#29), with a nearby undercrossing of Dune Palms Road in the long term. Other project design features include installation of traffic signal to maintain acceptable intersection operations.

Indio

- Monroe Street south of the I-10 Freeway (#30) has an undercrossing of the CV Link, with a nearby access point located east of Monroe Street.
- For Avenue 44 east of Palo Verde Street – Circle Drive (#31) location (see Exhibit 1.0-A), a north/south crosswalk with High-Intensity Activated crossWalk (HAWK) beacon is provided for CV Link.

Coachella

- For Dillon Road west of SR-86S SB ramps (#32) location and Tyler Street-Magnolia at Avenue 50-Tyler Street (#33) intersection (see Exhibit 1.0-A) involve north/south crosswalks on existing roads, with future undercrossings. HAWK beacon at location #32 and adjustment to striping at these locations support the CV Link. Other project design features include installation of traffic signal at the intersection of Tyler Street-Magnolia at Avenue 50-Tyler Street (#33) to maintain acceptable intersection operations.

The addition of CV Link improvements for bicycle travelers, LSEV users, and pedestrians in Coachella Valley is projected to induce travel by these modes and reduce vehicle miles traveled in conventional automobiles, compared to conditions without the CV Link accommodations for these alternative modes of travel. The savings in automobile VMT with CV Link is estimated to be approximately 7.4 million miles annually for the Proposed scenario. For Alternative 2, the reduction is approximately 9.1 million annual motor vehicle miles. There is a reduction of approximately 6.4 million motor vehicle miles for Alternative 1.

By addressing current deficiencies in the existing walking and bicycling network in Coachella Valley, and creating an iconic new multimodal corridor, CV Link will help achieve goals relating to public health and safety by providing safer infrastructure for people to walk and ride bicycles and utilize LSEVs for transportation and recreation. It will also provide transportation options that are more economical than automobiles, thereby improving the mobility of all income populations.

2.0 INTRODUCTION

The purpose of this transportation analysis is to assess the potential traffic impacts associated with the interface between pedestrians, bicyclists, LSEVs, and autos in support of a project level EIR for the CV Link project. The corridor is intended to facilitate safer, more attractive, and economically-thriving non motorized and low-speed electric vehicle linkages for residents and visitors throughout the Coachella Valley. The transportation analysis evaluates 33 key at-grade access and/or at-grade crossing locations along the corridor where activity levels may require safety improvements and/or street traffic operations may be impacted.

As described in the CV Link Master Plan, this multi-modal transportation facility will connect eight of the nine cities in the Coachella Valley and three tribal land reservations. Bicycles, pedestrians, and low-speed electric vehicles (LSEVs) will use the corridor to access employment, shopping, schools, friends, and recreational opportunities. LSEVs include golf carts and Neighborhood Electric Vehicles (NEVs) that can travel up to 25 mph.

The transportation analysis has been conducted in four phases. Phase 1 focused on the refinement of analysis criteria and methodologies, review of project plans, compilation of existing geometric information, and collection of peak season weekday auto and bike and LSEV and pedestrian counts during peak periods at 33 key at-grade access and/or at-grade crossing locations along the corridor. Phase 2 consisted of the development of travel demand estimates for future travel activity along the corridor using information derived from the RivTAM 2040 Plus TPPS – CVAG Model (RivTAM). Phase 3 focused on the evaluation of traffic level-of-service issues and safety considerations associated with the planned CV Link facility, particularly focusing on at-grade crossings. Phase 4 documents and presents the findings of Phases 1 through 3 in this report.

2.1 PROJECT CHARACTERISTICS

CV Link will follow the alignments of the Whitewater River (also known as the Whitewater Stormwater Channel and commonly referred to as the Coachella Valley Stormwater Channel east of Washington Street in La Quinta) and Tahquitz Creek. The core project is proposed for implementation over the next five years. CV Link traverses the cities of Palm Springs, Cathedral City, Rancho Mirage, Palm Desert, Indian Wells, La Quinta, Indio, and Coachella, unincorporated Riverside County, and lands belonging to the Agua Caliente Band of Cahuilla Indians, the Cabazon Band of Mission Indians, and the Twenty-Nine Palms Band of Mission Indians.

There are three major connectivity alternatives for the CV Link project analysis, with additional minor alignment alternatives treated on a case-by-case basis in each relevant city. Separate travel demand forecasts are presented for these major corridor alternatives:

- The **Proposed Project** includes the potential CV Link in Palm Springs North, Palm Springs Central, Cathedral City, Palm Desert, Indian Wells, La Quinta, Indio, and Coachella. The Proposed Project does not include CV Link connectivity through Rancho Mirage (between Cathedral City and Palm Desert), because the City of Rancho Mirage recently

(2016) withdrawn from CV Link and adopted Ordinance 1099, prohibiting LSEVs and NEVs in certain areas and on certain streets within the jurisdiction of the City of Rancho Mirage.

- **Alternative 2** provides linkage between all the Cities listed for the Proposed Alternative, and also includes connectivity through the City of Rancho Mirage.
- **Alternative 1** builds off of the Proposed Alternative, but also eliminates linkage through the City of Indian Wells (between Palm Desert and La Quinta).

CV Link expands on 9.8 miles of existing narrow pathways in variable condition to include over 48 miles of broad travelways with Alternative 2, extending from Highway 111 and the Chino Wash in North Palm Springs to Airport Boulevard in the City of Coachella. The alignment largely follows the Whitewater River Channel that serves as a stormwater conveyance facility for the valley.

CV Link will also incorporate and expand the Tahquitz Creek Trail in Palm Springs between S. Palm Canyon Drive and the Whitewater Channel. The western termini are at Highway 111 (North Palm Canyon Drive) in northern Palm Springs (the Palm Springs Visitor Center at Tramway Road – access point for the Aerial Tram) and at S. Palm Canyon Drive in central Palm Springs (providing access to Downtown Palm Springs and the Tahquitz Canyon Visitor Center).

The eastern terminus is at Airport Boulevard (Avenue 56) in the City of Coachella and the unincorporated community of Thermal. This terminus provides multi-modal access to the administrative offices of the Coachella Valley Unified School District, John Kelley Elementary School, the La Familia Continuing Education High School, a new Riverside County Sheriff's Station, the Jacqueline Cochran Airport, the Horses in the Sun (HITS) facility, and the Thermal Club Race Track (under construction).

To the extent possible, CV Link will be constructed on top of levees and at the top of stormwater channel slopes. Grade-separated crossings (bridges or undercrossings) of major roadways shall be provided. In areas where the Whitewater corridor is inaccessible, on-street routes will be used. Route variations using the street network are considered in challenging areas.

The design of CV Link will vary based on the width of available right-of-way, variations in the Whitewater River levee or channel structure, street configurations, and local conditions. Generally, it will feature a broad paved path for LSEVs and bicycles, and a softer-surface narrower path for pedestrians. Shade structures, drinking fountains, way finding, and safety features will enhance the user experience. Nearly all permanent impacts will occur on previously graded levees or paved roadways.

CV Link diverges from the Whitewater Channel and occurs within road right-of-way in some areas for several reasons: severe channel constraints, land access issues, or because an on-street alignment provides better connectivity to area destinations.

The CV Link on-street experience is intended to remain as comfortable and intriguing as off-street segments. On-street segments will generally provide a higher level of protection than conventional LSEV/bike lanes. Routes are to be separated from roadways via curbs and planted buffers, similar to cycle track designs. Although on-street alignments have numerous challenges, the engineering team has worked with each city involved to identify the best possible outcomes.

The design is intended to be distinctly recognizable as CV Link. Materials, forms, and color palette shall remain consistent with off-street segments. Patterns and colors in the pathway surface shall be consistent as well as distinct from adjacent sidewalks, resulting in an intuitive navigational experience. Wayfinding signs are anticipated to further clarify the route where directional changes occur.

CV Link users traveling in an on-street lane will utilize existing signal displays via dedicated through lanes, two-stage turn boxes, and other innovations. CV Link users traveling on a pathway alongside the road may utilize independent phases in an adaptation of the FHWA MUTCD Interim Approval for Optional Use of a Bicycle Signal Face (IA-16), subject to engineering feasibility study and relevant agency approvals.

Blue and orange colored, high visibility “ladder style” crosswalks are proposed to unify the overall design along the entire route and help with wayfinding. The use of non-standard crosswalk colors is subject to approval by the California Traffic Control Devices Committee. Should approval not be granted, standard transverse white lines will be used with a more muted pattern between the white lines.

Rectangular Rapid Flashing Beacons (RRFB) or Pedestrian Hybrid Beacons (a regulatory signal also known as a HAWK) are Caltrans- and FHWA-approved devices that are considered at locations where no traffic signal currently exists. CVAG will work with each city to determine the appropriate treatment.

2.2 RELATIONSHIP TO OTHER STUDIES

Several recent studies that have been carried out in this area are of relevance to the traffic analysis presented here. The projects and studies briefly summarized below have all been utilized as background information in this study.

Coachella Valley Association of Governments Neighborhood Electric Vehicle Plan (Reference 1) – This 2014 report provides a potential network concept for future NEV routes in the Coachella Valley. The NEV Plan was developed in conjunction with planning and design of CV Link, with the expectation that the CV Link would become the backbone for further pathways throughout the valley. Existing conditions are documented, and design guidelines are presented. Implementation strategies are also proposed.

Coachella Valley Association of Governments Non-Motorized Transportation Plan Update (Reference 2) – This 2010 update for the CVAG Non-motorized Transportation Plan provides goals, objectives, policies, and plans for bicycle, hiking and equestrian opportunities in the Coachella

and Palo Verde Valleys. Maps show existing and planned bikeway networks by type, and include paved multi-purpose paths, sidewalk paths, golf cart lanes, and golf cart paths.

RivTAM 2040 Plus TPPS – CVAG Model (Reference 3) – The Riverside County Transportation Analysis Model (RivTAM) has been updated in the CVAG region for consistency with the SCAG draft 2016 RTP for the Transportation Project Prioritization Study (TPPS) 2040 project. Forecasts from the recent CVAG version of the RivTAM 2016 are currently being incorporated into the CV Link TIA. RivTAM was prepared for the Riverside County Transportation Department in cooperation with Southern California Association of Governments, and was recently updated on behalf of CVAG.

3.0 ANALYSIS CRITERIA AND METHODOLOGY

The transportation analysis methodology for CV Link focuses on several layers of information: (1) identification and targeting of potentially significant conflict points and safety issues along the corridor, (2) collection of baseline (existing) peak season weekday auto and bike and LSEV and pedestrian counts during peak periods at key at-grade access and/or at-grade crossing locations, (3) estimation of future bike/LSEV/walk activity along each corridor segment using information derived from the RivTAM 2040 Plus TPPS – CVAG Model (RivTAM), (4) conflict point assessment and level of service (LOS) analysis at each of the potentially significant conflict points, (5) estimation of future bike/LSEV/walk miles traveled along each corridor segment, and (6) estimation of changes in vehicle miles traveled (VMT) on the surrounding road network associated with implementation of CV Link.

As part of the traffic data collected during March 2016, peak hour directional movements were tabulated at 33 key at-grade access and/or at-grade crossing locations along the corridor for vehicles, bicyclists, LSEVs and pedestrians. Future (RivTAM 2040 Plus TPPS – CVAG Model) volumes by mode with the proposed project will then be estimated at these locations.

The nature of the CV Link project provides linkages for alternatives to automobile travel, resulting in vehicle trip reduction, providing alternate mode attraction and VMT benefits.

Available long range forecasting methods are combined with evaluation of both existing and planned roadway and pedestrian / bike improvements in order to evaluate near term and long range future needs. Improvements needed to accommodate the future travel demands associated with this corridor are presented, unless roadway General Plan improvements are also indicated. Project design features therefore address near term and long range cumulative needs. The Tables in Section 7.2 evaluate automobile, bicycle, pedestrian, and LSEV volumes with and without project design features and (where necessary) General Plan improvements.

With the critical conflict locations known – the places where bikes and LSEVs and pedestrians and vehicles will compete for shared space – a thorough evaluation of each location has been performed based on Federal Highway and California State Highway best practice including LOS calculations; review of field geometry; and review of traffic controls proposed in conjunction with CV Link.

3.1 THRESHOLDS OF SIGNIFICANCE/CRITERIA FOR DETERMINING SIGNIFICANCE

Using established CEQA/NEPA guidelines, the proposed CV Link core route and alternatives would have a significant effect on transportation, traffic, and circulation, if they:

- a. Substantially conflict with existing Federal, State, regional or local roadways, rail lines and airports, and regional accessibility.
- b. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to

intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit.

- c. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways.
- d. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks.
- e. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
- f. Result in inadequate emergency access.
- g. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

Senate Bill 743 mandates a change in the way that public agencies evaluate transportation impacts of projects under CEQA. Revised OPR updates to the CEQA guidelines implementing SB 743 recommend vehicle miles traveled as the most appropriate measure of project transportation impacts. Further, the OPR proposal continues to recommend that **bicycle and pedestrian projects should be considered to have a less than significant transportation impact** (emphasis added). Moreover, OPR continues to recommend application of these new metrics across the state, and continues to recommend that implementation of these metrics be phased in over time.

OPR defines “vehicle miles traveled” as the amount and distance of automobile travel attributable to a project. Other relevant considerations may include the effects of the project on transit and non-motorized travel and the safety of all travelers. A project’s effect on automobile delay does not constitute a significant environmental impact with the SB 743 changes.

The General Plan policies of local jurisdictions in Coachella Valley continue to mandate analysis of a project’s effect on automobile delay, and the CV Link transportation analysis addresses the established CEQA/NEPA guidelines listed above. However, the following additional thresholds of significance are also addressed in response to pending SB 743 changes in CEQA thresholds:

Using SB 743 draft guidelines, the proposed CV Link core route and alternatives would have a significant effect on transportation, traffic, and circulation, if they:

- a. Conflict with a plan, ordinance or policy addressing the safety or performance of the circulation system, including transit, roadways, bicycle lanes and pedestrian paths (except for automobile level of service).

- b. Cause substantial additional vehicle miles traveled (per capita, per service population, or other appropriate efficiency measure).
- c. Substantially induce additional automobile travel by increasing physical roadway capacity in congested areas (i.e., by adding new mixed-flow lanes) or by adding new roadways to the network.
- d. Result in inadequate emergency access.

3.2 JURISDICTION LEVEL OF SERVICE (LOS) CRITERIA

The definition of an intersection deficiency has been obtained from each of the applicable surrounding jurisdictions.

3.2.1 CITY OF PALM SPRINGS

Per Goal CR2.1 of the City of Palm Springs General Plan, Level of Service D or better should be maintained for the City's circulation network, as measured using "in season" peak hour conditions.

3.2.2 CITY OF CATHEDRAL CITY

For planning and design purposes, Cathedral City has established Level of Service D as the minimum peak hour system performance standard for Cathedral City circulation network.

3.2.3 CITY OF RANCHO MIRAGE

Per Goal 1, Policy 1 of the City of Rancho Mirage General Plan, the following LOS will be utilized for study area intersections located within the City: Require development to achieve a peak hour LOS D or better at intersections and roadway segments. It should be noted that Ramon Road and Monterey Avenue are a part of the CMP system. Where a LOS of E or worse exists along roadway segments and intersections along these CMP roadways, the City will attempt to take every reasonable measure to improve operating conditions.

3.2.4 CITY OF PALM DESERT

The Circulation Element of the City of Palm Desert General Plan states that peak hour intersection operation at LOS "C" or better is generally acceptable. Because LOS "C" represents a standard that is progressively more difficult and costly to achieve as traffic volumes grow in the City LOS "D" and/or a maximum volume to capacity ratio of 0.90 is provisionally considered the generally acceptable service level for peak operating periods when all feasible intersection improvements have been implemented.

3.2.5 CITY OF INDIAN WELLS

Per City of Indian Wells General Plan, minimum Level of Service (LOS) "D" should be maintained at roadway intersections. It should be noted that only HWY-111 is included on the CMP roadway system in the City of Indian Wells. For principal arterials, the CMP standard is LOS "E" or better.

3.2.6 CITY OF LA QUINTA

Per City of La Quinta’s Engineering Bulletin #06-13 (July 2015), the City has established LOS “D” as the minimum level of service for its intersections and street segments.

3.2.7 CITY OF INDIO

City of Indio standard for acceptable Level of Service is LOS “D”.

3.2.8 CITY OF COACHELLA

According to City of Coachella criteria, LOS “D” is allowed in “Community Development areas, only at intersections of any combination of Secondary Highways, Major Highways, Arterials, Urban Arterials, Expressways, conventional state highways or freeway ramp intersections. LOS “E” may be allowed in designated community centers to the extent that it would support transit-oriented development and walkable communities.” For the purposes of this evaluation, LOS “D” is the minimum acceptable LOS for roadway segments.

3.2.9 COUNTY OF RIVERSIDE

Riverside County General Plan Policy C 2.1 states that the County will maintain the following County-wide target LOS: LOS C on all County-maintained roads and conventional State Highways. As an exception, LOS D may be allowed in Community Development areas at intersections of any combination of Secondary Highways, Major Highways, Arterial Highways, Urban Arterial Highways, Expressways or conventional State Highways. LOS E may be allowed in designated Community Centers to the extent that it would support transit-oriented development and pedestrian communities. For CMP streets or highways, the County accepts LOS E.

3.3 INTERSECTION OPERATIONS METHODOLOGY TO DETERMINE LOS

Highway Capacity Manual (HCM) (1) analysis has been performed for study area intersections at the key at-grade access and/or at-grade crossing locations. The level of service is determined at signalized intersections using data collected describing the intersection configuration, traffic signal timing, and traffic volumes to calculate average intersection delay.

SIGNALIZED INTERSECTIONS

The County of Riverside and Coachella Valley Area (Cities of Palm Springs, Cathedral City, Rancho Mirage, Palm Desert, Indian Wells, La Quinta, Indio, and Coachella) require signalized intersection operations analysis based on the methodology described in the HCM 2010 (1). Intersection LOS operations are based on an intersection’s average control delay. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. For signalized intersections LOS is directly related to the average control delay per vehicle and is correlated to a LOS designation as described in Table 3.3-1.

Pedestrian LOS at signalized intersections evaluates conflicting motorized vehicle volumes and speeds, crosswalk length, average pedestrian delay, and the presence of right-turn channelizing

islands. Pedestrians are better served at intersections with lower motorized vehicle volumes and speeds, shorter crosswalk lengths, lower delay, and the provision of right-turn channelizing islands.

Bicycle LOS at signalized intersections is determined based on perceived separation from motorized vehicle traffic, motorized vehicle volumes, cross-street width, and presence and utilization of on-street parking. Bicycle LOS is improved with a reduction in each of these indicators.

SIGNAL WARRANTS

The term "signal warrants" refers to the list of established criteria used by Caltrans and other public agencies to quantitatively justify or ascertain the potential need for installation of a traffic signal at an otherwise unsignalized intersection. The transportation analysis will utilize the signal warrant criteria presented in the latest edition of the Federal Highway Administration's (FHWA) *Manual on Uniform Traffic Control Devices (MUTCD)*, as amended by *the MUTCD 2012 California Supplement*, for all study area intersections.

TABLE 3.3-1: SIGNALIZED INTERSECTION DESCRIPTION OF LOS

Description	Average Control Delay (Seconds), V/C ≤ 1.0	Level of Service, V/C ≤ 1.0	Level of Service, V/C > 1.0
Operations with very low delay occurring with favorable progression and/or short cycle length.	0 to 10.00	A	F
Operations with low delay occurring with good progression and/or short cycle lengths.	10.01 to 20.00	B	F
Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	20.01 to 35.00	C	F
Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	35.01 to 55.00	D	F
Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	55.01 to 80.00	E	F
Operation with delays unacceptable to most drivers occurring due to over saturation, poor progression, or very long cycle lengths	80.01 and up	F	F

Source: HCM 2010, Chapter 18

The signal warrant criteria for existing conditions will be based upon several factors, including volume of vehicular and pedestrian traffic, frequency of accidents, and location of school areas. Both the FHWA's *MUTCD* and the *MUTCD 2012 California Supplement* indicate that the installation of a traffic signal should be considered if one or more of the signal warrants are met. Specifically, the transportation analysis will utilize the Peak Hour Volume-based Warrant 3

as the appropriate representative traffic signal warrant analysis for existing study area intersections at the key at-grade access and/or at-grade crossing locations. Warrant 3 criteria are basically identical for both the FHWA's *MUTCD* and the *MUTCD 2012 California Supplement*. Warrant 3 is appropriate to use for this transportation analysis because it provides specialized warrant criteria for intersections with "rural" characteristics (e.g. located in communities with populations of less than 10,000 persons or with adjacent major streets operating above 40 miles per hour). For the purposes of the study, the speed limit is generally the basis for determining whether Urban or Rural warrants is used for a given intersection.

It is important to note that a signal warrant defines the minimum condition under which the installation of a traffic signal might be warranted. Meeting this condition does not require that a traffic control signal be installed at a particular location, but rather, that other traffic factors and conditions be evaluated in order to determine whether the signal is truly justified. It should also be noted that signal warrants do not necessarily correlate with LOS. An intersection may satisfy a signal warrant condition and operate at or above acceptable LOS or operate below acceptable LOS and not meet a signal warrant.

UNSIGNALIZED INTERSECTIONS

The previously mentioned jurisdictions require the operations of unsignalized intersections be evaluated using the methodology described in the HCM 2010. The LOS rating is based on the weighted average control delay expressed in seconds per vehicle (see Table 3.3-2).

TABLE 3.3-2: UNSIGNALIZED INTERSECTION DESCRIPTION OF LOS

Description	Average Control Delay Per Vehicle (Seconds)	Level of Service, $V/C \leq 1.0$	Level of Service, $V/C > 1.0$
Little or no delays.	0 to 10.00	A	F
Short traffic delays.	10.01 to 15.00	B	F
Average traffic delays.	15.01 to 25.00	C	F
Long traffic delays.	25.01 to 35.00	D	F
Very long traffic delays.	35.01 to 50.00	E	F
Extreme traffic delays with intersection capacity exceeded.	> 50.00	F	F

Source: HCM 2010, Chapter 19 and Chapter 20

At two-way or side-street stop-controlled intersections, LOS is calculated for each controlled movement and for the left turn movement from the major street, as well as for the intersection as a whole. For approaches composed of a single lane, the delay is computed as the average of all movements in that lane. For all-way stop controlled intersections, LOS is computed for the intersection as a whole.

Pedestrian LOS at cross-street STOP-controlled intersections is based on average pedestrian control delay crossing the major street. Pedestrian LOS is improved via lower vehicle volumes, presence of a median, and provision of pedestrian crossing treatments that improve motorist yielding rates.

3.4 BIKEWAY DESIGN STANDARDS

Caltrans standards are used to design bikeways by most jurisdictions throughout California, and the Coachella Valley area adheres to Caltrans bikeway standards. There have traditionally been three classifications for bicycle facilities: Class I, Class II, and Class III bikeways. The Protected Bikeways Act of 2014 (Assembly Bill 1193 - Ting, Chapter 495) established Class IV Bikeways for California.

A Class I Bikeway is a bike path that provides for bicycle travel on a right-of-way completely separated from any street or highway. The paths may be located along alignments parallel to streets or unrelated alignments as long as there is no encroachment from motor vehicle or pedestrian traffic except at grade intersections. The minimum paved width of travel way for a two-way bike path shall be 8 feet, 10-foot preferred. A minimum 2-foot wide shoulder, composed of the same pavement material as the bike path or all weather surface material that is free of vegetation, shall be provided adjacent to the traveled way of the bike path when not on a structure.

A Class II Bikeway is a bike lane that provides a striped lane for one-way bike travel within the paved area of a street or highway. These bike lanes are within an exclusive right-of-way designated for use by bicyclists. However, cross traffic is permitted for driveway access.

A Class III Bikeway is a bike route in which both bicycle and motor vehicle traffic share the same roadway surface area. The route is marked with signs or stenciled lettering on the pavement identifying the roadway as part of a bikeway system.

A Class IV Bikeway (separated bikeway) is an on-street bikeway for the exclusive use of bicycles and includes a separation required between the separated bikeway and the through vehicular traffic. The separation may include, but is not limited to, grade separation, flexible posts, inflexible physical barriers, or on-street parking. Separated bikeways typically operate as one-way bikeway facilities in the same direction as vehicular traffic on the same side of the roadway. However, two-way separated bikeways can also be used, usually in lower speed (35 miles per hour or less) environments.

Design guidance for Class I bikeways (bike paths), Class III bikeways (bike routes) and Trails are provided in Chapter 1000 of the California Highway Design Manual (HDM). Design guidance that addresses the mobility needs of bicyclists on all roads as well as on Class II bikeways (bike lanes) is distributed throughout the California Highway Design Manual where appropriate. Design guidance for Class IV bikeways (separated bikeways) is provided in DIB 89.

The AASHTO Guide for the Development of Bicycle Facilities and the National Association of City Transportation Officials (NACTO) Urban Street Design Guide also provide additional bikeway guidance not included in the California Highway Design Manual.

3.5 LOW SPEED ELECTRIC VEHICLE (LSEV) DESIGN CONSIDERATIONS

LSEVs include golf carts and NEVs. The California Vehicle Code (CVC) defines golf carts as vehicles designed to operate at a maximum speed of 15 mph and states that golf carts can be

driven only on roadways with posted speed limits of up to 25 mph except in cases where travel on roadways with higher speed limits is permitted by ordinance or resolution of a local authority. The CVC defines neighborhood electric vehicles (NEVs) as vehicles that can reach speeds of 20 to 25 mph within one mile. NEVs may be operated on any roadway with a posted speed limit of 35 mph or less and may cross at intersections that have a higher speed limit

Based on the legislated maximum LSEV speed (25 mph) and HDM table 1003.1, a shared LSEV path design speed could conventionally be 30 mph. In an effort to maintain the desired maximum speed of the pathway, a design speed of 25 mph should be utilized. In comparison, the adult cyclist typically travels between 8 and 15 mph.

Coachella Valley roads are often designed to accommodate higher speeds that are faster than the posted speed limit. Aligning the CV Link design speed (the speed that vehicles can navigate the facility without losing control) with the desired driving speed, results in a speed that makes sense for the context. The maximum speed on the shared use path should be 20 mph due to the significant increase in injury at higher speeds. Research on highway capable motor vehicle collisions has shown that at 20 mph, a pedestrian or cyclist has a 95% chance of surviving a crash.

The lower mass and improved visibility (and therefore reaction time) of a LSEV may provide comparable injury risk at 25 mph as a highway capable motor vehicle at 20 mph. In the absence of data on the risk and severity of collisions between lighter LSEVs and non-motorized users, it cannot be concluded that a 20 mph speed limit is justified. The recommended CV Link path speed limit is 25 mph, with a design speed of 25 mph.

A 4-seat LSEV is approximately 5.5' wide with a 7' minimum design envelope. The minimum paved width or travel area of a shared use path accommodating two-way LSEV travel should be paved 14' wide and 16' preferred. Wider widths are recommended when high user volumes or a mix of user types are anticipated. A reduced path width of 12' may be used over short distances due to physical constraints including: environmental features, bridge abutment, utility structure, or fence. A minimum path width of 12' is regarded as appropriate where maintenance vehicles are anticipated. Path less than 12' wide are subject to edge breakage from vehicle loads.

Constrained pathway sections should be indicated with warning signs or markings. LSEVs come in various shapes and sizes, a typical 4-seat LSEV has an inside turn-radius of 12' and exterior turn radius of up to 18'. Based on the maximum design speed of 25 mph, the smallest radius along the shared use path should be 115'. Tight turns should be signed and/or striped well in advance of the turn, and sign location should be based on braking distance.

3.6 DESIGN CRITERIA FOR PEDESTRIAN ACTIVITY AT INTERSECTIONS

In analyzing options at intersections, pedestrians and motor vehicles have equal status; therefore, some loss of motor vehicle capacity must be accepted in order to accommodate minimum pedestrian crossing times. Pedestrian crossing-time requirements can have a significant impact on intersection operations, especially in coordinated signal systems where a

background cycle length is used to achieve consistent operation between consecutive intersections.

In general, shorter cycle lengths are preferable to longer ones because they result in less delay and shorter queues. However, the need to accommodate multiple pedestrian movements across wide roadways, coupled with complex signal phasing and minimum green requirements to accommodate signal progression in multiple directions, may sometimes require the use of longer cycle lengths.

The MUTCD states that the pedestrian clearance time should allow a pedestrian crossing in the crosswalk to leave the curb and travel to at least the far side of the traveled way or to a median of sufficient width for pedestrians to wait before opposing vehicles receive a green indication.

The MUTCD uses a walk speed of 4.0 feet per second for determining crossing times. The pedestrian clearance time may be entirely contained within the vehicular green interval or may be entirely contained within the vehicular green and yellow clearance interval. At high-volume locations, it may be necessary as a tradeoff for vehicular capacity to use the lost time (the yellow change interval and all-red time) in satisfying the calculated pedestrian clearance time.

The pedestrian clearance time (in seconds) is calculated as the crossing distance (in feet) divided by the walking speed. The crossing distance is determined from the near curb to the far side of the traveled way by assuming standard twelve-foot wide lanes and counting all approach lanes as well as the number of departing through lanes to be crossed on each intersection leg.

The ITE recommends that median widths ideally be ten feet or wider to provide enough space for pedestrians to stand. Median refuge islands should be at least six feet wide and in no case less than four feet wide when used by pedestrians and bicyclists.

3.7 AT-GRADE CROSSINGS OF ROADWAYS

Various parameters for evaluating at-grade crossing devices are summarized in Table 3.7-1. The 2014 California Manual on Uniform Traffic Control Devices (MUTCD), Revision 1 will be utilized to determine the need for a mid-block pedestrian/bike signal crossing or application of a pedestrian hybrid beacon. CAMUTCD Pedestrian Figures referenced in Table 3.7-1 are included in Appendix 1 of this initial report.

3.7.1 VOLUME BASED WARRANTS - SIGNAL

For a mid-block pedestrian/bike signal crossing, the CAMUTCD Pedestrian Volume-based Warrant 4 will be evaluated. The Pedestrian Volume signal warrant is intended for application where the traffic volume on a major street is so heavy that pedestrians experience excessive delay in crossing the major street.

Table 3.7-1

Grade Crossing Devices Evaluation Parameters

Criteria	TYPE OF CROSSING			
	Mid-Block Pedestrian / Bike Signal	Pedestrian Hybrid Beacon	Flashing Beacon	In-Roadway Flashing Lights
POTENTIAL CV LINK CRITERIA				
Roadway Cross-Section	4-lane divided or greater	N/A	4-lane roads or 2-lane roads (see volume criteria)	N/A
Traffic Volume	> 15,000 VPD	N/A	10,000-15,000 VPD (4-lane) or 12,000-18,000 VPD (2-lane)	N/A
Other	Recommend providing a median refuge island	N/A	Recommend tapering roadway to provide shorter crossing	N/A
2014 CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES				
Roadway Vehicular Traffic	Per Figure 4C-6 (4 hours) or Figure 4C-8 (1 hour) of MUTCD ¹	Per Figure 4F-1 ¹ . May also determine if gaps in traffic are not adequate to allow pedestrian crossing without control	N/A	N/A
Crossing Traffic	Per Figure 4C-6 (4 hours) or Figure 4C-8 (1 hour) of MUTCD ¹	Per Figure 4F-1	N/A	N/A
Speed	Determines which warrant to use	May be used to determine if a pedestrian Hybrid beacon is appropriate	N/A	N/A
Safety	Safety must be considered in engineering study	N/A	Used to provide warning.	Used to provide warning.
Other	At least 100 feet from adjacent driveways or streets; at least 300 feet from nearest signal (or STOP sign) control on the street being crossed. Parking should be prohibited 100' before and 20' beyond crosswalk.	Parking should be prohibited 100' before and 20' beyond crosswalk. Should be coordinated with nearby signals.	Typical Applications include mid-block crosswalks	Not for use at crosswalks controlled by Yield, STOP, or Signals. Often have maintenance issues.

¹ Figures referenced based on 85th percentile speed > 35 mph.

The need for a traffic control signal at an intersection or midblock crossing shall be considered if the transportation analysis finds that one of the following criteria is met (see Appendix 1 for CAMUTCD Warrant Figure excerpts):

- A. For each of any 4 hours of an average day, the plotted points representing the vehicles per hour on the major street (total of both approaches) and the corresponding pedestrians per hour crossing the major street (total of all crossings) all fall above the curve in Figure 4C-5; or
- B. For 1 hour (any four consecutive 15-minute periods) of an average day, the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding pedestrians per hour crossing the major street (total of all crossings) falls above the curve in Figure 4C-7.

Option:

- If the posted or statutory speed limit or the 85th-percentile speed on the major street exceeds 35 mph, or if the intersection lies within the built-up area of an isolated community having a population of less than 10,000, Figure 4C-6 may be used in place of Figure 4C-5 to evaluate Criterion A in Paragraph 2, and Figure 4C-8 may be used in place of Figure 4C-7 to evaluate Criterion B in Paragraph 2.

Standard:

- The Pedestrian Volume signal warrant shall not be applied at locations where the distance to the nearest traffic control signal or STOP sign controlling the street that pedestrians desire to cross is less than 300 feet, unless the proposed traffic control signal will not restrict the progressive movement of traffic.
- If this warrant is met and a traffic control signal is justified by the transportation analysis, the traffic control signal shall be equipped with pedestrian signal heads complying with the provisions set forth in Chapter 4E of the CAMUTCD.

Guidance:

- If this warrant is met and a traffic control signal is justified by the transportation analysis, then:
 - a. If it is installed at an intersection or major driveway location, the traffic control signal should also control the minor-street or driveway traffic, should be traffic-actuated, and should include pedestrian detection.
 - b. If it is installed at a non-intersection crossing, the traffic control signal should be installed at least 100 feet from side streets or driveways that are controlled by STOP or YIELD signs, and should be pedestrian-actuated.
 - c. Furthermore, if it is installed within a signal system, the traffic control signal should be coordinated.

Option:

- The criterion for the pedestrian volume crossing the major street may be reduced as much as 50 percent if the 15th-percentile crossing speed of pedestrians is less than 3.5 feet per second.
- A traffic control signal may not be needed at the study location if adjacent coordinated traffic control signals consistently provide gaps of adequate length for pedestrians to cross the street.

3.7.2 VOLUME BASED WARRANTS - BEACON

A pedestrian hybrid beacon is a special type of hybrid beacon used to warn and control traffic at an unsignalized location to assist pedestrians in crossing a street or highway at a marked crosswalk. A conventional traffic control signal operation with a standard signal face displaying green, yellow and red (steady and/or flashing red) indications, at a mid-block crosswalk is an alternative to the pedestrian hybrid beacon.

Option:

- A pedestrian hybrid beacon may be considered for installation to facilitate pedestrian crossings at a location that does not meet traffic signal warrants (see Chapter 4C), or at a location that meets traffic signal warrants under Sections 4C.05 and/or 4C.06 but a decision is made to not install a traffic control signal.

Standard:

- If used, pedestrian hybrid beacons shall be used in conjunction with signs and pavement markings to warn and control traffic at locations where pedestrians enter or cross a street or highway. A pedestrian hybrid beacon shall only be installed at a marked crosswalk.

Guidance:

- If one of the signal warrants of Chapter 4C is met and a traffic control signal is justified by the transportation analysis, and if a decision is made to install a traffic control signal, it should be installed based upon the provisions of Chapters 4D and 4E of the CAMUTCD.
- If a traffic control signal is not justified under the signal warrants of Chapter 4C of the CAMUTCD and if gaps in traffic are not adequate to permit pedestrians to cross, or if the speed for vehicles approaching on the major street is too high to permit pedestrians to cross, or if pedestrian delay is excessive, the need for a pedestrian hybrid beacon should be considered on the basis of the transportation analysis that considers major-street volumes, speeds, widths, and gaps in conjunction with pedestrian volumes, walking speeds, and delay.
- For a major street where the posted or statutory speed limit or the 85th-percentile speed is 35 mph or less, the need for a pedestrian hybrid beacon should be considered if the engineering study finds that the plotted point representing the vehicles per hour on

the major street (total of both approaches) and the corresponding total of all pedestrians crossing the major street for 1 hour (any four consecutive 15-minute periods) of an average day falls above the applicable curve in Figure 4F-1 for the length of the crosswalk.

- For a major street where the posted or statutory speed limit or the 85th-percentile speed exceeds 35 mph, the need for a pedestrian hybrid beacon should be considered if the engineering study finds that the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding total of all pedestrians crossing the major street for 1 hour (any four consecutive 15-minute periods) of an average day falls above the applicable curve in Figure 4F-2 for the length of the crosswalk.
- For crosswalks that have lengths other than the four that are specifically shown in Figures 4F-1 and 4F-2, the values should be interpolated between the curves.

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4.0 CV LINK SEGMENTS – PROPOSED PROJECT AND ALTERNATIVES

The CV Link has been subdivided into segments (generally by City) for evaluation purposes in this traffic analysis. An overview of the CV Link corridor segments is shown on Exhibit 4.0-A. These segments are similar to the segments utilized in the Master Plan, but more closely relate to individual jurisdiction boundaries. Segments evaluated include Palm Springs North, Palm Springs Central, Cathedral City, Rancho Mirage, Palm Desert, Indian Wells, La Quinta, Indio, and Coachella. Later sections of this chapter describe individual segments in further detail.

There are three major connectivity alternatives for the CV Link project analysis, with additional minor alignment alternatives treated on a case-by-case basis in each relevant city. The major connectivity alternatives are evaluated in this TIA with modified corridor demand for three scenarios to include or eliminate the CV Link through an entire City:

- **Proposed Project** includes the potential CV Link in Palm Springs North, Palm Springs Central, Cathedral City, Palm Desert, Indian Wells, La Quinta, Indio, and Coachella. The Proposed Project does not include CV Link connectivity through Rancho Mirage (between Cathedral City and Palm Desert).
- **Alternative 2** provides linkage between all the Cities listed for the Proposed alternative, and also includes connectivity through the City of Rancho Mirage.
- **Alternative 1** builds off of the Proposed alternative, but also eliminates linkage through the City of Indian Wells (between Palm Desert and La Quinta).

For the description of any water body or flood channel, the perspective relates to water flowing east to the Salton Sea (i.e. the right bank is the south side).

4.1 PALM SPRINGS NORTH

The Palm Springs North segment (shown on Exhibit 4.1-A) skirts the Palm Springs urban area with mountain and wind farm turbine views, mostly along the Palm Springs General Plan / CVAG Non-Motorized Transportation Plan (NMTP) levee route. From Tramway Road to Chino Wash, new paths close gaps on one or both sides of Highway 111. A pathway along the top of the levee is proposed from Chino Wash to Sunrise Way. Along the Four Seasons development, the path could be on top of the levee, on the development side of the levee, or on the channel side of the levee from Sunrise Way to Gene Autry Trail.

Potential minor alignment alternatives are shown:

- Along Palm Canyon Drive from San Rafael to Sunrise Parkway
- Along Sunrise Way from Sunrise Parkway to San Rafael Drive, turning east towards the core CV Link alignment
- Along Gene Autry Trail and Via Escuela near where these two streets intersect

EXHIBIT 4.0-A: OVERVIEW OF KEY CV LINK CORRIDOR SEGMENTS

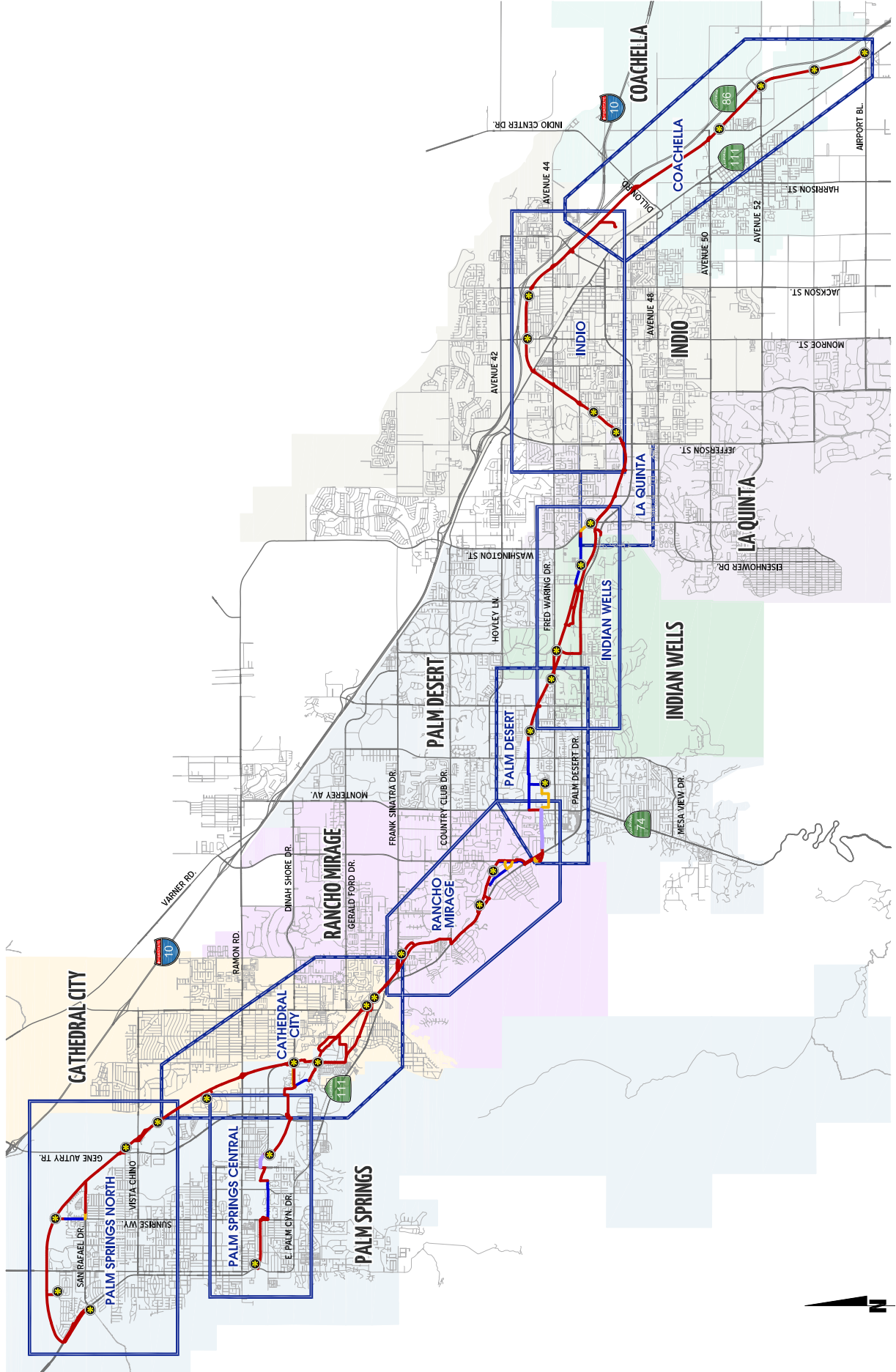
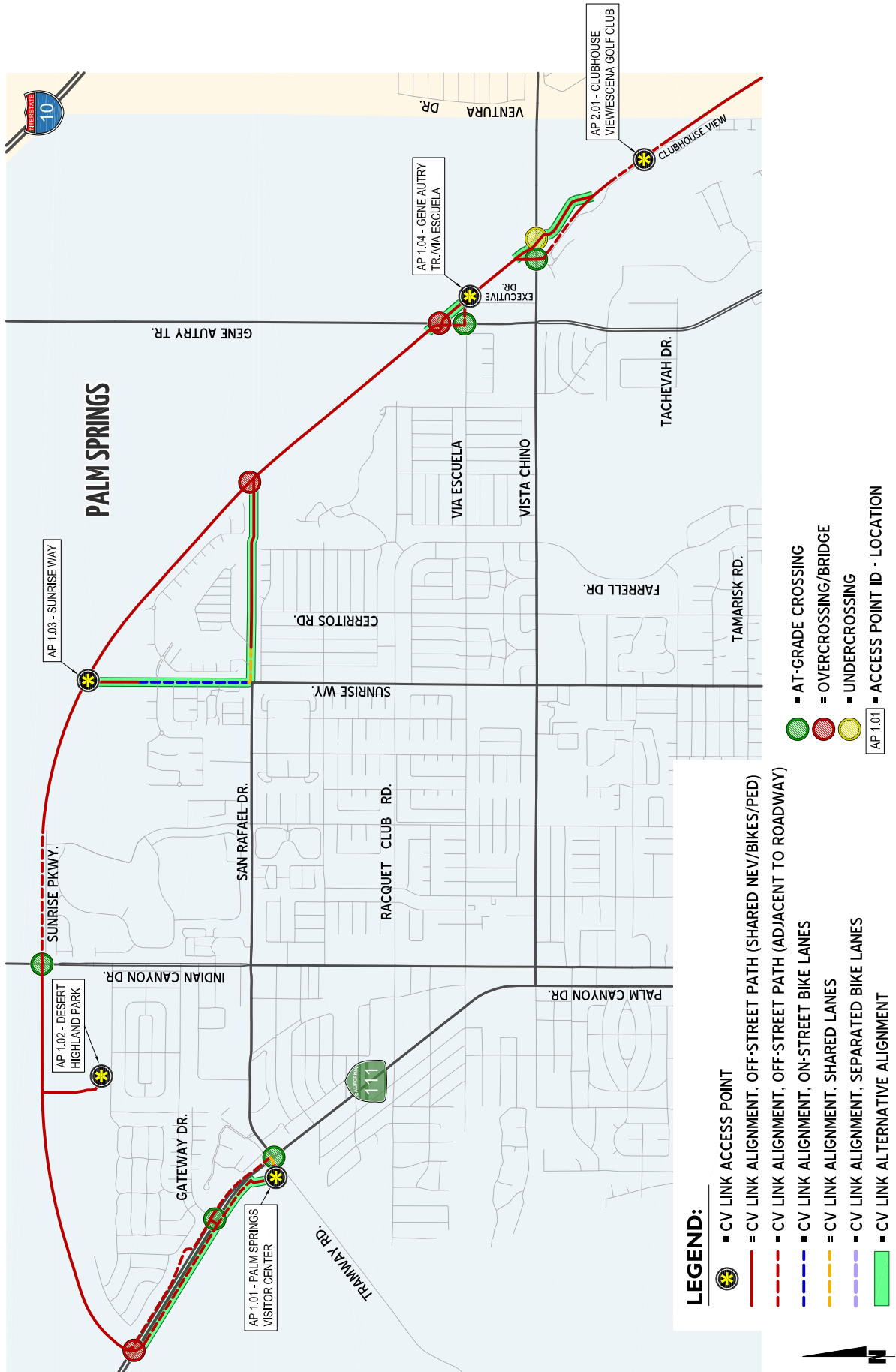


EXHIBIT 4.1-1-A: PALM SPRINGS NORTH, CV LINK ROUTE CONFIGURATION AND ACCESS POINTS



In addition to access from adjacent private properties (as may be provided by property owners) and at-grade intersection along the route, CV Link access point facilities are proposed at the following locations:

- Visitor Center: enhance existing facilities
- Desert Highland Park: enhance existing facilities and construct new connection to main route
- Sunrise Way (north): a new local park is proposed by the city
- Fan Palm Way: a new gated access point (neighborhood access not shown on Exhibit 4.1-A)
- Rancho Mirage Community Park Drive: a new regional park is proposed by the city (local access not shown on Exhibit 4.1-A)
- Gene Autry: a regional access point serving as a potential junction with possible future Desert Hot Springs CV Link extension
- Vista Chino / River Channel: a possible sculpture or a staging area
- Clubhouse View / Escena: access to Escena Restaurant with gated residential only access

Crossings of Highway 111 are potentially located at:

- Gateway Drive: new signal phase and crossing facility at existing signals, with new path on west side between Tramway Road and Gateway Drive. This would include an upgrade of the existing flashing yellow warning beacon on the southbound approach to the intersection.
- Bridge overcrossing at the Chino Wash: new path along the full length of the west side route from Tramway Road to the Chino Wash. Grade separation eliminates traffic conflict and delays, but the required ramps would increase the level of effort for pedestrians and bicyclists relative to an at-grade crossing. Note: this alternative is not explicitly shown on Exhibit 4.1-A.
- Tramway Road: enhance existing signal with CV Link crosswalks and curb ramps; install a new path on the east side between W. San Rafael Drive and Gateway Drive.

The future Sunrise Parkway intersection at Indian Canyon Drive will include full traffic signals. A pedestrian hybrid beacon could be an interim option.

Along Gene Autry Trail in Phase 1, CV Link users would divert to the existing Via Escuela traffic signal (900' total distance). An alignment alternative includes a future potential overcrossing which could be installed to reduce the travel distance to approximately 600' and eliminate the signal delay.

During Phase 1, a new signal phase and crossing for Vista Chino at Clubhouse View on the east leg of the existing traffic signals. A 16' wide unpaved maintenance road (gated) exists on each

side of the intersection. Possible future (design and implementation by others) plans include an undercrossing of the proposed new Vista Chino bridge, which is currently in the preliminary design phase.

Possible future connectors (not shown on Exhibit 4.1-A) include Chino Creek, Tramway Road, Tramview Road, Via Escuela, and the Palm Springs Air Museum and vicinity.

4.2 PALM SPRINGS CENTRAL

Established neighborhoods and golf courses line the Palm Springs Central segment, which is shown on Exhibit 4.2-A. The Palm Springs Central segment connects the central Palm Springs community areas via Mesquite Avenue and the Tahquitz Creek Channel.

A shared roadway occurs along N. Riverside Drive from S. Palm Canyon to Sunrise Way. Along Sunrise Way between N. Riverside Drive and Mesquite Avenue, an alternative alignment is shown east of Sunrise Way. From Sunrise Way to Compadre Road, the route includes restriped and signposted Mesquite Avenue for CV Link LSEVs and bicyclists, and an existing path along Mesquite Golf Course - Tahquitz Creek Trail for bicyclists and pedestrians.

A new path along the flood channel is proposed for Compadre Road to El Cielo Road. The Bud Fuhrer Equestrian Trail is realigned to the north edge of the wash. From El Cielo Road to Demuth Park, CV Link includes a reconfigured roadway with a two-way path on south side of Mesquite Avenue.

Replacement of existing worn asphalt path is proposed for Mesquite Avenue to S. Gene Autry Trail. For S. Gene Autry Trail to Crossley Road in Phase 1, the CV Link will use the existing route to the water park. For Crossley Road to the channel confluence, 34th Avenue traffic would cross at Fairway Circle and follow a widened two-way path on the east side Crossley Road to a shared roadway on 34th Avenue; others would remain on the existing shared path on the west side of Crossley Road and then follow a widened pathway along the Tahquitz Creek.

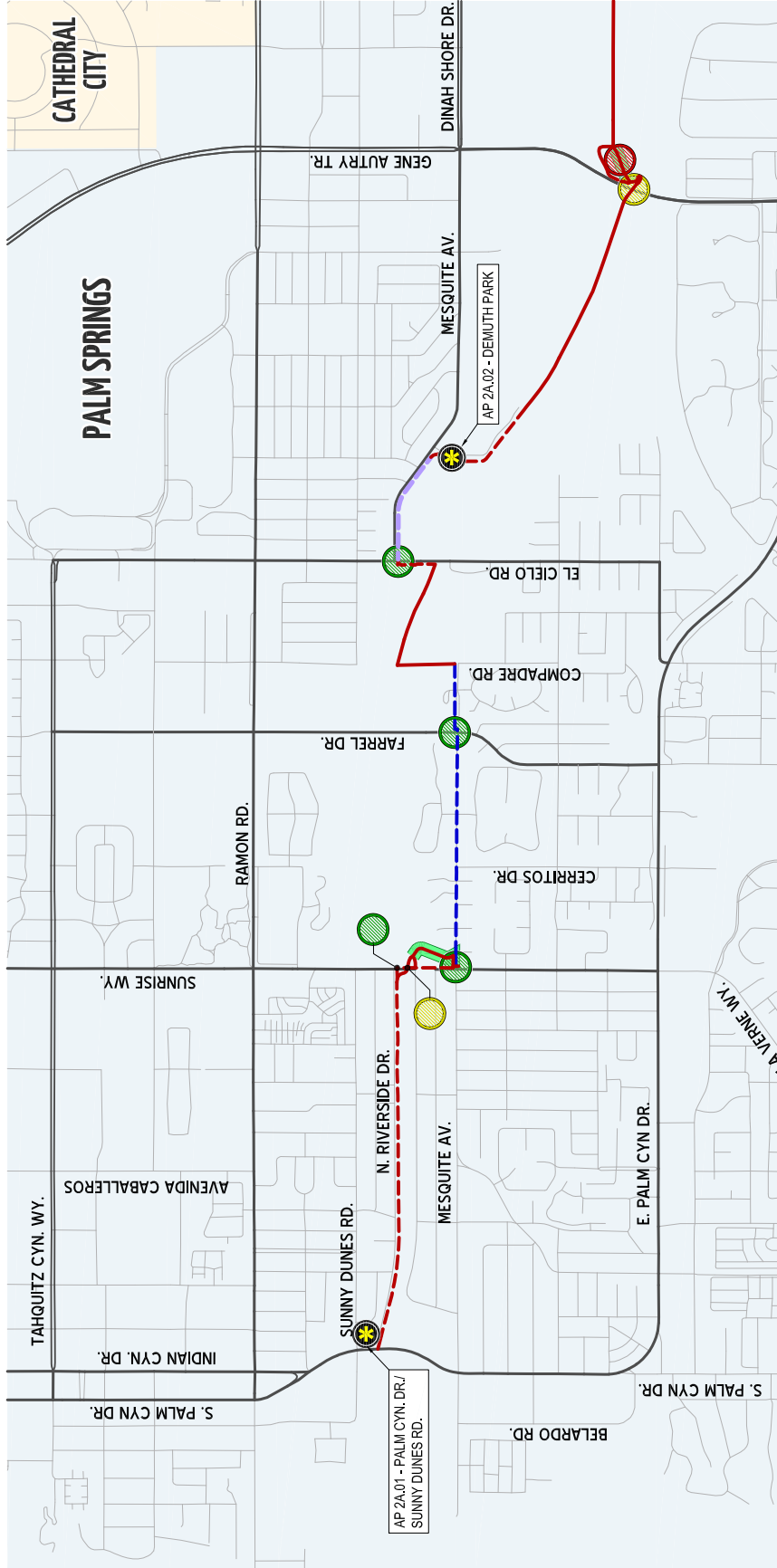
Destinations include Tahquitz Canyon and visitor center, Downtown Palm Springs via Baristo Channel, Palm Springs High and approved College of the Desert West via Farrell Dr, Palm Springs City Hall, county institutions, and the airport via El Cielo. An existing channel bridge at S. Camino Real serves the historic church on S. Riverside Drive and Cahuilla Elementary.

CV Link access point facilities are proposed at the following locations:

- S. Palm Canyon Drive: new local access point serving Tahquitz Canyon
- Demuth Park: enhance existing park facilities with CV Link features
- Whitewater River and the Tahquitz Creek confluence rest area (local access not shown on Exhibit 4.2-A)

For S. Palm Canyon Drive, the new local access point is located at the northeast corner of S. Palm Canyon Drive and Tahquitz Creek Channel.

EXHIBIT 4.2-A: PALM SPRINGS CENTRAL, CV LINK ROUTE CONFIGURATION AND ACCESS POINTS



LEGEND:

- = CV LINK ACCESS POINT
- = CV LINK ALIGNMENT, OFF-STREET PATH (SHARED NEV/BIKES/PED)
- = CV LINK ALIGNMENT, OFF-STREET PATH (ADJACENT TO ROADWAY)
- = CV LINK ALIGNMENT, ON-STREET BIKE LANES
- = CV LINK ALIGNMENT, SHARED LANES
- = CV LINK ALIGNMENT, SEPARATED BIKE LANES
- = CV LINK ALTERNATIVE ALIGNMENT
- = AT-GRADE CROSSING
- = OVERCROSSING/BRIDGE
- = UNDERCROSSING
- = ACCESS POINT ID - LOCATION



Along South Palm Canyon, CV Link proposes to connect as an undercrossing. Alternatively, a diversion to the existing signals at East Sunny Dunes Road / North Riverside Drive is possible.

At Sunrise Way, CV Link includes enhancing the crosswalk and reconfigure existing channel bridge, and providing ramps both to the bottom of existing concrete undercrossing and follow tributary flood channel and to the bottom of existing concrete undercrossing and connect to enhanced traffic signals at Mesquite Avenue.

For Farrell Drive at Mesquite Avenue, upgrade existing traffic signals. For the Tahquitz Creek Trail, install a new crossing 1000' north of the existing golf cart crossing.

At El Cielo Road, upgrade the existing crosswalk for two-way LSEV/bike travel.

Reconfiguration of the east ramp geometry at S. Gene Autry Trail is recommended, along with utilization of the existing undercrossing.

A new traffic signal for Crossley Road at 34th Avenue is recommended.

Possible future connectors (not explicitly shown on Exhibit 4.2-A) include Baristo Channel to Downtown, Farrell Drive, El Cielo, and Indian Canyons.

4.3 CATHEDRAL CITY

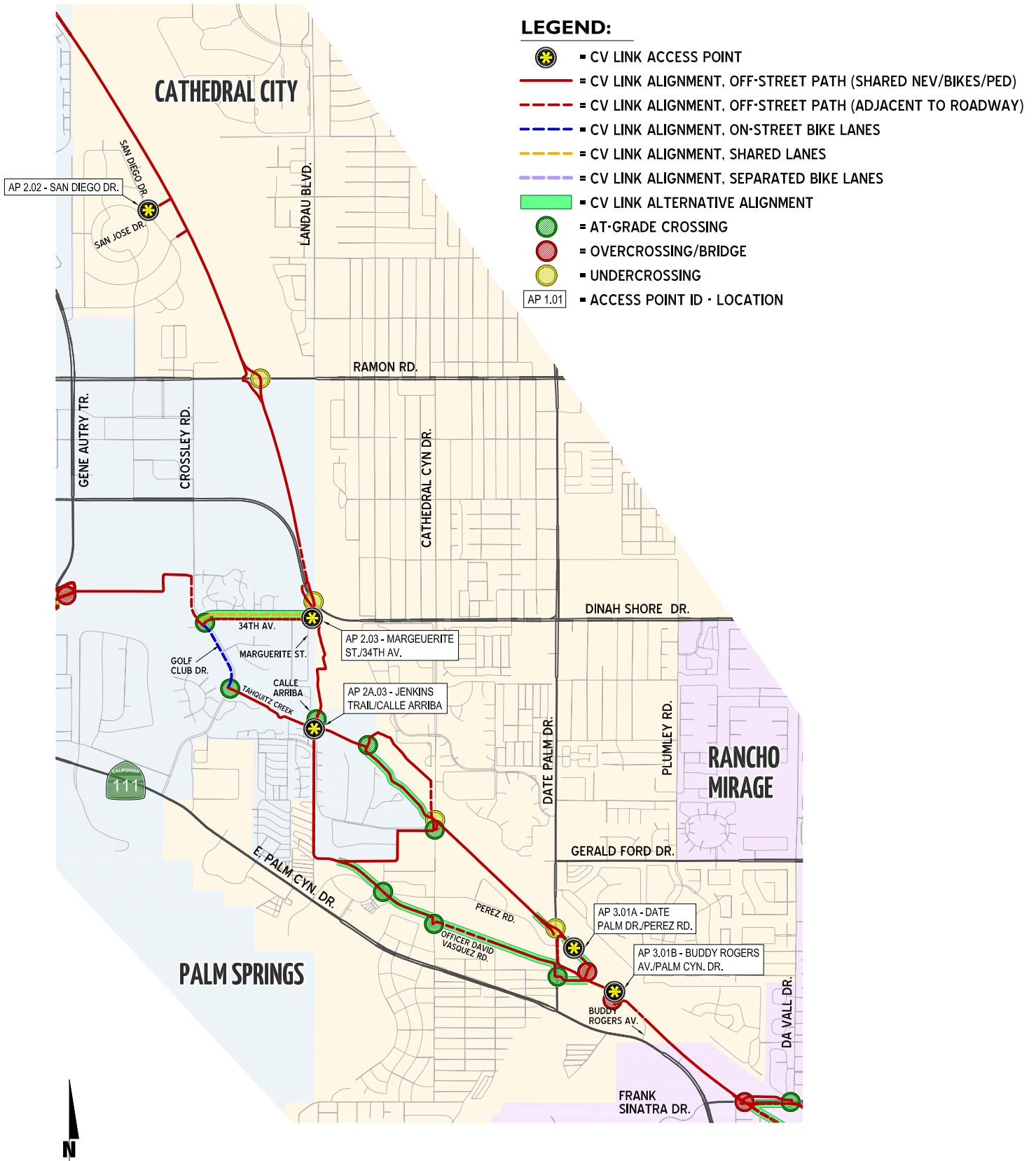
A mix of various residential uses and industrial buildings characterizes the Cathedral City segment, which is shown on Exhibit 4.3-A. Along 34th Avenue between Crossley Road and Marguerite Street, a shared-lane alignment alternative is shown. For the segment of Tahquitz Creek Trail to Cathedral Canyon Drive, 3 alignment alternatives have been developed:

1. Right bank – current Phase 1 proposal includes following an existing trail easement (reconfiguration of one golf course hole).
2. Right bank to left bank – an undercrossing at the future Cathedral Canyon Drive bridge and a two way path on the east side of the new Cathedral Canyon Bridge.
3. Jenkins Trail – the 6' wide asphalt path would be removed and an 8' concrete path built, retaining about 4-6' sandy unsealed surface for running and equestrian uses.

CV Link access points are proposed at the following locations:

- Dream Homes / San Diego Drive: new access
- Near Ramon Road: roadway connections with potential access point amenities (not road-adjacent; not shown on Exhibit 4.3-A)
- 34th Avenue at Dinah Shore Drive: accessible for eastbound travelers on Dinah Shore and all users of 34th Avenue along the most direct route between north and west directions of travel

EXHIBIT 4.3-A: CATHEDRAL CITY, CV LINK ROUTE CONFIGURATION AND ACCESS POINTS



- Jenkins Trail / Calle Arriba
- Cathedral Canyon Drive: new regional access (at-grade crossing on Exhibit 4.3-A)
- Date Palm Drive / Perez Road: new “Cathedral Canyon Channel Promontory Park” regional access
- Buddy Rogers / Palm Canyon Drive: a new local access near the terminus of the existing trail

A new undercrossing of the existing bridge at Ramon Road is proposed as part of the Phase 1 project. On rare occasions, closures may occur during floods with CV Link users detoured to the Crossley Road traffic signals.

For Dinah Shore Drive, a new undercrossing of the existing bridge is proposed. On rare occasions, closures may occur during floods. The nearest at-grade crossings are Cathedral Canyon Drive (0.5 mi. to the east) and Crossley Road (0.8 mi. to the west).

Cathedral Canyon Drive crossings are dependent on the selected alternative:

- Undercrossing of future bridge (subject to obtaining a route along the channel through Cathedral Canyon Golf Course), or
- Planned flashing beacon and crosswalk at Paseo Azulejo (end of Jenkins Trail). If the golf course route were developed, this crossing point would still remain for those accessing Jenkins Trail.

Reconstruction of existing undercrossing path at Date Palm Drive is proposed.

Possible future connectors (not shown on Exhibit 4.3-A) include Cathedral Cove and Cathedral Canyon Channel West.

4.4 RANCHO MIRAGE

The City of Rancho Mirage recently (2016) adopted Ordinance 1099, prohibiting LSEVs and NEVs in certain areas and on certain streets within the jurisdiction of the City of Rancho Mirage. Due to the City’s withdrawal from the CV Link project and an adopted prohibition of NEVs on various streets in the City of Rancho Mirage, the Proposed scenario of the CV Link does not provide linkage through the City of Rancho Mirage.

The CV Link terminus approaching the westerly City of Rancho Mirage boundary is possible in two different manners: (1) ending the Link at the city limits of Rancho Mirage / Cathedral City, and (2) continuing southeast along the right bank of the Whitewater River on the channel service road, crossing the wash just north of Frank Sinatra Drive and terminating at the northeast corner of the wash and Frank Sinatra on an existing path.

The CV Link terminus at the easterly City of Rancho Mirage boundary will be located at the Rancho Mirage / Palm Desert city limits, on the north side of Parkview Drive.

Though NEVs are prohibited on various streets in the City of Rancho Mirage, certain other types of LSEVs along with bicycles and pedestrians are allowed. CV Link demand calculations include other potential LSEV usage, such as electric longboards, bicycles, trikes, etc..

Alternative 2 of the major connectivity alternatives addressed in this analysis includes a CV Link segment through the City of Rancho Mirage, providing linkage from Cathedral City to Palm Desert in addition to access for the Rancho Mirage community.

Alternative 1 is consistent with the Proposed alternative in the City of Rancho Mirage, excluding linkage from Cathedral City to Palm Desert. Differences between Alternative 1 and the Proposed alternative are discussed in the City of Indian Wells section.

The Alternative 2 segment of CV Link located in Rancho Mirage is generally surrounded by residential (some gated), commercial, and golf course uses. The route generally follows the channel in the northwest and southeast areas of the City, but is located on SR-111 from Country Club Drive to Paxton Drive (see Exhibit 4.4-A).

There are 2 potential alternatives for Frank Sinatra Drive to Country Club Drive:

1. Left bank (Phase 1): Repave existing channel bottom crossing to left bank, cross at existing Da Vall Drive signals, and using the Abrams-Butler Trail continue through Wolfson Park along the left bank to an existing channel bottom crossing back to the Joe Butler Trail.
2. Right bank (Phase 3): Construct a skewed overcrossing and build a new path along the right bank.

Country Club Drive to Rancho Mirage Community Park (previously known as Whitewater Park): upgrade existing paths on the south side of Hwy 111; replace bridge over Thunderbird Channel; cross Hwy 111 using upgraded traffic signal at Paxton Drive; new path through vacant land to the Whitewater River Channel side of the Rancho Mirage Library; new Magnesia Channel bridge leads to Rancho Mirage Community Park.

There are 2 potential alternatives for Rancho Mirage Community Park to Bob Hope Drive:

1. Whitewater River Channel and a new undercrossing to east side of Bob Hope Drive.
2. A two-way path on San Jacinto Drive and Rancho Las Palmas Drive.

For Bob Hope Drive to Monterey Avenue, the CV Link includes completion of the existing path on the west side of Bob Hope Drive and a new crossing with traffic signal or flashing beacon at the intersection of Bob Hope Drive/Commercial Driveway (#21) serving the Rancho Las Palmas Shopping center. The route would continue along the northeast frontage of Highway 111.

A two-way path on the north side of Parkview Drive would require either bridge widening at the Palmview Channel or removal of the median left turn bay to reallocate space.

EXHIBIT 4.4-A: RANCHO MIRAGE, CV LINK ALTERNATIVE 1 ROUTE CONFIGURATION AND ACCESS POINTS



LEGEND:

- = CV LINK ACCESS POINT
- = CV LINK ALIGNMENT, OFF-STREET PATH (SHARED NEV/BIKES/PED)
- = CV LINK ALIGNMENT, OFF-STREET PATH (ADJACENT TO ROADWAY)
- = CV LINK ALIGNMENT, ON-STREET BIKE LANES
- = CV LINK ALIGNMENT, SHARED LANES
- = CV LINK ALIGNMENT, SEPARATED BIKE LANES
- = CV LINK ALTERNATIVE ALIGNMENT
- = AT-GRADE CROSSING
- = OVERCROSSING/BRIDGE
- = UNDERCROSSING
- = ACCESS POINT ID - LOCATION



CV Link Alternative 2 access points are proposed at the following locations:

- Frank Sinatra office center: new commercial access (community access not shown on Exhibit 4.4-A)
- Wolfson Park (Frank Sinatra): existing park
- Rancho Mirage Library: enhanced existing access
- Rancho Mirage Community Park: enhanced existing

Additional CV Link Alternative 2 local access and/or at-grade crossings are located (but not explicitly included as access points on Exhibit 4.4-A):

- Rancho Mirage Racquet Club: new gated neighborhood access
- Desert Cove: existing access may be gated; no CV Link features
- Golden State Street: new gated neighborhood access
- Country Club Drive: new facility
- Rancho Las Palmas Shopping Center at Bob Hope Drive frontage – new community access
- Barbara Dr / Hwy 111: new local access; this could also serve a secondary access to the Bump 'N Grind trail, if an undercrossing of Hwy 111 on the Parkview Channel could be achieved.

For Frank Sinatra Drive, the initial Alternative 2 crossing uses the channel bottom to existing signals at Da Vall Drive and left bank alignment, passing through the Wolfson Park. A future Alternative 2 overcrossing bridge structure to right bank alignment is possible.

For CV Link Alternative 2, enhanced signals are proposed for crossings of Country Club Drive, Thunderbird Road, and Paxton Drive.

For CV Link Alternative 2, new bridges are proposed for Thunderbird Channel and Magnesia Falls Channel.

For CV Link Alternative 2, the existing traffic signals would be used on Monterey Avenue in Phase 1. In a future phase, two overcrossing alternatives have been proposed: a perpendicular bridge or a skewed bridge.

Possible future connectors (not shown on Exhibit 4.4-A) include Eisenhower Hospital and Palm Valley Channel.

4.5 PALM DESERT

The Palm Desert segment connects Monterey Avenue to Fred Waring Drive as shown on Exhibit 4.5-A.

From Monterey Avenue to San Pascual Avenue, CV Link includes wayfinding signs and markings along existing Alumni Drive, Magnesia Falls Drive, and Civic Center Park pathways.

Two alternatives are proposed from San Pascual Avenue to Deep Canyon Road:

1. Widened LSEV/bike lanes on Magnesia Falls Drive
2. Replace or duplicate existing 10' wide bridge over the San Pascual Channel; resurface existing channel path and cross at-grade at Magnesia Falls Drive; continue to a new path along the Whitewater River Channel.

From Deep Canyon Road to Fred Waring Drive, widen or pave existing paths. Enhancements to existing facilities at San Pablo Avenue and Magnesia Falls Drive are proposed.

CV Link access point facilities are proposed at the following locations:

- Palm Desert Civic Center Park: existing regional access
- Columbine Drive: new neighborhood access
- Fred Waring Drive: new regional access

Additional local access and/or at-grade crossings are located (but not explicitly included as access points on Exhibit 4.5-A):

- San Pasqual Ave: new neighborhood access
- Portola Ave (alt dependent): new regional access
- Park Place: new neighborhood access
- Kelsey Circle: new neighborhood access

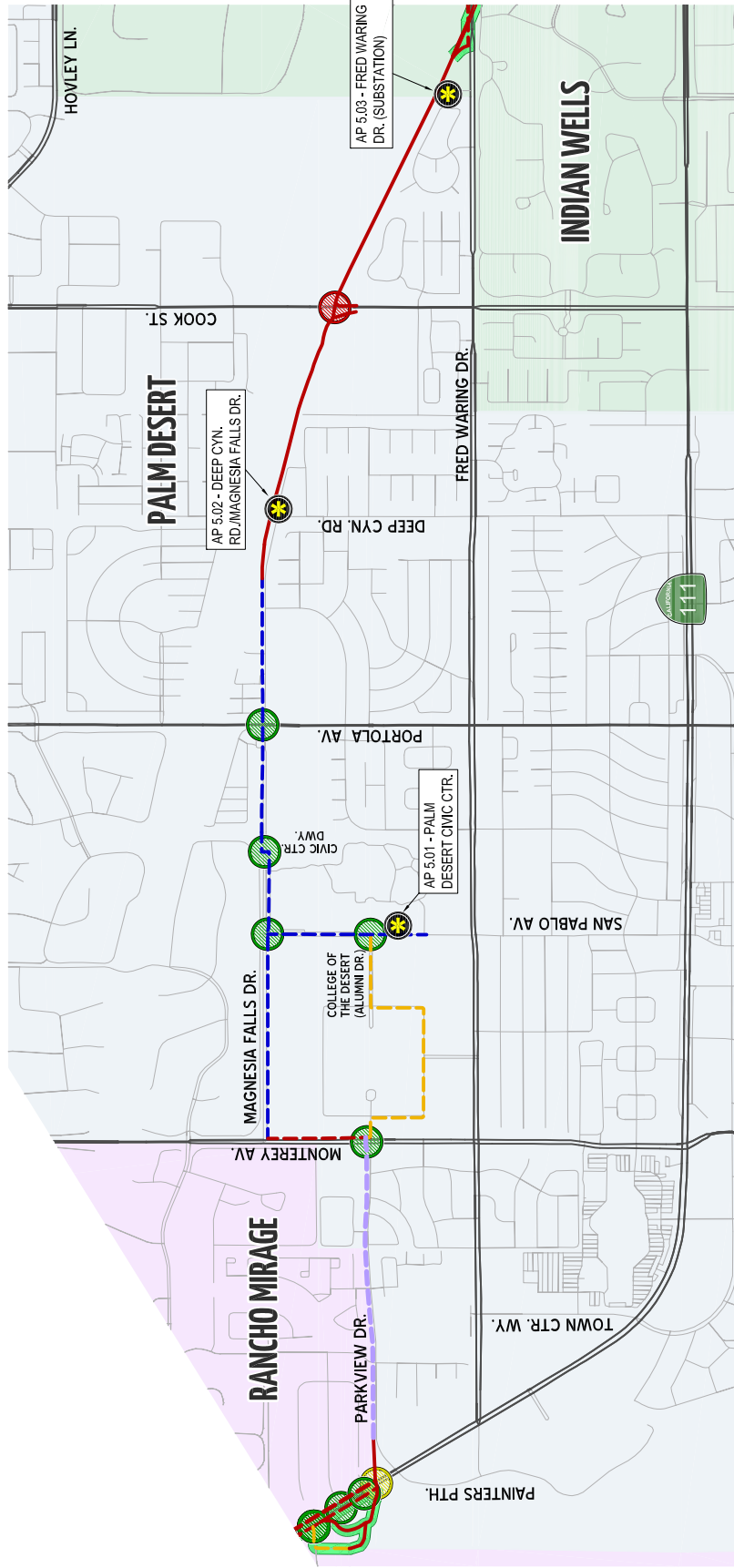
Portola Avenue improvements are route dependent:

- Enhance existing signals at Portola Avenue / Magnesia Falls Drive.

A new overcrossing is proposed at Cook Street.

Possible future connectors (not shown on Exhibit 4.5-A) include Freedom Park and Deep Canyon Road.

EXHIBIT 4.5-A: PALM DESERT, CV LINK ROUTE CONFIGURATION AND ACCESS POINTS



LEGEND:

- = CV LINK ACCESS POINT
- = CV LINK ALIGNMENT, OFF-STREET PATH (SHARED NEV/BIKES/PED)
- = CV LINK ALIGNMENT, OFF-STREET PATH (ADJACENT TO ROADWAY)
- = CV LINK ALIGNMENT, ON-STREET BIKE LANES
- = CV LINK ALIGNMENT, SHARED LANES
- = CV LINK ALIGNMENT, SEPARATED BIKE LANES
- = CV LINK ALTERNATIVE ALIGNMENT
- = AT-GRADE CROSSING
- = OVERCROSSING/BRIDGE
- = UNDERCROSSING
- = ACCESS POINT ID - LOCATION



4.6 INDIAN WELLS

The segment of CV Link located in Indian Wells is generally surrounded by residential (some gated), commercial, tennis and golf course uses. The Indian Wells CV Link segment is shown on Exhibit 4.6-A for the Proposed scenario and Alternative 2. The Alternative 1 scenario of the CV Link does not provide linkage through the City of Indian Wells.

The CV Link terminus approaching the westerly City of Indian Wells boundary is located at the northeast corner of Fred Waring Drive at the Whitewater River.

The CV Link terminus at the easterly City of Indian Wells boundary will be located at the corner of Washington Street at the Whitewater River (southeast or southwest corner). A possible connection from the channel to Highway 111 may be included.

There are three alternative routes between Fred Waring Drive and Miles Avenue:

1. Left bank: through Indian Wells Golf Course
2. Left and right bank: utilizing the existing cross-channel bridge, or a separate replacement bridge
3. El Dorado Drive and Highway 111: a route along the east side of El Dorado Drive and Highway 111

The segment between Miles Avenue and Washington Street follows the right bank along Mountain Cove, with a new bridge over the Deep Canyon Channel and a structure around Point Happy.

CV Link access point facilities are proposed at the following locations:

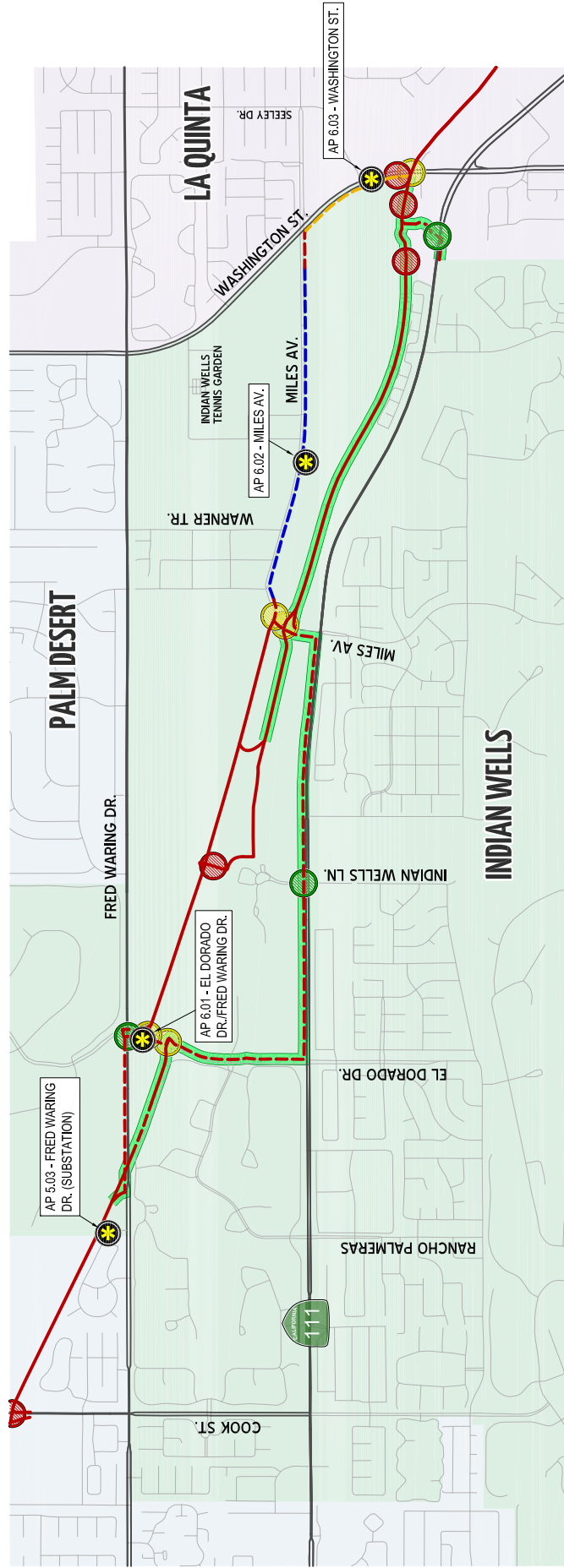
- El Dorado / Fred Waring Drive: new regional access
- Miles Ave (west end): new (Miles on-street)

Additional local access and/or at-grade crossings are located (but not explicitly included as access points on Exhibit 4.6-A):

- Miles Crossing: new commercial access at proposed mixed use development on the right bank
- Tennis Garden: new, within existing multi-purpose space (alignment Miles on-street)
- Indian Wells City Hall: enhance existing park area (alignment Alt. 3 El Dorado/111 route)

Possible future connectors (not shown on Exhibit 4.6-A) include Freedom Park and Elkhorn Trail.

EXHIBIT 4.6-A: INDIAN WELLS, CV LINK ROUTE CONFIGURATION AND ACCESS POINTS



LEGEND:

- = CV LINK ACCESS POINT
- = CV LINK ALIGNMENT, OFF-STREET PATH (SHARED NEV/BIKES/PED)
- = CV LINK ALIGNMENT, OFF-STREET PATH (ADJACENT TO ROADWAY)
- = CV LINK ALIGNMENT, ON-STREET BIKE LANES
- = CV LINK ALIGNMENT, SHARED LANES
- = CV LINK ALIGNMENT, SEPARATED BIKE LANES
- = CV LINK ALTERNATIVE ALIGNMENT
- = AT-GRADE CROSSING
- = OVERCROSSING/BRIDGE
- = UNDERCROSSING
- = ACCESS POINT ID - LOCATION



4.7 LA QUINTA

The La Quinta segment connects Washington Street to east of Jefferson Street as shown on Exhibit 4.7-A. From Washington Street to the La Quinta Evacuation Channel, on the right bank the top of slope is adjacent to mostly commercial, retail or vacant land frontage. The proposed Phase 1 initial implementation would cross from the left bank to the right bank at Washington Street to make use of the newly built Adams Street undercrossing.

CV Link access point facilities are proposed at the following locations:

- Washington Street, involving potential use of existing shopping center traffic signal.
- Vista Grande

Additional local access and/or at-grade crossings are located (but not explicitly included as access points on Exhibit 4.7-A):

- La Quinta retail center: new
- Corporate Center Drive: new
- Jefferson retail center: new

A right bank undercrossing at Adams Street exists.

At Dune Palms Road, initially the right bank alignment route would divert to a new signal or flashing beacon at Corporate Center Drive. With the construction of a future channel bridge, new undercrossings may be implemented on both banks.

A new undercrossing is proposed at Jefferson Street.

La Quinta Channel is proposed to have a new CV Link bridge.

4.8 INDIO

The segment of CV Link located in Indio is generally surrounded by residential neighborhoods, with public (park, school) uses. At the east end of the segment, commercial and vacant sites are found. Exhibit 4.8-A shows the Indio segment of the CV Link.

CV Link access point facilities are proposed at the following locations:

- Lafayette Ct: new neighborhood access
- Monroe Street
- Jackson Park: enhance existing park / school access facilities

EXHIBIT 4.7-A: LA QUINTA, CV LINK ROUTE CONFIGURATION AND ACCESS POINTS

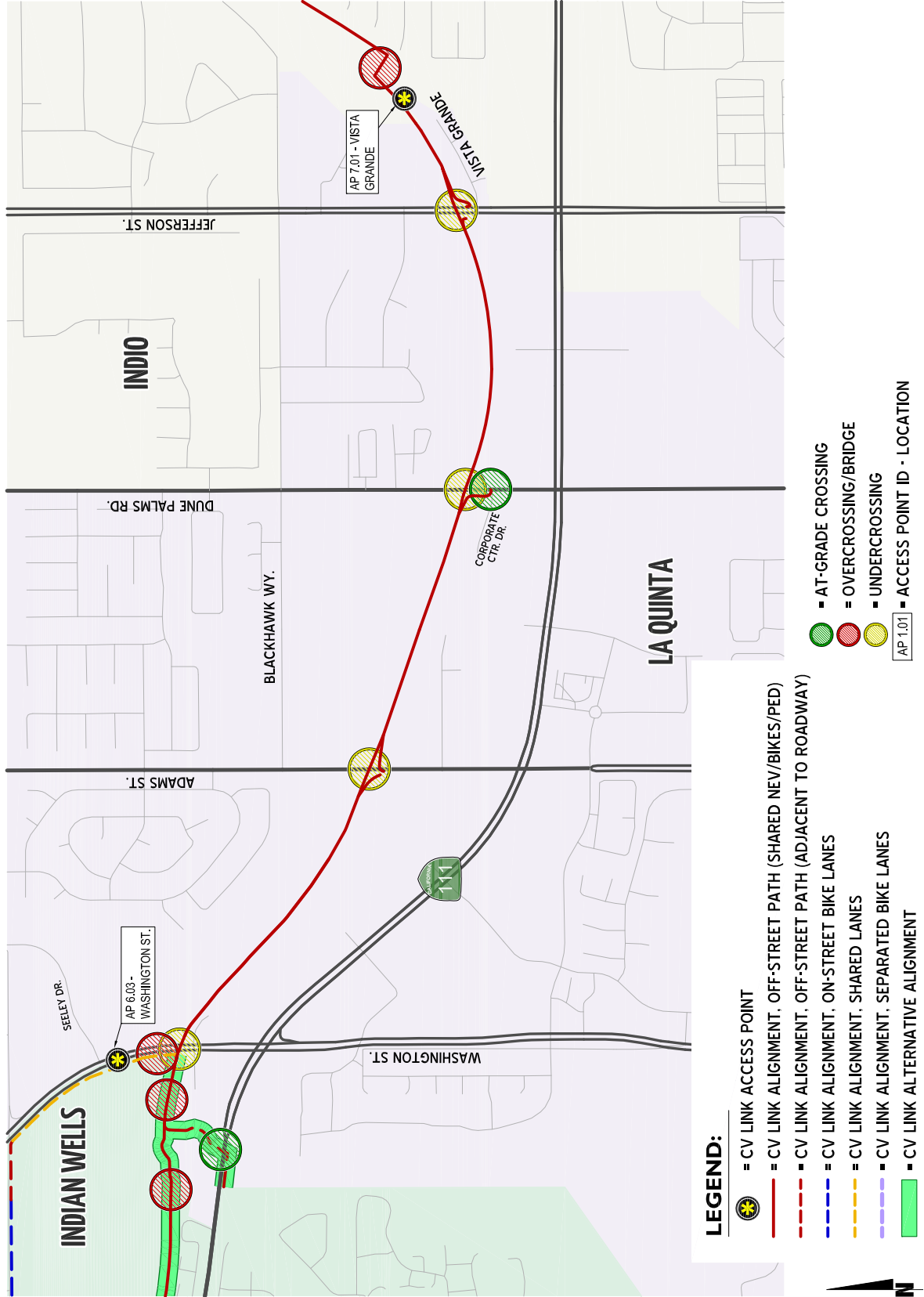


EXHIBIT 4.8-A: INDIO, CV LINK ROUTE CONFIGURATION AND ACCESS POINTS



LEGEND:

- = CV LINK ACCESS POINT
- = CV LINK ALIGNMENT, OFF-STREET PATH (SHARED NEV/BIKES/PED)
- = CV LINK ALIGNMENT, OFF-STREET PATH (ADJACENT TO ROADWAY)
- = CV LINK ALIGNMENT, ON-STREET BIKE LANES
- = CV LINK ALIGNMENT, SHARED LANES
- = CV LINK ALIGNMENT, SEPARATED BIKE LANES
- = CV LINK ALTERNATIVE ALIGNMENT
- = AT-GRADE CROSSING
- = OVERCROSSING/BRIDGE
- = UNDERCROSSING
- = ACCESS POINT ID - LOCATION



Additional local access and/or at-grade crossings are located (but not explicitly included as access points on Exhibit 4.8-A):

- Avenue 46: upgrade of existing Shields Park to provide CV Link amenities
- Indio Boulevard
- Avenue 44
- Amistad / Golf Center Parkway: new access point provides direct access to the Amistad High School and Dwight Eisenhower Elementary School

Possible new undercrossings are included for Miles Avenue East, Fred Waring Drive East, Indio Boulevard and railroad bridges, Monroe Street, Jackson Street, Avenue 44, Golf Center Parkway.

For access to CV Link across the channel, the roadway connections shown at Monroe, Jackson, Avenue 44, and Golf Center Parkway currently permit access for on-street bicyclists, but many of these roadways do not have connected sidewalks or suitable facilities for LSEVs.

Possible future connectors (not shown on Exhibit 4.8-A) include the Polo Grounds, Cahuilla Park, and the East Valley Direct Route (La Quinta Channel, Avenue 48, and Dillon Road).

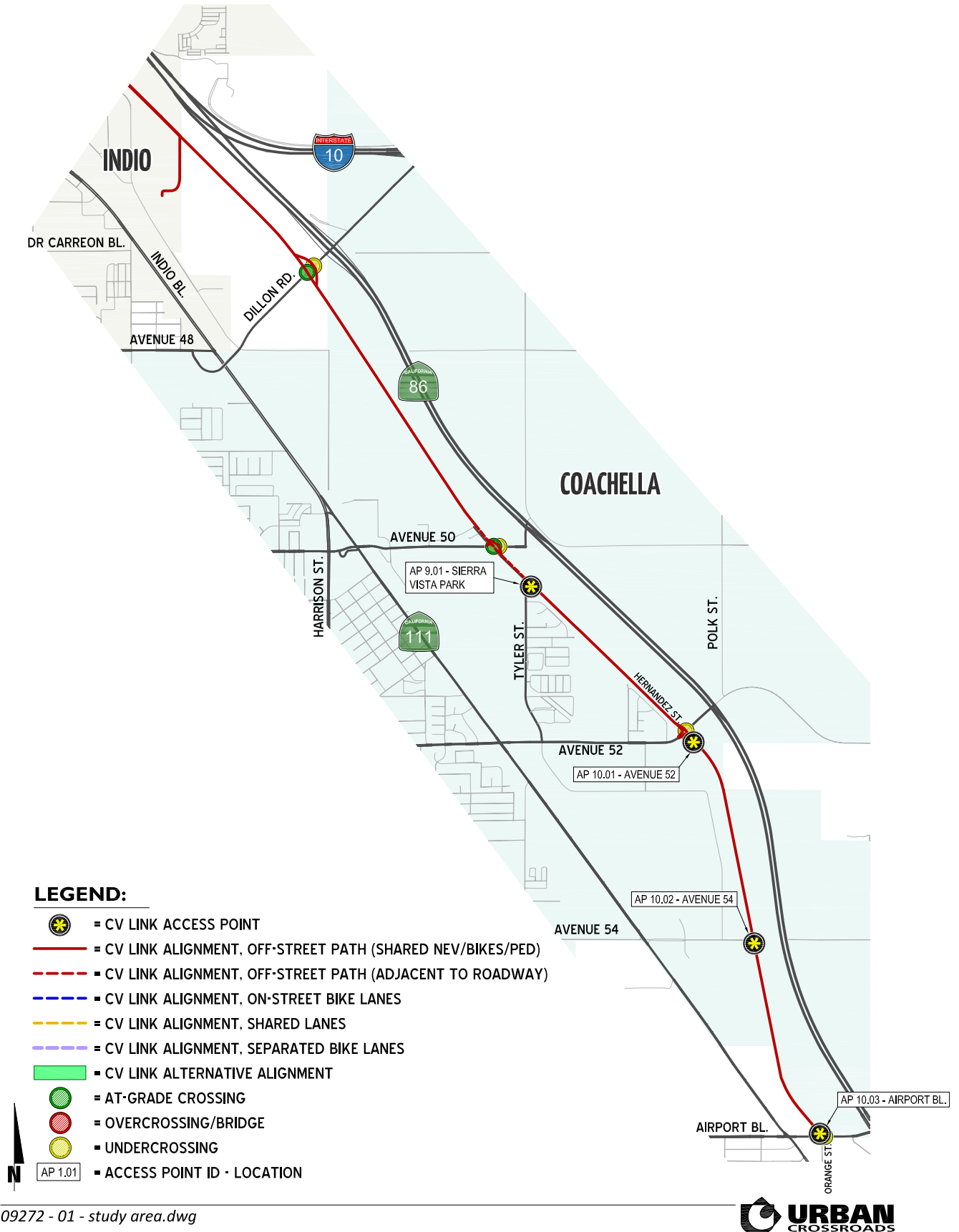
4.9 COACHELLA

CV Link is along Coachella's residential neighborhoods and public / outdoor uses such as the Wild Bird Center, Wastewater Treatment Plants, Sierra Vista Park and Valle Del Sol Elementary. Southeast of Avenue 52, the route becomes rural and undeveloped. The pathway will be on the right bank and there are no route alternatives. Exhibit 4.9-A shows the CV Link route through the City of Coachella.

CV Link access point facilities are proposed at the following locations:

- Sierra Vista Park at Tyler Street: enhance existing park with CV Link signage, shade structures and charging facilities
- Avenue 52: initially an at-grade regulatory hybrid beacon, in future this is proposed be an undercrossing to be implemented with a bridge replacement project
- Avenue 54
- Airport Boulevard (Avenue 56): new regional access point. As the Phase 1 terminus, this access point may attract CV Link users from surrounding communities such as North Shore and Mecca at some future date.

EXHIBIT 4.9-A: COACHELLA, CV LINK ROUTE CONFIGURATION AND ACCESS POINTS



Additional local access and/or at-grade crossings are located (but not explicitly included as access points on Exhibit 4.9-A):

- Wild Bird Center: enhance existing
- Dillon Road: initially an at-grade flashing beacon (future undercrossing with bridge)
- Avenue 50: initially an at-grade flashing beacon (future undercrossing with bridge replacement).

Possible future connectors (not shown on Exhibit 4.9-A) include Avenue 48, Dillon Road (Indio Boulevard to Harrison Street), Casinos, Avenue 52 (Whitewater River Channel to Harrison Street), and Thermal Connector (via Airport Boulevard, Highway 111, Center Street and Olive Street).

5.0 SETTING

As noted in the CV Link Master Plan, Coachella Valley is a pleasant place to walk or bicycle during all times of the year, although such activities tends to occur mostly in the morning during summer months – it is flat, it rarely rains, and temperatures are ideal for exercise. In contrast, the peak heat during summer months can limit outdoor activity or even present a safety risk. As with road closures, portions of CV Link may be closed for safety reasons.

Although conditions during certain time periods on some summer days will reduce usage, there will be time periods of most days which are suitable for the average user. Many long term residents have adapted their outdoor recreation and exercise to early morning and late night hours to avoid the peak heat. High winds are a potential impediment to use, especially along Segment 1 in North Palm Springs.

East valley users would be more likely to experience tailwinds if they travel west on CV Link in the afternoon, and return to the east in the evening. On many days where the peak wind speed would seem incompatible with walking and bicycling along this segment, there are periods of the day when the wind speed is not an issue. Some particularly hardy users will not be deterred from using CV Link, and the advent of electric assist bicycles and improving battery technologies will help minimize the impact of wind on usage for other users.

Chapter 3 of the CV Link Master Plan summarizes the reported pedestrian and bicycle collisions that occurred in the Coachella Valley during the seven-year period from 2005 to 2012. The proportion of all reported pedestrian and bicyclist motor vehicle involved crashes that have occurred within a quarter-mile and a half-mile radius of the core CV Link route is presented in Table 5-1.

In reviewing the police descriptions of many of the reported crashes, it appears that wrong-way bicycling, distracted driving and “looked but failed to see” bicyclists are common issues that would be addressed with an off-street pathway that includes grade separation at busy roadways.

In Palm Springs, Cathedral City, and Rancho Mirage, segments of the CV Link alignment are in place but they often suffer from deferred maintenance. CV Link will upgrade those sections if an alternative is selected that includes them. These pathways are used variously by pedestrians, bicyclists, people in golf carts, and equestrians.

The CV Link corridor is intended to facilitate safer, more attractive, and economically-thriving bike/LSEV/walk linkages for residents and visitors throughout the Coachella Valley. However, the convergence of autos, bicyclists, LSEVs and pedestrians at key access points and/or at-grade crossings of roadways represent potential impacts which are addressed in this transportation analysis. The proposed route has been reviewed to identify and target potentially significant conflict points and safety issues along the corridor.

Table 5.0-1**EXISTING BIKE / PED / AUTO COLLISION DATA**

City	Total Collisions	Percent within Radius of CV Link Core Route (in miles)			
		0.25	0.50	0.75	1.00
Cathedral City	148	10%	34%	60%	72%
Coachella	98	2%	5%	22%	46%
Desert Hot Springs	52	0%	0%	0%	0%
Indian Wells	29	55%	73%	82%	100%
Indio	148	7%	22%	42%	59%
La Quinta	103	19%	26%	32%	42%
Palm Desert	138	17%	33%	50%	64%
Palm Springs	144	11%	33%	57%	70%
Rancho Mirage	67	45%	50%	57%	71%

5.1 EXISTING CONFIGURATIONS AT FUTURE CORRIDOR ACCESS POINTS

Table 5.1-1 lists the key at-grade access and/or at-grade crossing locations along the corridor where activity levels may require safety improvements and/or street traffic operations may be impacted. As part of the traffic data collected during March 2016, weekday peak hour directional movements were tabulated at 33 key at-grade access and/or at-grade crossing locations along the corridor for vehicles, bicyclists, LSEVs and pedestrians.

With the critical conflict locations known – the places where bikes and LSEVs and pedestrians and vehicles will compete for shared space – a thorough evaluation of each location has been performed based on Federal Highway and California State Highway best practice including LOS calculations; review of field geometry; and review of traffic controls proposed in conjunction with CV Link.

Exhibits 5.1-A through 5.1-I illustrate the existing configurations of roads, sidewalks, crosswalks, and other paths at future CV Link access points and/or future CV Link at-grade crossings of roadways.

The existing number of lanes, traffic signal locations, intersection configurations, crosswalks, sidewalks, bike lanes, and other visible factors which may be impacted by the corridor have been reviewed. CV Link 30 percent design plans at key access and at-grade analysis location are included in Appendix 2.

Table 5.1-1

ANALYSIS LOCATIONS FOR BASELINE (2016) CONDITIONS

ID#	Potential Impacted Intersections/Roadway Segments
PALM SPRINGS NORTH	
1	Palm Cyn. Dr. (SR-111) / Tramway Rd. - San Rafael Dr.
2	Indian Cyn. Dr./Sunrise Pkwy.
3	Sunrise Wy./San Rafael Dr.
4	Gene Autry Tr./Via Escuela
5	Clubhouse View/Vista Chino
PALM SPRINGS CENTRAL	
6	Sunrise Wy./N Riverside Dr.
7	Sunrise Wy./Mesquite Av.
8	Farrel Dr./Mesquite Av.
9	El Cielo Rd./Mesquite Av.
CATHEDRAL CITY	
10	Crossley Rd./34th Av.
11	Golf Club/Tahquitz Creek
12	Cathedral Canyon/David Vasquez (near channel crossing)
13	Date Palm Dr./Perez Rd.
RANCHO MIRAGE	
14	Da Vall-Wolfson Park/Frank Sinatra
15	SR-111/Country Club Dr.
16	SR-111/Thunderbird Rd.
17	Paxton Dr./SR-111
18	San Jacinto Dr./Rancho Las Palmas Dr.
19	Bob Hope Dr./Rancho Las Palmas Dr.
20	Bob Hope Dr./Av. Las Palmas
21	Bob Hope Dr./Commercial Dwy.
22	SR-111/Bob Hope Dr.
23	SR-111/Magnesia Falls Dr.
PALM DESERT	
24	Monterey Av./Parkview Dr.
25	San Pablo Av./Magnesia Falls Dr.
26	San Pablo Av./College of the Desert (Alumni Dr.)
27	Portola Av./Magnesia Falls Dr.
INDIAN WELLS	
28	El Dorado Dr./Fred Waring Dr.
LA QUINTA	
29	Dune Palms Rd./Corporate Ctr. Dr.
INDIO	
30	Monroe St., south of I-10 EB Ramps
31	Avenue 44, east of Palo Verde St.-Circle Dr.
COACHELLA	
32	Dillon Rd., west of SR-86 SB Ramps
33	Tyler St./Avenue 50

EXHIBIT 5.1-1-A: PALM SPRINGS NORTH, EXISTING ACCESS INTERSECTION CONFIGURATIONS

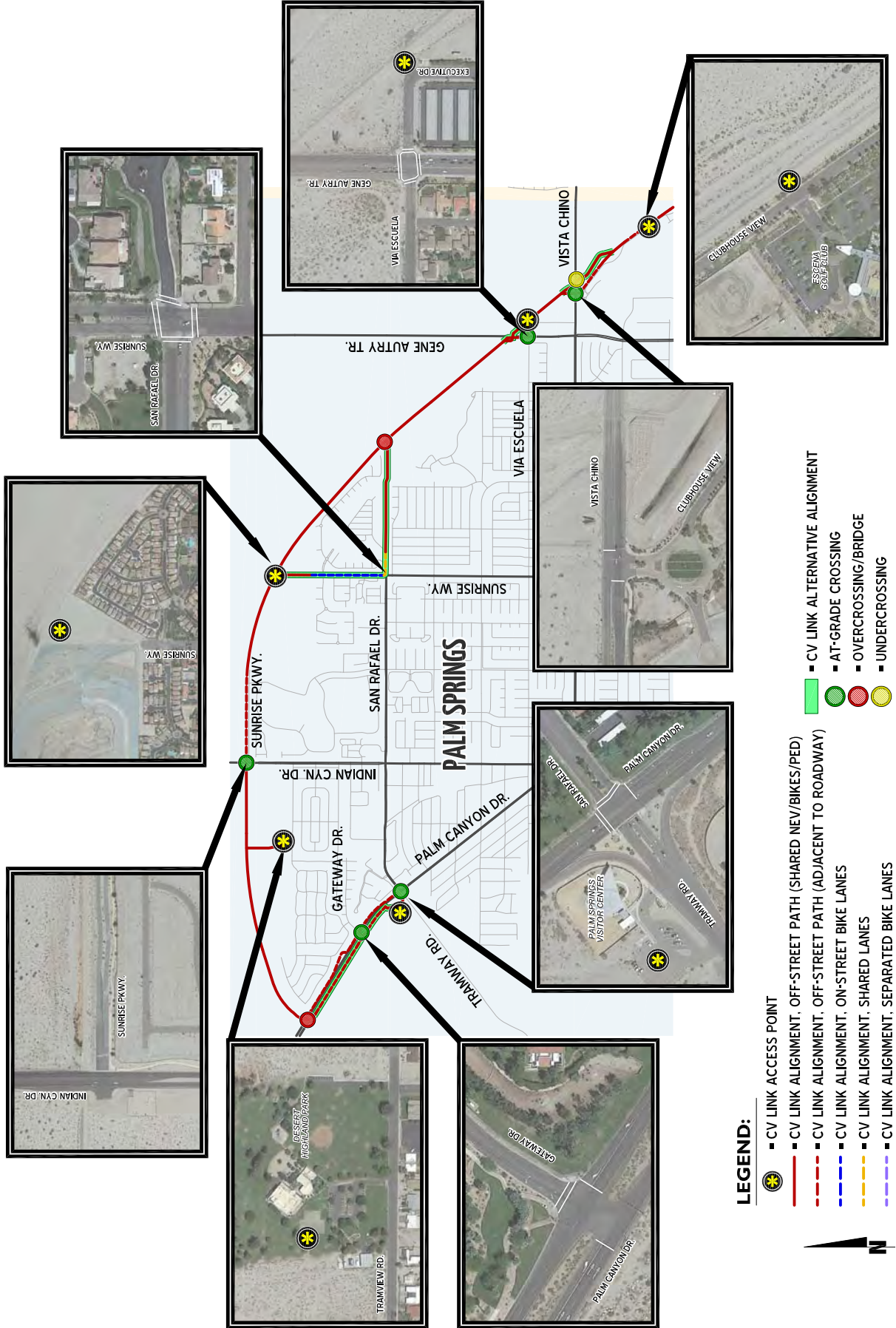
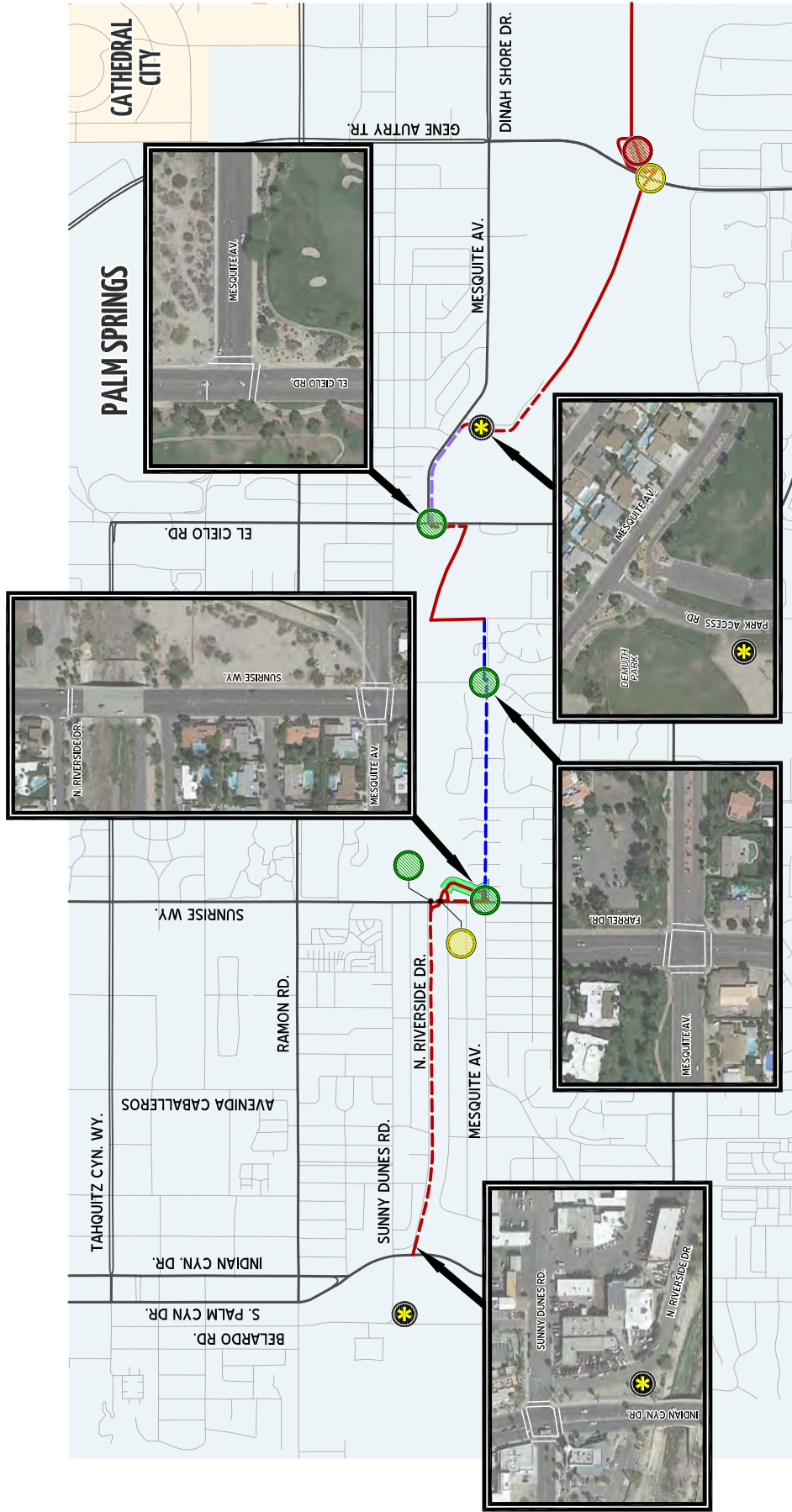


EXHIBIT 5.1-1-B: PALM SPRINGS CENTRAL, EXISTING ACCESS INTERSECTION CONFIGURATIONS



LEGEND:

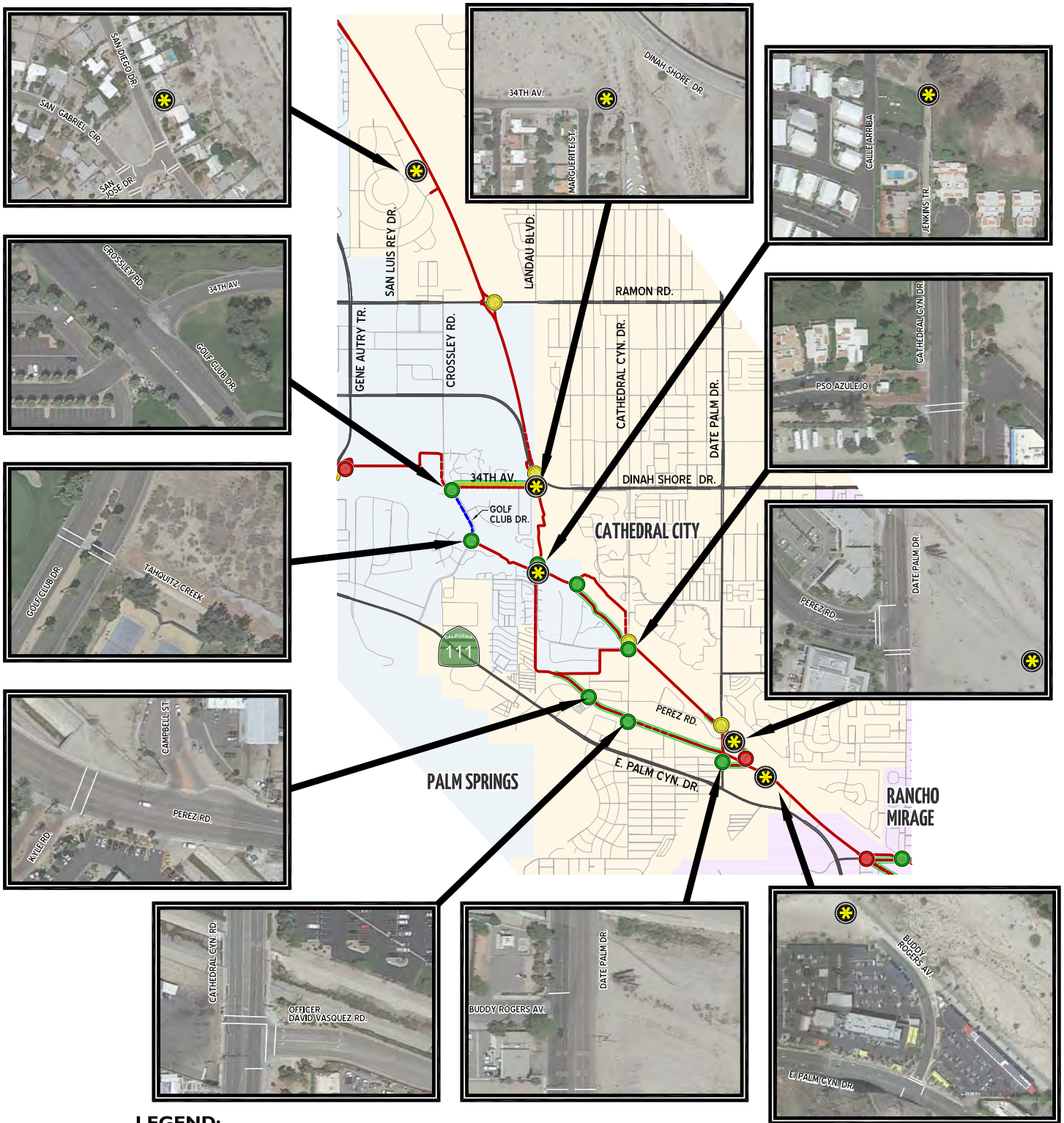
- CV LINK ACCESS POINT
- CV LINK ALIGNMENT, OFF-STREET PATH (SHARED NEV/BIKES/PED)
- CV LINK ALIGNMENT, OFF-STREET PATH (ADJACENT TO ROADWAY)
- CV LINK ALIGNMENT, ON-STREET BIKE LANES
- CV LINK ALIGNMENT, SHARED LANES
- CV LINK ALIGNMENT, SEPARATED BIKE LANES
- CV LINK ALTERNATIVE ALIGNMENT
- AT-GRADE CROSSING
- OVERCROSSING/BRIDGE
- UNDERCROSSING



09272 - 05 - existing config.dwg



EXHIBIT 5.1-C: CATHEDRAL CITY, EXISTING ACCESS INTERSECTION CONFIGURATIONS



LEGEND:

- = CV LINK ACCESS POINT
- = CV LINK ALIGNMENT, OFF-STREET PATH (SHARED NEV/BIKES/PED)
- = CV LINK ALIGNMENT, OFF-STREET PATH (ADJACENT TO ROADWAY)
- = CV LINK ALIGNMENT, ON-STREET BIKE LANES
- = CV LINK ALIGNMENT, SHARED LANES
- = CV LINK ALTERNATIVE ALIGNMENT
- = AT-GRADE CROSSING
- = OVERCROSSING/BRIDGE
- = UNDERCROSSING
- = CV LINK ALIGNMENT, SEPARATED BIKE LANES

EXHIBIT 5.1-D: RANCHO MIRAGE, EXISTING ACCESS INTERSECTION CONFIGURATIONS

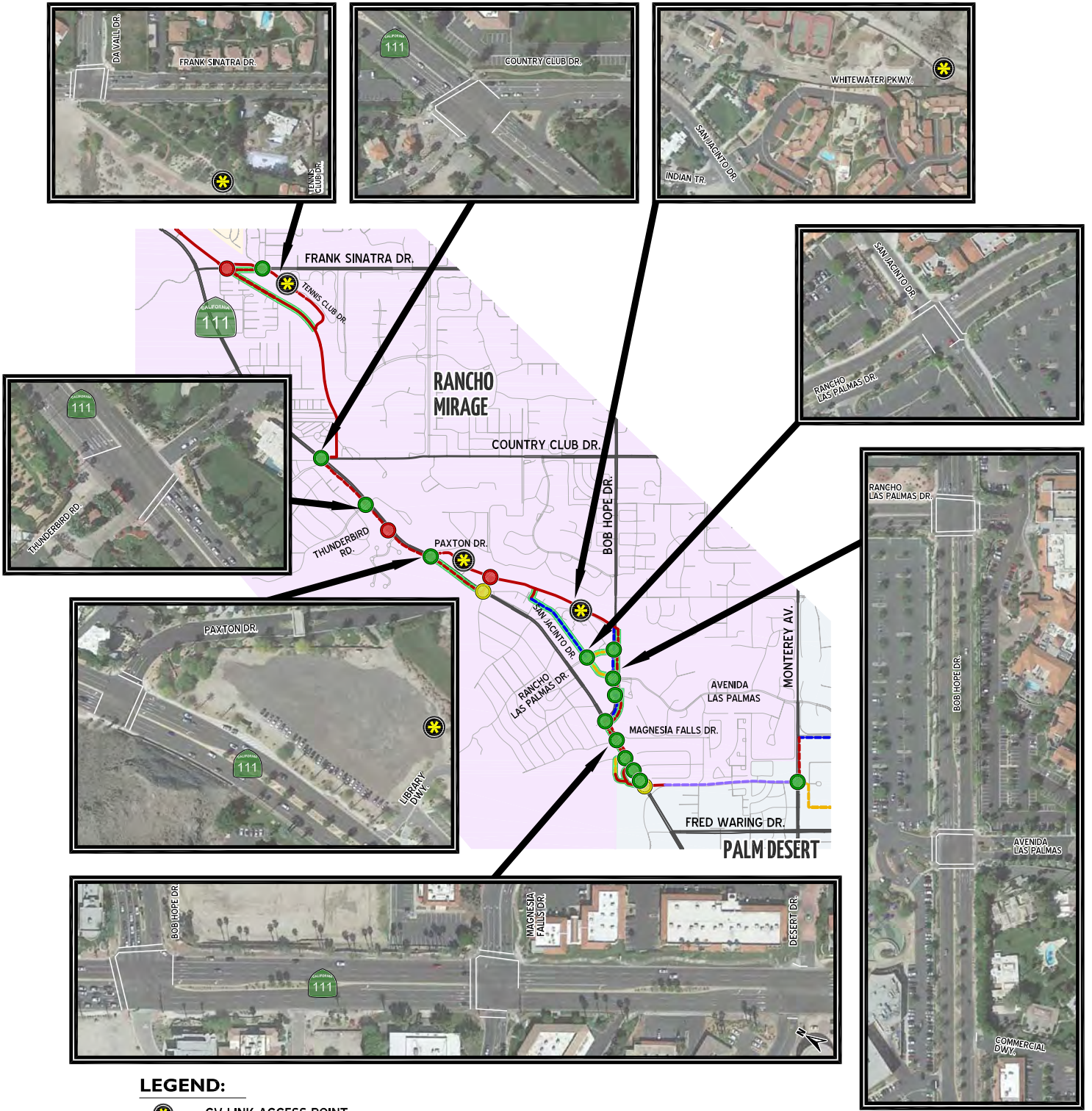


EXHIBIT 5.1-1-E: PALM DESERT, EXISTING ACCESS INTERSECTION CONFIGURATIONS

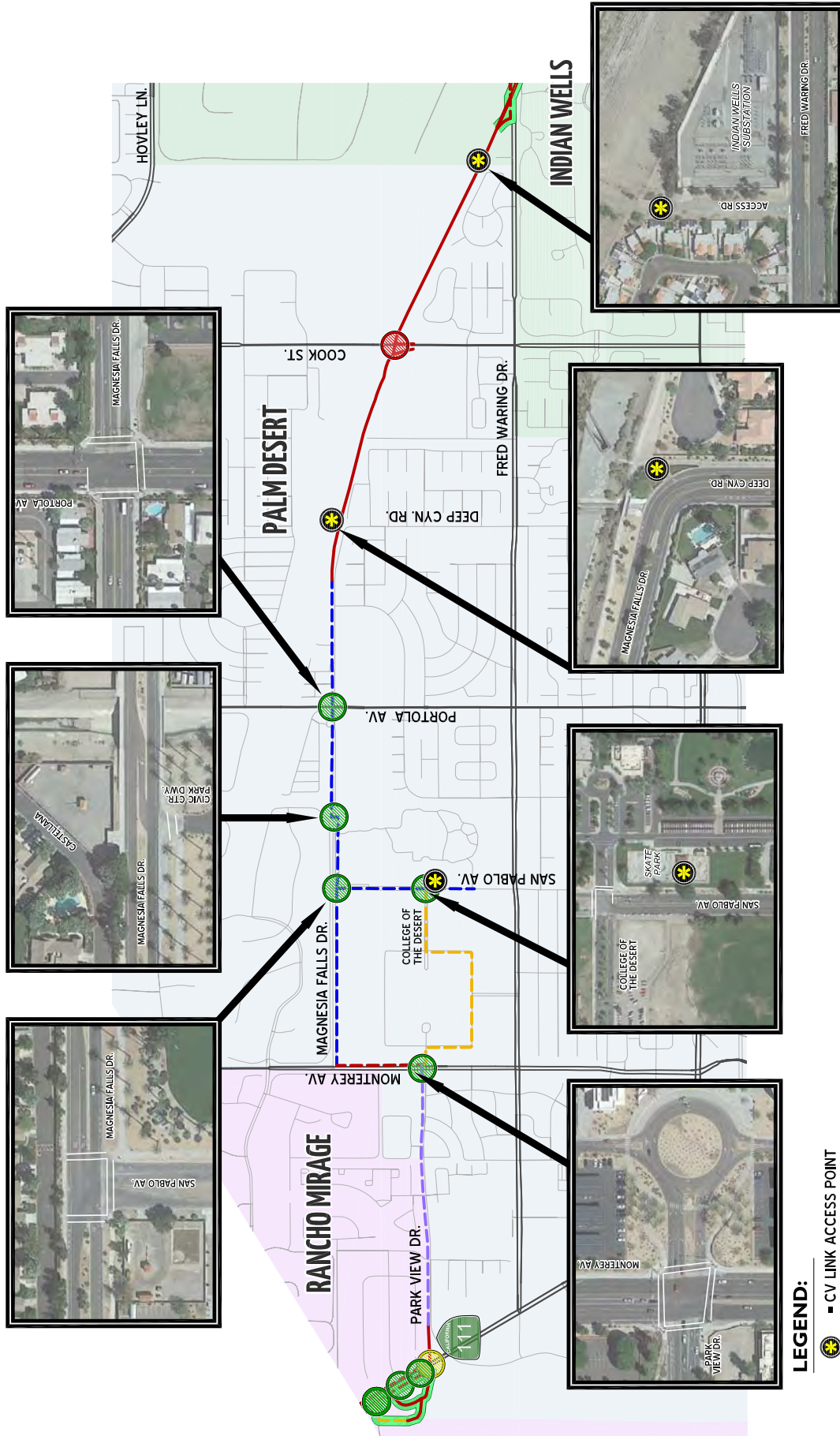


EXHIBIT 5.1-1-F: INDIAN WELLS, EXISTING ACCESS INTERSECTION CONFIGURATIONS

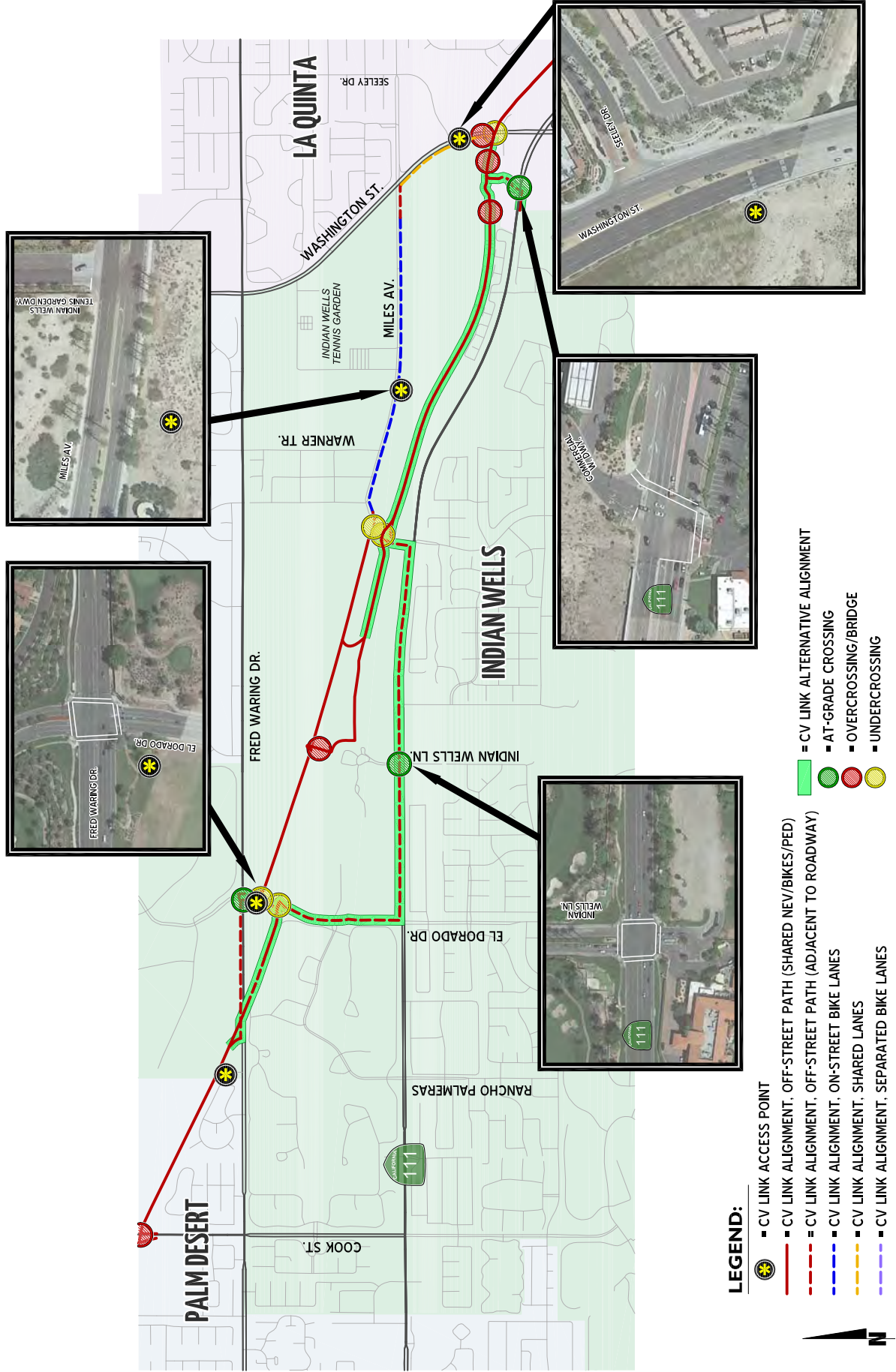
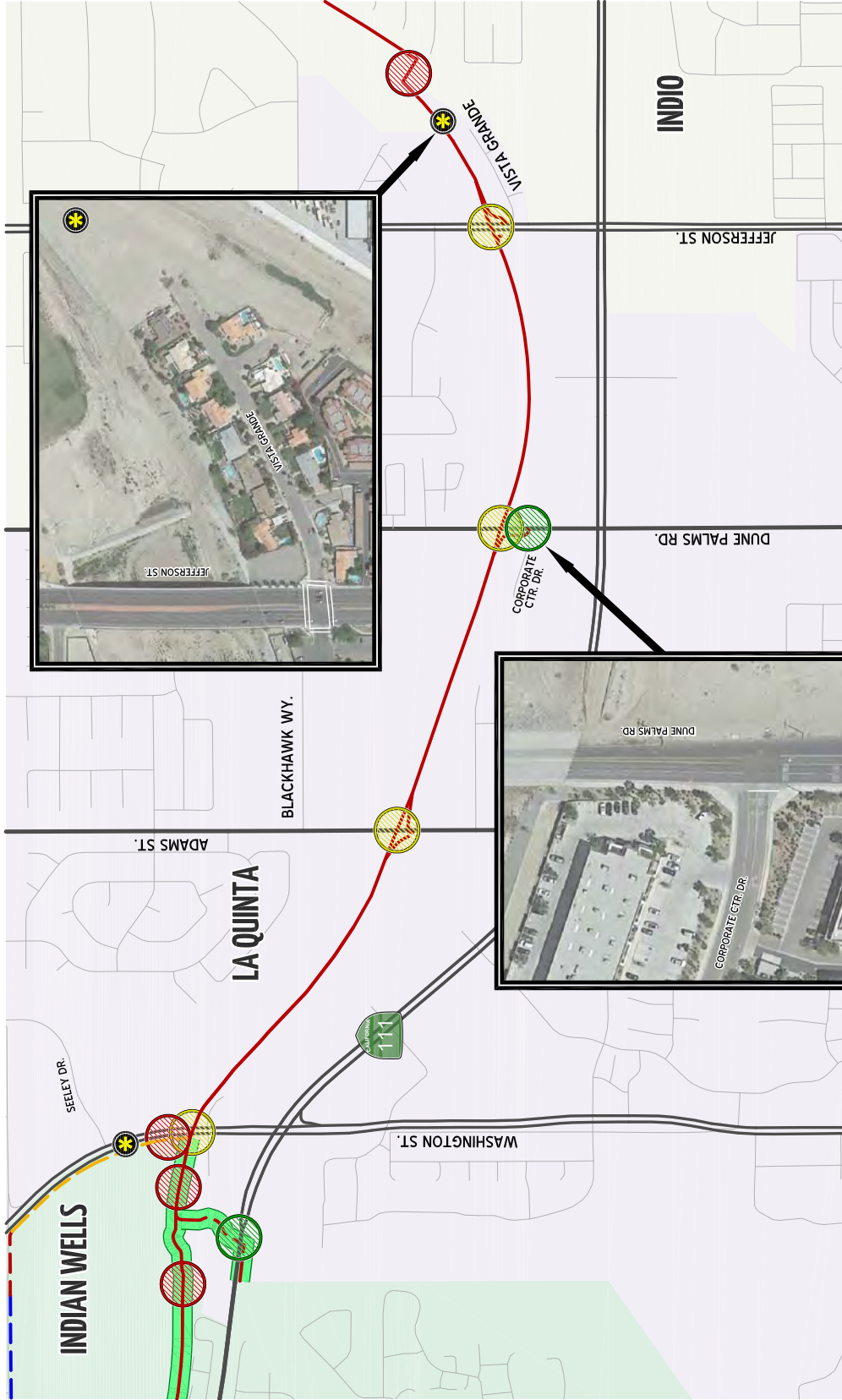


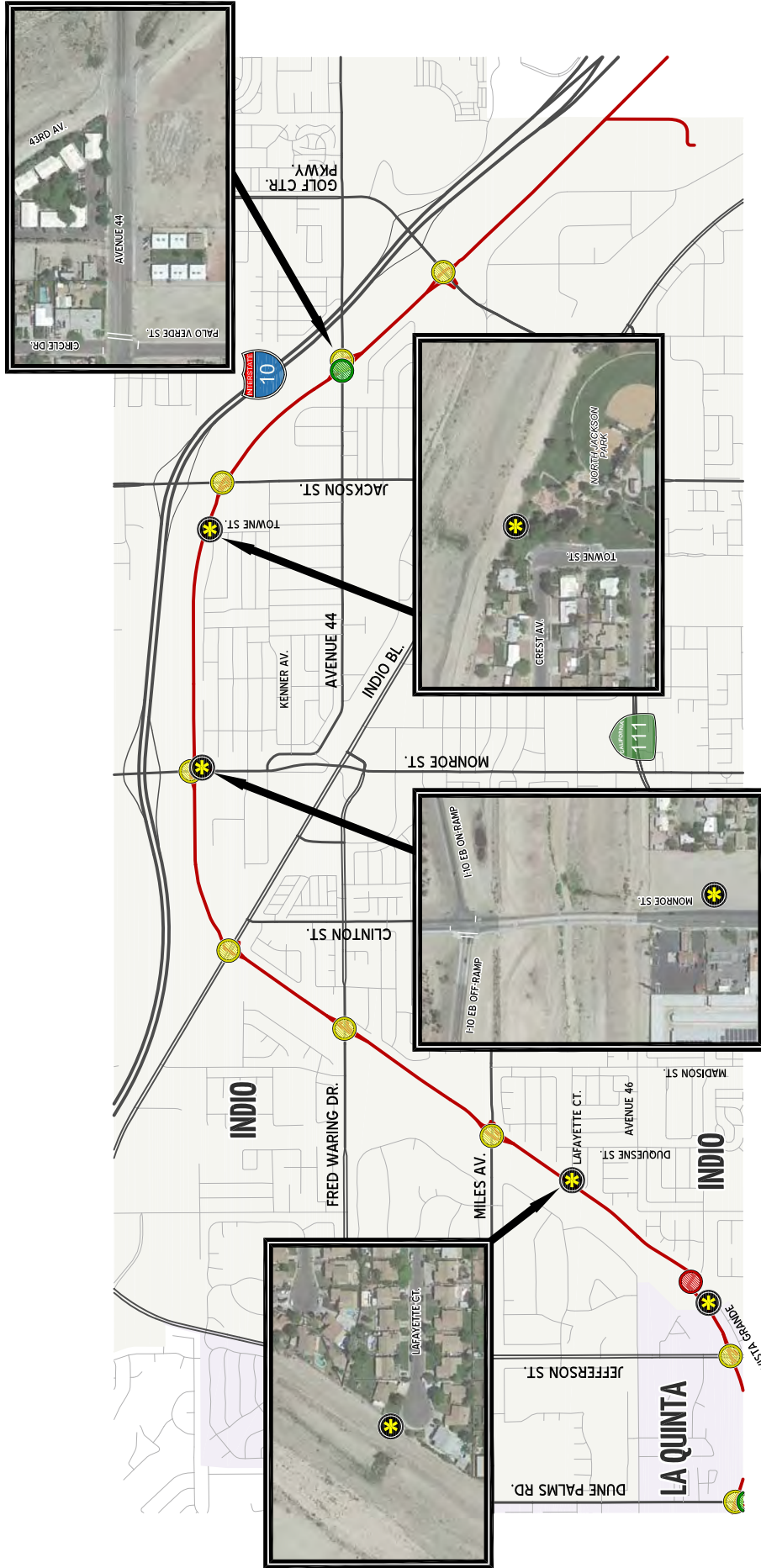
EXHIBIT 5.1-G: LA QUINTA, EXISTING ACCESS INTERSECTION CONFIGURATIONS



- LEGEND:**
- ⊛ CV LINK ACCESS POINT
 - CV LINK ALIGNMENT, OFF-STREET PATH (SHARED NEV/BIKES/PED)
 - - - CV LINK ALIGNMENT, OFF-STREET PATH (ADJACENT TO ROADWAY)
 - CV LINK ALIGNMENT, ON-STREET BIKE LANES
 - CV LINK ALIGNMENT, SHARED LANES
 - CV LINK ALIGNMENT, SEPARATED BIKE LANES
 - CV LINK ALTERNATIVE ALIGNMENT
 - AT-GRADE CROSSING
 - OVERCROSSING/BRIDGE
 - UNDERCROSSING



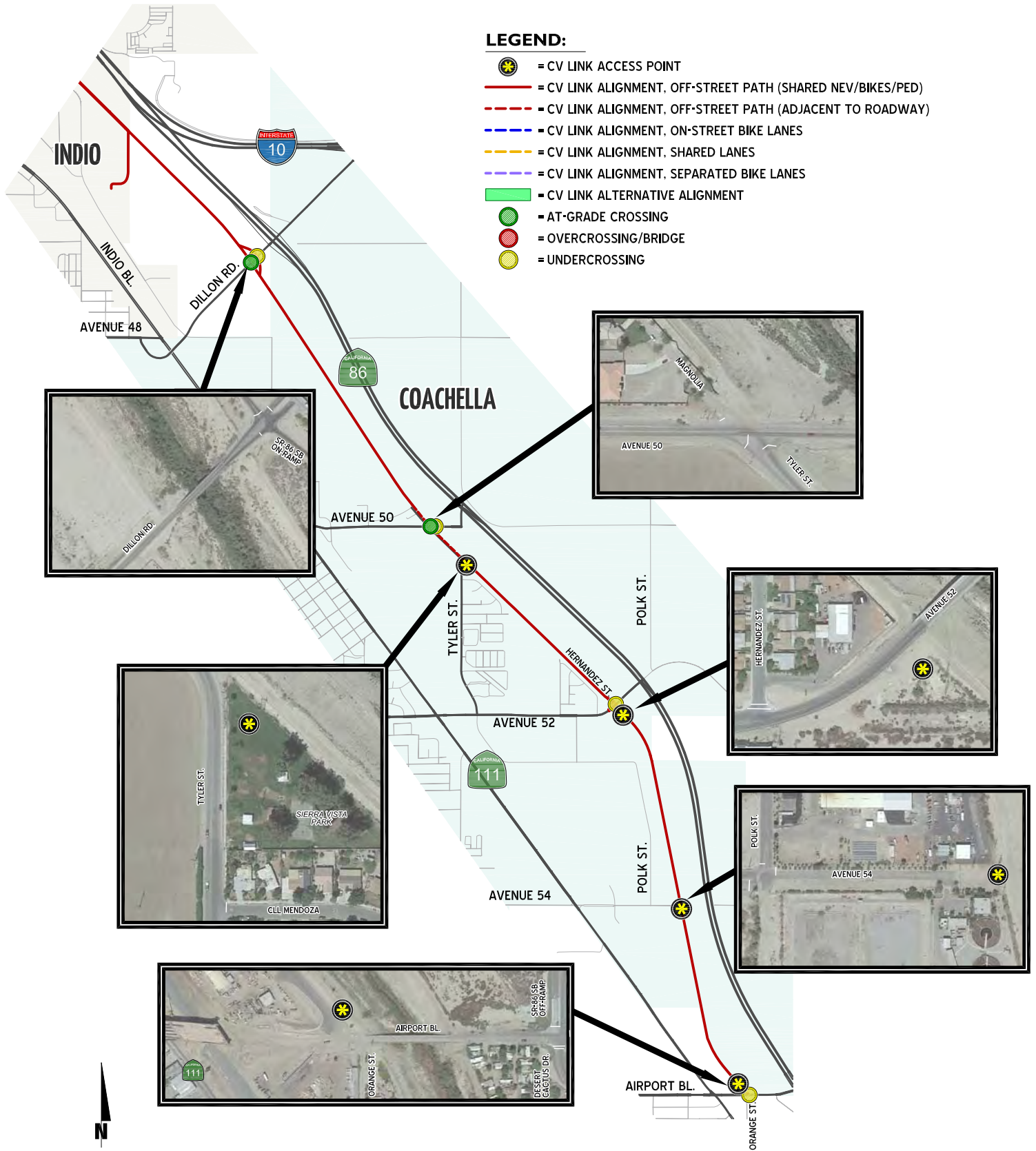
EXHIBIT 5.1-1-H: INDIO, EXISTING ACCESS INTERSECTION CONFIGURATIONS



- LEGEND:**
- CV LINK ACCESS POINT
 - CV LINK ALIGNMENT, OFF-STREET PATH (SHARED NEV/BIKES/PED)
 - - - CV LINK ALIGNMENT, OFF-STREET PATH (ADJACENT TO ROADWAY)
 - - - CV LINK ALIGNMENT, ON-STREET BIKE LANES
 - - - CV LINK ALIGNMENT, SHARED LANES
 - - - CV LINK ALIGNMENT, SEPARATED BIKE LANES
 - CV LINK ALTERNATIVE ALIGNMENT
 - AT-GRADE CROSSING
 - OVERCROSSING/BRIDGE
 - UNDERCROSSING



EXHIBIT 5.1-I: COACHELLA, EXISTING ACCESS INTERSECTION CONFIGURATIONS



5.2 2015 AND 2016 TRAFFIC VOLUMES

Exhibits 5.2-A through 5.2-I display available existing daily traffic and peak hour volumes on roadways in the vicinity of each CV Link segment.

As part of the traffic data to be collected during March 2016, weekday peak hour directional movements were tabulated at the key at-grade access and/or at-grade crossing locations (listed on Table 5.1-1) for vehicles, bicyclists, LSEVs and pedestrians.

The following peak periods are evaluated based on the review of peak season hourly conditions observed in a sampling of available 24-hour traffic counts:

- Weekday Morning/Midday (peak hour between 11:30 AM and 1:30 PM)
- Weekday Evening (peak hour between 4:00 PM and 6:00 PM)

Appendix 3 presents the peak hour intersection counts collected during the March 2016 count program.

Appendix 4 presents the daily counts collected in March 2015 by the City of Palm Springs which were reviewed to determine the appropriate peak periods to be used in this analysis.

EXHIBIT 5.2-A: PALM SPRINGS NORTH, EXISTING (2015/2016) TRAFFIC VOLUMES



SOURCE: COACHELLA VALLEY ASSOCIATION OF GOVERNMENTS (CVAG)

1 Palm Cyn. Dr. (SR-111) & San Rafael Dr.	2 Indian Cyn. Dr. & Sunrise Pkwy.	3 Sunrise Pkwy. & San Rafael Dr.	4 Gene Autry Tr. & Vista Chino	5 Clubhouse View & Vista Chino
488(505) ← → 76(45) 44(46) ← → 498(602) 2(9) ← → 17(24) 2(9) ← → 2(24)	505(461) ← → 5(0) 623(745) ← → 3(2) 4(3) ← → 4(3)	193(286) ← → 19(58) 119(116) ← → 110(93) 26(21) ← → 2(3) 2(3) ← → 2(3)	85(125) ← → 8(35) 816(1055) ← → 8(35) 57(102) ← → 10(3) 5(6) ← → 9(4)	15(2) ← → 13(16) 823(1236) ← → 0(0) 33(10) ← → 33(10)

- LEGEND:**
- = CV LINK ACCESS POINT
 - = CV LINK ALIGNMENT
 - 100** = VEHICLES PER DAY (2015)
 - = INTERSECTION ID
 - 10(10) = AM(PM) PEAK HOUR VEHICLE VOLUMES (2016)
 - = CV LINK ALTERNATIVE ALIGNMENT



EXHIBIT 5.2-B: PALM SPRINGS CENTRAL, EXISTING (2015/2016) TRAFFIC VOLUMES



SOURCE: COACHELLA VALLEY ASSOCIATION OF GOVERNMENTS (CVAG)

6	Sunrise Wy. & 7 N. Riverside Dr.	Sunrise Wy. & 8 Mesquite Av.	Farrel Dr. & 9 Mesquite Av.	El Cielo Rd. & Mesquite Av.
14(15) 74(641)	22(28) 5(7) 812(728)	96(58) 69(48) 22(20)	29(15) 26(16) 60(33)	134(17) 151(130)
5(8)	65(6) 59(53) 70(53)	78(53) 51(38) 27(13)	30(24) 19(6) 290(242)	154(139) 106(160)
22(28)	82(72) 60(53) 23(15)	29(24) 49(34) 16(9)	155(160) 118(127)	

LEGEND:

- = CV LINK ACCESS POINT
- = CV LINK ALIGNMENT
- 100** = VEHICLES PER DAY (2015)
- = INTERSECTION ID
- 10(10) = AM(PM) PEAK HOUR VEHICLE VOLUMES (2016)
- = CV LINK ALTERNATIVE ALIGNMENT



EXHIBIT 5.2-C: CATHEDRAL CITY, EXISTING (2015/2016) TRAFFIC VOLUMES



EXHIBIT 5.2-D: RANCHO MIRAGE, EXISTING (2015/2016) TRAFFIC VOLUMES



SOURCE: COACHELLA VALLEY ASSOCIATION OF GOVERNMENTS (CVAG)

14	15	16	17	18
Da Vall Dr. & Frank Sinatra Dr. 	SR-111 & Country Club Dr. 	SR-111 & Thunderbird Rd. 	SR-111 & Paxton Dr. 	San Jacinto Dr. & Rancho Las Palmas
19	20	21	22	23
Bob Hope Dr. & Rancho Las Palmas 	Bob Hope Dr. & Avenida Las Palmas 	Bob Hope Dr. & Commercial Dwy. 	SR-111 & Bob Hope Dr. 	SR-111 & Magnesia Falls Dr.

EXHIBIT 5.2-E: PALM DESERT, EXISTING (2015/2016) TRAFFIC VOLUMES



SOURCE: COACHELLA VALLEY ASSOCIATION OF GOVERNMENTS (CVAG)

24	Monterey Av. & Park View Dr.	San Pablo Av. & 25 Magnesia Falls Dr.	San Pablo Av. & 26 College of the Desert (Alumni Dr.)	San Pablo Av. & 27 Magnesia Falls Dr.	Portola Av. & Magnesia Falls Dr.
15(106) 122(107) 20(8)	1168(119) 18(9) 20(48) 11(37) 20(12)	103(144) 132(136) 37(26) 142(166)	19(160) 15(48) 55(33) 4(5) 44(45)	128(154) 69(768) 10(70)	55(392) 15(44) 5(20) 78(83) 42(48) 23(9)
137(176) 10(3) 74(82)	157(216) 51(76)	3(32) 2(1) 14(41)	172(190) 28(8) 20(8)	161(219) 78(78) 58(79)	15(219) 15(219) 15(219)

LEGEND:

- = CV LINK ACCESS POINT
- = CV LINK ALIGNMENT
- 100** = VEHICLES PER DAY (2015)
- = INTERSECTION ID
- 10(10) = AM(PM) PEAK HOUR VEHICLE VOLUMES (2016)
- = CV LINK ALTERNATIVE ALIGNMENT



EXHIBIT 5.2-F: INDIAN WELLS, EXISTING (2015/2016) TRAFFIC VOLUMES



SOURCE: COACHELLA VALLEY ASSOCIATION OF GOVERNMENTS (CVAG)

28	El Dorado Dr. & Fred Waring Dr.	<p>← 14(12)</p> <p>← 94(955)</p> <p>← 4(49)</p>	<p>← 8(8)</p> <p>← 70(702)</p> <p>← 4(4)</p>
		<p>← 20(22)</p> <p>← 972(1451)</p> <p>← 109(98)</p>	<p>← 2(2)</p> <p>← 12(12)</p> <p>← 3(3)</p>

LEGEND:

- CV LINK ACCESS POINT
- CV LINK ALIGNMENT
- 100** - VEHICLES PER DAY (2015)
- INTERSECTION ID
- 10(10) - AM(PM) PEAK HOUR VEHICLE VOLUMES (2016)
- CV LINK ALTERNATIVE ALIGNMENT



EXHIBIT 5.2-G: LA QUINTA, EXISTING (2015/2016) TRAFFIC VOLUMES

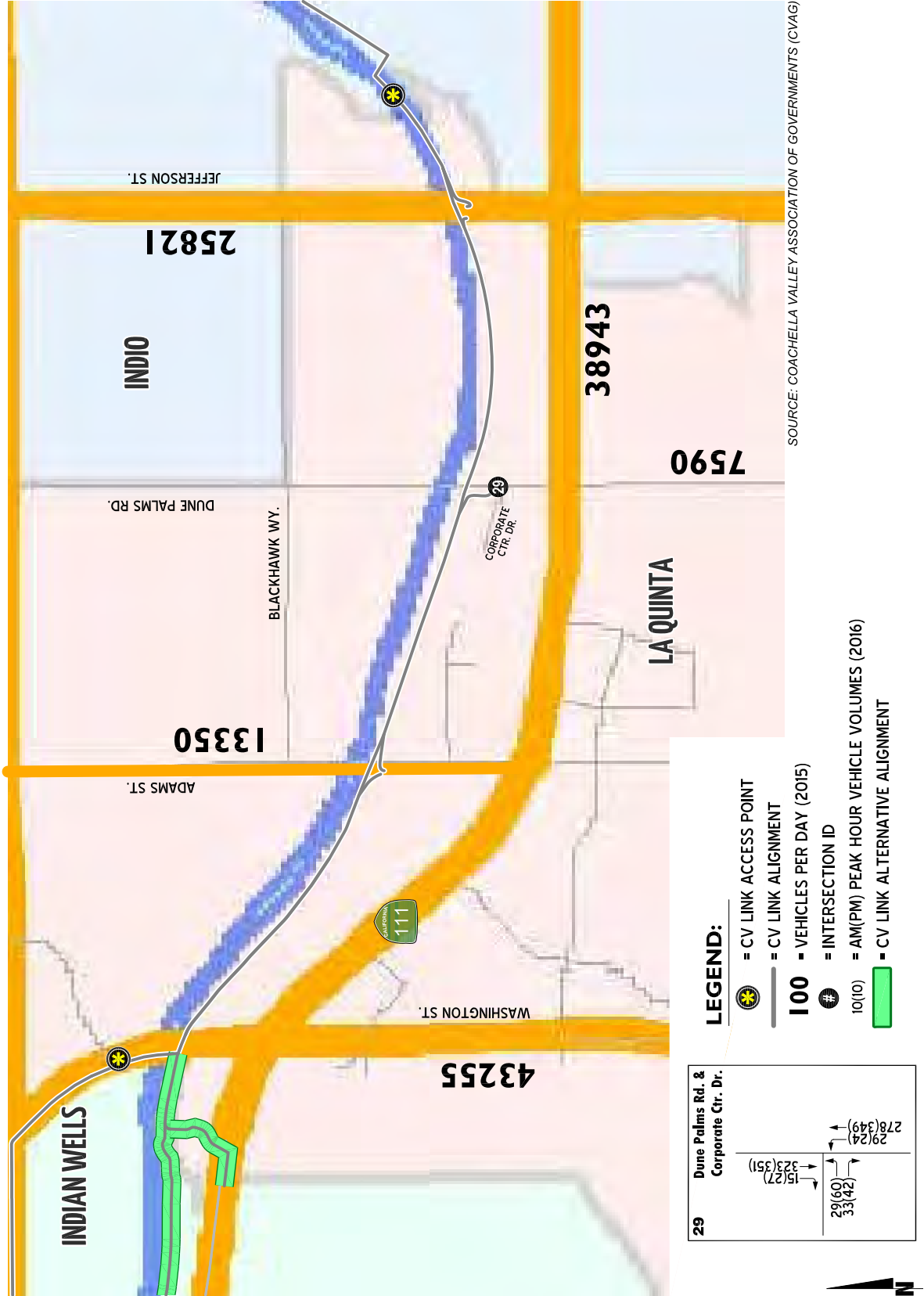


EXHIBIT 5.2-H: INDIO, EXISTING (2015/2016) TRAFFIC VOLUMES



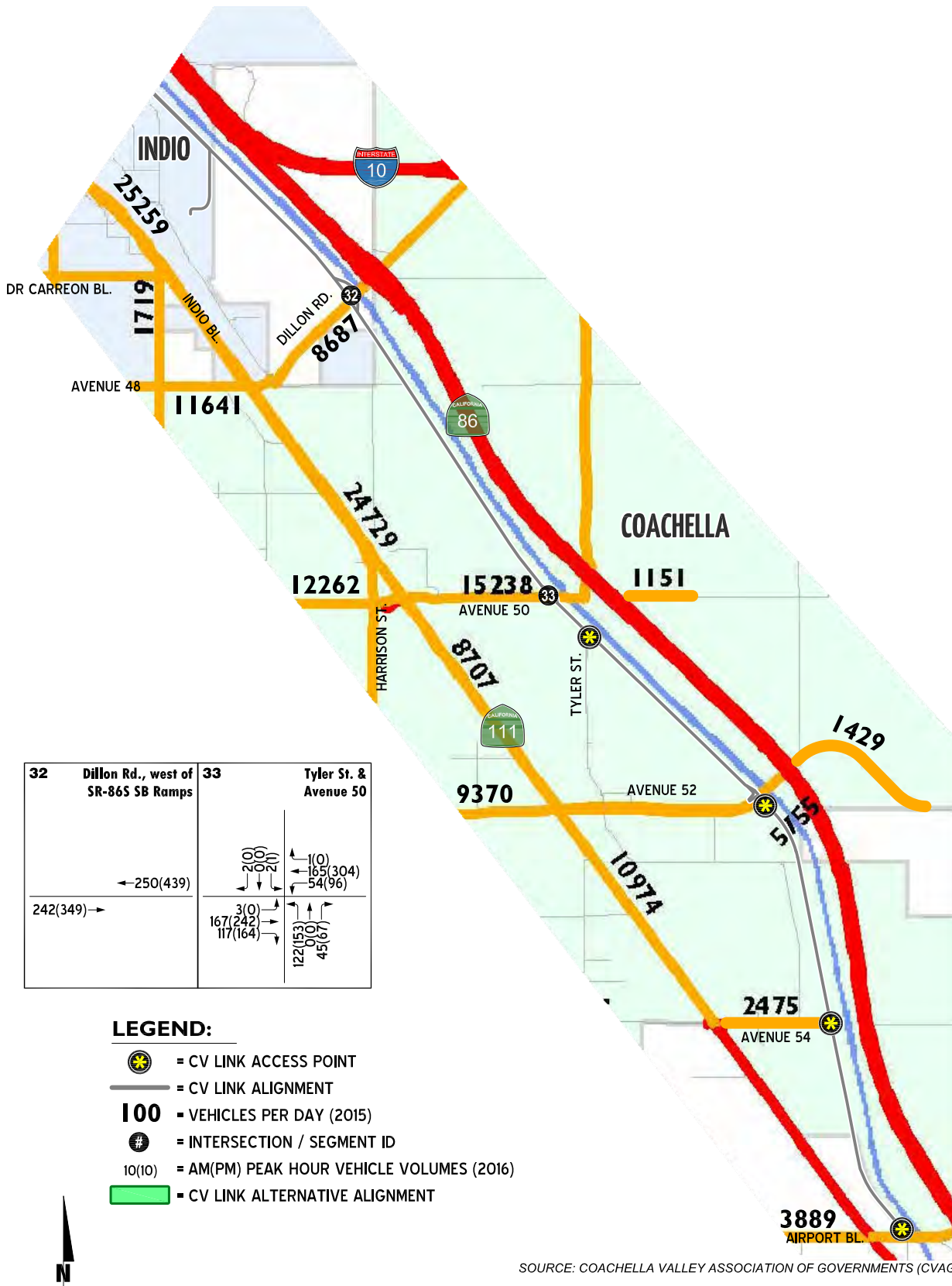
SOURCE: COACHELLA VALLEY ASSOCIATION OF GOVERNMENTS (CVAG)

30	Monroe St., south of I-10 EB Ramps	773(918) ← ← 762(915)	132(230) →	← 150(173)
31	Avenue 44, east of Palo Verde St. - Circle Dr.			

- LEGEND:**
- ⊛ CV LINK ACCESS POINT
 - CV LINK ALIGNMENT
 - 100 = VEHICLES PER DAY (2015)
 - # = SEGMENT ID
 - 10(10) = AM(PM) PEAK HOUR VEHICLE VOLUMES (2016)
 - █ CV LINK ALTERNATIVE ALIGNMENT



EXHIBIT 5.2-I: COACHELLA, EXISTING (2015/2016) TRAFFIC VOLUMES



SOURCE: COACHELLA VALLEY ASSOCIATION OF GOVERNMENTS (CVAG)

5.3 PEAK HOUR CONDITIONS AT KEY CORRIDOR ACCESS ANALYSIS LOCATIONS

At the places where bikes and LSEVs and pedestrians and vehicles will compete for shared space with future implementation of CV Link, an evaluation of each location has been performed based on existing conditions. Federal Highway and California State Highway best practice are used as discussed in Chapter 3, including LOS calculations; review of field geometry; and review of existing traffic controls.

An overall summary of intersection operations for vehicles at study area intersections is included in Table 5.3-1 for existing conditions. The study area intersections currently experience acceptable vehicle operations, although LOS “D” occurs at some locations during peak hours.

Level of Service (LOS) analysis has also been performed for bicycle, pedestrian, and LSEV users at study area intersections. For purposes of this analysis, LSEV users have been evaluated combined with automobile volumes where the LSEVs operate similarly to other vehicles. Where LSEVs operate more similarly to bicycle / pedestrian traffic, they are forecast to experience a similar LOS to bicycle users.

LOS analysis for bicycle and pedestrians for March 2016 peak hour conditions are shown on Table 5.3-2. For existing conditions, the LOS analysis indicates acceptable operations, although several of the intersections indicate a poor quality of service for bicyclists (LOS “D”) during peak hours.

Pedestrian LOS at signalized intersections evaluates conflicting motorized vehicle volumes and speeds, crosswalk length, and average pedestrian delay. Pedestrians are better served at intersections with lower motorized vehicle volumes and speeds, shorter crosswalk lengths, and lower delay.

Bicycle LOS at signalized intersections is determined based on perceived separation from motorized vehicle traffic, motorized vehicle volumes, cross-street width, and presence and utilization of on-street parking. Bicycle LOS is improved with a reduction in each of these indicators.

Pedestrian LOS at cross-street STOP-controlled intersections is based on average pedestrian control delay crossing the major street. Pedestrian LOS is improved via lower vehicle volumes, presence of a median, and provision of pedestrian crossing treatments that improve motorist yielding rates.

5.4 CITY GENERAL PLAN ROADWAY CLASSIFICATIONS

Each City General Plan Circulation Element has been reviewed along the CV Link corridor, and roadway classifications are discussed below in relationship to the relationship to the potential CV Link alignment.

TABLE 5.3-1: VEHICLE LEVEL OF SERVICE ANALYSIS FOR EXISTING (2016)

#	Intersection	Traffic Control ⁴	Intersection Approach Lanes ¹												AUTO/LSEV ^{2,3}			
			Northbound			Southbound			Eastbound			Westbound			Delay (Secs)		Level of Service	
			L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
1	Palm Cyn. Dr. (SR-111) / San Rafael Dr.	TS	1	2	1	1	2	1	1	1	1	0.5	1.5	0	10.8	10.1	B	B
2	Indian Cyn. Dr. / Sunrise Pkwy.	CSS	0	2	0	0	2	0	0	0	0	0	1!	0	12.3	11.1	B	B
3	Sunrise Pkwy. / San Rafael Dr.	TS	1	2	0	1	2	0	0.5	0.5	1	0	1!	0	11.9	11.8	B	B
4	Gene Autry Tr. / Via Escuela	TS	1	2	1	1	2	1	0.5	0.5	1	0.5	0.5	1	14.4	50.6	B	D
5	Clubhouse View / Vista Chino	TS	1	0	d	0	0	0	1	2	1	1	2	0	11.1	16.2	B	B
6	Sunrise Wy. / N. Riverside Dr.	CSS	1	2	0	0	2	0	0	1!	0	0	0	0	13.1	13.1	B	B
7	Sunrise Wy. / Mesquite Av.	TS	1	2	0	1	2	d	1	1	0	1	1	1	12.8	10.9	B	B
8	Farrel Dr. / Mesquite Av.	TS	1	2	0	1	2	0	1	2	0	1	2	0	13.5	12.0	B	B
9	El Cielo Rd. / Mesquite Av.	AWS	0	1	d	1	1	0	0	0	0	1	0	1	10.0	10.5	A	B
10	Crossley Rd. / 34th Av.	CSS	1	2	d	1	2	d	0	1!	0	0	1!	0	12.9	11.5	B	B
11	Golf Club Dr. / Tahquitz Creek	Y	0	2	0	0	2	0	0	0	0	0	0	0	-	-	-	-
12	Cathedral Cyn. Dr. / Officer David Vasquez Rd.	TS	0	2	0	1	2	0	0	0	0	2	0	1>	4.7	4.5	A	A
13	Date Palm Dr. / Perez Rd.	TS	1	2	0	0	2	1>	2	0	1	0	0	0	13.9	14.1	B	B
14	Da Vall Dr. / Frank Sinatra Dr.	TS	0	0	0	1	1!	0	1	2	0	1	2	1	16.4	25.4	B	C
15	SR-111 / Country Club Dr.	TS	1	3	0	2	3	0	1	1	0	1	0.5	1.5	9.1	8.4	A	A
16	SR-111 / Thunderbird Rd.	TS	1	3	0	1	3	1	0.5	0.5	d	0	1!	0	3.1	3.0	A	A
17	SR-111 / Paxton Dr.	TS	1	3	0	1	3	0	0	0	0	1	0	1	2.5	1.9	A	A
18	San Jacinto Dr. / Rancho Las Palmas	AWS	0.5	0.5	1	0	1!	0	1	2	0	1	2	0	9.9	9.9	A	A
19	Bob Hope Dr. / Rancho Las Palmas	TS	1	2	1	1	2	1	1	1	1	0.5	0.5	d	9.5	10.0	A	A
20	Bob Hope Dr. / Avenida Las Palmas	TS	1	2	1	1	2	1	0.5	0.5	1	0.5	0.5	1	17.1	13.7	B	B
21	Bob Hope Dr. / Commercial Dwy.	CSS	0	2	1	0	2	0	0	0	0	0	0	1	10.6	10.4	B	B
22	SR-111 / Bob Hope Dr.	TS	1	3	1	2	3	0	0	1!	0	2	1!	0	15.5	15.0	B	B
23	SR-111 / Magnesia Falls Dr.	TS	1	3	0	1	3	0	0.5	0.5	1	1.5	0.5	1	9.9	7.6	A	A
24	Monterey Av. / Park View Dr.	TS	1	3	1	2	3	1	1	1	1	1	1	1	9.2	11.8	A	B
25	San Pablo Av. / Magnesia Falls Dr.	AWS	1	0	1	0	0	0	0	1	0	1	1	0	10.1	10.9	B	B
26	San Pablo Av. / Alumni Dr.	AWS	1	1	d	0.5	0.5	1	0.5	0.5	d	1	1	0	9.8	11.3	A	B
27	Portola Av. / Magnesia Falls Dr.	TS	1	2	1	1	2	0	1	1	1	1	1	1	20.0	29.3	B	C
28	El Dorado Dr. / Fred Waring Dr.	TS	1	1	1	1	1	1	1	3	1	1	3	1	19.9	22.8	B	C
29	Dune Palms Rd. / Corporate Ctr. Dr.	CSS	1	1	0	0	2	0	1	0	1	0	0	0	17.5	19.9	C	C
30	Monroe St., south of I-10 EB Ramps	-	0	1	0	0	1	0	0	0	0	0	0	0	-	-	-	-
31	Avenue 44, east of Palo Verde St. - Circle Dr.	-	0	0	0	0	0	0	0	1	0	0	1	0	-	-	-	-
32	Dillon Rd., west of SR-86S SB Ramps	-	0	1	0	0	1	0	0	0	0	0	0	0	-	-	-	-
33	Tyler St. - Magnolia / Avenue 50 - Tyler St.	AWS ⁵	0.5	0.5	1	0	1!	0	0.5	0.5	1	0	1!	0	10.4	15.4	B	C

¹ When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes. L = Left; T = Through; R = Right; 1! = Shared Left-Through-Right turn lane; > = Right Turn Overlap; d = Defacto Right Turn Lane

² Delay and level of service calculated using Synchro 9 analysis software. **BOLD** = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

³ Per the 2010 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with a traffic signal or all-way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

⁴ TS = Traffic Signal; CSS = Cross Street Stop; AWS = All-Way Stop; Y = Crosswalk Yield

⁵ Based on field observations, the intersection of Tyler St. - Magnolia / Avenue 50 - Tyler St. is stop controlled for the NB, SB, and EB approach. The WB approach is uncontrolled. This type of traffic control setup is not supported in Synchro. Therefore, for the purpose of this report this intersection is evaluated as an all-way stop control.

TABLE 5.3-2: PEDESTRIAN AND BICYCLE ANALYSIS FOR EXISTING (2016) CONDITIONS

#	Intersection	Traffic Control ⁴	PEDESTRIAN ^{1,2}				BICYCLE ³			
			Score/Delay		Level of Service		Score		Level of Service	
			AM	PM	AM	PM	AM	PM	AM	PM
1	Palm Cyn. Dr. (SR-111) / San Rafael Dr. - Eastbound Approach - Westbound Approach - Northbound Approach - Southbound Approach	TS	N/A 2.19 N/A 2.67	N/A 2.19 N/A 2.73	N/A B N/A B	N/A B N/A B	1.95 2.56 3.06 3.01	1.95 2.57 3.19 3.12	A B C C	A B C C
2	Indian Cyn. Dr. / Sunrise Pkwy. - Northbound Approach - Southbound Approach	CSS	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A
3	Sunrise Pkwy. / San Rafael Dr. - Eastbound Approach - Westbound Approach - Northbound Approach - Southbound Approach	TS	2.30 1.73 2.48 2.38	2.34 1.77 2.52 2.37	B A B B	B A B B	2.92 2.08 2.27 1.89	2.94 2.11 2.38 1.87	C B B A	C B B A
4	Gene Autry Tr. / Via Escuela - Eastbound Approach - Westbound Approach - Northbound Approach - Southbound Approach	TS	2.02 1.95 2.74 2.89	2.10 1.95 2.79 2.99	B A B C	B A C C	2.88 2.96 2.94 2.95	3.12 2.99 3.22 2.93	C C C C	C C C C
5	Clubhouse View / Vista Chino - Eastbound Approach - Westbound Approach - Northbound Approach	TS	N/A N/A 1.98	N/A N/A 1.97	N/A N/A A	N/A N/A A	3.48 2.21 1.50	3.92 2.30 1.48	C B A	D B A
6	Sunrise Wy. / N. Riverside Dr. - Northbound Approach	CSS	6.20	6.20	B	B	N/A	N/A	N/A	N/A
7	Sunrise Wy. / Mesquite Av. - Eastbound Approach - Westbound Approach - Northbound Approach - Southbound Approach	TS	2.11 2.36 2.65 2.72	2.07 2.35 2.62 2.67	B B B B	B B B B	2.61 2.89 2.99 1.46	2.52 2.86 2.95 1.39	B C C A	B C C A
8	Farrel Dr. / Mesquite Av. - Eastbound Approach - Westbound Approach - Northbound Approach - Southbound Approach	TS	2.36 2.36 2.51 2.46	2.35 2.33 2.49 2.44	B B B B	B B B B	2.36 2.30 2.53 2.76	2.33 2.28 2.51 2.72	B B B C	B B B B
9	El Cielo Rd. / Mesquite Av.	AWS	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
10	Crossley Rd. / 34th Av. - Northbound Approach - Southbound Approach	CSS	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A
11	Golf Club Dr. / Tahquitz Creek - Northbound Approach - Southbound Approach	CSS	16.40 16.40	16.40 16.40	C C	C C	N/A N/A	N/A N/A	N/A N/A	N/A N/A
12	Cathedral Cyn. Dr. / Officer David Vasquez Rd. - Westbound Approach - Northbound Approach - Southbound Approach	TS	2.15 N/A 2.51	2.15 N/A 2.54	B N/A B	B N/A B	2.68 1.54 1.58	2.67 1.59 1.64	B A A	B A A
13	Date Palm Dr. / Perez Rd. - Eastbound Approach - Northbound Approach - Southbound Approach	TS	2.59 2.66 N/A	2.58 2.67 N/A	B B N/A	B B N/A	3.13 3.27 3.46	3.06 3.38 3.39	C C C	C C C
14	Da Vall Dr. / Frank Sinatra Dr. - Eastbound Approach - Westbound Approach - Southbound Approach	TS	2.59 2.71 2.54	2.61 2.75 2.59	B B B	B B B	3.02 3.08 2.98	3.10 3.22 2.93	C C C	C C C

TABLE 5.3-2: PEDESTRIAN AND BICYCLE ANALYSIS FOR EXISTING (2016) CONDITIONS

#	Intersection	Traffic Control ⁴	PEDESTRIAN ^{1,2}				BICYCLE ³			
			Score/Delay		Level of Service		Score		Level of Service	
			AM	PM	AM	PM	AM	PM	AM	PM
15	SR-111 / Country Club Dr.	TS								
	- Eastbound Approach		1.97	1.96	A	A	3.74	3.76	D	D
	- Westbound Approach		N/A	N/A	N/A	N/A	3.53	3.41	D	C
	- Northbound Approach		N/A	N/A	N/A	N/A	3.73	3.85	D	D
	- Southbound Approach		3.46	3.43	C	C	3.29	3.16	C	C
16	SR-111 / Thunderbird Rd.	TS								
	- Eastbound Approach		1.98	1.99	A	A	1.73	1.76	A	A
	- Westbound Approach		1.74	1.73	A	A	2.69	2.68	B	B
	- Northbound Approach		3.30	3.33	C	C	2.13	2.19	B	B
	- Southbound Approach		N/A	N/A	N/A	N/A	3.62	3.64	D	D
17	SR-111 / Paxton Dr.	TS								
	- Westbound Approach		1.98	1.96	A	A	2.90	2.86	C	C
	- Northbound Approach		3.35	3.33	C	C	2.96	3.06	C	C
	- Southbound Approach		N/A	N/A	N/A	N/A	3.69	3.54	D	D
18	San Jacinto Dr. / Rancho Las Palmas	AWS	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
19	Bob Hope Dr. / Rancho Las Palmas	TS								
	- Eastbound Approach		2.42	2.42	B	B	3.32	3.33	C	C
	- Westbound Approach		2.01	2.01	B	B	3.01	3.02	C	C
	- Northbound Approach		2.82	2.81	C	C	3.11	3.10	C	C
	- Southbound Approach		2.88	2.89	C	C	3.27	3.27	C	C
20	Bob Hope Dr. / Avenida Las Palmas	TS								
	- Eastbound Approach		2.06	2.05	B	B	3.13	3.13	C	C
	- Westbound Approach		2.02	2.00	B	A	3.01	2.98	C	C
	- Northbound Approach		2.81	2.78	C	C	3.08	3.04	C	C
	- Southbound Approach		2.81	2.79	C	C	3.11	3.05	C	C
21	Bob Hope Dr. / Commercial Dwy.	CSS								
	- Northbound Approach		N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	- Southbound Approach		N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
22	SR-111 / Bob Hope Dr.	TS								
	- Eastbound Approach		1.77	1.78	A	A	2.06	2.06	B	B
	- Westbound Approach		2.70	2.66	B	B	3.07	2.99	C	C
	- Northbound Approach		N/A	N/A	N/A	N/A	3.83	3.91	D	D
	- Southbound Approach		3.31	3.32	C	C	2.66	2.60	B	B
23	SR-111 / Magnesia Falls Dr.	TS								
	- Eastbound Approach		2.02	2.00	B	A	3.05	3.00	C	C
	- Westbound Approach		2.37	2.35	B	B	3.31	3.25	C	C
	- Northbound Approach		N/A	N/A	N/A	N/A	3.66	3.63	D	D
	- Southbound Approach		3.58	3.65	D	D	2.57	2.73	B	B
24	Monterey Av. / Park View Dr.	TS								
	- Eastbound Approach		2.23	2.26	B	B	3.45	3.56	C	D
	- Westbound Approach		2.31	2.32	B	B	3.16	3.25	C	C
	- Northbound Approach		3.26	3.27	C	C	3.18	3.23	C	C
	- Southbound Approach		3.34	3.36	C	C	3.37	3.35	C	C
25	San Pablo Av. / Magnesia Falls Dr.	AWS	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
26	San Pablo Av. / Alumni Dr.	AWS	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
27	Portola Av. / Magnesia Falls Dr.	TS								
	- Eastbound Approach		2.28	2.31	B	B	3.24	3.37	C	C
	- Westbound Approach		2.23	2.22	B	B	2.86	2.85	C	C
	- Northbound Approach		2.85	2.88	C	C	3.20	3.22	C	C
	- Southbound Approach		N/A	N/A	N/A	N/A	3.10	3.18	C	C
28	El Dorado Dr. / Fred Waring Dr.	TS								
	- Eastbound Approach		3.20	3.30	C	C	3.28	3.56	C	D
	- Westbound Approach		3.16	3.28	C	C	2.65	2.66	B	B
	- Northbound Approach		2.39	2.41	B	B	3.37	3.45	C	C
	- Southbound Approach		2.33	2.33	B	B	2.96	2.95	C	C

TABLE 5.3-2: PEDESTRIAN AND BICYCLE ANALYSIS FOR EXISTING (2016) CONDITIONS

#	Intersection	Traffic Control ⁴	PEDESTRIAN ^{1,2}				BICYCLE ³				
			Score/Delay		Level of Service		Score		Level of Service		
			AM	PM	AM	PM	AM	PM	AM	PM	
29	Dune Palms Rd. / Corporate Ctr. Dr. - Northbound Approach - Southbound Approach	CSS	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
30	Monroe St., south of I-10 EB Ramps - Northbound Approach - Southbound Approach	-	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
31	Avenue 44, east of Palo Verde St. - Circle Dr. - Eastbound Approach - Westbound Approach	-	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
32	Dillon Rd., west of SR-86S SB Ramps - Eastbound Approach - Westbound Approach	-	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
33	Tyler St. / Avenue 50	AWS ⁵	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

¹ Delay and level of service calculated using Synchro 9 analysis software. **BOLD** = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

² Per the 2010 Highway Capacity Manual, the pedestrian score and level of service for the pedestrians crossing each subject approach (i.e. "Eastbound" pedestrians are those crossing the Eastbound vehicular approach) are shown for signalized intersections. For cross-street stop controlled intersections, the pedestrian delay and level of service are shown for pedestrians crossing a traffic stream not controlled by a stop sign. It should be noted that pedestrian level of service measures at all-way stop controlled intersections are not evaluated since pedestrian LOS is defined for pedestrians crossing a traffic stream not controlled by a stop sign (Exhibit 8-2 of HCM2010)

³ Per the 2010 Highway Capacity Manual, the bicycle LOS score for the segment is used to estimate facility LOS. One score is needed for each direction of travel of interest for each segment on the facility for signalized intersections.

For unsignalized intersections, bicycle level of service measures are not evaluated per Exhibit 8-2 of HCM2010.

⁴ TS = Traffic Signal; CSS = Cross Street Stop; AWS = All-Way Stop

⁵ Based on field observations, the intersection of Tyler St. - Magnolia / Avenue 50 - Tyler St. is stop controlled for the NB, SB, and EB approach. The WB approach is uncontrolled. This type of traffic control setup is not supported in Synchro. Therefore, for the purpose of this report this intersection is evaluated as an all-way stop control.

R:\UXRjobs_09100-09500\09272\Excel\09272 - CV Link Materials 2016.06.30.xlsx\Existing Auto LOS

Two areas of Palm Springs are shown (North and Central) on Exhibits 5.4-A and 5.4-B, respectively. General Plan roadway classifications for Palm Springs North are shown on Exhibit 5.4-A. Major Thoroughfares (4- to 6-lane divided) include Palm Canyon Drive, Indian Canyon Drive, Sunrise Way, Gene Autry Trail and Vista Chino. The Palm Springs North section of the potential CV Link is generally oriented northwest to southeast as an off-street path, with short segments adjacent to roadways. The northwesterly terminus of the CV Link is located at the Palm Springs Visitor Center, near the intersection of Palm Canyon Drive at Tramway Road. The alignment travels northwest, then turns east and curves southeast towards Cathedral City south of Vista Chino.

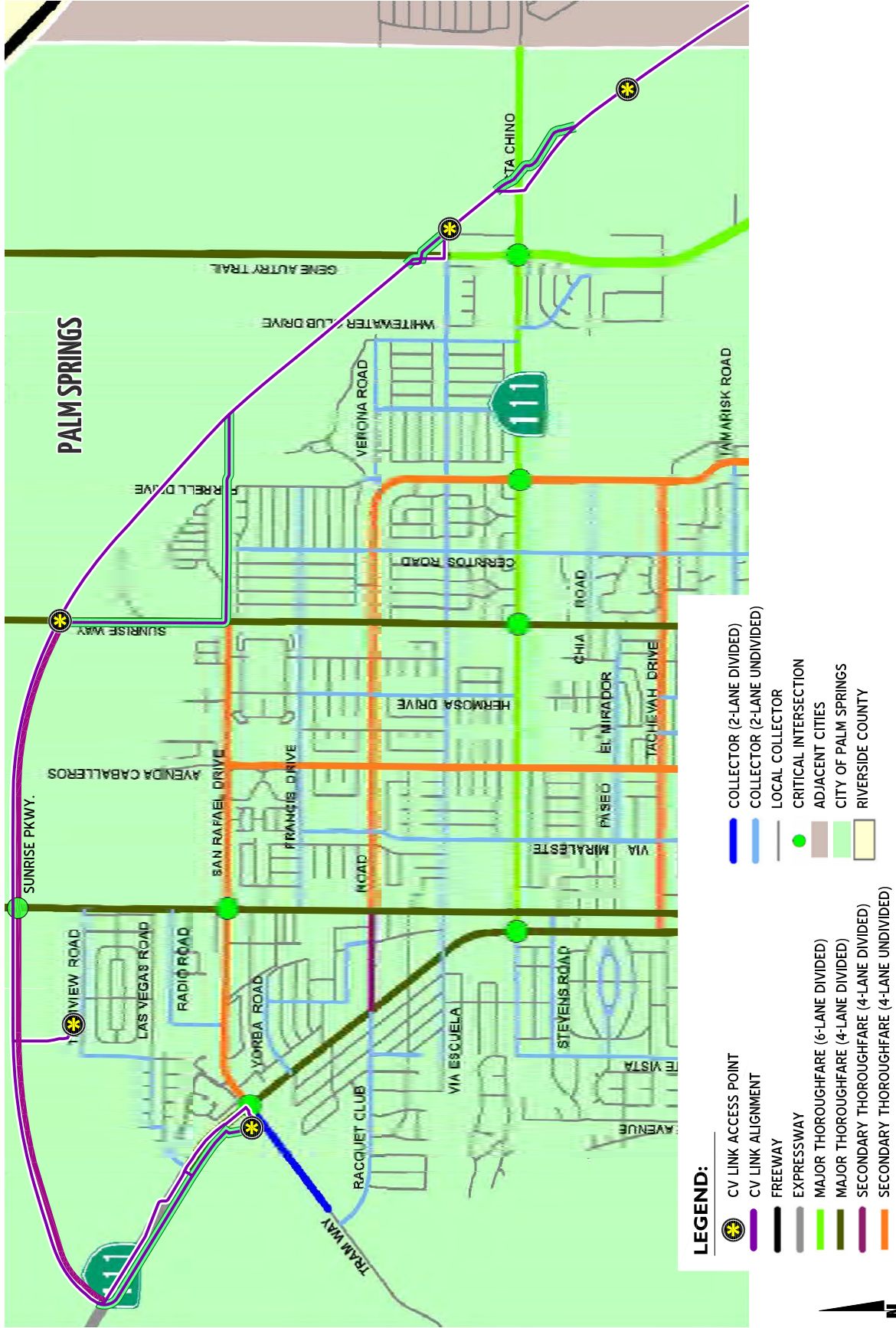
Exhibit 5.4-B includes the General Plan roadway classifications for Palm Springs Central. Major Thoroughfares that continue from Palm Springs North are Palm Canyon Drive, Indian Canyon Drive, Sunrise Way, and Gene Autry Trail. Additional Major Thoroughfares are El Cielo, Tahquitz Canyon Way, and Ramon Road. The CV Link traverses the Palm Springs Central area from South Palm Canyon Drive / Sunny Dunes Road at the west end, proceeding east to Gene Autry Trail and beyond. The westernmost sections are off-street paths, some of which are adjacent to roadways. From east of Sunrise Way to Compadre Road, and from El Cielo Road to Demuth Park, the CV Link alignment is on-street bike lanes. Further east, it reverts to an off-street path.

For Cathedral City, General Plan roadway classifications are shown on Exhibit 5.4-C. Arterial Highways include Date Palm Drive, Ramon Road, Dinah Shore Drive, and Palm Canyon Drive. Landau Boulevard, Da Vall Drive, Perez Road, and Gerald Ford Drive are Major Highways. The Cathedral City alignment connects to both the Palm Springs North alignment and the Palm Springs Central alignment. Several alternate alignments are shown, but the main route is an off-street path in the Whitewater Channel, connecting generally southeasterly towards Rancho Mirage.

General Plan roadway classifications for Rancho Mirage are shown on Exhibit 5.4-D. Major Arterials (4- or 6-lane) include Da Vall Drive, Bob Hope Drive, Monterey Avenue, Frank Sinatra Drive, Country Club Drive (East of Bob Hope Drive), and SR-111. The CV Link is not included in the City of Rancho Mirage for two of the major connectivity Alternatives (Proposed and Alternative 1).

For Alternative 2, the CV Link alignment continues through the City of Rancho Mirage along the Whitewater Channel in its southwesterly direction from Cathedral City as an off-street path. At Country Club Drive, the CV Link follows the roadway westerly to SR-111, and continues southeasterly adjacent to SR-111. At Paxton Drive, it turns easterly and continues along the Whitewater Channel towards Bob Hope Drive. At Bob Hope Drive, the CV Link turns south towards SR-111 then connects from Bob Hope Drive to Parkview Drive. On Parkview Drive, the CV Link is shown as separated bike lanes.

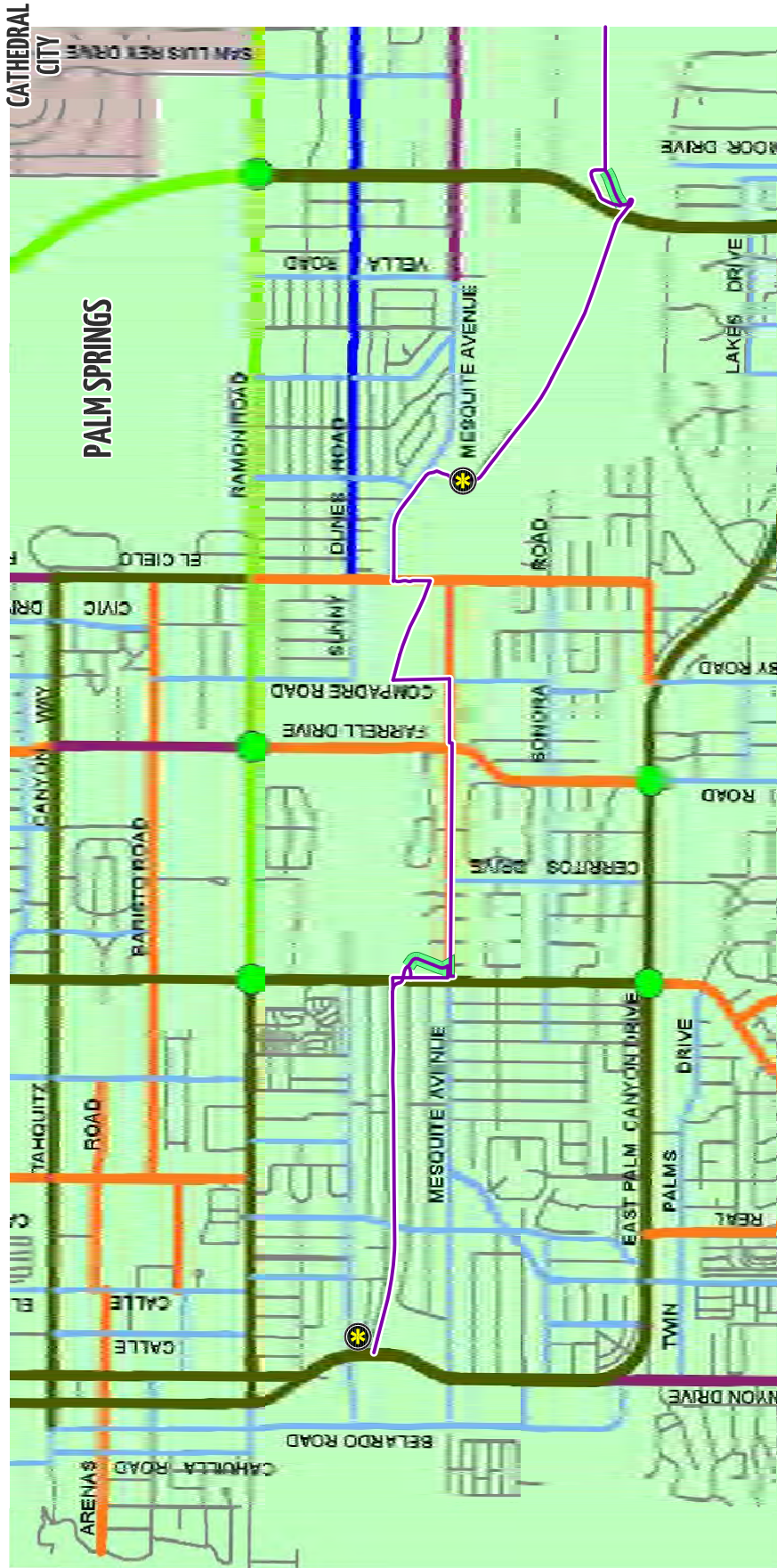
EXHIBIT 5.4-A: PALM SPRINGS NORTH, GENERAL PLAN ROADWAY CLASSIFICATIONS



SOURCE: CITY OF PALM SPRINGS GENERAL PLAN UPDATE (MAY 2007)



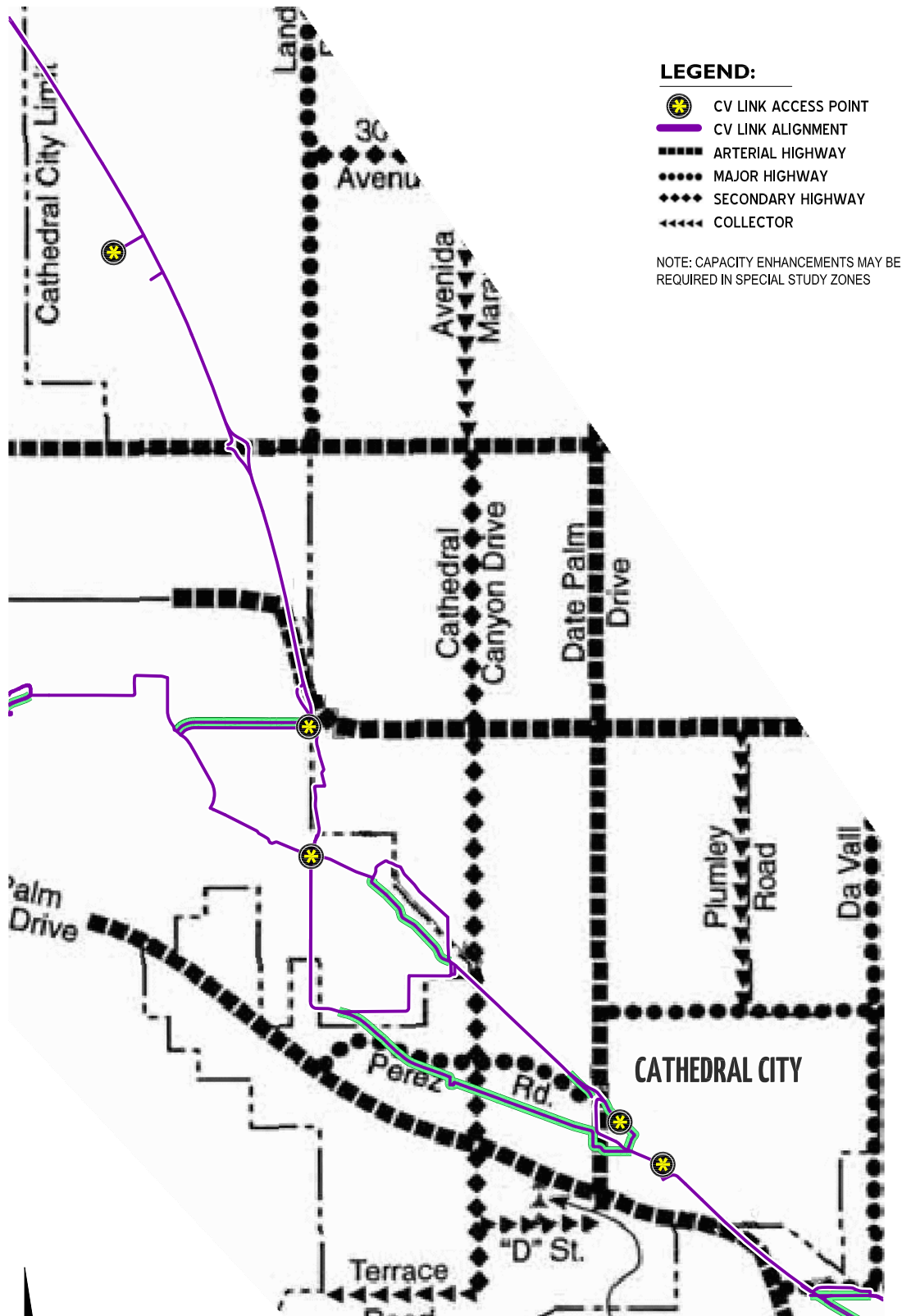
EXHIBIT 5.4-B: PALM SPRINGS CENTRAL, GENERAL PLAN ROADWAY CLASSIFICATIONS



SOURCE: CITY OF PALM SPRINGS GENERAL PLAN UPDATE (MAY 2007)

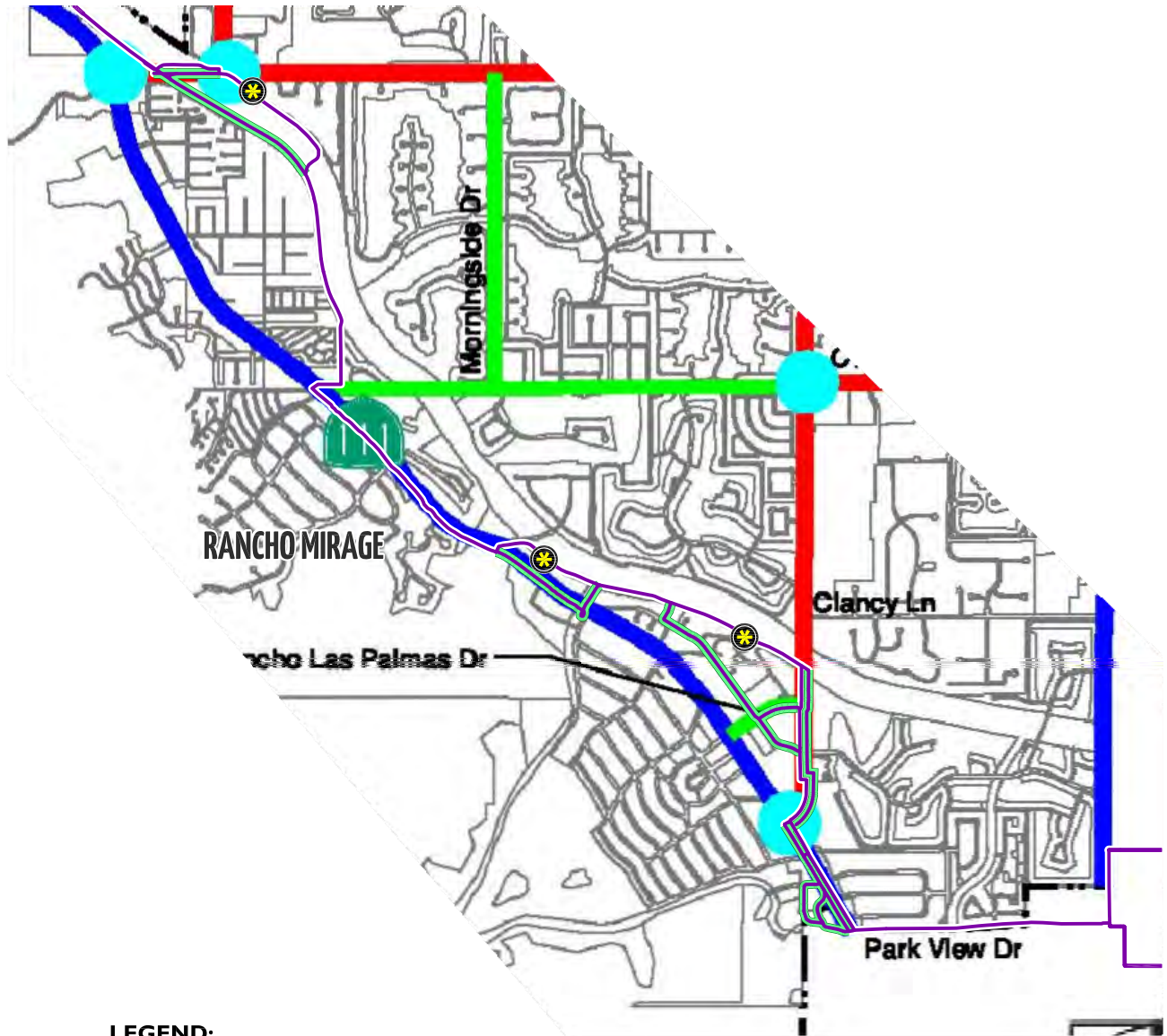


EXHIBIT 5.4-C: CATHEDRAL CITY, GENERAL PLAN ROADWAY CLASSIFICATIONS



SOURCE: CATHEDRAL CITY GENERAL PLAN

EXHIBIT 5.4-D: RANCHO MIRAGE, GENERAL PLAN ROADWAY CLASSIFICATIONS



LEGEND:

- CV LINK ACCESS POINT
- CV LINK ALIGNMENT
- MAJOR ARTERIAL (6D)
- MINOR ARTERIAL (4D)
- MAJOR COLLECTOR (4D)
- CRITICAL INTERSECTION
- ARTERIAL (152' ROW)
- SECONDARY (100' ROW)
- COLLECTOR (74' ROW)



SOURCE: CITY OF RANCHO MIRAGE GENERAL PLAN

Exhibit 5.4-E includes the General Plan roadway classifications for Palm Desert. Monterey Avenue, Portola Avenue (north of Magnesia Falls Drive), Cook Street, Fred Waring Drive, and SR-111 are the Arterial Streets shown. Thoroughfares include Portola Avenue (south of Magnesia Falls Drive), Town Center Way (north of SR-111), San Pablo Avenue (from Fred Waring Drive to SR-111), and Hovley Lane. In Palm Desert, the CV Link alignment generally connects east/west along Magnesia Falls Drive (as on-street bike lanes).

For Indian Wells, General Plan roadway classifications are shown on Exhibit 5.4-F. Major Arterials include Washington Street and Fred Waring Drive. There is a special designation for the Highway 111 Specific Plan (6 lanes). Cook Street, Indian Wells Lane, and Miles Avenue are Primary Arterials.

For the Proposed and Alternative 2 scenarios, the CV Link alignment generally continues along the Whitewater Channel, with alternative alignments along Fred Waring Drive, El Dorado Drive, SR-111, and Miles Avenue. For the Alternative 1 scenario, the CV Link does not provide connectivity through the City of Indian Wells.

General Plan roadway classifications for La Quinta are shown on Exhibit 5.4-G. Washington Street and Jefferson Street are Major Arterials. Highway 111 is classified individually in La Quinta. Upon crossing Washington Street, the CV Link alignment follows the Whitewater River as it curves southeasterly, then continues northeasterly past Jefferson Street.

Exhibit 5.4-H includes the General Plan roadway classifications for Indio. Widened Arterials (6 lanes) are shown on Monroe Street near the I-10 Freeway and on Jackson Street near the I-10 Freeway. Arterials (4/6 lanes) include Indio Boulevard, Indio Center Drive/Golf Center Parkway, Fred Waring Drive, Miles Avenue (west of Madison Street), and SR-111 (west of Rubidoux Street).

Special study areas are indicated along Jefferson Street, and for the I-10 Freeway interchange areas at Madison Street, Monroe Street, Jackson Street, and Indio Center Drive. In Indio, the CV Link follows the Whitewater Channel alignment. East of Indio Boulevard, the Channel and CV Link run approximately parallel to (south of) the I-10 Freeway.

For Coachella, General Plan roadway classifications are shown on Exhibit 5.4-I. Major Arterials with Bicycle Facilities include Grapefruit Boulevard (south of Dillon Road), Dillon Road, Avenue 48 (west of Dillon Road, and in the vicinity of Tyler Street), Avenue 50 (west of Harrison Street, and east of Tyler Street), Avenue 52, Airport Boulevard, the connection between Dillon / Avenue 48, and Polk Street. Old California 86 north of Dillon Road, Van Buren Street, Harrison Street, Tyler Street (south of Grapefruit Boulevard), Polk Street (south of Industrial Way), Dr Carreon Boulevard, Avenue 49, Avenue 40 (between Harrison Street and Tyler Street), and Avenue 54 (west of SR-86S) are Primary Arterials with Bicycle Facilities.

EXHIBIT 5.4-E: PALM DESERT, GENERAL PLAN ROADWAY CLASSIFICATIONS



LEGEND:

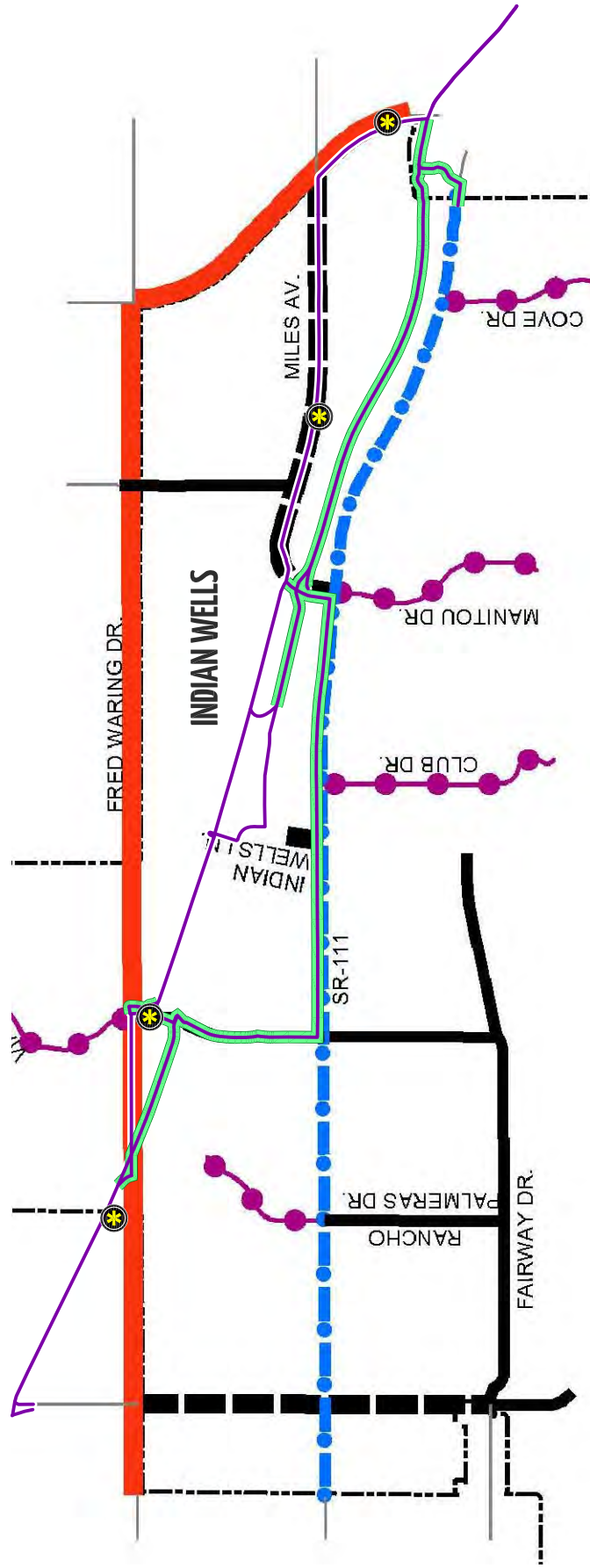
- CV LINK ACCESS POINT
- CV LINK ALIGNMENT
- ARTERIAL STREET
- THOROUGHFARE
- EL PASEO
- SECONDARY STREET
- COLLECTOR STREET
- RURAL
- CITY BOUNDARY



SOURCE: CITY OF PALM DESERT GENERAL PLAN



EXHIBIT 5.4-F: INDIAN WELLS, GENERAL PLAN ROADWAY CLASSIFICATIONS



- LEGEND:**
- CV LINK ACCESS POINT
 - CV LINK ALIGNMENT
 - MAJOR ARTERIAL (6 LANES)
 - HIGHWAY III SPECIFIC PLAN (6 LANES)
 - PRIMARY ARTERIAL (4 LANES)
 - PRIVATE COLLECTOR (2 LANES)
 - COLLECTOR (UNDIVIDED - 2 LANES)
 - OUTSIDE CITY LIMITS
 - CITY BOUNDARY



SOURCE: CITY OF INDIAN WELLS



EXHIBIT 5.4-G: LA QUINTA, GENERAL PLAN ROADWAY CLASSIFICATIONS



LEGEND:

- CV LINK ACCESS POINT
- CV LINK ALIGNMENT
- CITY BOUNDARY
- SPHERE OF INFLUENCE
- HIGHWAY 111
- MAJOR ARTERIAL (6D)
- PRIMARY ARTERIAL (4D)
- SECONDARY ARTERIAL (4UD)
- MODIFIED SECONDARY (2D)
- COLLECTOR (2UD)



SOURCE: CITY OF LA QUINTA



EXHIBIT 5.4-H: INDIO, GENERAL PLAN ROADWAY CLASSIFICATIONS



SOURCE: CITY OF INDIO



EXHIBIT 5.4-I: COACHELLA, GENERAL PLAN ROADWAY CLASSIFICATIONS



SOURCE: CITY OF COACHELLA

09272 - 08 - classification.dwg



The Primary Arterials without Bicycle Facilities are the extension of Camino Del Norte, and Avenue 54 east of SR-86S. The CV Link alignment in Coachella is approximately parallel to (south of) the I-10 Freeway. The southeast end of the CV Link is located near the intersection of SR-111 and Airport Boulevard.

5.5 EXISTING TRANSIT SERVICES

Coachella Valley is served by the SunLine Transit Agency, a Joint Powers Authority formed in 1977 to operate the Valley's public transportation system. SunLine Transit Agency offers fixed route and curb-to-curb paratransit service for people with disabilities. The Agency's fixed route and paratransit vehicles travel more than 4 million miles per year, carrying over 4.8 million riders.

Fixed route vehicles cover approximately 619 bus stops located within a 1,120 mile-service area. Currently, the Agency has a fleet of 70 fixed route buses, which includes four fuel cell buses, and 33 paratransit vans — all using alternative fuels.

Exhibits 5.5-A through 5.5-I depict the existing bus service routes and bus stops in the vicinity of each CV Link segment.

SunLine's overall ridership increased 3.2% in 2014, and the increases on some of the fixed routes were even more significant. The following fixed routes experienced the largest increase:

- Route 14—DHS/Palm Springs increased 4.3%.
- Route 15—Spa City Loop in Desert Hot Springs increased 7.7%.
- Route 24—Palm Springs increased 4.7%.
- Route 53—Palm Desert/Rancho Mirage/Indian Wells increased 20.6%.
- Route 81—Indio increased 109.4%.
- Route 90—Coachella/Indio increased 7.1%.
- Route 32—Thousand Palms/Palm Springs/Cathedral City increased 11%.
- SunLine ADA Paratransit service ridership increased by 9.2%.

EXHIBIT 5.5-A: PALM SPRINGS NORTH, EXISTING TRANSIT ROUTES AND BUS STOPS

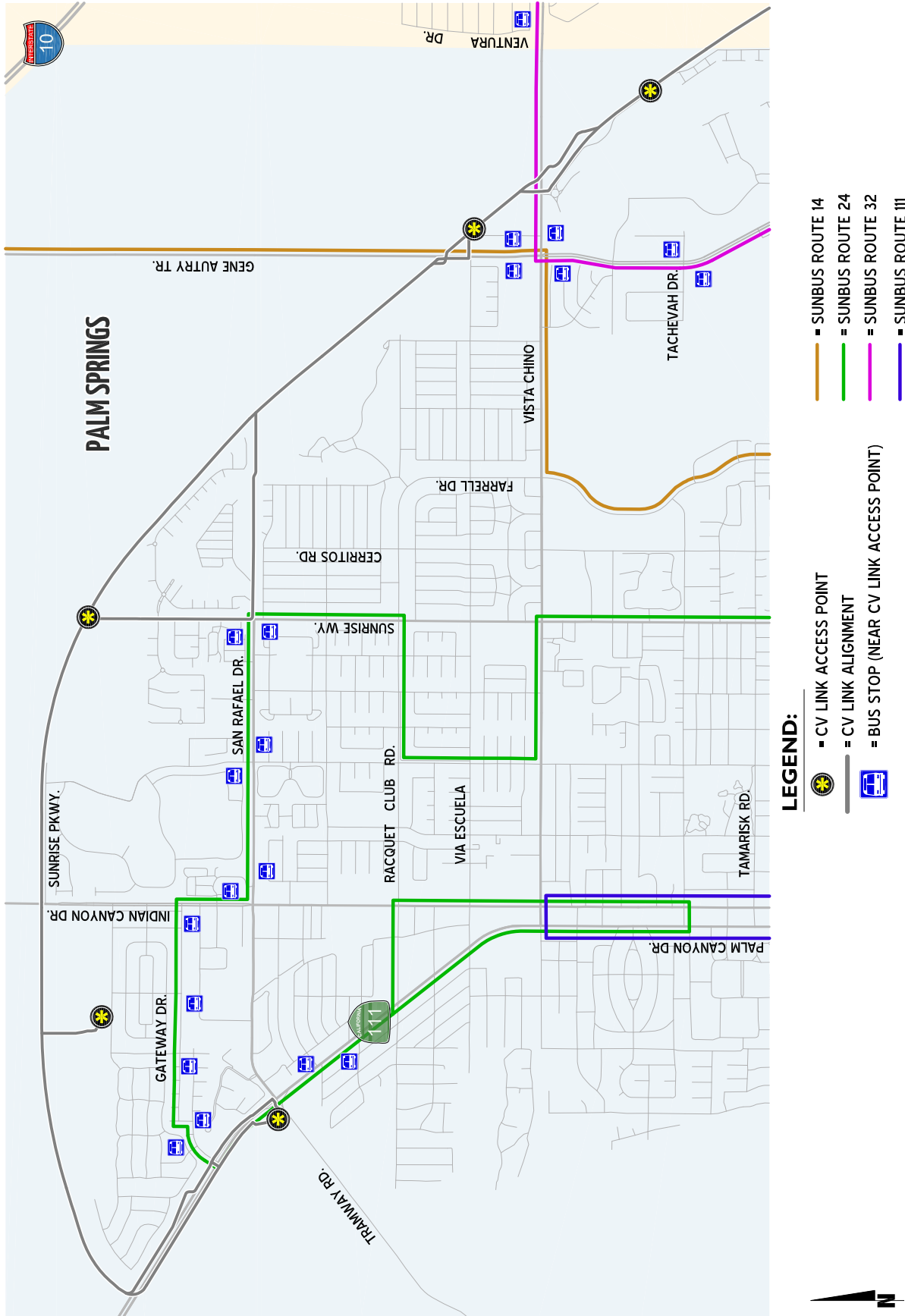
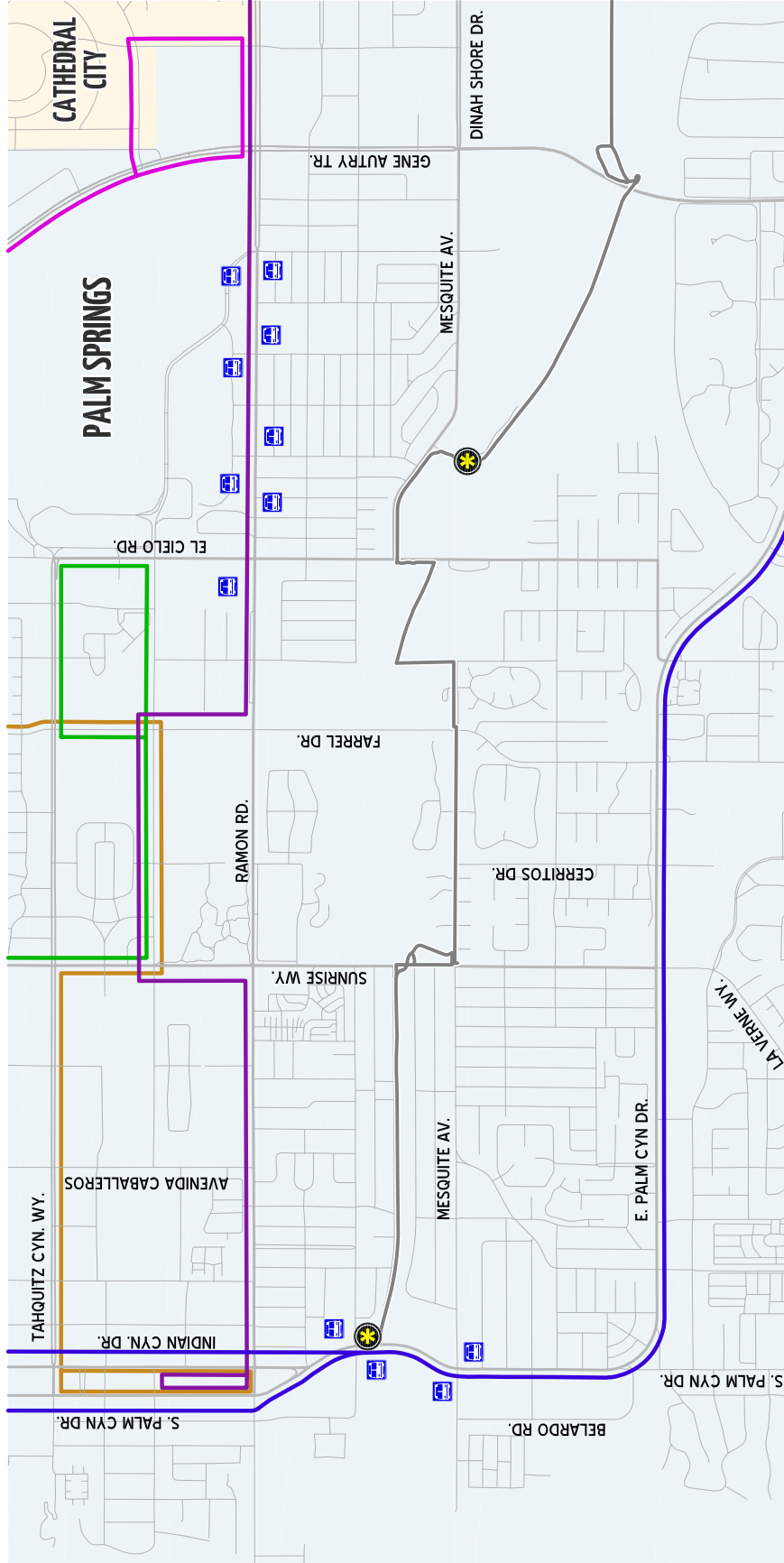


EXHIBIT 5.5-B: PALM SPRINGS CENTRAL, EXISTING TRANSIT ROUTES AND BUS STOPS



LEGEND:

- = CV LINK ACCESS POINT
- = CV LINK ALIGNMENT
- = BUS STOP (NEAR CV LINK ACCESS POINT)
- = SUNBUS ROUTE 14
- = SUNBUS ROUTE 24
- = SUNBUS ROUTE 30
- = SUNBUS ROUTE 32
- = SUNBUS ROUTE 11



EXHIBIT 5.5-C: CATHEDRAL CITY, EXISTING TRANSIT ROUTES AND BUS STOPS

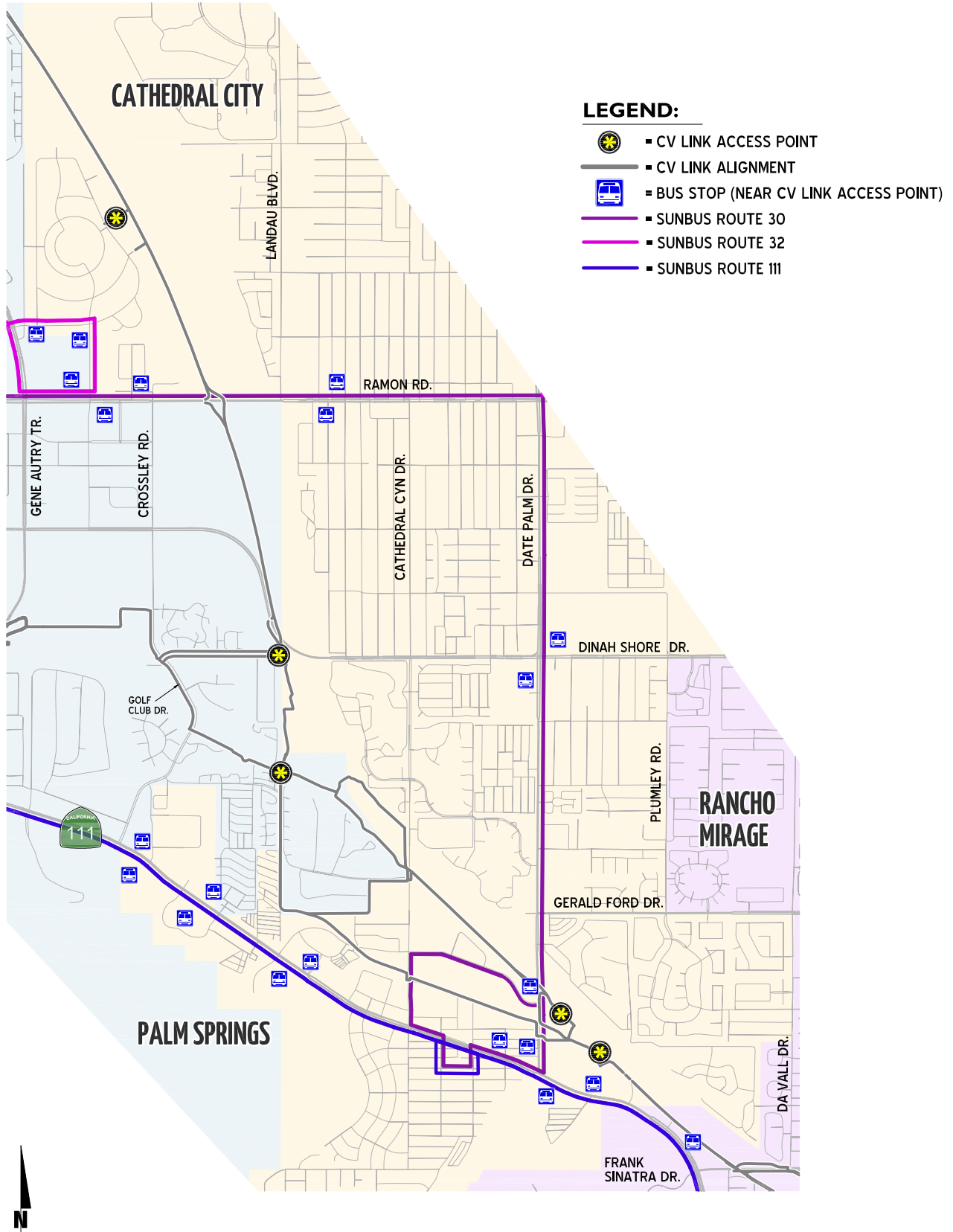
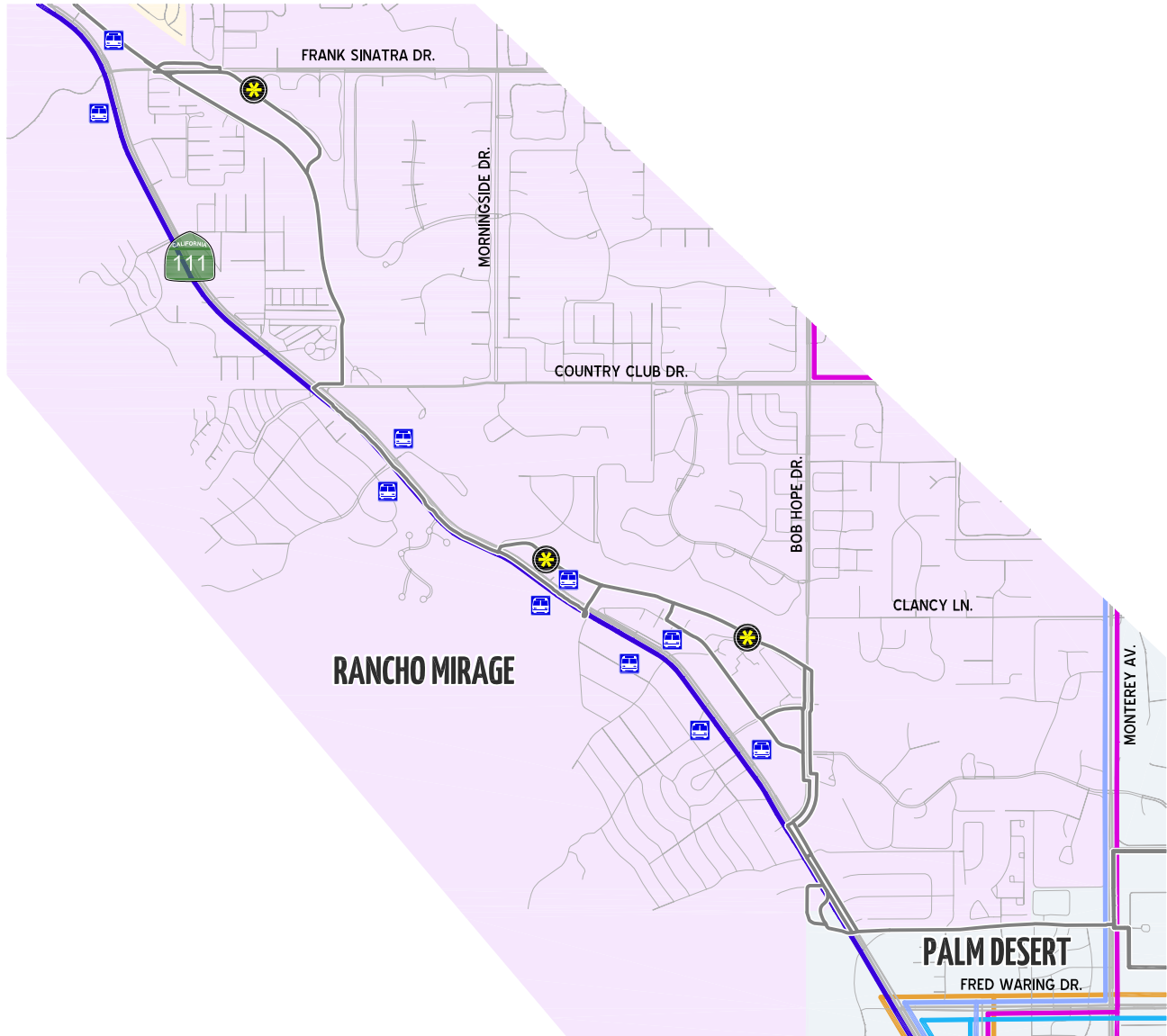


EXHIBIT 5.5-D: RANCHO MIRAGE, EXISTING TRANSIT ROUTES AND BUS STOPS

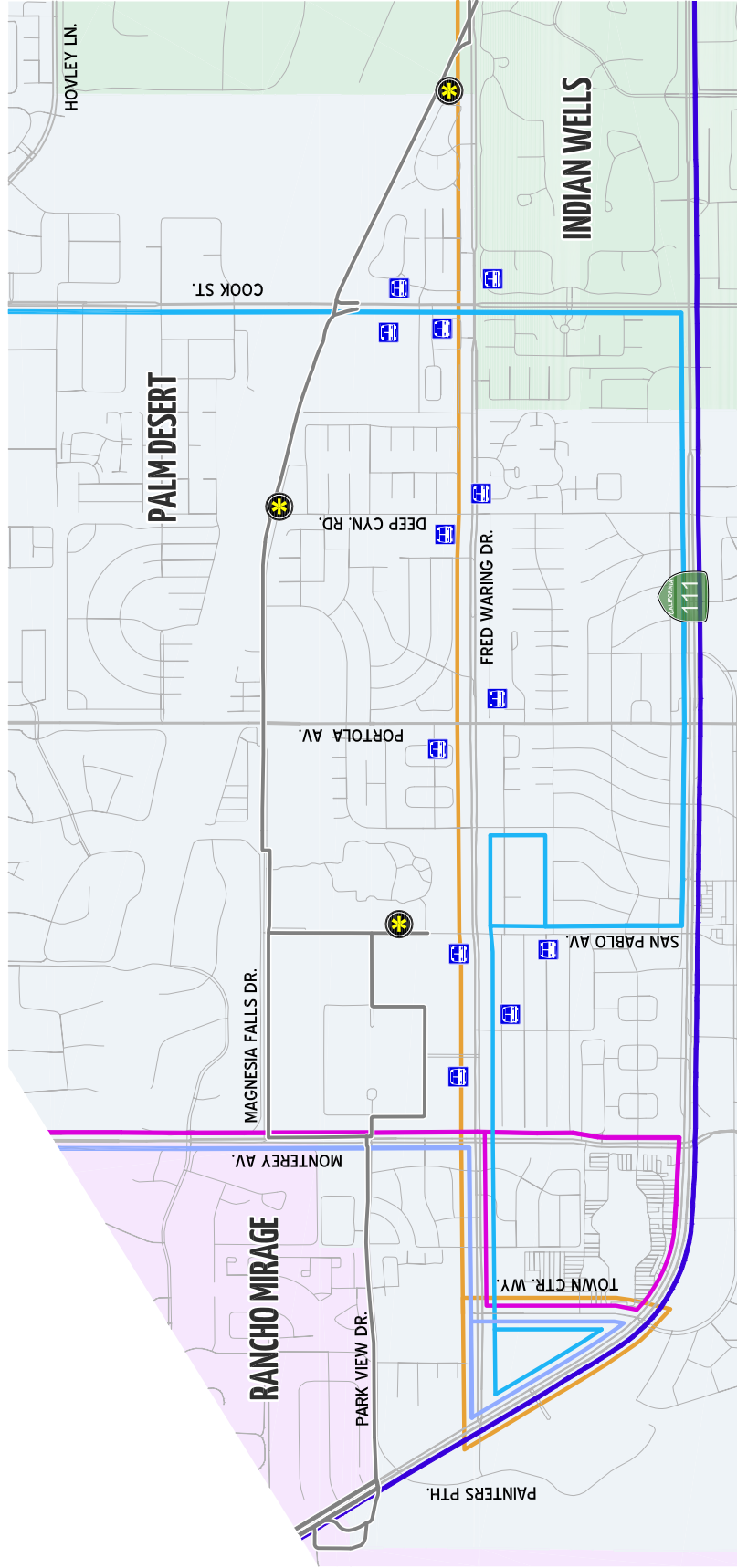


LEGEND:

-  = CV LINK ACCESS POINT
-  = CV LINK ALIGNMENT
-  = BUS STOP (NEAR CV LINK ACCESS POINT)
-  = SUNBUS ROUTE 20
-  = SUNBUS ROUTE 32
-  = SUNBUS ROUTE 53
-  = SUNBUS ROUTE 54
-  = SUNBUS ROUTE 111



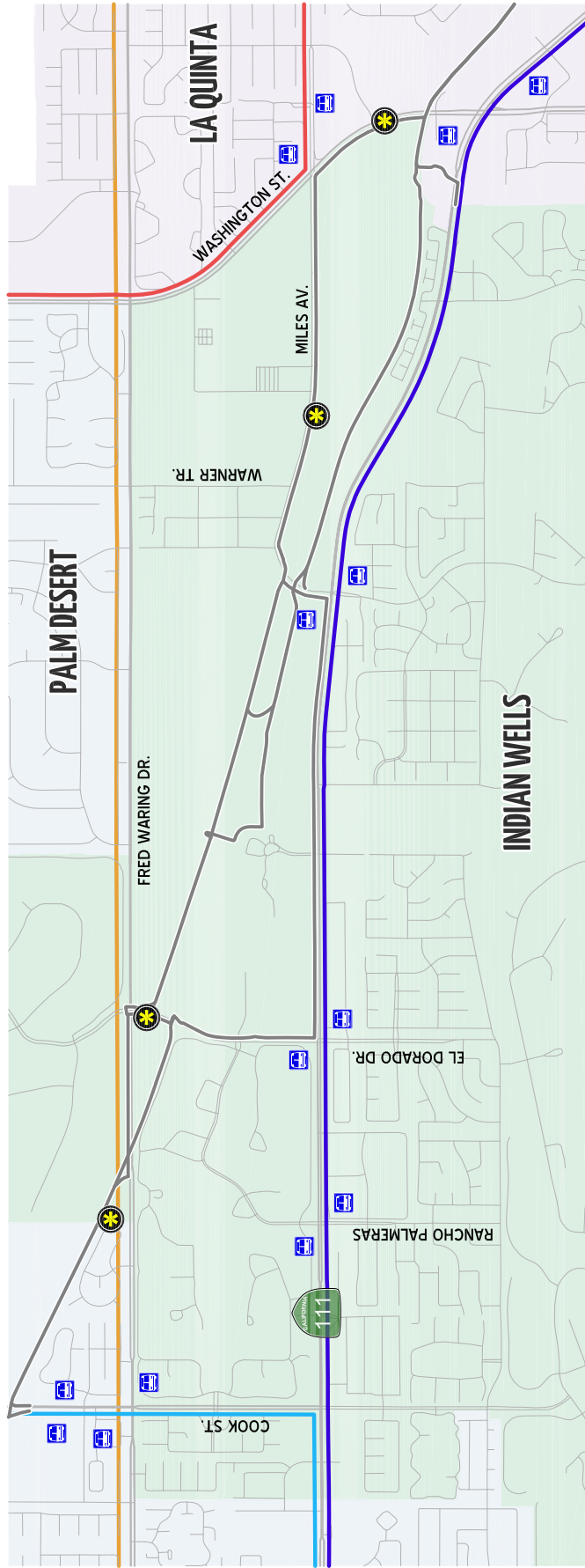
EXHIBIT 5.5-E: PALM DESERT, EXISTING TRANSIT ROUTES AND BUS STOPS



- LEGEND:**
- = CV LINK ACCESS POINT
 - = CV LINK ALIGNMENT
 - = BUS STOP (NEAR CV LINK ACCESS POINT)
 - = SUNBUS ROUTE 32
 - = SUNBUS ROUTE 53
 - = SUNBUS ROUTE 54
 - = SUNBUS ROUTE 11



EXHIBIT 5.5-F: INDIAN WELLS, EXISTING TRANSIT ROUTES AND BUS STOPS



- LEGEND:**
- = CV LINK ACCESS POINT
 - = CV LINK ALIGNMENT
 - = BUS STOP (NEAR CV LINK ACCESS POINT)
 - = SUNBUS ROUTE 54
 - = SUNBUS ROUTE 70
 - = SUNBUS ROUTE 111



EXHIBIT 5.5-G: LA QUINTA, EXISTING TRANSIT ROUTES AND BUS STOPS

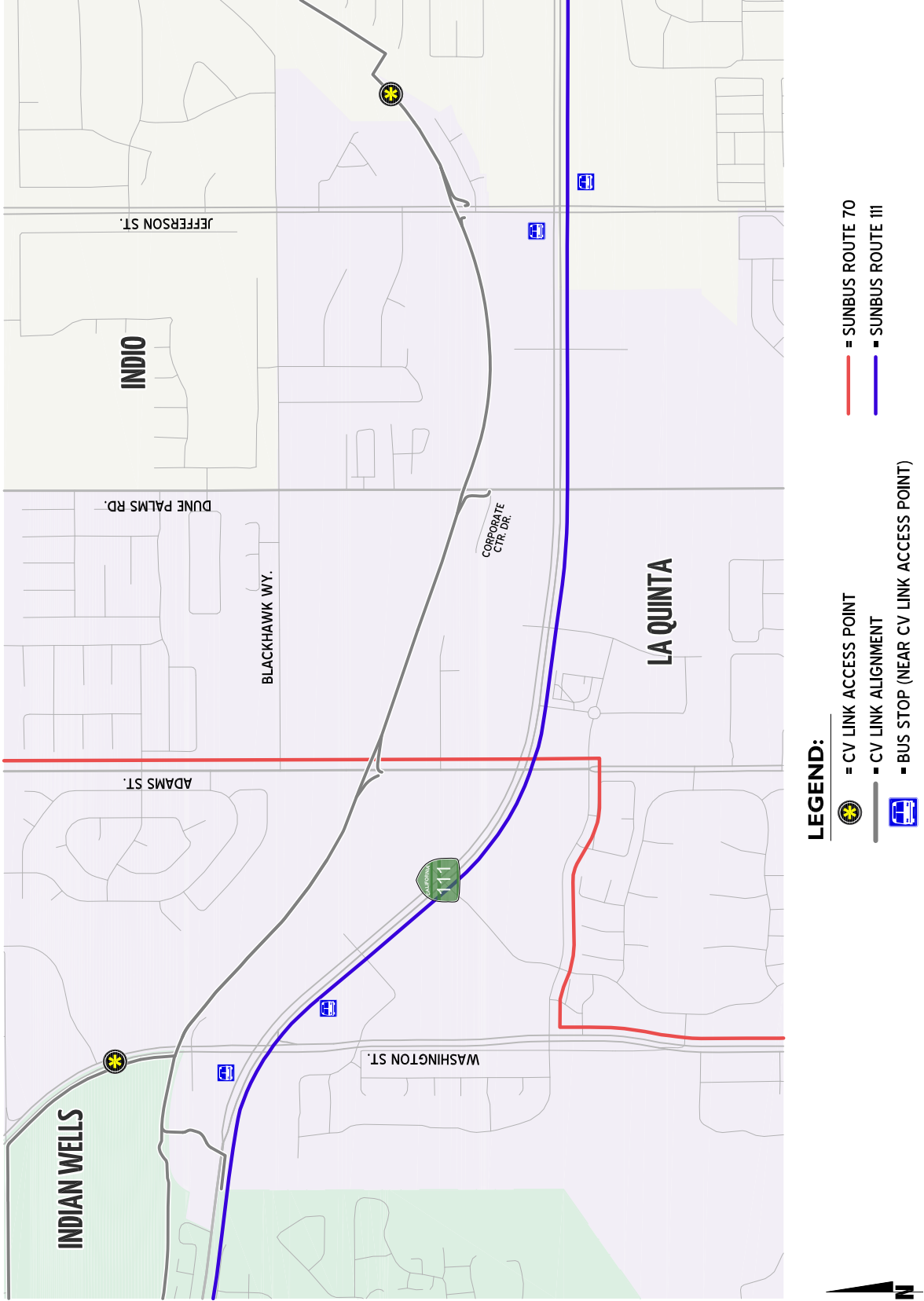
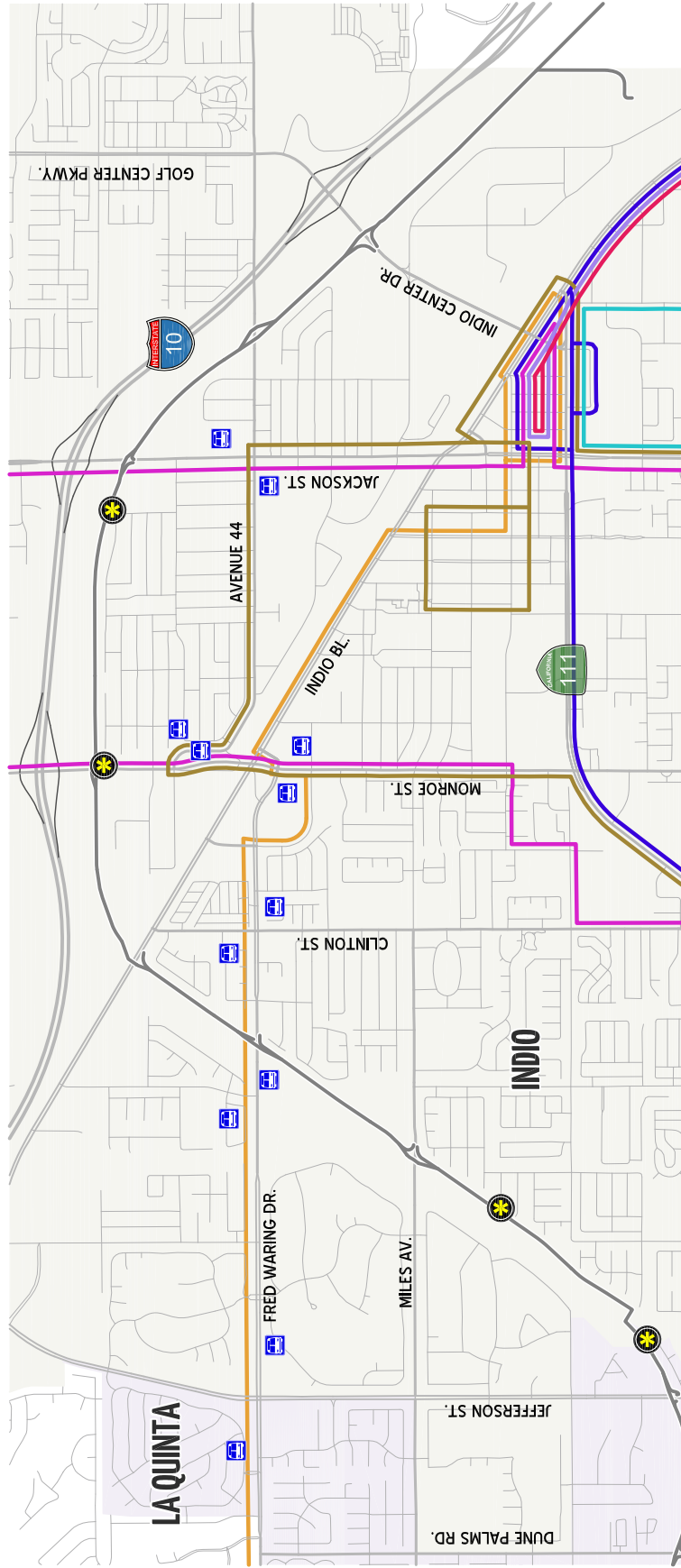


EXHIBIT 5.5-H: INDIO, EXISTING TRANSIT ROUTES AND BUS STOPS

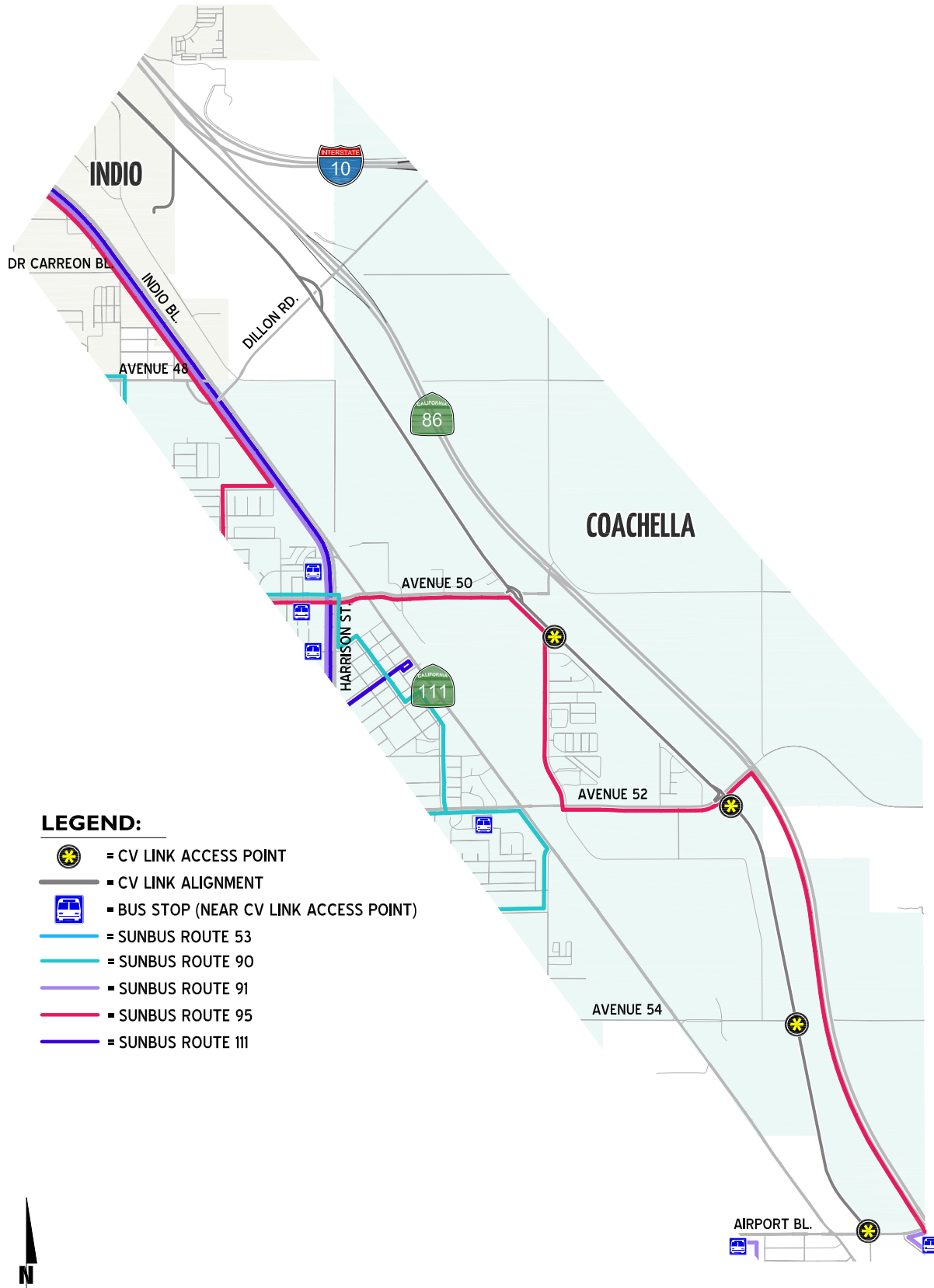


LEGEND:









- = CV LINK ACCESS POINT
- = CV LINK ALIGNMENT
- = BUS STOP (NEAR CV LINK ACCESS POINT)
- = SUNBUS ROUTE 53
- = SUNBUS ROUTE 54
- = SUNBUS ROUTE 80
- = SUNBUS ROUTE 81
- = SUNBUS ROUTE 90
- = SUNBUS ROUTE 95
- = SUNBUS ROUTE 111



EXHIBIT 5.5-I: COACHELLA, EXISTING TRANSIT ROUTES AND BUS STOPS



LEGEND:

-  = CV LINK ACCESS POINT
-  = CV LINK ALIGNMENT
-  = BUS STOP (NEAR CV LINK ACCESS POINT)
-  = SUNBUS ROUTE 53
-  = SUNBUS ROUTE 90
-  = SUNBUS ROUTE 91
-  = SUNBUS ROUTE 95
-  = SUNBUS ROUTE 111

5.6 EXISTING AND PROPOSED BICYCLE FACILITIES

Cities in the Coachella Valley have constructed a variety of bikeway and trail types. Until a mapping effort was conducted for the County of Riverside Department of Public Health in 2007 there had never been an attempt to create a set of common definitions for each of these. The updated Department of Public Health map displays existing bikeways in the Coachella Valley for users.

In 2008, CVAG and the Southern California Association of Governments contracted out to create a map and to put the map into a Geographic Information Systems (GIS) format that can be modified over time as projects are built and plans are changed. This information was updated and utilized in the 2010 CVAG Non Motorized Transportation Plan Update.

Exhibits 5.6-A through 5.6-I present the existing and proposed bicycle and recreation trail facilities included in the 2010 CVAG Non Motorized Transportation Plan Update. CVAG's valley-wide Non Motorized Transportation Plan will also be updated as the new Active Transportation Plan. A focus will be the identification of improvement projects that will provide connections to CV Link.

EXHIBIT 5.6-A: PALM SPRINGS NORTH, BICYCLE FACILITIES AND EXISTING PEAK HOUR BIKE/PED VOLUMES

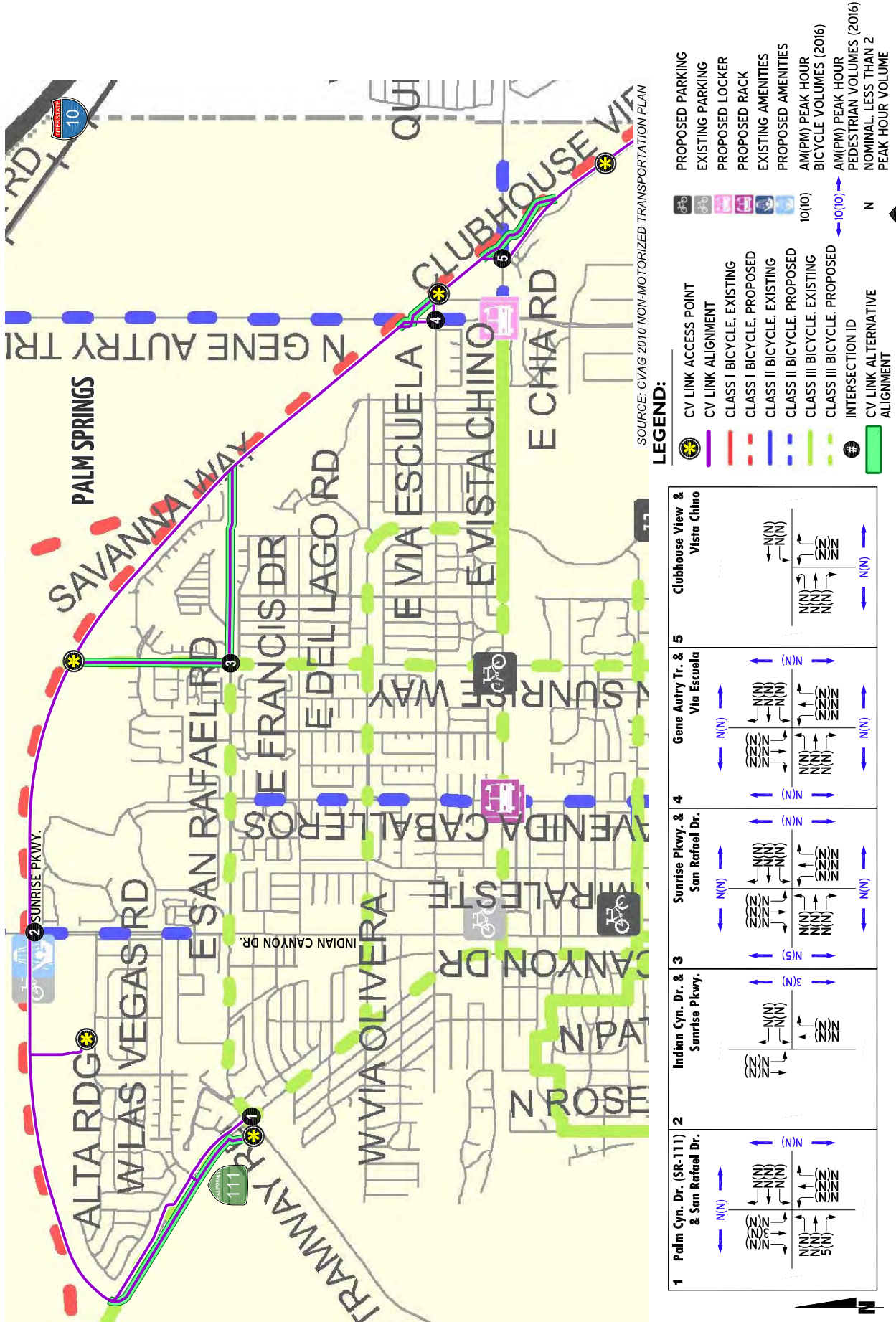
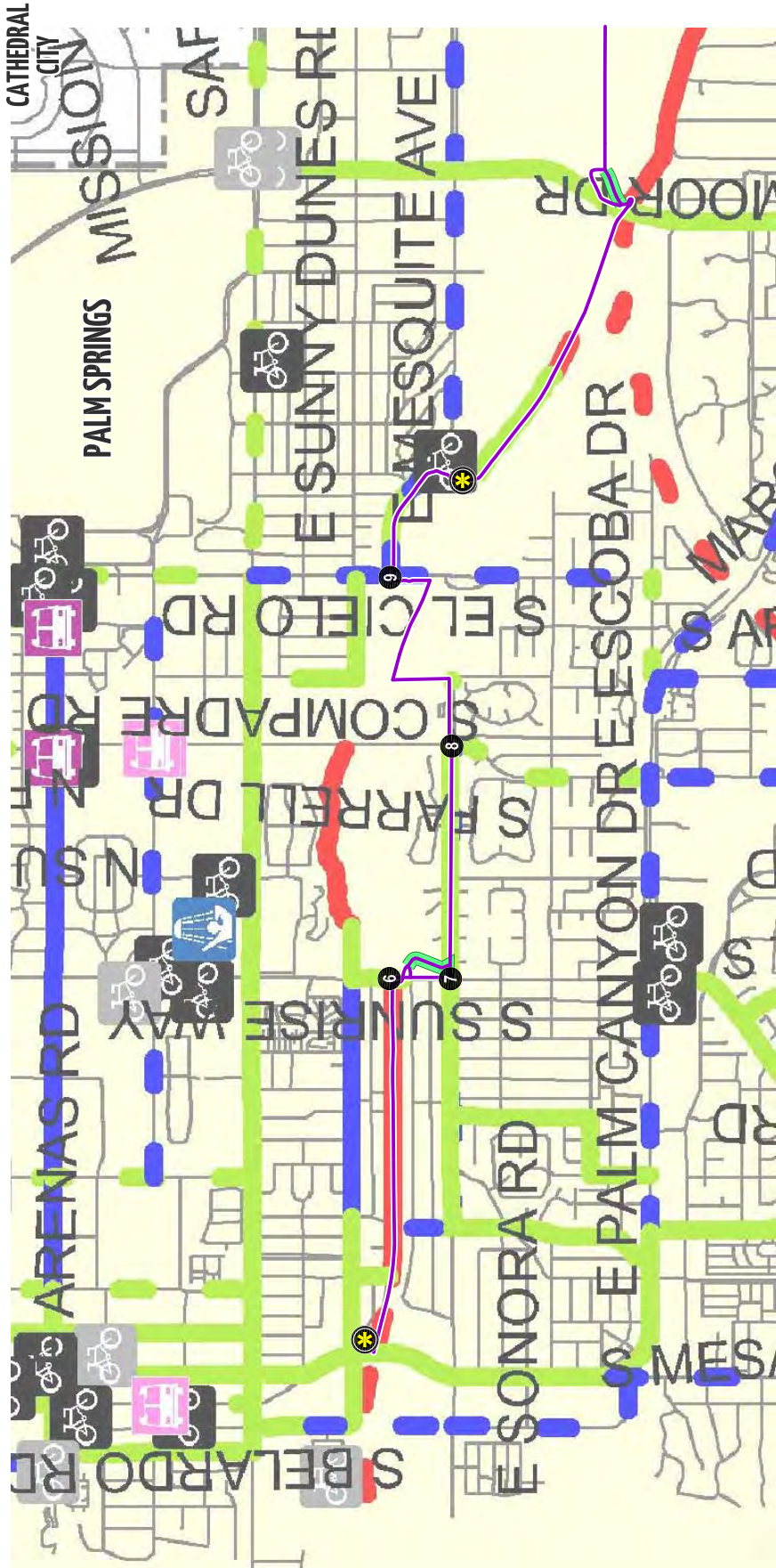


EXHIBIT 5.6-B: PALM SPRINGS CENTRAL, BICYCLE FACILITIES AND EXISTING PEAK HOUR BIKE/PED VOLUMES



SOURCE: CVAG 2010 NON-MOTORIZED TRANSPORTATION PLAN

LEGEND:

- CV LINK ACCESS POINT
- CV LINK ALIGNMENT
- CLASS I BICYCLE, EXISTING
- CLASS I BICYCLE, PROPOSED
- CLASS II BICYCLE, EXISTING
- CLASS II BICYCLE, PROPOSED
- CLASS III BICYCLE, EXISTING
- CLASS III BICYCLE, PROPOSED
- INTERSECTION ID
- CV LINK ALTERNATIVE ALIGNMENT
- PROPOSED PARKING
- EXISTING PARKING
- PROPOSED LOCKER
- PROPOSED RACK
- EXISTING AMENITIES
- PROPOSED AMENITIES
- AM(PM) PEAK HOUR BICYCLE VOLUMES (2016)
- AM(PM) PEAK HOUR PEDESTRIAN VOLUMES (2016)
- NOMINAL, LESS THAN 2 PEAK HOUR VOLUME

Intersection	Northbound	Southbound	Eastbound	Westbound
6 Sunrise Wy. & 7 N. Riverside Dr.	↑ (4)	↓ (N)	→ (N)	← (N)
8 Sunrise Wy. & 8 Mesquite Av.	↑ (N)	↓ (N)	→ (N)	← (N)
9 Farrel Dr. & 9 Mesquite Av.	↑ (N)	↓ (N)	→ (N)	← (N)
El Cielo Rd. & Mesquite Av.	↑ (N)	↓ (N)	→ (N)	← (N)

EXHIBIT 5.6-C: CATHEDRAL CITY, BICYCLE FACILITIES AND EXISTING PEAK HOUR BIKE/PED VOLUMES

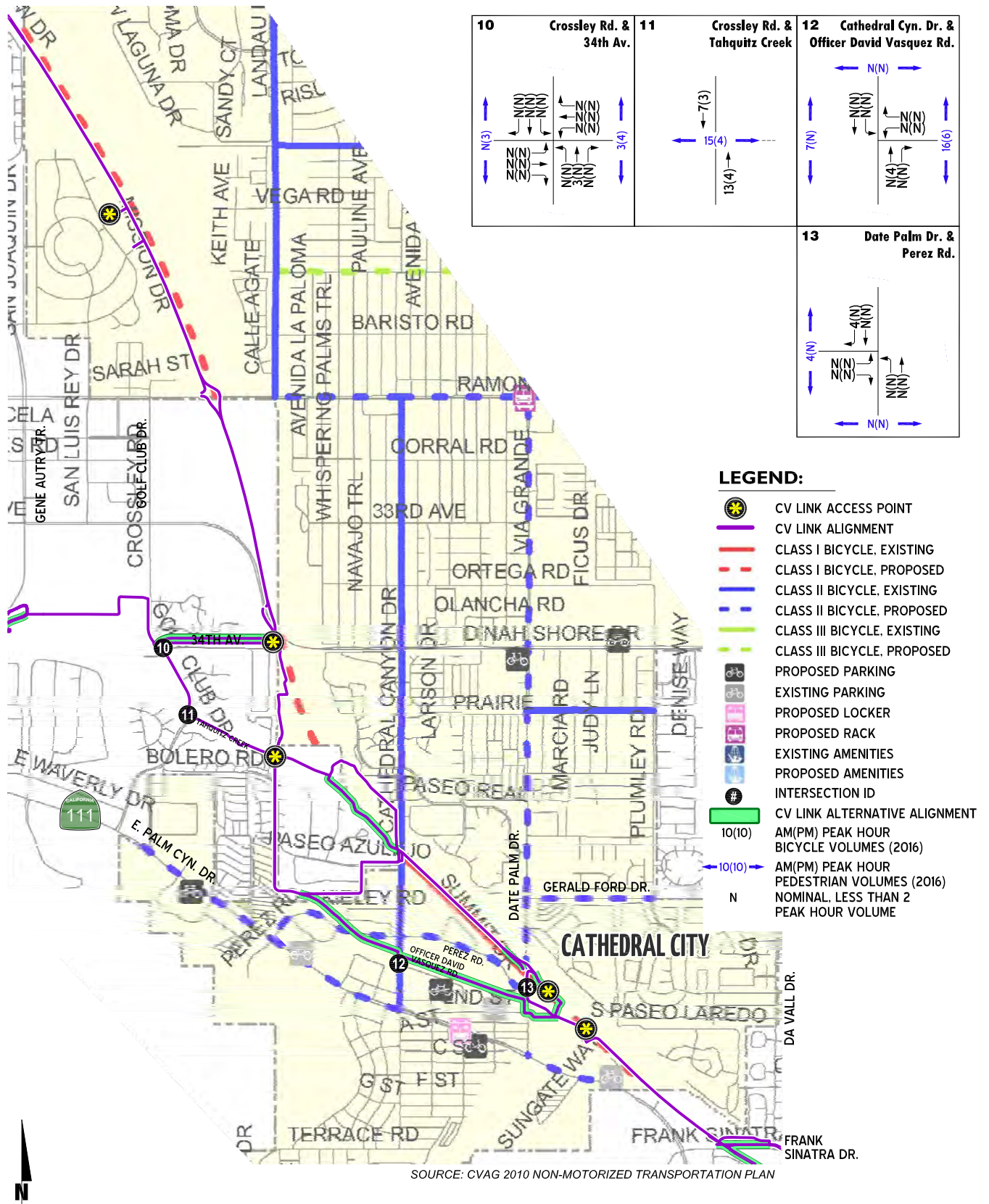


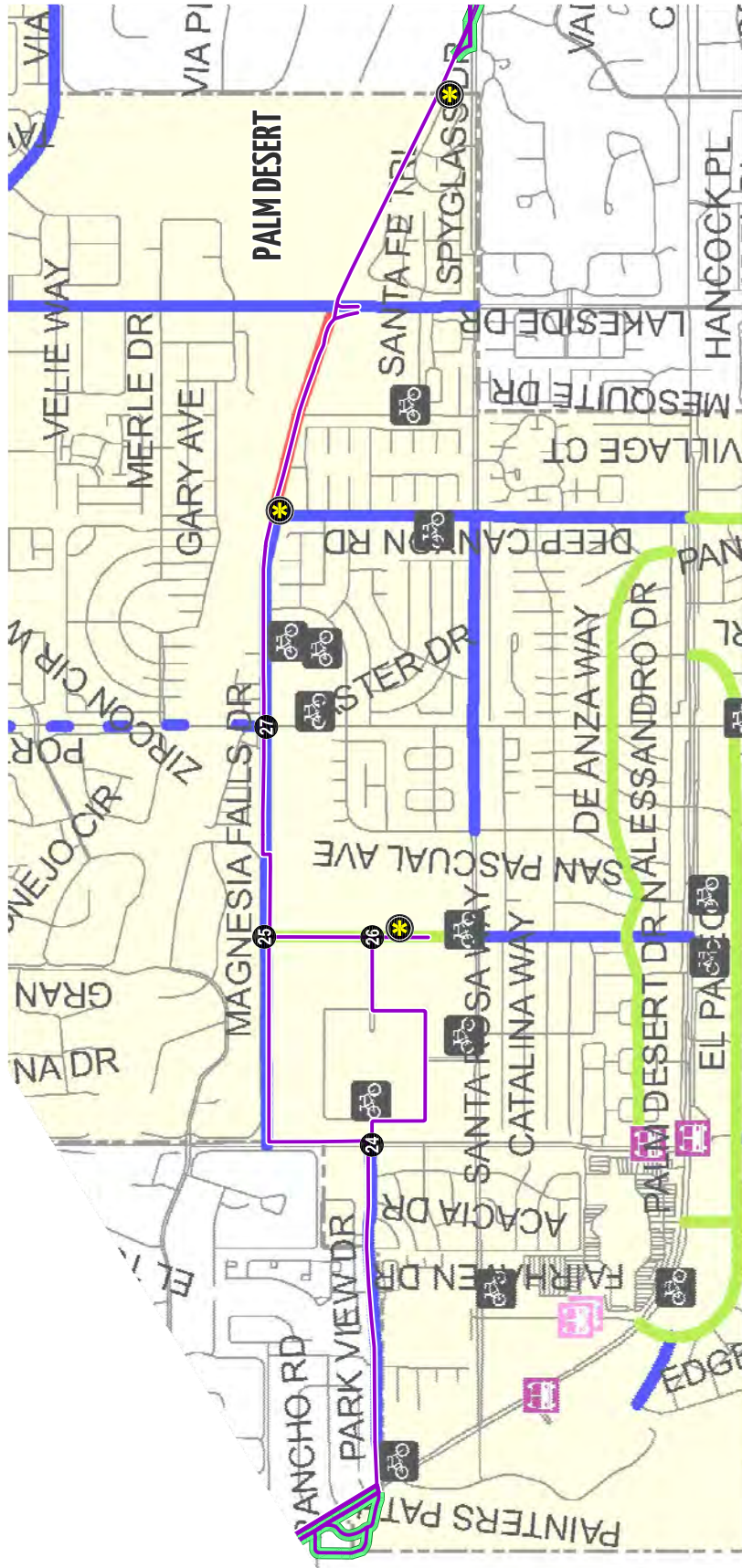
EXHIBIT 5.6-D: RANCHO MIRAGE, BICYCLE FACILITIES AND EXISTING PEAK HOUR BIKE/PED VOLUMES



SOURCE: CVAG 2010 NON-MOTORIZED TRANSPORTATION PLAN

14	15	16	17	18
Da Vall Dr. & Frank Sinatra Dr.	SR-111 & Country Club Dr.	SR-111 & Thunderbird Rd.	SR-111 & Paxton Dr.	San Jacinto Dr. & Rancho Las Palmas
19	20	21	22	23
Bob Hope Dr. & Rancho Las Palmas	Bob Hope Dr. & Avenida Las Palmas	Bob Hope Dr. & Commercial Dwy.	SR-111 & Bob Hope Dr.	SR-111 & Magnesia Falls Dr.

EXHIBIT 5.6-E: PALM DESERT, BICYCLE FACILITIES AND EXISTING PEAK HOUR BIKE/PED VOLUMES



SOURCE: CVAG 2010 NON-MOTORIZED TRANSPORTATION PLAN

LEGEND:

- CV LINK ACCESS POINT
- CV LINK ALIGNMENT
- CLASS I BICYCLE, EXISTING
- CLASS I BICYCLE, PROPOSED
- CLASS II BICYCLE, EXISTING
- CLASS II BICYCLE, PROPOSED
- CLASS III BICYCLE, EXISTING
- CLASS III BICYCLE, PROPOSED
- INTERSECTION ID
- CV LINK ALTERNATIVE ALIGNMENT
- PROPOSED PARKING
- EXISTING PARKING
- PROPOSED LOCKER
- EXISTING LOCKER
- PROPOSED RACK
- EXISTING RACK
- PROPOSED AMENITIES
- EXISTING AMENITIES
- AM(PM) PEAK HOUR BICYCLE VOLUMES (2016)
- AM(PM) PEAK HOUR PEDESTRIAN VOLUMES (2016)
- NOMINAL, LESS THAN 2 PEAK HOUR VOLUME

Intersection	San Pablo Av. & Magnesia Falls Dr.	San Pablo Av. & College of the Desert (Alumni Dr.)	Portola Av. & Magnesia Falls Dr.
24			
25			
26			
27			



EXHIBIT 5.6-F: INDIAN WELLS, BICYCLE FACILITIES AND EXISTING PEAK HOUR BIKE/PED VOLUMES



SOURCE: CVAG 2010 NON-MOTORIZED TRANSPORTATION PLAN

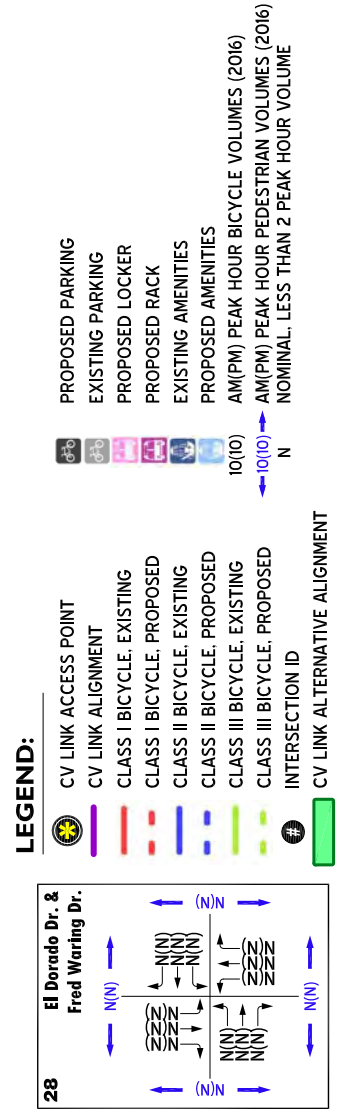


EXHIBIT 5.6-G: LA QUINTA, BICYCLE FACILITIES AND EXISTING PEAK HOUR BIKE/PED VOLUMES

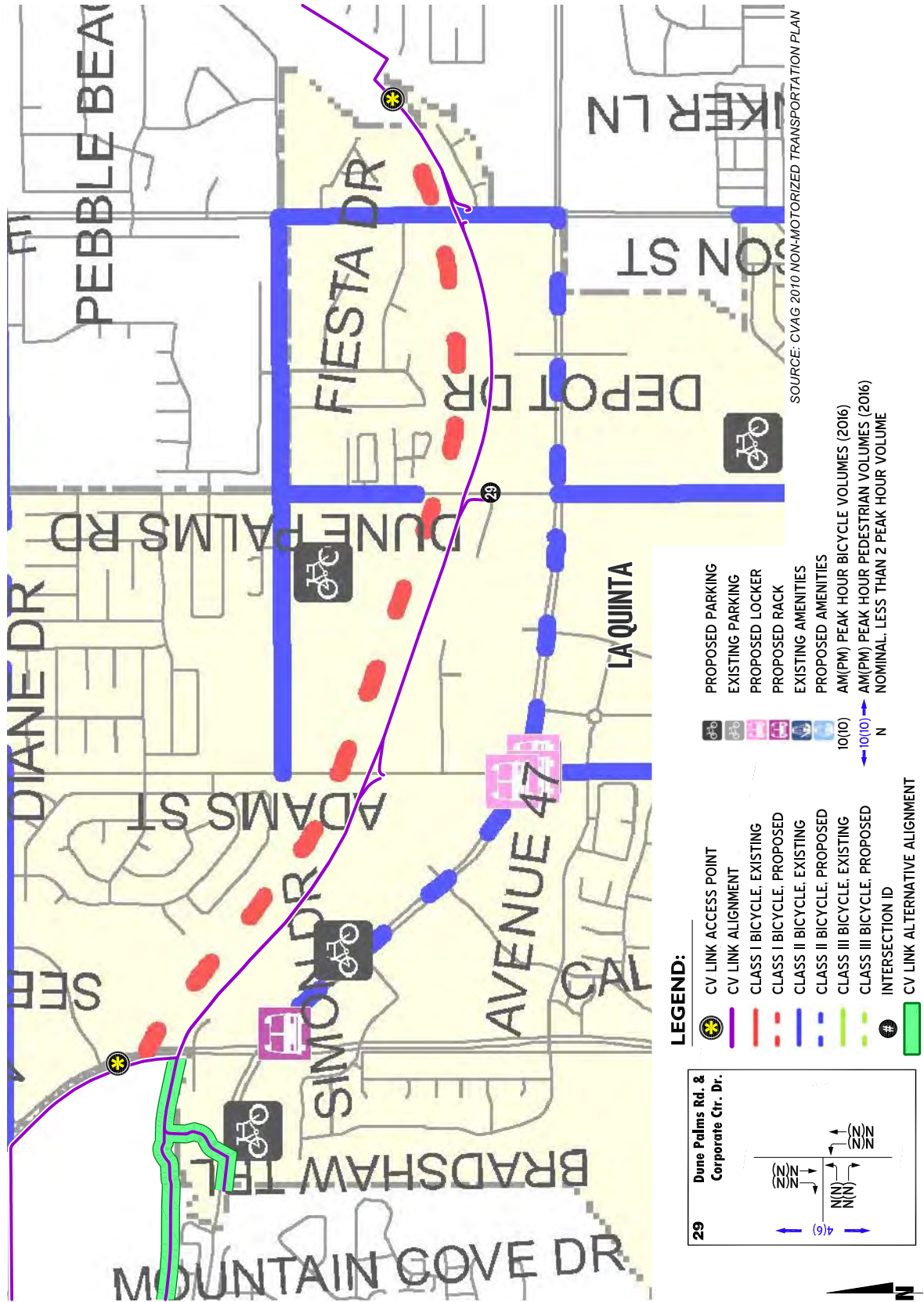
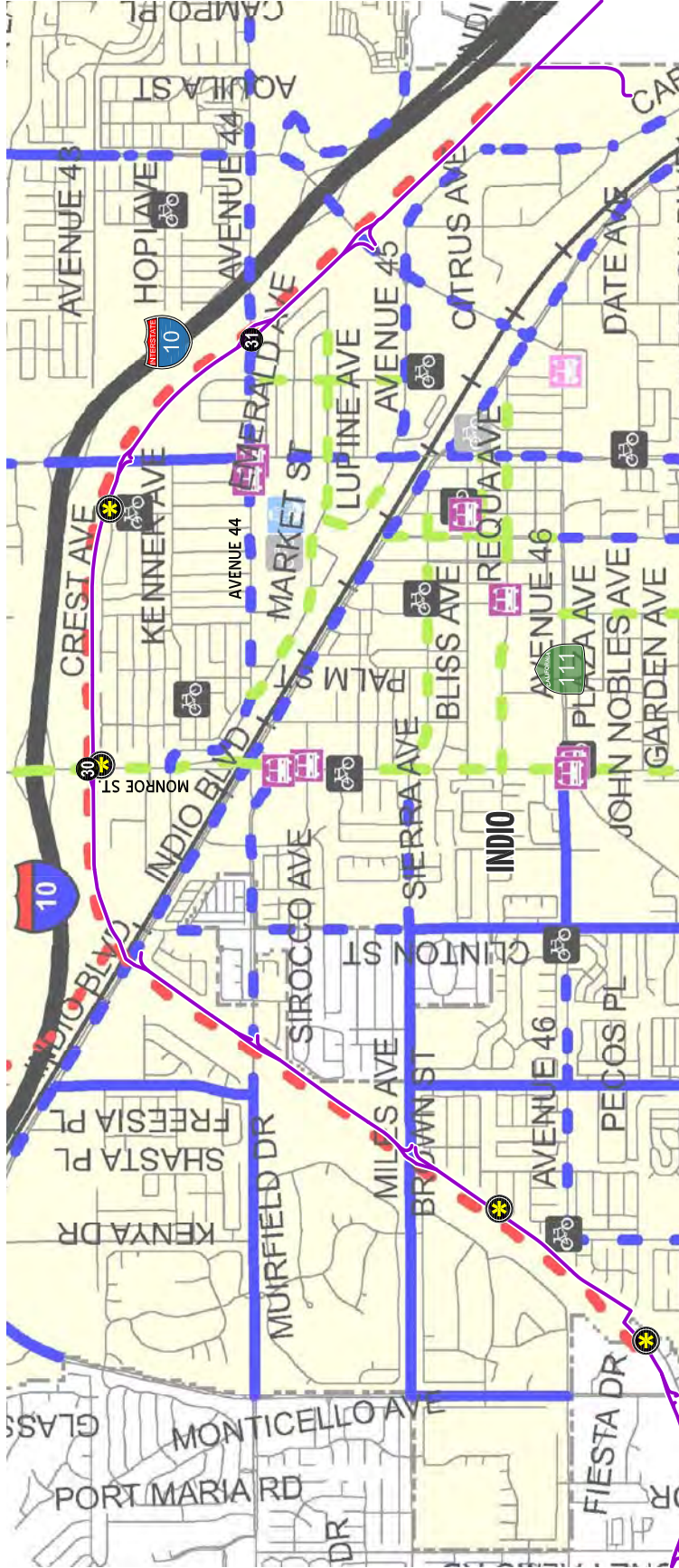


EXHIBIT 5.6-H: INDIO, BICYCLE FACILITIES AND EXISTING PEAK HOUR BIKE/PED VOLUMES



SOURCE: CVAG 2010 NON-MOTORIZED TRANSPORTATION PLAN

LEGEND:

- CV LINK ACCESS POINT
- CV LINK ALIGNMENT
- CLASS I BICYCLE, EXISTING
- CLASS I BICYCLE, PROPOSED
- CLASS II BICYCLE, EXISTING
- CLASS II BICYCLE, PROPOSED
- CLASS III BICYCLE, EXISTING
- CLASS III BICYCLE, PROPOSED
- INTERSECTION ID
- CV LINK ALTERNATIVE ALIGNMENT
- PROPOSED PARKING
- EXISTING PARKING
- PROPOSED LOCKER
- PROPOSED RACK
- EXISTING AMENITIES
- PROPOSED AMENITIES
- AM(PM) PEAK HOUR BICYCLE VOLUMES (2016)
- AM(PM) PEAK HOUR PEDESTRIAN VOLUMES (2016)
- NOMINAL, LESS THAN 2 PEAK HOUR VOLUME

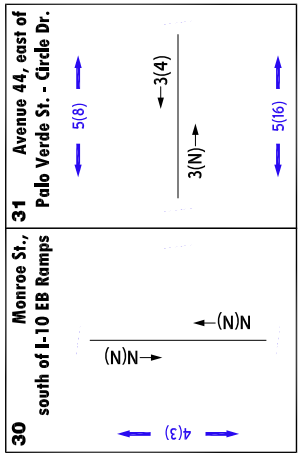
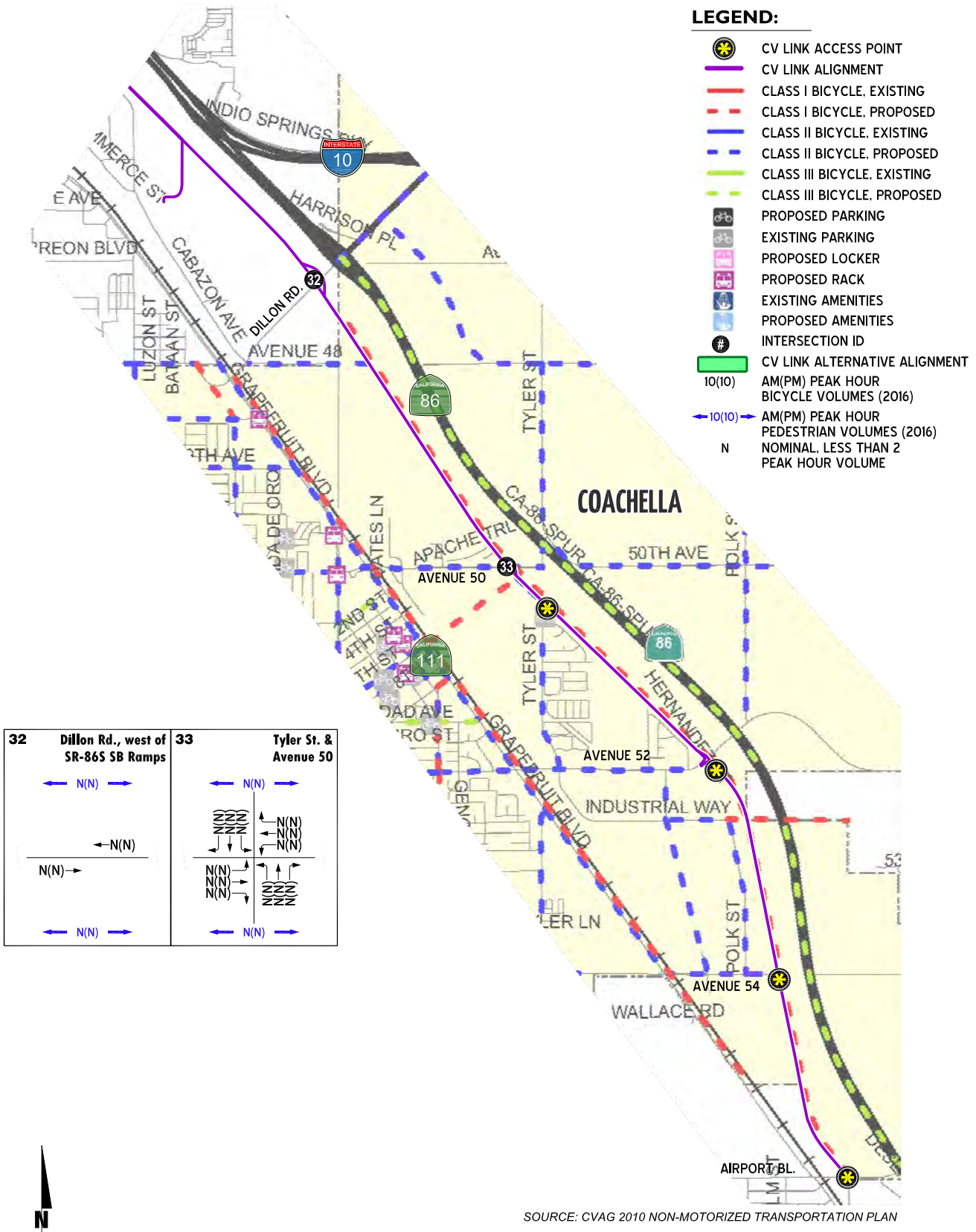


EXHIBIT 5.6-I: COACHELLA, BICYCLE FACILITIES AND EXISTING PEAK HOUR BIKE/PED VOLUMES



SOURCE: CVAG 2010 NON-MOTORIZED TRANSPORTATION PLAN

5.7 POTENTIAL LOW-SPEED ELECTRIC VEHICLE (LSEV) ROUTES

For the purposes of the CV Link Master Plan, LSEVs include any electrically powered or assisted mobility device (e.g. electric longboards, bicycles, trikes, golf cars, and NEVs). A Neighborhood Electric Vehicle (NEV) is a type of Low Speed Electric Vehicle that can travel up to 25 mph. NEVs can travel on any public street in the general traffic lane as long as the speed limit is 35mph or less. NEVs can travel on a public street with a speed limit of 40mph or greater if there is a separate lane or path provided.

A NEV Plan has been developed in conjunction with planning and design of CV Link. Exhibits 5.7-A through 5.7-J illustrate the NEV routes planned in the vicinity of CV Link segments. Although the plan focuses on NEVs, dedicated lanes and paths may also benefit golf cart operators.

Rancho Mirage is a special case, as indicated on Exhibit 5.7-E. Exhibit 5.7-D shows NEV routes included in CVAG plans. The City of Rancho Mirage recently (2016) adopted Ordinance 1099, prohibiting LSEVs and NEVs in certain areas and on certain streets within the jurisdiction of the City of Rancho Mirage. Exhibit 5.7-E documents the areas where NEVs and LSEVs are prohibited by the City of Rancho Mirage.

The cities of Rancho Mirage, Palm Desert, La Quinta and Indio all have existing golf cart transportation plans and policies. Existing public pathways designated for golf cart use may present opportunities for conversion to shared-NEV paths. However, many of these paths are constrained by geometries (widths and curve radii) more suited to the typical top speed of a golf cart (under 15 mph). Because NEVs are capable of travelling up to 25 mph, the route planning may suggest upgrades to existing golf cart facilities, or the use of other routes.

Existing golf cart networks are typically designed around golf courses as the primary destination. Because golf cart paths are designed for golf course access and circulation, they may not offer direct transportation connections to other destinations.

One of major impediments to NEV travel in the Coachella Valley is the lack of accessible Whitewater River Channel crossings. The CV Link Master Plan focuses on the path crossings of the arterials, while the NEV Plan identifies gaps for access to the path and across the channel between other origins and destinations. As new bridges are built, wide (7'+) shared bike/golf cart lanes or paths are typically included on both sides. Therefore, where a bridge is currently deficient but programmed for replacement, it is assumed that NEV access will be provided. Class II NEV lanes are recommended for bridges on roadways with speeds 35 mph and under. However, many of these bridges are on roadways with posted speed limits greater than 35 mph. In these circumstances, Class II Lanes may be considered on roadways with posted speed limits up to 55 mph. A NEV Class I grade-separated path is the only option on bridges with speed limits over 55 mph.

EXHIBIT 5.7-A: PALM SPRINGS NORTH, CVAG NEIGHBORHOOD ELECTRIC VEHICLE (NEV) ROUTES AND EXISTING NEV PEAK HOUR VOLUMES



SOURCE: COACHELLA VALLEY ASSOCIATION OF GOVERNMENTS (CVAG)

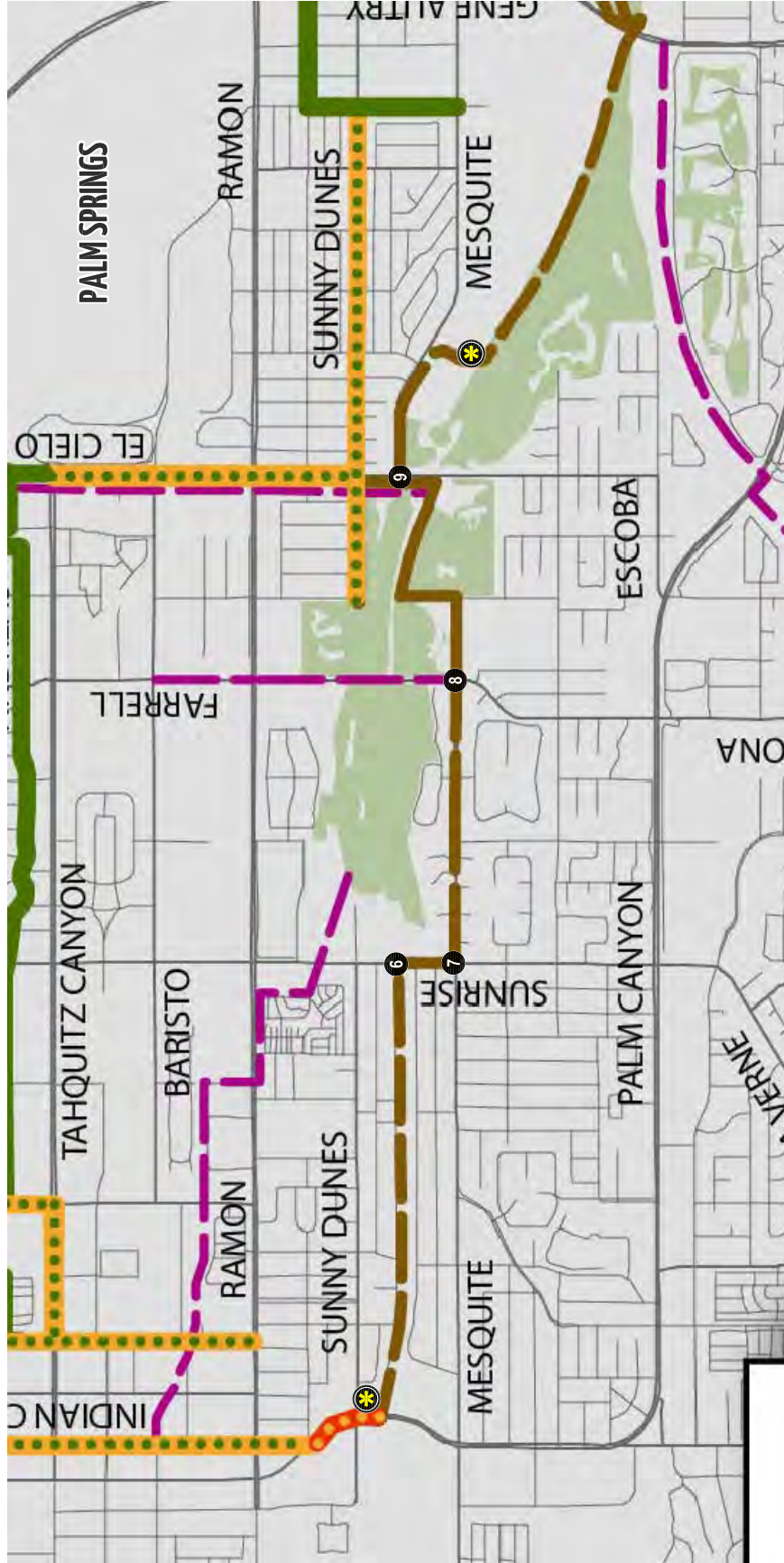
LEGEND:

- CV LINK ACCESS POINT
- RECOMMENDED CLASS III NEV ROUTE
- RECOMMENDED CLASS II NEV LANE
- RECOMMENDED CLASS I NEV PATH
- ALTERNATE CLASS III NEV ROUTE
- ALTERNATE CLASS II NEV LANE
- PROPOSED CV LINK
- FUTURE CV LINK CONNECTORS
- GOLF COURSES
- INTERSECTION ID
- (1) AM(PM) PEAK HOUR LSEV VOLUMES (2016)
- N NOMINAL, LESS THAN 2 PEAK HOUR VOLUME

1	2	3	4	5	Clubhouse View & Vista Chino
Palm Cyn. Dr. (SR-111) & San Rafael Dr.	Indian Cyn. Dr. & Sunrise Pkwy.	Sunrise Pkwy. & San Rafael Dr.	Gene Autry Tr. & Via Escuela	Clubhouse View & Vista Chino	



EXHIBIT 5.7-B: PALM SPRINGS CENTRAL, CVAG NEIGHBORHOOD ELECTRIC VEHICLE (NEV) ROUTES AND EXISTING NEV PEAK HOUR VOLUMES



SOURCE: COACHELLA VALLEY ASSOCIATION OF GOVERNMENTS (CVAG)

LEGEND:

- CV LINK ACCESS POINT
- RECOMMENDED CLASS III NEV ROUTE
- RECOMMENDED CLASS II NEV LANE
- RECOMMENDED CLASS I NEV PATH
- ALTERNATE CLASS III NEV ROUTE
- ALTERNATE CLASS II NEV LANE
- PROPOSED CV LINK
- FUTURE CV LINK CONNECTORS
- GOLF COURSES
- INTERSECTION ID
- AM(PM) PEAK HOUR LSEV VOLUMES (2016)
- NOMINAL, LESS THAN 2 PEAK HOUR VOLUME

6	Sunrise Wy. & 7 N. Riverside Dr.	Sunrise Wy. & 8 Mesquite Av.	Farrel Dr. & 9 Mesquite Av.	El Cielo Rd. & Mesquite Av.



EXHIBIT 5.7-C: CATHEDRAL CITY, CVAG NEIGHBORHOOD ELECTRIC VEHICLE (NEV) ROUTES AND EXISTING NEV PEAK HOUR VOLUMES

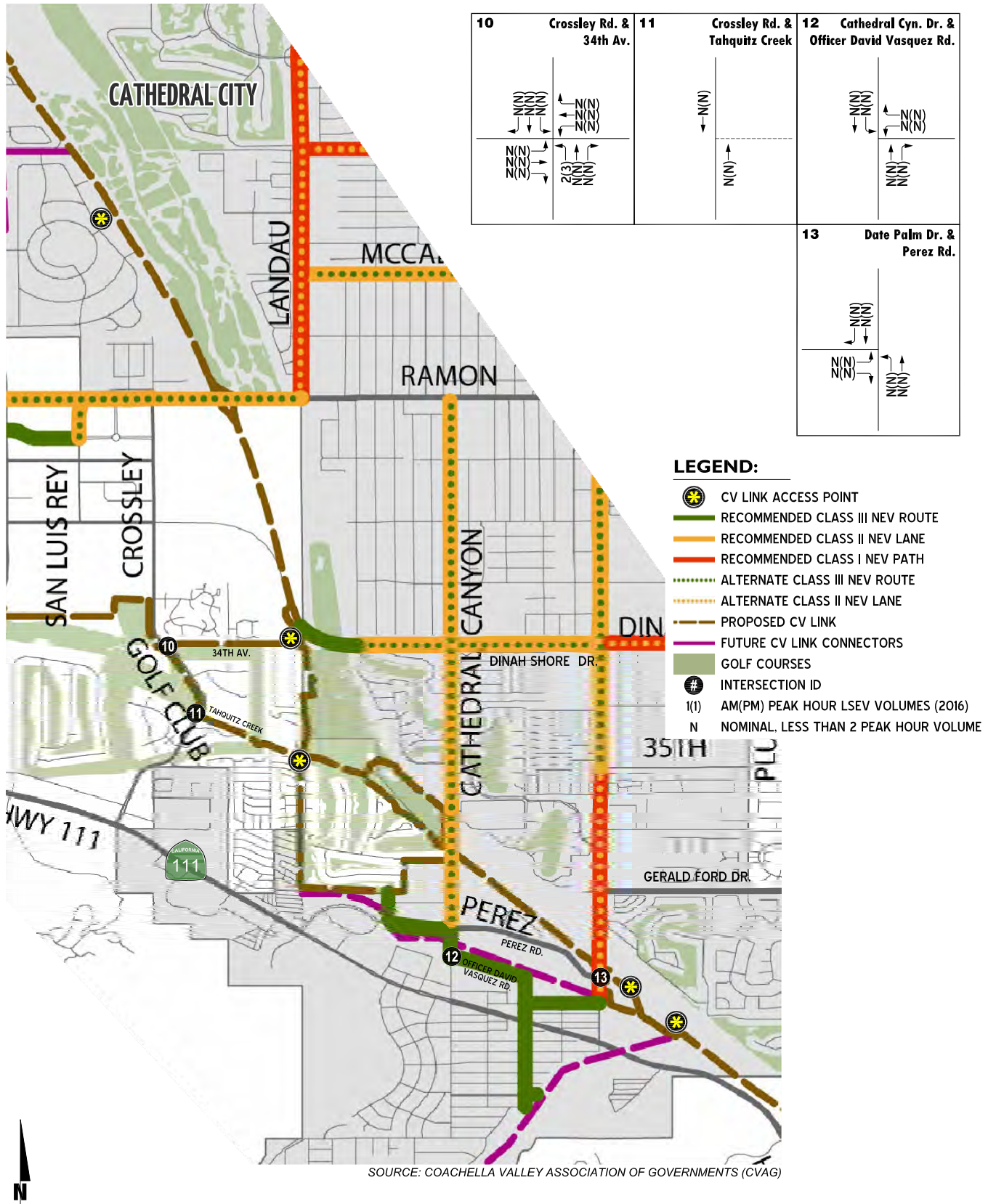


EXHIBIT 5.7-D: RANCHO MIRAGE, CVAG NEIGHBORHOOD ELECTRIC VEHICLE (NEV) ROUTES AND EXISTING NEV PEAK HOUR VOLUMES



SOURCE: COACHELLA VALLEY ASSOCIATION OF GOVERNMENTS (CVAG)

14	Da Vall Dr. & Frank Sinatra Dr.	15	SR-111 & Country Club Dr.	16	SR-111 & Thunderbird Rd.	17	SR-111 & Paxton Dr.	18	San Jacinto Dr. & Rancho Las Palmas
	19 Bob Hope Dr. & Rancho Las Palmas		20 Bob Hope Dr. & Avenida Las Palmas		21 Bob Hope Dr. & Commercial Dwy.		22 SR-111 & Bob Hope Dr.		23 SR-111 & Magnesia Falls Dr.

EXHIBIT 5.7-E: RANCHO MIRAGE, CITY NEIGHBORHOOD ELECTRIC VEHICLE RESTRICTIONS

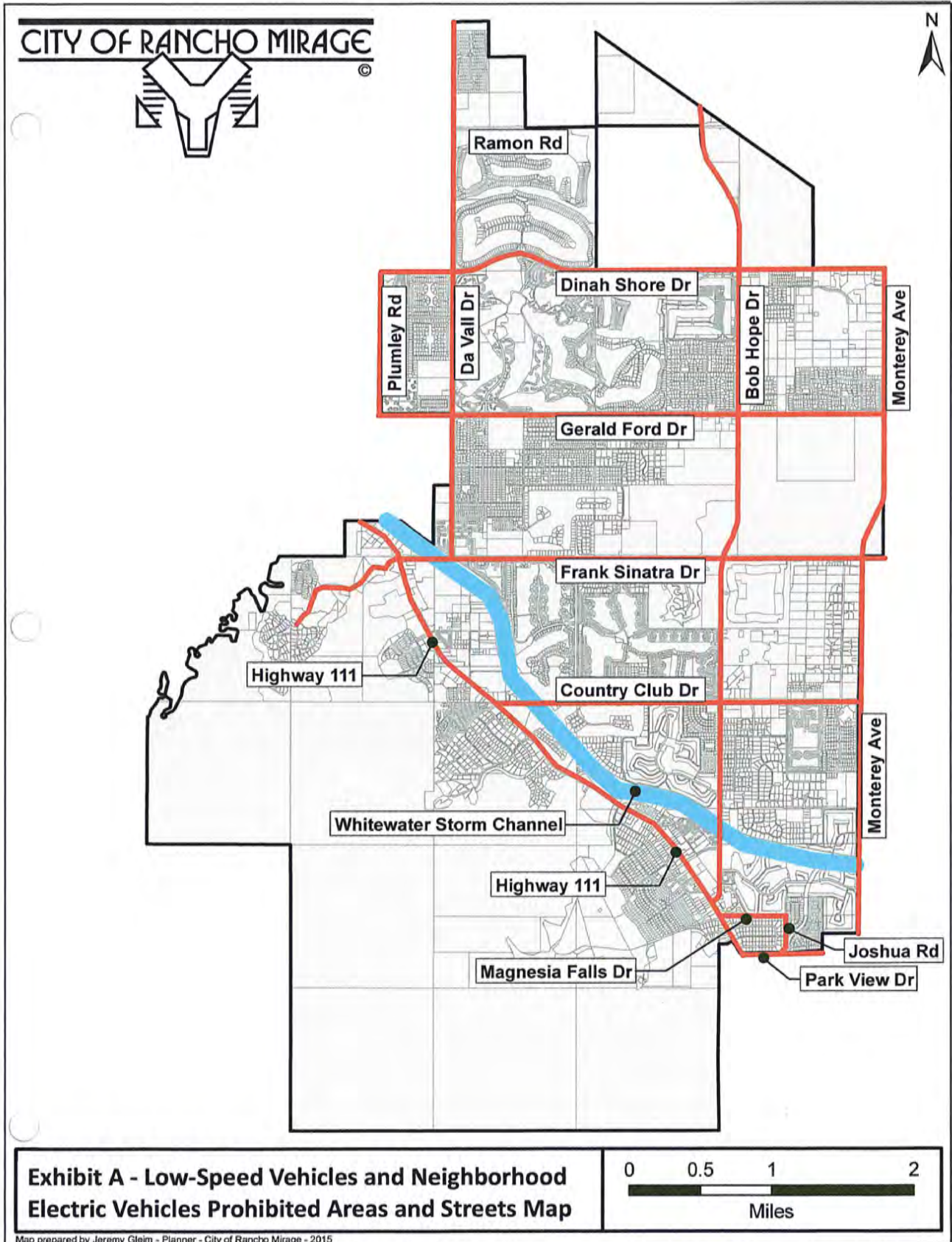


EXHIBIT 5.7-F: PALM DESERT, CVAG NEIGHBORHOOD ELECTRIC VEHICLE (NEV) ROUTES AND EXISTING NEV PEAK HOUR VOLUMES



24	Monterey Av. & Park View Dr.	San Pablo Av. & 26 Magnesia Falls Dr.	San Pablo Av. & 27 College of the Desert (Alumni Dr.)	Portola Av. & Magnesia Falls Dr.

LEGEND:

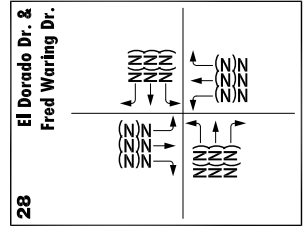
- CV LINK ACCESS POINT
- RECOMMENDED CLASS III NEV ROUTE
- RECOMMENDED CLASS II NEV LANE
- RECOMMENDED CLASS I NEV PATH
- ALTERNATE CLASS III NEV ROUTE
- ALTERNATE CLASS II NEV LANE
- PROPOSED CV LINK
- FUTURE CV LINK CONNECTORS
- GOLF COURSES
- INTERSECTION ID
- AM(PM) PEAK HOUR LSEV VOLUMES (2016)
- NOMINAL, LESS THAN 2 PEAK HOUR VOLUME



EXHIBIT 5.7-G: INDIAN WELLS, CVAG NEIGHBORHOOD ELECTRIC VEHICLE (NEV) ROUTES AND EXISTING NEV PEAK HOUR VOLUMES



SOURCE: COACHELLA VALLEY ASSOCIATION OF GOVERNMENTS (CVAG)



- LEGEND:**
- CV LINK ACCESS POINT
 - RECOMMENDED CLASS III NEV ROUTE
 - RECOMMENDED CLASS II NEV LANE
 - RECOMMENDED CLASS I NEV PATH
 - ALTERNATE CLASS III NEV ROUTE
 - ALTERNATE CLASS II NEV LANE
 - PROPOSED CV LINK
 - FUTURE CV LINK CONNECTORS
 - GOLF COURSES
 - INTERSECTION ID
 - AM(PM) PEAK HOUR LSEV VOLUMES (2016)
 - NOMINAL, LESS THAN 2 PEAK HOUR VOLUME



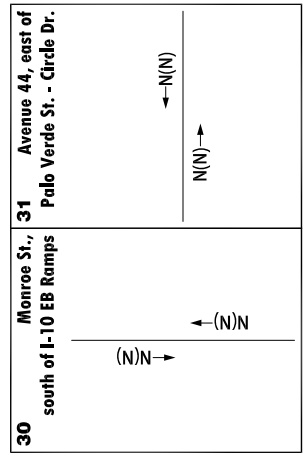
EXHIBIT 5.7-H: LA QUINTA, CVAG NEIGHBORHOOD ELECTRIC VEHICLE (NEV) ROUTES AND EXISTING NEV PEAK HOUR VOLUMES



EXHIBIT 5.7-1: INDIO, CVAG NEIGHBORHOOD ELECTRIC VEHICLE (NEV) ROUTES AND EXISTING NEV PEAK HOUR VOLUMES



SOURCE: COACHELLA VALLEY ASSOCIATION OF GOVERNMENTS (CVAG)

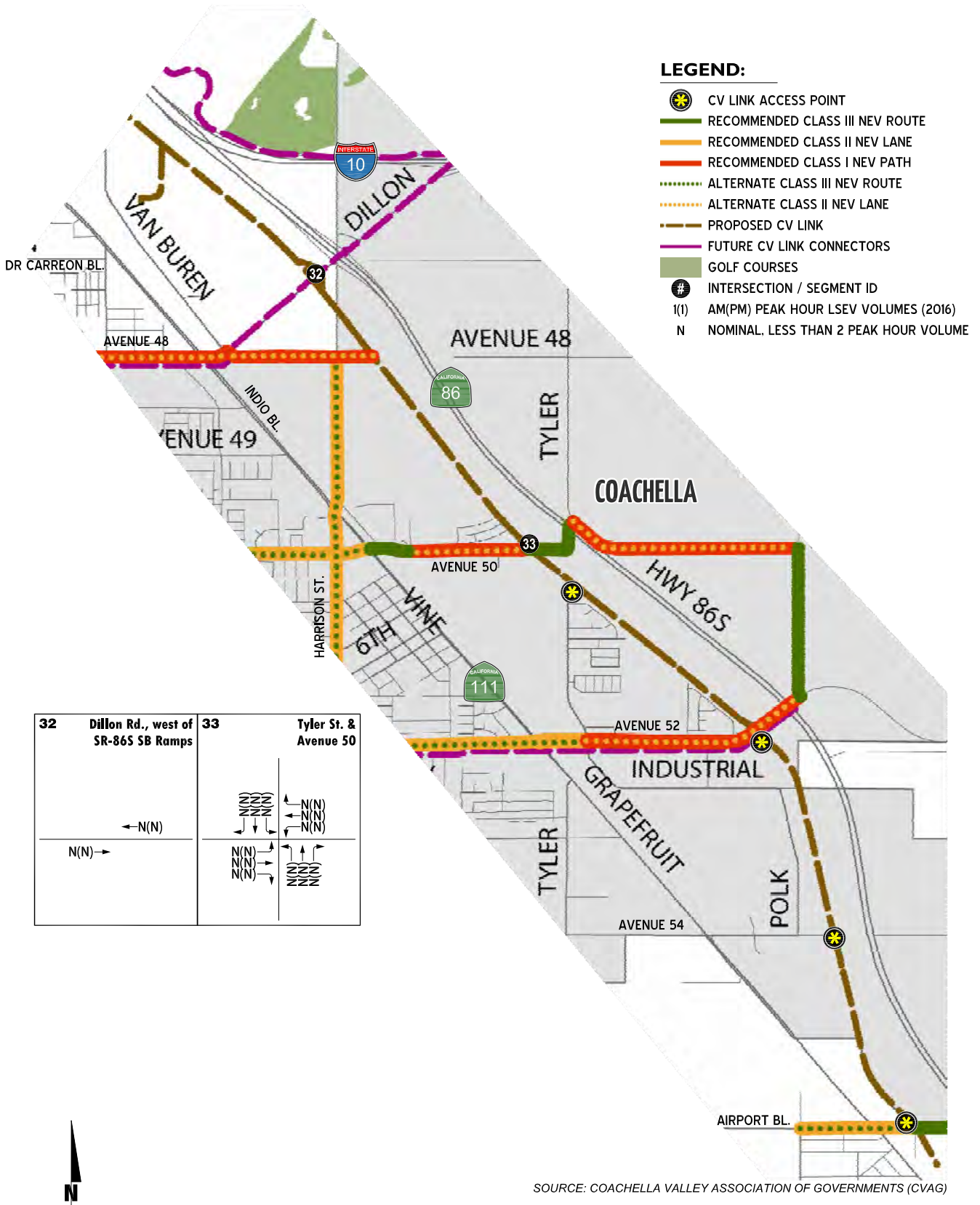


LEGEND:

- CV LINK ACCESS POINT
- RECOMMENDED CLASS III NEV ROUTE
- RECOMMENDED CLASS II NEV LANE
- RECOMMENDED CLASS I NEV PATH
- ALTERNATE CLASS III NEV ROUTE
- ALTERNATE CLASS II NEV LANE
- PROPOSED CV LINK
- FUTURE CV LINK CONNECTORS
- GOLF COURSES
- INTERSECTION ID
- AM(PM) PEAK HOUR LSEV VOLUMES (2016)
- NOMINAL, LESS THAN 2 PEAK HOUR VOLUME



EXHIBIT 5.7-J: COACHELLA, CVAG NEIGHBORHOOD ELECTRIC VEHICLE (NEV) ROUTES AND EXISTING NEV PEAK HOUR VOLUMES



SOURCE: COACHELLA VALLEY ASSOCIATION OF GOVERNMENTS (CVAG)

6.0 FUTURE CV LINK CORRIDOR TRAVEL CHARACTERISTICS

Future non-motorized travel demand estimates have been developed using the RivTAM 2040 Plus TPPS – CVAG Model (RivTAM) tool. A brief overview of the RivTAM travel demand forecasting process and key input (population) driving travel demand is provided, followed by a more detailed discussion of the mode choice component of the model. The mode choice component determines the share of non-motorized transport compared to other (motorized) modes of travel. Therefore, an understanding of this component of the model is useful in understanding how the resulting non-motorized travel data is used in this analysis.

The RivTAM data has been summarized for districts which generally correspond to the areas encompassing the segments documented in Chapter 4.0 of this document. Exhibit 6.0-A shows the CV Link corridor demand districts used in this evaluation.

6.1 RIVTAM 2040 PLUS TPPS – CVAG MODEL OVERVIEW

The RivTAM 2040 Plus TPPS – CVAG Model (RivTAM) has been used to determine the demand for non-motorized (pedestrian and bicycle) travel in the Coachella Valley. The RivTAM tool includes the following steps / processes:

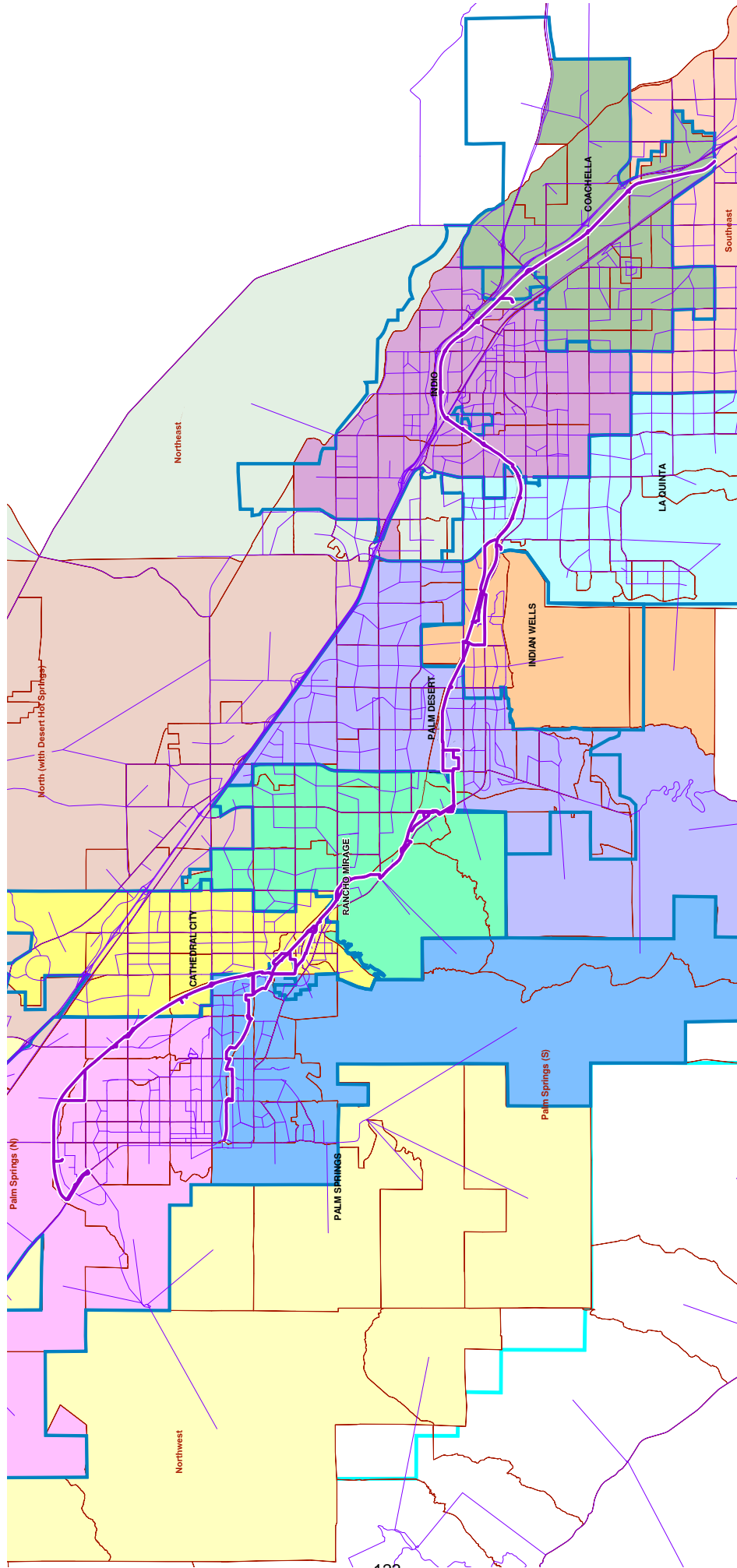
- Socio-economic data (SED) based trip generation
- Trip distribution
- Mode choice (split)
- Time of day factoring
- Traffic assignment

The SED that drives the RivTAM trip generation, trip distribution, and mode choice processes includes a number of variables. Data is required regarding population, number of households, household income (stratified into 3 generalized levels), vehicle ownership, and employment (disaggregated into a total of 12 different categories) for existing (2008) and future (RivTAM 2040 Plus TPPS – CVAG Model) conditions.

6.2 RIVTAM MODE CHOICE PROCEDURES

The RivTAM mode choice process is identical to the SCAG regional model mode choice process, with additional TAZ detail that provides a more accurate and detailed basis for determining the travel distances and times between the various human activity locations (homes, offices, shopping centers, etc.) in Riverside County. The level of detail outside Riverside County is consistent with the level of detail in the SCAG regional model.

EXHIBIT 6.0-A: CV LINK CORRIDOR TRAVEL DEMAND DISTRICTS



The purpose of the mode choice step in the travel demand process is to model the decision regarding what mode of transport to utilize in making a trip from one place to another. The mode choice decision-making process related to “how to travel” is highly complex and in reality is closely tied to the decision regarding “where to travel” (trip distribution). The travel demand forecasting that takes place currently for the most part separates these decisions, with trip distribution being estimated first, followed by the mode choice modeling process.

The overall mode choice process is based on a generalized structure that is commonly referred to as a “nested logit” model. In this structure, the various modes of transport are generally grouped (nested) into automobile, transit, and non-motorized modes of transport. In essence each of these generalized modes of transport “compete” with one another on an overall basis. Once trips for the overall group or nest have been determined, the number of trips using the various sub-modes within the nest can be determined.

Reflecting the complexity of the mode choice decision-making process, there are a large number of input variables used to characterize both the traveler and the transportation system. Variables that affect the person or household include factors such as household income and the number of vehicles per person available within the household. There are also a number of factors that are utilized to characterize the transportation system. Examples include travel time (which is further subdivided into in-vehicle time, out of vehicle time, wait time, transfer time, and walk access time), travel cost, and variables used to reflect whether a trip is being made during peak or off-peak travel periods and if a trip is being made to a central business district.

In addition to the input data, the nested logit model utilizes a series of constants that are mode specific and are applied to the input variable values to calculate the overall desirability or “utility” of each mode. The mode share or mode split for each mode is then calculated via an exponential function that calculates the share for each mode based upon the exponential value of the utility for the mode of interest divided by the sum of the exponential values of the utilities for all modes of transport being evaluated.

The non-motorized modes of transport explicitly evaluated in the model include bicycle and walk modes. There are various sub-modes (for instance, walk or bike access to transit) that are not considered in this analysis. Thus, the results reported herein are inherently conservative in terms of the actual demand for walking and biking. Review of the model parameters indicate that both the bicycle and walk modes of transport analysis are based on the input variable of trip distance. The trip distance has been determined based on the CV Link alignment. In addition to the distance variable, a constant coefficient is also used in the mode choice model.

6.3 BIKE/LSEV/WALK CORRIDOR TRAVEL DEMAND ESTIMATES

The output from the mode split step of the RivTAM 2040 Plus TPPS – CVAG Model conditions has been extracted by district, in order to develop travel demand estimates for the CV Link. To develop travel demand estimates for the CV Link corridor, the Non-Motorized Bike and Non-Motorized Walk trips were extracted by trip purpose. The RivTAM performs trip generation calculations for several purposes, which have been grouped into similar categories for ease of

reference. The various home-based work trips (direct and strategic for various income levels, along with intermediate stops) have been combined into an overall home-based work category.

Home-based other trips include the home-based other RivTAM category, along with home-based serving-passenger, home-based social-recreational, home-based school and home-based college and university. Demand estimates have also been extracted for the remaining categories (home-based shopping trips, other-based other trips, and work-based other trips). The tables in this report section provide a demand estimate for each CV Link segment based on a combination of all these purpose types. More detailed breakdowns for individual purposes are included in Appendix 6.

Demand for CV Link has been estimated by assuming that a portion of travel between cities for bicyclists, pedestrians, and LSEV users would find CV Link desirable. A smaller portion of travel within an individual city has also been allocated to CV Link demand. These demand estimates vary depending on the CV Link alignment, nearby land uses, etc. The percentage of pedestrians utilizing the CV Link is generally lower than the percentage of bicycles using the CV Link. LSEV demand has been estimated based upon bicycle and pedestrian demand, and varies similarly to the variation in bicycle demand estimates.

Table 6.3-1 documents the potential CV Link 2040 corridor demand for Palm Springs North for each of the three major alignment alternatives. The corridor demand includes trips contained within the Palm Springs North area (labeled intratrips), trips traveling to another CV Link analysis area (such as Palm Springs Central, Cathedral City, etc.), and trips that interact with County areas. Daily demand for the Palm Springs North segment is anticipated to be approximately 1,275 trips in the Proposed scenario, of which 672 are in the AM and PM peak periods and 603 are in the off-peak periods. The Palm Springs North segment trips primarily interact internally, with a high proportion of interactions to and from Palm Springs Central and Cathedral City. For the Alternative 2 scenario, there is an increase in daily trip generation of 70 trips to 1,375 trips. There are 713 trips in the AM and PM peak periods for Alternative 2, and 632 trips in the off-peak periods. In comparison to the Proposed scenario, for the Alternative 1 scenario there is a reduction of less than 20 daily trips to 1,256 trips with 664 trips in the AM and PM peak periods and 592 trips in the off-peak periods.

Palm Springs Central potential 2040 corridor demand for CV Link is shown in Table 6.3-2. Demand for the Palm Springs Central segment for the Proposed scenario in the AM and PM peak periods is anticipated to be approximately 983 trips, with an additional 959 demand in the off-peak periods. Total daily corridor demand for the Palm Springs Central segment is 1,942 trips in the Proposed scenario. In addition to intratrips, the Palm Springs Central segment trips experience a high proportion of interactions to and from Palm Springs North and Cathedral City. For the Alternative 2 scenario in Palm Springs Central, there is an increase in daily trip generation of 104 trips to 2,046 trips. There are 1,041 trips in the AM and PM peak periods for Alternative 2, and 1,005 trips in the off-peak periods. In comparison to the Proposed scenario, for the Alternative 1 scenario in Palm Springs Central there is a reduction of less than 20 daily trips to 1,923 trips with 974 trips in the AM and PM peak periods and 949 trips in the off-peak periods.

Table 6.3-1

Palm Springs North CV Link 2040 Corridor Demand

Peak Periods	Proposed				Alternative 2				Alternative 1			
	Bike	LSEV	Walk	Total	Bike	LSEV	Walk	Total	Bike	LSEV	Walk	Total
Intratrips	140	96	88	324	140	96	88	324	140	96	88	324
Palm Springs Central	61	39	32	132	61	39	32	132	61	39	32	132
Cathedral City	54	35	27	116	54	35	27	116	54	35	27	116
Rancho Mirage	9	2	10	21	14	13	12	39	9	2	10	21
Palm Desert	9	1	5	15	14	7	5	26	9	1	5	15
Indian Wells	3	0	1	4	5	2	1	8	2	0	1	3
La Quinta	2	0	2	4	2	2	2	6	0	0	2	2
Indio	3	0	2	5	5	2	2	9	2	0	2	4
Coachella	2	0	1	3	3	1	1	5	1	0	1	2
County Areas												
Northwest	14	2	2	18	14	2	2	18	14	2	2	18
North w/DHS	14	11	2	27	14	11	2	27	14	11	2	27
Northeast	2	0	0	2	2	0	0	2	0	0	0	0
Southeast	1	0	0	1	1	0	0	1	0	0	0	0
Off-Peak Periods												
Intratrips	130	91	90	311	130	91	90	311	130	91	90	311
Palm Springs Central	55	40	30	125	55	40	30	125	55	40	30	125
Cathedral City	41	28	22	91	41	28	22	91	41	28	22	91
Rancho Mirage	6	1	7	14	10	10	8	28	6	1	7	14
Palm Desert	5	0	4	9	9	5	4	18	5	0	4	9
Indian Wells	1	0	1	2	1	1	1	3	0	0	1	1
La Quinta	2	0	1	3	2	1	1	4	0	0	1	1
Indio	4	0	1	5	5	1	1	7	1	0	1	2
Coachella	3	0	0	3	4	1	0	5	1	0	0	1
County Areas												
Northwest	11	2	2	15	11	2	2	15	11	2	2	15
North w/DHS	10	10	2	22	10	10	2	22	10	10	2	22
Northeast	2	0	0	2	2	0	0	2	0	0	0	0
Southeast	1	0	0	1	1	0	0	1	0	0	0	0
Corridor Segment Peak Periods	314	186	172	672	329	210	174	713	306	186	172	664
Corridor Segment Off-Peak Periods	271	172	160	603	281	190	161	632	260	172	160	592
Corridor Segment Daily	585	358	332	1,275	610	400	335	1,345	566	358	332	1,256

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Table 6.3-2

Palm Springs Central CV Link 2040 Corridor Demand

Peak Periods	Proposed			Alternative 2			Alternative 1					
	Bike	LSEV	Walk	Total	Bike	LSEV	Walk	Total	Bike	LSEV	Walk	Total
Intratrips	90	118	292	500	90	118	292	500	90	118	292	500
Palm Springs North	61	39	32	132	61	39	32	132	61	39	32	132
Cathedral City	93	88	75	256	93	88	75	256	93	88	75	256
Rancho Mirage	11	2	12	25	20	19	15	54	11	2	12	25
Palm Desert	10	2	12	24	17	17	14	48	10	2	12	24
Indian Wells	1	0	1	2	1	1	1	3	0	0	1	1
La Quinta	2	0	0	2	2	0	0	2	0	0	0	0
Indio	3	0	0	3	5	2	0	7	2	0	0	2
Coachella	2	0	0	2	2	0	0	2	0	0	0	0
County Areas												
Northwest	5	0	1	6	5	0	1	6	5	0	1	6
North w/DHS	19	6	3	28	19	6	3	28	19	6	3	28
Northeast	2	0	0	2	2	0	0	2	0	0	0	0
Southeast	1	0	0	1	1	0	0	1	0	0	0	0
Off-Peak Periods												
Intratrips	96	125	309	530	96	125	309	530	96	125	309	530
Palm Springs North	55	40	30	125	55	40	30	125	55	40	30	125
Cathedral City	83	76	68	227	83	76	68	227	83	76	68	227
Rancho Mirage	9	1	10	20	17	17	12	46	9	1	10	20
Palm Desert	7	1	9	17	12	10	10	32	7	1	9	17
Indian Wells	1	0	1	2	1	1	1	3	0	0	1	1
La Quinta	2	0	0	2	2	0	0	2	0	0	0	0
Indio	3	0	0	3	4	1	0	5	1	0	0	1
Coachella	2	0	0	2	3	1	0	4	1	0	0	1
County Areas												
Northwest	4	1	1	6	4	1	1	6	4	1	1	6
North w/DHS	15	4	2	21	15	4	2	21	15	4	2	21
Northeast	2	0	0	2	2	0	0	2	0	0	0	0
Southeast	2	0	0	2	2	0	0	2	0	0	0	0

Corridor Segment Peak Periods	300	255	428	983	318	290	433	1,041	291	255	428	974
Corridor Segment Off-Peak Periods	281	248	430	959	296	276	433	1,005	271	248	430	949
Corridor Segment Daily	581	503	858	1,942	614	566	866	2,046	562	503	858	1,923

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Table 6.3-3 documents the potential CV Link 2040 corridor demand for Cathedral City. In addition to the corridor demand for intratrips (trips contained fully within Cathedral City), and trips traveling to another CV Link analysis area or County area, there are pass through trips which start on one side (either west or east) of Cathedral City and end on the other. For example, a trip that starts within Palm Springs Central and ends within Rancho Mirage would be a “pass through trip” for Cathedral City. Total daily demand for the Cathedral City segment for the Proposed scenario is anticipated to be approximately 2,125 trips, of which 1,139 are in the AM and PM peak periods and 986 are in the off-peak periods. The Cathedral City segment trips primarily interact internally, with a high proportion of interactions to and from Palm Springs Central, Rancho Mirage, Palm Springs North, and Palm Desert. In Cathedral City for the Alternative 2 scenario, there is an increase in daily trip generation of 503 trips to 2,628 trips. There are 1,417 trips in the AM and PM peak periods for Alternative 2, and 1,211 trips in the off-peak periods in Cathedral City. In comparison to the Proposed scenario, for the Alternative 1 scenario in Cathedral City there is a reduction of 42 daily trips to 2,083 trips with 1,118 trips in the AM and PM peak periods and 965 trips in the off-peak periods.

Rancho Mirage potential 2040 corridor demand for CV Link is shown in Table 6.3-4. Note that for the Proposed scenario, the CV Link does not connect through Rancho Mirage, but terminates near the City boundary on the east and west sides of the City. Though NEVs are prohibited in the City of Rancho Mirage, other types of LSEVs are allowed. Demand for the Rancho Mirage segment for the Proposed scenario in the AM and PM peak periods is anticipated to be approximately 617 trips, with an additional 576 demand in the off-peak periods. Total daily corridor demand for the Rancho Mirage segment for the Proposed scenario is 1,193 trips. In addition to intratrips, the Rancho Mirage segment trips experience a high proportion of interactions to and from Palm Desert and Cathedral City. Alternative 2 includes a connection of CV Link through Rancho Mirage, so the Alternative 2 scenario includes a substantial increase in daily trip generation of 1,158 trips to 2,351 trips in Rancho Mirage. There are 1,219 trips in the AM and PM peak periods for Alternative 2, and 1,132 trips in the off-peak periods in Rancho Mirage. In comparison to the Proposed scenario, for the Alternative 1 scenario in Rancho Mirage there is a reduction of 64 daily trips to 1,129 trips with 585 trips in the AM and PM peak periods and 544 trips in the off-peak periods.

Table 6.3-3

Cathedral City CV Link 2040 Corridor Demand

Peak Periods	Proposed			Alternative 2			Alternative 1					
	Bike	LSEV	Walk	Total	Bike	LSEV	Walk	Total	Bike	LSEV	Walk	Total
Intratrips	164	101	199	464	164	101	199	464	164	101	199	464
Palm Springs North	54	35	27	116	54	35	27	116	54	35	27	116
Palm Springs Central	93	88	75	256	93	88	75	256	93	88	75	256
Rancho Mirage	48	8	23	79	92	52	30	174	48	8	23	79
Palm Desert	31	4	12	47	58	30	15	103	31	4	12	47
Indian Wells	2	0	4	6	3	4	5	12	1	0	4	5
La Quinta	3	0	2	5	5	2	2	9	2	0	2	4
Indio	7	1	4	12	12	7	5	24	4	0	4	8
Coachella	5	0	3	8	8	4	3	15	3	0	2	5
County Areas												
Northwest	6	2	2	10	6	2	2	10	6	2	2	10
North w/DHS	11	12	2	25	11	12	2	25	11	12	2	25
Northeast	2	0	1	3	3	0	1	4	1	0	1	2
Southeast	0	0	0	0	0	0	0	0	0	0	0	0
Pass Through Trips	57	7	44	108	90	64	51	205	46	7	44	97
Off-Peak Periods												
Intratrips	159	94	170	423	159	94	170	423	159	94	170	423
Palm Springs North	41	28	22	91	41	28	22	91	41	28	22	91
Palm Springs Central	83	76	68	227	83	76	68	227	83	76	68	227
Rancho Mirage	44	6	20	70	86	46	27	159	44	6	20	70
Palm Desert	23	3	11	37	41	22	12	75	23	3	11	37
Indian Wells	2	0	4	6	3	4	4	11	1	0	3	4
La Quinta	4	0	1	5	6	1	1	8	2	0	1	3
Indio	5	0	2	7	8	4	2	14	3	0	2	5
Coachella	5	0	1	6	7	3	1	11	2	0	1	3
County Areas												
Northwest	4	1	1	6	4	1	1	6	4	1	1	6
North w/DHS	8	11	1	20	8	11	1	20	8	11	1	20
Northeast	3	0	1	4	4	0	1	5	1	0	1	2
Southeast	0	0	0	0	0	0	0	0	0	0	0	0
Pass Through Trips	49	3	32	84	80	45	36	161	39	3	32	74

Corridor Segment Peak Periods	483	258	398	1,139	599	401	417	1,417	464	257	397	1,118
Corridor Segment Off-Peak Periods	430	222	334	986	530	335	346	1,211	410	222	333	965
Corridor Segment Daily	913	480	732	2,125	1,129	736	763	2,628	874	479	730	2,083

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Table 6.3-4

Rancho Mirage CV Link 2040 Corridor Demand

Peak Periods	Proposed				Alternative 2				Alternative 1			
	Bike	LSEV	Walk	Total	Bike	LSEV	Walk	Total	Bike	LSEV	Walk	Total
Intratrips	37	12	129	178	70	78	169	317	37	12	129	178
Palm Springs North	9	2	10	21	14	13	12	39	9	2	10	21
Palm Springs Central	11	2	12	25	20	19	15	54	11	2	12	25
Cathedral City	48	8	23	79	92	52	30	174	48	8	23	79
Palm Desert	62	10	32	104	122	68	42	232	62	10	32	104
Indian Wells	3	1	8	12	5	9	9	23	2	0	7	9
La Quinta	5	2	7	14	9	9	8	26	4	0	5	9
Indio	10	2	5	17	18	10	6	34	7	1	5	13
Coachella	5	0	3	8	8	3	3	14	3	0	3	6
County Areas												
Northwest	3	0	3	6	3	0	3	6	3	0	3	6
North w/DHS	4	2	2	8	6	9	2	17	4	2	2	8
Northeast	4	0	2	6	6	1	2	9	4	0	2	6
Southeast	1	0	1	2	2	0	1	3	1	0	1	2
Pass Through Trips	83	8	46	137	139	79	53	271	67	7	45	119
Off-Peak Periods												
Intratrips	39	14	144	197	76	87	191	354	39	14	144	197
Palm Springs North	6	1	7	14	10	10	8	28	6	1	7	14
Palm Springs Central	9	1	10	20	17	17	12	46	9	1	10	20
Cathedral City	44	6	20	70	86	46	27	159	44	6	20	70
Palm Desert	63	10	31	104	122	67	41	230	63	10	31	104
Indian Wells	4	1	7	12	5	7	8	20	1	0	6	7
La Quinta	4	1	5	10	8	6	6	20	4	0	5	9
Indio	7	1	5	13	14	8	5	27	6	0	4	10
Coachella	6	0	3	9	9	5	3	17	3	0	3	6
County Areas												
Northwest	2	0	2	4	2	0	2	4	2	0	2	4
North w/DHS	5	2	3	10	7	9	3	19	5	2	3	10
Northeast	4	0	2	6	6	1	2	9	2	0	2	4
Southeast	2	0	0	2	2	0	0	2	0	0	0	0
Pass Through Trips	67	4	34	105	109	52	36	197	52	4	33	89

Corridor Segment Peak Periods	285	49	283	617	514	350	355	1,219	262	44	279	585
Corridor Segment Off-Peak Periods	262	41	273	576	473	315	344	1,132	236	38	270	544
Corridor Segment Daily	547	90	556	1,193	987	665	699	2,351	498	82	549	1,129

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Table 6.3-5 documents the potential CV Link 2040 corridor demand for Palm Desert. Daily demand for the Palm Desert segment for the Proposed scenario is anticipated to be approximately 2,168 trips, of which 1,123 are in the AM and PM peak periods and 1,045 are in the off-peak periods. The Palm Desert segment trips primarily interact internally, with a high proportion of interactions to and from Rancho Mirage, Indio, La Quinta, Cathedral City, and Indian Wells. Alternative 2 includes a connection of CV Link through neighboring Rancho Mirage, so the Alternative 2 scenario includes an increase in daily trip generation of 564 trips to 2,732 trips in Rancho Mirage. There are 1,441 trips in the AM and PM peak periods for Alternative 2, and 1,291 trips in the off-peak periods in Palm Desert. Palm Desert is located between two cities that do not include CV Link sections in Alternative 1. Therefore, the CV Link section in Palm Desert is contained within the City of Palm Desert, with access to adjacent cities via the existing and planned (other) trails systems (rather than CV Link connectivity). In comparison to the Proposed scenario, for the Alternative 1 scenario in Palm Desert there is a reduction of 454 daily trips to 1,714 trips with 878 trips in the AM and PM peak periods and 836 trips in the off-peak periods.

Indian Wells potential 2040 corridor demand for CV Link is shown in Table 6.3-6. Demand for the Indian Wells segment for the Proposed scenario in the AM and PM peak periods is anticipated to be approximately 727 trips, with an additional 636 demand in the off-peak periods. Total daily corridor demand for the Indian Wells segment for the Proposed scenario is 1,363 trips. In addition to intratrips, the Indian Wells segment trips experience a high proportion of interactions to and from Palm Desert. There are 814 trips in the AM and PM peak periods for Alternative 2, and 680 trips in the off-peak periods in Indian Wells, resulting in a total daily value of 1,494 trips. Alternative 1 eliminates the connection of CV Link through Indian Wells, so the Alternative 1 scenario includes a substantial decrease in daily trip generation of 643 trips to 720 trips in Indian Wells. For the Alternative 1 scenario in Indian Wells there are 375 trips in the AM and PM peak periods and 345 trips in the off-peak periods.

Table 6.3-7 documents the potential CV Link 2040 corridor demand for La Quinta. Daily demand for the La Quinta segment for the Proposed scenario is anticipated to be approximately 2,077 trips, of which 1,110 are in the AM and PM peak periods and 967 are in the off-peak periods. The La Quinta segment trips primarily interact internally, with a high proportion of interactions to and from Indio, Palm Desert, and Indian Wells. There are 1,179 trips in the AM and PM peak periods for Alternative 2, and 1,001 trips in the off-peak periods in La Quinta resulting in a total of 2,180 daily trips. La Quinta is located east of Indian Wells, which does not include CV Link sections in Alternative 1. In comparison to the Proposed scenario, for the Alternative 1 scenario in La Quinta there is a reduction of 560 daily trips to 1,620 trips with 849 trips in the AM and PM peak periods and 771 trips in the off-peak periods.

Indio potential 2040 corridor demand for CV Link is shown in Table 6.3-8. Demand for the Indio segment for the Proposed scenario in the AM and PM peak periods is anticipated to be approximately 1,483 trips, with an additional 1,238 demand in the off-peak periods. Total daily corridor demand for the Indio segment is 2,721 trips. In addition to intratrips, the Indio segment trips experience a high proportion of interactions to and from Coachella, La Quinta, and Palm Desert.

Table 6.3-5

Peak Periods	Proposed				Alternative 2				Alternative 1			
	Bike	LSEV	Walk	Total	Bike	LSEV	Walk	Total	Bike	LSEV	Walk	Total
Intratrips	132	138	141	411	132	138	141	411	132	138	141	411
Palm Springs North	9	1	5	15	14	7	5	26	9	1	5	15
Palm Springs Central	10	2	12	24	17	17	14	48	10	2	12	24
Cathedral City	31	4	12	47	58	30	15	103	31	4	12	47
Rancho Mirage	62	10	32	104	122	68	42	232	62	10	32	104
Indian Wells	48	45	39	132	48	45	39	132	25	6	30	61
La Quinta	66	34	10	110	66	34	10	110	34	4	9	47
Indio	62	31	9	102	62	31	9	102	32	5	8	45
Coachella	21	12	4	37	21	12	4	37	11	2	4	17
County Areas												
Northwest	3	0	3	6	4	1	3	8	3	0	3	6
North w/DHS	6	2	4	12	10	11	5	26	6	2	4	12
Northeast	8	3	4	15	8	3	4	15	5	0	4	9
Southeast	2	0	1	3	2	0	1	3	2	0	1	3
Pass Through Trips	60	6	39	105	89	54	45	188	41	1	35	77
Off-Peak Periods												
Intratrips	130	138	148	416	130	138	148	416	130	138	148	416
Palm Springs North	5	0	4	9	9	5	4	18	5	0	4	9
Palm Springs Central	7	1	9	17	12	10	10	32	7	1	9	17
Cathedral City	23	3	11	37	41	22	12	75	23	3	11	37
Rancho Mirage	63	10	31	104	122	67	41	230	63	10	31	104
Indian Wells	49	46	39	134	49	46	39	134	26	7	30	63
La Quinta	54	25	7	86	54	25	7	86	29	4	6	39
Indio	44	22	7	73	44	22	7	73	23	4	6	33
Coachella	17	11	3	31	17	11	3	31	9	1	3	13
County Areas												
Northwest	3	0	3	6	5	2	3	10	3	0	3	6
North w/DHS	6	2	4	12	11	12	4	27	6	2	4	12
Northeast	8	2	3	13	8	2	3	13	5	0	3	8
Southeast	2	1	0	3	2	1	0	3	2	0	0	2
Pass Through Trips	73	3	28	104	74	39	30	143	52	0	25	77
Corridor Segment Peak Periods	520	288	315	1,123	653	451	337	1,441	403	175	300	878
Corridor Segment Off-Peak Periods	484	264	297	1,045	578	402	311	1,291	383	170	283	836
Corridor Segment Daily	1,004	552	612	2,168	1,231	853	648	2,732	786	345	583	1,714

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Table 6.3-6

Indian Wells CV Link 2040 Corridor Demand

Peak Periods	Proposed				Alternative 2				Alternative 1			
	Bike	LSEV	Walk	Total	Bike	LSEV	Walk	Total	Bike	LSEV	Walk	Total
Intratrips	11	25	59	95	11	25	59	95	6	3	45	54
Palm Springs North	3	0	1	4	5	2	1	8	2	0	1	3
Palm Springs Central	1	0	1	2	1	1	1	3	0	0	1	1
Cathedral City	2	0	4	6	3	4	5	12	1	0	4	5
Rancho Mirage	3	1	8	12	5	9	9	23	2	0	7	9
Palm Desert	48	45	39	132	48	45	39	132	25	6	30	61
La Quinta	20	18	15	53	20	18	15	53	11	3	13	27
Indio	28	25	20	73	28	25	20	73	16	3	16	35
Coachella	8	7	6	21	8	7	6	21	4	1	5	10
County Areas												
Northwest	0	0	0	0	0	0	0	0	0	0	0	0
North w/DHS	2	0	2	4	3	1	2	6	1	0	1	2
Northeast	6	1	1	8	6	1	1	8	3	0	1	4
Southeast	0	0	1	1	0	0	1	1	0	0	1	1
Pass Through Trips	194	75	47	316	219	109	51	379	109	12	42	163
Off-Peak Periods												
Intratrips	12	29	71	112	12	29	71	112	8	4	54	66
Palm Springs North	1	0	1	2	1	1	1	3	0	0	1	1
Palm Springs Central	1	0	1	2	1	1	1	3	0	0	1	1
Cathedral City	2	0	4	6	3	4	4	11	1	0	3	4
Rancho Mirage	4	1	7	12	5	7	8	20	1	0	6	7
Palm Desert	49	46	39	134	49	46	39	134	26	7	30	63
La Quinta	20	16	14	50	20	16	14	50	12	2	11	25
Indio	22	19	16	57	22	19	16	57	13	3	14	30
Coachella	6	5	5	16	6	5	5	16	4	0	5	9
County Areas												
Northwest	0	0	0	0	0	0	0	0	0	0	0	0
North w/DHS	1	0	1	2	2	1	1	4	1	0	1	2
Northeast	7	1	1	9	7	1	1	9	5	0	1	6
Southeast	0	0	0	0	0	0	0	0	0	0	0	0
Pass Through Trips	157	47	30	234	158	72	31	261	98	6	27	131

Corridor Segment Peak Periods	326	197	204	727	357	247	210	814	180	28	167	375
Corridor Segment Off-Peak Periods	283	164	191	636	287	202	193	680	169	22	155	345
Corridor Segment Daily	609	361	395	1,363	644	449	403	1,494	349	50	322	720

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Table 6.3-7

La Quinta CV Link 2040 Corridor Demand

Peak Periods	Proposed			Alternative 2			Alternative 1					
	Bike	LSEV	Walk	Total	Bike	LSEV	Walk	Total	Bike	LSEV	Walk	Total
Intratrips	93	78	78	249	93	78	78	249	93	78	78	249
Palm Springs North	2	0	2	4	2	2	2	6	0	0	2	2
Palm Springs Central	2	0	0	2	2	0	0	2	0	0	0	0
Cathedral City	3	0	2	5	5	2	2	9	2	0	2	4
Rancho Mirage	5	2	7	14	9	9	8	26	4	0	5	9
Palm Desert	66	34	10	110	66	34	10	110	34	4	9	47
Indian Wells	20	18	15	53	20	18	15	53	11	3	13	27
Indio	119	75	57	251	119	75	57	251	119	75	57	251
Coachella	24	13	7	44	24	13	7	44	24	13	7	44
County Areas												
Northwest	1	0	1	2	1	0	1	2	0	0	1	1
North w/DHS	4	0	3	7	7	2	3	12	3	0	2	5
Northeast	18	6	6	30	18	6	6	30	18	6	6	30
Southeast	5	1	1	7	5	1	1	7	5	1	1	7
Pass Through Trips	174	90	68	332	194	114	70	378	99	15	59	173
Off-Peak Periods												
Intratrips	95	80	79	254	95	80	79	254	95	80	79	254
Palm Springs North	2	0	1	3	2	1	1	4	0	0	1	1
Palm Springs Central	2	0	0	2	2	0	0	2	0	0	0	0
Cathedral City	4	0	1	5	6	1	1	8	2	0	1	3
Rancho Mirage	4	1	5	10	8	6	6	20	4	0	5	9
Palm Desert	54	25	7	86	54	25	7	86	29	4	6	39
Indian Wells	20	16	14	50	20	16	14	50	12	2	11	25
Indio	110	69	43	222	110	69	43	222	110	69	43	222
Coachella	19	13	5	37	19	13	5	37	19	13	5	37
County Areas												
Northwest	1	0	1	2	1	0	1	2	0	0	1	1
North w/DHS	4	0	1	5	6	1	1	8	2	0	1	3
Northeast	18	4	3	25	18	4	3	25	18	4	3	25
Southeast	5	2	1	8	5	2	1	8	5	2	1	8
Pass Through Trips	145	62	51	258	143	81	51	275	92	8	44	144

Corridor Segment Peak Periods	536	317	257	1,110	565	354	260	1,179	412	195	242	849
Corridor Segment Off-Peak Periods	483	272	212	967	489	299	213	1,001	388	182	201	771
Corridor Segment Daily	1,019	589	469	2,077	1,054	653	473	2,180	800	377	443	1,620

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Table 6.3-8

Indio CV Link 2040 Corridor Demand

Peak Periods	Proposed				Alternative 2				Alternative 1			
	Bike	LSEV	Walk	Total	Bike	LSEV	Walk	Total	Bike	LSEV	Walk	Total
Intratrips	154	165	181	500	154	165	181	500	154	165	181	500
Palm Springs North	3	0	2	5	5	2	2	9	2	0	2	4
Palm Springs Central	3	0	1	4	5	2	1	8	2	0	1	3
Cathedral City	7	1	4	12	12	7	5	24	4	0	4	8
Rancho Mirage	10	2	5	17	18	10	6	34	7	1	5	13
Palm Desert	62	31	9	102	62	31	9	102	32	5	8	45
Indian Wells	28	25	20	73	28	25	20	73	16	3	16	35
La Quinta	119	75	57	251	119	75	57	251	119	75	57	251
Coachella	171	102	76	349	171	102	76	349	171	102	76	349
County Areas												
Northwest	1	0	1	2	1	0	1	2	0	0	1	1
North w/DHS	4	0	3	7	8	4	3	15	4	0	2	6
Northeast	11	3	6	20	11	3	6	20	11	3	6	20
Southeast	6	2	2	10	6	2	2	10	6	2	2	10
Pass Through Trips	75	31	25	131	80	38	25	143	55	16	23	94
Off-Peak Periods												
Intratrips	144	152	153	449	144	152	153	449	144	152	153	449
Palm Springs North	4	0	1	5	5	1	1	7	1	0	1	2
Palm Springs Central	3	0	0	3	4	1	0	5	1	0	0	1
Cathedral City	5	0	2	7	8	4	2	14	3	0	2	5
Rancho Mirage	7	1	5	13	14	8	5	27	6	0	4	10
Palm Desert	44	22	7	73	44	22	7	73	23	4	6	33
Indian Wells	22	19	16	57	22	19	16	57	13	3	14	30
La Quinta	110	69	43	222	110	69	43	222	110	69	43	222
Coachella	139	84	55	278	139	84	55	278	139	84	55	278
County Areas												
Northwest	1	0	0	1	1	0	0	1	0	0	0	0
North w/DHS	4	0	1	5	7	4	1	12	3	0	1	4
Northeast	10	4	5	19	10	4	5	19	10	4	5	19
Southeast	3	0	1	4	3	0	1	4	3	0	1	4
Pass Through Trips	68	19	15	102	61	26	15	102	54	9	15	78
Corridor Segment Peak Periods	654	437	392	1,483	680	466	394	1,540	583	372	384	1,339
Corridor Segment Off-Peak Periods	564	370	304	1,238	572	394	304	1,270	510	325	300	1,135
Corridor Segment Daily	1,218	807	696	2,721	1,252	860	698	2,810	1,093	697	684	2,474

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There are 1,540 trips in the AM and PM peak periods for Alternative 2, and 1,270 trips in the off-peak periods and a total of 2,810 daily trips in Indio. Indio is located east of La Quinta, so a similar effect is found in Alternative 1. In comparison to the Proposed scenario, for the Alternative 1 scenario in Indio there is a reduction of 247 daily trips to 2,474 trips with 1,339 trips in the AM and PM peak periods and 1,135 trips in the off-peak periods.

Table 6.3-9 documents the potential CV Link RivTAM 2040 Plus TPPS – CVAG Model corridor demand for Coachella. Daily demand for the Coachella segment for the Proposed scenario is anticipated to be approximately 2,361 trips, of which 1,278 are in the AM and PM peak periods and 1,083 are in the off-peak periods. The Coachella segment trips primarily interact internally, with a high proportion of interactions to and from Indio. There are 1,298 trips in the AM and PM peak periods for Alternative 2, and 1,103 trips in the off-peak periods and a total of 2,401 daily trips in Coachella. In comparison to the Proposed scenario, for the Alternative 1 scenario in Coachella there is a reduction of 82 daily trips to 2,279 trips with 1,235 trips in the AM and PM peak periods and 1,044 trips in the off-peak periods.

6.4 BIKE/LSEV/WALK CORRIDOR MILES TRAVELLED

An approximation for the average miles per trip has been defined for each pairing of activity along the CV Link corridor. This approximate trip length is dependent upon the segment length, the mode used, and the trip starting / ending point. The estimated 2040 daily non-motorized miles traveled to approximate VMT (and auto conversion values) have been developed.

The traffic model demand data has also been evaluated to provide a summary of CV Link miles travelled on the core route by bicyclists, LSEVs, and pedestrians. The calculations take into consideration the variable distances on each segment of the corridor that are related to intra-district and inter-district travel activities, which vary by bicycle travelers, LSEV users, and pedestrians. Table 6.4-1 contains the results of this analysis.

As shown on Table 6.4-1, the average trip lengths for the Proposed scenario range from 1.88 miles for pedestrian trips to 5.50 miles for bicycle trips. LSEV trips are an average of 4.78 miles for the Proposed scenario. For the Alternative 2 scenario, which includes the Rancho Mirage connectivity that is excluded in the Proposed scenario, average trip lengths for pedestrian trips are 1.91 miles. Average bicycle trips are 5.68 miles for bicycle trips and average LSEV trips are 5.31 miles for Alternative 2. The average trip lengths for Alternative 1 range from 1.87 miles for pedestrian trips to 5.23 miles for bicycle trips. LSEV trips are an average of 4.47 miles for Alternative 1.

6.5 POTENTIAL REDUCTION IN VEHICLE MILES TRAVELED (VMT)

Potential CV Link demand was initially developed for an average day. The estimated average day corridor demand has been converted to an annual estimate of corridor demand (i.e. the demand has been annualized). For each month, an estimate of CV Link desirability was developed based upon known trends in seasonal variations in population and employment in the Coachella Valley, and also climate / weather patterns.

Table 6.3-9

Coachella CV Link 2040 Corridor Demand

Peak Periods	Proposed				Alternative 2				Alternative 1			
	Bike	LSEV	Walk	Total	Bike	LSEV	Walk	Total	Bike	LSEV	Walk	Total
Intratrips	246	149	291	686	246	149	291	686	246	149	291	686
Palm Springs North	2	0	1	3	3	1	1	5	1	0	1	2
Palm Springs Central	2	0	0	2	2	0	0	2	0	0	0	0
Cathedral City	5	0	3	8	8	4	3	15	3	0	2	5
Rancho Mirage	5	0	3	8	8	3	3	14	3	0	3	6
Palm Desert	21	12	4	37	21	12	4	37	11	2	4	17
Indian Wells	8	7	6	21	8	7	6	21	4	1	5	10
La Quinta	24	13	7	44	24	13	7	44	24	13	7	44
Indio	171	102	76	349	171	102	76	349	171	102	76	349
County Areas												
Northwest	1	0	0	1	1	0	0	1	0	0	0	0
North w/DHS	5	0	3	8	8	2	3	13	3	0	2	5
Northeast	15	8	13	36	15	8	13	36	15	8	13	36
Southeast	42	13	20	75	42	13	20	75	42	13	20	75
Off-Peak Periods												
Intratrips	221	131	254	606	221	131	254	606	221	131	254	606
Palm Springs North	3	0	0	3	4	1	0	5	1	0	0	1
Palm Springs Central	2	0	0	2	3	1	0	4	1	0	0	1
Cathedral City	5	0	1	6	7	3	1	11	2	0	1	3
Rancho Mirage	6	0	3	9	9	5	3	17	3	0	3	6
Palm Desert	17	11	3	31	17	11	3	31	9	1	3	13
Indian Wells	6	5	5	16	6	5	5	16	4	0	5	9
La Quinta	19	13	5	37	19	13	5	37	19	13	5	37
Indio	139	84	55	278	139	84	55	278	139	84	55	278
County Areas												
Northwest	1	0	0	1	1	0	0	1	0	0	0	0
North w/DHS	5	0	2	7	7	1	2	10	2	0	1	3
Northeast	12	5	9	26	12	5	9	26	12	5	9	26
Southeast	35	13	13	61	35	13	13	61	35	13	13	61

Corridor Segment Peak Periods 547 304 427 1,278 557 314 427 1,298 523 288 424 1,235
 Corridor Segment Off-Peak Periods 471 262 350 1,083 480 273 350 1,103 448 247 349 1,044
 Corridor Segment Daily 1,018 566 777 2,361 1,037 587 777 2,401 971 535 773 2,279

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Table 6.4-1

CV Link 2040 Daily Miles Travelled

Proposed Scenario, Rancho Mirage Termini

Corridor (Core Route)	Bike	LSEV	Walk	Total
Intra District Trips	2,093	1,736	2,876	6,705
Inter District Trips	2,315	1,177	1,127	4,619
Daily Trips	4,408	2,913	4,003	11,324
Daily Miles Traveled	24,257	13,913	7,543	45,713
Average Miles Traveled Per Trip	5.50	4.78	1.88	4.04

Alternative 2, with City of Rancho Mirage Linkage

Corridor (Core Route)	Bike	LSEV	Walk	Total
Intra District Trips	2,163	1,875	2,963	7,001
Inter District Trips	2,716	1,657	1,184	5,557
Daily Trips	4,879	3,532	4,147	12,558
Daily Miles Traveled	27,721	18,760	7,912	54,393
Average Miles Traveled Per Trip	5.68	5.31	1.91	4.33

Alternative 1, Rancho Mirage / Indian Wells Termini

Corridor (Core Route)	Bike	LSEV	Walk	Total
Intra District Trips	2,084	1,689	2,845	6,618
Inter District Trips	1,997	890	1,081	3,968
Daily Trips	4,081	2,579	3,926	10,586
Daily Miles Traveled	21,355	11,540	7,337	40,232
Average Miles Traveled Per Trip	5.23	4.47	1.87	3.80

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Table 6.5-1 shows the results of this monthly extrapolation process. For the Proposed scenario, there are approximately 1.3 million bike trips, 970,000 LSEV trips, and 1 million pedestrian trips projected to be utilized by CV Link by 2040. The annualized corridor demand for Alternative 2 includes approximately 1.4 million bike trips, 1.2 million LSEV trips, and 1.1 million pedestrian trips. Alternative 1 includes fewer annualized trips, with 1.2 million bike trips, 860,000 LSEV trips, and 1 million pedestrian trips projected to be utilized by CV Link by 2040.

For this analysis, it is assumed that on average approximately 35% of the pedestrian trips attracted to CV Link will replace vehicle trips. The mode shift from vehicle trips has been estimated to be approximately 50% for bicycle trips, and 75% for LSEV trips. These factors were based upon research into survey results from 10 California cities conducted by Alta between 1990 and 1999 (L.A. Countywide Policy Document Survey, 1995, and National Bicycling & Walking Study, FHWA, 1995). Table 6.5-2 summarizes the results of this evaluation for annual vehicle trips and annual VMT savings.

The addition of an integrated and safe option for bicycle travelers, LSEV users, and pedestrians in Coachella Valley is projected to induce travel by these modes and reduce vehicle miles traveled in conventional automobiles, compared to conditions without the CV Link accommodations for these alternative modes of travel. The savings in automobile VMT with CV Link is estimated to be approximately 7.4 million miles annually for the Proposed scenario. For Alternative 2, the reduction is approximately 9.1 million annual motor vehicle miles. There is a reduction of approximately 6.4 million motor vehicle miles for Alternative 1.

By addressing current deficiencies in the existing walking and bicycling network in Coachella Valley, and creating an iconic new multimodal corridor, CV Link will help achieve goals relating to public health and safety by providing safer infrastructure for people to walk and ride bicycles and utilize LSEVs for transportation and recreation. It will also provide transportation options that are more economical than automobiles, thereby improving the mobility of all income populations.

Table 6.5-1

CV Link Annual Corridor Demand

Month	Proposed			Alternative 2			Alternative 1		
	Bike	LSEV	Ped	Bike	LSEV	Ped	Bike	LSEV	Ped
January	136,633	90,303	124,093	151,234	109,492	128,557	126,511	79,949	121,706
February	123,410	81,564	112,084	136,598	98,896	116,116	114,268	72,212	109,928
March	136,633	90,303	124,093	151,234	109,492	128,557	126,511	79,949	121,706
April	112,391	83,021	96,072	124,402	100,662	99,528	104,066	73,502	94,224
May	102,474	81,273	86,865	113,425	98,543	89,990	94,883	71,954	85,194
June	85,946	74,282	60,045	95,131	90,066	62,205	79,580	65,765	58,890
July	68,316	72,242	43,433	75,617	87,594	44,995	63,256	63,959	42,597
August	68,316	72,242	43,433	75,617	87,594	44,995	63,256	63,959	42,597
September	85,946	74,282	60,045	95,131	90,066	62,205	79,580	65,765	58,890
October	102,474	81,273	86,865	113,425	98,543	89,990	94,883	71,954	85,194
November	112,391	83,021	96,072	124,402	100,662	99,528	104,066	73,502	94,224
December	129,801	85,788	111,684	143,672	104,017	115,701	120,185	75,952	109,535
Annualized Yearly Trips	1,264,731	969,594	1,044,784	1,399,888	1,175,627	1,082,367	1,171,045	858,422	1,024,685

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Table 6.5-2

CV Link Annual Vehicle Miles Reduced
Due to Increased Pedestrian, Bicycle and LSEV Activity

	Proposed	Alternative 2	Alternative 1
Pedestrian Trips			
Annual Pedestrian Trips	1,044,784	1,082,367	1,024,685
Reduced Motor Vehicle Trips	365,674	378,828	358,640
Reduced Motor Vehicle Miles	689,053	722,760	670,235
Bicycle Trips			
Annual Bicycle Trips	1,264,731	1,399,888	1,171,045
Reduced Motor Vehicle Trips	632,366	699,944	585,523
Reduced Motor Vehicle Miles	3,480,273	3,977,277	3,063,917
LSEV Trips			
Annual LSEV Trips	969,594	1,175,627	858,422
Reduced Motor Vehicle Trips	678,716	822,939	600,895
Reduced Motor Vehicle Miles	3,241,667	4,370,990	2,688,766
Total Trips			
Annual Trips	3,279,109	3,657,882	3,054,152
Reduced Motor Vehicle Trips	1,676,756	1,901,711	1,545,058
Reduced Motor Vehicle Miles	7,410,993	9,071,027	6,422,918

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7.0 CORRIDOR ACCESS ANALYSIS

Access to the CV Link was initially documented in Chapter 4 of this report. This section further documents key access point volumes for automobiles, pedestrians, bicycles, and LSEVs. Analysis of RivTAM 2040 Plus TPPS – CVAG Model volumes for the various modes is also presented.

7.1 FUTURE PEAK HOUR VOLUMES AT KEY CORRIDOR ACCESS LOCATIONS

For each key corridor access location, the RivTAM forecast volumes have been extracted. These raw model volumes have been refined via a review of current (2016) conditions, known nearby projects and regional trends, and the relationship of the peak hour to daily conditions. Forecasts for the key corridor access locations have been developed for general vehicle traffic (automobiles, trucks, motorcycles, etc.), bicycle and pedestrian activity, and LSEV usage.

7.1.1 VEHICLE TRAFFIC VOLUMES

The first analysis location (ID #1) is located at the northwest terminus of the potential CV Link, at the intersection of Palm Canyon Drive (SR-111) at Tramway Road / San Rafael Drive. The Palm Springs Visitor Center is located on the northwest corner of the intersection. There is a CV Link access point at the Palm Springs Visitor Center. The overall PM peak hour intersection volume is forecast to increase, with the northbound and southbound through movements experiencing the highest volume increases. Exhibit 7.1.1-A presents vehicle traffic volume forecasts for key access locations in the Palm Springs North area. AM and PM peak hour volumes are shown. Average daily traffic (ADT) volume forecasts are shown on Table 7.1-1.

The intersection of Indian Canyon Drive at Sunrise Parkway (ID #2) is also included in the Palm Springs North area. The forecast volumes are anticipated to increase over existing east and west leg volumes.

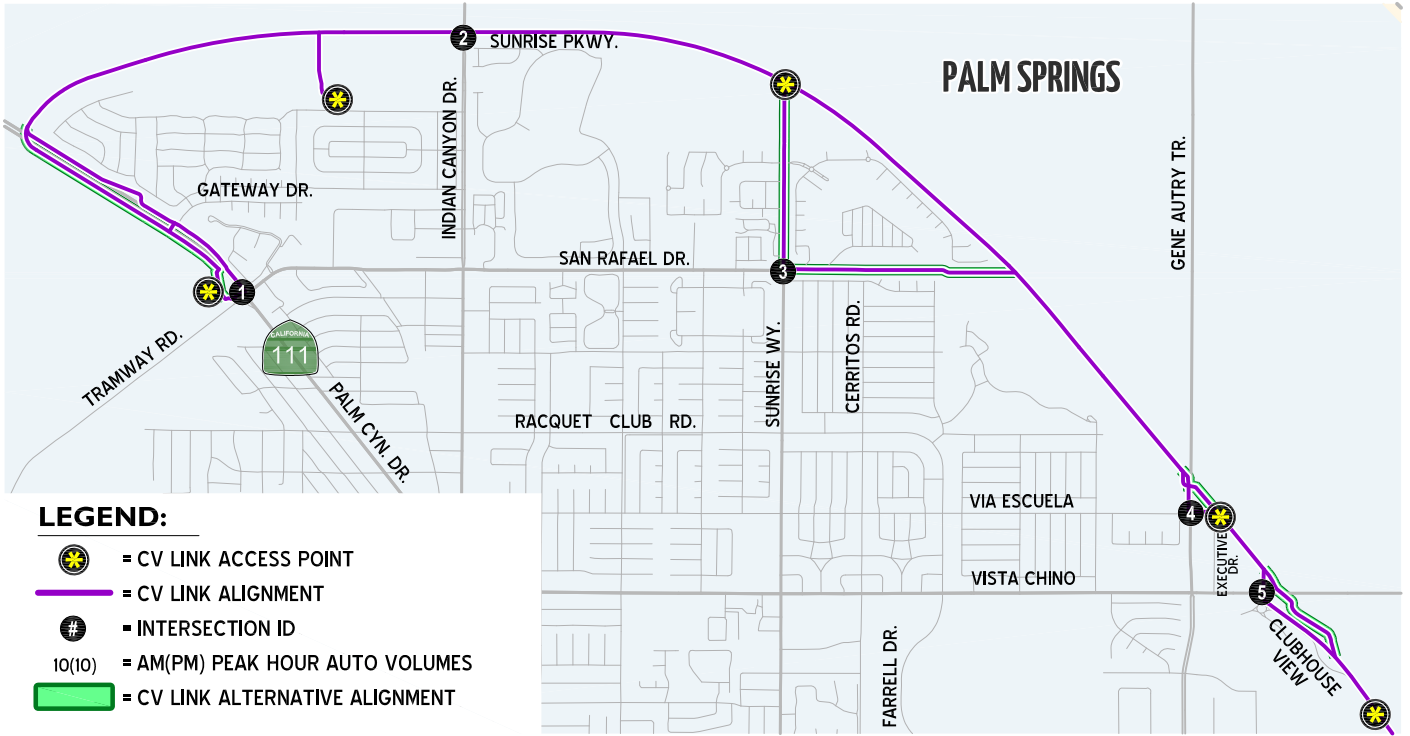
Intersection #3 (Sunrise Way at San Rafael Drive) is located south of the Sunrise Way access point in the Palm Springs North area. For Sunrise Way at San Rafael Drive, the northbound and southbound through volumes are anticipated to experience the greatest volume increase.

Two key access intersections are located near the southeast corner of the Palm Springs North area. These intersections are #4 (Gene Autry Trail at Via Escuela) and #5 (Clubhouse View at Vista Chino). The largest volume increases at intersections #4 and #5 are the through movements for Gene Autry Trail and Vista Chino.

Palm Springs Central area peak hour traffic volumes for key access locations are shown on Exhibit 7.1.1-B. Two at-grade crossings are shown on Sunrise Way (ID #6 – Sunrise Way at N. Riverside Drive and ID #7 – Sunrise Way at Mesquite Avenue).

The intersection of Farrell Drive at Mesquite Avenue (ID #8) also includes an at-grade crossing of the CV Link. The CV Link is shown as on-street bike lanes approaching intersection #8.

EXHIBIT 7.1.1-A: PALM SPRINGS NORTH, FUTURE 2040 AUTO PEAK HOUR VOLUMES

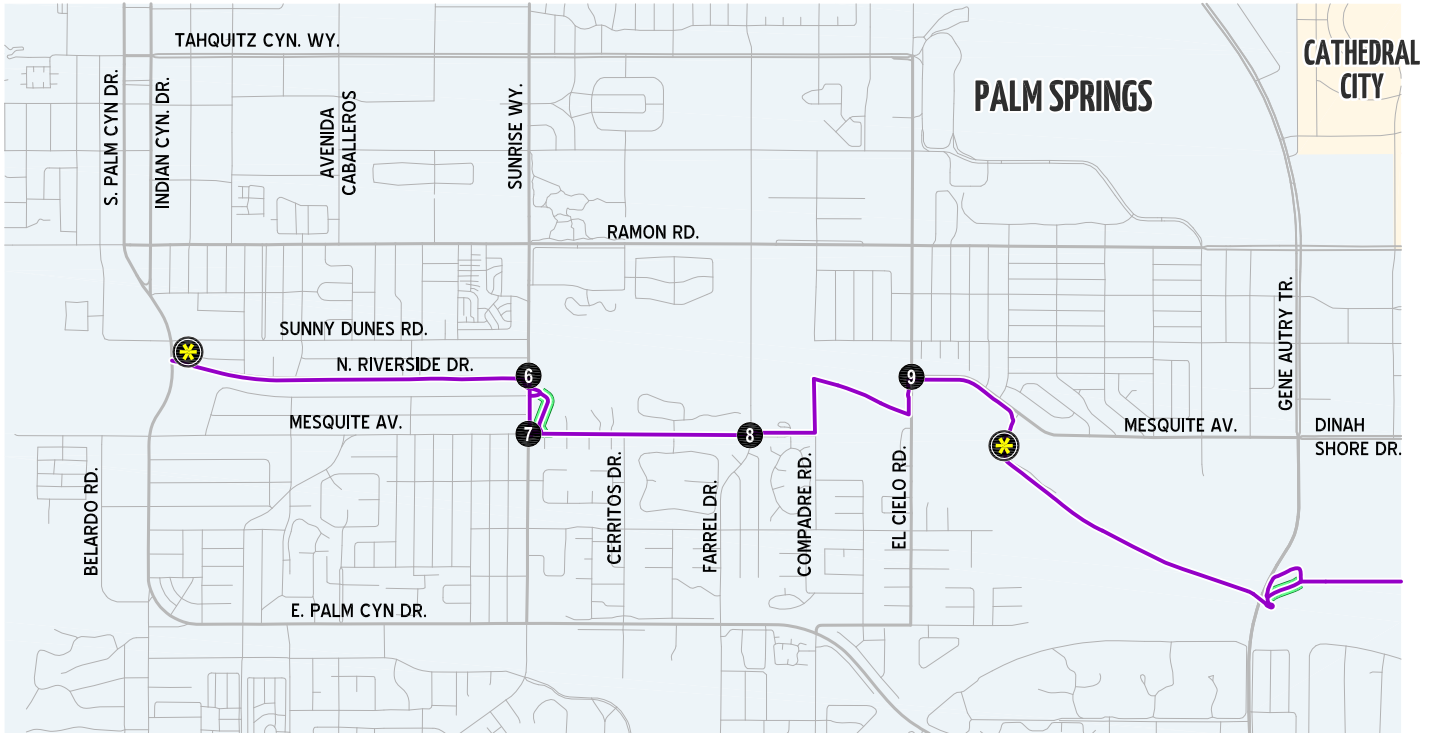


LEGEND:

- = CV LINK ACCESS POINT
- = CV LINK ALIGNMENT
- = INTERSECTION ID
- 10(10) = AM(PM) PEAK HOUR AUTO VOLUMES
- = CV LINK ALTERNATIVE ALIGNMENT

	1 Palm Cyn. Dr. (SR-111) & San Rafael Dr.	2 Indian Cyn. Dr. & Sunrise Pkwy.	3 Sunrise Pkwy. & San Rafael Dr.	4 Gene Autry Tr. & Via Escuela	5 Clubhouse View & Vista Chino
PROPOSED					
ALTERNATIVE 2					
ALTERNATIVE 1					

EXHIBIT 7.1.1-B: PALM SPRINGS CENTRAL, FUTURE 2040 AUTO PEAK HOUR VOLUMES



LEGEND:

- CV LINK ACCESS POINT
- CV LINK ALIGNMENT
- INTERSECTION ID
- 10(10) AM(PM) PEAK HOUR AUTO VOLUMES
- CV LINK ALTERNATIVE ALIGNMENT

	6 Sunrise Wy. & N. Riverside Dr.	7 Sunrise Wy. & Mesquite Av.	8 Farrel Dr. & Mesquite Av.	9 El Cielo Rd. & Mesquite Av.
PROPOSED				
ALTERNATIVE 2				
ALTERNATIVE 1				



Intersection volumes for ID #9 (El Cielo Road at Mesquite Avenue) generally experience the greatest increases for movements interacting with the east leg. Northbound right turns, southbound left turns, westbound left turns and eastbound right turns generally increase over existing conditions.

Cathedral City and nearby area volumes for AM peak hour and PM peak hour conditions are shown on Exhibit 7.1.1-C. Intersection #10 (Crossley Road at 34th Avenue) is located north of #11 (Crossley Road at Tahquitz Creek), without many intervening uses. Therefore, the volumes exiting the Tahquitz Creek area towards 34th Avenue on Crossley Road are similar to the south leg volumes at intersection #10. Auto volumes at intersection #11 are isolated to the northbound and southbound through, as the east leg of the intersection is exclusively CV Link.

For intersection #12 (Cathedral Canyon Drive at Officer David Vasquez Road), the interaction between the north leg and the east leg is projected to experience the greatest increase in both the AM and PM peak hours.

Intersection #13 (Date Palm Drive at Perez Road) experiences an increase in the southbound right turn volume during the AM peak hour, and an increase in the eastbound left turn volume during the PM peak hour. These turning movement volume increases “mirror” (i.e. the eastbound left turn volume could be the return trip of the southbound right turn volume).

The Proposed scenario does not include the CV Link in the City of Rancho Mirage. Alternative 1 also excludes Rancho Mirage from CV Link. However, volumes for automobiles, bicycles, and pedestrians have been developed for these scenarios for comparison purposes. Bicycle and pedestrian volumes in these scenarios are affected by the availability of CV Link at the city boundary, providing options for traveling to neighbor jurisdictions and throughout the rest of the Coachella Valley.

AM peak hour and PM peak hour volumes for key access points in the City of Rancho Mirage are shown on Exhibit 7.1.1-D. For intersection #14, the largest volume increases are projected on Frank Sinatra Drive in the westbound direction for the AM peak hour and in the eastbound direction for the PM peak hour.

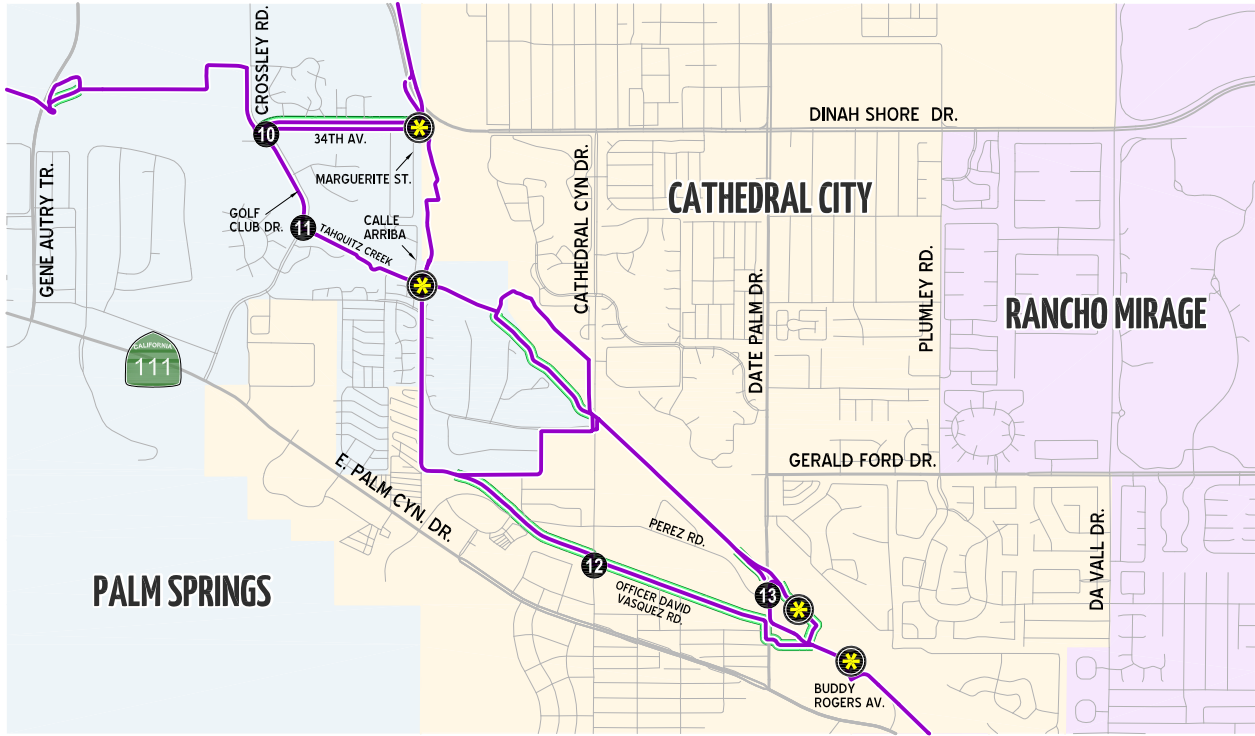
Along Highway 111 in Rancho Mirage, northbound and southbound through volumes for intersection #15 (at Country Club Drive), #16 (at Thunderbird Road), and #17 (at Paxton Drive) increase in the AM and PM peak hours. The interactions with the east legs of Country Club Drive and Paxton Drive also experience an increase in the AM and PM peak hours.

Overall AM and PM peak hour traffic volumes at location #18 are anticipated to increase.

For intersections #19 to #21, (Bob Hope Drive at Rancho Las Palmas, Avenida Las Palmas, and Commercial Driveway) AM and PM peak hour through volumes on Bob Hope Drive are anticipated to experience increases. This increase on Bob Hope Drive continues south to SR-111 (intersection #22).

The southeasterly-most intersection in Rancho Mirage (#23 – SR-111 at Magnesia Falls Drive) experiences an increase in volume on the east leg.

EXHIBIT 7.1.1-C: CATHEDRAL CITY, FUTURE 2040 AUTO PEAK HOUR VOLUMES

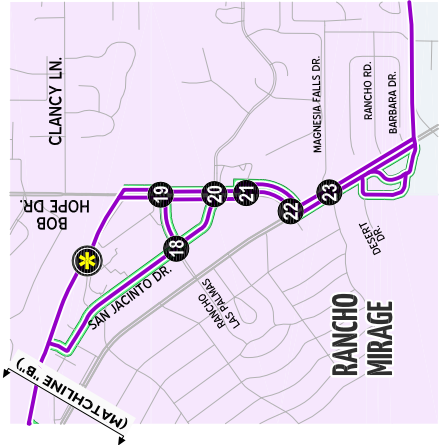
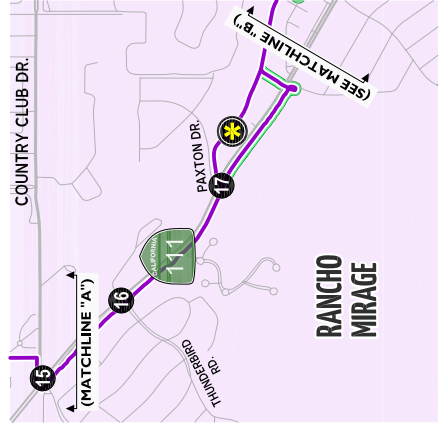
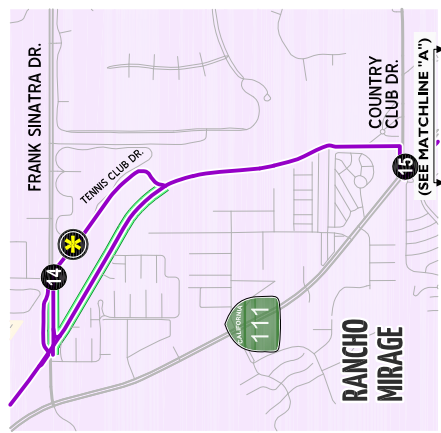


LEGEND:

- CV LINK ACCESS POINT
- CV LINK ALIGNMENT
- INTERSECTION ID
- 10(10) AM(PM) PEAK HOUR AUTO VOLUMES
- CV LINK ALTERNATIVE ALIGNMENT

	10 Crossley Rd. & 34th Av.	11 Golf Club Dr. & Tahquitz Creek	12 Cathedral Cyn. Dr. & Officer David Vasquez Rd.	13 Date Palm Dr. & Perez Rd.
PROPOSED				
ALTERNATIVE 2				
ALTERNATIVE 1				

EXHIBIT 7.1.1-D: RANCHO MIRAGE, FUTURE 2040 AUTO PEAK HOUR VOLUMES



LEGEND:

- = CV LINK ACCESS POINT
- = CV LINK ALIGNMENT
- = INTERSECTION ID
- = AM(PM) PEAK HOUR AUTO VOLUMES
- = CV LINK ALTERNATIVE ALIGNMENT

Intersection	14	15	16	17	18	19	20	21	22	23	SR-111 & 23	SR-111 & 23
PROPOSED	14 Da Vail Dr. & Frank Sinatra Dr.	15 Frank Sinatra Dr. & Country Club Dr.	16 Country Club Dr. & Thunderbird Rd.	17 Thunderbird Rd. & Paxton Dr.	18 Paxton Dr. & San Jacinto Dr.	19 San Jacinto Dr. & Rancho Las Palmas	20 Rancho Las Palmas & Bob Hope Dr.	21 Avenida Las Palmas & Bob Hope Dr.	22 Commercial Dwy. & Bob Hope Dr.	23 Bob Hope Dr. & Magnesia Falls Dr.	SR-111 & 23 Magnesia Falls Dr.	SR-111 & 23 Magnesia Falls Dr.
ALTERNATIVE 2	14 Da Vail Dr. & Frank Sinatra Dr.	15 Frank Sinatra Dr. & Country Club Dr.	16 Country Club Dr. & Thunderbird Rd.	17 Thunderbird Rd. & Paxton Dr.	18 Paxton Dr. & San Jacinto Dr.	19 San Jacinto Dr. & Rancho Las Palmas	20 Rancho Las Palmas & Bob Hope Dr.	21 Avenida Las Palmas & Bob Hope Dr.	22 Commercial Dwy. & Bob Hope Dr.	23 Bob Hope Dr. & Magnesia Falls Dr.	SR-111 & 23 Magnesia Falls Dr.	SR-111 & 23 Magnesia Falls Dr.
ALTERNATIVE 1	14 Da Vail Dr. & Frank Sinatra Dr.	15 Frank Sinatra Dr. & Country Club Dr.	16 Country Club Dr. & Thunderbird Rd.	17 Thunderbird Rd. & Paxton Dr.	18 Paxton Dr. & San Jacinto Dr.	19 San Jacinto Dr. & Rancho Las Palmas	20 Rancho Las Palmas & Bob Hope Dr.	21 Avenida Las Palmas & Bob Hope Dr.	22 Commercial Dwy. & Bob Hope Dr.	23 Bob Hope Dr. & Magnesia Falls Dr.	SR-111 & 23 Magnesia Falls Dr.	SR-111 & 23 Magnesia Falls Dr.



Volumes in Palm Desert are affected by the major connectivity alternatives, as Palm Desert is located between Rancho Mirage and Indian Wells. In general, Palm Desert automobile volumes are therefore highest in Alternative 1, with lower volumes in the Proposed scenario and Alternative 2. Palm Desert area volumes for AM peak hour and PM peak hour conditions are shown on Exhibit 7.1.1-E. At location #24 (Monterey Avenue at Parkview Drive), the north/south through movement is dominant, with interaction from the minor street to the major street.

Vehicle volumes for intersections #25 and #26 (near the College of the Desert), are affected by the CV Link alternatives.

East/west through volumes for Magnesia Falls at the intersection of Portola Avenue are most dependent on the connectivity alternative selected.

In the City of Indian Wells, the west leg of Fred Waring Drive and south leg of El Dorado Drive are anticipated to be most affected by the CV Link. Indian Wells area volumes for AM peak hour and PM peak hour conditions are shown on Exhibit 7.1.1-F.

In the City of La Quinta, Dune Palms Road is anticipated to experience a variation based upon scenario selected, in the northbound and southbound through volume for intersection #29. Exhibit 7.1.1-G shows La Quinta area volumes for AM peak hour and PM peak hour conditions.

In the City of Indio, locations #30 (Monroe Street, south of I-10 Eastbound Ramps) and #31 (Avenue 44, east of Palo Verde Street) are relatively independent of the changes between scenarios. Indio area volumes for AM peak hour and PM peak hour conditions are shown on Exhibit 7.1.1-H. In this area, the CV Link is further north than in the adjacent Cities of La Quinta and Coachella.

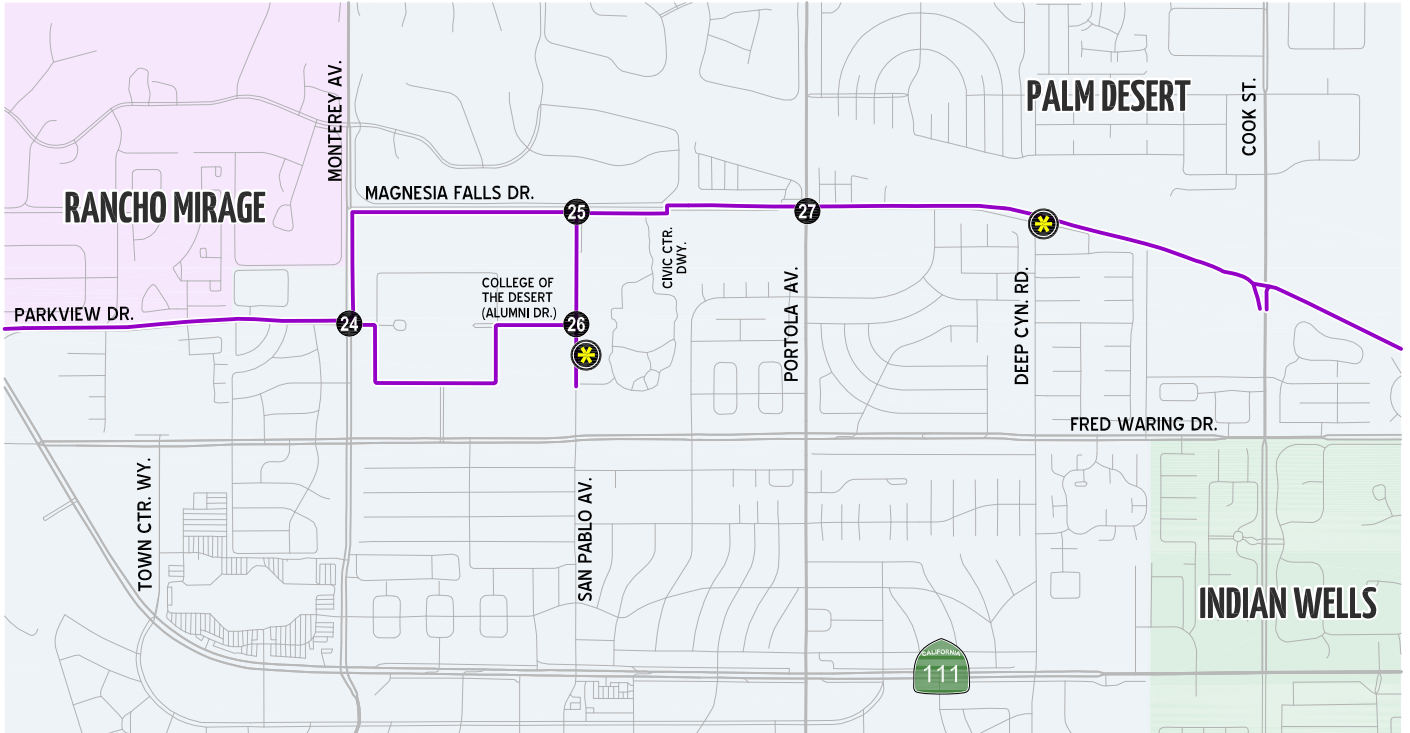
Locations #32 and #33 in the City of Coachella have east/west through volume increases. Location #33 is an intersection that also experiences an increase in south leg volumes for the AM and PM peak hours. Exhibit 7.1.1-I shows Coachella area volumes for AM peak hour and PM peak hour conditions.

7.1.2 BICYCLE AND PEDESTRIAN VOLUMES

Bike and pedestrian volumes in the Palm Springs North area are shown on Exhibit 7.1.2-A. At intersection #1 - Palm Canyon Drive (SR-111) at Tramway Road / San Rafael Drive, the CV Link includes a potential crossing of Palm Canyon Drive on the north side of the intersection. Bike volumes are anticipated to primarily be oriented east-west, crossing Palm Canyon Drive at Tramway Road / San Rafael Drive, with some interaction between the west and south legs as well. Pedestrian activity is projected on the north and east legs of the intersection.

For ID #2 (Indian Canyon Drive at Sunrise Parkway), the CV Link crosses the intersection in an east/west direction at grade on the north side of the street. Bike and pedestrian activity is primarily oriented along the CV Link route.

EXHIBIT 7.1.1-E: PALM DESERT, FUTURE 2040 AUTO PEAK HOUR VOLUMES



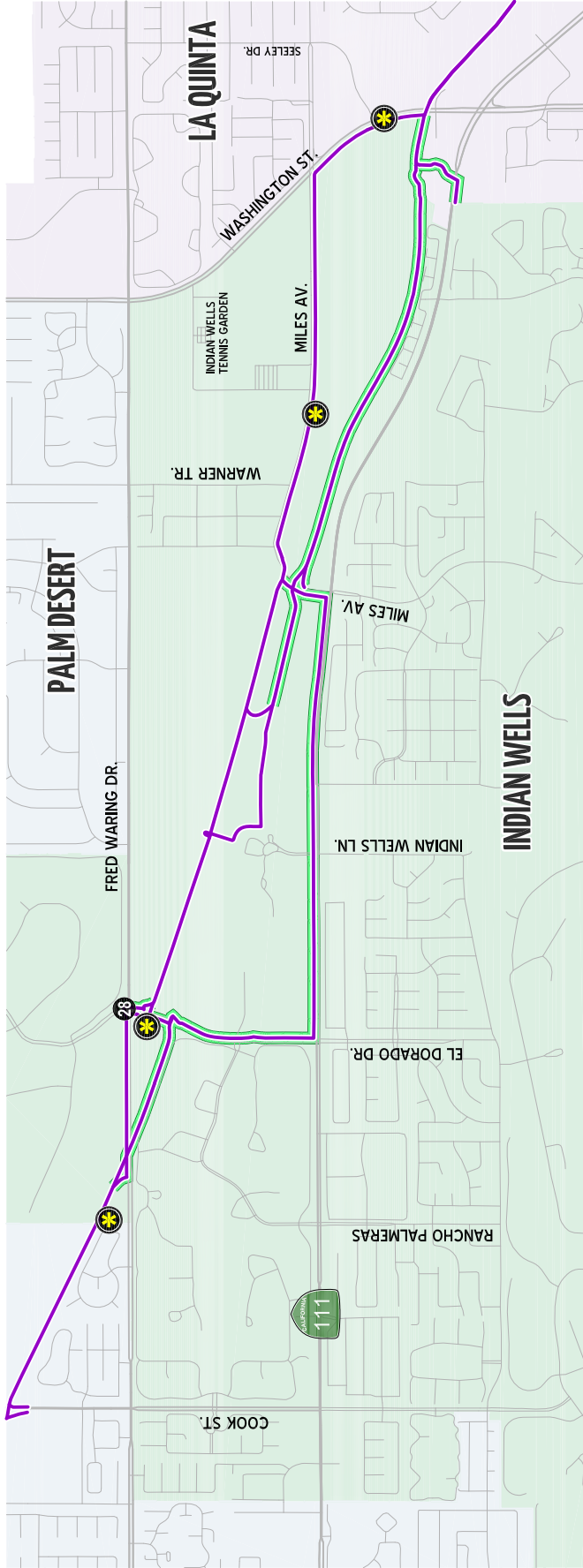
LEGEND:

- CV LINK ACCESS POINT
- CV LINK ALIGNMENT
- INTERSECTION ID
- 10(10) AM(PM) PEAK HOUR AUTO VOLUMES
- CV LINK ALTERNATIVE ALIGNMENT

	24 Monterey Av. & Park View Dr.	25 San Pablo Av. & Magnesia Falls Dr.	26 San Pablo Av. & College of the Desert (Alumni Dr.)	27 Portola Av. & Magnesia Falls Dr.
PROPOSED				
ALTERNATIVE 2				
ALTERNATIVE 1				



EXHIBIT 7.1.1.1-F: INDIAN WELLS, FUTURE 2040 AUTO PEAK HOUR VOLUMES

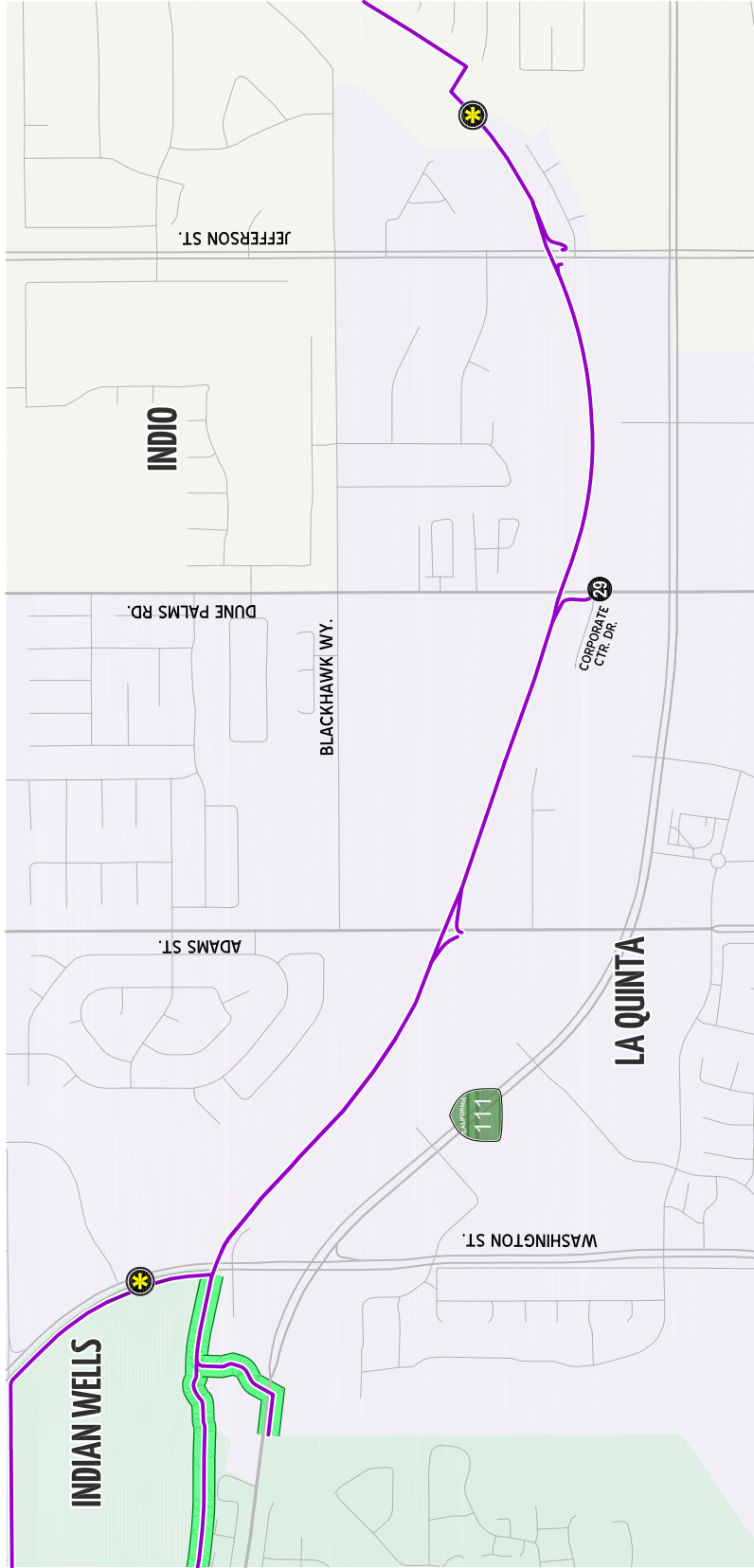


- LEGEND:**
- = CV LINK ACCESS POINT
 - = CV LINK ALIGNMENT
 - = INTERSECTION ID
 - 10(10) = AM(PM) PEAK HOUR AUTO VOLUMES
 - = CV LINK ALTERNATIVE ALIGNMENT

28	PROPOSED	ALTERNATIVE 2	ALTERNATIVE 1
	El Dorado Dr. & Fred Waring Dr.	El Dorado Dr. & Fred Waring Dr.	El Dorado Dr. & Fred Waring Dr.
	<p>19(40) 1629(1673) 96(336)</p> <p>22(25) 140(1674) 215(405)</p> <p>97(383) 22(302) 142(1684) 217(408)</p>	<p>19(40) 1623(1667) 96(336)</p> <p>22(25) 1404(1668) 215(405)</p> <p>97(383) 22(302) 1420(1684) 217(408)</p>	<p>19(40) 1639(1683) 96(336)</p> <p>22(25) 1420(1684) 217(408)</p> <p>97(383) 22(304) 1420(1683) 217(408)</p>



EXHIBIT 7.1.1-G: LA QUINTA, FUTURE 2040 AUTO PEAK HOUR VOLUMES

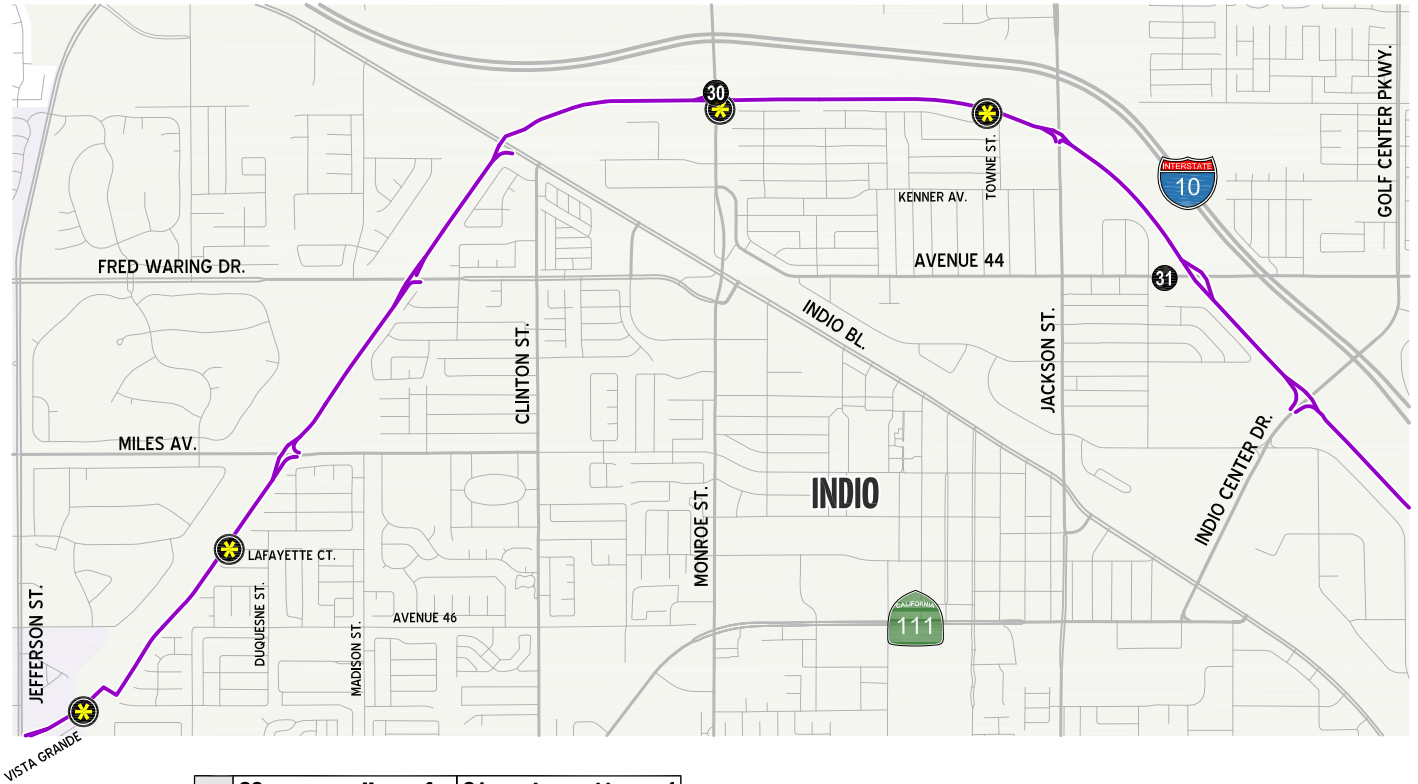


	PROPOSED	ALTERNATIVE 2	ALTERNATIVE 1
29	Dune Palms Rd. & Corporate Ctr. Dr.	Dune Palms Rd. & Corporate Ctr. Dr.	Dune Palms Rd. & Corporate Ctr. Dr.

- LEGEND:**
- = CV LINK ACCESS POINT
 - = CV LINK ALIGNMENT
 - = INTERSECTION ID
 - 10(10) = AM(PM) PEAK HOUR AUTO VOLUMES
 - = CV LINK ALTERNATIVE ALIGNMENT



EXHIBIT 7.1.1-H: INDIO, FUTURE 2040 AUTO PEAK HOUR VOLUMES



ALTERNATIVE 1	30 Monroe St., south of I-10 EB Ramps ← 839(1110) → 851(1070)	31 Avenue 44, east of Palo Verde St. - Circle Dr. ← 460(660) → 260(370)
	30 Monroe St., south of I-10 EB Ramps ← 838(1109) → 850(1069)	31 Avenue 44, east of Palo Verde St. - Circle Dr. ← 460(660) → 260(370)
	30 Monroe St., south of I-10 EB Ramps ← 838(1109) → 850(1069)	31 Avenue 44, east of Palo Verde St. - Circle Dr. ← 460(660) → 260(370)

LEGEND:

- CV LINK ACCESS POINT
- CV LINK ALIGNMENT
- INTERSECTION ID
- 10(10) = AM(PM) PEAK HOUR AUTO VOLUMES
- CV LINK ALTERNATIVE ALIGNMENT



EXHIBIT 7.1.1-I: COACHELLA, FUTURE 2040 AUTO PEAK HOUR VOLUMES

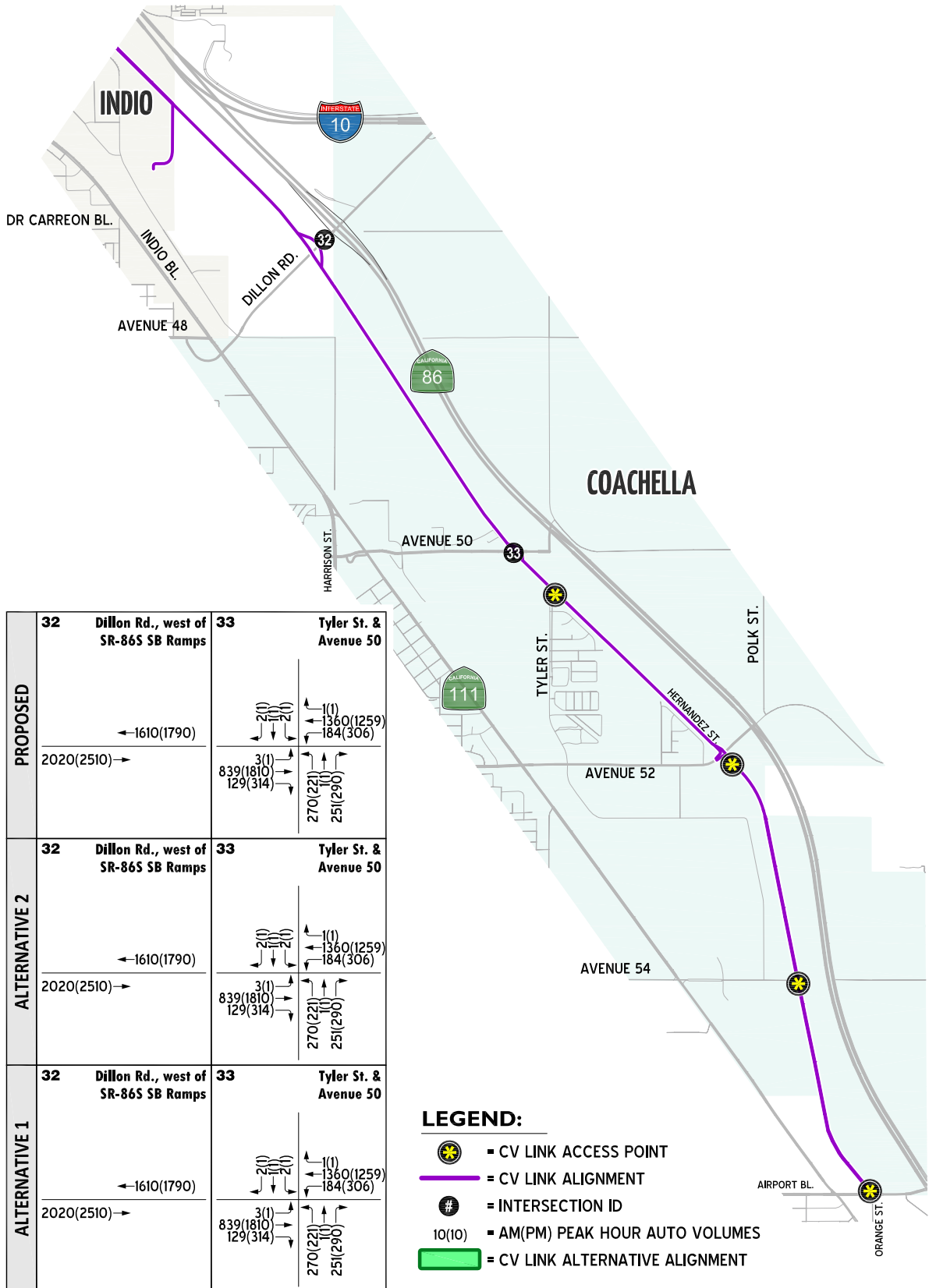
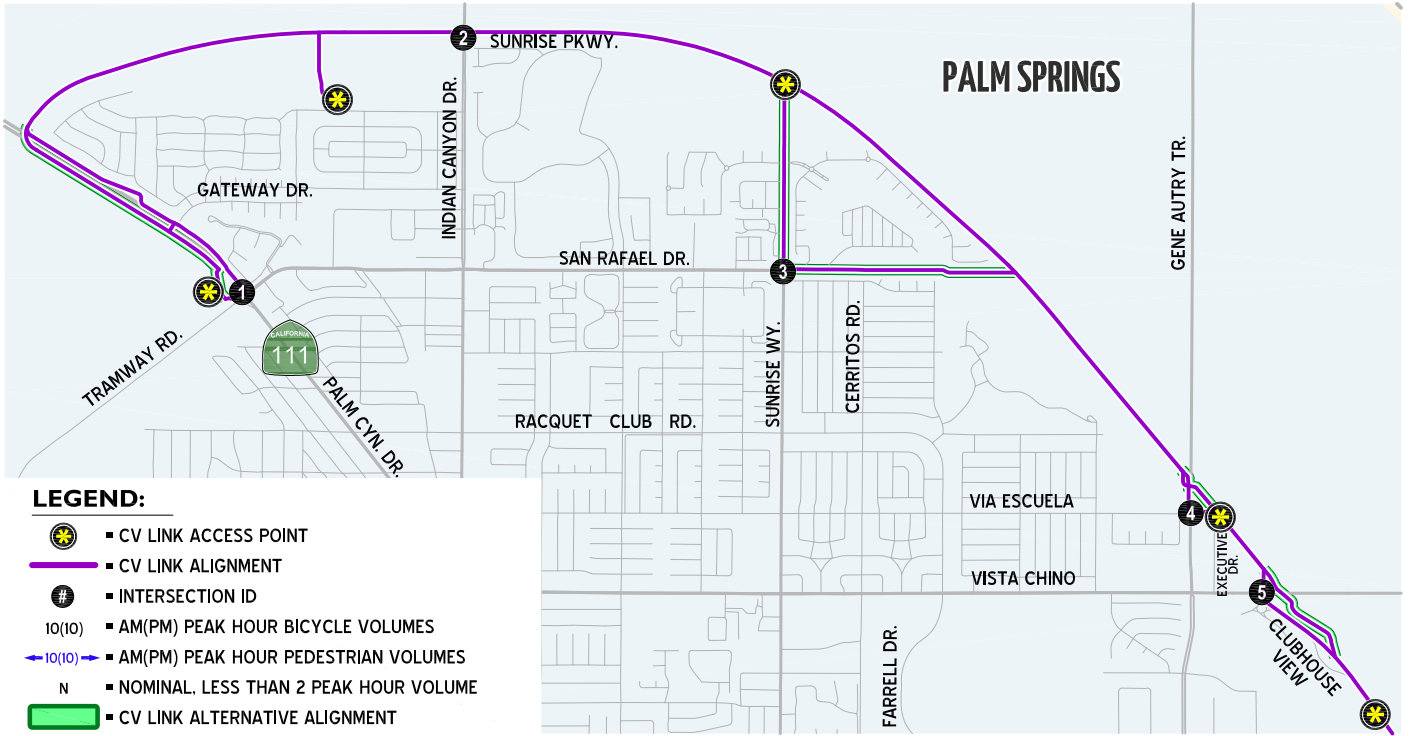


EXHIBIT 7.1.2-A: PALM SPRINGS NORTH, FUTURE 2040 BICYCLE AND PEDESTRIAN PEAK HOUR VOLUMES



LEGEND:

- CV LINK ACCESS POINT
- CV LINK ALIGNMENT
- INTERSECTION ID
- 10(10) AM(PM) PEAK HOUR BICYCLE VOLUMES
- 10(10) AM(PM) PEAK HOUR PEDESTRIAN VOLUMES
- N NOMINAL, LESS THAN 2 PEAK HOUR VOLUME
- CV LINK ALTERNATIVE ALIGNMENT

	1 Palm Cyn. Dr. (SR-111) & San Rafael Dr.	2 Indian Cyn. Dr. & Sunrise Pkwy.	3 Sunrise Pkwy. & San Rafael Dr.	4 Gene Autry Tr. & Via Escuela	5 Clubhouse View & Vista Chino
PROPOSED	<p>3(4)</p> <p>N(N) 3(N) N(N) N(N) 7(9) N(N) N(N)</p> <p>6(N) 3(4) 5(7) 2(N) 4(6)</p>	<p>11(15)</p> <p>N(N) 2(N) 2(3) N(N) 11(14) N(N) N(N)</p> <p>N(N) 2(N) 2(2) 4(2)</p> <p>N(N)</p>	<p>N(N)</p> <p>N(N) 4(5) N(N) N(N) N(N) N(N) N(N) N(N) N(N) 5(6) N(N)</p> <p>5(9) 4(5)</p> <p>N(N)</p>	<p>13(14)</p> <p>2(N) 2(N) 13(18) 3(3) 2(2) 2(N) 3(4) 4(5)</p> <p>2(2) 3(4) 1(2)</p>	<p>N(N)</p> <p>15(20)</p> <p>N(N) N(N) N(N) N(N) N(N) N(N) N(N) 15(20) N(N) N(N) N(N) 16(19)</p> <p>2(2)</p>
ALTERNATIVE 2	<p>3(4)</p> <p>N(N) 3(N) N(N) N(N) 7(9) N(N) N(N)</p> <p>6(N) 3(4) 5(7) 2(N) 4(6)</p>	<p>11(15)</p> <p>N(N) 2(N) 2(3) N(N) 11(14) N(N) N(N)</p> <p>N(N) 2(N) 2(2) 4(2)</p> <p>N(N)</p>	<p>N(N)</p> <p>N(N) 4(5) N(N) N(N) N(N) N(N) N(N) N(N) N(N) 5(6) N(N)</p> <p>5(9) 4(5)</p> <p>N(N)</p>	<p>13(14)</p> <p>2(N) 2(N) 14(19) 3(3) 2(2) 2(N) 3(4) 4(5)</p> <p>2(2) 3(4) 1(2)</p>	<p>N(N)</p> <p>16(21)</p> <p>N(N) N(N) N(N) N(N) N(N) N(N) N(N) 16(21) N(N) N(N) N(N) 16(19)</p> <p>2(2)</p>
ALTERNATIVE 1	<p>3(4)</p> <p>N(N) 3(N) N(N) N(N) 7(9) N(N) N(N)</p> <p>6(N) 3(4) 5(7) 2(N) 4(6)</p>	<p>11(15)</p> <p>N(N) 2(N) 2(3) N(N) 11(14) N(N) N(N)</p> <p>N(N) 2(N) 2(2) 4(2)</p> <p>N(N)</p>	<p>N(N)</p> <p>N(N) 4(5) N(N) N(N) N(N) N(N) N(N) N(N) N(N) 5(6) N(N)</p> <p>5(9) 4(5)</p> <p>N(N)</p>	<p>13(14)</p> <p>2(N) 2(N) 13(17) 3(3) 2(2) 2(N) 3(4) 4(5)</p> <p>2(2) 3(4) 1(2)</p>	<p>N(N)</p> <p>15(19)</p> <p>N(N) N(N) N(N) N(N) N(N) N(N) N(N) 14(N) N(N) N(N) N(N) 16(19)</p> <p>2(2)</p>

Note: North leg is a CV Link Path Only



Future (2040) bike and pedestrian volumes at intersection #3 (Sunrise Way / San Rafael Drive) are generally oriented north/south. Intersection #3 is located along an alignment alternative, which if selected would route CV Link volumes along the north and east legs.

The CV Link is anticipated to interact with intersections #4 (Gene Autry Trail at Via Escuela) and #5 (Clubhouse View at Vista Chino). Pedestrian volumes at intersection #4 are anticipated to cross the north leg, while bikes would primarily perform southbound left or westbound right movements using the CV Link. At intersection #5, CV Link users are anticipated to cross the east leg and continue northbound or southbound.

Exhibit 7.1.2-B shows bike and pedestrian volumes in the Palm Springs Central area. Bike and pedestrian traffic is anticipated to travel primarily between the west and south legs of intersection #6, and between the north and east legs of intersection #7, as the CV Link travels along Sunrise Way from N. Riverside Drive to Mesquite Avenue.

CV Link volumes generally traverse the intersection of Farrell Drive at Mesquite Avenue in the east-west direction.

For the intersection of El Cielo Road at Mesquite Avenue, bike and pedestrian volumes generally cross the south leg of El Cielo Road.

Bike and pedestrian volumes in the Cathedral City area are shown on Exhibit 7.1.2-C. Bike and pedestrian volumes interact primarily between the north, west and south legs of the intersection of 34th Avenue at Crossley Road.

Intersection #11 is where the CV Link meets Golf Club Drive. Bike and pedestrian volumes interact north/south and to/from the east leg.

CV Link bicycle and pedestrian volumes generally occur in the east-west direction at the intersection of Cathedral Canyon Drive at Officer David Vasquez Road.

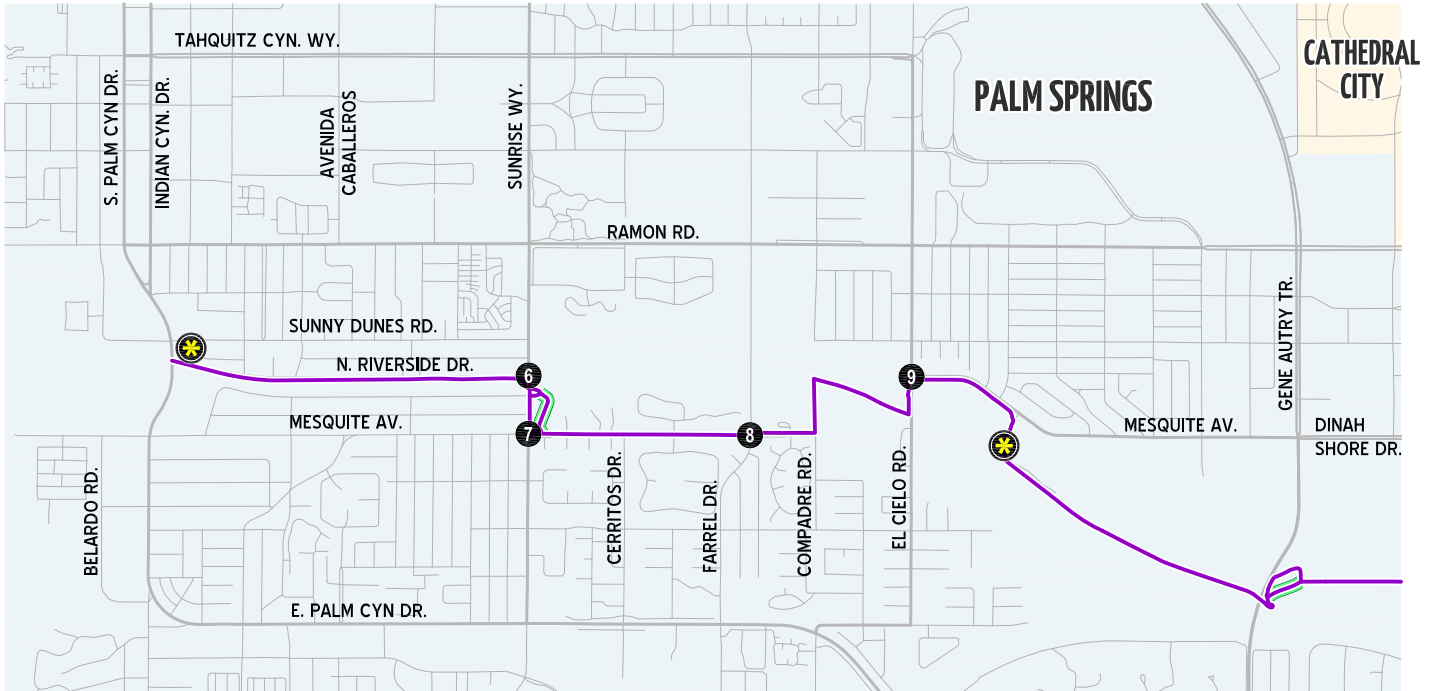
Similarly to intersection #12 (Cathedral Canyon Drive at Officer David Vasquez Road), the bicycle and pedestrian volumes at intersection #13 (Date Palm Drive at Perez Road) generally occur in the east-west direction.

Exhibit 7.1.2-D shows bike and pedestrian volumes in the Rancho Mirage area. For intersection #14 (Da Vall at Frank Sinatra Drive), bike and pedestrian volumes are anticipated to continue from the CV Link terminus located near the city boundary. For Alternative 2, additional volumes are included to represent the continuation of the CV Link through the City of Rancho Mirage.

Bike and pedestrian volumes are shown generally in the north/south direction along SR-111 (intersections #15 through #17) in Rancho Mirage. The highest projected volumes are in the Alternative 2 scenario, which includes the CV Link.

Intersection #18 is located along an alignment alternative that, if selected, would increase CV Link volumes interacting between the north and east legs of the intersection.

EXHIBIT 7.1.2-B: PALM SPRINGS CENTRAL, FUTURE 2040 BICYCLE AND PEDESTRIAN PEAK HOUR VOLUMES

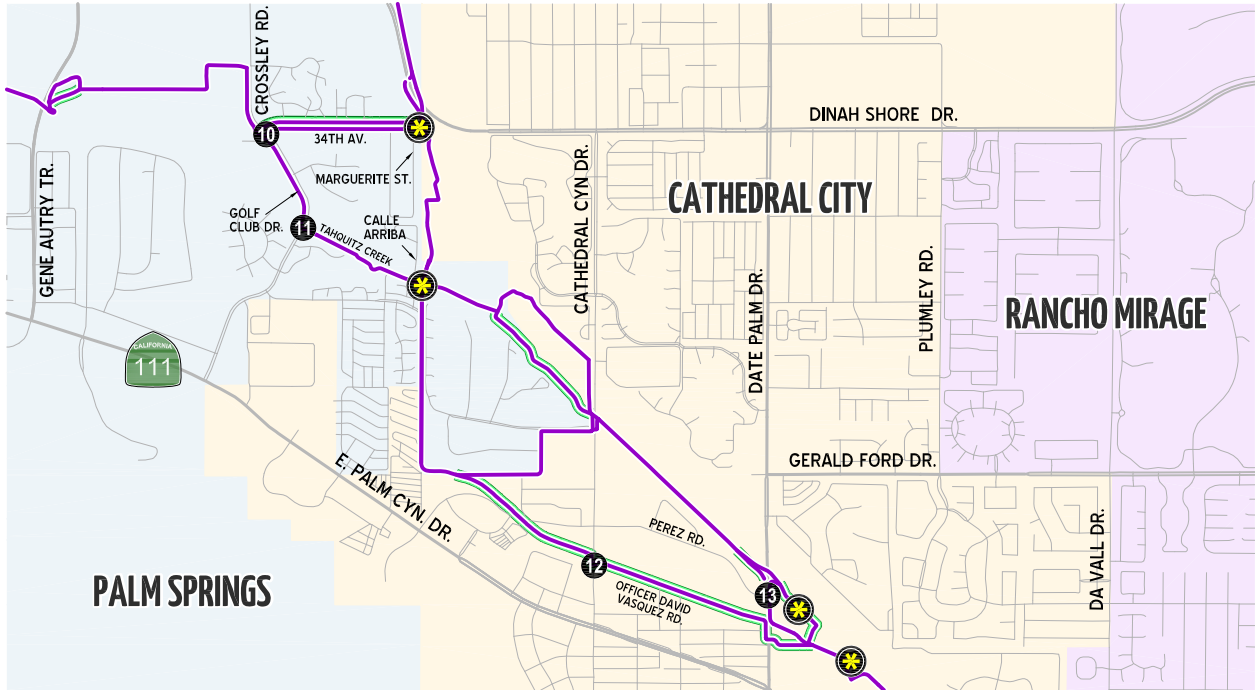


LEGEND:

- CV LINK ACCESS POINT
- CV LINK ALIGNMENT
- INTERSECTION ID
- 10(10) AM(PM) PEAK HOUR BICYCLE VOLUMES
- 10(10) AM(PM) PEAK HOUR PEDESTRIAN VOLUMES
- N NOMINAL, LESS THAN 2 PEAK HOUR VOLUME
- CV LINK ALTERNATIVE ALIGNMENT

	Note: CV Link path is on the east side of Sunrise Way		Note: CV Link path is on the west side of El Cielo Rd. and south side of Mesquite Av.	
	6 Sunrise Wy. & N. Riverside Dr.	7 Sunrise Wy. & Mesquite Av.	8 Farrel Dr. & Mesquite Av.	9 El Cielo Rd. & Mesquite Av.
PROPOSED				
ALTERNATIVE 2				
ALTERNATIVE 1				

EXHIBIT 7.1.2-C: CATHEDRAL CITY, FUTURE 2040 BICYCLE AND PEDESTRIAN PEAK HOUR VOLUMES



LEGEND:

- CV LINK ACCESS POINT
- CV LINK ALIGNMENT
- INTERSECTION ID
- 10(10) AM(PM) PEAK HOUR BICYCLE VOLUMES
- AM(PM) PEAK HOUR PEDESTRIAN VOLUMES
- N NOMINAL, LESS THAN 2 PEAK HOUR VOLUME
- CV LINK ALTERNATIVE ALIGNMENT

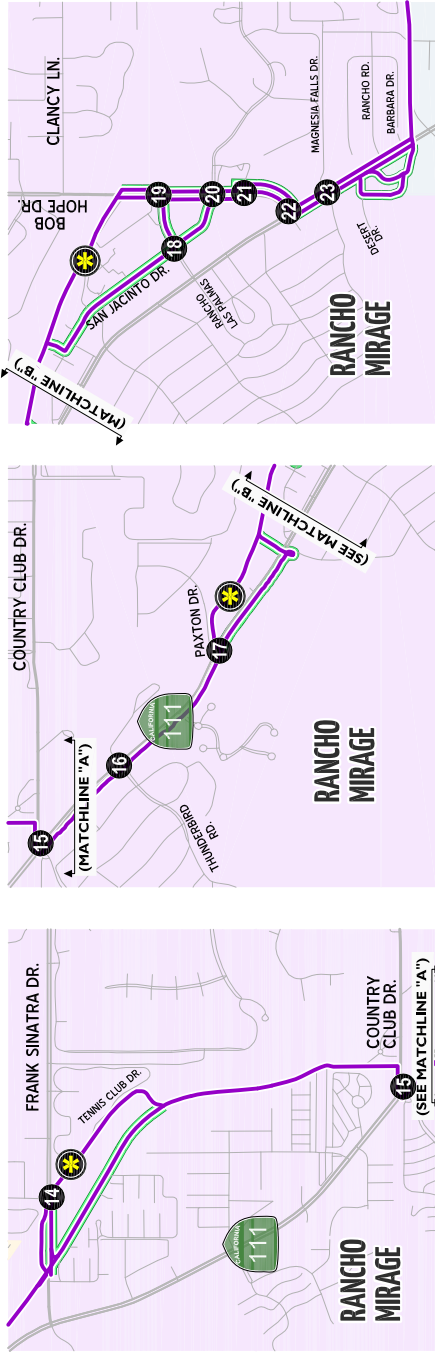
Note: CV Link path is on the west side of Golf Club Drive. East leg is a CV Link path only

Note: CV Link path is on the west side of Cathedral Canyon Drive and north side of Ofcr. David Vasquez Road. West leg is a CV Link path only

	10 Crossley Rd. & 34th Av.	11 Golf Club Dr. & Tahquitz Creek	12 Cathedral Cyn. Dr. & Officer David Vasquez Rd.	13 Date Palm Dr. & Perez Rd.
PROPOSED				
ALTERNATIVE 2				
ALTERNATIVE 1				



EXHIBIT 7.1.2-D: RANCHO MIRAGE, FUTURE 2040 BICYCLE AND PEDESTRIAN PEAK HOUR VOLUMES



LEGEND:

- = CV LINK ACCESS POINT
- = CV LINK ALIGNMENT
- = INTERSECTION ID
- 10(10) = AM(PM) PEAK HOUR BICYCLE VOLUMES
- 10(10)→ = AM(PM) PEAK HOUR PEDESTRIAN VOLUMES
- N = NOMINAL, LESS THAN 2 PEAK HOUR VOLUME
- = CV LINK ALTERNATIVE ALIGNMENT

Proposed	Alternative 2	Alternative 1
<p>14 Frank Sinatra Dr.</p> <p>Note: South leg is a CV Link path only</p> <p>SR-111 & 15</p> <p>Country Club Dr.</p> <p>SR-111 & 16</p> <p>Country Club Dr.</p> <p>SR-111 & 17</p> <p>Thunderbird Rd.</p> <p>SR-111 & 18</p> <p>San Jacinto Dr. & Rancho Las Palmas</p> <p>SR-111 & 19</p> <p>Rancho Las Palmas</p> <p>SR-111 & 20</p> <p>Rancho Las Palmas</p> <p>SR-111 & 21</p> <p>Bob Hope Dr. & Rancho Las Palmas</p> <p>SR-111 & 22</p> <p>Bob Hope Dr. & Commercial Dwy.</p> <p>SR-111 & 23</p> <p>Bob Hope Dr.</p> <p>SR-111 & 23</p> <p>Magnesia Falls Dr.</p>	<p>14 Frank Sinatra Dr.</p> <p>Note: South leg is a CV Link path only</p> <p>SR-111 & 15</p> <p>Country Club Dr.</p> <p>SR-111 & 16</p> <p>Country Club Dr.</p> <p>SR-111 & 17</p> <p>Thunderbird Rd.</p> <p>SR-111 & 18</p> <p>San Jacinto Dr. & Rancho Las Palmas</p> <p>SR-111 & 19</p> <p>Rancho Las Palmas</p> <p>SR-111 & 20</p> <p>Rancho Las Palmas</p> <p>SR-111 & 21</p> <p>Bob Hope Dr. & Rancho Las Palmas</p> <p>SR-111 & 22</p> <p>Bob Hope Dr. & Commercial Dwy.</p> <p>SR-111 & 23</p> <p>Bob Hope Dr.</p> <p>SR-111 & 23</p> <p>Magnesia Falls Dr.</p>	<p>14 Frank Sinatra Dr.</p> <p>Note: South leg is a CV Link path only</p> <p>SR-111 & 15</p> <p>Country Club Dr.</p> <p>SR-111 & 16</p> <p>Country Club Dr.</p> <p>SR-111 & 17</p> <p>Thunderbird Rd.</p> <p>SR-111 & 18</p> <p>San Jacinto Dr. & Rancho Las Palmas</p> <p>SR-111 & 19</p> <p>Rancho Las Palmas</p> <p>SR-111 & 20</p> <p>Rancho Las Palmas</p> <p>SR-111 & 21</p> <p>Bob Hope Dr. & Rancho Las Palmas</p> <p>SR-111 & 22</p> <p>Bob Hope Dr. & Commercial Dwy.</p> <p>SR-111 & 23</p> <p>Bob Hope Dr.</p> <p>SR-111 & 23</p> <p>Magnesia Falls Dr.</p>



Bike and pedestrian volumes are shown along Bob Hope Drive from intersections #19 to #21, with the highest volumes included for Alternative 2.

Along SR-111 at Magnesia Falls, bike and pedestrian volumes are primarily oriented north/south, with the highest volumes included for Alternative 2.

Bike and pedestrian volumes in the Palm Desert area are shown on Exhibit 7.1.2-E. For intersections #25 and #26 (near the College of the Desert), bike and pedestrian volumes are lowest for Alternative 1, with increases in the Proposed scenario and Alternative 2.

The CV Link traverses the intersection of Portola Avenue at Magnesia Falls in the east/west direction. Bike and pedestrian volumes oriented towards Indian Wells (in the east) are most affected by the Alternative selected.

For intersection #28, the scenarios that include CV Link experience a higher bike / pedestrian volume interacting between the west and south legs. Exhibit 7.1.2-F shows bike and pedestrian volumes in the Indian Wells area.

Bike and pedestrian volumes in the La Quinta area are shown on Exhibit 7.1.2-G. For Dune Palms Road / Corporate Center Drive, bike and pedestrian volumes interact between the major and minor street.

Exhibit 7.1.2-H shows bike and pedestrian volumes in the Indio area. Bike and pedestrian volumes in the City of Indio (at locations #30 and #31) are anticipated on the through movements at these segments. At location #31, CV Link users cross Avenue 44.

In the City of Coachella, locations #32 and #33 provide access for bike and pedestrian users. Bike and pedestrian volumes in the Coachella area are shown on Exhibit 7.1.2-I. Through travelers on CV Link will be served by future undercrossings.

7.1.3 LOW SPEED ELECTRIC VEHICLE VOLUMES

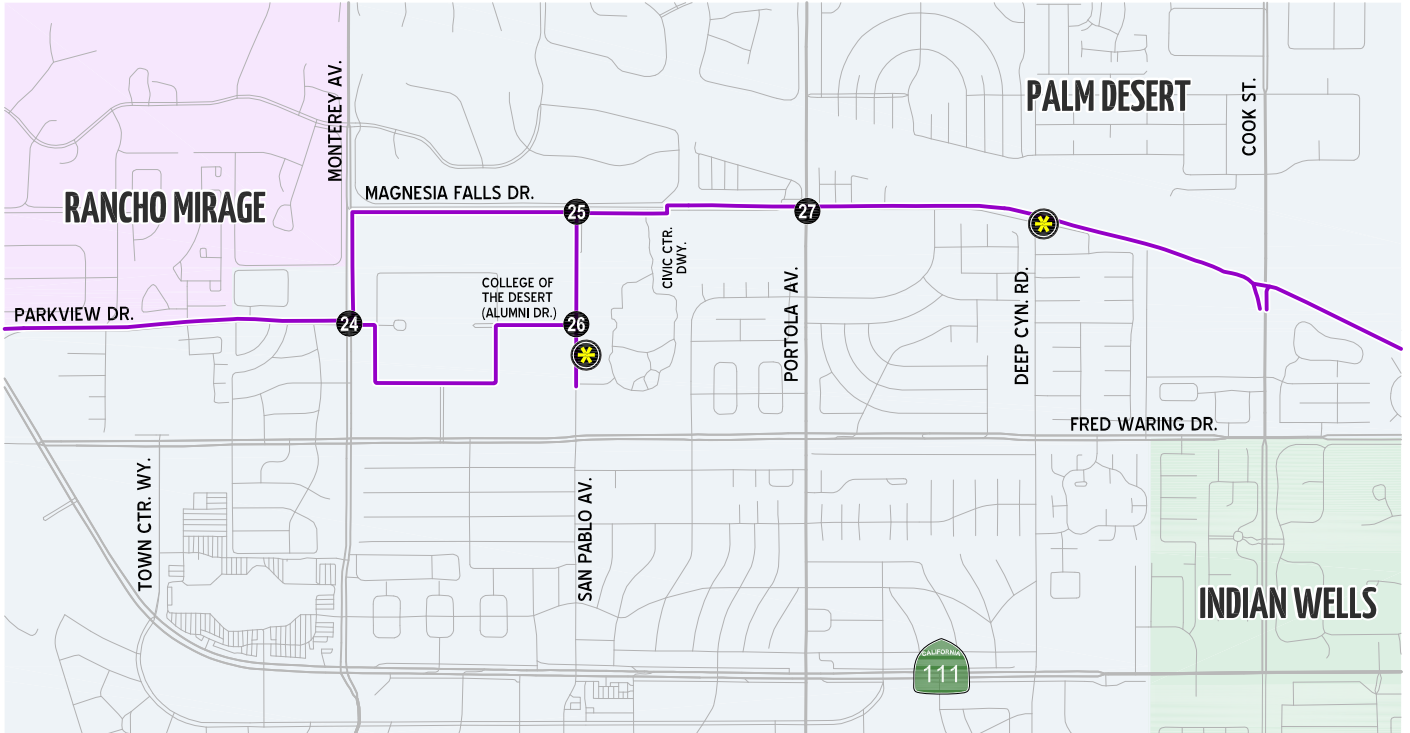
Low Speed Electric Vehicle (LSEV) volumes have been developed, and are shown for the Palm Springs North area on Exhibit 7.1.3-A. LSEV activity is anticipated to be oriented to/from the Palm Springs Visitor Center on the northwest corner of intersection #1.

At intersection #2, CV Link LSEV volumes are projected for eastbound and westbound through movements, along the proposed CV Link path.

Intersection #3 is located along an alignment alternative, which if selected would route CV Link volumes along the north and east legs. LSEVs are generally allowed, but NEVs are limited to certain areas as indicated in Section 5.7 of this report.

The CV Link is anticipated to interact with intersections #4 (Gene Autry Trail at Via Escuela) and #5 (Clubhouse View at Vista Chino). LSEVs at intersection #4 would primarily perform southbound left or westbound right movements using the CV Link. At intersection #5, CV Link users are anticipated to cross the east leg and continue northbound or southbound.

EXHIBIT 7.1.2-E: PALM DESERT, FUTURE 2040 BICYCLE AND PEDESTRIAN PEAK HOUR VOLUMES



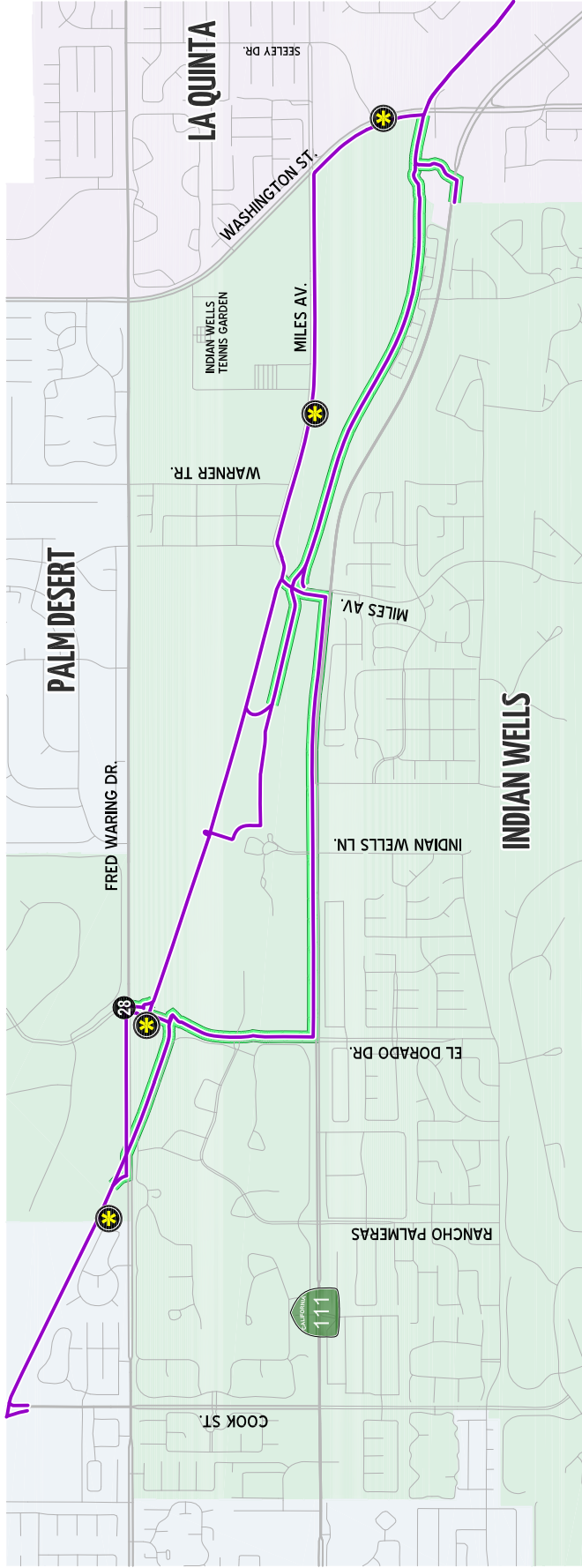
LEGEND:

- CV LINK ACCESS POINT
- CV LINK ALIGNMENT
- INTERSECTION ID
- 10(10) AM(PM) PEAK HOUR BICYCLE VOLUMES
- 10(10) AM(PM) PEAK HOUR PEDESTRIAN VOLUMES
- N NOMINAL, LESS THAN 2 PEAK HOUR VOLUME
- CV LINK ALTERNATIVE ALIGNMENT

	24 Monterey Av. & Park View Dr.	25 San Pablo Av. & Magnesia Falls Dr.	26 San Pablo Av. & College of the Desert (Alumni Dr.)	27 Portola Av. & Magnesia Falls Dr.
PROPOSED				
ALTERNATIVE 2				
ALTERNATIVE 1				



EXHIBIT 7.1.2-F: INDIAN WELLS, FUTURE 2040 BICYCLE AND PEDESTRIAN PEAK HOUR VOLUMES

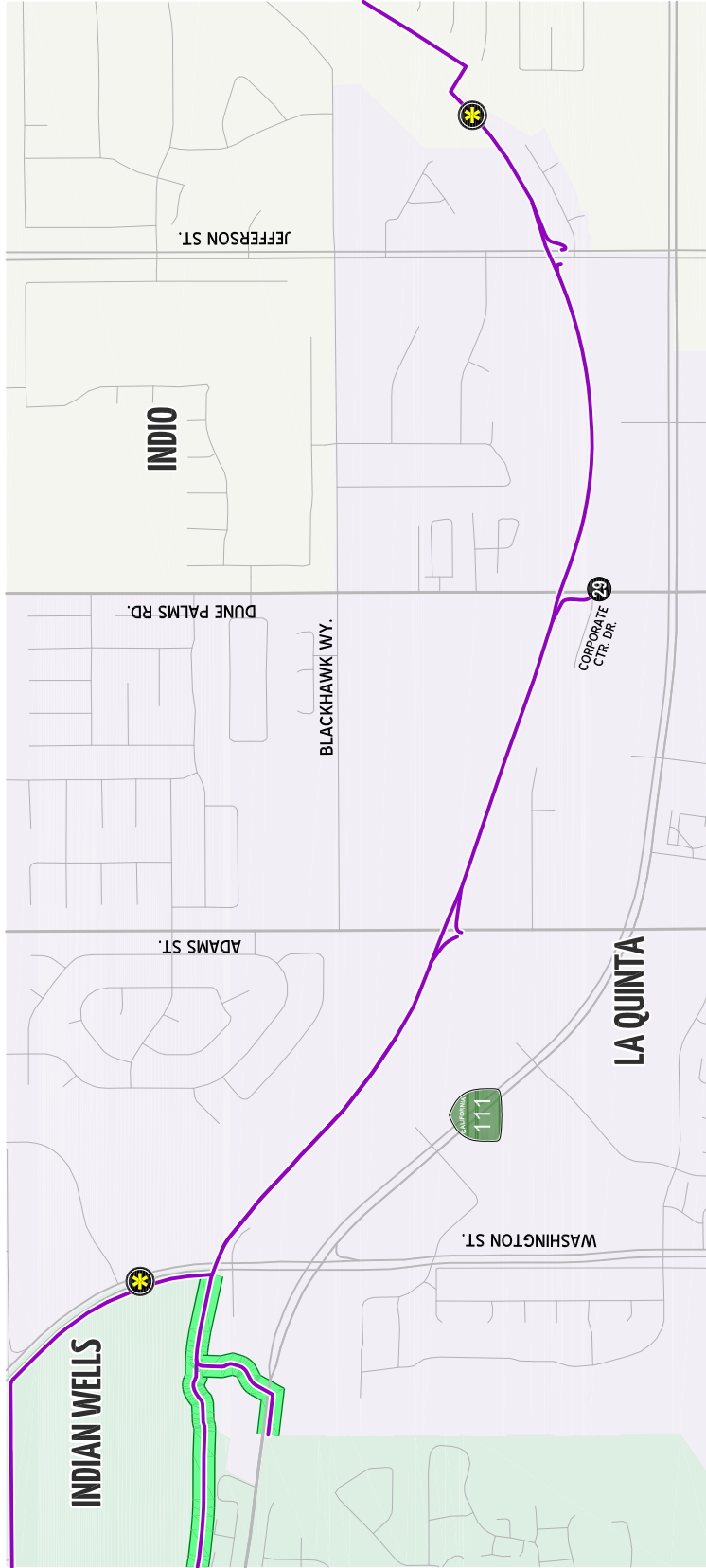


- LEGEND:**
- = CV LINK ACCESS POINT
 - = CV LINK ALIGNMENT
 - = INTERSECTION ID
 - = AM(PM) PEAK HOUR BICYCLE VOLUMES
 - = AM(PM) PEAK HOUR PEDESTRIAN VOLUMES
 - = NOMINAL, LESS THAN 2 PEAK HOUR VOLUME
 - = CV LINK ALTERNATIVE ALIGNMENT

28	PROPOSED	ALTERNATIVE 2	ALTERNATIVE 1



EXHIBIT 7.1.2-G: LA QUINTA, FUTURE 2040 BICYCLE AND PEDESTRIAN PEAK HOUR VOLUMES



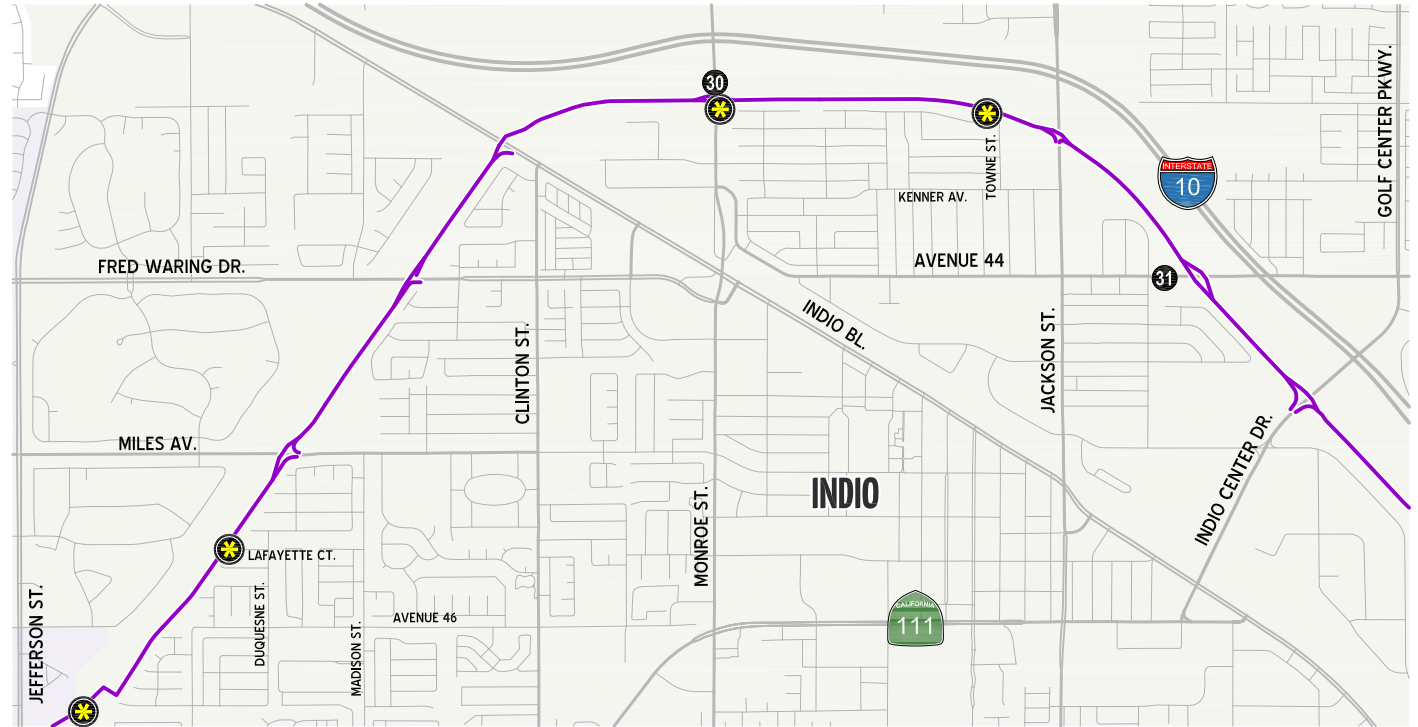
Note: CV Link path is on the west side of Dune Palms Road.

PROPOSED	ALTERNATIVE 2	ALTERNATIVE 1
29 Dune Palms Rd. & Corporate Ctr. Dr.	ALTERNATIVE 2 Dune Palms Rd. & Corporate Ctr. Dr.	ALTERNATIVE 1 Dune Palms Rd. & Corporate Ctr. Dr.

- LEGEND:**
- = CV LINK ACCESS POINT
 - = CV LINK ALIGNMENT
 - = INTERSECTION ID
 - 10(10) = AM(PM) PEAK HOUR BICYCLE VOLUMES
 - = AM(PM) PEAK HOUR PEDESTRIAN VOLUMES
 - N = NOMINAL, LESS THAN 2 PEAK HOUR VOLUME
 - = CV LINK ALTERNATIVE ALIGNMENT



EXHIBIT 7.1.2-H: INDIO, FUTURE 2040 BICYCLE AND PEDESTRIAN PEAK HOUR VOLUMES



Note: North and South legs are CV Link paths only

	30 Monroe St., south of I-10 EB Ramps	31 Avenue 44, east of Palo Verde St. - Circle Dr.
PROPOSED		
ALTERNATIVE 2		
ALTERNATIVE 1		

LEGEND:

- = CV LINK ACCESS POINT
- = CV LINK ALIGNMENT
- = INTERSECTION ID
- 10(10) = AM(PM) PEAK HOUR BICYCLE VOLUMES
- = AM(PM) PEAK HOUR PEDESTRIAN VOLUMES
- N = NOMINAL, LESS THAN 2 PEAK HOUR VOLUME
- = CV LINK ALTERNATIVE ALIGNMENT



EXHIBIT 7.1.2-I: COACHELLA, FUTURE 2040 BICYCLE AND PEDESTRIAN PEAK HOUR VOLUMES

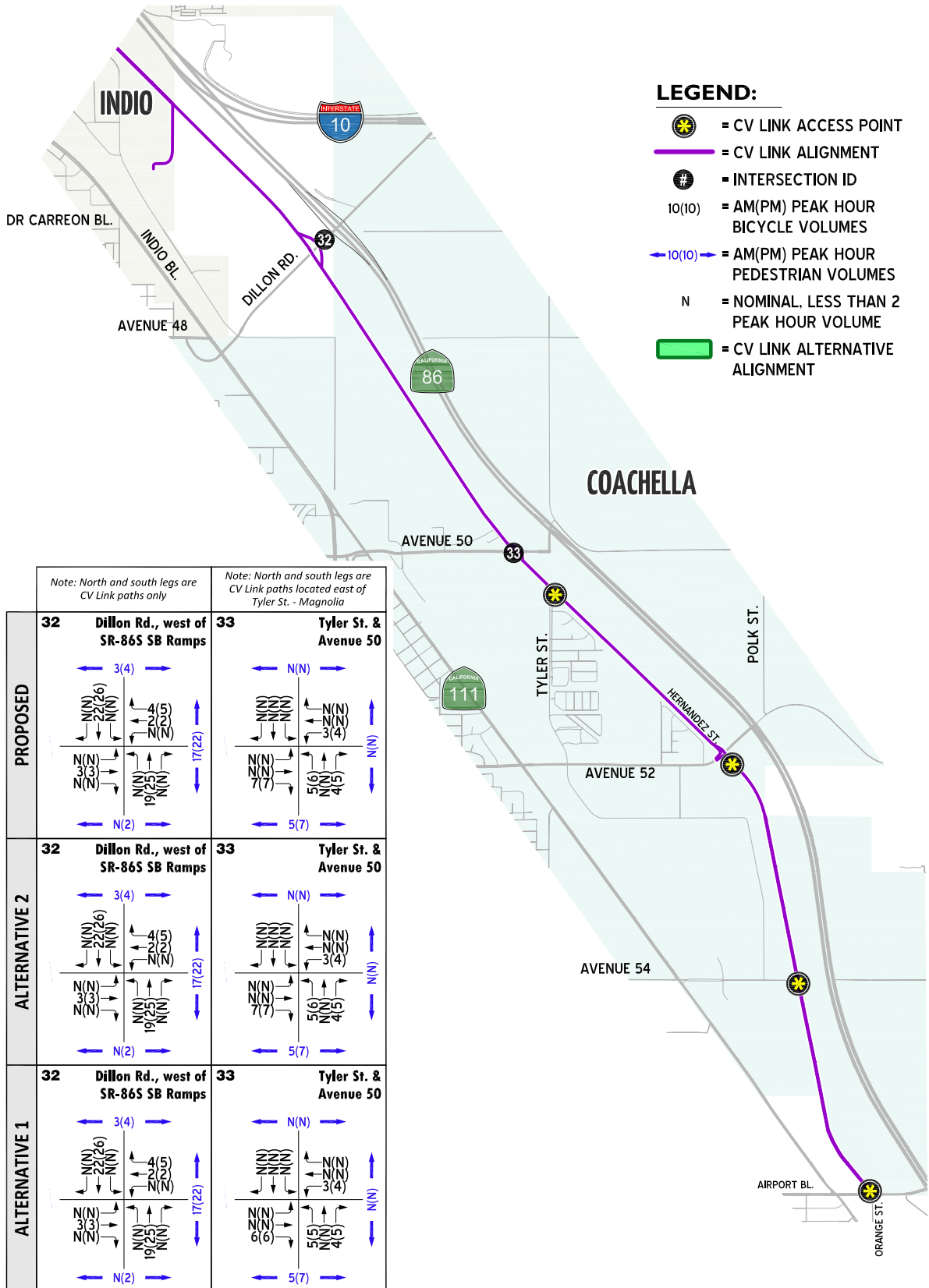
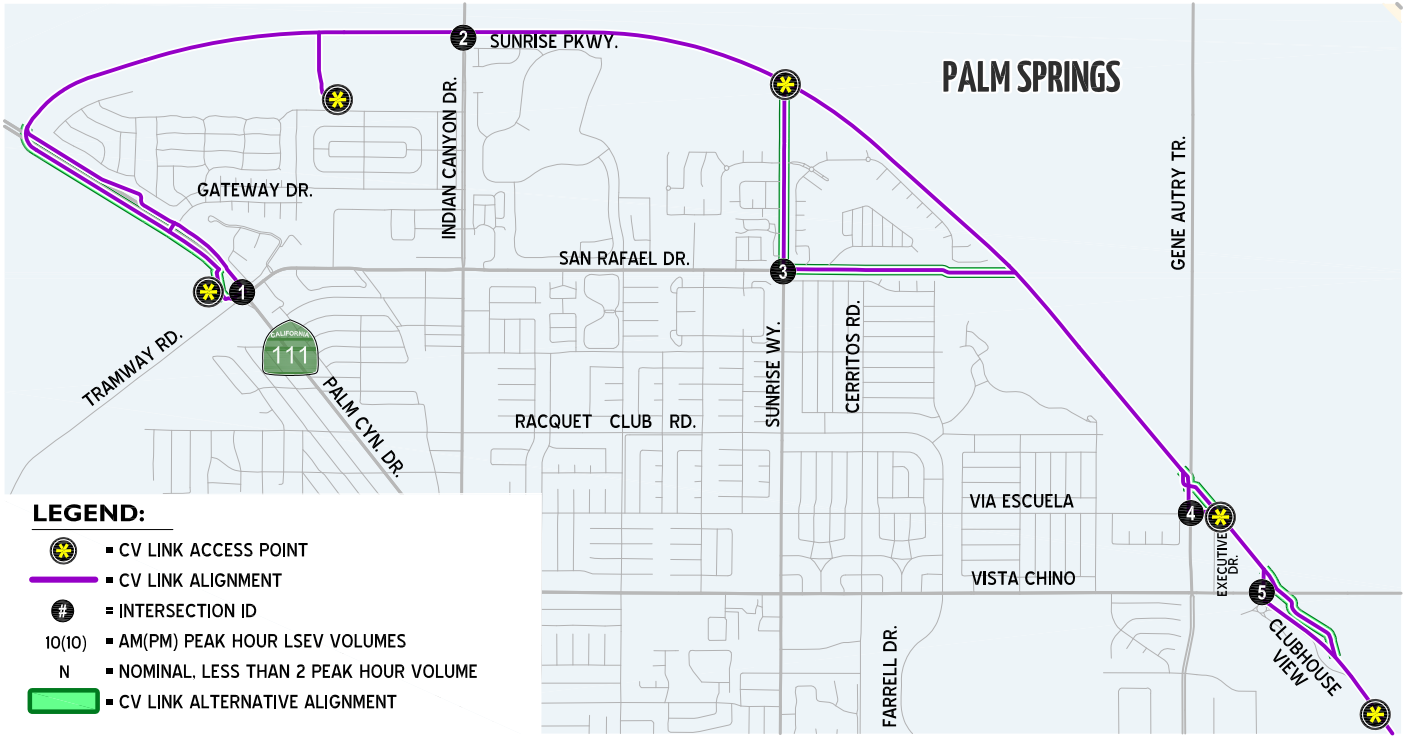


EXHIBIT 7.1.3-A: PALM SPRINGS NORTH, FUTURE 2040 LSEV PEAK HOUR VOLUMES



	1 Palm Cyn. Dr. (SR-111) & San Rafael Dr.	2 Indian Cyn. Dr. & Sunrise Pkwy.	3 Sunrise Pkwy. & San Rafael Dr.	4 Gene Autry Tr. & Via Escuela	5 Clubhouse View & Vista Chino
PROPOSED					
ALTERNATIVE 2					
ALTERNATIVE 1					

Note: North leg is a CV Link Path Only

LSEV volumes in the Palm Springs Central area are shown on Exhibit 7.1.3-B. Similar to other CV Link users, LSEV traffic is anticipated to travel primarily between the west and south legs of intersection #6, and between the north and east legs of intersection #7.

LSEV users traverse the intersection of Farrell Drive at Mesquite Avenue in the east-west direction.

For the intersection of El Cielo Road at Mesquite Avenue, LSEV users use CV Link to cross the south leg of El Cielo Road.

Exhibit 7.1.3-C shows LSEV volumes in the Cathedral City area. LSEV users at the intersection of 34th Avenue at Crossley Road interact primarily between the north, west and south legs of the intersection.

LSEV volumes are shown on the north and east legs of intersection #11 (Golf Club Drive at Tahquitz Creek), which are both part of the CV Link.

Similar to bike and pedestrian volumes, CV Link LSEV volumes generally occur in the east-west direction at the intersection of Cathedral Canyon Drive at Officer David Vasquez Road.

For the intersection of Date Palm Drive at Perez Road, LSEVs are anticipated to cross Date Palm Drive to access CV Link.

Though NEVs are prohibited in Rancho Mirage, other LSEVs may continue from the CV Link terminus near the city boundary. LSEV volumes in the Rancho Mirage area are shown on Exhibit 7.1.3-D. Alternative 2 includes CV Link through Rancho Mirage, representing an alternative case where the decision to exclude NEVs in the City might be reversed at some later date.

For intersection #14 (Da Vall at Frank Sinatra Drive), LSEV volumes are shown for all the alternatives, but the highest volumes are included for Alternative 2.

Along SR-111 (intersections #15 through #17) in Rancho Mirage, LSEV volumes are focused on Alternative 2, and generally occur in the north/south direction.

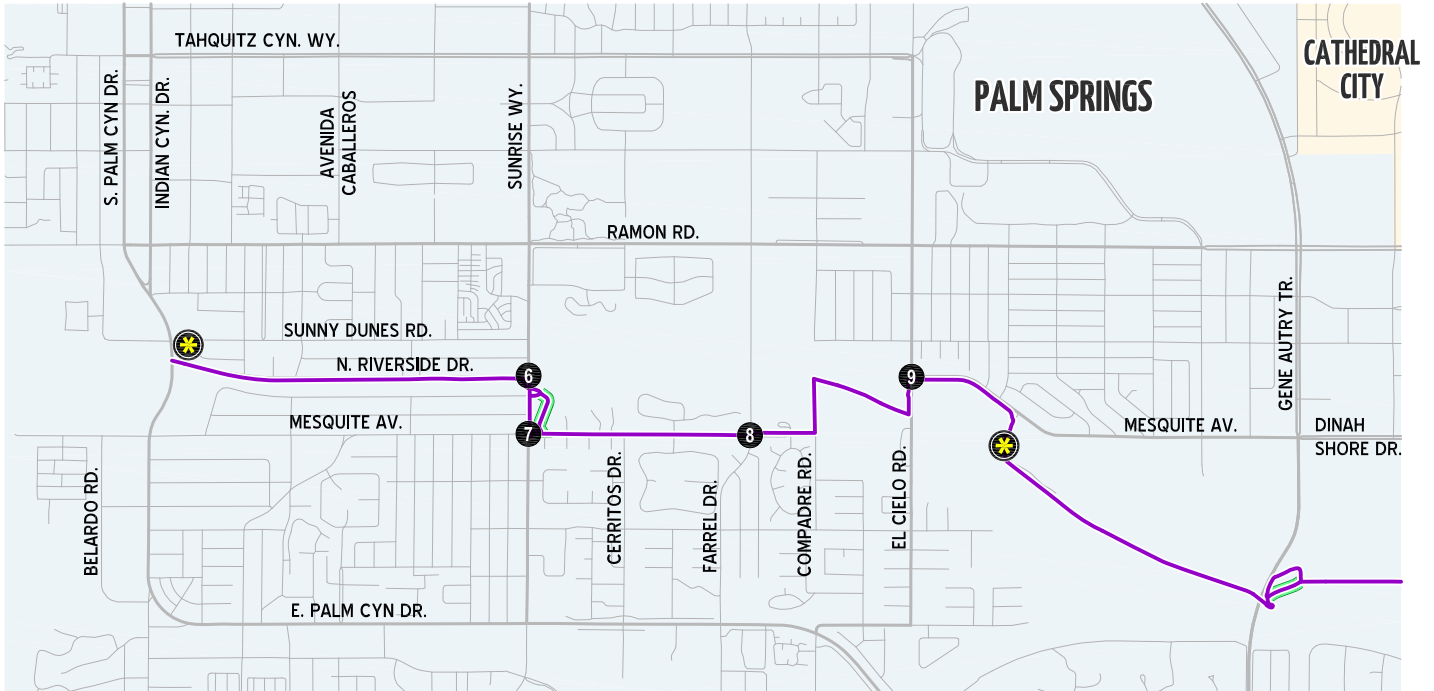
Intersection #18 is located along an alignment alternative that, if selected, would increase CV Link volumes interacting between the north and east legs of the intersection.

Along Bob Hope Drive from intersections #19 to #21, LSEV volumes are minimal for the Proposed and Alternative 1 scenarios, but LSEVs are included for Alternative 2.

LSEV volumes along SR-111 at Magnesia Falls are primarily oriented north/south, with the highest volumes included for Alternative 2.

Exhibit 7.1.3-E shows LSEV volumes in the Palm Desert area. LSEV volumes are lowest for Alternative 1, with increases in the Proposed scenario and Alternative 2 for intersections #25 and #26.

EXHIBIT 7.1.3-B: PALM SPRINGS CENTRAL, FUTURE 2040 LSEV PEAK HOUR VOLUMES



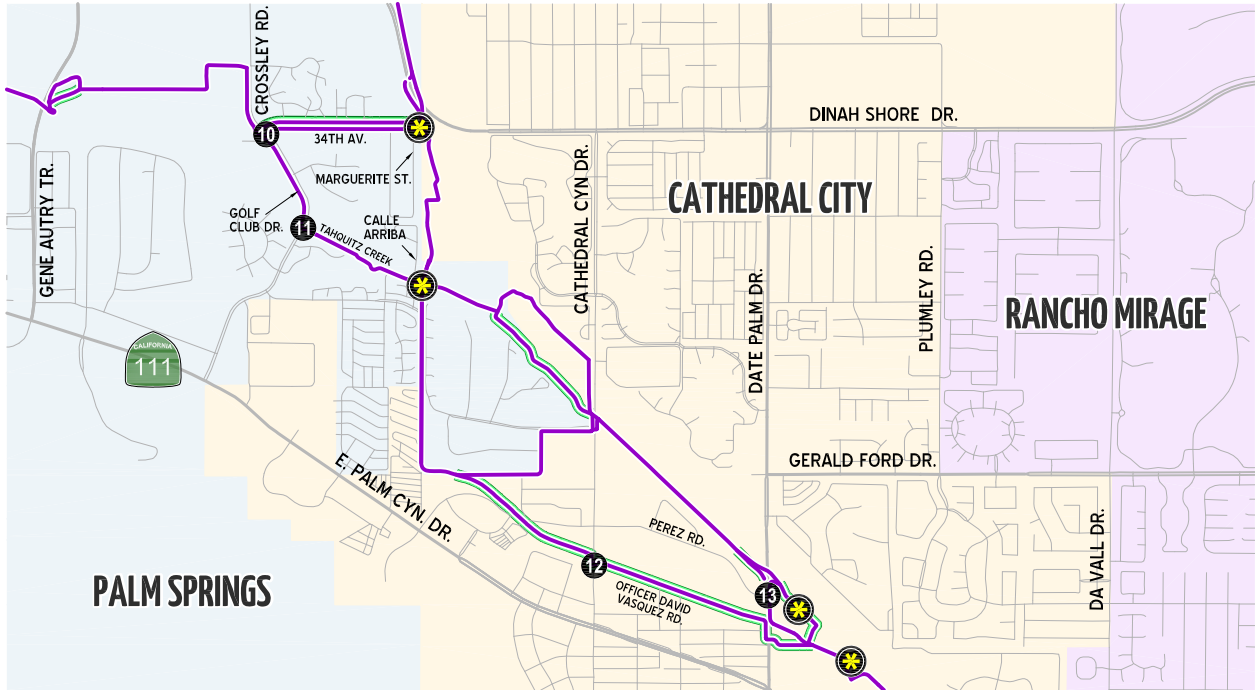
LEGEND:

- CV LINK ACCESS POINT
- CV LINK ALIGNMENT
- INTERSECTION ID
- 10(10) AM(PM) PEAK HOUR LSEV VOLUMES
- N NOMINAL, LESS THAN 2 PEAK HOUR VOLUME
- CV LINK ALTERNATIVE ALIGNMENT

	Note: CV Link path is on the east side of Sunrise Way				Note: CV Link path is on the west side of El Cielo Rd. and south side of Mesquite Av.			
	6 Sunrise Wy. & N. Riverside Dr.	7 Sunrise Wy. & Mesquite Av.	8 Farrel Dr. & Mesquite Av.	9 El Cielo Rd. & Mesquite Av.	6 Sunrise Wy. & N. Riverside Dr.	7 Sunrise Wy. & Mesquite Av.	8 Farrel Dr. & Mesquite Av.	9 El Cielo Rd. & Mesquite Av.
PROPOSED								
ALTERNATIVE 2								
ALTERNATIVE 1								



EXHIBIT 7.1.3-C: CATHEDRAL CITY, FUTURE 2040 LSEV PEAK HOUR VOLUMES



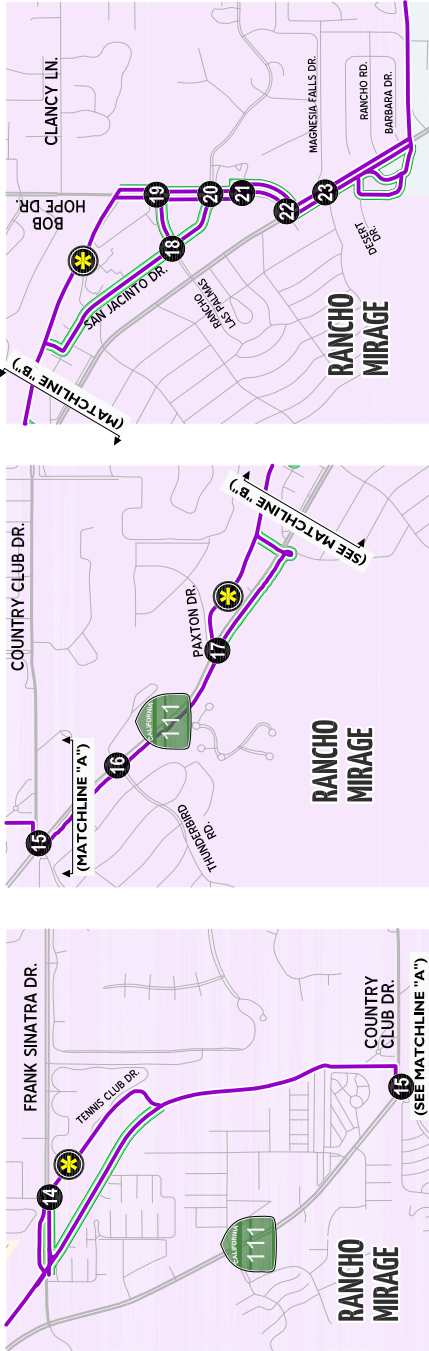
LEGEND:

- CV LINK ACCESS POINT
- CV LINK ALIGNMENT
- INTERSECTION ID
- 10(10) AM(PM) PEAK HOUR LSEV VOLUMES
- N NOMINAL, LESS THAN 2 PEAK HOUR VOLUME
- CV LINK ALTERNATIVE ALIGNMENT



	10 Crossley Rd. & 34th Av.	11 Golf Club Dr. & Tahquitz Creek	12 Cathedral Cyn. Dr. & Officer David Vasquez Rd.	13 Date Palm Dr. & Perez Rd.
PROPOSED	<p>Note: CV Link path is on the west side of Golf Club Drive. East leg is a CV Link path only</p>	<p>Note: CV Link path is on the west side of Cathedral Canyon Drive and north side of Ofcr. David Vasquez Road. West leg is a CV Link path only</p>	<p>Note: CV Link path is on the east side of Date Palm Drive. East leg is a CV Link path only</p>	<p>Note: CV Link path is on the east side of Date Palm Drive. East leg is a CV Link path only</p>
ALTERNATIVE 2				
ALTERNATIVE 1				

EXHIBIT 7.1.3-D: RANCHO MIRAGE, FUTURE 2040 LSEV PEAK HOUR VOLUMES

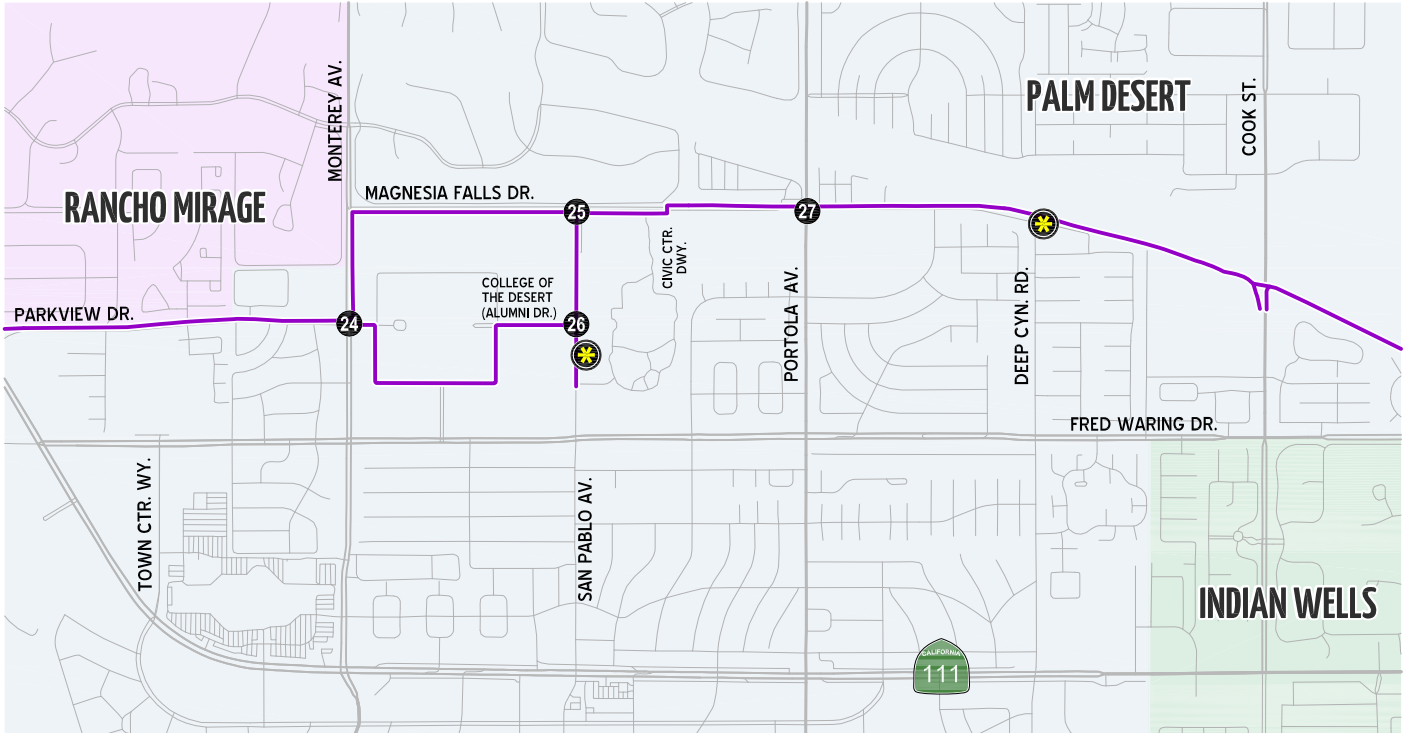


- LEGEND:**
- = CV LINK ACCESS POINT
 - = CV LINK ALIGNMENT
 - = INTERSECTION ID
 - = AM(PM) PEAK HOUR LSEV VOLUMES
 - = NOMINAL - LESS THAN 2 PEAK HOUR VOLUME
 - = CV LINK ALTERNATIVE ALIGNMENT

	14 Da Vail Dr. & Frank Sinatra Dr.	15 Country Club Dr.	16 Thunderbird Rd.	17 Paxton Dr.	18 San Jacinto Dr. & Rancho Las Palmas	19 Rancho Las Palmas	20 Rancho Las Palmas	21 Avenida Las Palmas	22 Bob Hope Dr. & Commercial Dwy.	23 Bob Hope Dr.	SR-111 & Magnesia Falls Dr.
PROPOSED	<p>Note: South leg is a CV Link path only</p> <p>Note: CV Link path is on the north side of Country Club Drive and west side of SR-111</p>	<p>Note: CV Link path is on the north side of Country Club Drive and west side of SR-111</p>	<p>Note: CV Link path is on the west side of SR-111</p>	<p>Note: West leg is a CV Link path only</p>							
ALTERNATIVE 2											
ALTERNATIVE 1											



EXHIBIT 7.1.3-E: PALM DESERT, FUTURE 2040 LSEV PEAK HOUR VOLUMES



LEGEND:

- CV LINK ACCESS POINT
- CV LINK ALIGNMENT
- INTERSECTION ID
- 10(10) AM(PM) PEAK HOUR LSEV VOLUMES
- N NOMINAL, LESS THAN 2 PEAK HOUR VOLUME
- CV LINK ALTERNATIVE ALIGNMENT

	24 Monterey Av. & Park View Dr.	25 San Pablo Av. & Magnesia Falls Dr.	26 San Pablo Av. & College of the Desert (Alumni Dr.)	27 Portola Av. & Magnesia Falls Dr.
PROPOSED				
ALTERNATIVE 2				
ALTERNATIVE 1				



At the intersection of Portola Avenue at Magnesia Falls in the east/west direction, LSEV volumes oriented towards Indian Wells (in the east) are most affected by the Alternative selected.

LSEV volumes in the Indian Wells area are shown on Exhibit 7.1.3-F. LSEV volumes interact between the west and south legs of intersection #28, in the Proposed scenario and Alternative 2.

Exhibit 7.1.3-G shows LSEV volumes in the La Quinta area. For Dune Palms Road / Corporate Center Drive, LSEV volumes are able to interact with nearby uses where allowed. In the City of Indio, LSEV volumes at locations #30 (Monroe Street, south of I-10 Eastbound Ramps) and #31 (Avenue 44, east of Palo Verde Street) have slight variation between scenarios. Exhibit 7.1.3-H shows LSEV volumes in the Indio area. In this area, the CV Link is further north than in the adjacent Cities of La Quinta and Coachella.

LSEV volumes in the Coachella area are shown on Exhibit 7.1.3-I. LSEV users in the City of Coachella will have access to CV Link at locations #32 and #33. Through travelers on CV Link will be served by future undercrossings.

7.2 ANALYSIS OF 2040 CONDITIONS

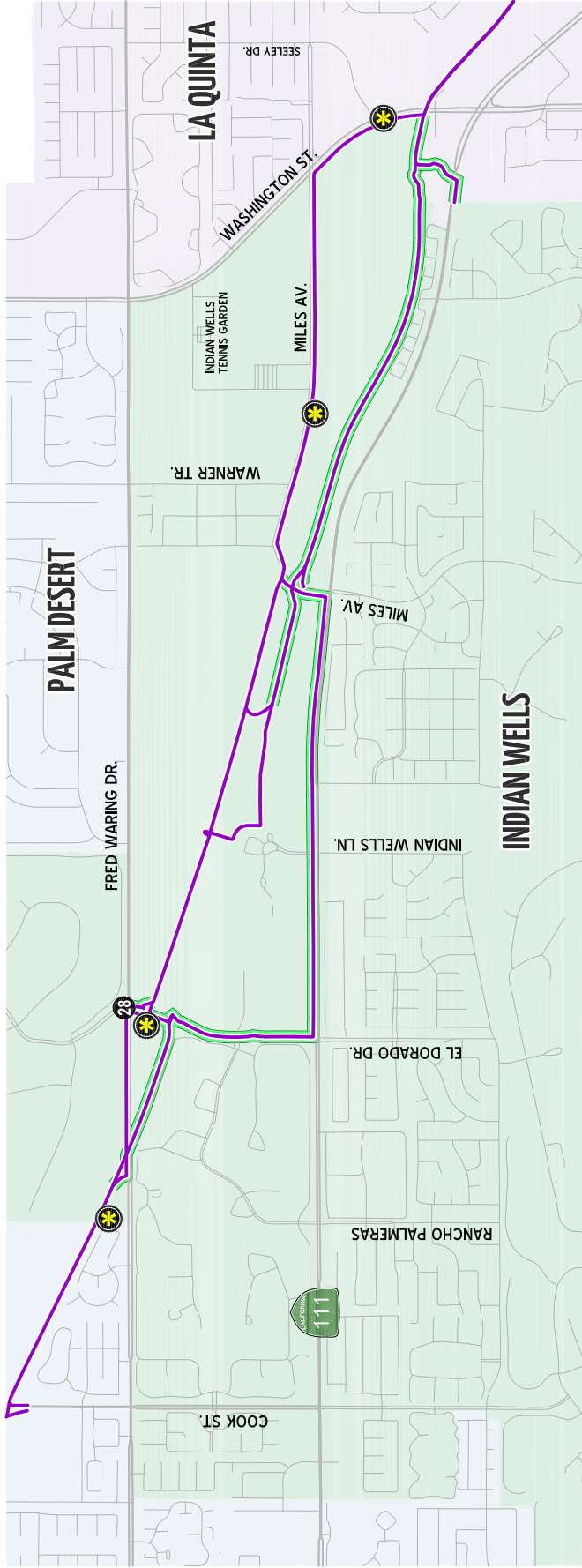
An overall summary of intersection operations for vehicles at study area intersections is included in Table 7.2-1 for each of the CV Link scenarios. For most locations, intersection analysis is presented without improvements and with Project improvements. In some cases, General Plan improvements and/or additional improvements (such as Traffic Signal Modification) are also shown. The result is that with project design features, all study area intersections are projected to experience acceptable operations. Appendix 7 provides the signal warrant worksheets for proposed new traffic controls.

Level of Service (LOS) analysis has also been performed for bicycle, pedestrian, and LSEV users at study area intersections. For purposes of this analysis, LSEV users have been evaluated combined with automobile volumes where the LSEVs operate similarly to other vehicles (for example, they are included within the signal phasing). Where LSEVs operate more similarly to bicycle / pedestrian traffic, they are forecast to experience a similar LOS to bicycle users.

LOS analysis for bicycle and pedestrians in the Proposed scenario are shown on Table 7.2-2. For Alternative 2 conditions, bicycle and pedestrian LOS is summarized on Table 7.2-3. LOS analysis for bicycle and pedestrians in Alternative 1 are shown on Table 7.2-4. The result is that with project design features and related improvements, the study area intersections are projected to experience acceptable operations for the Proposed Project and Alternative 2. With Alternative 1, a bicycle quality of service deficiency (LOS "E") is projected to occur at the El Dorado Drive/Fred Waring Drive intersection.

Several intersections improve from LOS "E" or "F" without improvements, to LOS "D" or better with CV Link and related improvements, and this varies somewhat between the Proposed Project, Alternative 2 and Alternative 1. Appendices 8, 9, and 10 provide LOS calculation worksheets for the Proposed Project, Alternative 2 and Alternative 1, respectively.

EXHIBIT 7.1.3-F: INDIAN WELLS, FUTURE 2040 LSEV PEAK HOUR VOLUMES

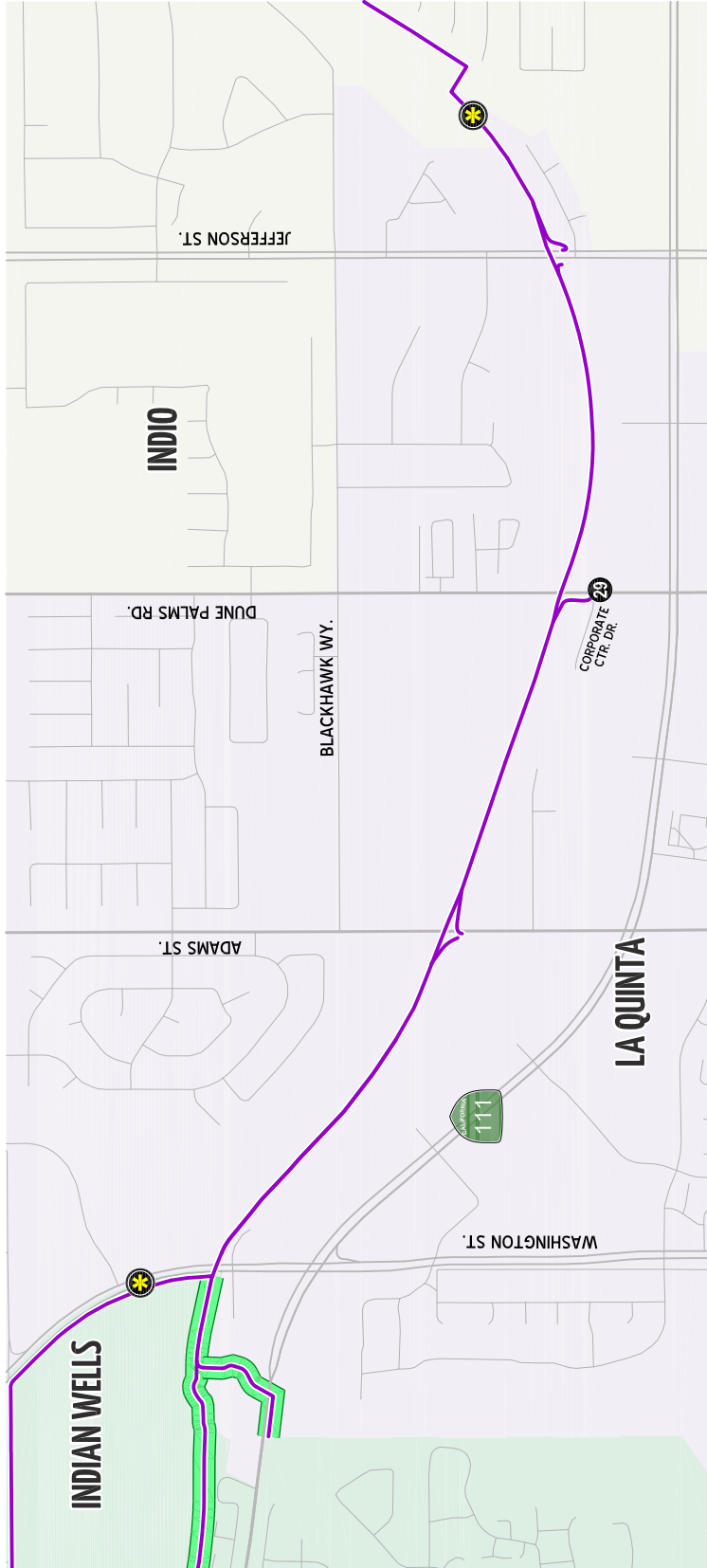


28	PROPOSED	ALTERNATIVE 2	ALTERNATIVE 1
	El Dorado Dr. & Fred Waring Dr.	El Dorado Dr. & Fred Waring Dr.	El Dorado Dr. & Fred Waring Dr.

- LEGEND:**
- = CV LINK ACCESS POINT
 - = CV LINK ALIGNMENT
 - = INTERSECTION ID
 - = AM(PM) PEAK HOUR LSEV VOLUMES
 - = NOMINAL, LESS THAN 2 PEAK HOUR VOLUME
 - = CV LINK ALTERNATIVE ALIGNMENT



EXHIBIT 7.1.3-G: LA QUINTA, FUTURE 2040 LSEV PEAK HOUR VOLUMES



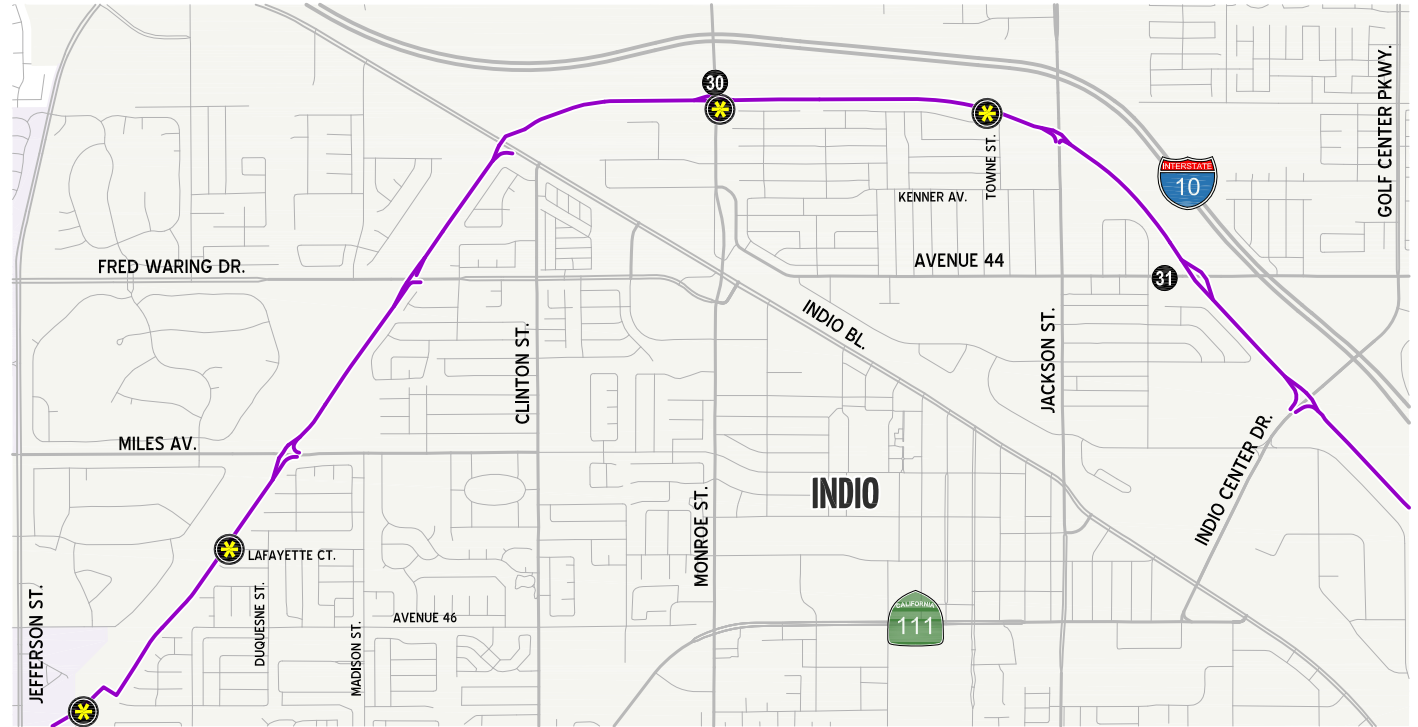
Note: CV Link path is on the west side of Dune Palms Road.

PROPOSED	ALTERNATIVE 2	ALTERNATIVE 1
29 Dune Palms Rd. & Corporate Ctr. Dr.	29 Dune Palms Rd. & Corporate Ctr. Dr.	29 Dune Palms Rd. & Corporate Ctr. Dr.

- LEGEND:**
- = CV LINK ACCESS POINT
 - = CV LINK ALIGNMENT
 - = INTERSECTION ID
 - = AM(PM) PEAK HOUR LSEV VOLUMES 10(10)
 - = NOMINAL, LESS THAN 2 PEAK HOUR VOLUME
 - = CV LINK ALTERNATIVE ALIGNMENT



EXHIBIT 7.1.3-H: INDIO, FUTURE 2040 LSEV PEAK HOUR VOLUMES



Note: North and South legs are CV Link paths only

	30 Monroe St., south of I-10 EB Ramps	31 Avenue 44, east of Palo Verde St. - Circle Dr.
PROPOSED	<p>← 7(7)</p> <p>↑ 6(8)</p>	<p>N(N) 12(13) N(N)</p> <p>← N(N) 6(8) N(N)</p> <p>N(N) 7(7) N(N)</p> <p>↑ N(N) 12(13) N(N)</p>
ALTERNATIVE 2	<p>← 7(8)</p> <p>↑ 7(8)</p>	<p>N(N) 12(13) N(N)</p> <p>← N(N) 7(8) N(N)</p> <p>N(N) 7(8) N(N)</p> <p>↑ N(N) 12(13) N(N)</p>
ALTERNATIVE 1	<p>← 6(7)</p> <p>↑ 6(7)</p>	<p>N(N) 12(13) N(N)</p> <p>← N(N) 6(7) N(N)</p> <p>N(N) 7(7) N(N)</p> <p>↑ N(N) 12(13) N(N)</p>

LEGEND:

- = CV LINK ACCESS POINT
- = CV LINK ALIGNMENT
- = INTERSECTION ID
- 10(10) = AM(PM) PEAK HOUR LSEV VOLUMES
- N = NOMINAL, LESS THAN 2 PEAK HOUR VOLUME
- = CV LINK ALTERNATIVE ALIGNMENT



EXHIBIT 7.1.3-I: COACHELLA, FUTURE 2040 LSEV PEAK HOUR VOLUMES

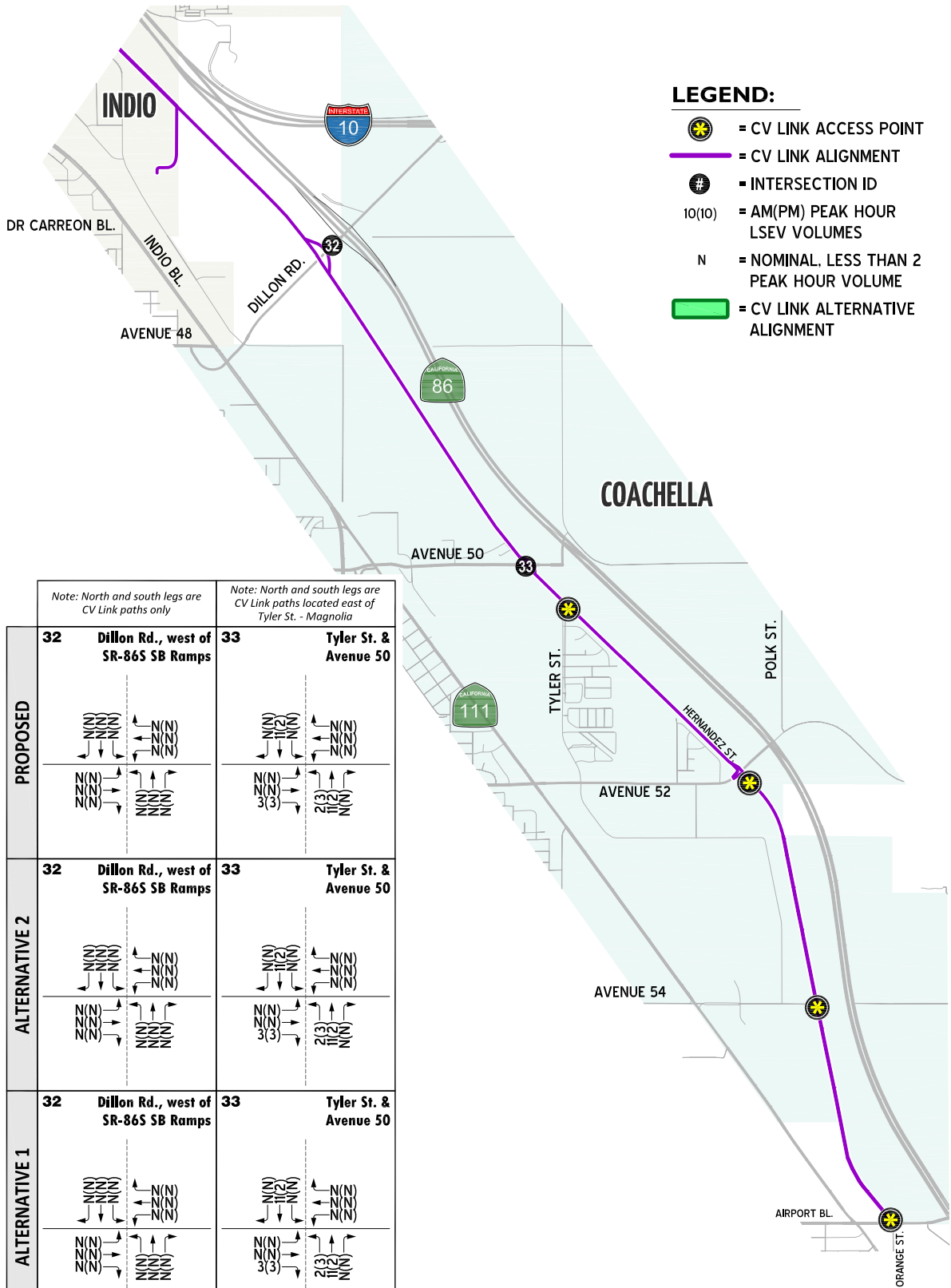


TABLE 7.2-1: INTERSECTION ANALYSIS FOR 2040 AUTO/LEV CONDITIONS

Jurisdiction	ID #	Intersection	Traffic Control ⁴	Intersection Approach Lanes ¹								PROPOSED ^{2,3}				Alternative 2 ^{2,3}				Alternative 1 ^{2,3}												
				NB		SB		EB		WB		Delay (Secs)		Level of Service		Delay (Secs)		Level of Service		Delay (Secs)		Level of Service										
				L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R					
Palm Springs North	1	Palm Cyn. Dr. (SR-111) / San Rafael Dr. - Without Improvements - With Project Improvements (Class I Bike Lane on Palm Cyn. Dr. and modified crosswalk on the north leg of Palm Cyn. Dr.)	TS	1	2	1	1	2	1	1	1	1	1	0.5	1.5	0	16.6	37.1	B	D	16.6	37.1	B	D	16.6	37.1	B	D	16.6	37.1	B	D
	2	Indian Cyn. Dr. / Sunrise Pkwy. - Without Improvements - With Project, Other Cross-Street Improvements, and General Plan Improvements ⁵ (New Traffic Signal, Class I Bike Lane on the north side of Sunrise Pkwy., and marked crosswalk on the north leg of Indian Cyn. Dr.)	CSS	0	2	0	0	2	0	0	1!	0	0	1!	0	>80	>80	F	F	>80	>80	F	F	>80	>80	F	F	>80	>80	F	F	
	3	Sunrise Pkwy. / San Rafael Dr. - Without Improvements - With Project Improvements (Class II Bike Lane on Sunrise Pkwy., Class III Bike Lane on San Rafael Rd., and modified crosswalks)	TS	1	2	0	1	2	0	0.5	0.5	1	0	1!	0	19.3	34.0	B	C	19.3	34.0	B	C	19.3	34.0	B	C	19.3	34.0	B	C	
	4	Gene Autry Tr. / Via Escuela - Without Improvements - With Project Improvements (Class I Bike Lane on Gene Autry Tr., north of Via Escuela, Class I Bike Lane on Via Escuela, east of Gene Autry Tr., modified north leg crosswalk, and traffic signal modification - EB/WB approach from permitted to split phase)	TS	1	2	1	1	2	1	0.5	0.5	1	0.5	0.5	1	38.3	>80	D	F	38.3	>80	D	F	38.3	>80	D	F	38.5	>80	D	F	
Palm Springs Central	5	Clubhouse View / Vista Chino - Without Improvements - With Project Improvements (Class I Bike Lane on the east side of Clubhouse View and extending north of Vista Chino, modified traffic signal to include a separate phase for the NB/ST movement serving the Class I Bike Lane, and new east leg crosswalk)	TS	1	0	d	0	0	0	1	2	1	1	2	0	13.0	36.5	B	D	13.0	36.5	B	D	13.0	36.9	B	D	13.0	36.5	B	D	
	6	Sunrise Wy. / N. Riverside Dr. - Without Improvements - With Project Improvements (New Traffic Signal, Class I Bike Lane undercrossing, and marked crosswalk on the south leg of Sunrise Wy.)	CSS	1	2	0	0	2	0	0	1!	0	0	0	0	>80	56.6	F	F	>80	56.6	F	F	>80	56.6	F	F	>80	56.6	F	F	
Palm Springs Central	7	Sunrise Wy. / Mesquite Av. - Without Improvements - With Project Improvements (Class II Bike Lane on Mesquite Av. and modified east leg crosswalk. It should be noted that improved delay is due to the project improvement at Sunrise Wy./N. Riverside Dr.)	TS	1	2	0	1	2	d	1	1	0	1	1	1	14.3	17.7	B	B	14.3	17.7	B	B	14.3	17.7	B	B	14.3	17.7	B	B	
	8	Farrel Dr. / Mesquite Av. - Without Improvements - With Project Improvements (Class II Bike Lane on Mesquite Av. and modified lane configuration for the EB/WB approach)	TS	1	2	0	1	2	0	1	2	0	1	2	0	18.7	21.3	B	C	18.7	21.3	B	C	18.7	21.3	B	C	18.7	21.3	B	C	

TABLE 7.2-1: INTERSECTION ANALYSIS FOR 2040 AUTO/LEV CONDITIONS

Jurisdiction	ID #	Intersection	Traffic Control ⁴	Intersection Approach Lanes ¹												PROPOSED ^{2,3}				Alternative 2 ^{2,3}				Alternative 1 ^{2,3}						
				NB			SB			EB			WB			Delay (Secs)		Level of Service		Delay (Secs)		Level of Service		Delay (Secs)		Level of Service				
				L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM			
Palm Springs Central	9	El Cielo Rd. / Mesquite Av. - Without Improvements - With Project Improvements (Class IV Bike Lane on Mesquite Av., modified south leg crosswalk, and modified lane widths on Mesquite Av.)	AWS	0	1	d	1	1	0	0	0	0	1	0	1	0	0	1	10.7	34.1	10.7	34.1	10.7	34.1	10.7	34.1	B	D	B	D
				0	1	d	1	1	0	0	0	0	1	0	1	10.7	34.1	10.7	34.1	10.7	34.1	10.7	34.1	10.7	34.1	B	D	B	D	
				1	2	d	1	2	d	0	1!	0	0	1!	0	0	1!	0	18.0	24.7	18.1	24.7	18.0	24.7	18.0	24.7	C	C	C	C
Cathedral City	11	Golf Club Dr. / Tahquitz Creek - Without Improvements - With Project Improvements (Install Push Button Cross Walk Lights, widen crosswalk markings, and Class I Bike lane on Tahquitz Creek)	Y	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	15.7	22.8	15.8	22.9	15.7	22.8	15.7	22.8	C	C	C	C
				0	2	0	0	2	0	0	0	0	0	0	0	3.3	2.0	3.4	2.2	3.3	2.0	3.3	2.0	3.3	2.0	A	A	A	A	
				0	2	0	1	2	0	0	0	0	2	0	1	10.9	15.7	10.8	15.7	10.9	15.7	10.9	15.7	10.9	15.7	B	B	B	B	
Cathedral City	13	Date Palm Dr. / Perez Rd. - Without Improvements - With Project Improvements (Class I Bike Lane - west side of Cathedral Canyon Dr., Class I Bike Lane - north side of Officer David Vasquez Rd., and modify north leg crosswalk)	TS	1	2	0	0	2	1	2	0	1	0	0	0	14.3	17.6	14.2	17.5	14.3	17.6	14.3	17.6	14.3	17.6	B	B	B	B	
				1	2	0	0	2	1	2	0	1	0	0	0	14.3	17.6	14.2	17.5	14.3	17.6	14.3	17.6	14.3	17.6	B	B	B	B	
				0	0	0	1	1!	0	1	2	0	1	2	0	17.2	41.9	17.2	42.0	17.2	41.9	17.2	41.9	17.2	41.9	B	D	B	D	
Rancho Mirage	15	SR-111 / Country Club Dr. - Without Improvements - With Project Improvements (Class I Bike Lane - north side of Country Club Dr., Class I Bike Lane - west side of SR-111, and modify crosswalks)	TS	1	3	0	2	3	0	1	1	0	1	0.5	1.5	22.4	38.5	22.3	38.0	22.4	38.0	22.4	38.5	22.4	38.5	C	D	C	D	
				1	3	0	2	3	0	1	1	0	1	0.5	1.5	N/A	N/A	22.3	38.0	N/A	N/A	22.3	38.0	--	--	C	D	C	D	
				1	3	0	1	3	1	0.5	0.5	d	0	1!	0	4.1	5.7	4.1	5.7	4.1	5.7	4.1	5.7	4.1	5.7	A	A	A	A	
Rancho Mirage	17	SR-111 / Paxton Dr. - Without Improvements - With Project Improvements (Class I Bike Lane - west side of SR-111, Class I Bike Lane - south side of Paxton Drive, and modify south leg crosswalk)	TS	1	3	0	1	3	0	0	0	0	1	0	1	6.0	10.0	6.0	9.7	6.0	9.7	6.0	10.0	6.0	10.0	A	A	A	A	
				1	3	0	1	3	0	0	0	0	1	0	1	N/A	N/A	6.0	9.7	N/A	N/A	6.0	9.7	--	--	A	A	A	A	
				1	3	0	1	3	0	0	0	0	1	0	1	N/A	N/A	6.0	9.7	N/A	N/A	6.0	9.7	--	--	A	A	A	A	

TABLE 7.2-1: INTERSECTION ANALYSIS FOR 2040 AUTO/LEV CONDITIONS

Jurisdiction	ID #	Intersection	Traffic Control ⁴	Intersection Approach Lanes ¹												PROPOSED ^{2,3}				Alternative 2 ^{2,3}				Alternative 1 ^{2,3}						
				NB		SB		EB		WB		Delay (Secs)	Level of Service		Delay (Secs)	Level of Service		Delay (Secs)	Level of Service		Delay (Secs)	Level of Service								
				L	T	R	L	T	R	L	T		R	L		T	R		L	T		R	L	T	R	L	T	R		
Rancho Mirage	18	San Jacinto Dr. / Rancho Las Palmas - Without Improvements - with Project Improvements (Class II Bike Lane on San Jacinto Dr., north of Rancho Las Palmas Dr.)	AWS	0.5	0.5	1	0	1	1	0	1	2	0	1	2	0	10.7	11.0	B	B	10.7	11.0	B	B	10.7	11.0	B	B		
			AWS	0.5	0.5	1	0	1	1	0	1	2	0	1	2	0	N/A	N/A	--	--	N/A	N/A	B	B	N/A	N/A	--	--		
	19	Bob Hope Dr. / Rancho Las Palmas - Without Improvements - With Project Improvements (Class II Bike Lane on Bob Hope Dr. with marked crossing)	TS	1	2	1	1	2	1	1	1	1	1	0.5	0.5	d	9.5	8.2	A	A	9.5	8.2	A	A	9.5	8.2	A	A		
			TS	1	2	1	1	2	1	1	1	1	1	0.5	0.5	d	N/A	N/A	--	--	N/A	N/A	A	A	N/A	N/A	--	--		
	20	Bob Hope Dr. / Avenida Las Palmas - Without Improvements - With Project Improvements (Class II Bike Lane on Bob Hope Dr. with marked crossing)	TS	1	2	1	1	2	1	0.5	0.5	1	0.5	0.5	1	0.5	0.5	1	34.7	27.4	C	C	34.7	27.4	C	C	34.7	27.4	C	C
			TS	1	2	1	1	2	1	0.5	0.5	1	0.5	0.5	1	0.5	0.5	1	N/A	N/A	--	--	34.7	27.4	C	C	N/A	N/A	--	--
21	Bob Hope Dr. / Commercial Dwy. - Without Improvements - With Project Improvements (Install Push Button Cross Walk Lights, Class II Bike Lane on Bob Hope Dr. with marked crossing)	CSS CSS & <u>PB</u>	0	2	1	0	2	0	0	0	0	0	0	0	0	1	10.9	18.5	B	C	11.0	18.6	B	C	10.9	18.5	B	C		
22	SR-111 / Bob Hope Dr. - Without Improvements - With Project Improvements (Class II Bike Lane on Bob Hope Dr., modified east leg crosswalk, Class I Bike Lane on SR-111, south of Bob Hope Dr., and install overlap phasing for NBR turn lane)	TS	1	3	1	2	3	0	0	1	0	2	1	0	2	1	0	20.8	57.9	C	E	20.7	57.4	C	E	20.8	57.9	C	E	
23	SR-111 / Magnesia Falls Dr. - Without Improvements - With Project Improvements (Class I Bike Lane on SR-111, modified crosswalks, and install overlap phasing for WBR turn lane)	TS	1	3	0	1	3	0	0.5	0.5	1	1.5	0.5	1	1.5	0.5	1	54.4	72.3	D	E	55.2	73.0	E	E	54.4	72.3	D	E	
24	Monterey Av. / Park View Dr. - Without Improvements - With Project Improvements (Class IV Bike Lane on Parkview Dr., Class I Bike Lane on Monterey Avenue, north of Parkview Dr., and modified north leg crosswalk)	TS	1	3	1	2	3	1	1	1	1	1	1	1	1	1	1	12.4	26.6	B	C	12.7	26.8	B	C	12.4	26.6	B	C	
Palm Desert	25	San Pablo Av. / Magnesia Falls Dr. - Without Improvements - With Project Improvements (Class II Bike Lane on San Pablo Av. and Magnesia Falls Dr.)	AWS	1	0	1	0	0	0	0	1	0	1	1	0	1	1	0	11.0	12.2	B	B	10.8	12.0	B	B	10.9	12.1	B	B
			AWS	1	0	1	0	0	0	0	1	0	1	1	0	1	1	0	11.0	12.2	B	B	10.8	12.0	B	B	10.9	12.1	B	B
26	San Pablo Av. / Alumni Dr. - Without Improvements - With Project Improvements (Class II Bike Lane on San Pablo Av. and Class III Bike Lane on Alumni Dr.)	AWS	1	1	d	0.5	0.5	1	0.5	0.5	d	1	1	0	1	1	0	14.3	16.1	B	C	14.3	16.1	B	C	14.3	16.0	B	C	
		AWS	1	1	d	0.5	0.5	1	0.5	0.5	d	1	1	0	1	1	0	14.3	16.1	B	C	14.3	16.1	B	C	14.3	16.0	B	C	

TABLE 7.2-1: INTERSECTION ANALYSIS FOR 2040 AUTO/LEV CONDITIONS

Jurisdiction	ID #	Intersection	Traffic Control ⁴	Intersection Approach Lanes ¹												PROPOSED ^{2,3}				Alternative 2 ^{2,3}				Alternative 1 ^{2,3}						
				NB			SB			EB			WB			Delay (Secs)		Level of Service		Delay (Secs)		Level of Service		Delay (Secs)		Level of Service				
				L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM			
Palm Desert	27	Portola Av. / Magnesia Falls Dr. - Without Improvements - With Project Improvements (Class II Bike Lane on Magnesia Falls Dr., and install WBR turn overlap phase)	TS	1	2	1	1	2	0	1	1	1	1	1	1	1	1	1	24.4	70.2	24.5	70.6	24.4	70.1	24.4	70.1	C	E	C	E
				1	2	1	1	2	0	1	1	1	1	1	1	23.6	54.2	23.7	54.4	23.6	54.2	23.6	54.2	C	D	C	D			
Indian Wells	28	El Dorado Dr. / Fred Waring Dr. - Without Improvements - With Project Improvements (Class I Bike Lane on Fred Waring Dr., west of El Dorado Dr., Class I Bike Lane on El Dorado Dr., south of Fred Waring Dr., modified crosswalks, and install NBR overlap phase)	TS	1	1	1	1	1	1	1	3	1	1	3	1	1	3	1	30.5	61.7	30.4	61.2	30.7	62.5	30.7	62.5	C	E	C	E
				1	1	1	1	1	1	1	3	1	1	3	1	30.4	54.5	30.3	54.1	30.6	54.2	30.6	54.2	C	D	C	D			
La Quinta	29	Dune Palms Rd. / Corporate Ctr. Dr. - Without Improvements - With Project Improvements (Class I Bike Lane on Dune Palms Dr., northwest corner of the intersection, and install traffic signal)	CSS	1	1	0	0	2	0	1	0	1	0	0	0	0	0	0	39.3	>80	39.0	>80	39.7	>80	39.7	>80	E	F	E	F
				1	1	0	0	2	0	1	0	1	0	0	0	12.5	10.6	12.5	10.6	12.5	10.6	12.5	10.6	B	B	B	B			
Indio	30	Monroe St., south of I-10 EB Ramps - With Project Improvements (No At-Grade Xing) (Class I Bike Lane on Monroe connecting to a CV Link access point located east of Monroe)	-	0	1	0	0	1	0	0	0	0	0	0	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	--	--	--	--	
				0	0	0	0	0	0	0	1	0	0	1	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Coachella	33	Tyler St. - Magnolia / Avenue 50 - Tyler St. - Without Improvements - With Project Improvements (Install stop sign control on WB approach, Class I Bike Lane east of Tyler St. - Magnolia, and Avenue 50 east leg striped crosswalk, and General Plan Lane Improvements)	AWS ⁵	0.5	0.5	1	0	1	0	0.5	0.5	1	0	1	0	>80	>80	>80	>80	>80	>80	>80	>80	>80	>80	F	F	F	F	
				0.5	0.5	1	1	1	0	1	1	0	1	2	1	37.5	50.5	37.5	50.5	37.5	50.5	37.5	50.5	37.5	50.5	D	D	D	D	

¹ When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lane.
L = Left; T = Through; R = Right; 1 = Shared Left-Through-Right turn lane; > = Right Turn Overlap; d = Defacto Right Turn Lane; 1 = Improvement; 1 = General Plan Improvements; 1 = Lane Reduced; 1 = CV Link Path (not for autos)

² Delay and level of service calculated using Synchro 9 analysis software. **BOLD** = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).
For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

³ Per the 2010 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with a traffic signal or all-way stop control.

⁴ TS = Traffic Signal; CSS = Cross Street Stop; AWS = All-Way Stop; Y = Crosswalk Yield; PB = Push Button Cross Walk Lights (Solar Powered); HAWK = High-Intensity Activated crossWalk beacon
Based on field observations, the intersection of Tyler St. - Magnolia / Avenue 50 - Tyler St. is stop controlled for the NB, SB, and EB approach. The WB approach is uncontrolled.
This type of traffic control setup is not supported in Synchro. Therefore, for the purpose of this report this intersection is evaluated as an all-way stop control.

⁵ Source: City of Palm Springs General Plan Update Traffic Analysis, dated May 25, 2007.

⁶ R:\UXRjobs\09100-09500\09222\Excel\09272 - CV Link Materials 2016.10.13 - values.xlsx\2040 Auto LOS

TABLE 7.2-2: PEDESTRIAN AND BICYCLE ANALYSIS FOR 2040 PROPOSED CONDITIONS

Jurisdiction	#	Intersection	Traffic Control ⁴		PEDESTRIAN ^{1,2}						BICYCLE ³								
			W/O Imp.	W/ Proj. Imp. ⁵	Without Improvements		With Project Improvements ⁶		Without Improvements		With Project Improvements ⁶		Without Improvements		With Project Improvements ⁶				
					Score/Delay	LOS	Score	Delay	LOS	Score	Delay	LOS	Score	Delay	LOS	Score	Delay	LOS	
Palm Springs North	1	Palm Cyn. Dr. (SR-111) / San Rafael Dr. - Eastbound Approach - Westbound Approach - Northbound Approach - Southbound Approach	TS	TS	N/A	N/A	N/A	N/A	N/A	N/A	2.24	2.51	B	B	2.24	2.51	B	B	
	2	Indian Cyn. Dr. / Sunrise Pkwy. - Eastbound Approach - Westbound Approach - Northbound Approach - Southbound Approach	CSS	TS	N/A	N/A	N/A	2.44	2.61	B	B	N/A	N/A	N/A	N/A	2.95	2.98	C	C
	3	Sunrise Pkwy. / San Rafael Dr. - Eastbound Approach - Westbound Approach - Northbound Approach - Southbound Approach	TS	TS	2.42	2.43	B	2.42	2.43	B	B	3.12	3.10	C	C	3.12	3.10	C	C
	4	Gene Autry Tr. / Via Escuela - Eastbound Approach - Westbound Approach - Northbound Approach - Southbound Approach	TS	TS	2.12	2.28	B	2.14	2.28	B	B	3.17	3.26	C	C	3.17	3.26	C	C
	5	Clubhouse View / Vista Chino - Eastbound Approach - Westbound Approach - Northbound Approach - Southbound Approach	TS	TS	2.03	2.09	B	2.04	2.09	B	B	3.10	3.28	C	C	3.10	3.28	C	C
	6	Sunrise Wy. / N. Riverside Dr. - Eastbound Approach - Westbound Approach - Northbound Approach - Southbound Approach	CSS	TS	2.82	2.88	C	2.84	2.88	C	C	3.20	3.52	C	D	3.20	3.52	C	D
	7	Sunrise Wy. / Mesquite Av. - Eastbound Approach - Westbound Approach - Northbound Approach - Southbound Approach	TS	TS	3.02	3.11	C	3.04	3.11	C	C	3.13	3.15	C	C	0.99	1.00	A	A
	8	Farrel Dr. / Mesquite Av. - Eastbound Approach - Westbound Approach - Northbound Approach - Southbound Approach	TS	TS	2.98	3.56	C	2.98	3.56	C	D	2.45	3.36	B	C	2.88	3.79	C	D
	9	El Cielo Rd. / Mesquite Av. - Eastbound Approach - Westbound Approach - Northbound Approach - Southbound Approach	AWS	AWS	2.01	2.01	B	2.01	2.01	B	B	1.52	1.53	A	A	1.63	1.64	A	A
	10	Crossley Rd. / 34th Av. - Eastbound Approach - Westbound Approach - Northbound Approach - Southbound Approach	CSS	TS	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	1.37	1.46	A	A
Palm Springs Central	1	Palm Cyn. Dr. (SR-111) / San Rafael Dr. - Eastbound Approach - Westbound Approach - Northbound Approach - Southbound Approach	TS	TS	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	1.37	1.46	A	A	
	2	Indian Cyn. Dr. / Sunrise Pkwy. - Eastbound Approach - Westbound Approach - Northbound Approach - Southbound Approach	CSS	TS	N/A	N/A	N/A	2.44	2.61	B	B	N/A	N/A	N/A	N/A	2.95	2.98	C	C
	3	Sunrise Pkwy. / San Rafael Dr. - Eastbound Approach - Westbound Approach - Northbound Approach - Southbound Approach	TS	TS	2.42	2.43	B	2.42	2.43	B	B	3.12	3.10	C	C	3.12	3.10	C	C
	4	Gene Autry Tr. / Via Escuela - Eastbound Approach - Westbound Approach - Northbound Approach - Southbound Approach	TS	TS	2.12	2.28	B	2.14	2.28	B	B	3.17	3.26	C	C	3.17	3.26	C	C
	5	Clubhouse View / Vista Chino - Eastbound Approach - Westbound Approach - Northbound Approach - Southbound Approach	TS	TS	2.03	2.09	B	2.04	2.09	B	B	3.10	3.28	C	C	3.10	3.28	C	C
	6	Sunrise Wy. / N. Riverside Dr. - Eastbound Approach - Westbound Approach - Northbound Approach - Southbound Approach	CSS	TS	2.82	2.88	C	2.84	2.88	C	C	3.20	3.52	C	D	3.20	3.52	C	D
	7	Sunrise Wy. / Mesquite Av. - Eastbound Approach - Westbound Approach - Northbound Approach - Southbound Approach	TS	TS	3.02	3.11	C	3.04	3.11	C	C	3.13	3.15	C	C	0.99	1.00	A	A
	8	Farrel Dr. / Mesquite Av. - Eastbound Approach - Westbound Approach - Northbound Approach - Southbound Approach	TS	TS	2.98	3.56	C	2.98	3.56	C	D	2.45	3.36	B	C	2.88	3.79	C	D
	9	El Cielo Rd. / Mesquite Av. - Eastbound Approach - Westbound Approach - Northbound Approach - Southbound Approach	AWS	AWS	2.01	2.01	B	2.01	2.01	B	B	1.52	1.53	A	A	1.63	1.64	A	A
	10	Crossley Rd. / 34th Av. - Eastbound Approach - Westbound Approach - Northbound Approach - Southbound Approach	CSS	TS	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	1.37	1.46	A	A

TABLE 7.2-2: PEDESTRIAN AND BICYCLE ANALYSIS FOR 2040 PROPOSED CONDITIONS

Jurisdiction	#	Intersection	Traffic Control ⁴		PEDESTRIAN ^{1,2}						BICYCLE ³						
			W/O Imp.	W/ Proj. Imp. ⁵	Without Improvements			With Project Improvements ⁵			Without Improvements			With Project Improvements ⁵			
					Score/Delay	LOS	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Palm Springs Central	11	Golf Club Dr. / Tahquitz Creek - Northbound Approach - Southbound Approach	Y	PB	16.80	C	E	2.39	2.52	B	N/A	N/A	N/A	0.46	0.81	A	A
					16.80	C	E	2.39	2.53	B	N/A	N/A	N/A	0.44	0.39	A	A
Cathedral City	12	Cathedral Cyn. Dr. / Officer David Vasquez Rd. - Westbound Approach - Northbound Approach - Southbound Approach	TS	TS	2.22	B	B	2.22	2.34	B	2.72	3.02	C	2.72	3.02	B	C
					N/A	N/A	N/A	N/A	N/A	N/A	1.58	1.63	A	1.58	1.63	A	A
					2.59	B	B	2.59	2.72	B	1.76	1.83	A	1.54	1.83	A	A
Cathedral City	13	Date Palm Dr. / Perez Rd. - Eastbound Approach - Northbound Approach - Southbound Approach	TS	TS	2.63	B	C	2.63	2.78	B	3.17	3.40	C	3.17	3.40	C	C
					2.84	C	C	2.84	2.98	C	3.42	3.93	C	3.10	3.61	C	D
					N/A	N/A	N/A	N/A	N/A	N/A	3.97	4.09	D	3.97	4.09	D	D
Cathedral City	14	Da Vall Dr. / Frank Sinatra Dr. - Eastbound Approach - Westbound Approach - Southbound Approach	TS	TS	2.69	B	C	N/A	N/A	N/A	3.21	3.47	C	N/A	N/A	N/A	N/A
					2.85	C	C	N/A	N/A	N/A	3.20	4.08	C	N/A	N/A	N/A	N/A
					2.63	B	C	N/A	N/A	N/A	3.17	3.10	C	N/A	N/A	N/A	N/A
Cathedral City	15	SR-111 / Country Club Dr. - Eastbound Approach - Westbound Approach - Northbound Approach - Southbound Approach	TS	TS	2.20	B	B	N/A	N/A	N/A	2.77	3.22	C	N/A	N/A	N/A	N/A
					N/A	N/A	N/A	N/A	N/A	N/A	3.94	4.07	D	N/A	N/A	N/A	N/A
					3.62	D	D	N/A	N/A	N/A	3.82	4.11	D	N/A	N/A	N/A	N/A
Cathedral City	16	SR-111 / Thunderbird Rd. - Eastbound Approach - Westbound Approach - Northbound Approach - Southbound Approach	TS	TS	2.00	A	B	N/A	N/A	N/A	1.79	1.88	A	N/A	N/A	N/A	N/A
					1.76	A	A	N/A	N/A	N/A	2.71	2.78	B	N/A	N/A	N/A	N/A
					3.38	C	D	N/A	N/A	N/A	2.23	2.48	B	N/A	N/A	N/A	N/A
Rancho Mirage	17	SR-111 / Paxton Dr. - Westbound Approach - Northbound Approach - Southbound Approach	TS	TS	N/A	N/A	N/A	N/A	N/A	N/A	3.70	3.74	D	N/A	N/A	N/A	N/A
					2.13	B	B	N/A	N/A	N/A	3.04	3.28	C	N/A	N/A	N/A	N/A
					3.46	C	C	N/A	N/A	N/A	3.09	3.26	C	N/A	N/A	N/A	N/A
Rancho Mirage	18	San Jacinto Dr. / Rancho Las Palmas	AWS	AWS	N/A	N/A	N/A	N/A	N/A	N/A	3.80	3.65	D	N/A	N/A	N/A	N/A
					N/A	N/A	N/A	N/A	N/A	N/A	3.74	3.74	D	N/A	N/A	N/A	N/A
					N/A	N/A	N/A	N/A	N/A	N/A	3.70	3.74	D	N/A	N/A	N/A	N/A
Rancho Mirage	19	Bob Hope Dr. / Rancho Las Palmas - Eastbound Approach - Westbound Approach - Northbound Approach - Southbound Approach	TS	TS	2.43	B	B	N/A	N/A	N/A	3.36	3.33	C	N/A	N/A	N/A	N/A
					2.01	B	B	N/A	N/A	N/A	3.02	3.05	C	N/A	N/A	N/A	N/A
					2.96	C	C	N/A	N/A	N/A	3.17	3.68	C	N/A	N/A	N/A	N/A
Rancho Mirage	20	Bob Hope Dr. / Avenida Las Palmas - Eastbound Approach - Westbound Approach - Northbound Approach - Southbound Approach	TS	TS	3.03	C	C	N/A	N/A	N/A	3.68	3.85	D	N/A	N/A	N/A	N/A
					2.07	B	B	N/A	N/A	N/A	3.16	3.16	C	N/A	N/A	N/A	N/A
					2.08	B	B	N/A	N/A	N/A	3.26	3.52	C	N/A	N/A	N/A	N/A
Rancho Mirage	21	Bob Hope Dr. / Commercial Dwy. (No AT-Grade Xing) - Westbound Approach - Northbound Approach - Southbound Approach	CSS	CSS + PB	2.95	C	C	N/A	N/A	N/A	3.49	3.61	C	N/A	N/A	N/A	N/A
					N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
					N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	

TABLE 7.2-2: PEDESTRIAN AND BICYCLE ANALYSIS FOR 2040 PROPOSED CONDITIONS

Jurisdiction	#	Intersection	Traffic Control ⁴		PEDESTRIAN ^{1,2}						BICYCLE ³						
			W/O Imp.	W/ Proj. Imp. ⁵	Without Improvements		With Project Improvements ⁵		Without Improvements		With Project Improvements ⁵		Without Improvements		With Project Improvements ⁵		
					Score/Delay	LOS	Score/Delay	LOS	Score	LOS	Score	LOS	Score	LOS	Score	LOS	
		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM		
Rancho Mirage	22	SR-111 / Bob Hope Dr. - Eastbound Approach - Westbound Approach - Northbound Approach - Southbound Approach	TS	TS	1.79	1.81	A	N/A	N/A	N/A	2.06	2.08	B	N/A	N/A	N/A	
					2.84	3.07	C	N/A	N/A	3.67	3.93	D	N/A	N/A	N/A	N/A	
					N/A	N/A	N/A	N/A	N/A	4.14	4.23	D	N/A	N/A	N/A	N/A	N/A
					3.54	3.69	D	N/A	N/A	2.78	3.09	C	N/A	N/A	N/A	N/A	N/A
Rancho Mirage	23	SR-111 / Magnesia Falls Dr. - Eastbound Approach - Westbound Approach - Northbound Approach - Southbound Approach	TS	TS	2.05	2.03	B	N/A	N/A	3.10	3.07	C	N/A	N/A	N/A	N/A	
					2.56	2.62	B	N/A	N/A	3.66	4.22	D	N/A	N/A	N/A	N/A	
					N/A	N/A	N/A	N/A	N/A	3.99	3.99	D	N/A	N/A	N/A	N/A	N/A
					3.77	3.86	D	N/A	N/A	2.81	2.90	C	N/A	N/A	N/A	N/A	N/A
Palm Desert	24	Monterey Av. / Park View Dr. - Eastbound Approach - Westbound Approach - Northbound Approach - Southbound Approach	TS	TS	2.28	2.38	B	2.28	2.38	B	3.67	3.91	D	3.67	3.91	D	
					2.34	2.35	B	2.34	2.35	B	3.25	3.32	C	3.25	3.32	C	
					3.36	3.59	C	3.36	3.59	C	3.32	3.92	D	3.32	3.92	D	
					3.39	3.54	C	3.39	3.54	C	3.45	3.43	C	3.45	3.43	C	
Palm Desert	25	San Pablo Av. / Magnesia Falls Dr.	AWS	AWS	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
					N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
					2.30	2.36	B	2.30	2.36	B	3.31	3.45	C	3.31	3.45	C	
					2.34	2.37	B	2.34	2.37	B	2.97	3.41	C	2.97	3.41	C	
Indian Wells	27	Portola Av. / Magnesia Falls Dr. - Eastbound Approach - Westbound Approach - Northbound Approach - Southbound Approach	TS	TS	3.00	3.41	C	3.00	3.41	C	3.43	4.18	C	3.43	4.18	C	
					N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
					3.51	3.65	D	3.51	3.65	D	3.61	3.88	D	3.61	3.88	D	
					3.45	3.65	C	3.45	3.65	C	3.10	3.28	C	3.10	3.28	C	
La Quinta	28	El Dorado Dr. / Fred Waring Dr. - Eastbound Approach - Westbound Approach - Northbound Approach - Southbound Approach	TS	TS	2.52	2.78	B	2.52	2.78	B	3.71	4.38	D	2.21	2.88	B	
					2.35	2.37	B	2.35	2.37	B	2.99	2.99	C	2.99	2.99	C	
					N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
					N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Indio	29	Dune Palms Rd. / Corporate Ctr. Dr. - Eastbound Approach - Northbound Approach - Southbound Approach	CSS	TS	N/A	N/A	N/A	1.98	2.00	A	N/A	N/A	N/A	2.48	2.56	B	
					N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
					N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
					N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
Indio	30	Monroe St., south of I-10 EB Ramps - Northbound Approach - Southbound Approach	-	-	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
					N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
					N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
					N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
Coachella	31	Av. 44, east of Palo Verde St. - Eastbound Approach - Westbound Approach - Northbound Approach - Southbound Approach	-	HAWK	>80	>80	F	2.28	2.54	A	N/A	N/A	N/A	2.45	2.65	B	
					>80	>80	F	2.28	2.54	A	N/A	N/A	N/A	2.80	3.17	C	
					N/A	N/A	N/A	1.71	1.71	A	N/A	N/A	N/A	0.47	0.47	A	
					N/A	N/A	N/A	1.71	1.71	A	N/A	N/A	N/A	0.47	0.47	A	
Coachella	32	Dillon Rd., west of SR-86S SB Ramps - Eastbound Approach - Westbound Approach - Northbound Approach - Southbound Approach	-	HAWK	>80	>80	F	3.06	3.26	C	N/A	N/A	N/A	2.19	2.69	B	
					>80	>80	F	3.06	3.26	C	N/A	N/A	N/A	1.84	2.05	A	
					N/A	N/A	N/A	1.71	1.71	A	N/A	N/A	N/A	2.31	2.31	B	
					N/A	N/A	N/A	1.71	1.71	A	N/A	N/A	N/A	2.31	2.31	B	

TABLE 7.2-2: PEDESTRIAN AND BICYCLE ANALYSIS FOR 2040 PROPOSED CONDITIONS

Jurisdiction	#	Intersection	Traffic Control ⁴		PEDESTRIAN ^{1,2}						BICYCLE ³										
			W/O Imp. ⁵	W/ Proj. Imp. ⁶	Without Improvements			With Project Improvements ⁶			Without Improvements			With Project Improvements ⁶							
					Score/Delay	LOS	AM	PM	AM	PM	AM	PM	Score	LOS	AM	PM	Score	LOS	AM	PM	
Coachella	33	Tyler St. / Avenue 50 - Eastbound Approach - Westbound Approach - Northbound Approach - Southbound Approach	AWS ⁵	TS	N/A	N/A	N/A	N/A	2.93	3.09	N/A	N/A	N/A	N/A	N/A	N/A	N/A	3.11	4.09	C	D
					N/A	N/A	N/A	N/A	2.88	3.07	N/A	N/A	N/A	N/A	N/A	N/A	N/A	3.55	3.53	D	D
					N/A	N/A	N/A	N/A	2.26	2.35	N/A	N/A	N/A	N/A	N/A	N/A	N/A	3.85	3.80	D	D
					N/A	N/A	N/A	N/A	1.74	1.74	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2.94	2.93	C	C

¹ Delay and level of service calculated using Synchro 9 analysis software. **BOLD** = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

² Per the 2010 Highway Capacity Manual, the pedestrian score and level of service for the pedestrians crossing each subject approach (i.e. "Eastbound" pedestrians are those crossing the Eastbound vehicular approach) are shown for signalized intersections. For cross-street stop controlled intersections, the pedestrian delay and level of service are shown for pedestrians crossing a traffic stream not controlled by a stop sign. It should be noted that pedestrian level of service measures at all-way stop controlled intersections are not evaluated since pedestrian LOS is defined for pedestrians crossing a traffic stream not controlled by a stop sign (Exhibit 8-2 of HCM2010)

³ Per the 2010 Highway Capacity Manual, the bicycle LOS score for the segment is used to estimate facility LOS. One score is needed for each direction of travel of interest for each segment on the facility for signalized intersections.

For unsignalized intersections, bicycle level of service measures are not evaluated per Exhibit 8-2 of HCM2010.

⁴ TS = Traffic Signal; CSS = Cross Street Stop; AWS = All-Way Stop; Y = Crosswalk Yield; PB = Push Button Cross Walk Lights (Solar Powered); HAWK = High-Intensity Activated crossWalk beacon

⁵ Based on field observations, the intersection of Tyler St. - Magnolia / Avenue 50 - Tyler St. is stop controlled for the NB, SB, and EB approach. The WB approach is uncontrolled.

This type of traffic control setup is not supported in Synchro. Therefore, for the purpose of this report this intersection is evaluated as an all-way stop control.

⁶ See project improvements identified in the intersection analysis table for Auto/LSEV.

TABLE 7.2-3: PEDESTRIAN AND BICYCLE ANALYSIS FOR 2040 ALTERNATIVE 2 CONDITIONS

Jurisdiction	#	Intersection	Traffic Control ⁴		PEDESTRIAN ^{1,2}						BICYCLE ³								
			W/O Imp.	W/ Proj. Imp. ⁵	Without Improvements		With Project Improvements ⁶		Without Improvements		With Project Improvements ⁶		Without Improvements		With Project Improvements ⁶				
					Score/Delay	LOS	Score	Delay	LOS	Score	Delay	LOS	Score	Delay	LOS	Score	Delay	LOS	
Palm Springs North	1	Palm Cyn. Dr. (SR-111) / San Rafael Dr. - Eastbound Approach - Westbound Approach - Northbound Approach - Southbound Approach	TS	TS	N/A	N/A	N/A	N/A	N/A	N/A	2.24	2.51	B	B	2.24	2.51	B	B	
	2	Indian Cyn. Dr. / Sunrise Pkwy. - Eastbound Approach - Westbound Approach - Northbound Approach - Southbound Approach	CSS	TS	N/A	N/A	N/A	2.44	2.61	B	B	N/A	N/A	N/A	N/A	2.95	2.98	C	C
	3	Sunrise Pkwy. / San Rafael Dr. - Eastbound Approach - Westbound Approach - Northbound Approach - Southbound Approach	TS	TS	2.42	2.43	B	2.42	2.43	B	B	3.12	3.10	C	C	3.12	3.10	C	C
	4	Gene Autry Tr. / Via Escuela - Eastbound Approach - Westbound Approach - Northbound Approach - Southbound Approach	TS	TS	2.12	2.28	B	2.14	2.28	B	B	3.17	3.26	C	C	3.14	3.26	C	C
	5	Clubhouse View / Vista Chino - Eastbound Approach - Westbound Approach - Northbound Approach - Southbound Approach	TS	TS	2.03	2.09	B	2.04	2.09	B	B	3.10	3.28	C	C	3.10	3.28	C	C
	6	Sunrise Wy. / N. Riverside Dr. - Eastbound Approach - Westbound Approach - Northbound Approach - Southbound Approach	CSS	TS	2.82	2.88	C	2.84	2.88	C	C	3.20	3.52	C	D	3.20	3.52	C	D
	7	Sunrise Wy. / Mesquite Av. - Eastbound Approach - Westbound Approach - Northbound Approach - Southbound Approach	TS	TS	3.02	3.11	C	3.04	3.11	C	C	3.13	3.15	C	C	0.99	1.00	A	A
	8	Farrel Dr. / Mesquite Av. - Eastbound Approach - Westbound Approach - Northbound Approach - Southbound Approach	TS	TS	2.98	3.56	C	2.98	3.56	C	D	2.45	3.36	B	C	2.88	3.79	C	D
	9	Ei Cielo Rd. / Mesquite Av.	AWS	AWS	2.01	2.01	B	2.01	2.01	B	B	1.52	1.53	A	A	1.63	1.64	A	A
	10	Crossley Rd. / 34th Av. - Eastbound Approach - Westbound Approach - Northbound Approach - Southbound Approach	CSS	TS	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	1.37	1.46	A	A
Palm Springs Central	1	Palm Cyn. Dr. (SR-111) / San Rafael Dr. - Eastbound Approach - Westbound Approach - Northbound Approach - Southbound Approach	TS	TS	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	1.37	1.46	A	A
	2	Indian Cyn. Dr. / Sunrise Pkwy. - Eastbound Approach - Westbound Approach - Northbound Approach - Southbound Approach	CSS	TS	N/A	N/A	N/A	2.44	2.61	B	B	N/A	N/A	N/A	N/A	2.95	2.98	C	C
	3	Sunrise Pkwy. / San Rafael Dr. - Eastbound Approach - Westbound Approach - Northbound Approach - Southbound Approach	TS	TS	2.42	2.43	B	2.42	2.43	B	B	3.12	3.10	C	C	3.12	3.10	C	C
	4	Gene Autry Tr. / Via Escuela - Eastbound Approach - Westbound Approach - Northbound Approach - Southbound Approach	TS	TS	2.12	2.28	B	2.14	2.28	B	B	3.17	3.26	C	C	3.14	3.26	C	C
	5	Clubhouse View / Vista Chino - Eastbound Approach - Westbound Approach - Northbound Approach - Southbound Approach	TS	TS	2.03	2.09	B	2.04	2.09	B	B	3.10	3.28	C	C	3.10	3.28	C	C
	6	Sunrise Wy. / N. Riverside Dr. - Eastbound Approach - Westbound Approach - Northbound Approach - Southbound Approach	CSS	TS	2.82	2.88	C	2.84	2.88	C	C	3.20	3.52	C	D	3.20	3.52	C	D
	7	Sunrise Wy. / Mesquite Av. - Eastbound Approach - Westbound Approach - Northbound Approach - Southbound Approach	TS	TS	3.02	3.11	C	3.04	3.11	C	C	3.13	3.15	C	C	0.99	1.00	A	A
	8	Farrel Dr. / Mesquite Av. - Eastbound Approach - Westbound Approach - Northbound Approach - Southbound Approach	TS	TS	2.98	3.56	C	2.98	3.56	C	D	2.45	3.36	B	C	2.88	3.79	C	D
	9	Ei Cielo Rd. / Mesquite Av.	AWS	AWS	2.01	2.01	B	2.01	2.01	B	B	1.52	1.53	A	A	1.63	1.64	A	A
	10	Crossley Rd. / 34th Av. - Eastbound Approach - Westbound Approach - Northbound Approach - Southbound Approach	CSS	TS	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	1.37	1.46	A	A

TABLE 7.2-3: PEDESTRIAN AND BICYCLE ANALYSIS FOR 2040 ALTERNATIVE 2 CONDITIONS

Jurisdiction	#	Intersection	Traffic Control ⁴		PEDESTRIAN ^{1,2}						BICYCLE ³						
			W/O Imp.	W/ Proj. Imp. ⁵	Without Improvements		With Project Improvements ⁵		Without Improvements		With Project Improvements ⁵		Without Improvements		With Project Improvements ⁵		
					Score/Delay	LOS	Score	Delay	LOS	Score	Delay	LOS	Score	Delay	LOS	Score	Delay
AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM		
Palm Springs Central	11	Golf Club Dr. / Tahquitz Creek - Northbound Approach - Southbound Approach	Y	PB	16.80	C	2.39	2.52	B	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
					16.80	C	2.39	2.53	B	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Cathedral City	12	Cathedral Cyn. Dr. / Officer David Vasquez Rd. - Westbound Approach - Northbound Approach - Southbound Approach	TS	TS	2.22	B	2.22	2.34	B	2.72	3.02	C	2.72	3.02	B	C	
					N/A	N/A	N/A	N/A	N/A	1.58	1.63	A	1.58	1.63	A	1.54	1.61
Cathedral City	13	Date Palm Dr. / Perez Rd. - Eastbound Approach - Northbound Approach - Southbound Approach	TS	TS	2.63	B	2.63	2.78	B	3.17	3.40	C	3.17	3.40	C	C	
					2.84	C	2.84	2.98	C	3.42	3.93	C	3.10	3.61	C	3.10	3.61
Cathedral City	14	Da Vall Dr. / Frank Sinatra Dr. - Eastbound Approach - Westbound Approach - Southbound Approach	TS	TS	2.69	B	2.69	2.92	B	3.21	3.47	C	3.21	3.47	C	C	
					2.85	C	2.85	3.18	C	3.20	4.08	C	3.20	4.08	C	3.20	4.08
Cathedral City	15	SR-111 / Country Club Dr. - Eastbound Approach - Westbound Approach - Northbound Approach - Southbound Approach	TS	TS	2.20	B	2.20	2.33	B	2.77	3.22	C	2.77	3.22	C	C	
					N/A	N/A	N/A	N/A	N/A	3.94	4.07	D	2.43	2.56	B	2.43	2.56
Cathedral City	16	SR-111 / Thunderbird Rd. - Eastbound Approach - Westbound Approach - Northbound Approach - Southbound Approach	TS	TS	3.62	D	3.62	3.67	D	3.57	3.42	D	3.57	3.42	D	C	
					2.00	A	2.00	2.05	A	1.79	1.88	A	1.79	1.88	A	1.79	1.88
Rancho Mirage	17	SR-111 / Paxton Dr. - Westbound Approach - Northbound Approach - Southbound Approach	TS	TS	1.76	A	1.76	1.79	A	2.71	2.78	B	2.71	2.78	B	C	
					3.37	C	3.37	3.51	C	2.23	2.48	B	2.22	2.48	B	2.22	2.48
Rancho Mirage	18	San Jacinto Dr. / Rancho Las Palmas	AWS	AWS	N/A	N/A	N/A	N/A	N/A	3.70	3.73	D	3.70	3.73	D	D	
					2.13	B	2.13	2.23	B	3.04	3.27	C	3.04	3.27	C	3.04	3.27
Rancho Mirage	19	Bob Hope Dr. / Rancho Las Palmas - Eastbound Approach - Westbound Approach - Northbound Approach - Southbound Approach	TS	TS	2.43	B	2.43	2.42	B	3.36	3.33	C	3.36	3.33	C	C	
					2.01	B	2.01	2.02	B	3.02	3.05	C	3.02	3.05	C	3.02	3.05
Rancho Mirage	20	Bob Hope Dr. / Avenida Las Palmas - Eastbound Approach - Westbound Approach - Northbound Approach - Southbound Approach	TS	TS	2.96	C	N/A	3.16	C	3.17	3.68	C	3.17	3.68	C	A	
					3.03	C	N/A	3.23	C	3.68	3.85	D	2.19	2.35	B	2.19	2.35
Rancho Mirage	21	Bob Hope Dr. / Commercial Dwy. (No AT-Grade Xing) - Westbound Approach - Northbound Approach - Southbound Approach	CSS	CSS + PB	2.07	B	2.07	2.07	B	3.16	3.16	C	3.16	3.16	C	C	
					2.08	B	2.08	2.17	B	3.26	3.52	C	3.26	3.52	C	3.26	3.52
Rancho Mirage	21	Bob Hope Dr. / Commercial Dwy. (No AT-Grade Xing) - Westbound Approach - Northbound Approach - Southbound Approach	CSS	CSS + PB	2.95	C	N/A	3.15	C	3.50	3.62	C	3.50	3.62	C	B	
					2.95	C	N/A	3.15	C	3.50	3.62	C	3.50	3.62	C	3.50	3.62
Rancho Mirage	21	Bob Hope Dr. / Commercial Dwy. (No AT-Grade Xing) - Westbound Approach - Northbound Approach - Southbound Approach	CSS	CSS + PB	N/A	N/A	1.75	1.78	A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
					>80	F	2.86	3.29	A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Rancho Mirage	21	Bob Hope Dr. / Commercial Dwy. (No AT-Grade Xing) - Westbound Approach - Northbound Approach - Southbound Approach	CSS	CSS + PB	>80	F	2.86	3.29	A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
					>80	F	2.86	3.29	A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	

TABLE 7.2-3: PEDESTRIAN AND BICYCLE ANALYSIS FOR 2040 ALTERNATIVE 2 CONDITIONS

Jurisdiction	#	Intersection	Traffic Control ⁴		PEDESTRIAN ^{1,2}						BICYCLE ³										
			W/O Imp.	W/ Proj. Imp. ⁵	Without Improvements		With Project Improvements ⁵		Without Improvements		With Project Improvements ⁵		Without Improvements		With Project Improvements ⁵						
					Score/Delay	LOS	Score	Delay	LOS	Score	Delay	LOS	Score	Delay	LOS	Score	Delay	LOS			
Rancho Mirage	22	SR-111 / Bob Hope Dr. - Eastbound Approach - Westbound Approach - Northbound Approach - Southbound Approach	TS	TS	1.79	A	1.79	1.81	A	2.06	2.08	B	2.06	2.08	B	2.06	2.08	B	B		
					2.84	C	2.84	3.07	C	3.67	3.95	D	3.37	3.63	C	3.37	3.63	C	D		
					N/A	N/A	3.75	3.79	D	4.14	4.23	D	2.64	2.73	B	2.64	2.73	B	B		
					3.54	D	3.54	3.69	D	2.77	3.08	C	2.77	3.08	C	2.77	3.08	C	C		
Rancho Mirage	23	SR-111 / Magnesia Falls Dr. - Eastbound Approach - Westbound Approach - Northbound Approach - Southbound Approach	TS	TS	2.05	B	2.05	2.03	B	3.10	3.07	C	3.10	3.07	C	3.10	3.07	C	C		
					2.56	B	2.56	2.62	B	3.66	4.22	D	3.66	4.22	D	3.66	4.22	D	D		
					N/A	N/A	3.80	3.87	D	3.99	3.99	D	2.49	2.49	B	2.49	2.49	B	B		
					3.77	D	3.77	3.86	D	2.82	2.90	C	2.07	2.15	B	2.07	2.15	B	B		
Palm Desert	24	Monterey Av. / Park View Dr. - Eastbound Approach - Westbound Approach - Northbound Approach - Southbound Approach	TS	TS	2.28	B	2.28	2.39	B	3.68	3.91	D	3.68	3.91	D	3.68	3.91	D	D		
					2.34	B	2.34	2.35	F	3.25	3.32	C	3.25	3.32	C	3.25	3.32	C	C		
					3.36	C	3.36	3.59	C	3.32	3.93	C	3.32	3.93	C	3.32	3.93	C	D		
					3.39	C	3.39	3.54	C	3.45	3.43	C	3.45	3.43	C	3.45	3.43	C	C		
Palm Desert	25	San Pablo Av. / Magnesia Falls Dr.	AWS	AWS	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A		
					N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
					2.30	B	2.30	2.36	B	3.31	3.45	C	3.31	3.45	C	3.31	3.45	C	C		
					2.34	B	2.34	2.37	B	2.97	3.42	C	2.97	3.42	C	2.97	3.42	C	C		
Indian Wells	27	Portola Av. / Magnesia Falls Dr. - Eastbound Approach - Westbound Approach - Northbound Approach - Southbound Approach	TS	TS	3.00	C	3.00	3.41	C	3.43	4.18	C	3.43	4.18	C	3.43	4.18	C	D		
					N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
					3.51	D	3.51	3.64	D	3.60	3.87	D	3.60	3.87	D	3.60	3.87	D	D		
					3.45	C	3.45	3.65	C	3.09	3.27	C	3.09	3.27	C	3.09	3.27	C	C		
Indian Wells	28	El Dorado Dr. / Fred Waring Dr. - Eastbound Approach - Westbound Approach - Northbound Approach - Southbound Approach	TS	TS	2.52	B	2.52	2.78	B	3.71	4.38	D	2.21	2.88	B	2.21	2.88	B	C		
					2.35	B	2.35	2.37	B	2.99	2.99	C	2.99	2.99	C	2.99	2.99	C	C		
					N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
					N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
La Quinta	29	Dune Palms Rd. / Corporate Ctr. Dr. - Eastbound Approach - Northbound Approach - Southbound Approach	CSS	TS	N/A	N/A	1.98	2.00	A	N/A	N/A	N/A	N/A	N/A	N/A	2.48	2.56	B	B		
					N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
					N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
					N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Indio	30	Monroe St., south of I-10 EB Ramps - Northbound Approach - Southbound Approach	-	-	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A		
					N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
					N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
					N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Indio	31	Av. 44, east of Palo Verde St. - Eastbound Approach - Westbound Approach - Northbound Approach - Southbound Approach	-	HAWK	>80	F	2.29	2.54	A	N/A	N/A	N/A	N/A	N/A	2.45	2.65	B	B			
					>80	F	2.29	2.54	A	N/A	N/A	N/A	N/A	2.80	3.17	C	C				
					N/A	N/A	1.71	1.71	A	N/A	N/A	N/A	N/A	0.47	0.47	A	A				
					N/A	N/A	1.71	1.71	A	N/A	N/A	N/A	N/A	0.47	0.47	A	A				
Coachella	32	Dillon Rd., west of SR-86S SB Ramps - Eastbound Approach - Westbound Approach - Northbound Approach - Southbound Approach	-	HAWK	>80	F	3.06	3.26	C	N/A	N/A	N/A	N/A	N/A	2.19	2.69	B	B			
					>80	F	3.06	3.26	C	N/A	N/A	N/A	N/A	1.84	2.05	A	A				
					N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2.31	2.31	B	B				
					N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2.31	2.31	B	B				

TABLE 7.2-3: PEDESTRIAN AND BICYCLE ANALYSIS FOR 2040 ALTERNATIVE 2 CONDITIONS

Jurisdiction	#	Intersection	Traffic Control ⁴		PEDESTRIAN ^{1,2}						BICYCLE ³					
			W/O Imp. ⁵	W/ Proj. Imp. ⁶	Without Improvements		With Project Improvements ⁶		Without Improvements		With Project Improvements ⁶		Without Improvements		With Project Improvements ⁶	
					Score/Delay	LOS	Score/Delay	LOS	Score	LOS	Score	LOS	Score	LOS	Score	LOS
		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	
Coachella	33	Tyler St. / Avenue 50 - Eastbound Approach - Westbound Approach - Northbound Approach - Southbound Approach	AWS ⁵		N/A	N/A	N/A	N/A	2.93	3.09	N/A	N/A	N/A	N/A	3.11	4.09
			TS		N/A	N/A	N/A	N/A	2.88	3.07	N/A	N/A	N/A	N/A	3.55	3.53
					N/A	N/A	N/A	N/A	2.26	2.35	N/A	N/A	N/A	N/A	3.85	3.80
					N/A	N/A	N/A	N/A	1.74	1.74	N/A	N/A	N/A	N/A	2.94	2.93

¹ Delay and level of service calculated using Synchro 9 analysis software. **BOLD** = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

² Per the 2010 Highway Capacity Manual, the pedestrian score and level of service for the pedestrians crossing each subject approach (i.e. "Eastbound" pedestrians are those crossing the Eastbound vehicular approach) are shown for signalized intersections. For cross-street stop controlled intersections, the pedestrian delay and level of service are shown for pedestrians crossing a traffic stream not controlled by a stop sign. It should be noted that pedestrian level of service measures at all-way stop controlled intersections are not evaluated since pedestrian LOS is defined for pedestrians crossing a traffic stream not controlled by a stop sign (Exhibit 8-2 of HCM2010)

³ Per the 2010 Highway Capacity Manual, the bicycle LOS score for the segment is used to estimate facility LOS. One score is needed for each direction of travel of interest for each segment on the facility for signalized intersections. For unsignalized intersections, bicycle level of service measures are not evaluated per Exhibit 8-2 of HCM2010.

⁴ TS = Traffic Signal; CSS = Cross Street Stop; AWS = All-Way Stop; Y = Crosswalk Yield; PB = Push Button Cross Walk Lights (Solar Powered); HAWK = High-Intensity Activated crossWalk beacon

⁵ Based on field observations, the intersection of Tyler St. - Magnolia / Avenue 50 - Tyler St. is stop controlled for the NB, SB, and EB approach. The WB approach is uncontrolled. This type of traffic control setup is not supported in Synchro. Therefore, for the purpose of this report this intersection is evaluated as an all-way stop control.

⁶ See project improvements identified in the intersection analysis table for Auto/LSEV.

TABLE 7.2-4: PEDESTRIAN AND BICYCLE ANALYSIS FOR 2040 ALTERNATIVE 1 CONDITIONS

Jurisdiction	#	Intersection	Traffic Control ⁴		PEDESTRIAN ^{1,2}						BICYCLE ³										
			W/O Imp.	W/ Proj. Imp. ⁵	Without Improvements			With Project Improvements ⁶			Without Improvements			With Project Improvements ⁶							
					Score/Delay	LOS	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM				
																		Score	LOS	PM	AM
Palm Springs North	1	Palm Cyn. Dr. (SR-111) / San Rafael Dr. - Eastbound Approach - Westbound Approach - Northbound Approach - Southbound Approach	TS	TS	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2.24	2.51	B	B	2.24	2.51	B	B	
	2	Indian Cyn. Dr. / Sunrise Pkwy. - Eastbound Approach - Westbound Approach - Northbound Approach - Southbound Approach	CSS	TS	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2.95	2.98	C	C
	3	Sunrise Pkwy. / San Rafael Dr. - Eastbound Approach - Westbound Approach - Northbound Approach - Southbound Approach	TS	TS	2.43	2.44	B	B	2.43	2.44	B	B	3.12	3.10	C	C	3.14	3.12	C	C	
	4	Gene Autry Tr. / Via Escuela - Eastbound Approach - Westbound Approach - Northbound Approach - Southbound Approach	TS	TS	2.13	2.29	B	B	2.15	2.29	B	B	3.17	3.26	C	C	3.20	3.28	C	C	
	5	Clubhouse View / Vista Chino - Eastbound Approach - Westbound Approach - Northbound Approach - Southbound Approach	TS	TS	2.98	3.57	C	D	2.98	3.57	C	D	2.45	3.36	B	C	2.89	3.80	C	D	
	6	Sunrise Wy. / N. Riverside Dr. - Eastbound Approach - Westbound Approach - Northbound Approach - Southbound Approach	CSS	TS	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	1.37	1.46	A	A
	7	Sunrise Wy. / Mesquite Av. - Eastbound Approach - Westbound Approach - Northbound Approach - Southbound Approach	TS	TS	2.15	2.15	B	B	2.15	2.15	B	B	2.64	2.62	B	B	2.64	2.62	B	B	
	8	Farrel Dr. / Mesquite Av. - Eastbound Approach - Westbound Approach - Northbound Approach - Southbound Approach	TS	TS	2.41	2.50	B	B	2.27	2.38	B	B	2.47	2.54	B	B	1.55	1.68	A	A	
	9	El Cielo Rd. / Mesquite Av.	AWS	AWS	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	10	Crossley Rd. / 34th Av. - Eastbound Approach - Westbound Approach - Northbound Approach - Southbound Approach	CSS	TS	N/A	N/A	N/A	N/A	1.81	1.79	A	A	N/A	N/A	N/A	N/A	N/A	1.91	1.88	A	A

TABLE 7.2-4: PEDESTRIAN AND BICYCLE ANALYSIS FOR 2040 ALTERNATIVE 1 CONDITIONS

Jurisdiction	#	Intersection	Traffic Control ⁴		PEDESTRIAN ^{1,2}						BICYCLE ³					
			W/O Imp.	W/ Proj. Imp. ⁵	Without Improvements		With Project Improvements ⁵		Without Improvements		With Project Improvements ⁵		Without Improvements		With Project Improvements ⁵	
					Score/Delay	LOS	Score	Delay	LOS	Score	Delay	LOS	Score	Delay	LOS	Score
Palm Springs Central	11	Golf Club Dr. / Tahquitz Creek - Northbound Approach - Southbound Approach	Y	PB	16.80	C	2.39	2.52	B	N/A	N/A	N/A	0.46	0.81	A	A
					16.80	C	2.39	2.53	B	N/A	N/A	N/A	0.44	0.39	A	A
Cathedral City	12	Cathedral Cyn. Dr. / Officer David Vasquez Rd. - Westbound Approach - Northbound Approach - Southbound Approach	TS	TS	2.22	B	2.22	2.34	B	2.72	3.02	C	2.72	3.02	B	C
					N/A	N/A	N/A	N/A	N/A	1.58	1.63	A	1.58	1.63	A	A
					2.59	B	2.59	2.72	B	1.76	1.83	A	1.54	1.61	A	A
Cathedral City	13	Date Palm Dr. / Perez Rd. - Eastbound Approach - Northbound Approach - Southbound Approach	TS	TS	2.63	B	2.63	2.78	B	3.17	3.40	C	3.17	3.40	C	C
					2.84	C	2.84	2.98	C	3.42	3.93	C	3.10	3.61	C	D
					N/A	N/A	N/A	N/A	N/A	3.97	4.09	D	3.97	4.09	D	D
Cathedral City	14	Da Vall Dr. / Frank Sinatra Dr. - Eastbound Approach - Westbound Approach - Southbound Approach	TS	TS	2.69	B	N/A	N/A	N/A	3.21	3.47	C	N/A	N/A	N/A	N/A
					2.85	C	N/A	N/A	N/A	3.20	4.08	C	N/A	N/A	N/A	N/A
					2.63	B	N/A	N/A	N/A	3.17	3.10	C	N/A	N/A	N/A	N/A
Cathedral City	15	SR-111 / Country Club Dr. - Eastbound Approach - Westbound Approach - Northbound Approach - Southbound Approach	TS	TS	2.20	B	N/A	N/A	N/A	2.77	3.22	C	N/A	N/A	N/A	N/A
					N/A	N/A	N/A	N/A	N/A	3.94	4.07	D	N/A	N/A	N/A	N/A
					3.62	D	N/A	N/A	N/A	3.82	4.11	D	N/A	N/A	N/A	N/A
Cathedral City	16	SR-111 / Thunderbird Rd. - Eastbound Approach - Westbound Approach - Northbound Approach - Southbound Approach	TS	TS	2.00	A	N/A	N/A	N/A	1.79	1.88	A	N/A	N/A	N/A	N/A
					1.76	A	N/A	N/A	N/A	2.71	2.78	B	N/A	N/A	N/A	N/A
					3.38	C	N/A	N/A	N/A	2.23	2.48	B	N/A	N/A	N/A	N/A
Cathedral City	17	SR-111 / Paxton Dr. - Westbound Approach - Northbound Approach - Southbound Approach	TS	TS	2.13	B	N/A	N/A	N/A	3.04	3.28	C	N/A	N/A	N/A	N/A
					3.46	C	N/A	N/A	N/A	3.09	3.26	C	N/A	N/A	N/A	N/A
					N/A	N/A	N/A	N/A	N/A	3.80	3.65	D	N/A	N/A	N/A	N/A
Rancho Mirage	18	San Jacinto Dr. / Rancho Las Palmas	AWS	AWS	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
					N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
					N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Rancho Mirage	19	Bob Hope Dr. / Rancho Las Palmas - Eastbound Approach - Westbound Approach - Northbound Approach - Southbound Approach	TS	TS	2.43	B	N/A	N/A	N/A	3.36	3.33	C	N/A	N/A	N/A	N/A
					2.01	B	N/A	N/A	N/A	3.02	3.05	C	N/A	N/A	N/A	N/A
					2.96	C	N/A	N/A	N/A	3.17	3.68	C	N/A	N/A	N/A	N/A
Rancho Mirage	20	Bob Hope Dr. / Avenida Las Palmas - Eastbound Approach - Westbound Approach - Northbound Approach - Southbound Approach	TS	TS	2.07	B	N/A	N/A	N/A	3.16	3.16	C	N/A	N/A	N/A	N/A
					2.08	B	N/A	N/A	N/A	3.26	3.52	C	N/A	N/A	N/A	N/A
					2.96	C	N/A	N/A	N/A	3.14	3.63	C	N/A	N/A	N/A	N/A
Rancho Mirage	21	Bob Hope Dr. / Commercial Dwy. (No AT-Grade Xing) - Westbound Approach - Northbound Approach - Southbound Approach	CSS	CSS + PB	2.95	C	N/A	N/A	N/A	3.49	3.61	C	N/A	N/A	N/A	N/A
					N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
					N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

TABLE 7.2-4: PEDESTRIAN AND BICYCLE ANALYSIS FOR 2040 ALTERNATIVE 1 CONDITIONS

Jurisdiction	#	Intersection	Traffic Control ⁴		PEDESTRIAN ^{1,2}						BICYCLE ³					
			W/O Imp.	W/ Proj. Imp. ⁵	Without Improvements		With Project Improvements ⁵		Without Improvements		With Project Improvements ⁵		Without Improvements		With Project Improvements ⁵	
					Score/Delay	LOS	Score	LOS	Score	LOS	Score	LOS	Score	LOS	Score	LOS
AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	
Rancho Mirage	22	SR-111 / Bob Hope Dr. - Eastbound Approach - Westbound Approach - Northbound Approach - Southbound Approach	TS	TS	1.79	A	N/A	N/A	2.06	B	N/A	N/A	2.08	B	N/A	N/A
					2.84	C	N/A	N/A	3.67	D	N/A	N/A	3.93	D	N/A	N/A
					N/A	N/A	N/A	N/A	4.14	D	N/A	N/A	4.23	D	N/A	N/A
					3.54	D	N/A	N/A	2.78	C	N/A	N/A	3.09	C	N/A	N/A
Rancho Mirage	23	SR-111 / Magnesia Falls Dr. - Eastbound Approach - Westbound Approach - Northbound Approach - Southbound Approach	TS	TS	2.05	B	N/A	N/A	3.10	C	N/A	N/A	3.07	C	N/A	N/A
					2.56	B	N/A	N/A	3.66	D	N/A	N/A	4.22	D	N/A	N/A
					N/A	N/A	N/A	N/A	3.99	D	N/A	N/A	3.99	D	N/A	N/A
					3.77	D	N/A	N/A	2.81	C	N/A	N/A	2.90	C	N/A	N/A
Palm Desert	24	Monterey Av. / Park View Dr. - Eastbound Approach - Westbound Approach - Northbound Approach - Southbound Approach	TS	TS	2.28	B	N/A	N/A	3.67	D	N/A	N/A	3.91	D	N/A	N/A
					2.34	B	N/A	N/A	3.25	C	N/A	N/A	3.32	C	N/A	N/A
					3.36	C	N/A	N/A	3.32	C	N/A	N/A	3.92	C	N/A	N/A
					3.39	C	N/A	N/A	3.45	C	N/A	N/A	3.43	C	N/A	N/A
Palm Desert	25	San Pablo Av. / Magnesia Falls Dr.	AWS	AWS	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
					N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
					2.30	B	2.30	B	3.31	C	3.45	C	3.31	C	3.45	C
					2.34	B	2.34	B	2.97	C	3.41	C	2.97	C	3.41	C
Indian Wells	27	Portola Av. / Magnesia Falls Dr. - Eastbound Approach - Westbound Approach - Northbound Approach - Southbound Approach	TS	TS	3.00	C	3.00	C	3.43	C	3.43	C	4.18	C	4.18	C
					N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
					3.51	D	N/A	N/A	3.61	D	3.88	D	N/A	N/A	N/A	N/A
					3.45	C	N/A	N/A	3.10	C	3.28	C	N/A	N/A	N/A	N/A
La Quinta	29	Dune Palms Rd. / Corporate Ctr. Dr. - Eastbound Approach - Northbound Approach - Southbound Approach	CSS	TS	N/A	N/A	1.98	A	N/A	N/A	N/A	N/A	N/A	N/A	2.48	B
					N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2.93	C
					N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	1.39	A
					N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Indio	30	Monroe St., south of I-10 EB Ramps - Northbound Approach - Southbound Approach	-	-	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
					N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
					N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
					N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Indio	31	Av. 44, east of Palo Verde St. - Eastbound Approach - Westbound Approach - Northbound Approach - Southbound Approach	-	HAWK	>80	F	2.28	A	N/A	N/A	N/A	N/A	N/A	N/A	2.45	B
					>80	F	2.28	A	N/A	N/A	N/A	N/A	N/A	N/A	2.80	C
					N/A	N/A	1.71	A	N/A	N/A	N/A	N/A	N/A	N/A	0.47	A
					N/A	N/A	1.71	A	N/A	N/A	N/A	N/A	N/A	N/A	0.47	A
Coachella	32	Dillon Rd., west of SR-86S SB Ramps - Eastbound Approach - Westbound Approach - Northbound Approach - Southbound Approach	-	HAWK	>80	F	3.06	C	N/A	N/A	N/A	N/A	N/A	N/A	2.19	B
					>80	F	3.06	C	N/A	N/A	N/A	N/A	N/A	N/A	1.84	A
					N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2.31	B
					N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2.31	B

TABLE 7.2-4: PEDESTRIAN AND BICYCLE ANALYSIS FOR 2040 ALTERNATIVE 1 CONDITIONS

Jurisdiction	#	Intersection	Traffic Control ⁴		PEDESTRIAN ^{1,2}						BICYCLE ³							
			W/O Imp. ⁵	W/ Proj. Imp. ⁶	Without Improvements		With Project Improvements ⁶		Without Improvements		With Project Improvements ⁶		Without Improvements		With Project Improvements ⁶			
					Score/Delay	LOS	Score/Delay	LOS	Score	LOS	Score	LOS	Score	LOS	Score	LOS		
			AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM		
Coachella	33	Tyler St. / Avenue 50 - Eastbound Approach - Westbound Approach - Northbound Approach - Southbound Approach	AWS ⁵	TS	N/A	N/A	N/A	N/A	2.93	3.09	N/A	N/A	N/A	N/A	3.11	4.09	C	D
			N/A	N/A	N/A	N/A	N/A	2.88	3.07	N/A	N/A	N/A	N/A	3.55	3.53	D	D	
			N/A	N/A	N/A	N/A	N/A	2.26	2.35	N/A	N/A	N/A	N/A	3.85	3.80	D	D	
			N/A	N/A	N/A	N/A	N/A	1.74	1.74	N/A	N/A	N/A	N/A	2.94	2.93	C	C	

¹ Delay and level of service calculated using Synchro 9 analysis software. **BOLD** = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

² Per the 2010 Highway Capacity Manual, the pedestrian score and level of service for the pedestrians crossing each subject approach (i.e. "Eastbound" pedestrians are those crossing the Eastbound vehicular approach) are shown for signalized intersections. For cross-street stop controlled intersections, the pedestrian delay and level of service are shown for pedestrians crossing a traffic stream not controlled by a stop sign. It should be noted that pedestrian level of service measures at all-way stop controlled intersections are not evaluated since pedestrian LOS is defined for pedestrians crossing a traffic stream not controlled by a stop sign (Exhibit 8-2 of HCM2010)

³ Per the 2010 Highway Capacity Manual, the bicycle LOS score for the segment is used to estimate facility LOS. One score is needed for each direction of travel of interest for each segment on the facility for signalized intersections.

For unsignalized intersections, bicycle level of service measures are not evaluated per Exhibit 8-2 of HCM2010.

⁴ TS = Traffic Signal; CSS = Cross Street Stop; AWS = All-Way Stop; Y = Crosswalk Yield; PB = Push Button Cross Walk Lights (Solar Powered); HAWK = High-Intensity Activated crossWalk beacon

⁵ Based on field observations, the intersection of Tyler St. - Magnolia / Avenue 50 - Tyler St. is stop controlled for the NB, SB, and EB approach. The WB approach is uncontrolled.

This type of traffic control setup is not supported in Synchro. Therefore, for the purpose of this report this intersection is evaluated as an all-way stop control.

⁶ See project improvements identified in the intersection analysis table for Auto/LSEV.

Pedestrian LOS at signalized intersections evaluates conflicting motorized vehicle volumes and speeds, crosswalk length, and average pedestrian delay. Pedestrians are better served at intersections with lower motorized vehicle volumes and speeds, shorter crosswalk lengths, and shorter delay.

Bicycle LOS at signalized intersections is determined based on perceived separation from motorized vehicle traffic, motorized vehicle volumes, cross-street width, and presence and utilization of on-street parking. Bicycle LOS is improved with a reduction in each of these indicators.

Pedestrian LOS at cross-street STOP-controlled intersections is based on average pedestrian control delay crossing the major street. Pedestrian LOS is improved via lower vehicle volumes, presence of a median, and provision of pedestrian crossing treatments that improve motorist yielding rates.

7.3 AUTO/BIKE/LSEV/PED SAFETY IMPROVEMENTS AT KEY ACCESS POINTS

At the intersection of Palm Canyon Drive (SR-111) at San Rafael Drive/Tramway Road (#1), the CV Link involves a new north side crosswalk connecting the Palm Springs Visitor Center to the east side of Palm Canyon Drive. The existing signal will be enhanced with CV Link crosswalks and curb ramps; a new path will be installed on the east side between W. San Rafael Drive and Gateway Drive. The proposed crosswalk location involves adjustment of the stop bar location for the southbound lanes, and restriping the existing left turn bay transition.

The CV Link crosses the intersection of Indian Canyon Drive at Sunrise Parkway (#2) in an east/west direction at grade on the north side of the street. The future Sunrise Parkway intersection at Indian Canyon Drive will include full traffic signals and lane improvements included in the City of Palm Springs General Plan. The future Sunrise Parkway intersection at Indian Canyon Drive will include full traffic signals and lane improvements included in the City of Palm Springs General Plan. The CV Link intersection analysis is performed without improvements, with project and other improvements, and with General Plan improvements. With City of Palm Springs General Plan improvements, the intersection is projected to experience acceptable operation (Level of Service "D" or better) for 2040 conditions.

At the Sunrise Way at San Rafael Drive intersection (#3), the possible alignment alternative would involve adjustment to existing crosswalks on the north and east intersection legs. Future bike accommodations along the CV Link route (Sunrise, north of San Rafael and San Rafael east of Sunrise) are also included and is projected to experience acceptable operation (LOS "D" or better) for 2040 conditions.

For Gene Autry Trail at Via Escuela (#4) intersection, the CV link is anticipated to cross the north leg of the intersection. With improvements, the existing traffic signal would be modified to provide east/west split phasing and is projected to experience acceptable operation (LOS "D" or better) for 2040 conditions.

For Clubhouse View at Vista Chino (#5) intersection, the CV Link would include a new signal phase and crossing for the east leg of Vista Chino at the intersection of Clubhouse View and is projected to experience acceptable operation (LOS “D” or better) for 2040 conditions.

For intersections of Sunrise Way/N. Riverside Drive (#6) and Sunrise Way/Mesquite Avenue (#7), CV Link includes improvements for crosswalks along the south (for intersection #6) and east (for intersection #7) leg of the intersection. The proposed crosswalk location involves adjustment of the stop bar location and left turn striping for the incoming lanes. Along Sunrise Way between N. Riverside Drive and Mesquite Avenue, an alternative alignment is shown east of Sunrise Way. Entering/exiting intersection #7 east of Sunrise Way, the route includes restriped and signposted Mesquite Avenue for CV Link LSEVs and bicyclists, and an existing path along Mesquite Golf Course - Tahquitz Creek Trail for bicyclists and pedestrians. Other project design features include traffic signal installation at the intersection of Sunrise Way at Riverside Drive (#6) to maintain acceptable intersection operations. It should be noted that both intersections are projected to experience acceptable operation (LOS “D” or better) for 2040 conditions.

At the intersection of Farrell Drive at Mesquite Avenue (#8), the CV Link is proposed as lanes through the intersection in the east-west direction. Adjustments to left turn bays are included to accommodate the CV Link. This intersection is projected to experience acceptable operation (LOS “D” or better) for 2040 conditions.

For the intersection of El Cielo Road at Mesquite Avenue (#9), the CV Link crosses the south leg of El Cielo Road. The CV Link lanes along Mesquite Avenue result in restriping of the existing automobile lanes entering / exiting the intersection at El Cielo Road. This intersection is projected to experience acceptable operation (LOS “D” or better) for 2040 conditions.

At the intersection of 34th Avenue at Crossley Road (#10), installation of a traffic signal with exclusive pedestrian scramble phase is proposed. Cross-walks are included on all legs of the intersection, and adjustments to the existing left turn bays allow for stop bar adjustments. This intersection is projected to experience acceptable operation (LOS “D” or better) for 2040 conditions.

Golf Club Drive is a four lane road, and the CV Link includes a crosswalk with push button at Tahquitz Creek (#11). Pedestrian/Bike crossing at this location is projected to experience acceptable operation (LOS “D” or better) for 2040 conditions.

The CV Link includes crosswalk improvements on the north leg of Cathedral Canyon Drive at Officer David Vasquez Road (#12). This intersection is projected to experience acceptable operation (LOS “D” or better) for 2040 conditions.

For the intersection of Date Palm Drive at Perez Road (#13), the CV Link provides new “Cathedral Canyon Channel Promontory Park” regional access and includes crosswalk improvements on the south leg. This intersection is projected to experience acceptable operation (LOS “D” or better) for 2040 conditions.

The Proposed scenario and Alternative 1 do not include the CV Link in the City of Rancho Mirage. CV Link intersection improvements described for Rancho Mirage locations are included in Alternative 2.

For the intersection of Da Vall Drive at Frank Sinatra Drive (#14), the initial crossing for the alignment alternative uses the channel bottom to existing signals at Da Vall Drive and left bank alignment, passing through the Wolfson Park. A future overcrossing bridge structure to right bank alignment is possible. This intersection is projected to experience acceptable operation (LOS "D" or better) for 2040 conditions.

At the intersection of SR-111 at Country Club Drive (#15), crosswalk improvements are included for the north and west legs of the intersections for Alternative 2. This intersection is projected to experience acceptable operation (LOS "D" or better) for 2040 conditions.

Crosswalk upgrades are shown for the west leg of intersection #16 (SR-111/Thunderbird Road) and the south leg of intersection #17 (SR-111/Paxton Road). Enhanced signals are proposed for crossings of Country Club Drive, Thunderbird Road, and Paxton Drive. This intersection is projected to experience acceptable operation (LOS "D" or better) for 2040 conditions.

For the intersection of San Jacinto Drive at Rancho Las Palmas (#18), a potential alignment alternative would include reconfiguration of the intersection to accommodate CV Link lanes. This intersection is projected to experience acceptable operation (LOS "D" or better) for 2040 conditions.

On-Street CV Link lanes are proposed along Bob Hope Drive which include the study area intersections of Bob Hope Drive/Rancho Las Palmas Drive (#19), Bob Hope Drive/Avenida Las Palmas (#20) and Bob Hope Drive/Commercial Driveway-entrance of the Rancho Las Palmas Shopping Center (#21). Other project design features include a crosswalk with push button at the intersection of Bob Hope Drive/Commercial Driveway (#21).

The CV Link includes lanes on SR-111 and Bob Hope Drive (#22), with a modified east leg crosswalk at the intersection. Other traffic signal project design features include a northbound right turn overlap phase to maintain acceptable intersection operations.

For the intersection of SR-111 at Magnesia Falls Drive (#23), crosswalk improvements are shown for the CV Link. Other traffic signal project design features include a westbound right turn overlap phase to maintain acceptable intersection operations.

At Monterey Avenue/Parkview Drive intersection (#24), the CV Link includes crosswalk improvements on the north leg of the intersection. Lanes for CV Link user are shown on the north side of Parkview Drive west of Monterey Avenue. Auto lanes are adjusted as necessary to accommodate the CV Link lanes. This intersection is projected to experience acceptable operation (LOS "D" or better) for 2040 conditions.

CV Link lane improvements are shown on San Pablo Avenue at intersections #25 (San Pablo Avenue/Magnesia Falls Drive) and #26 (San Pablo Avenue/College of the Desert). Shared lane updates for CV Link users are included on Alumni Drive. Both intersections are projected to experience acceptable operation (LOS "D" or better) for 2040 conditions.

Magnesia Falls Drive at Portola Avenue (#27) includes vehicle striping improvements to accommodate CV Link lanes. This intersection is projected to experience acceptable operation (LOS "D" or better) for 2040 conditions.

For the intersection of El Dorado Drive at Fred Waring Drive (#28), the CV Link Proposed and Alternative 2 include crosswalk improvements for the north, west, and east legs of the intersection. The CV Link is not included in Indian Wells for Alternative 1. Other traffic signal project design features include a northbound right turn overlap phase to maintain acceptable intersection operations.

At the intersection of Dune Palms Road/Corporate Center Drive (#29), CV Link is located on the northeast side of the intersection. Other project design features include installation of traffic signal to maintain acceptable intersection operation.

Monroe Street south of the I-10 Freeway (#30) has an undercrossing of the CV Link, with a nearby access point located east of Monroe Street.

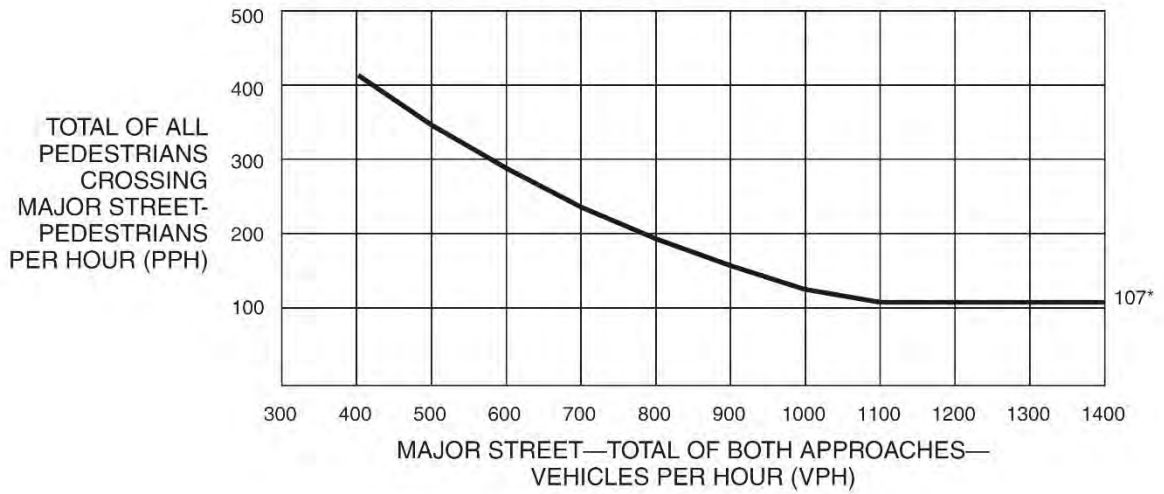
For Avenue 44 east of Palo Verde Street – Circle Drive (#31) location, a north/south crosswalk with High-Intensity Activated crossWalk (HAWK) beacon is provided for CV Link. This location is projected to experience acceptable operation (LOS "D" or better) for 2040 conditions.

For Dillon Road west of SR-86S SB ramps (#32) location and Tyler Street-Magnolia Avenue at Avenue 50-Tyler Street (#33) intersection involve north/south crosswalks on existing roads, with future undercrossings. HAWK beacon at location #32 and adjustment to striping at these locations support the CV Link. Other project design features include installation of traffic signal at the intersection of Tyler Street-Magnolia at Avenue 50-Tyler Street (#33) to maintain acceptable intersection operations. Both locations are projected to experience acceptable operation (LOS "D" or better) for 2040 conditions.

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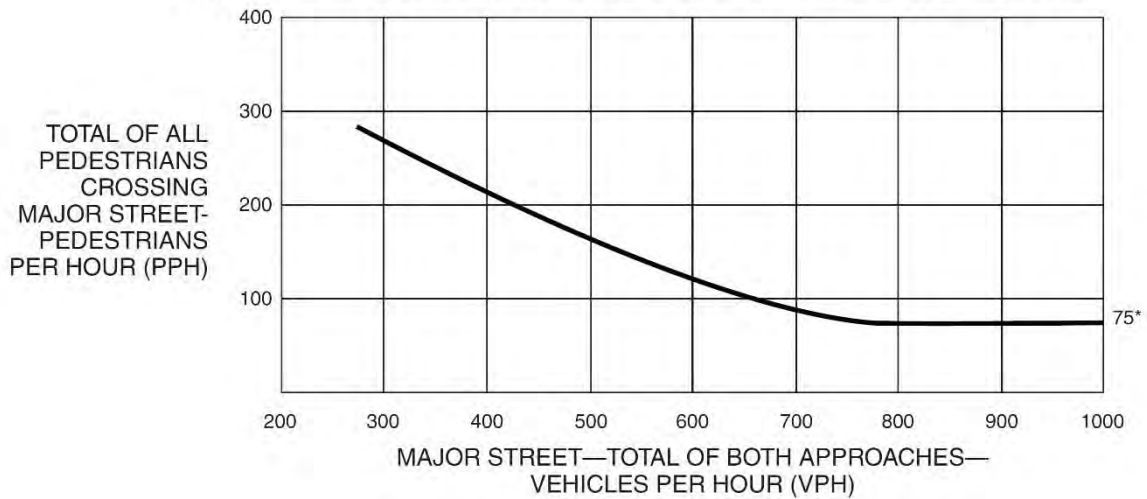
APPENDIX 1:
CAMUTCD PEDESTRIAN WARRANT FIGURES

Figure 4C-5. Warrant 4, Pedestrian Four-Hour Volume



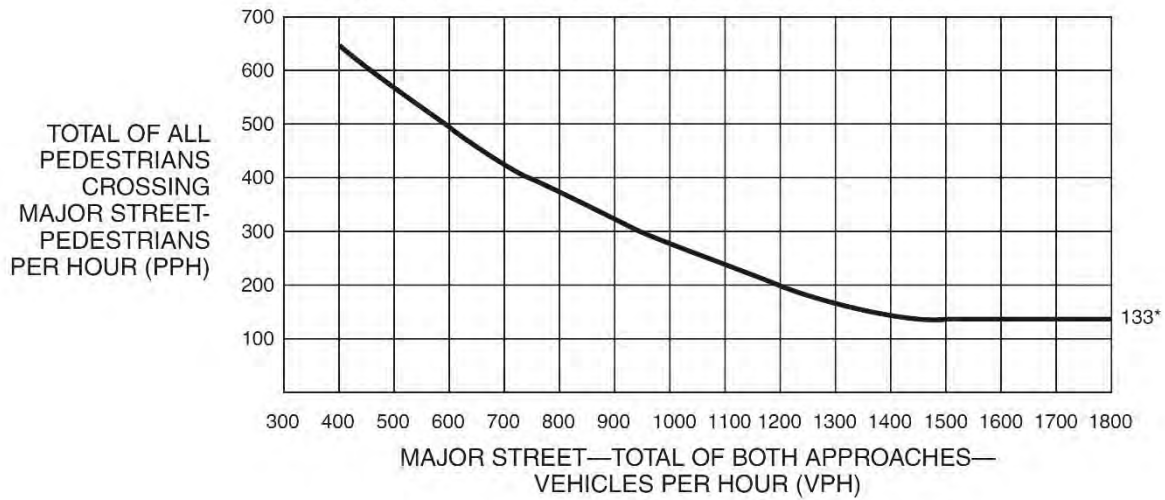
*Note: 107 pph applies as the lower threshold volume.

Figure 4C-6. Warrant 4, Pedestrian Four-Hour Volume (70% Factor)



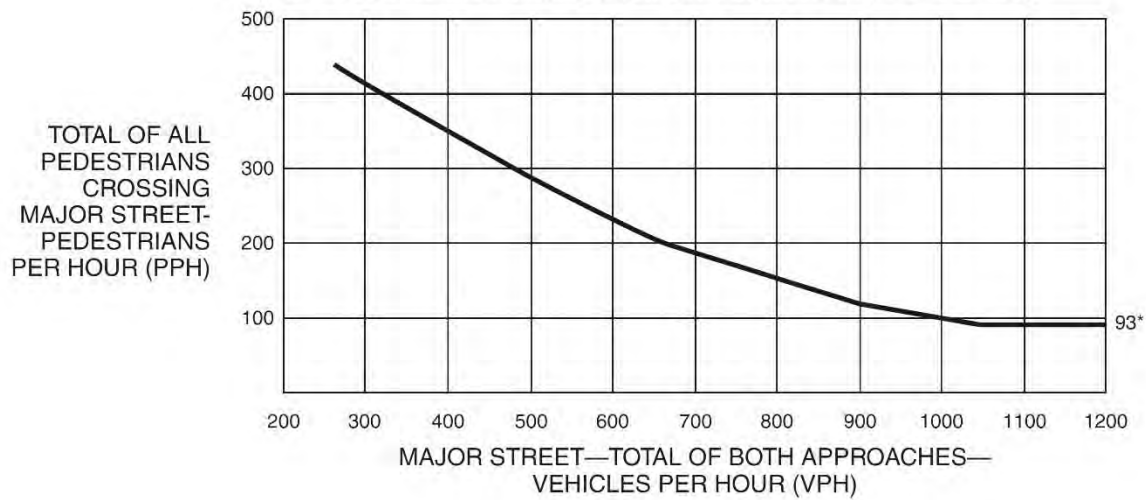
*Note: 75 pph applies as the lower threshold volume.

Figure 4C-7. Warrant 4, Pedestrian Peak Hour



*Note: 133 pph applies as the lower threshold volume.

Figure 4C-8. Warrant 4, Pedestrian Peak Hour (70% Factor)



*Note: 93 pph applies as the lower threshold volume.

Figure 4F-1. Guidelines for the Installation of Pedestrian Hybrid Beacons on Low-Speed Roadways

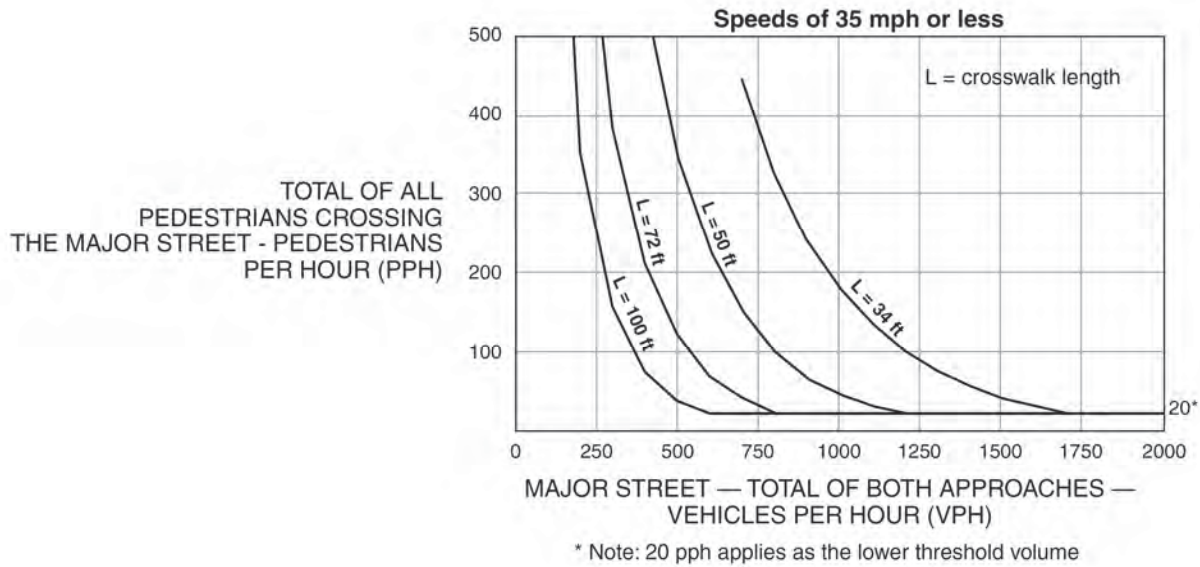
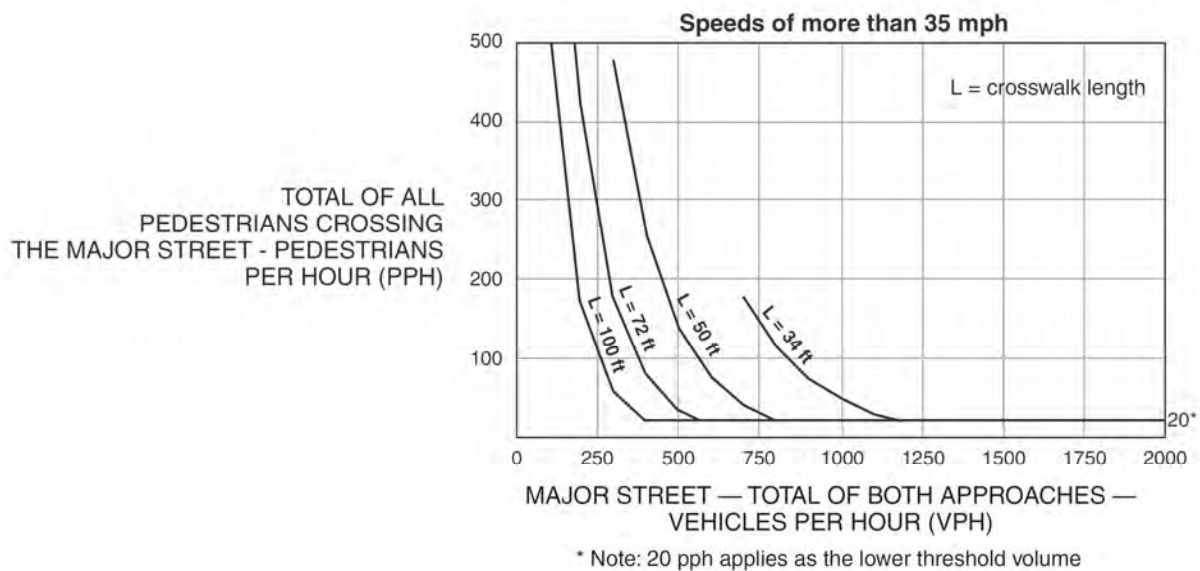


Figure 4F-2. Guidelines for the Installation of Pedestrian Hybrid Beacons on High-Speed Roadways



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APPENDIX 2:

**CV LINK 30 PERCENT DESIGN PLANS –
KEY ACCESS AND AT-GRADE ANALYSIS LOCATIONS**

Line measures 1 inch on full scale drawing, if not 1 inch scale accordingly.

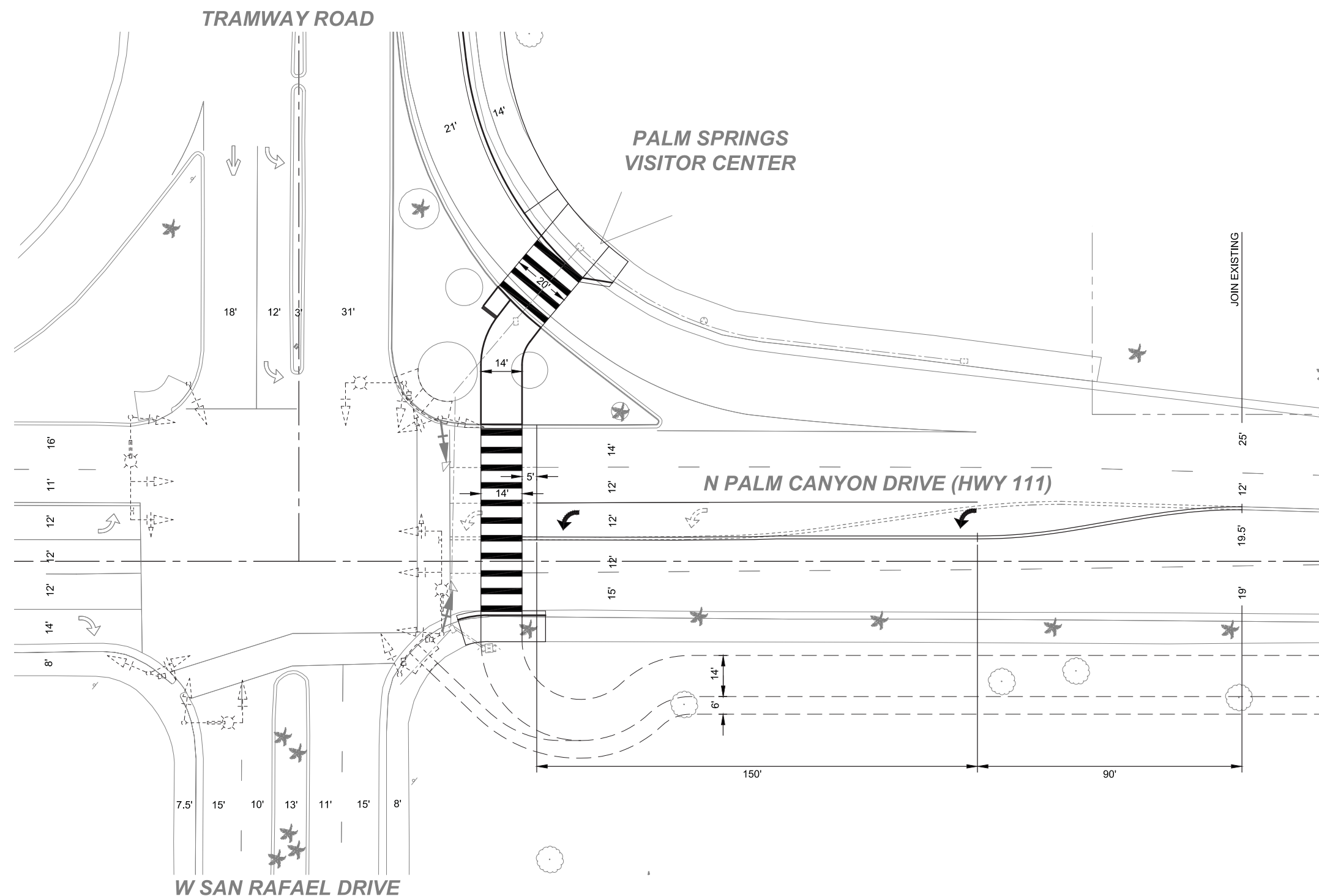
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GENERAL SHEET NOTES

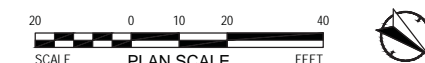
1. SAMPLE GENERAL SHEET NOTES
2. ARIAL NARROW FONT 0.125"
3. STYLE: CVL-A125

SHEET KEYNOTES

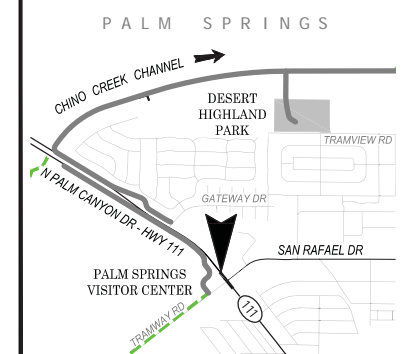
- (1) INSTALL WHITE PAVEMENT LEGENDS AS SHOWN PER CALTRANS
- (92) INSTALL SAMPLE KEYNOTE LANE LINE (DETAIL 9)
- (93) INSTALL ARIAL NARROW FONT 0.125" LANE LINE (DETAIL 26)
- (94) INSTALL CVL-A125 LANE LINE (DETAIL 39 & 39A)
- (95) INSTALL 8" CHANNELIZING LINE (DETAIL 38)
- (96) INSTALL 12" WHITE CROSSWALK
- (97) INSTALL 4" SKIP WHITE LANE LINE EXTENSIONS THROUGH INTERSECTIONS (DETAIL 40)
- (98) INSTALL 4" SOLID WHITE LANE LINE, 50' LONG
- (99) INSTALL PAINTED MEDIAN (DETAIL 29)
- (100) INSTALL 4" SKIP YELLOW CENTER LINE, 3' STRIPE, 9' GAP
- (P) PROTECT IN PLACE EXISTING ITEM INDICATED
- (R) REMOVE SANDBLAST PAINT TO BE REMOVED. ALL EXISTING CONFLICTING STRIPING AND SIGNS SHALL BE REMOVED.
- (RL) RELOCATE SIGN TO NEW POST OR STREET LIGHT AS SHOWN
- (S) INSTALL SIGN PER DESIGNATION. SEE STATE OF CALIFORNIA, DEPARTMENT OF TRANSPORTATION, (CALTRANS) "UNIFORM SIGN CHART."



PLAN
SCALE: 1" = 20'



KEY MAP



30% DESIGN SUBMITTAL NOT FOR CONSTRUCTION

Dwg filename: V:\2017\active\20170009070\Drawings\Sheet_files\TS101.dwg Last saved by: rstoaffens Plot date: 2/23/2016 4:22 PM Plot style table: CVLINK.ctb

ISSUE	MARK	DATE	DESCRIPTION

INFO	
PROJECT NO:	CVL-2015-0309
CAD DWG FILE:	TS101
DESIGNED BY:	JX
DRAWN BY:	RS
REVIEWED BY:	RM
DATE:	2.23.2016
SCALE:	AS SHOWN



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PREPARED BY

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IRVINE, CA 92618
949.923.6000 stantec.com

CLIENT
COACHELLA VALLEY ASSOCIATION OF GOVERNMENTS
73-710 Fred Waring Drive, Suite 200
Palm Desert, CA 92260
CVAG PROJECT NO. CVL-2015-0309

CONNECTING THE COACHELLA VALLEY
MULTI-MODAL TRANSPORTATION FACILITY
COACHELLA VALLEY - CALIFORNIA

SHEET TITLE
PALM SPRINGS / RIVERSIDE COUNTY
SEGMENT 1
**ALIGNMENT 1-6 TO 1-8
SIGNING & STRIPING PLAN
N PALM CANYON DRIVE**

SHEET NO.
TS101
SHEET 427 OF 780

Line measures 1 inch on full scale drawing, if not 1 inch scale accordingly.

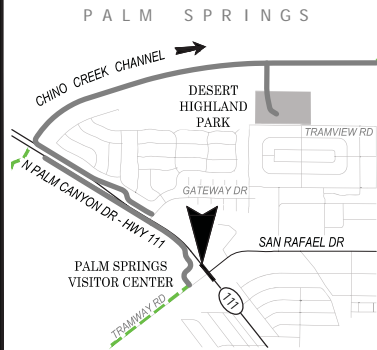
INT ID: #1

GENERAL SHEET NOTES

- 1. ROADWAY DIMENSIONS ARE SHOWN TO BACK OF CURB

CONSTRUCTION NOTES

KEY MAP

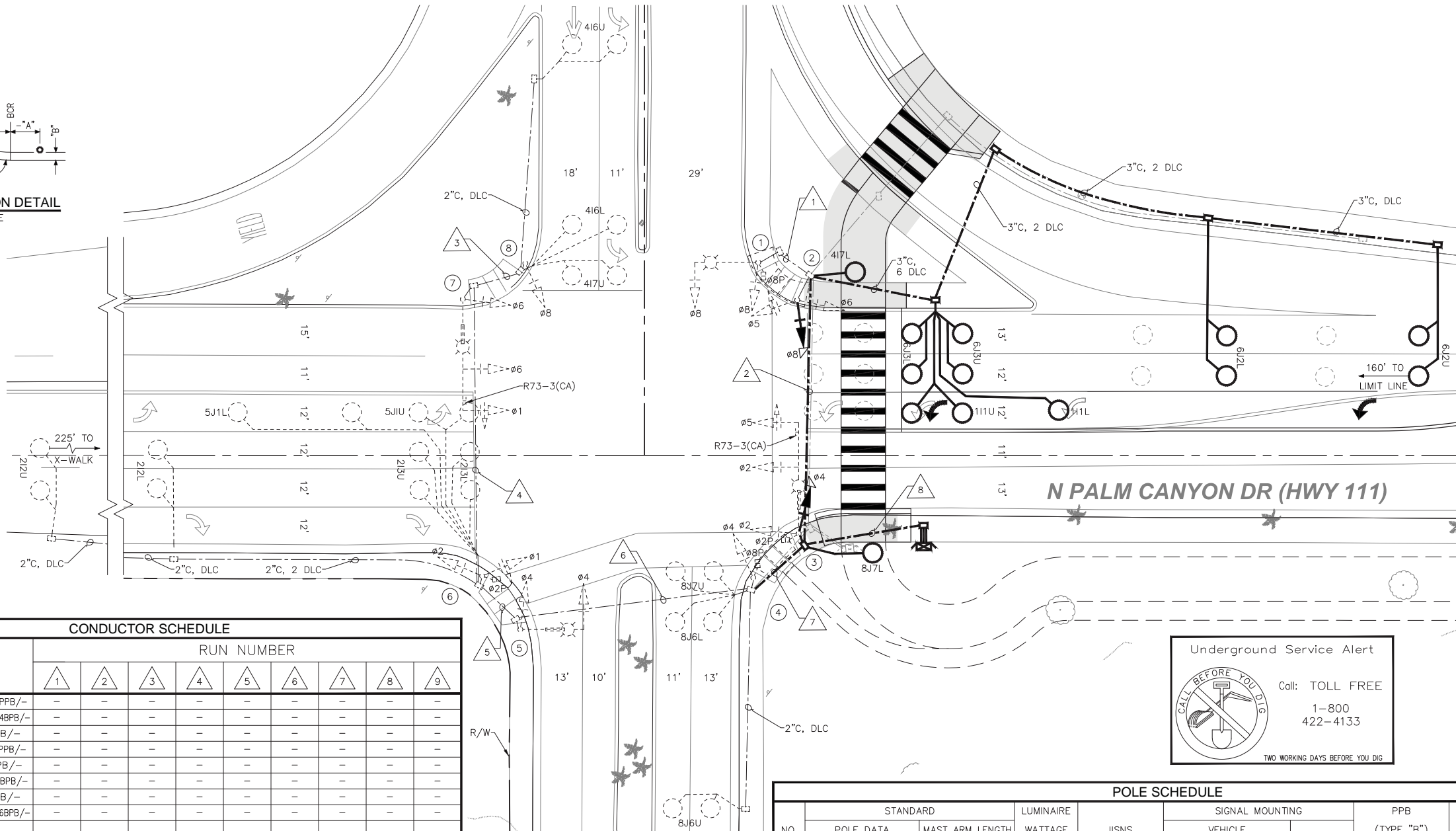
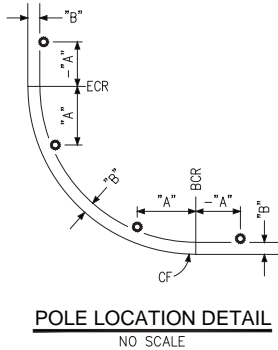


30% DESIGN SUBMITTAL NOT FOR CONSTRUCTION

W SAN RAFAEL DR

N PALM CANYON DR (HWY 111)

TRAMWAY RD



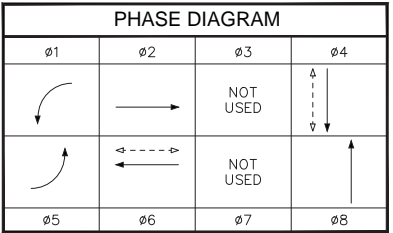
Underground Service Alert

Call: TOLL FREE
1-800-422-4133

TWO WORKING DAYS BEFORE YOU DIG

CONDUCTOR SCHEDULE

AWG OR CABLE TYPE	STD	PHASES	RUN NUMBER										
			1	2	3	4	5	6	7	8	9		
12CSC 3CSC 5CSC	1	Ø2, Ø5, OLA, Ø2P/Ø4PPB/-	-	-	-	-	-	-	-	-	-	-	-
	2	Ø3, Ø4, Ø4P/Ø2PPB, Ø4BPB/-	-	-	-	-	-	-	-	-	-	-	-
	3	Ø3, Ø8, Ø8P/Ø2PPB/-	-	-	-	-	-	-	-	-	-	-	-
	4	Ø1, Ø2, OLA, Ø2P/Ø8PPB/-	-	-	-	-	-	-	-	-	-	-	-
	5	Ø1, Ø6, Ø6P/Ø8PPB/-	-	-	-	-	-	-	-	-	-	-	-
	6	Ø7, Ø8, Ø8P/Ø6PPB, Ø8BPB/-	-	-	-	-	-	-	-	-	-	-	-
	7	Ø4, Ø7, Ø4P/Ø6PPB/-	-	-	-	-	-	-	-	-	-	-	-
	8	Ø5, Ø6, Ø6P/Ø4PPB, Ø6BPB/-	-	-	-	-	-	-	-	-	-	-	-
TOTAL			-	-	-	-	-	-	-	-	-	-	-
#14	ISNS	-	2	2	2	2	2	2	2	2	2	4	
#10	BARE BOND WIRE	1	1	1	1	1	1	1	2	2	2	2	
	LUMINAIRES	-	2	2	2	2	2	2	2	2	2	2	
TOTAL			1	3	3	3	3	3	3	4	4	4	
Det. Loop Cable 2#16 (TYPE 2)	Ø2	4	4	4	4	4	-	-	4	4	4	4	
	Ø4	-	-	3	3	3	-	-	3	3	3	3	
	Ø6	-	-	-	3	-	-	-	3	3	3	3	
	Ø8	-	-	-	-	-	-	-	3	3	3	3	
TOTAL			4	4	3	10	7	-	3	13	13	13	
VIDEO DETECTION POWER(COAX)			-	2	2	4	4	2	2	4	4	4	
VIDEO DETECTION POWER(16/3 SJOW)			-	2	2	4	4	2	2	4	4	4	
M-138 CABLE (OPTICOM)			-	1	1	2	2	2	2	3	4	4	
(IP CCTV VIDEO) CAT5E CABLE			-	-	-	-	-	1	1	1	1	1	
CONDUIT SIZE (NEW)			3"	4"	3"	4"	4"	3"	4"	2-4"	2-4"	2-4"	



POLE SCHEDULE

NO.	STANDARD		LUMINAIRE	WATTAGE (HPSV)	ISNS	SIGNAL MOUNTING			PPB (TYPE "B")		POLE LOCATION (TYPE "B")	
	POLE DATA					VEHICLE	PEDESTRIAN	PHASE	QUAD	"A"	"B"	
	TYPE	HEIGHT										MAST ARM
1	17-2-80	30'	20'	15'	200W	-	MAS	SV-1-T	SP-1-T	-	-	EXISTING
2	1-A	10'	-	-	-	-	-	TV-2-T	TV-1-T(N)	-	8P	SOUTH
3	24-4-80	30'	35'	15'	200W	← San Rafael	2-MAS	SV-1-T	SV-1-T(N)	SP-1-T	8P	SOUTH
4	1-A	10'	-	-	-	-	-	TV-1-T	TV-1-T(N)	SP-1-T	2P	WEST
5	17-2-80	30'	20'	15'	200W	N. Palm Canyon	MAS	SV-1-T	SV-1-T(N)	-	2P	WEST
6	1-A	10'	-	-	-	-	-	TV-2-T	TV-1-T(N)	SP-1-T	-	EXISTING
7	24-4-80	30'	35'	15'	200W	Tramway →	2-MAS	SV-1-T	SV-1-T(N)	-	-	EXISTING
8	1-A	10'	-	-	-	-	-	TV-1-T	TV-1-T(N)	-	-	EXISTING

(N) - NEW (R) - RELOCATED ALL OTHER EQUIPMENT IS EXISTING.
POTHOLE NEW MAST ARM POLE LOCATIONS PRIOR TO ORDERING POLES.

PLAN

SCALE: 1" = 20'



ALL CONDUIT IS NEW
FURNISH AND INSTALL NEW CONDUCTORS THROUGHOUT
BPB = BICYCLE PUSH BUTTON

Dwg filename: \\2073\active\20730090\00\drawingsheet\1101.dwg Last saved by: vho - Plot date: 2/22/2016 7:02 PM Plostyle table: CVLINK.dwg

MARK	DATE	DESCRIPTION

INFO
PROJECT NO: CVL-2015-0309
CAD DWG FILE: T1101
DESIGNED BY: JX
DRAWN BY: RS
REVIEWED BY: RM
DATE: 2.22.2016
SCALE: AS SHOWN



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PREPARED BY

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949.923.6000 stantec.com

CLIENT

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73-710 Fred Waring Drive, Suite 200
Palm Desert, CA 92260
CVAG PROJECT NO. CVL-2015-0309

CONNECTING THE COACHELLA VALLEY
MULTI-MODAL TRANSPORTATION FACILITY
COACHELLA VALLEY - CALIFORNIA

SHEET TITLE
PALM SPRINGS / RIVERSIDE COUNTY
SEGMENT 1
**INTERSECTION 1-4
TRAFFIC SIGNAL PLAN**
HWY 111 AT SAN RAFAEL/TRAMWAY

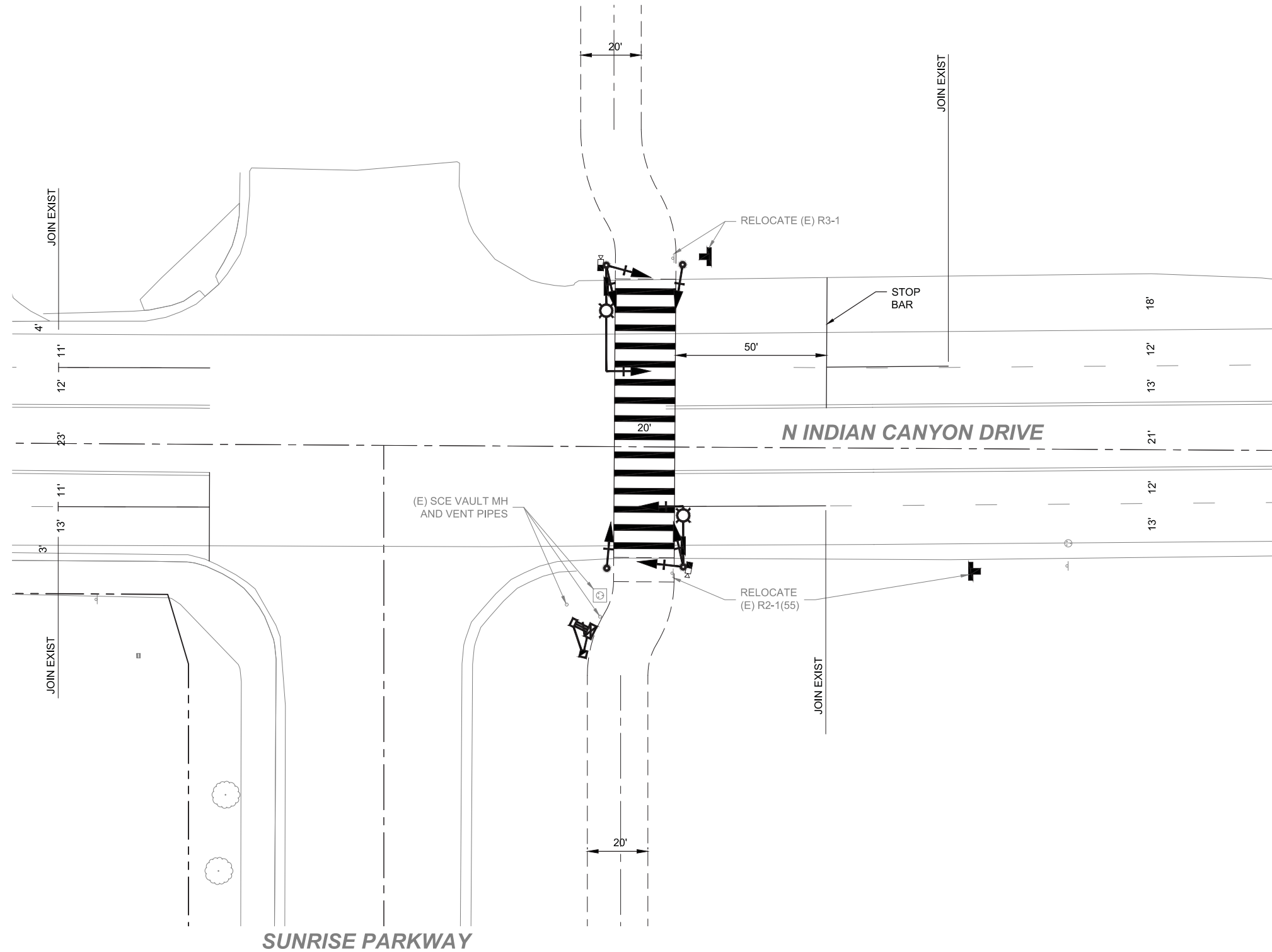
30% DESIGN SUBMITTAL NOT FOR CONSTRUCTION

T1101
SHEET 575 OF 780

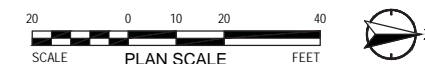
Line measures 1 inch on full scale drawing. If not 1 inch scale accordingly.

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INT ID: #2



PLAN
SCALE: 1" = 20'



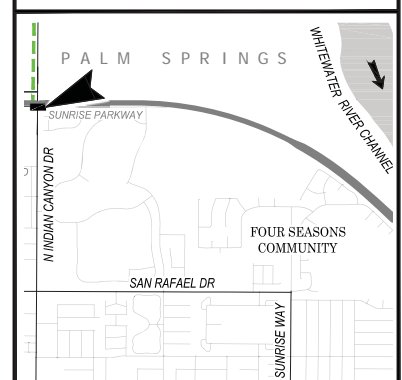
GENERAL SHEET NOTES

- ROADWAY DIMENSIONS ARE SHOWN TO BACK OF CURB

CONSTRUCTION NOTES

- 91-INSTALL WHITE PAVEMENT LEGENDS AS SHOWN PER CALTRANS
- 92-INSTALL 4" SKIP WHITE LANE LINE (DETAIL 9)
- 93-INSTALL LEFT EDGE LINE (DETAIL 26)
- 94-INSTALL 6" BIKE LANE LINE (DETAIL 39 & 39A)
- 95-INSTALL 8" CHANNELIZING LINE (DETAIL 38)
- 96-INSTALL 12" WHITE CROSSWALK
- 97-INSTALL 4" SKIP WHITE LANE LINE EXTENSIONS THROUGH INTERSECTIONS (DETAIL 40)
- 98-INSTALL 4" SOLID WHITE LANE LINE, 50' LONG
- 99-INSTALL PAINTED MEDIAN (DETAIL 29)
- 100-INSTALL 4" SKIP YELLOW CENTER LINE, 3' STRIPE, 9' GAP
- (P)-PROTECT IN PLACE EXISTING ITEM INDICATED
- (R)-REMOVE SANDBLAST PAINT TO BE REMOVED. ALL EXISTING CONFLICTING STRIPING AND SIGNS SHALL BE REMOVED.
- (RL)-RELOCATE SIGN TO NEW POST OR STREET LIGHT AS SHOWN
- (S)-INSTALL SIGN PER DESIGNATION. SEE STATE OF CALIFORNIA, DEPARTMENT OF TRANSPORTATION, (CALTRANS) "UNIFORM SIGN CHART."

KEY MAP



30% DESIGN SUBMITTAL NOT FOR CONSTRUCTION

ISSUE	MARK	DATE	DESCRIPTION

INFO	
PROJECT NO:	CVL-2015-0309
CAD DWG FILE:	TS103
DESIGNED BY:	JX
DRAWN BY:	RS
REVIEWED BY:	RM
DATE:	2.23.2016
SCALE:	AS SHOWN



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PREPARED BY
Stantec
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 949.923.6000 stantec.com

ROCK MILLER RCE 29493
 DATE

CLIENT
COACHELLA VALLEY ASSOCIATION OF GOVERNMENTS
 73-710 Fred Waring Drive, Suite 200
 Palm Desert, CA 92260
CVAG
 CVAG PROJECT NO. CVL-2015-0309

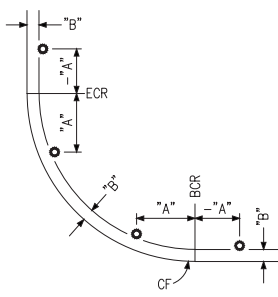
CVLINK
 CONNECTING THE COACHELLA VALLEY
 MULTI-MODAL TRANSPORTATION FACILITY
 COACHELLA VALLEY - CALIFORNIA

SHEET TITLE
 PALM SPRINGS / RIVERSIDE COUNTY
 SEGMENT 1
**ALIGNMENT 4-1 TO 4-2
 SIGNING & STRIPING PLAN
 N INDIAN CANYON DRIVE**

SHEET NO.
TS103
 SHEET 429 OF 780

INT ID: #2

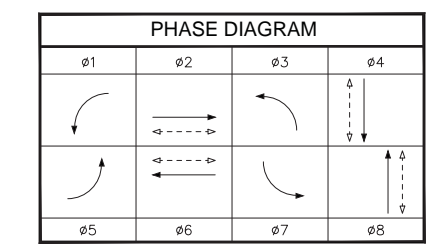
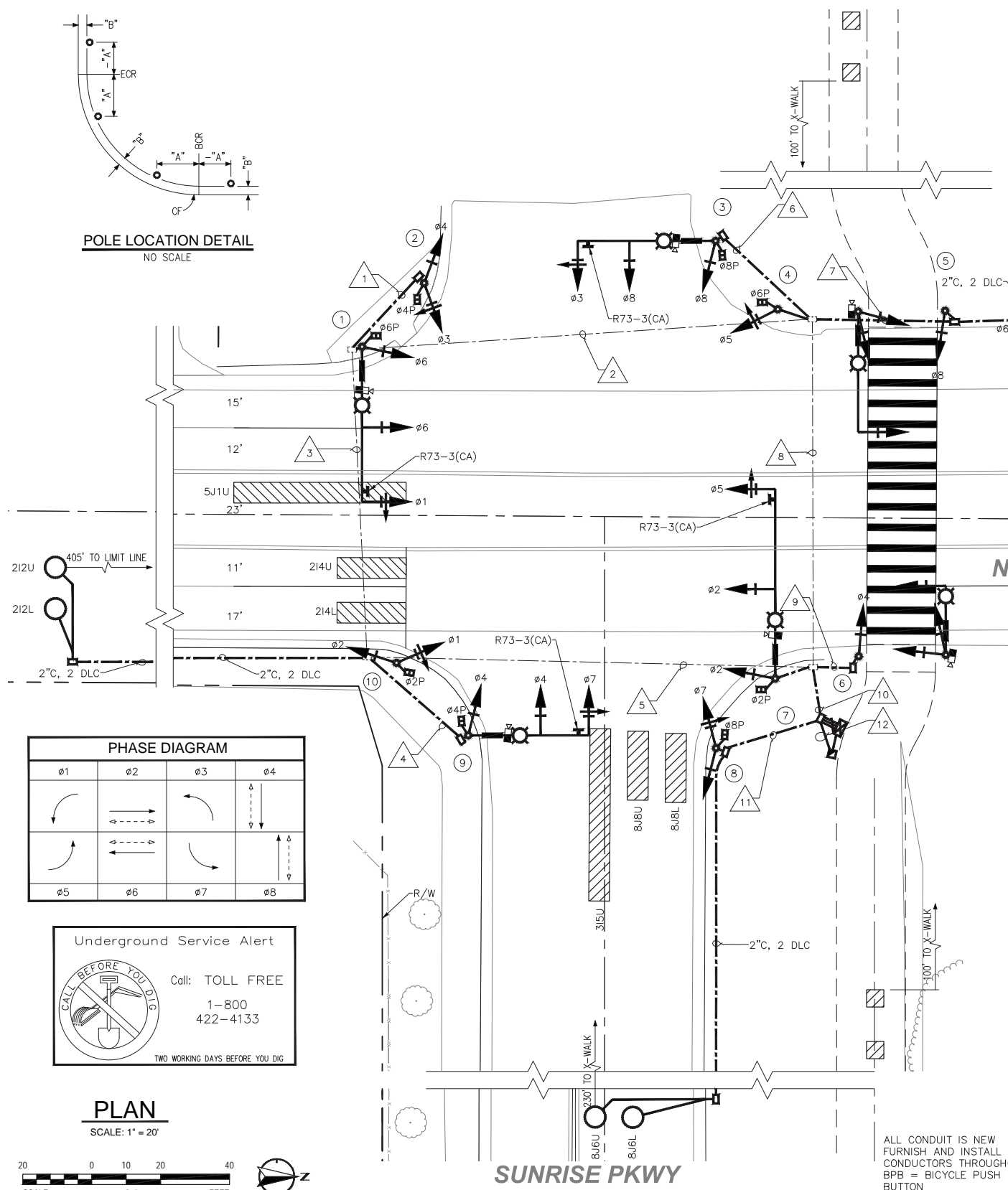
Line measures 1 inch on full scale drawing. If not 1 inch scale accordingly.



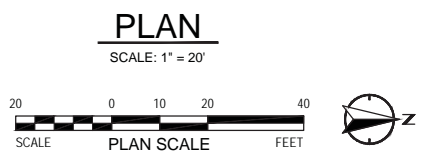
POLE LOCATION DETAIL
NO SCALE

NO.	STANDARD					LUMINAIRE WATTAGE (HPSV)	IISNS	SIGNAL MOUNTING			PPB (TYPE "B")		POLE LOCATION (TYPE "B")	
	POLE DATA		MAST ARM LENGTH					VEHICLE		PEDESTRIAN	PHASE	QUAD	"A"	"B"
	TYPE	HEIGHT	SIGNAL	LUMINAIRE				MAST ARM	POLE					
1	26-4-100	30'	45'	15'	200W	Sunrise Pkwy	2-MAS	SV-1-T	SP-1-T	4P	NORTH	-	-	
2	1-A	10'	-	-	-	-	-	TV-2-T	SP-1-T	6P	WEST	-	-	
3	26-4-100	30'	40'	15'	200W	Indian Cyn Dr	2-MAS	SV-1-T	SP-1-T	6P	WEST	-	-	
4	1-A	10'	-	-	-	-	-	TV-1-T	SP-1-T	8P	NORTH	-	-	
5	TS-15	30'	-	15'	200W	-	-	SV-2-T	-	8V	SOUTH	-	-	
6	1-A	10'	-	-	-	-	-	TV-1-T	-	4V	SOUTH	-	-	
7	29-5-100	30'	55'	15'	200W	Sunrise Pkwy	2-MAS	SV-1-T	SP-1-T	8P	NORTH	-	-	
8	1-A	10'	-	-	-	-	-	TV-2-T	SP-1-T	2P	EAST	-	-	
9	24-4-80	30'	35'	15'	200W	Indian Cyn Dr	2-MAS	SV-1-T	SP-1-T	2P	EAST	-	-	
10	1-A	10'	-	-	-	-	-	TV-2-T	SP-1-T	4P	SOUTH	-	-	

ALL EQUIPMENT IS NEW
POTHOLE NEW MAST ARM POLE LOCATIONS PRIOR TO ORDERING POLES.



Underground Service Alert
Call: TOLL FREE
1-800-422-4133
TWO WORKING DAYS BEFORE YOU DIG



AVG OR CABLE TYPE	STD	PHASES	RUN NUMBER												
			1	2	3	4	5	6	7	8	9	10	11	12	
12CSC	1	02, 05, 0LA, 02P/04PPB/-	-	-	-	-	-	-	-	-	-	-	-	-	-
	2	03, 04, 04P/02PPB, 04BPB/-	-	-	-	-	-	-	-	-	-	-	-	-	-
	3	03, 08, 08P/02PPB/-	-	-	-	-	-	-	-	-	-	-	-	-	-
	4	01, 02, 0LA, 02P/08PPB/-	-	-	-	-	-	-	-	-	-	-	-	-	-
	5	01, 06, 06P, 08PPB/-	-	-	-	-	-	-	-	-	-	-	-	-	-
3CSC	6	07, 08, 08P/06PPB, 08BPB/-	-	-	-	-	-	-	-	-	-	-	-	-	-
	7	04, 07, 04P/06PPB/-	-	-	-	-	-	-	-	-	-	-	-	-	-
	8	05, 06, 06P/04PPB, 06BPB/-	-	-	-	-	-	-	-	-	-	-	-	-	-
5CSC	9	05, 06, 06P/04PPB, 06BPB/-	-	-	-	-	-	-	-	-	-	-	-	-	-
	10	05, 06, 06P/04PPB, 06BPB/-	-	-	-	-	-	-	-	-	-	-	-	-	-
	11	05, 06, 06P/04PPB, 06BPB/-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL			-	-	-	-	-	-	-	-	-	-	-	-	-
#14	ISNS		-	2	2	2	2	2	2	2	4	4	4	4	4
#10	BARE BOND WIRE		1	1	1	1	1	1	1	2	2	2	2	2	2
	LUMINAIRES		-	2	2	2	2	2	2	2	2	2	2	2	2
TOTAL			1	3	3	3	3	3	3	4	4	4	4	4	4
Det. Loop Cable 2#16 (TYPE 2)	02		4	4	4	4	4	-	-	4	4	4	4	4	4
	04		-	-	3	3	3	-	-	3	3	3	3	3	3
	06		-	-	-	3	-	-	-	3	3	3	3	3	3
	08		-	-	-	-	-	-	-	3	3	3	3	3	3
TOTAL			4	4	3	10	7	-	3	13	13	13	13	13	13
VIDEO DETECTION POWER(COAX)			-	2	2	4	4	2	2	4	4	4	4	4	4
VIDEO DETECTION POWER(16/3 SJOW)			-	2	2	4	4	2	2	4	4	4	4	4	4
M-13B CABLE (OPTICOM)			-	1	1	2	2	2	2	3	4	4	4	4	4
(IP CCTV VIDEO) CAT5E CABLE			-	-	-	-	-	1	1	1	1	1	1	1	1
CONDUIT SIZE (NEW)			3"	4"	3"	4"	4"	3"	4"	2-4"	2-4"	2-4"	2-4"	2-4"	2-4"

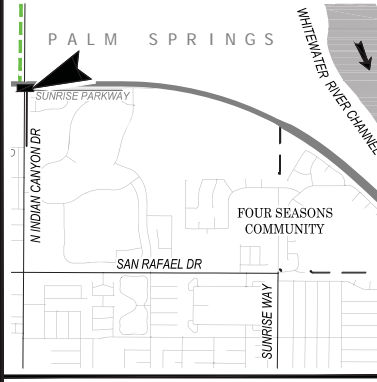
ALL CONDUIT IS NEW FURNISH AND INSTALL NEW CONDUCTORS THROUGHOUT BPB = BICYCLE PUSH BUTTON

GENERAL SHEET NOTES

1. ROADWAY DIMENSIONS ARE SHOWN TO BACK OF CURB

CONSTRUCTION NOTES

KEY MAP



30% DESIGN SUBMITTAL NOT FOR CONSTRUCTION

MARK	DATE	DESCRIPTION

INFO
PROJECT NO: CVL-2015-0309
CAD DWG FILE: T1102
DESIGNED BY: JX
DRAWN BY: RS
REVIEWED BY: RM
DATE: 2.22.2016
SCALE: AS SHOWN

PRIME CONSULTANT
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PLANNING + DESIGN
www.altaplanning.com

PREPARED BY
Stantec
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IRVINE, CA 92618
949.923.6000 stantec.com

CLIENT
COACHELLA VALLEY ASSOCIATION OF GOVERNMENTS
73-710 Fred Waring Drive, Suite 200
Palm Desert, CA 92260
CVAG PROJECT NO. CV&QMLB0309

CVLINK
CONNECTING THE COACHELLA VALLEY
MULTI-MODAL TRANSPORTATION FACILITY
COACHELLA VALLEY - CALIFORNIA

SHEET TITLE
PALM SPRINGS / RIVERSIDE COUNTY
SEGMENT 1
**INTERSECTION 4-2
TRAFFIC SIGNAL PLAN
INDIAN CANYON AT SUNRISE**

SHEET NO.
T1102
SHEET 576 OF 780

MATCHLINE - SEE SHT TS138

INT ID: #3

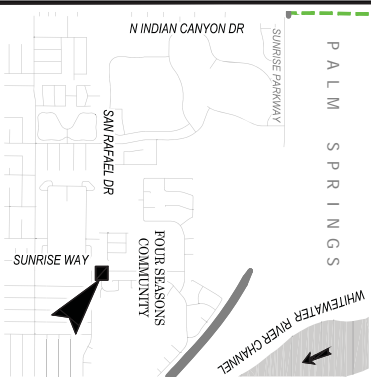
GENERAL SHEET NOTES

- ROADWAY DIMENSIONS ARE SHOWN TO BACK OF CURB

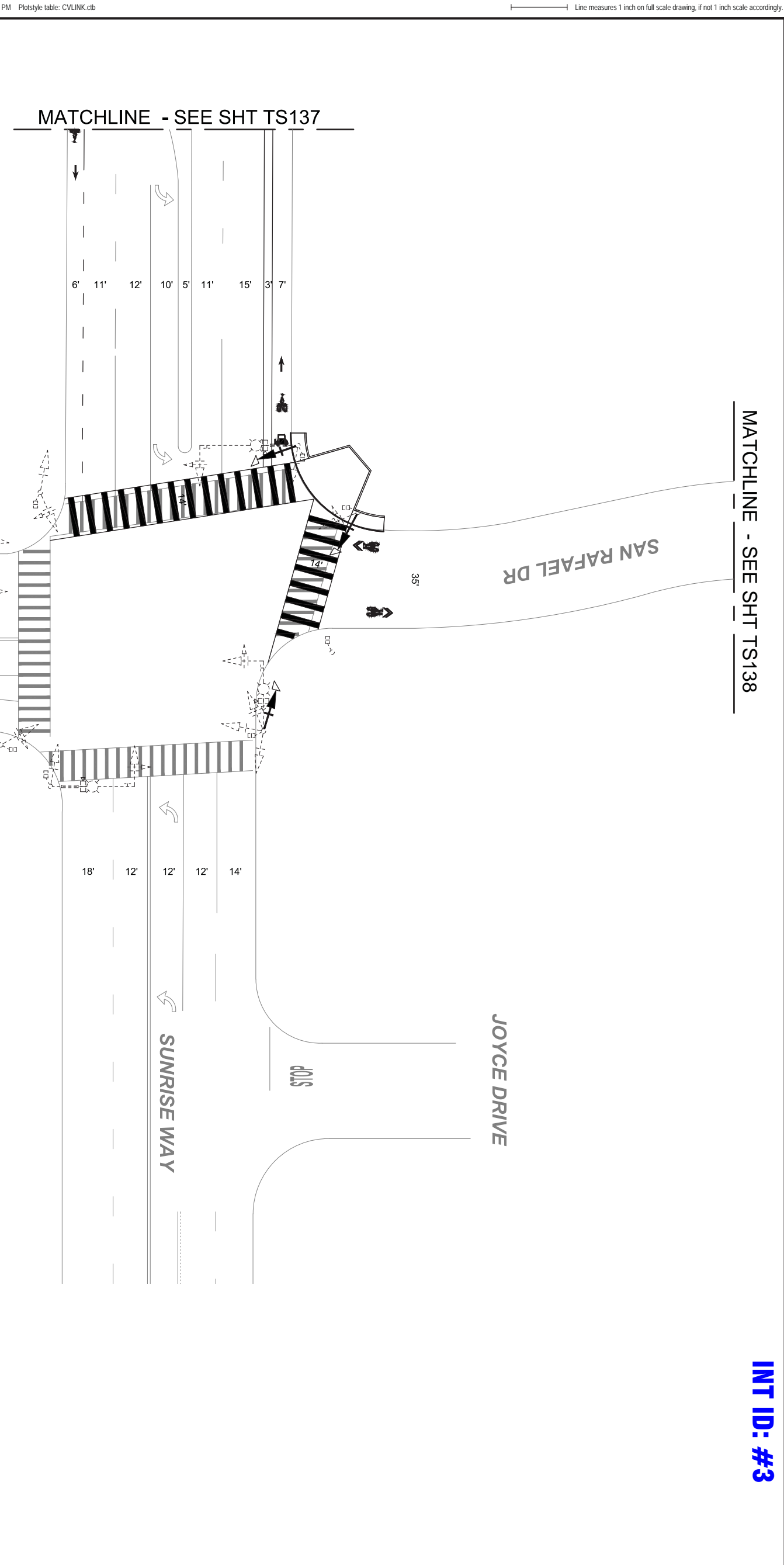
CONSTRUCTION NOTES

- 01-INSTALL WHITE PAVEMENT LEGENDS AS SHOWN PER CALTRANS
- 02-INSTALL 4" SKIP WHITE LANE LINE (DETAIL 9)
- 03-INSTALL LEFT EDGE LINE (DETAIL 26)
- 04-INSTALL 6" BIKE LANE LINE (DETAIL 39 & 39A)
- 05-INSTALL 8" CHANNELIZING LINE (DETAIL 38)
- 06-INSTALL 12" WHITE CROSSWALK
- 07-INSTALL 4" SKIP WHITE LANE LINE EXTENSIONS THROUGH INTERSECTIONS (DETAIL 40)
- 08-INSTALL 4" SOLID WHITE LANE LINE, 50' LONG
- 09-INSTALL PAINTED MEDIAN (DETAIL 29)
- 10-INSTALL 4" SKIP YELLOW CENTER LINE, 3' STRIPE, 9' GAP
- 11-PROTECT IN PLACE EXISTING ITEM INDICATED
- 12-REMOVE SANDBLAST PAINT TO BE REMOVED, ALL EXISTING CONFLICTING STRIPING AND SIGNS SHALL BE REMOVED.
- 13-RELOCATE SIGN TO NEW POST OR STREET LIGHT AS SHOWN
- 14-INSTALL SIGN PER DESIGNATION, SEE STATE OF CALIFORNIA, DEPARTMENT OF TRANSPORTATION, (CALTRANS) "UNIFORM SIGN CHART."

KEY MAP



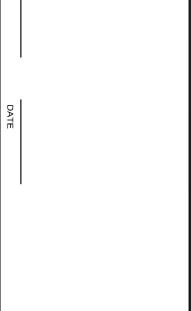
30% DESIGN SUBMITTAL NOT FOR CONSTRUCTION



PLAN

SCALE: 1" = 20'

MARK	DATE	DESCRIPTION



SHEET TITLE: PALM SPRINGS RIVERSIDE COUNTY
SEGMENT 1
ALIGNMENT 6-6
SIGNING & STRIPING PLAN
SUNRISE WAY

SHEET NO. TS137
436 OF 780

AWG OR CABLE TYPE	STD	CONDUCTOR SCHEDULE								
		1	2	3	4	5	6	7	8	
12CSC	①	φ2, φ5, 0L.A. φ2P/φ4P/B/-	-	-	-	-	-	-	-	-
	②	φ3, φ4, φ4P/φ2P/B, φ4B/B/-	-	-	-	-	-	-	-	-
	③	φ3, φ8, φ8P/φ2P/B/-	-	-	-	-	-	-	-	-
	④	φ1, φ2, 0L.A. φ2P/φ8P/B/-	-	-	-	-	-	-	-	-
	⑤	φ1, φ6, φ6P/φ8P/B/-	-	-	-	-	-	-	-	-
	⑥	φ7, φ6, φ6P/φ6P/B, φ6B/B/-	-	-	-	-	-	-	-	-
	⑦	φ4, φ7, φ4P/φ6P/B/-	-	-	-	-	-	-	-	-
	⑧	φ5, φ6, φ6P/φ4P/B, φ6B/B/-	-	-	-	-	-	-	-	-
	⑨	φ5, φ6, φ6P/φ4P/B, φ6B/B/-	-	-	-	-	-	-	-	-
	⑩	φ5, φ6, φ6P/φ4P/B, φ6B/B/-	-	-	-	-	-	-	-	-
	⑪	φ5, φ6, φ6P/φ4P/B, φ6B/B/-	-	-	-	-	-	-	-	-
TOTAL		-	-	-	-	-	-	-	-	
#14	ISNS	-	2	2	2	2	2	2	2	
#10	BARE BOND WIRE	1	1	1	1	1	1	1	2	
	LUMINAIRES	-	2	2	2	2	2	2	2	
	TOTAL	1	3	3	3	3	3	3	4	
Det.	φ2	4	4	4	4	4	-	-	4	
Loop	φ4	-	-	-	-	-	-	-	3	
Cable	φ6	-	-	-	-	-	-	-	3	
2#16	φ8	-	-	-	-	-	-	-	3	
(TYPE 2)	TOTAL	4	4	3	10	7	-	-	13	
VIDEO DETECTION POWER(COAX)	-	2	2	2	4	4	2	2	4	
VIDEO DETECTION POWER(6/3 SLOW)	-	2	2	2	4	4	2	2	4	
M-138 CABLE (OPTICOM)	-	1	1	1	2	2	2	2	3	
(IP CCTV VIDEO) CAT5E CABLE	-	-	-	-	-	-	-	-	1	
CONDUIT SIZE (NEW)	3"	4"	3"	4"	4"	3"	4"	4"	2-4"	

ALL CONDUIT IS EXISTING UNLESS NEW (N) BFB = BICYCLE PUSH BUTTON

NO.	STANDARD			LUMINAIRE	WATTAGE (HP/SV)	ISNS	POLE SCHEDULE				
	POLE DATA TYPE	HEIGHT	MAST ARM LENGTH SIGNAL				VEHICLE	POLE	PEDESTRIAN	PHASE QUAD	POLE LOCATION (TYPE "B") "A" "B"
①	17-3-80	30'	20'	200W	-	MAS	SV-1-T	SP-1-T	2P	EAST	EXISTING
②	1-A	10'	-	-	-	-	TV-2-T	SP-1-T	4P	SOUTH	EXISTING
③	24-3-80	30'	35'	200W	San Rafael Dr Golden Sands	MAS	SV-1-T	SP-1-T	4P	SOUTH	EXISTING
④	1-A	10'	-	-	-	-	TV-1-T	SP-1-T	6P	WEST	EXISTING
⑤	1-A	10'	-	-	-	-	TP-1-T	SP-1-T	3P	SOUTH	EXISTING
⑥	19-3-80	30'	25'	200W	San Rafael Dr Golden Sands	MAS	SV-3-T	SP-1-T	3P	SOUTH	EXISTING
⑦	19-3-80	30'	30'	200W	San Rafael Dr Golden Sands	MAS	SV-1-T	SP-1-T	3P	NORTH	EXISTING
⑧	1-A	10'	-	-	-	-	TV-1-T	SP-1-T	2P	EAST	EXISTING

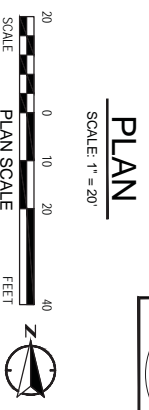
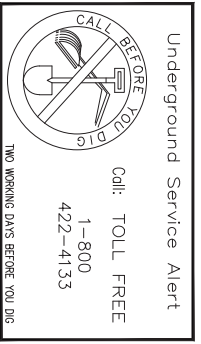
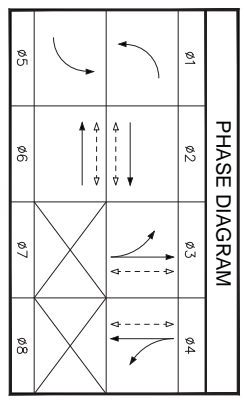
(N) - NEW (R) - RELOCATED ALL OTHER EQUIPMENT IS EXISTING. POTHOLE NEW MAST ARM POLE LOCATIONS PRIOR TO ORDERING POLES.

INT ID: #3

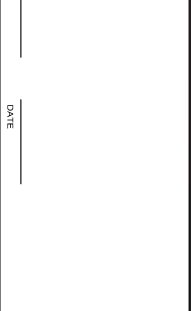
GENERAL SHEET NOTES

- 1. ROADWAY DIMENSIONS ARE SHOWN TO BACK OF CURB

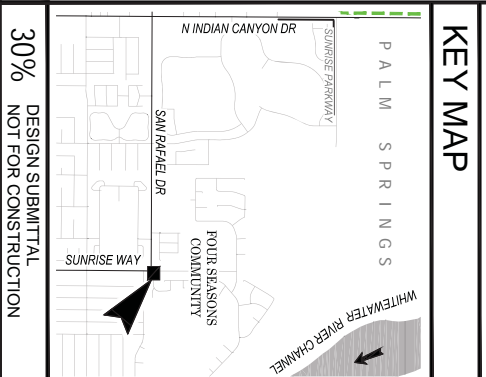
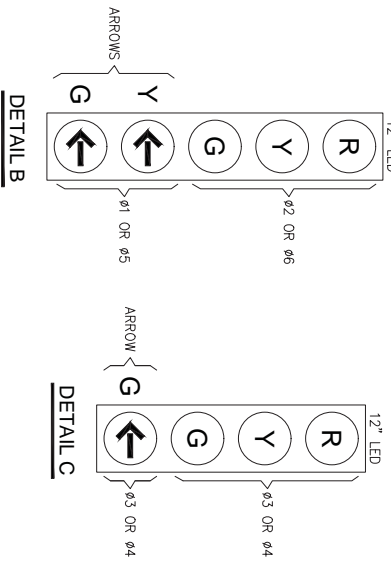
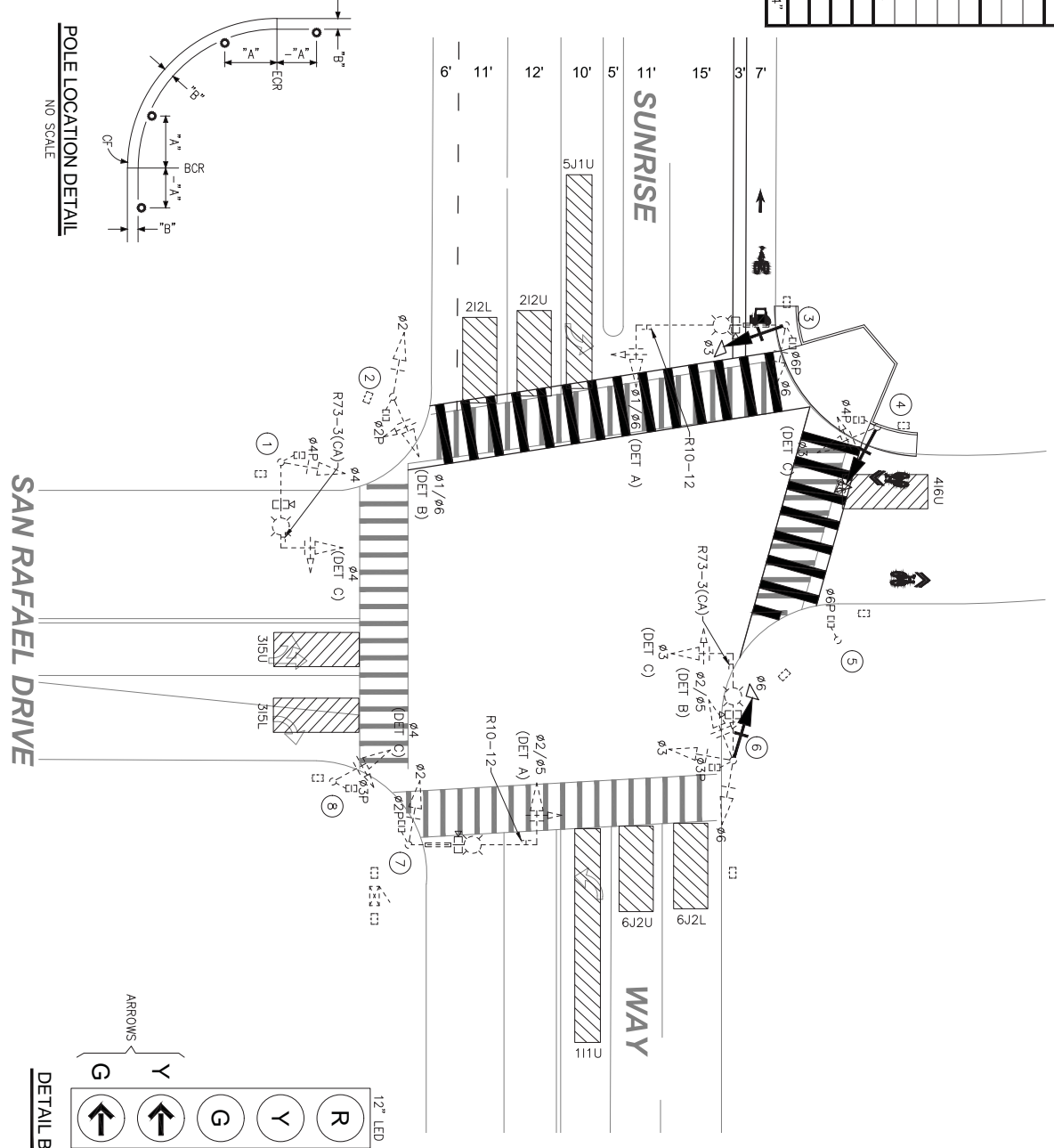
CONSTRUCTION NOTES



MARK	DATE	DESCRIPTION



SHEET TITLE	PALM SPRINGS INTERSECTION 6-6 TRAFFIC SIGNAL PLAN
SHEET NO.	T1109
SHEET	583 OF 780

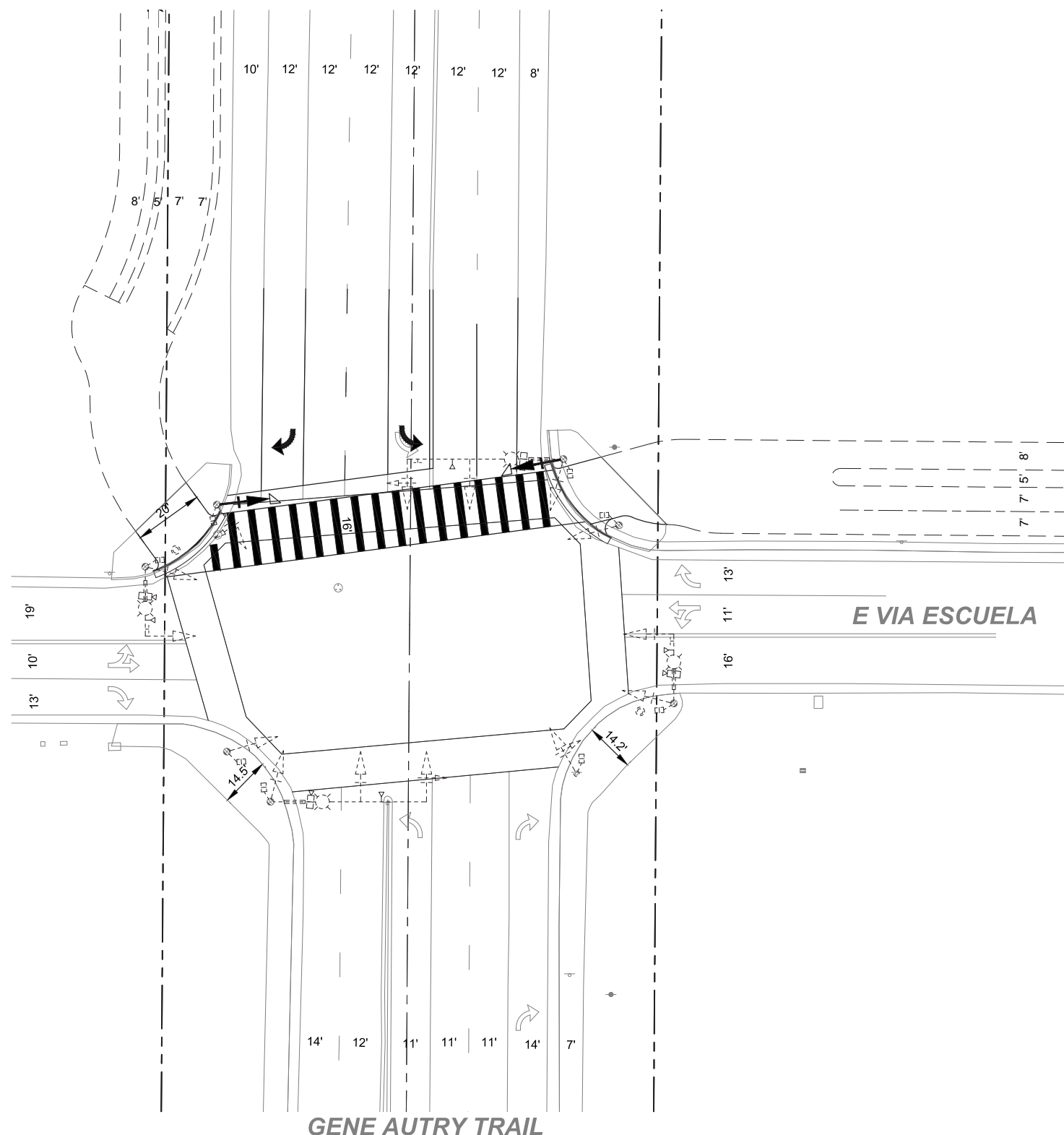


30% DESIGN SUBMITTAL NOT FOR CONSTRUCTION

Line measures 1 inch on full scale drawing, if not 1 inch scale accordingly.

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INT ID: #4



PLAN
SCALE: 1" = 20'



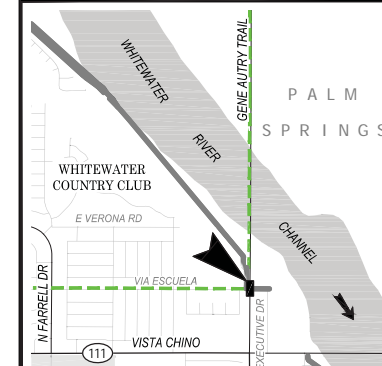
GENERAL SHEET NOTES

- ROADWAY DIMENSIONS ARE SHOWN TO BACK OF CURB

CONSTRUCTION NOTES

- 91-INSTALL WHITE PAVEMENT LEGENDS AS SHOWN PER CALTRANS
- 92-INSTALL 4" SKIP WHITE LANE LINE (DETAIL 9)
- 93-INSTALL LEFT EDGE LINE (DETAIL 26)
- 94-INSTALL 6" BIKE LANE LINE (DETAIL 39 & 39A)
- 95-INSTALL 8" CHANNELIZING LINE (DETAIL 38)
- 96-INSTALL 12" WHITE CROSSWALK
- 97-INSTALL 4" SKIP WHITE LANE LINE EXTENSIONS THROUGH INTERSECTIONS (DETAIL 40)
- 98-INSTALL 4" SOLID WHITE LANE LINE, 50' LONG
- 99-INSTALL PAINTED MEDIAN (DETAIL 29)
- 100-INSTALL 4" SKIP YELLOW CENTER LINE, 3' STRIPE, 9' GAP
- (P)-PROTECT IN PLACE EXISTING ITEM INDICATED
- (R)-REMOVE SANDBLAST PAINT TO BE REMOVED. ALL EXISTING CONFLICTING STRIPING AND SIGNS SHALL BE REMOVED.
- (RL)-RELOCATE SIGN TO NEW POST OR STREET LIGHT AS SHOWN
- (S)-INSTALL SIGN PER DESIGNATION. SEE STATE OF CALIFORNIA, DEPARTMENT OF TRANSPORTATION, (CALTRANS) "UNIFORM SIGN CHART."

KEY MAP



30% DESIGN SUBMITTAL
NOT FOR CONSTRUCTION

ISSUE	MARK	DATE	DESCRIPTION

INFO	
PROJECT NO:	CVL-2015-0309
CAD DWG FILE:	TS104
DESIGNED BY:	JX
DRAWN BY:	RS
REVIEWED BY:	RM
DATE:	2.23.2016
SCALE:	AS SHOWN



PRIME CONSULTANT

www.altaplanning.com

PREPARED BY

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IRVINE, CA 92618
949.923.6000 stantec.com

CLIENT
COACHELLA VALLEY
ASSOCIATION OF
GOVERNMENTS
73-710 Fred Waring Drive, Suite 200
Palm Desert, CA 92260
CVAG PROJECT NO. CVL-2015-0309

CONNECTING THE COACHELLA VALLEY
MULTI-MODAL TRANSPORTATION FACILITY
COACHELLA VALLEY - CALIFORNIA

SHEET TITLE
PALM SPRINGS / RIVERSIDE COUNTY
SEGMENT 1
ALIGNMENT 8-3 TO 8-4
SIGNING & STRIPING PLAN
GENE AUTRY TRAIL

SHEET NO.
TS104
SHEET 430 OF 780

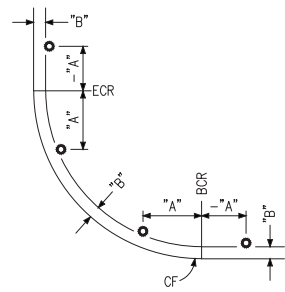
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INT ID: #4

CONDUCTOR SCHEDULE														
AWG OR CABLE TYPE	STD	PHASES	RUN NUMBER											
			1	2	3	4	5	6	7	8	9			
12GSC	①	Ø2, Ø5, OLA, Ø2P/Ø4PPB/-	-	-	-	-	-	-	-	-	-	-	-	-
	②	Ø3, Ø4, Ø4P/Ø2PPB, Ø4BPB/-	-	-	-	-	-	-	-	-	-	-	-	-
	③	Ø3, Ø8, Ø8P/Ø2PPB/-	-	-	-	-	-	-	-	-	-	-	-	-
	④	Ø1, Ø2, OLA, Ø2P/Ø8PPB/-	-	-	-	-	-	-	-	-	-	-	-	-
	⑤	Ø1, Ø6, Ø6P, Ø8PPB/-	-	-	-	-	-	-	-	-	-	-	-	-
3GSC	⑥	Ø7, Ø8, Ø8P/Ø6PPB, Ø8BPB/-	-	-	-	-	-	-	-	-	-	-	-	-
	⑦	Ø4, Ø7, Ø4P/Ø6PPB/-	-	-	-	-	-	-	-	-	-	-	-	-
	⑧	Ø5, Ø6, Ø6P/Ø4PPB, Ø6BPB/-	-	-	-	-	-	-	-	-	-	-	-	-
	⑨	Ø5, Ø6, Ø6P/Ø4PPB, Ø6BPB/-	-	-	-	-	-	-	-	-	-	-	-	-
	⑩	Ø5, Ø6, Ø6P/Ø4PPB, Ø6BPB/-	-	-	-	-	-	-	-	-	-	-	-	-
5GSC	⑪	Ø5, Ø6, Ø6P/Ø4PPB, Ø6BPB/-	-	-	-	-	-	-	-	-	-	-	-	
	TOTAL		-	-	-	-	-	-	-	-	-	-	-	-
#14	ISNS		-	2	2	2	2	2	2	2	2	2	4	
#10	BARE BOND WIRE		1	1	1	1	1	1	1	1	1	2	2	
	LUMINAIRES		-	2	2	2	2	2	2	2	2	2	2	
	TOTAL		1	3	3	3	3	3	3	3	4	4	4	
Det. Loop Cable (TYPE 2)	Ø2		4	4	4	4	4	-	-	4	4			
	Ø4		-	-	3	3	3	-	-	3	3			
	Ø6		-	-	-	3	-	-	-	3	3			
	Ø8		-	-	-	-	-	-	3	3	3			
	TOTAL		4	4	3	10	7	-	-	3	13	13		
VIDEO DETECTION POWER(COAX)		-	2	2	4	4	2	2	4	4				
VIDEO DETECTION POWER(16/3 SJOW)		-	2	2	4	4	2	2	2	4	4			
M-138 CABLE (OPTICOM)		-	1	1	2	2	2	2	2	3	4			
(IP CCTV VIDEO) CAT5E CABLE		-	-	-	-	-	1	1	1	1	1			
CONDUIT SIZE (NEW)			3"	4"	3"	4"	4"	3"	4"	2-4"	2-4"			

ALL CONDUIT IS NEW
FURNISH AND INSTALL NEW CONDUCTORS THROUGHOUT
BPB = BICYCLE PUSH BUTTON

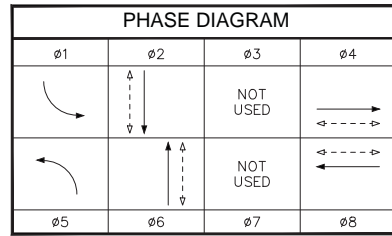


POLE LOCATION DETAIL
NO SCALE

Underground Service Alert

Call: TOLL FREE
1-800-422-4133

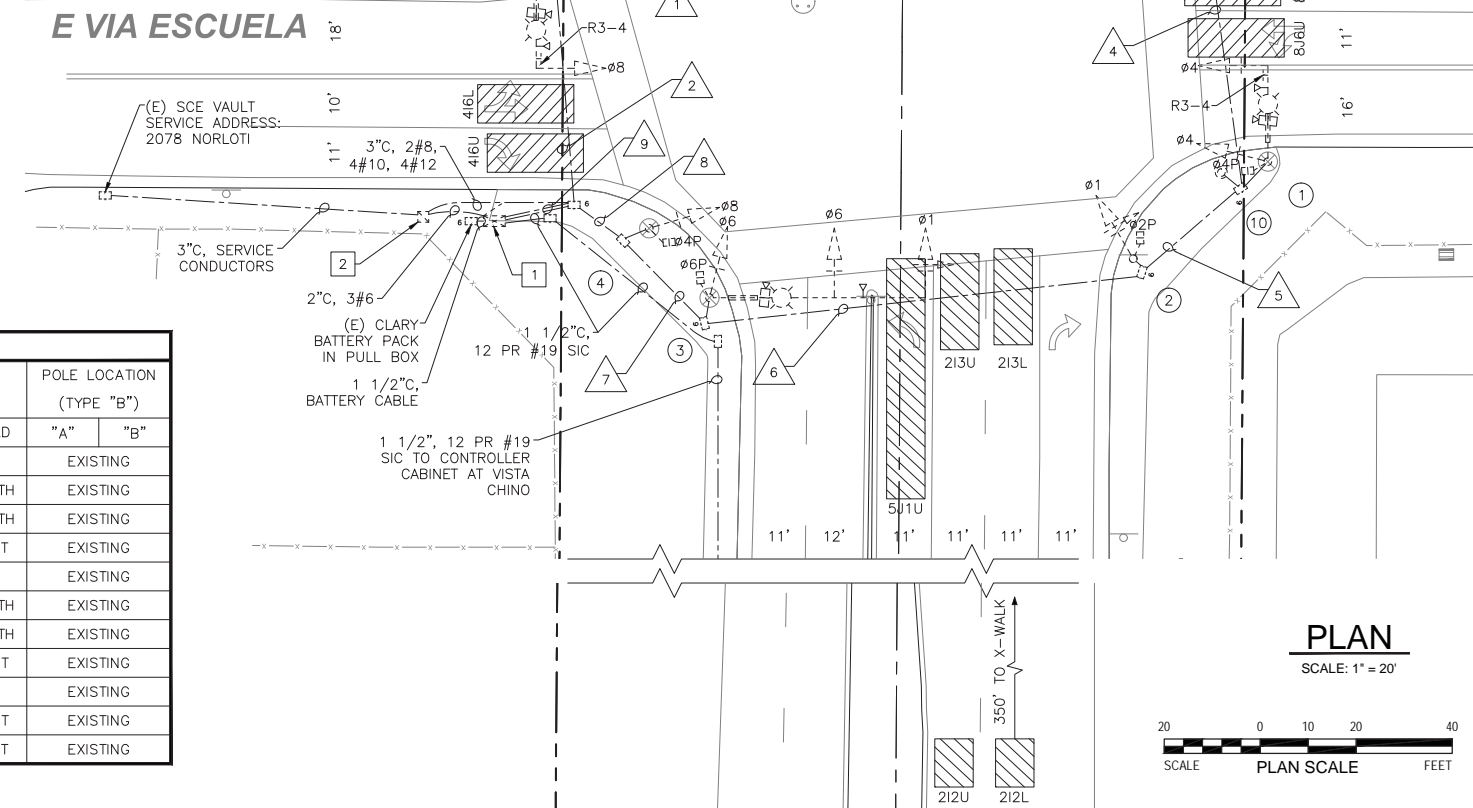
TWO WORKING DAYS BEFORE YOU DIG



NO.	STANDARD		LUMINAIRE	WATTAGE (HPSV)	IISNS	SIGNAL MOUNTING			PPB (TYPE "B")		POLE LOCATION (TYPE "B")	
	POLE DATA					VEHICLE	PEDESTRIAN	PHASE	QUAD	"A"	"B"	
	TYPE	HEIGHT										MAST ARM LENGTH
①	17-3-100	30'	20'	12'	200W	Gene Autry Trail	MAS	SV-1-T	SP-1-T	-	-	EXISTING
②	1-A	10'	-	-	-	-	-	TV-1-T	SP-1-T	4P	NORTH	EXISTING
③	26-4-100	30'	45'	12'	200W	Via Escuela	2-MAS	SV-1-T	SP-1-T	4P	NORTH	EXISTING
④	1-A	10'	-	-	-	-	-	TV-1-T	SP-1-T	6P	EAST	EXISTING
⑤	17-3-100	30'	20'	12'	200W	Gene Autry Trail	MAS	SV-1-T	SP-1-T	-	-	EXISTING
⑥	1-A	10'	-	-	-	-	-	TV-1-T	SP-1-T	8P	SOUTH	EXISTING
⑦	26-4-100	30'	45'	12'	200W	Via Escuela	2-MAS	SV-1-T(N)	SP-1-T	8P	SOUTH	EXISTING
⑧	1-A	10'	-	-	-	-	-	TV-1-T	SP-1-T	2P	WEST	EXISTING
⑨	9B	20'	18'	-	-	-	2-MAT	-	-	-	-	EXISTING
⑩	PPB POST	4'	-	-	-	-	-	-	-	2P	WEST	EXISTING
⑪	PPB POST	4'	-	-	-	-	-	-	-	6P	EAST	EXISTING

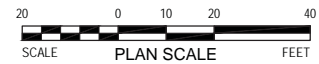
(N) - NEW (R) - RELOCATED ALL OTHER EQUIPMENT IS EXISTING.
POTHOLE NEW MAST ARM POLE LOCATIONS PRIOR TO ORDERING POLES.

E VIA ESCUELA



PLAN

SCALE: 1" = 20'

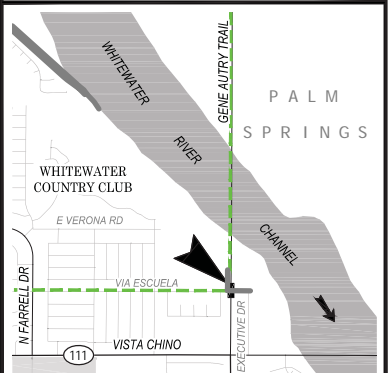


GENERAL SHEET NOTES

1. ROADWAY DIMENSIONS ARE SHOWN TO BACK OF CURB

CONSTRUCTION NOTES

KEY MAP



30% DESIGN SUBMITTAL NOT FOR CONSTRUCTION

MARK	DATE	DESCRIPTION

PRIME CONSULTANT

alta
PLANNING + DESIGN
www.altaplanning.com

PREPARED BY

Stantec
38 TECHNOLOGY DRIVE, SUITE 100
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949.923.6000 stantec.com

CLIENT

COACHELLA VALLEY ASSOCIATION OF GOVERNMENTS
73-710 Fred Waring Drive, Suite 200
Palm Desert, CA 92260

CVAG
CVAG PROJECT NO. CVL-2015-0309

CVLINK
CONNECTING THE COACHELLA VALLEY

MULTI-MODAL TRANSPORTATION FACILITY
COACHELLA VALLEY - CALIFORNIA

SHEET TITLE

PALM SPRINGS / RIVERSIDE COUNTY
SEGMENT 1
**INTERSECTION 9-2A
TRAFFIC SIGNAL PLAN
VIA ESCUELA AT GENE AUTRY**

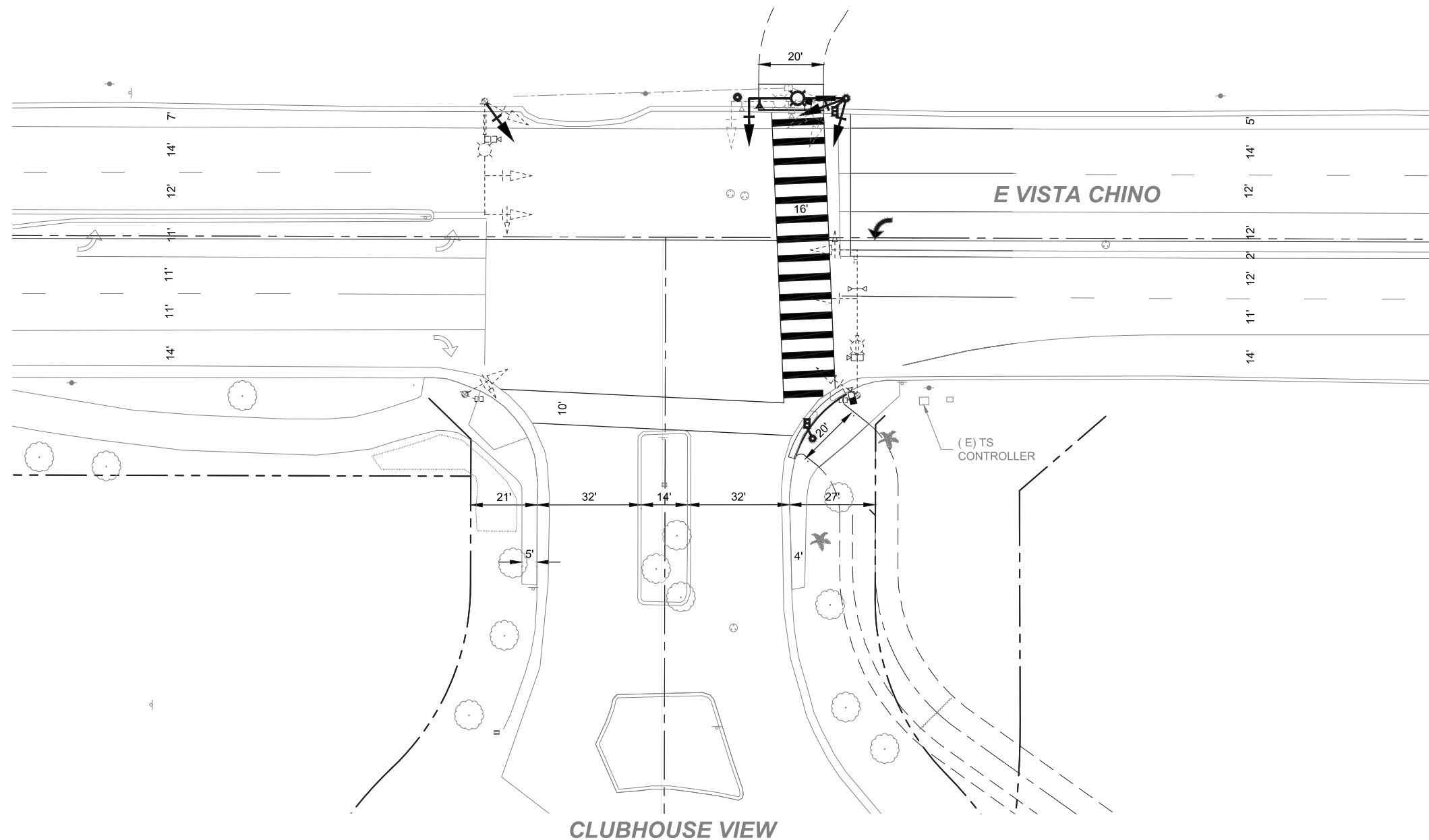
SHEET NO.

T1103

SHEET 577 OF 780

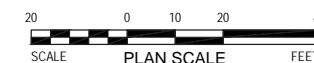
Line measures 1 inch on full scale drawing. If not 1 inch scale accordingly.

INT ID: #5



CLUBHOUSE VIEW

PLAN
SCALE: 1" = 20'



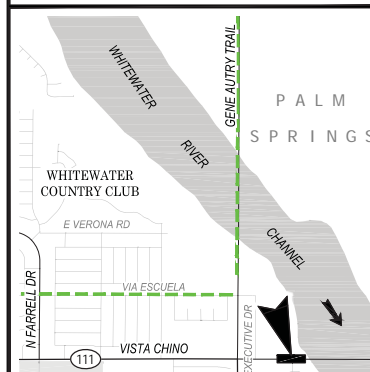
GENERAL SHEET NOTES

- 1. ROADWAY DIMENSIONS ARE SHOWN TO BACK OF CURB

CONSTRUCTION NOTES

- (91) INSTALL WHITE PAVEMENT LEGENDS AS SHOWN PER CALTRANS
- (92) INSTALL 4" SKIP WHITE LANE LINE (DETAIL 9)
- (93) INSTALL LEFT EDGE LINE (DETAIL 26)
- (94) INSTALL 6" BIKE LANE LINE (DETAIL 39 & 39A)
- (95) INSTALL 8" CHANNELIZING LINE (DETAIL 38)
- (96) INSTALL 12" WHITE CROSSWALK
- (97) INSTALL 4" SKIP WHITE LANE LINE EXTENSIONS THROUGH INTERSECTIONS (DETAIL 40)
- (98) INSTALL 4" SOLID WHITE LANE LINE, 50' LONG
- (99) INSTALL PAINTED MEDIAN (DETAIL 29)
- (100) INSTALL 4" SKIP YELLOW CENTER LINE, 3' STRIPE, 9' GAP
- (P) PROTECT IN PLACE EXISTING ITEM INDICATED
- (R) REMOVE SANDBLAST PAINT TO BE REMOVED. ALL EXISTING CONFLICTING STRIPING AND SIGNS SHALL BE REMOVED.

KEY MAP



30% DESIGN SUBMITTAL NOT FOR CONSTRUCTION

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ISSUE	MARK	DATE	DESCRIPTION

INFO
 PROJECT NO: CVL-2015-0309
 CAD DWG FILE: TS105
 DESIGNED BY: JX
 DRAWN BY: RS
 REVIEWED BY: RM
 DATE: 2.23.2016
 SCALE: AS SHOWN



PRIME CONSULTANT
alta
 PLANNING + DESIGN
 www.altaplanning.com

PREPARED BY
Stantec
 38 TECHNOLOGY DRIVE, SUITE 100
 IRVINE, CA 92618
 949.923.6000 stantec.com

ROCK MILLER RCE 29493
 DATE

CVAG
 CLIENT
COACHELLA VALLEY ASSOCIATION OF GOVERNMENTS
 73-710 Fred Waring Drive, Suite 200
 Palm Desert, CA 92260
 CVAG PROJECT NO. CVL-2015-0309

CVLINK
 CONNECTING THE COACHELLA VALLEY
 MULTI-MODAL TRANSPORTATION FACILITY
 COACHELLA VALLEY - CALIFORNIA

SHEET TITLE
 PALM SPRINGS / RIVERSIDE COUNTY
 SEGMENT 1
**ALIGNMENT 9-4A TO 9-4
 SIGNING & STRIPING PLAN
 E VISTA CHINO**

SHEET NO.
TS105
 SHEET 431 OF 780

Line measures 1 inch on full scale drawing. If not 1 inch scale accordingly.

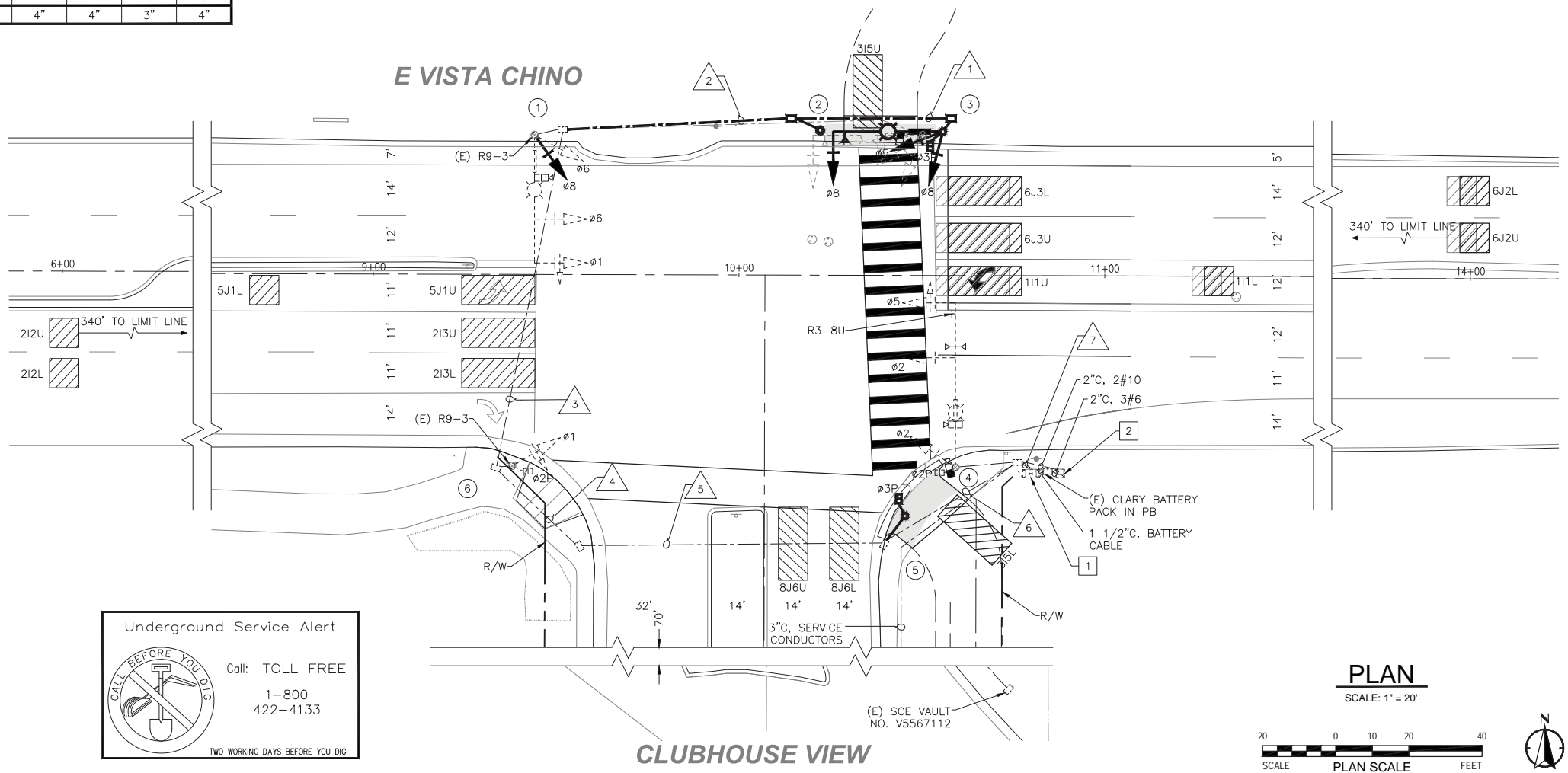
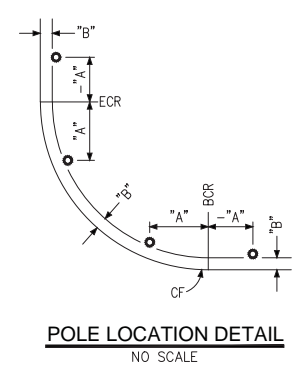
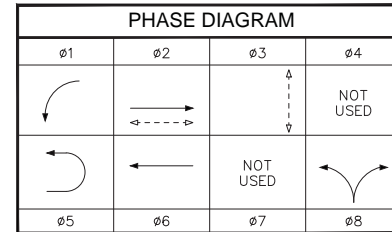
CONDUCTOR SCHEDULE									
AWG OR CABLE TYPE	STD	PHASES	RUN NUMBER						
			1	2	3	4	5	6	7
12CSC	①	Ø2, Ø5, ØLA, Ø2P/Ø4PPB/-	-	-	-	-	-	-	-
	②	Ø3, Ø4, Ø4P/Ø2PPB, Ø4BPB/-	-	-	-	-	-	-	-
	③	Ø3, Ø8, Ø8P/Ø2PPB/-	-	-	-	-	-	-	-
	④	Ø1, Ø2, ØLA, Ø2P/Ø8PPB/-	-	-	-	-	-	-	-
	⑤	Ø1, Ø6, Ø6P, Ø8PPB/-	-	-	-	-	-	-	-
	⑥	Ø7, Ø8, Ø8P/Ø6PPB, Ø8BPB/-	-	-	-	-	-	-	-
3CSC									
5CSC									
	TOTAL								
#14	ISNS		2	2	2	2	2	2	2
#10	BARE BOND WIRE		1	1	1	1	1	1	1
	LUMINAIRES		2	2	2	2	2	2	2
	TOTAL		1	3	3	3	3	3	3
Det. Loop Cable 2#16 (TYPE 2)	Ø2		4	4	4	4	4	-	-
	Ø4		-	-	3	3	3	-	-
	Ø6		-	-	-	3	-	-	-
	Ø8		-	-	-	-	-	-	3
	TOTAL		4	4	3	10	7	-	3
VIDEO DETECTION POWER(COAX)		-	2	2	4	4	2	2	
VIDEO DETECTION POWER(16/3 SJOW)		-	2	2	4	4	2	2	
M-138 CABLE (OPTICOM)		-	1	1	2	2	2	2	
(IP CCTV VIDEO) CAT5E CABLE		-	-	-	-	-	1	1	
CONDUIT SIZE (NEW)		3"	4"	3"	4"	4"	3"	4"	

ALL CONDUIT IS NEW
FURNISH AND INSTALL NEW CONDUCTORS THROUGHOUT
BPB = BICYCLE PUSH BUTTON

POLE SCHEDULE													
NO.	STANDARD				LUMINAIRE WATTAGE (HPSV)	IISNS	SIGNAL MOUNTING			PPB (TYPE "B")		POLE LOCATION (TYPE "B")	
	POLE DATA		MAST ARM LENGTH				VEHICLE	PEDESTRIAN	PHASE	QUAD	"A"	"B"	
	TYPE	HEIGHT	SIGNAL	LUMINAIRE									
①	24-4-80	30'	35'	15'	200 W	Clubhouse View	2-MAS	SV-1-T SV-2-T(N)	-	-	-	EXISTING	
②	PPB POST(N)	4'	-	-	-	-	-	-	-	3P(N)	EAST	STA 10+22 3'	
③	19-3-80(R)	30'(R)	30'(R)	15'(R)	200 W(R)	Vista Chino(R)	MAS(R)	SV-2-T(R)	-	-	-	STA 10+56 3.5'	
④	24-4-80	30'	35'	15'	200 W	Clubhouse View	2-MAS	SV-1-T	SP-1-T	2P	SOUTH	EXISTING	
⑤	1-A(N)	10'(N)	-	-	-	-	-	-	TP-1-T(N)	3P(N)	EAST	18' 3'	
⑥	1-A	10'	-	-	-	-	-	TV-1-T	SP-1-T	2P	SOUTH	EXISTING	

(N) - NEW (R) - RELOCATED ALL OTHER EQUIPMENT IS EXISTING.
POTHOLE NEW MAST ARM POLE LOCATIONS PRIOR TO ORDERING POLES.

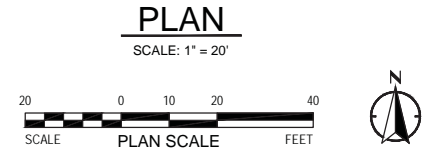
INT ID: #5



Underground Service Alert

Call: TOLL FREE
1-800-422-4133

TWO WORKING DAYS BEFORE YOU DIG

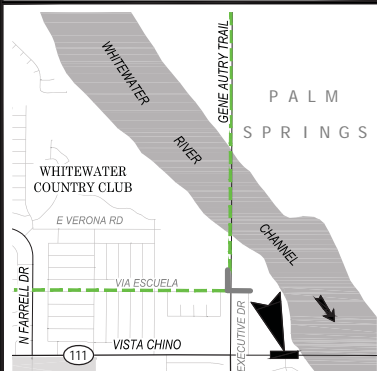


GENERAL SHEET NOTES

- ROADWAY DIMENSIONS ARE SHOWN TO BACK OF CURB

CONSTRUCTION NOTES

KEY MAP



30% DESIGN SUBMITTAL NOT FOR CONSTRUCTION

MARK	DATE	DESCRIPTION

PRIME CONSULTANT

PLANNING + DESIGN
www.altaplanning.com

PREPARED BY

38 TECHNOLOGY DRIVE, SUITE 100
IRVINE, CA 92618
949.923.6000 stantec.com

CLIENT

COACHELLA VALLEY ASSOCIATION OF GOVERNMENTS
73-710 Fred Waring Drive, Suite 200
Palm Desert, CA 92260
CVAG PROJECT NO. CVL-2015-0309

CONNECTING THE COACHELLA VALLEY

MULTI-MODAL TRANSPORTATION FACILITY
COACHELLA VALLEY - CALIFORNIA

SHEET TITLE

PALM SPRINGS / RIVERSIDE COUNTY
SEGMENT 1
**INTERSECTION 9-4A
TRAFFIC SIGNAL PLAN
CLUBHOUSE VIEW AT VISTA CHINO**

SHEET NO.

TI104

SHEET 578 OF 780

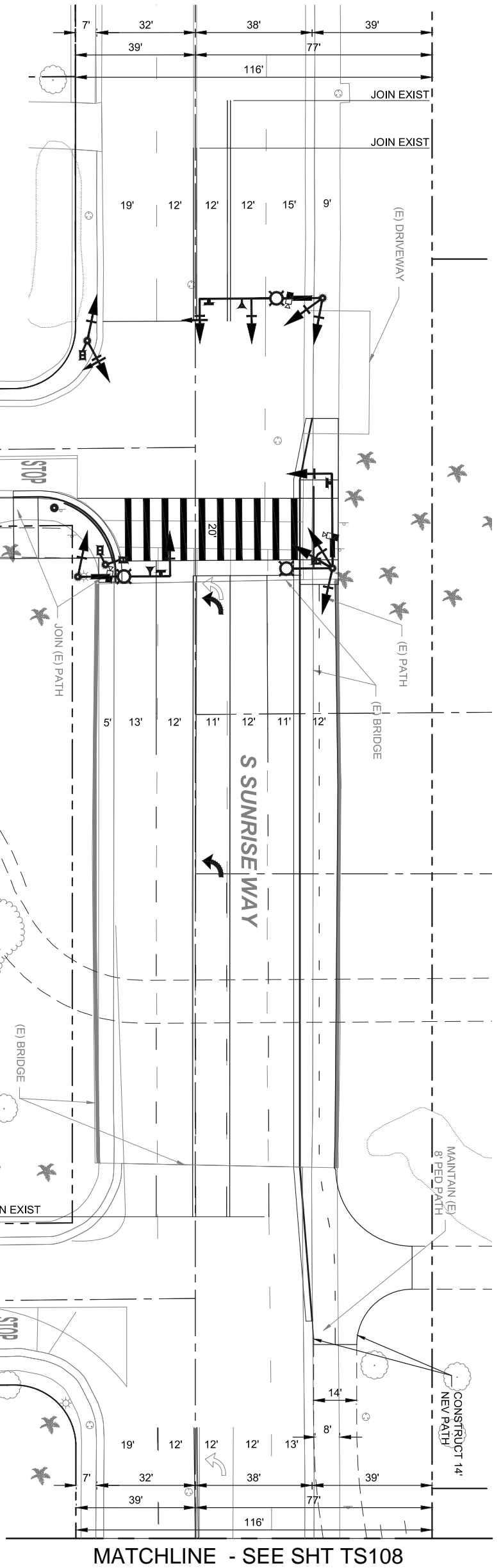
INT ID: #6

GENERAL SHEET NOTES

- ROADWAY DIMENSIONS ARE SHOWN TO BACK OF CURB

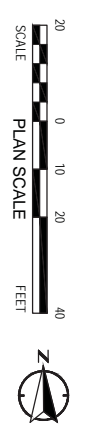
CONSTRUCTION NOTES

- 1. MAINTAIN EXISTING DRIVEWAY
- 2. MAINTAIN EXISTING 8' PED PATH
- 3. MAINTAIN EXISTING 8' NEW PATH
- 4. INSTALL 4" SKIP WHITE LANE LINE (DETAIL 9)
- 5. INSTALL LEFT EDGE LINE (DETAIL 26)
- 6. INSTALL 6" BIKE LANE LINE (DETAIL 39 & 39A)
- 7. INSTALL 8" CHANNELIZING LINE (DETAIL 38)
- 8. INSTALL 12" WHITE CROSSWALK
- 9. INSTALL 4" SKIP WHITE LANE LINE EXTENSIONS THROUGH INTERSECTIONS (DETAIL 40)
- 10. INSTALL 4" SOLID WHITE LANE LINE, 50' LONG
- 11. INSTALL PAINTED MEDIAN (DETAIL 29)
- 12. INSTALL 4" SKIP YELLOW CENTER LINE, 3' STRIPE, 9' GAP
- 13. PROTECT IN PLACE EXISTING ITEM INDICATED
- 14. REMOVE SANDBLAST PAINT TO BE REMOVED, SIGN STRIPING AND SIGNS SHALL BE REMOVED.
- 15. RELOCATE SIGN TO NEW POST OR STREET LIGHT AS SHOWN
- 16. INSTALL SIGN PER DESIGNATION, SEE STATE OF CALIFORNIA, DEPARTMENT OF TRANSPORTATION, (CALTRANS) UNIFORM SIGN CHART.

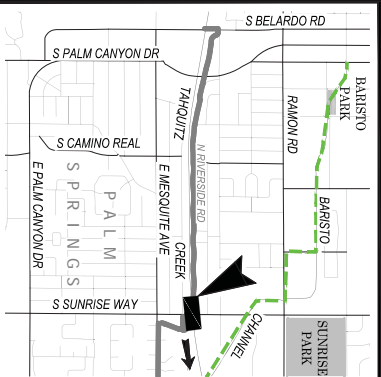


PLAN

SCALE: 1" = 20'

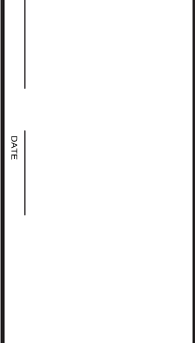
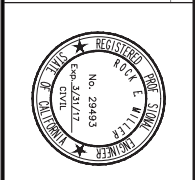


KEY MAP



30% DESIGN SUBMITTAL NOT FOR CONSTRUCTION

MARK	DATE	DESCRIPTION



SHEET TITLE	PALM SPRINGS, RIVERSIDE COUNTY
SEGMENT 2A	
ALIGNMENT 17-2 TO 17-3	
SIGNING & STRIPING PLAN	
S SUNRISE WAY	
SHEET NO.	TS107
SHEET	440 OF 780

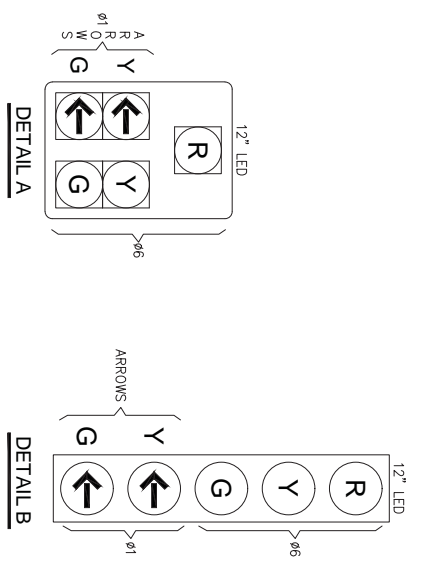
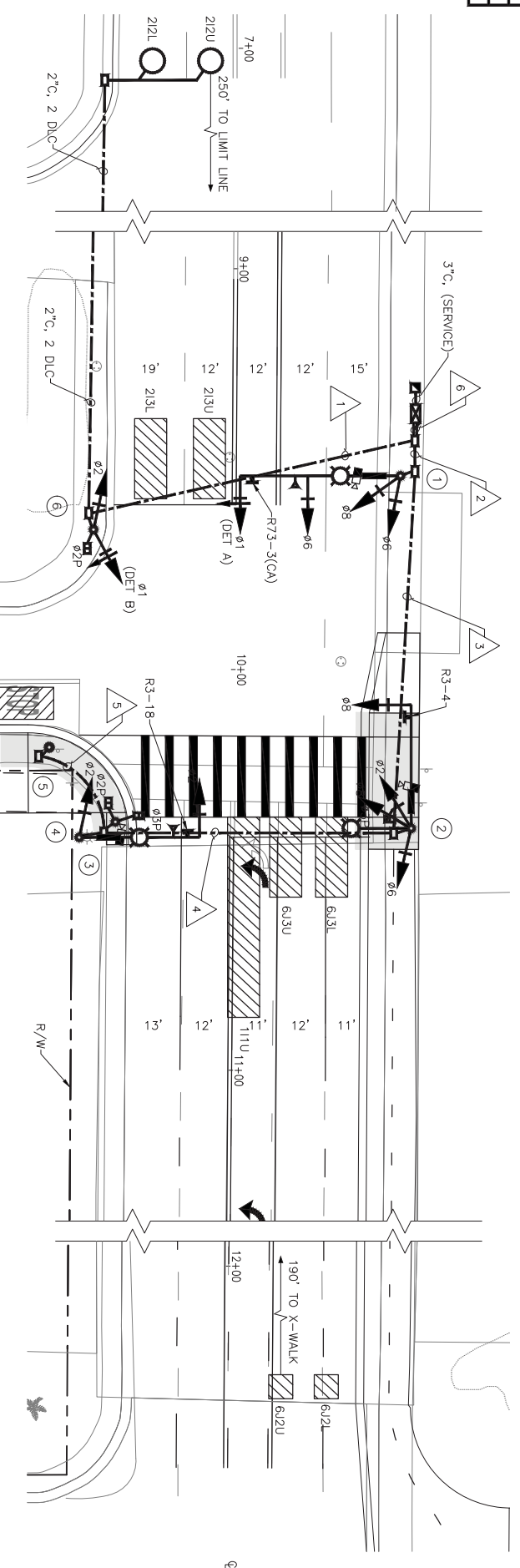
AWG OR CABLE TYPE	STD	PHASES	RUN NUMBER					
			1	2	3	4	5	6
12CSC	①	Ø2, Ø5, Ø1A, Ø2P/Ø4PPB/-	-	-	-	-	-	-
	②	Ø3, Ø4, Ø4P/Ø2PPB, Ø4BPB/-	-	-	-	-	-	-
	③	Ø3, Ø8, Ø8P/Ø2PPB/-	-	-	-	-	-	-
	④	Ø1, Ø2, Ø1A, Ø2P/Ø8PPB/-	-	-	-	-	-	-
	⑤	Ø1, Ø6, Ø6P/Ø8PPB/-	-	-	-	-	-	-
	⑥	Ø7, Ø8, Ø8P/Ø8PPB, Ø8BPB/-	-	-	-	-	-	-
3CSC	①	Ø1, Ø2, Ø1A, Ø2P/Ø8PPB/-	-	-	-	-	-	-
②	Ø1, Ø6, Ø6P/Ø8PPB/-	-	-	-	-	-	-	
③	Ø7, Ø8, Ø8P/Ø8PPB, Ø8BPB/-	-	-	-	-	-	-	
12CSC	①	Ø2, Ø5, Ø1A, Ø2P/Ø4PPB/-	-	-	-	-	-	-
②	Ø3, Ø4, Ø4P/Ø2PPB, Ø4BPB/-	-	-	-	-	-	-	
③	Ø3, Ø8, Ø8P/Ø2PPB/-	-	-	-	-	-	-	
④	Ø1, Ø2, Ø1A, Ø2P/Ø8PPB/-	-	-	-	-	-	-	
⑤	Ø1, Ø6, Ø6P/Ø8PPB/-	-	-	-	-	-	-	
⑥	Ø7, Ø8, Ø8P/Ø8PPB, Ø8BPB/-	-	-	-	-	-	-	
3CSC	①	Ø1, Ø2, Ø1A, Ø2P/Ø8PPB/-	-	-	-	-	-	-
②	Ø1, Ø6, Ø6P/Ø8PPB/-	-	-	-	-	-	-	
③	Ø7, Ø8, Ø8P/Ø8PPB, Ø8BPB/-	-	-	-	-	-	-	
#10	ISNS	-	2	2	2	2	2	2
	BARE BOND WIRE	1	1	1	1	1	1	1
	LUMINAIRES	2	2	2	2	2	2	2
	TOTAL	1	3	3	3	3	3	3
Del.	Ø2	4	4	4	4	4	4	4
Loop	Ø6	-	-	-	-	-	-	-
Cable	Ø8	-	-	-	-	-	-	-
(TYPE 2)	TOTAL	4	4	3	10	7	7	-
VIDEO DETECTION POWER(COAX)	-	2	2	2	4	4	2	-
VIDEO DETECTION POWER(6/3 SLOW)	-	2	2	2	4	4	2	-
M-138 CABLE (OPTICOM)	-	1	1	1	2	2	2	2
(IP CCTV VIDEO) CAT5E CABLE	-	-	-	-	-	-	-	1
CONDUIT SIZE (NEW)	3"	4"	3"	4"	4"	4"	4"	3"

ALL CONDUIT IS NEW
FURNISH AND INSTALL NEW CONDUCTORS THROUGHOUT
BPB = BICYCLE PUSH BUTTON

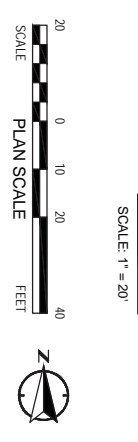
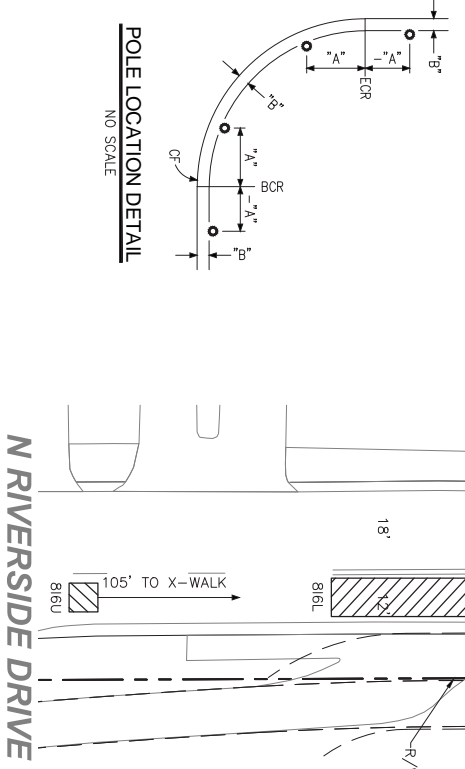
NO.	POLE DATA	MAST ARM LENGTH	LUMINAIRE	WATTAGE (HPVS)	ISNS	POLE SCHEDULE			PPB	POLE LOCATION (TYPE "B")		
						MAST ARM	VEHICLE	PEDESTRIAN			PHASE	QUAD
①	26-4-100	30'	40'	15'	250 W	N Riverside Dr	2-MAS	SV-2-T	-	-	SIA 9+52	3'
②	19-3-100	30'	30'	15'	250 W	S Sunrise Way	MAS	SV-2-T	3P	NORTH	SIA 10+40	6.5'
③	1-A	10'	-	-	-	-	-	-	3P	NORTH	4.5'	3'
④	19-3-100	30'	30'	15'	250 W	N Riverside Dr	MAS	SV-1-T	-	-	0.5'	12'
⑤	PPB POST	4'	-	-	-	-	-	-	8P	EAST	3'	3'
⑥	1-A	10'	-	-	-	-	-	TV-2-T	SP-1-T	6P	WEST	3'

ALL EQUIPMENT IS NEW.
POTHOLE NEW MAST ARM POLE LOCATIONS PRIOR TO ORDERING POLES.
● - ROTATE LUMINAIRE MAST ARM 90°.

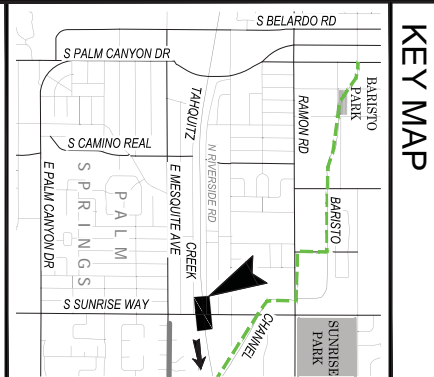
INT ID: #6



PHASE DIAGRAM				
Ø1	Ø2	Ø3	Ø4	Ø8
NOT USED	←	↑	NOT USED	↘
NOT USED	→	↓	NOT USED	↙
Ø5	Ø6	Ø7	Ø8	



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Call: TOLL FREE 1-800-422-4133
CALL BEFORE YOU DIG
TWO WORKING DAYS BEFORE YOU DIG



MARK	DATE	DESCRIPTION



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stantec.com

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73710 Fred Ward Drive, Suite 200
Palm Desert, CA 92260

CVAG
CVAG PROJECT NO. CVAG018009

CONNECTING THE COACHELLA VALLEY
MULTIMODAL TRANSPORTATION FACILITY
COACHELLA VALLEY - CALIFORNIA

CVLINK

SHEET TITLE
PALM SPRINGS/ RIVERSIDE COUNTY
SEGMENT 2A
INTERSECTION 17-2
TRAFFIC SIGNAL PLAN
SUNRISE WAY AT RIVERSIDE DR

T1105
SHEET 579 OF 780

30% DESIGN SUBMITTAL
NOT FOR CONSTRUCTION

SHEET NO.

GENERAL SHEET NOTES

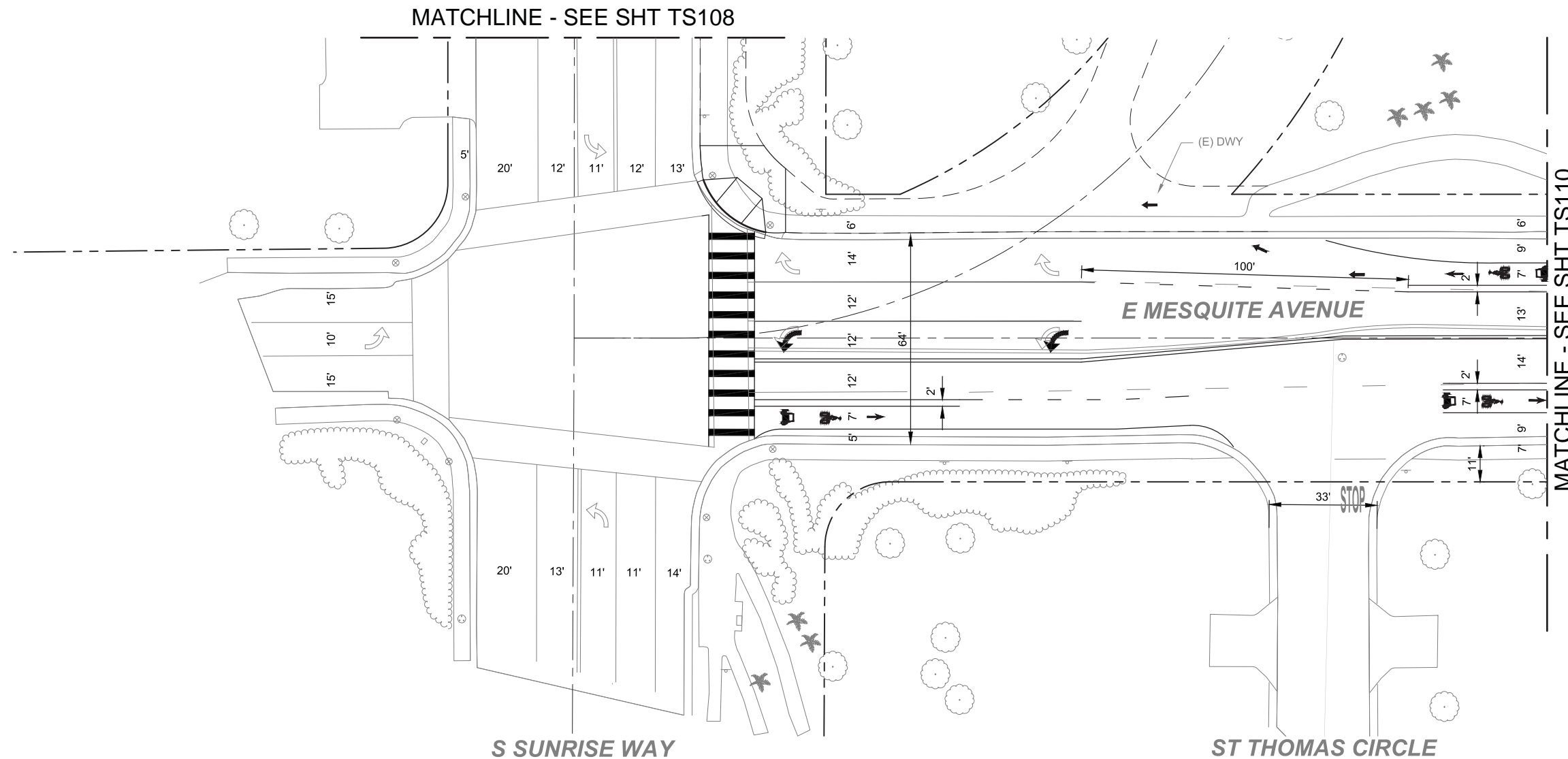
- ROADWAY DIMENSIONS ARE SHOWN TO BACK OF CURB

CONSTRUCTION NOTES

Line measures 1 inch on full scale drawing, if not 1 inch scale accordingly.

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INT ID: #7



PLAN
SCALE: 1" = 20'

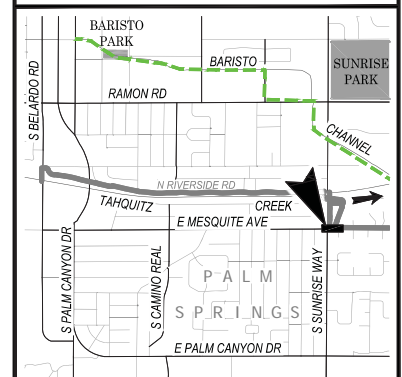
GENERAL SHEET NOTES

- 1. ROADWAY DIMENSIONS ARE SHOWN TO BACK OF CURB

CONSTRUCTION NOTES

- (91) - INSTALL WHITE PAVEMENT LEGENDS AS SHOWN PER CALTRANS
- (92) - INSTALL 4" SKIP WHITE LANE LINE (DETAIL 9)
- (93) - INSTALL LEFT EDGE LINE (DETAIL 26)
- (94) - INSTALL 6" BIKE LANE LINE (DETAIL 39 & 39A)
- (95) - INSTALL 8" CHANNELIZING LINE (DETAIL 38)
- (96) - INSTALL 12" WHITE CROSSWALK
- (97) - INSTALL 4" SKIP WHITE LANE LINE EXTENSIONS THROUGH INTERSECTIONS (DETAIL 40)
- (98) - INSTALL 4" SOLID WHITE LANE LINE, 50' LONG
- (99) - INSTALL PAINTED MEDIAN (DETAIL 29)
- (100) - INSTALL 4" SKIP YELLOW CENTER LINE, 3' STRIPE, 9' GAP
- (P) - PROTECT IN PLACE EXISTING ITEM INDICATED
- (R) - REMOVE, SANDBLAST PAINT TO BE REMOVED, ALL EXISTING CONFLICTING STRIPING AND SIGNS SHALL BE REMOVED.
- (RL) - RELOCATE SIGN TO NEW POST OR STREET LIGHT AS SHOWN
- (S) - INSTALL SIGN PER DESIGNATION. SEE STATE OF CALIFORNIA, DEPARTMENT OF TRANSPORTATION, (CALTRANS) "UNIFORM SIGN CHART."

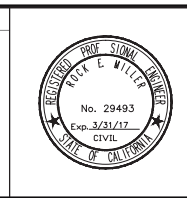
KEY MAP



30% DESIGN SUBMITTAL NOT FOR CONSTRUCTION

ISSUE	MARK	DATE	DESCRIPTION

INFO	
PROJECT NO:	CVL-2015-0309
CAD DWG FILE:	TS109
DESIGNED BY:	JX
DRAWN BY:	RS
REVIEWED BY:	RM
DATE:	2.23.2016
SCALE:	AS SHOWN



PRIME CONSULTANT

www.altaplanning.com

PREPARED BY

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IRVINE, CA 92618
949.923.6000 stantec.com

CVAG

CVAG PROJECT NO. CVL-2015-0309

CLIENT

COACHELLA VALLEY ASSOCIATION OF GOVERNMENTS

73-710 Fred Waring Drive, Suite 200
Palm Desert, CA 92260

CVLINK

CONNECTING THE COACHELLA VALLEY

MULTI-MODAL TRANSPORTATION FACILITY
COACHELLA VALLEY - CALIFORNIA

SHEET TITLE

PALM SPRINGS / RIVERSIDE COUNTY
SEGMENT 2A
**ALIGNMENT 17-5
SIGNING & STRIPING PLAN
E MESQUITE AVENUE**

SHEET NO.

TS109

SHEET 442 OF 780

GENERAL SHEET NOTES

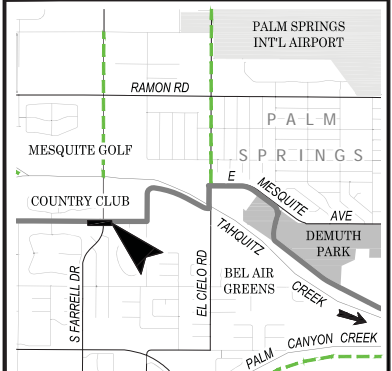
- ROADWAY DIMENSIONS ARE SHOWN TO BACK OF CURB

CONSTRUCTION NOTES

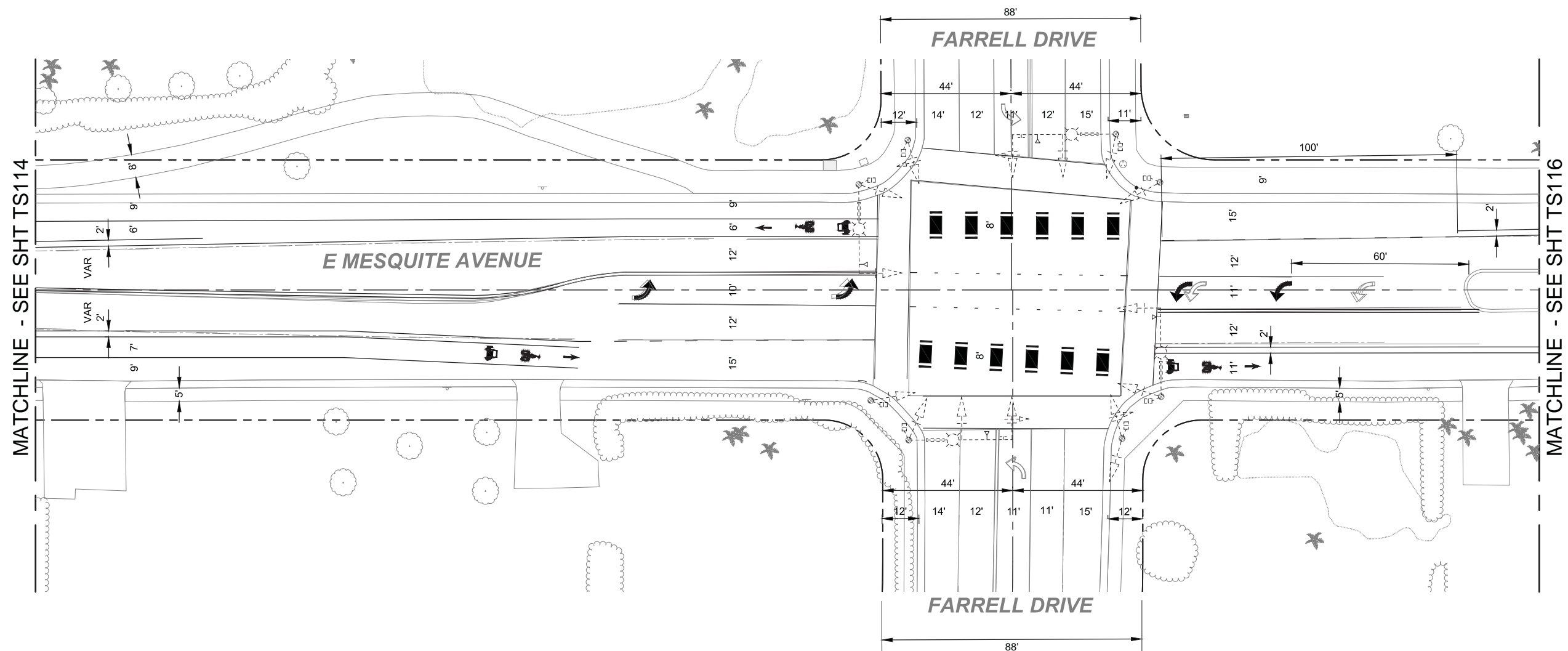
- 91-INSTALL WHITE PAVEMENT LEGENDS AS SHOWN PER CALTRANS
- 92-INSTALL 4" SKIP WHITE LANE LINE (DETAIL 9)
- 93-INSTALL LEFT EDGE LINE (DETAIL 26)
- 94-INSTALL 6" BIKE LANE LINE (DETAIL 39 & 39A)
- 95-INSTALL 8" CHANNELIZING LINE (DETAIL 38)
- 96-INSTALL 12" WHITE CROSSWALK
- 97-INSTALL 4" SKIP WHITE LANE LINE EXTENSIONS THROUGH INTERSECTIONS (DETAIL 40)
- 98-INSTALL 4" SOLID WHITE LANE LINE, 50' LONG
- 99-INSTALL PAINTED MEDIAN (DETAIL 29)
- 100-INSTALL 4" SKIP YELLOW CENTER LINE, 3' STRIPE, 9' GAP
- P-PROTECT IN PLACE EXISTING ITEM INDICATED
- R-REMOVE SANDBLAST PAINT TO BE REMOVED, ALL EXISTING CONFLICTING STRIPING AND SIGNS SHALL BE REMOVED.
- RL-RELOCATE SIGN TO NEW POST OR STREET LIGHT AS SHOWN
- S-INSTALL SIGN PER DESIGNATION. SEE STATE OF CALIFORNIA, DEPARTMENT OF TRANSPORTATION, (CALTRANS) "UNIFORM SIGN CHART."

LINK: 18-1
CITY: PALM SPRINGS

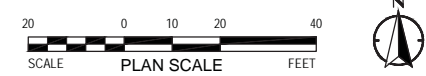
KEY MAP



30% DESIGN SUBMITTAL
NOT FOR CONSTRUCTION



PLAN
SCALE: 1" = 20'



Dwg filename: V:\207\alpine\20730690\Drawings\Sheet_TS115.dwg Last saved by: surrad Plot date: 2/23/2016 4:45 PM Plot style table: CVLINK.ctb

MARK	DATE	DESCRIPTION

INFO

PROJECT NO: CVL-2015-0309
CAD DWG FILE: TS115
DESIGNED BY: JX
DRAWN BY: RS
REVIEWED BY: RM
DATE: 2.23.2016
SCALE: AS SHOWN

PRIME CONSULTANT

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PREPARED BY

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949.923.6000 stantec.com

CLIENT

COACHELLA VALLEY ASSOCIATION OF GOVERNMENTS
73-710 Fred Waring Drive, Suite 200
Palm Desert, CA 92260
CVAG PROJECT NO. CVL-2015-0309

CONNECTING THE COACHELLA VALLEY

MULTI-MODAL TRANSPORTATION FACILITY
COACHELLA VALLEY - CALIFORNIA

SHEET TITLE

PALM SPRINGS / RIVERSIDE COUNTY
SEGMENT 2A
ALIGNMENT 18-1 TO 18-3
SIGNING & STRIPING PLAN
E MESQUITE AVE

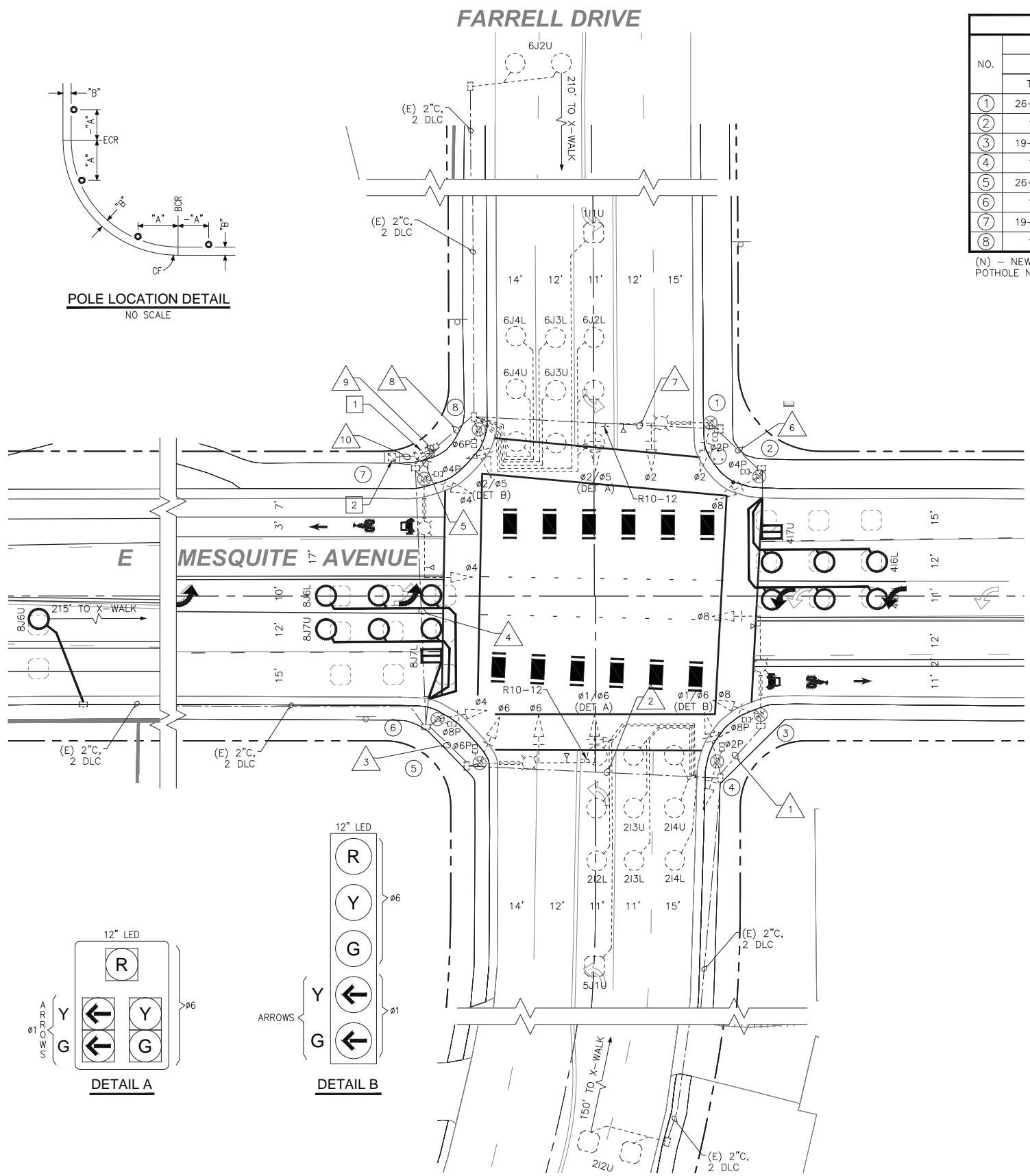
SHEET NO.

TS115

SHEET 448 OF 780

Line measures 1 inch on full scale drawing. If not 1 inch scale accordingly.

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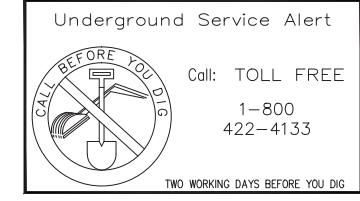
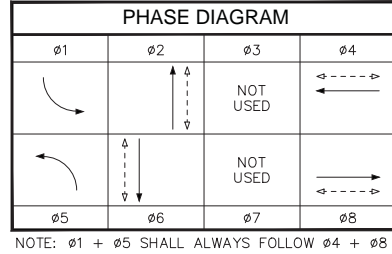
POLE LOCATION DETAIL
NO SCALE

DETAIL A

DETAIL B

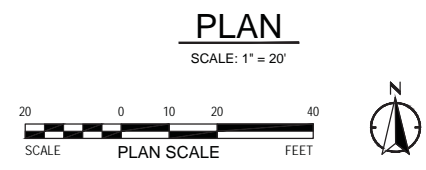
NO.	STANDARD		LUMINAIRE		WATTAGE (HPSV)	ISNS	SIGNAL MOUNTING			PPB (TYPE "B")		POLE LOCATION (TYPE "B")	
	POLE DATA		MAST ARM LENGTH				VEHICLE		PEDESTRIAN	PHASE	QUAD	"A"	"B"
	TYPE	HEIGHT	SIGNAL	LUMINAIRE			MAST ARM	POLE					
1	26-4-80	30'	35'	15'	16,000	Mesquite Ave	2-MAS	SV-1-T	SP-1-T	4P	SOUTH	EXISTING	
2	1-A	10'	-	-	-	-	-	TV-1-T	SP-1-T	2P	WEST	EXISTING	
3	19-2-80	30'	30'	15'	16,000	Farrell Dr	MAS	SV-1-T	SP-1-T	2P	WEST	EXISTING	
4	1-A	10'	-	-	-	-	-	TV-2-T	SP-1-T	8P	NORTH	EXISTING	
5	26-4-80	30'	35'	15'	16,000	Mesquite Ave	2-MAS	SV-1-T	SP-1-T	8P	NORTH	EXISTING	
6	1-A	10'	-	-	-	-	-	TV-1-T	SP-1-T	6P	EAST	EXISTING	
7	19-2-80	30'	30'	15'	16,000	Farrell Dr	MAS	SV-1-T	SP-1-T	6P	EAST	EXISTING	
8	1-A	10'	-	-	-	-	-	TV-1-T	SP-1-T	4P	SOUTH	EXISTING	

(N) - NEW (R) - RELOCATED ALL OTHER EQUIPMENT IS EXISTING.
POTHOLE NEW MAST ARM POLE LOCATIONS PRIOR TO ORDERING POLES.



AWG OR CABLE TYPE	STD	PHASES	RUN NUMBER											
			1	2	3	4	5	6	7	8	9	10		
12CSC	1	Ø2, Ø5, OLA, Ø2P/Ø4PPB/-	-	-	-	-	-	-	-	-	-	-	-	-
	2	Ø3, Ø4, Ø4P/Ø2PPB, Ø4BPB/-	-	-	-	-	-	-	-	-	-	-	-	-
	3	Ø3, Ø8, Ø8P/Ø2PPB/-	-	-	-	-	-	-	-	-	-	-	-	-
	4	Ø1, Ø2, OLA, Ø2P/Ø8PPB/-	-	-	-	-	-	-	-	-	-	-	-	-
3CSC	5	Ø1, Ø6, Ø6P, Ø8PPB/-	-	-	-	-	-	-	-	-	-	-	-	-
	6	Ø7, Ø8, Ø8P/Ø6PPB, Ø8BPB/-	-	-	-	-	-	-	-	-	-	-	-	-
	7	Ø4, Ø7, Ø4P/Ø6PPB/-	-	-	-	-	-	-	-	-	-	-	-	-
	8	Ø5, Ø6, Ø6P/Ø4PPB, Ø6BPB/-	-	-	-	-	-	-	-	-	-	-	-	-
5CSC	TOTAL	-	-	-	-	-	-	-	-	-	-	-	-	-
#14	ISNS	-	2	2	2	2	2	2	2	2	2	4	4	4
#10	BARE BOND WIRE	1	1	1	1	1	1	1	1	2	2	2	2	2
	LUMINAIRES	-	2	2	2	2	2	2	2	2	2	4	4	4
Det. Loop Cable #16 (TYPE 2)	Ø2	4	4	4	4	4	-	-	4	4	4	4	4	4
	Ø4	-	-	3	3	3	-	-	-	3	3	3	3	3
	Ø6	-	-	-	3	3	-	-	-	3	3	3	3	3
	Ø8	-	-	-	-	-	-	-	-	3	3	3	3	3
TOTAL	4	4	3	10	7	-	3	13	13	13	13	13	13	13
VIDEO DETECTION POWER(COAX)	-	2	2	4	4	2	2	4	4	4	4	4	4	4
VIDEO DETECTION POWER(16/3 SJOW)	-	2	2	4	4	2	2	4	4	4	4	4	4	4
M-138 CABLE (OPTICOM)	-	1	1	2	2	2	2	3	4	4	4	4	4	4
(IP CCTV VIDEO) CAT5E CABLE	-	-	-	-	-	1	1	1	1	1	1	1	1	1
CONDUIT SIZE (NEW)	3"	4"	3"	4"	4"	3"	4"	2-4"	2-4"	2-4"	2-4"	2-4"	2-4"	2-4"

ALL CONDUIT IS NEW
FURNISH AND INSTALL NEW CONDUCTORS THROUGHOUT
BPB = BICYCLE PUSH BUTTON



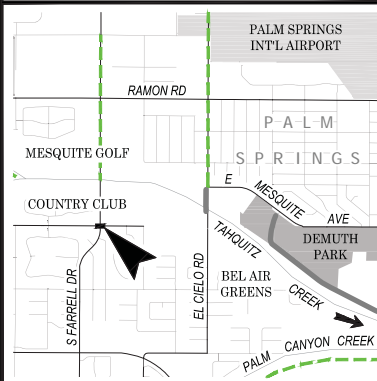
GENERAL SHEET NOTES

1. ROADWAY DIMENSIONS ARE SHOWN TO BACK OF CURB

CONSTRUCTION NOTES

LINK: 18-1
CITY: PALM SPRINGS

KEY MAP



30% DESIGN SUBMITTAL
NOT FOR CONSTRUCTION

MARK	DATE	DESCRIPTION

INFO
PROJECT NO: CVL-2015-0309
CAD DWG FILE: T1106
DESIGNED BY: JX
DRAWN BY: RS
REVIEWED BY: RM
DATE: 2.22.2016
SCALE: AS SHOWN

PRIME CONSULTANT
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PLANNING + DESIGN
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73-710 Fred Waring Drive, Suite 200
Palm Desert, CA 92260
CVAG PROJECT NO. CVL-2015-0309

CVLINK
CONNECTING THE COACHELLA VALLEY
MULTI-MODAL TRANSPORTATION FACILITY
COACHELLA VALLEY - CALIFORNIA

SHEET TITLE
PALM SPRINGS / RIVERSIDE COUNTY
SEGMENT 2A
**INTERSECTION 18-2
TRAFFIC SIGNAL PLAN
FARRELL DR AT MESQUITE AVE**

SHEET NO.
T1106
SHEET 580 OF 780

Line measures 1 inch on full scale drawing, if not 1 inch scale accordingly.

INT ID: #9

GENERAL SHEET NOTES

- ROADWAY DIMENSIONS ARE SHOWN TO BACK OF CURB

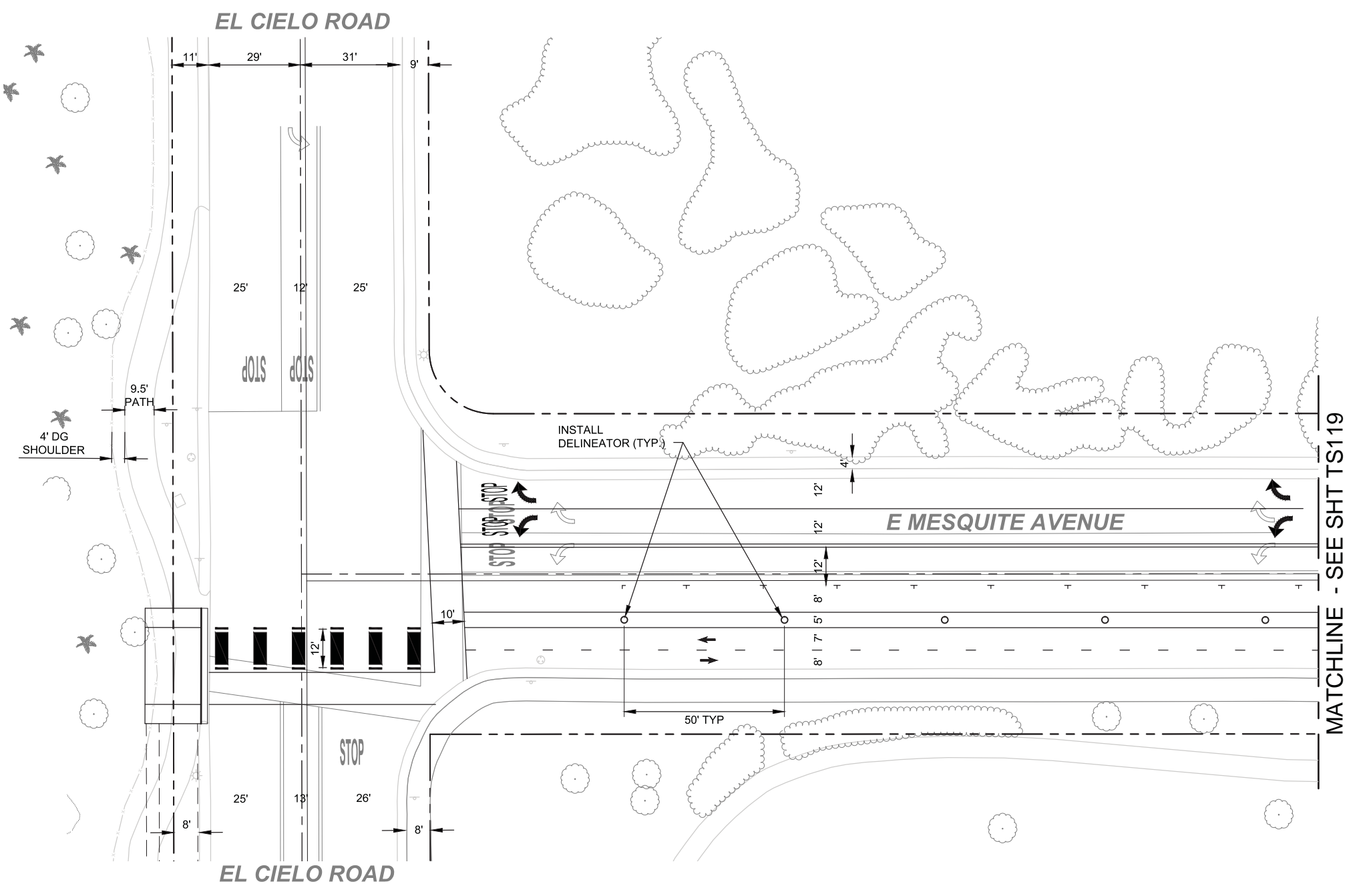
CONSTRUCTION NOTES

- (91) INSTALL WHITE PAVEMENT LEGENDS AS SHOWN PER CALTRANS
- (92) INSTALL 4" SKIP WHITE LANE LINE (DETAIL 9)
- (93) INSTALL LEFT EDGE LINE (DETAIL 26)
- (94) INSTALL 6" BIKE LANE LINE (DETAIL 39 & 39A)
- (95) INSTALL 8" CHANNELIZING LINE (DETAIL 38)
- (96) INSTALL 12" WHITE CROSSWALK
- (97) INSTALL 4" SKIP WHITE LANE LINE EXTENSIONS THROUGH INTERSECTIONS (DETAIL 40)
- (98) INSTALL 4" SOLID WHITE LANE LINE, 50' LONG
- (99) INSTALL PAINTED MEDIAN (DETAIL 29)
- (100) INSTALL 4" SKIP YELLOW CENTER LINE, 3' STRIPE, 9' GAP
- (P) PROTECT IN PLACE EXISTING ITEM INDICATED
- (R) REMOVE SANDBLAST PAINT TO BE REMOVED, ALL EXISTING CONFLICTING STRIPING AND SIGNS SHALL BE REMOVED.
- (RL) RELOCATE SIGN TO NEW POST OR STREET LIGHT AS SHOWN
- (S) INSTALL SIGN PER DESIGNATION. SEE STATE OF CALIFORNIA, DEPARTMENT OF TRANSPORTATION, (CALTRANS) "UNIFORM SIGN CHART."

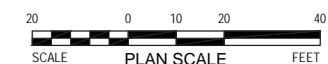
KEY MAP



30% DESIGN SUBMITTAL NOT FOR CONSTRUCTION



PLAN
SCALE: 1" = 20'



MATCHLINE - SEE SHT TS119

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ISSUE	MARK	DATE	DESCRIPTION

INFO
 PROJECT NO: CVL-2015-0309
 CAD DWG FILE: TS118
 DESIGNED BY: JX
 DRAWN BY: RS
 REVIEWED BY: RM
 DATE: 2.23.2016
 SCALE: AS SHOWN



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 73-710 Fred Waring Drive, Suite 200
 Palm Desert, CA 92260
 CVAG PROJECT NO. CVL-2015-0309



CVLINK
 CONNECTING THE COACHELLA VALLEY
 MULTI-MODAL TRANSPORTATION FACILITY
 COACHELLA VALLEY - CALIFORNIA

SHEET TITLE
 PALM SPRINGS / RIVERSIDE COUNTY
 SEGMENT 2A
**ALIGNMENT 19-3 TO 19-4
 SIGNING & STRIPING PLAN
 E MESQUITE AVENUE**

SHEET NO.
TS118
 SHEET 451 OF 780

Line measures 1 inch on full scale drawing, if not 1 inch scale accordingly.

INT ID: #10

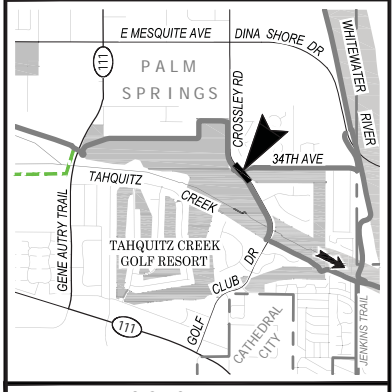
GENERAL SHEET NOTES

- ROADWAY DIMENSIONS ARE SHOWN TO BACK OF CURB

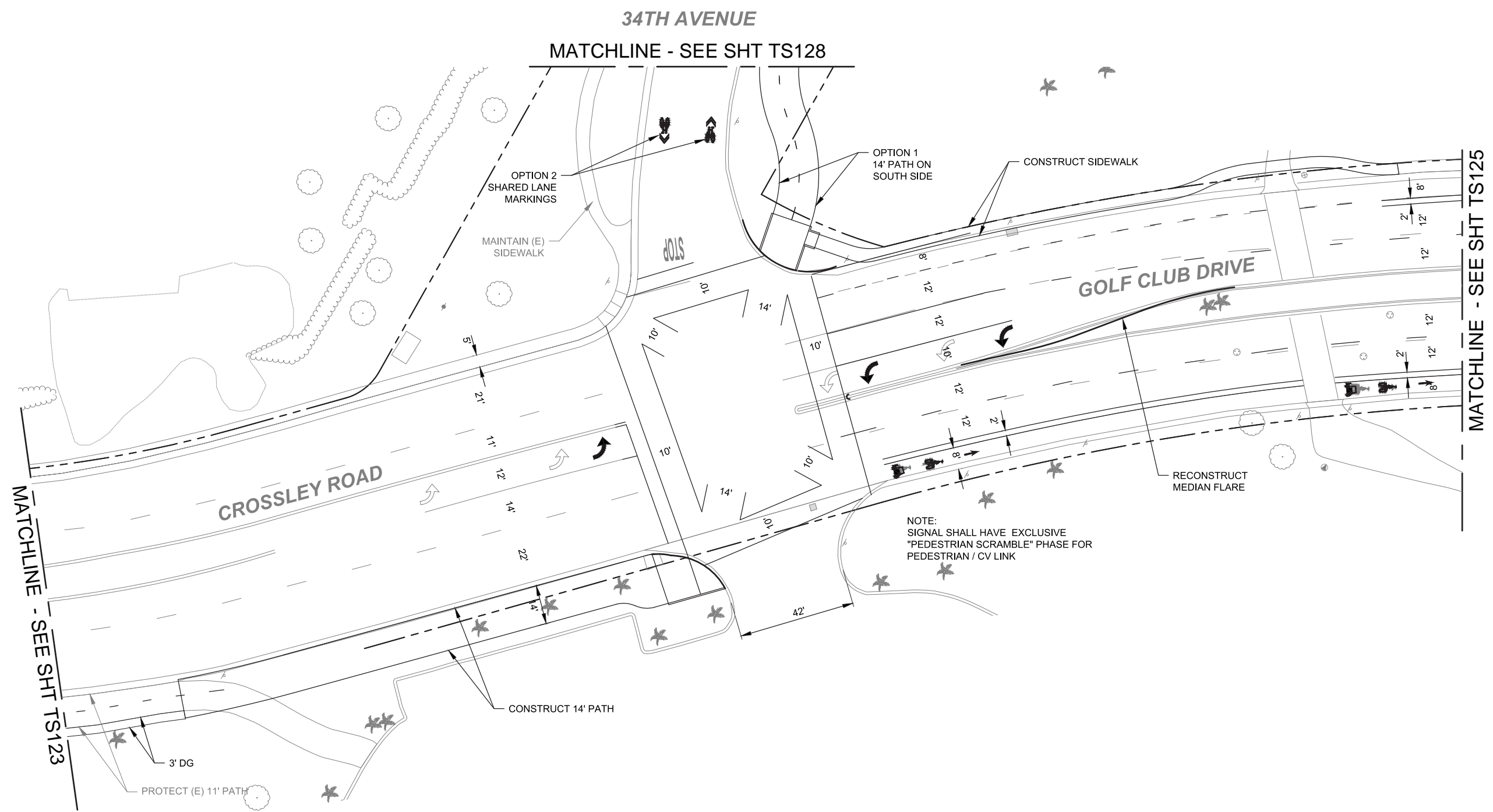
CONSTRUCTION NOTES

- SHOWN PER CALTRANS
- (92)—INSTALL 4" SKIP WHITE LANE LINE (DETAIL 9)
- (93)—INSTALL LEFT EDGE LINE (DETAIL 26)
- (94)—INSTALL 6" BIKE LANE LINE (DETAIL 39 & 39A)
- (95)—INSTALL 8" CHANNELIZING LINE (DETAIL 38)
- (96)—INSTALL 12" WHITE CROSSWALK (DETAIL 40)
- (97)—INSTALL 4" SKIP WHITE LANE LINE EXTENSIONS THROUGH INTERSECTIONS (DETAIL 40)
- (98)—INSTALL 4" SOLID WHITE LANE LINE, 50' LONG
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- (R)—REMOVE, SANDBLAST PAINT TO BE REMOVED, ALL EXISTING CONFLICTING STRIPING AND SIGNS SHALL BE REMOVED.
- (RL)—RELOCATE SIGN TO NEW POST OR STREET LIGHT AS SHOWN
- (S)—INSTALL SIGN PER DESIGNATION. SEE STATE OF CALIFORNIA, DEPARTMENT OF TRANSPORTATION, (CALTRANS) "UNIFORM SIGN CHART."

KEY MAP

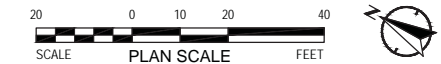


30% DESIGN SUBMITTAL NOT FOR CONSTRUCTION



NOTE: SIGNAL SHALL HAVE EXCLUSIVE "PEDESTRIAN SCRAMBLE" PHASE FOR PEDESTRIAN / CV LINK

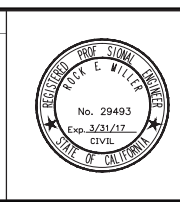
PLAN
SCALE: 1" = 20'



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MARK	DATE	DESCRIPTION

INFO	
PROJECT NO:	CVL-2015-0309
CAD DWG FILE:	TS124
DESIGNED BY:	JX
DRAWN BY:	RS
REVIEWED BY:	RM
DATE:	---
SCALE:	AS SHOWN



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PREPARED BY

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Palm Desert, CA 92260

CVLINK

CONNECTING THE COACHELLA VALLEY

MULTI-MODAL TRANSPORTATION FACILITY
COACHELLA VALLEY - CALIFORNIA

CLIENT

COACHELLA VALLEY ASSOCIATION OF GOVERNMENTS

73-710 Fred Waring Drive, Suite 200
Palm Desert, CA 92260

SHEET TITLE

PALM SPRINGS / RIVERSIDE COUNTY
SEGMENT 2A
ALIGNMENT 21-2 AND 21-1A
SIGNING & STRIPING PLAN
CROSSLEY RD

SHEET NO.

TS124

SHEET 457 OF 780

Line measures 1 inch on full scale drawing, if not 1 inch scale accordingly.

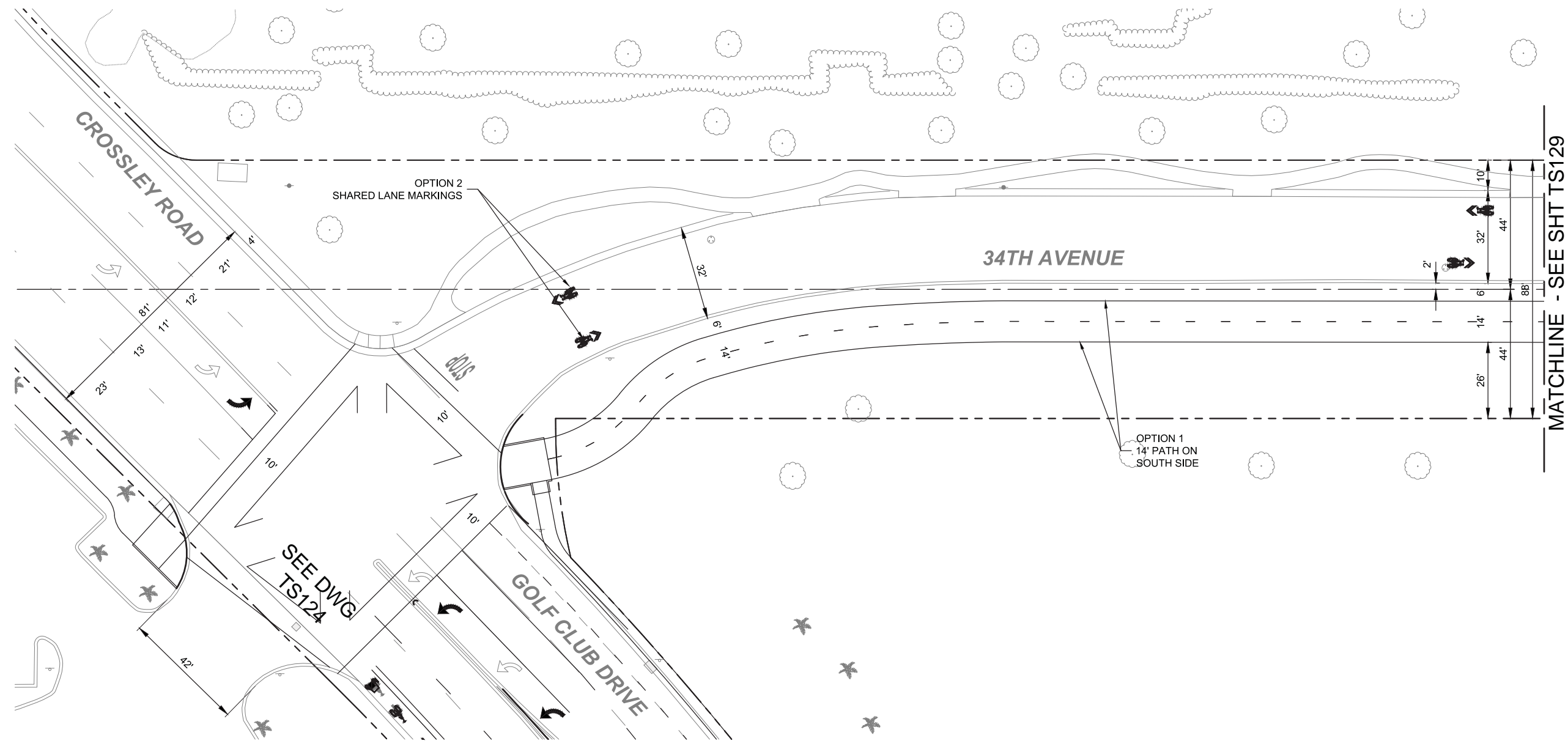
INT ID: #10

GENERAL SHEET NOTES

- ROADWAY DIMENSIONS ARE SHOWN TO BACK OF CURB

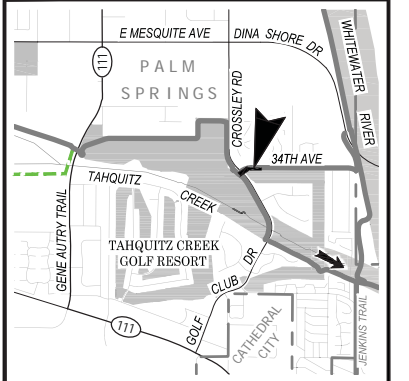
CONSTRUCTION NOTES

- SHOWN PER CALTRANS
- 92-INSTALL 4" SKIP WHITE LANE LINE (DETAIL 9)
- 93-INSTALL LEFT EDGE LINE (DETAIL 26)
- 94-INSTALL 6" BIKE LANE LINE (DETAIL 39 & 39A)
- 95-INSTALL 8" CHANNELIZING LINE (DETAIL 38)
- 96-INSTALL 12" WHITE CROSSWALK
- 97-INSTALL 4" SKIP WHITE LANE LINE EXTENSIONS THROUGH INTERSECTIONS (DETAIL 40)
- 98-INSTALL 4" SOLID WHITE LANE LINE, 50' LONG
- 99-INSTALL PAINTED MEDIAN (DETAIL 29)
- 100-INSTALL 4" SKIP YELLOW CENTER LINE, 3' STRIPE, 9" GAP
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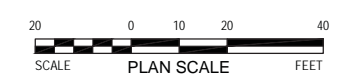


MATCHLINE - SEE SHT TS129

KEY MAP



PLAN
SCALE: 1" = 20'



30% DESIGN SUBMITTAL NOT FOR CONSTRUCTION

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MARK	DATE	DESCRIPTION

REGISTRATION
PROF. SIGNATURE
PROF. E. MILLER
 No. 29493
 Exp. 2/21/27
 CIVIL
 STATE OF CALIFORNIA

PRIME CONSULTANT
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PREPARED BY
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CVAG
 CVAG PROJECT NO. CVL-2015-0309

CLIENT
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 73-710 Fred Waring Drive, Suite 200
 Palm Desert, CA 92260

CVLINK
 CONNECTING THE COACHELLA VALLEY
 MULTI-MODAL TRANSPORTATION FACILITY
 COACHELLA VALLEY - CALIFORNIA

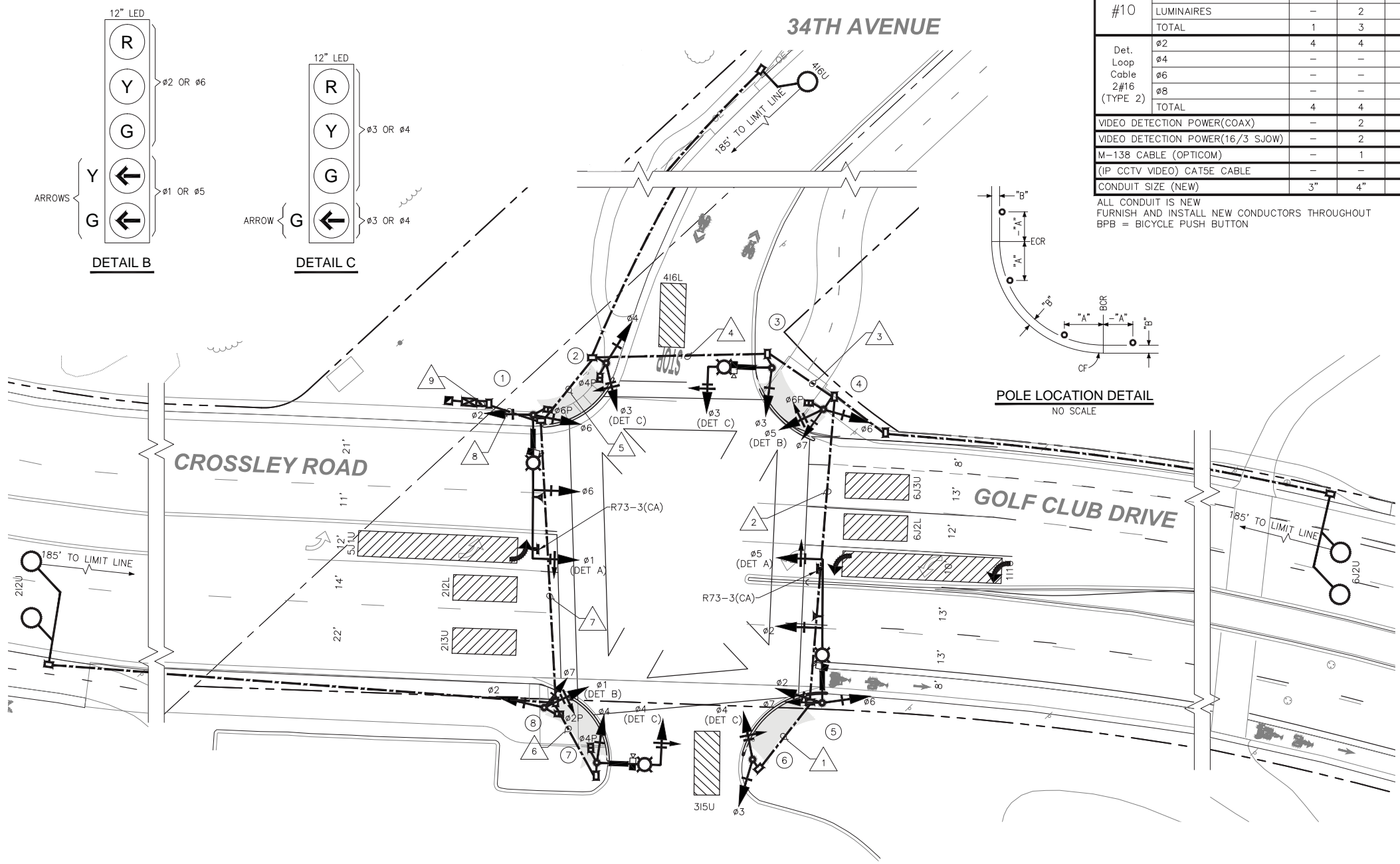
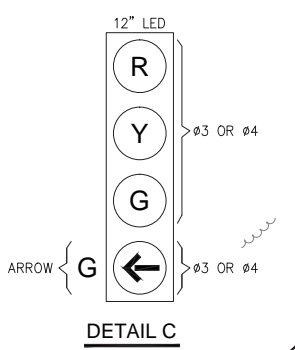
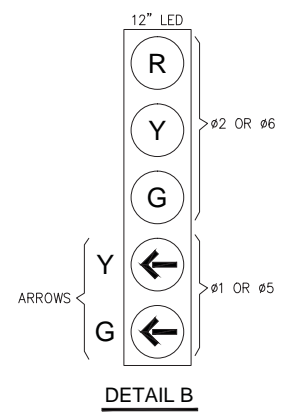
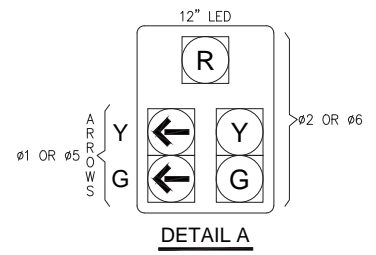
SHEET TITLE
 PALM SPRINGS/RIVERSIDE COUNTY
 SEGMENT 2A
**ALIGNMENT 21-1A TO 21-2A
 SIGNING & STRIPING PLAN
 34TH AVENUE**

SHEET NO.
TS128
 SHEET 461 OF 780

Line measures 1 inch on full scale drawing. If not 1 inch scale accordingly.

NO.	STANDARD				LUMINAIRE WATTAGE (HPSV)	LISNS	SIGNAL MOUNTING			PPB (TYPE "B")		POLE LOCATION (TYPE "B")	
	POLE DATA		MAST ARM LENGTH				VEHICLE	PEDESTRIAN	PHASE	QUAD	"A"	"B"	
	TYPE	HEIGHT	SIGNAL	LUMINAIRE									
1	26-4-100	30'	45'	15'	250W	34th Ave	2-MAS	SV-2-T	SP-1-T	4P	SOUTH	4'	3.5'
2	1-A	10'	-	-	-	-	-	TV-2-T	SP-1-T	6P	WEST	-2.5'	3.5'
3	17-2-100	30'	20'	15'	250W	Golf Club Dr	MAS	SV-1-T	SP-1-T	6P	WEST	1'	5'
4	1-A	10'	-	-	-	-	-	TV-2-T	SP-1-T	3P	NORTH	6'	7.5'
5	26-4-100	30'	45'	15'	250W	34th Ave	2-MAS	SV-2-T	SP-1-T	3P	NORTH	-3.5'	3'
6	1-A	10'	-	-	-	-	-	TV-2-T	SP-1-T	2P	EAST	0'	3'
7	17-2-100	30'	20'	15'	250W	Crossley Rd	MAS	SV-1-T	-	2P	EAST	1'	3.5'
8	1-A	10'	-	-	-	-	-	TV-2-T	SP-2-T	4P	SOUTH	1'	6.5'

ALL EQUIPMENT IS NEW. POT HOLE NEW MAST ARM POLE LOCATIONS PRIOR TO ORDERING POLES.



AWG OR CABLE TYPE	STD	PHASES	RUN NUMBER										
			1	2	3	4	5	6	7	8	9		
12CSC	1	Ø1, Ø2, Ø6, Ø6P/Ø4PPB/-	-	-	-	-	-	-	-	-	-	-	-
	2	Ø3, Ø4, Ø4P/Ø2PPB, Ø4BPB/-	-	-	-	-	-	-	-	-	-	-	-
	3	Ø3, Ø2PPB/-	-	-	-	-	-	-	-	-	-	-	-
	4	Ø5, Ø6, Ø7, Ø6P/-/-	-	-	-	-	-	-	-	-	-	-	-
3CSC	5	Ø2, Ø5, Ø6, Ø7, -/-	-	-	-	-	-	-	-	-	-	-	-
	6	Ø3, Ø4/-/-	-	-	-	-	-	-	-	-	-	-	-
	7	Ø4, Ø4P/-/-	-	-	-	-	-	-	-	-	-	-	-
	8	Ø1, Ø2, Ø7, Ø2P/Ø4PPB, Ø6BPB/-	-	-	-	-	-	-	-	-	-	-	-
5CSC	TOTAL		-	-	-	-	-	-	-	-	-	-	-
	#14	ISNS	-	2	2	2	2	2	2	2	2	2	4
#10	BARE BOND WIRE		1	1	1	1	1	1	1	1	1	2	2
	LUMINAIRES		-	2	2	2	2	2	2	2	2	2	2
	TOTAL		1	3	3	3	3	3	3	3	4	4	4
Det. Loop Cable (TYPE 2)	Ø2		4	4	4	4	4	-	-	4	4	4	4
	Ø4		-	-	3	3	3	-	-	3	3	3	3
	Ø6		-	-	-	3	-	-	-	3	3	3	3
	Ø8		-	-	-	-	-	-	-	3	3	3	3
	TOTAL		4	4	3	10	7	-	-	3	13	13	13
VIDEO DETECTION POWER(COAX)		-	2	2	4	4	2	2	4	4	4	4	
VIDEO DETECTION POWER(16/3 SJOW)		-	2	2	4	4	2	2	4	4	4	4	
M-138 CABLE (OPTICOM)		-	1	1	2	2	2	2	3	4	4	4	
(IP CCTV VIDEO) CATSE CABLE		-	-	-	-	-	1	1	1	1	1	1	
CONDUIT SIZE (NEW)			3"	4"	3"	4"	4"	3"	4"	2-4"	2-4"	2-4"	

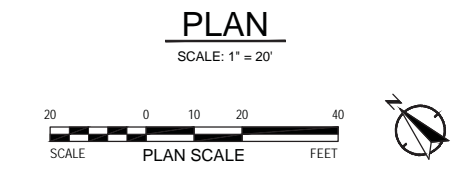
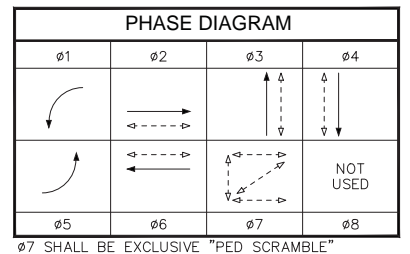
ALL CONDUIT IS NEW FURNISH AND INSTALL NEW CONDUCTORS THROUGHOUT BPB = BICYCLE PUSH BUTTON

Underground Service Alert

CALL BEFORE YOU DIG

Call: TOLL FREE 1-800-422-4133

TWO WORKING DAYS BEFORE YOU DIG



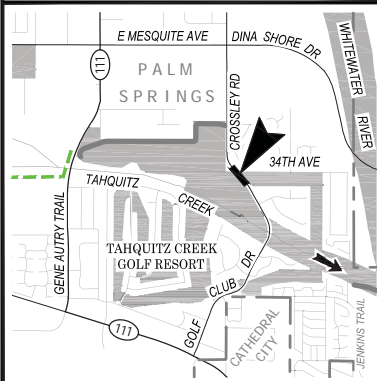
GENERAL SHEET NOTES

1. ROADWAY DIMENSIONS ARE SHOWN TO BACK OF CURB

INT ID: #10

CONSTRUCTION NOTES

KEY MAP



30% DESIGN SUBMITTAL NOT FOR CONSTRUCTION

MARK	DATE	DESCRIPTION

INFO

PROJECT NO: CVL-2015-0309

CAD DWG FILE: T1107

DESIGNED BY: JK

DRAWN BY: RS

REVIEWED BY: RM

DATE: 2.22.2016

SCALE: AS SHOWN

PRIME CONSULTANT

alta

PLANNING + DESIGN

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PREPARED BY

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CVAG

CVAG PROJECT NO. CVL-2015-0309

CVLINK

CONNECTING THE COACHELLA VALLEY

MULTI-MODAL TRANSPORTATION FACILITY

COACHELLA VALLEY - CALIFORNIA

SHEET TITLE

PALM SPRINGS / RIVERSIDE COUNTY

SEGMENT 2A

INTERSECTION 21-1A

TRAFFIC SIGNAL PLAN

34TH AV AT CROSSLEY/GOLF CLUB

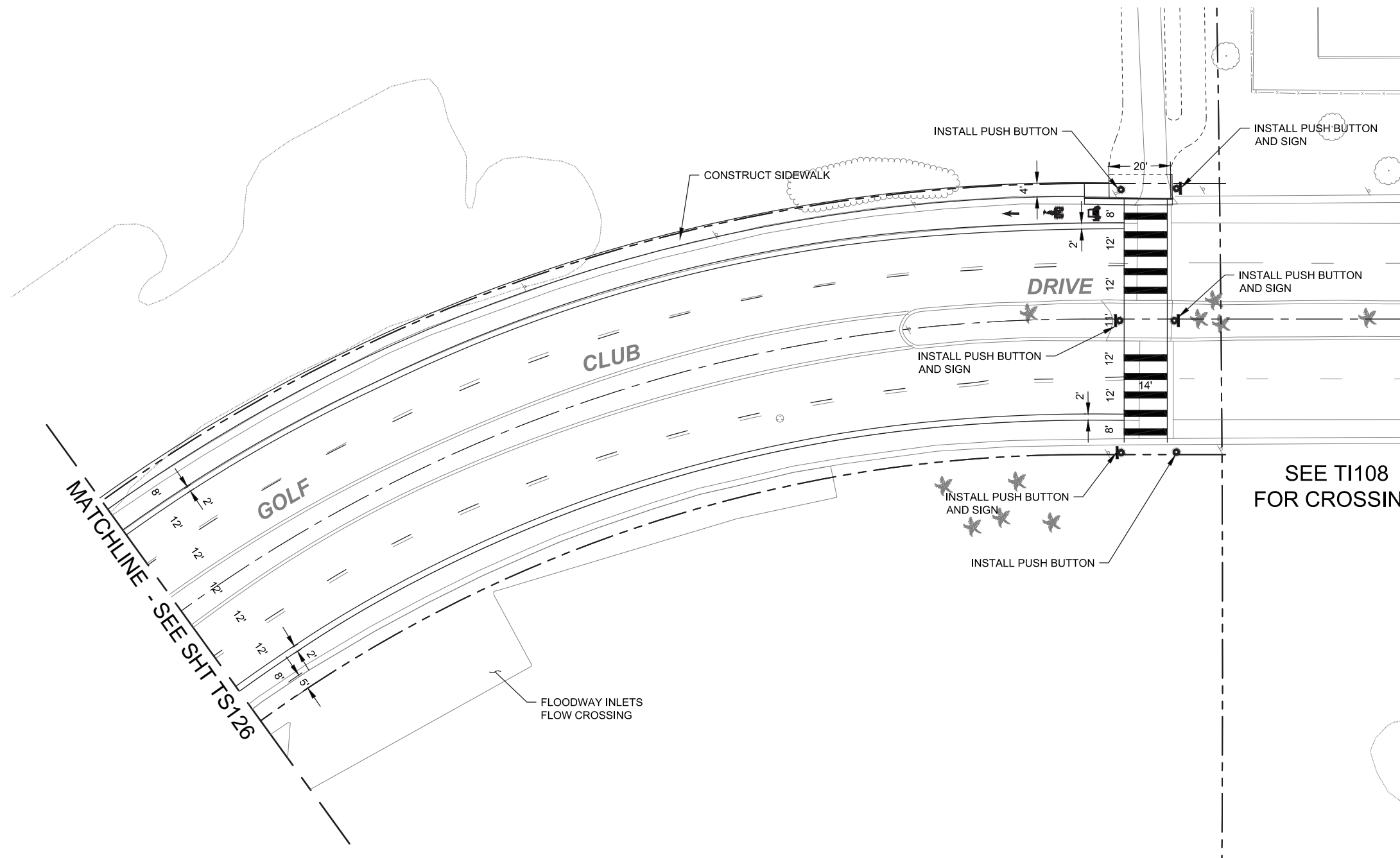
SHEET NO.

T1107

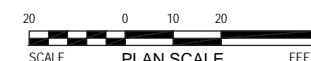
SHEET 581 OF 780

Line measures 1 inch on full scale drawing, if not 1 inch scale accordingly.

INT ID: #11



PLAN
SCALE: 1" = 20'



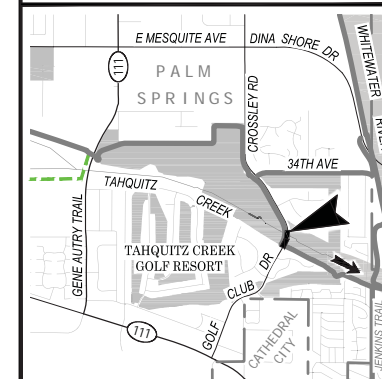
GENERAL SHEET NOTES

1. ROADWAY DIMENSIONS ARE SHOWN TO BACK OF CURB

CONSTRUCTION NOTES

- 91-INSTALL WHITE PAVEMENT LEGENDS AS SHOWN PER CALTRANS
- 92-INSTALL 4" SKIP WHITE LANE LINE (DETAIL 9)
- 93-INSTALL LEFT EDGE LINE (DETAIL 26)
- 94-INSTALL 6" BIKE LANE LINE (DETAIL 39 & 39A)
- 95-INSTALL 8" CHANNELIZING LINE (DETAIL 38)
- 96-INSTALL 12" WHITE CROSSWALK
- 97-INSTALL 4" SKIP WHITE LANE LINE EXTENSIONS THROUGH INTERSECTIONS (DETAIL 40)
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- (RL)-RELOCATE SIGN TO NEW POST OR STREET LIGHT AS SHOWN
- (S)-INSTALL SIGN PER DESIGNATION. SEE STATE OF CALIFORNIA, DEPARTMENT OF TRANSPORTATION, (CALTRANS) "UNIFORM SIGN CHART."

KEY MAP



30% DESIGN SUBMITTAL
NOT FOR CONSTRUCTION

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MARK	DATE	DESCRIPTION

INFO	
PROJECT NO:	CVL-2015-0309
CAD DWG FILE:	TS127
DESIGNED BY:	JX
DRAWN BY:	RS
REVIEWED BY:	RM
DATE:	2.23.2016
SCALE:	AS SHOWN



PRIME CONSULTANT

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PREPARED BY

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949.923.6000 stantec.com

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73-710 Fred Waring Drive, Suite 200
Palm Desert, CA 92260
CVAG PROJECT NO. CVL-2015-0309

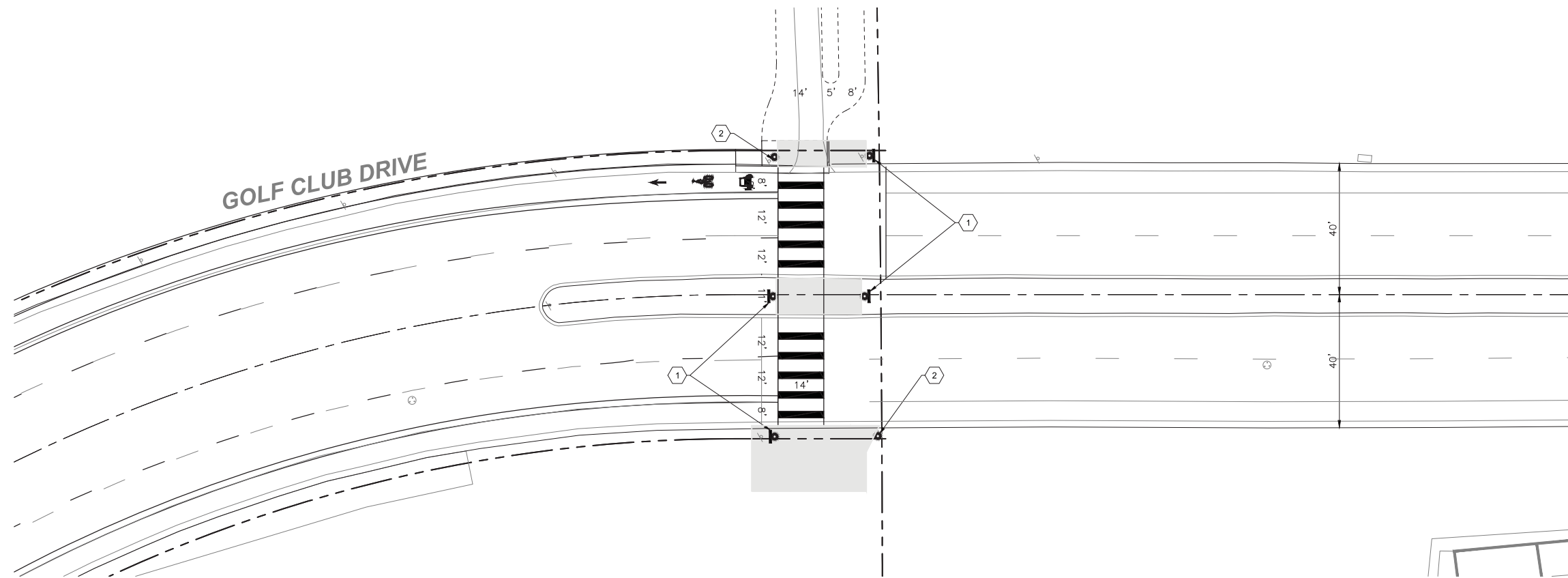
CONNECTING THE COACHELLA VALLEY
MULTI-MODAL TRANSPORTATION FACILITY
COACHELLA VALLEY - CALIFORNIA

SHEET TITLE
PALM SPRINGS / RIVERSIDE COUNTY
SEGMENT 2A
**ALIGNMENT 21-2 TO 21-4
SIGNING & STRIPING PLAN
GOLF CLUB DR**

SHEET NO.
TS127
SHEET 460 OF 780

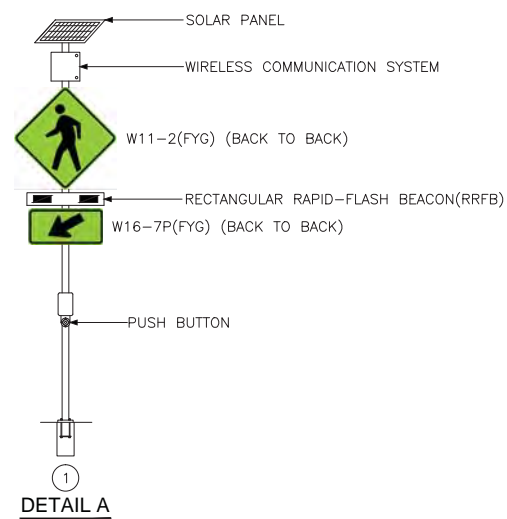
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INT ID: #11

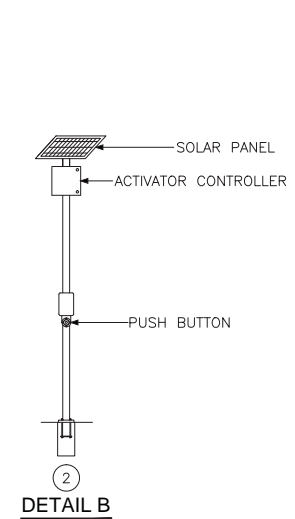


CONSTRUCTION NOTES

- ① FURNISH AND INSTALL POST WITH PUSH BUTTON, ACTIVATOR/CONTROLLER, AND SOLAR PANEL WITH W11-2(FYG) AND W16-7P(FYG) SIGNS PER DETAIL A.
- ② FURNISH AND INSTALL POST WITH PUSH BUTTON, ACTIVATOR/CONTROLLER, AND SOLAR PANEL PER DETAIL B.

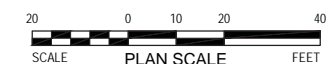


①
DETAIL A



②
DETAIL B

PLAN
SCALE: 1" = 20'

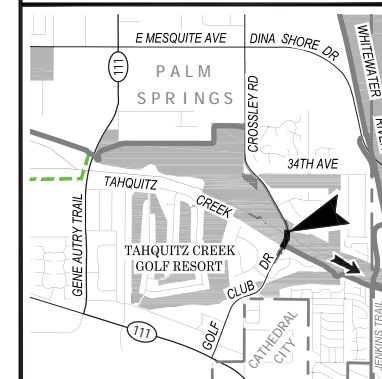


GENERAL SHEET NOTES

- 1. ROADWAY DIMENSIONS ARE SHOWN TO BACK OF CURB

CONSTRUCTION NOTES

KEY MAP



30% DESIGN SUBMITTAL
NOT FOR CONSTRUCTION

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MARK	DATE	DESCRIPTION

INFO	
PROJECT NO:	CVL-2015-0309
CAD DWG FILE:	T1108
DESIGNED BY:	JX
DRAWN BY:	RS
REVIEWED BY:	RM
DATE:	2.22.2016
SCALE:	AS SHOWN



PRIME CONSULTANT

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PREPARED BY

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CLIENT
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73-710 Fred Waring Drive, Suite 200
Palm Desert, CA 92260
CVAG PROJECT NO. CVL-2015-0309

CONNECTING THE COACHELLA VALLEY
MULTI-MODAL TRANSPORTATION FACILITY
COACHELLA VALLEY - CALIFORNIA

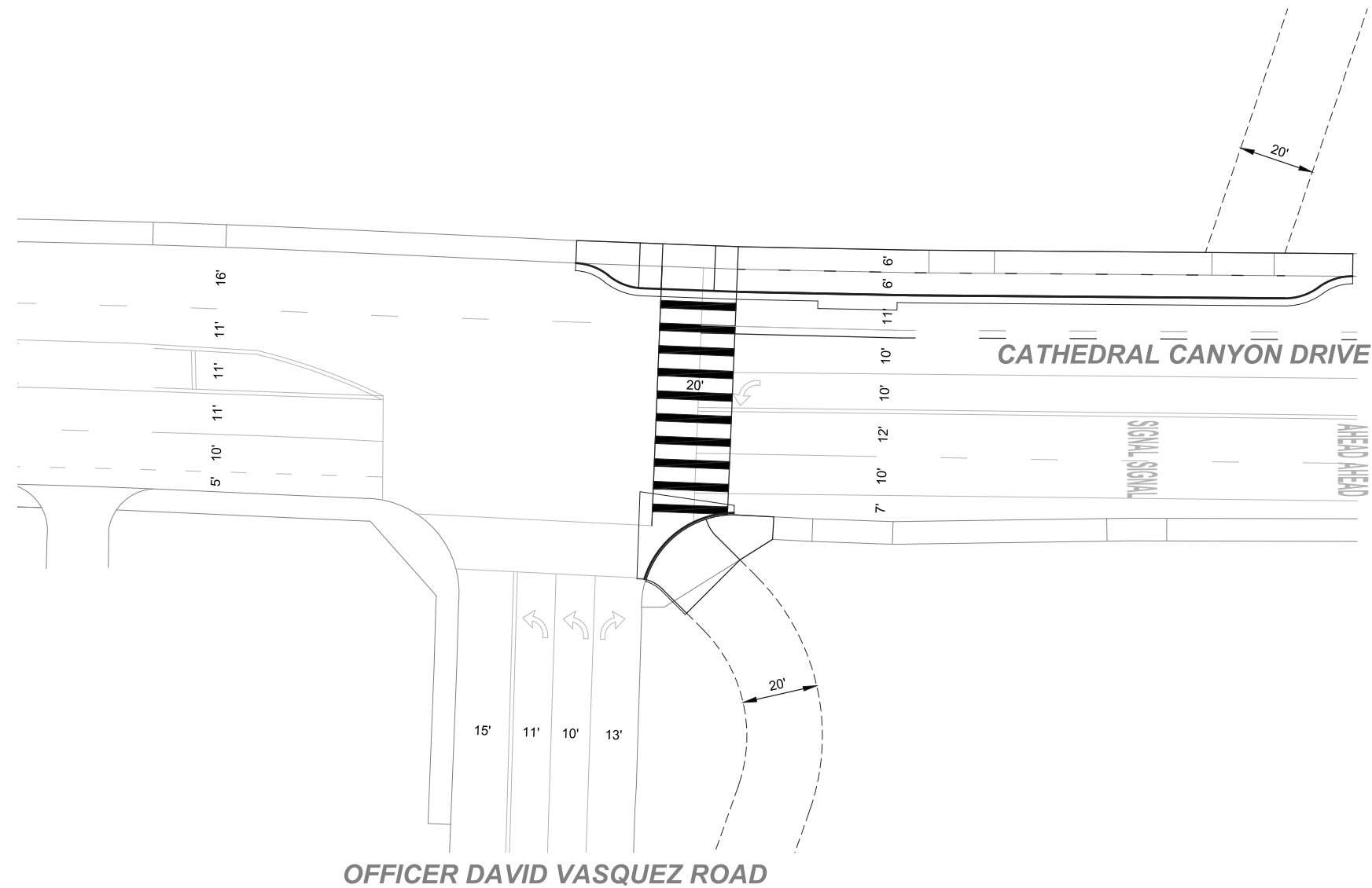
SHEET TITLE
PALM SPRINGS / RIVERSIDE COUNTY
SEGMENT 2A
**INTERSECTION 21-3
TRAFFIC SIGNAL PLAN
GOLF CLUB DR H.A.W.K. SIGNAL**

SHEET NO.
T1108
SHEET 582 OF 780

Line measures 1 inch on full scale drawing, if not 1 inch scale accordingly.

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INT ID: #12



PLAN
SCALE: 1" = 20'



GENERAL SHEET NOTES

- ROADWAY DIMENSIONS ARE SHOWN TO BACK OF CURB

CONSTRUCTION NOTES

- (91)—INSTALL WHITE PAVEMENT LEGENDS AS SHOWN PER CALTRANS
- (92)—INSTALL 4" SKIP WHITE LANE LINE (DETAIL 9)
- (93)—INSTALL LEFT EDGE LINE (DETAIL 26)
- (94)—INSTALL 6" BIKE LANE LINE (DETAIL 39 & 39A)
- (95)—INSTALL 8" CHANNELIZING LINE (DETAIL 38)
- (96)—INSTALL 12" WHITE CROSSWALK
- (97)—INSTALL 4" SKIP WHITE LANE LINE EXTENSIONS THROUGH INTERSECTIONS (DETAIL 40)
- (98)—INSTALL 4" SOLID WHITE LANE LINE, 50' LONG
- (99)—INSTALL PAINTED MEDIAN (DETAIL 29)
- (100)—INSTALL 4" SKIP YELLOW CENTER LINE, 3' STRIPE, 9' GAP
- (P)—PROTECT IN PLACE EXISTING ITEM INDICATED
- (R)—REMOVE, SANDBLAST PAINT TO BE REMOVED, ALL EXISTING CONFLICTING STRIPING AND SIGNS SHALL BE REMOVED.
- (RL)—RELOCATE SIGN TO NEW POST OR STREET LIGHT AS SHOWN
- (S)—INSTALL SIGN PER DESIGNATION. SEE STATE OF CALIFORNIA, DEPARTMENT OF TRANSPORTATION, (CALTRANS) "UNIFORM SIGN CHART."

KEY MAP



30% DESIGN SUBMITTAL NOT FOR CONSTRUCTION

ISSUE	MARK	DATE	DESCRIPTION

INFO	
PROJECT NO:	CVL-2015-0309
CAD DWG FILE:	TS202
DESIGNED BY:	JX
DRAWN BY:	RS
REVIEWED BY:	RM
DATE:	2.22.2016
SCALE:	AS SHOWN



PRIME CONSULTANT
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PREPARED BY
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 949.923.6000 stantec.com

CLIENT
COACHELLA VALLEY ASSOCIATION OF GOVERNMENTS
 73-710 Fred Waring Drive, Suite 200
 Palm Desert, CA 92260
CVAG
 CVAG PROJECT NO. CVL-2015-0309

CVLINK
 CONNECTING THE COACHELLA VALLEY
 MULTI-MODAL TRANSPORTATION FACILITY
 COACHELLA VALLEY - CALIFORNIA

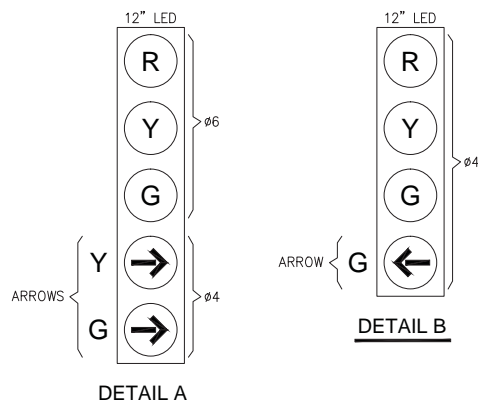
SHEET TITLE
 CATHEDRAL CITY / RIVERSIDE COUNTY
 SEGMENT 3
**ALIGNMENTS CCW-5 & 6
 SIGNING & STRIPING PLAN
 CATHEDRAL CANYON DR**

SHEET NO.
TS202
 SHEET 468 OF 780

Line measures 1 inch on full scale drawing. If not 1 inch scale accordingly.

CONDUCTOR SCHEDULE										
AWG OR CABLE TYPE	STD	PHASES	RUN NUMBER							
			1	2	3	4	5	6	7	8
12CSC 3CSC 6CSC	①	Ø2, Ø5, OLA, Ø2P/Ø4PPB/-	-	-	-	-	-	-	-	-
	②	Ø3, Ø4, Ø4P/Ø2PPB, Ø4BPB/-	-	-	-	-	-	-	-	-
	③	Ø3, Ø8, Ø8P/Ø2PPB/-	-	-	-	-	-	-	-	-
	④	Ø1, Ø2, OLA, Ø2P/Ø8PPB/-	-	-	-	-	-	-	-	-
	⑤	Ø1, Ø6, Ø6P, Ø8PPB/-	-	-	-	-	-	-	-	-
	⑥	Ø7, Ø8, Ø8P/Ø6PPB, Ø8BPB/-	-	-	-	-	-	-	-	-
	⑦	Ø4, Ø7, Ø4P/Ø6PPB/-	-	-	-	-	-	-	-	-
	⑧	Ø5, Ø6, Ø6P/Ø4PPB, Ø6BPB/-	-	-	-	-	-	-	-	-
	TOTAL		-	-	-	-	-	-	-	-
#14	ISNS		-	2	2	2	2	2	2	2
#10	BARE BOND WIRE		1	1	1	1	1	1	1	2
	LUMINAIRES		-	2	2	2	2	2	2	2
	TOTAL		1	3	3	3	3	3	3	4
Det. Loop Cable 2#16 (TYPE 2)	Ø2		4	4	4	4	-	-	-	4
	Ø4		-	-	3	3	-	-	-	3
	Ø6		-	-	-	3	-	-	-	3
	Ø8		-	-	-	-	-	-	3	3
	TOTAL		4	4	3	10	7	-	3	13
	VIDEO DETECTION POWER(COAX)		-	2	2	4	4	2	2	4
	VIDEO DETECTION POWER(16/3 SJOW)		-	2	2	4	4	2	2	4
	M-138 CABLE (OPTICOM)		-	1	1	2	2	2	2	3
	(IP CCTV VIDEO) CATSE CABLE		-	-	-	-	-	1	1	1
	CONDUIT SIZE (NEW)		3"	4"	3"	4"	4"	3"	4"	2-4"

ALL CONDUIT IS NEW
FURNISH AND INSTALL NEW CONDUCTORS THROUGHOUT
BPB = BICYCLE PUSH BUTTON



PHASE DIAGRAM			
Ø1	Ø2	Ø3	Ø4
		NOT USED	NOT USED
NOT USED		NOT USED	
Ø5	Ø6	Ø7	Ø8

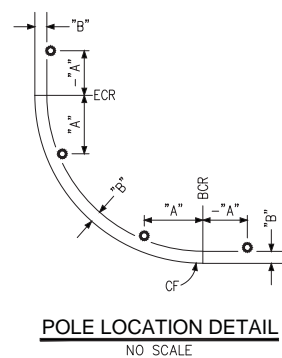
* - PROTECTED

Underground Service Alert

CALL BEFORE YOU DIG

Call: TOLL FREE
1-800-422-4133

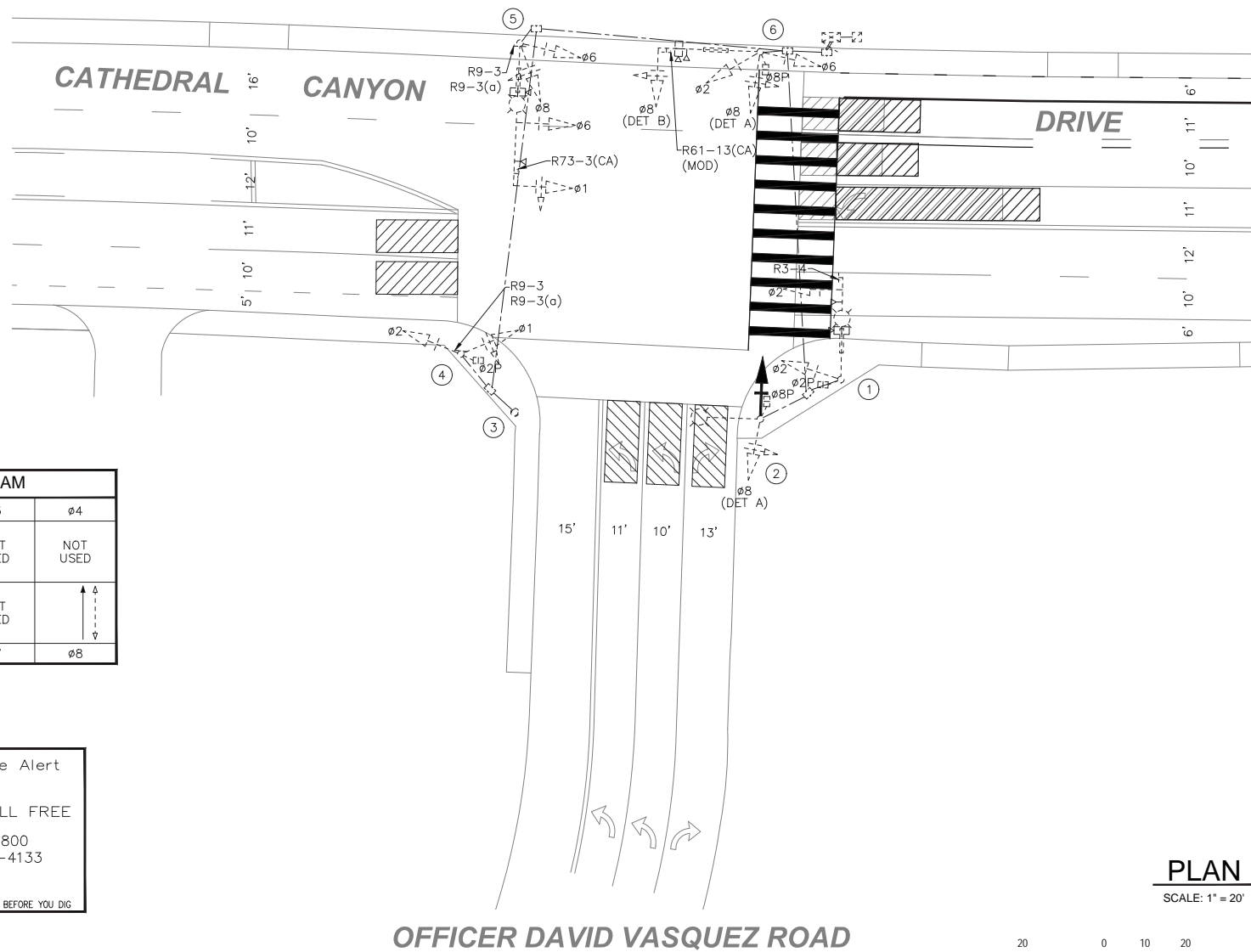
TWO WORKING DAYS BEFORE YOU DIG



POLE SCHEDULE													
NO.	STANDARD				LUMINAIRE WATTAGE (HPSV)	ISNS	SIGNAL MOUNTING			PPB (TYPE "B")		POLE LOCATION (TYPE "B")	
	POLE DATA		MAST ARM LENGTH				VEHICLE		PEDESTRIAN	PHASE	QUAD	"A"	"B"
	TYPE	HEIGHT	SIGNAL	LUMINAIRE			MAST ARM	POLE					
①	19-3-80	30'	25'	15'	XXXX	OFFICER DAVID VASQUEZ RD	MAS	SV-1-T	SP-1-T	8P	SOUTH	EXISTING	
②	15TS	30'	-	15'	XXXX	-	-	SV-1-T	SP-1-T	2P	WEST	EXISTING	
③	1-A	10'	-	-	-	-	-	-	-	2P	WEST	EXISTING	
④	1-A	10'	-	-	-	-	-	TV-2-T	SP-1-T	-	-	EXISTING	
⑤	24-4-80	30'	35'	15'	XXXX	OFFICER DAVID VASQUEZ RD	2-MAS	SV-2-T	-	-	-	EXISTING	
⑥	18-3-80	30'	25'	-	-	CATHEDRAL CANYON DR	MAS	SV-3-T	SP-1-T	8P	NORTH	EXISTING	

(N) - NEW (R) - RELOCATED ALL OTHER EQUIPMENT IS EXISTING.
POTHOLE NEW MAST ARM POLE LOCATIONS PRIOR TO ORDERING POLES.

INT ID: #12



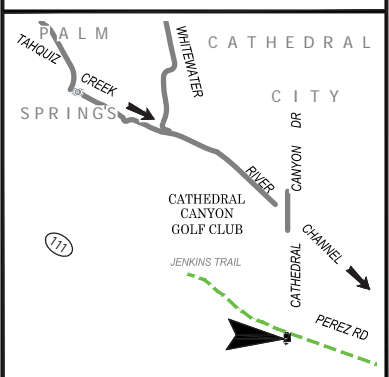
GENERAL SHEET NOTES

1. ROADWAY DIMENSIONS ARE SHOWN TO BACK OF CURB

CONSTRUCTION NOTES

LINK: 18-1
CITY: PALM SPRINGS

KEY MAP



30% DESIGN SUBMITTAL
NOT FOR CONSTRUCTION

Dwg filename: v:\2013\active\2013090700\drawings\sheet_t1201.dwg Last saved by: rsaaiffens Plot date: 2/22/2016 7:19 PM Plot style table: CVLINK.ctb

MARK	DATE	DESCRIPTION

INFO

PROJECT NO: CVL-2015-0309
CAD DWG FILE: T1201
DESIGNED BY: JX
DRAWN BY: RS
REVIEWED BY: RM
DATE: 2.22.2016
SCALE: AS SHOWN

PRIME CONSULTANT

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PREPARED BY

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949.923.6000 stantec.com

CLIENT

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73-710 Fred Waring Drive, Suite 200
Palm Desert, CA 92260

CVAG
CVAG PROJECT NO. CVL-2015-0309

CVLINK
CONNECTING THE COACHELLA VALLEY
MULTI-MODAL TRANSPORTATION FACILITY
COACHELLA VALLEY - CALIFORNIA

SHEET TITLE

CATHEDRAL CITY / RIVERSIDE COUNTY
SEGMENT 3
**INTERSECTION CCW-5 & 6
TRAFFIC SIGNAL PLAN
OFC DAVID AT CATHED CANYON**

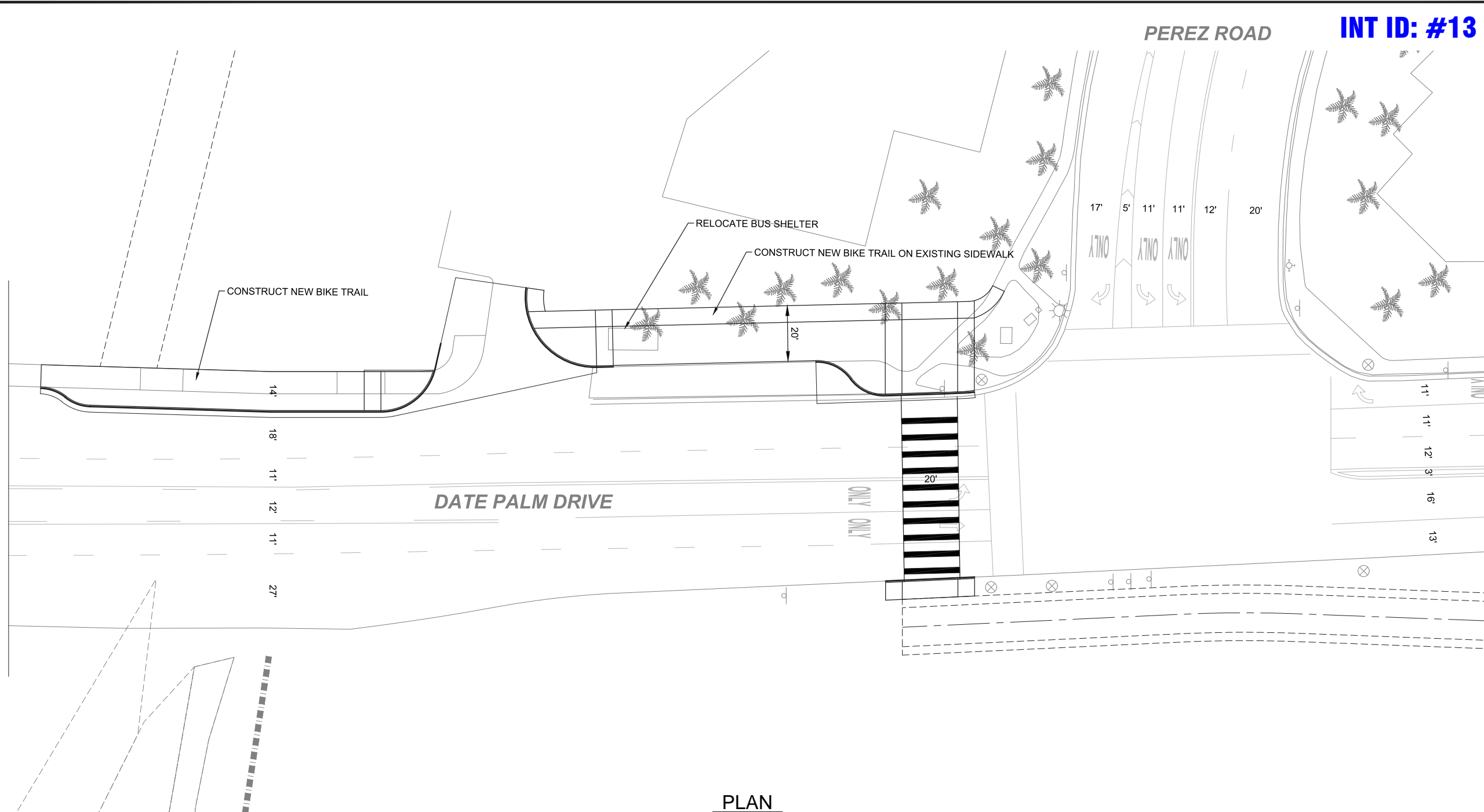
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T1201

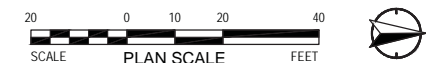
SHEET 584 OF 780

Line measures 1 inch on full scale drawing, if not 1 inch scale accordingly.

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PLAN
SCALE: 1" = 20'



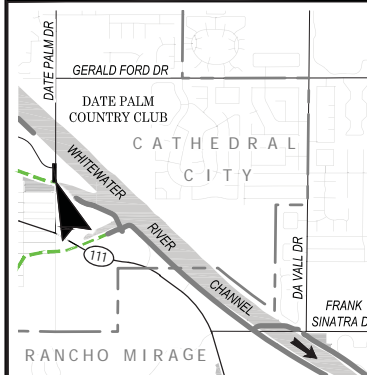
GENERAL SHEET NOTES

- 1. ROADWAY DIMENSIONS ARE SHOWN TO BACK OF CURB

CONSTRUCTION NOTES

- 91-INSTALL WHITE PAVEMENT LEGENDS AS SHOWN PER CALTRANS
- 92-INSTALL 4" SKIP WHITE LANE LINE (DETAIL 9)
- 93-INSTALL LEFT EDGE LINE (DETAIL 26)
- 94-INSTALL 6" BIKE LANE LINE (DETAIL 39 & 39A)
- 95-INSTALL 8" CHANNELIZING LINE (DETAIL 38)
- 96-INSTALL 12" WHITE CROSSWALK
- 97-INSTALL 4" SKIP WHITE LANE LINE EXTENSIONS THROUGH INTERSECTIONS (DETAIL 40)
- 98-INSTALL 4" SOLID WHITE LANE LINE, 50' LONG
- 99-INSTALL PAINTED MEDIAN (DETAIL 29)
- 100-INSTALL 4" SKIP YELLOW CENTER LINE, 3' STRIPE, 9' GAP
- P-PROTECT IN PLACE EXISTING ITEM INDICATED
- R-REMOVE, SANDBLAST PAINT TO BE REMOVED, ALL EXISTING CONFLICTING STRIPING AND SIGNS SHALL BE REMOVED.
- RL-RELOCATE SIGN TO NEW POST OR STREET LIGHT AS SHOWN
- S-INSTALL SIGN PER DESIGNATION. SEE STATE OF CALIFORNIA, DEPARTMENT OF TRANSPORTATION, (CALTRANS) "UNIFORM SIGN CHART."

KEY MAP



30% DESIGN SUBMITTAL NOT FOR CONSTRUCTION

MARK	DATE	DESCRIPTION

INFO	
PROJECT NO:	CVL-2015-0309
CAD DWG FILE:	TS203
DESIGNED BY:	JX
DRAWN BY:	RS
REVIEWED BY:	RM
DATE:	2.22.2016
SCALE:	AS SHOWN



PRIME CONSULTANT

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PREPARED BY

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Palm Desert, CA 92260
CVAG PROJECT NO. CVL-2015-0309

CONNECTING THE COACHELLA VALLEY
MULTI-MODAL TRANSPORTATION FACILITY
COACHELLA VALLEY - CALIFORNIA

SHEET TITLE
CATHEDRAL CITY / RIVERSIDE COUNTY
SEGMENT 3
**ALIGNMENT 26-8A
SIGNING & STRIPING PLAN
DATE PALM DR**

SHEET NO.
TS203
SHEET 469 OF 780

Line measures 1 inch on full scale drawing, if not 1 inch scale accordingly.

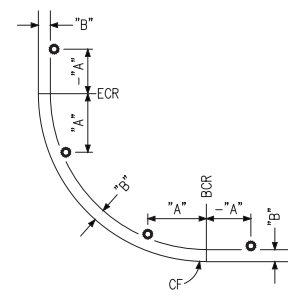
CONDUCTOR SCHEDULE											
AWG OR CABLE TYPE	STD	PHASES	RUN NUMBER								
			1	2	3	4	5	6	7	8	
12GSC 3GSC 6GSC	1	Ø2, Ø5, OLA, Ø2P/Ø4PPB/-	-	-	-	-	-	-	-	-	-
	2	Ø3, Ø4, Ø4P/Ø2PPB, Ø4BPB/-	-	-	-	-	-	-	-	-	-
	3	Ø3, Ø8, Ø8P/Ø2PPB/-	-	-	-	-	-	-	-	-	-
	4	Ø1, Ø2, OLA, Ø2P/Ø8PPB/-	-	-	-	-	-	-	-	-	-
	5	Ø1, Ø6, Ø6P, Ø8PPB/-	-	-	-	-	-	-	-	-	-
	6	Ø7, Ø8, Ø8P/Ø6PPB, Ø8BPB/-	-	-	-	-	-	-	-	-	-
	7	Ø4, Ø7, Ø4P/Ø6PPB/-	-	-	-	-	-	-	-	-	-
	8	Ø5, Ø6, Ø6P/Ø4PPB, Ø6BPB/-	-	-	-	-	-	-	-	-	-
TOTAL			-	-	-	-	-	-	-	-	-
#14	ISNS	-	2	2	2	2	2	2	2	2	2
#10	BARE BOND WIRE	1	1	1	1	1	1	1	1	2	
	LUMINAIRES	-	2	2	2	2	2	2	2	2	
	TOTAL	1	3	3	3	3	3	3	3	4	
Det. Loop Cable 2#16 (TYPE 2)	Ø2	4	4	4	4	4	-	-	-	4	
	Ø4	-	-	3	3	3	-	-	-	3	
	Ø6	-	-	-	3	-	-	-	-	3	
	Ø8	-	-	-	-	-	-	-	3	3	
	TOTAL	4	4	3	10	7	-	-	3	13	
VIDEO DETECTION POWER(COAX)			-	2	2	4	4	2	2	4	
VIDEO DETECTION POWER(16/3 SJOW)			-	2	2	4	4	2	2	4	
M-138 CABLE (OPTICOM)			-	1	1	2	2	2	2	3	
(IP CCTV VIDEO) CAT5E CABLE			-	-	-	-	1	1	1	1	
CONDUIT SIZE (NEW)			3"	4"	3"	4"	4"	3"	4"	2-4"	

ALL CONDUIT IS NEW
FURNISH AND INSTALL NEW CONDUCTORS THROUGHOUT
BPB = BICYCLE PUSH BUTTON

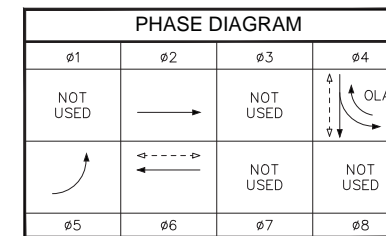
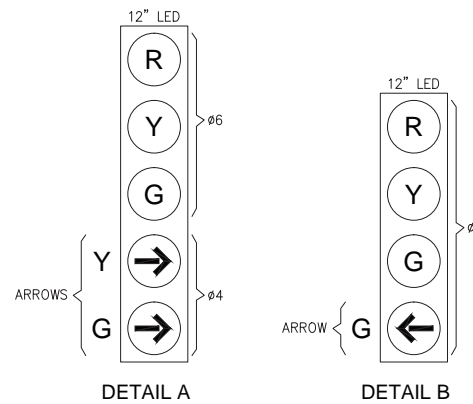
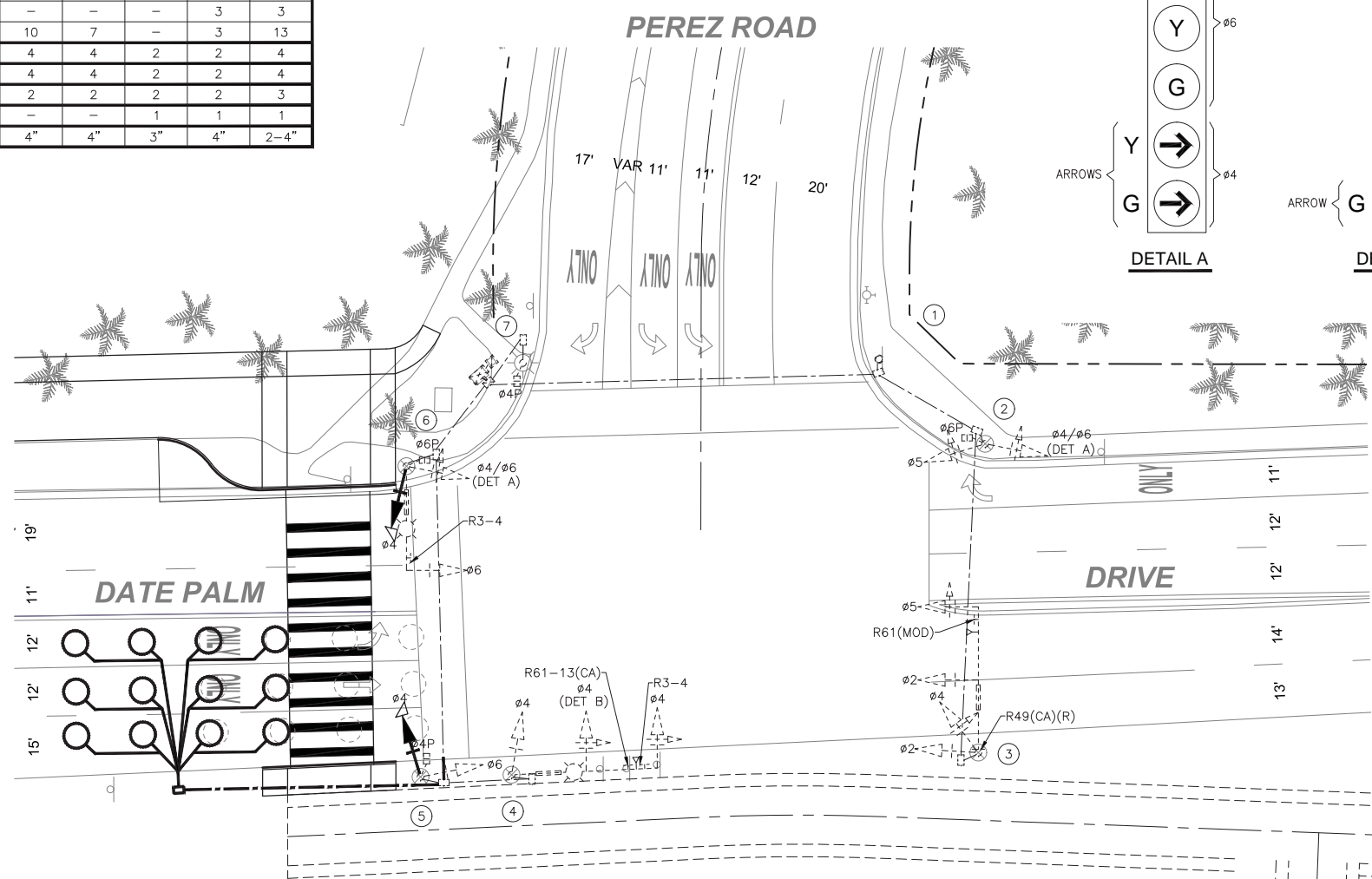
POLE SCHEDULE													
NO.	STANDARD				LUMINAIRE WATTAGE (HPSV)	ISNS	SIGNAL MOUNTING			PPB (TYPE "B")		POLE LOCATION (TYPE "B")	
	POLE DATA		MAST ARM LENGTH				VEHICLE	PEDESTRIAN	PHASE	QUAD	"A"	"B"	
	TYPE	HEIGHT	SIGNAL	LUMINAIRE									
1	PPB POST	4'	-	-	-	-	-	-	-	6P	EAST	EXISTING	
2	1-A	10'	-	-	-	-	TV-2-T	SP-1-T	-	-	-	EXISTING	
3	24-4-80	30'	35'	-	-	Perez Rd 68900	2-MAS	SV-2-T	-	-	-	EXISTING	
4	24-5-80	30'	35'	15'	XXXX	Date Palm Dr 36900	2-MAS	SV-1-T	-	-	-	EXISTING	
5	1-A	10'	-	-	-	-	TV-1-T	SP-1-T	4P	NORTH	EXISTING		
6	19-3-80	30'	25'	15'	XXXX	Perez Rd 68900	MAS	SV-1-T	4P	NORTH	EXISTING		
7	1-A	10'	-	-	-	-	-	SP-1-T	6P	EAST	EXISTING		

(N) - NEW (R) - RELOCATED ALL OTHER EQUIPMENT IS EXISTING.
POTHOLE NEW MAST ARM POLE LOCATIONS PRIOR TO ORDERING POLES.

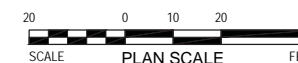
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POLE LOCATION DETAIL
NO SCALE



PLAN
SCALE: 1" = 20'



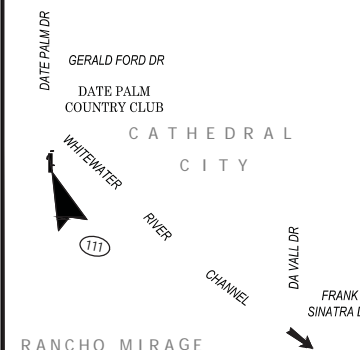
GENERAL SHEET NOTES

1. ROADWAY DIMENSIONS ARE SHOWN TO BACK OF CURB

CONSTRUCTION NOTES

LINK: 18-1
CITY: PALM SPRINGS

KEY MAP



30% DESIGN SUBMITTAL
NOT FOR CONSTRUCTION

Underground Service Alert

Call: TOLL FREE
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TWO WORKING DAYS BEFORE YOU DIG

Dwg filename: v:\2013\active\20130907\drawingsheet_files\T1202.dwg Last saved by: rsafflers Plot date: 2/22/2016 7:20 PM Plot style table: CVLINK.ctb

MARK	DATE	DESCRIPTION

PROFESSIONAL ENGINEER
STATE OF CALIFORNIA
No. 29493
Exp. 3/31/17
CIVIL

PRIME CONSULTANT
alta
PLANNING + DESIGN
www.altaplanning.com

PREPARED BY
Stantec
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IRVINE, CA 92618
949.923.6000 stantec.com

CLIENT
COACHELLA VALLEY ASSOCIATION OF GOVERNMENTS
73-710 Fred Waring Drive, Suite 200
Palm Desert, CA 92260
CVAG PROJECT NO. CVL-2015-0309

CVLINK
CONNECTING THE COACHELLA VALLEY
MULTI-MODAL TRANSPORTATION FACILITY
COACHELLA VALLEY - CALIFORNIA

SHEET TITLE
CATHEDRAL CITY / RIVERSIDE COUNTY
SEGMENT 3
**INTERSECTION 26-8A
TRAFFIC SIGNAL PLAN
PEREZ RD AT DATE PALM DR**

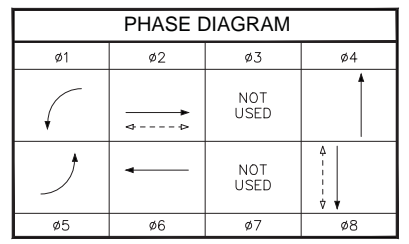
SHEET NO.
T1202

SHEET
585 OF 780

INT ID: #15

POLE SCHEDULE												
NO.	STANDARD			LUMINAIRE WATTAGE (HPSV)	IISNS	SIGNAL MOUNTING			PPB (TYPE "B")		POLE LOCATION (TYPE "B")	
	POLE DATA		MAST ARM LENGTH			VEHICLE		PEDESTRIAN	PHASE	QUAD	"A"	"B"
	TYPE	HEIGHT	SIGNAL	LUMINAIRE	MAST ARM	POLE						
①	26-3-100	30'	40'	15'	250W	70400 Hwy 111	MAS	SV-3-T	-	-	-	EXISTING
②	29-5-100	30'	50'	15'	250W	70250 Country Club	3-MAS	SV-1-T	SP-1-T	-	-	EXISTING
③	1-A	10'	-	-	-	-	-	TV-2-T	-	-	-	EXISTING
④	19-4-100	30'	25'	15'	250W	70390 Hwy 111	MAS	SV-1-T	SP-1-T	2P	EAST	EXISTING
⑤	1-A	10'	-	-	-	-	-	TV-2-T	SP-1-T	8P	SOUTH	EXISTING
⑥	29-5-100	30'	50'	15'	250W	70300 Country Club	4-MAS	SV-1-T	-	8P	SOUTH	EXISTING
⑦	1-A	10'	-	-	-	-	-	TV-2-T	SP-1-T	-	-	EXISTING

(N) - NEW (R) - RELOCATED ALL OTHER EQUIPMENT IS EXISTING.
 POT HOLE NEW MAST ARM POLE LOCATIONS PRIOR TO ORDERING POLES.



CONDUCTOR SCHEDULE									
AWG OR CABLE TYPE	STD	PHASES	RUN NUMBER						
			1	2	3	4	5	6	7
12CSC 3CSC 6CSC	①	ø4, ø5, ø6/-	-	-	-	-	-	-	-
	②	ø2, ø5, ø2P/-	-	-	-	-	-	-	-
	③	ø4, ø8/ø2PPB/-	-	-	-	-	-	-	-
	④	ø8, ø8P/ø2PPB/-	-	-	-	-	-	-	-
	⑤	ø1, ø2, ø2P/ø8PPB/-	-	-	-	-	-	-	-
	⑥	ø1, ø6, ø8/ø8PPB/-	-	-	-	-	-	-	-
	⑦	ø4, ø8, ø8P/-	-	-	-	-	-	-	-
TOTAL			-	-	-	-	-	-	-

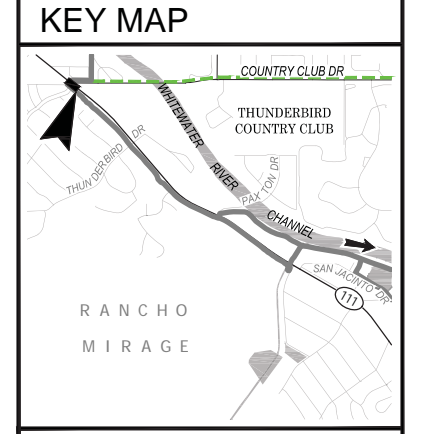
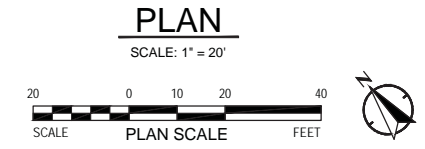
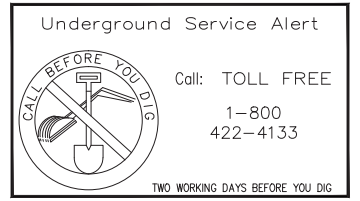
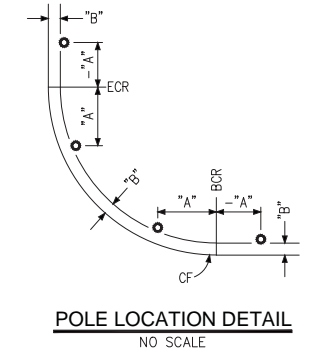
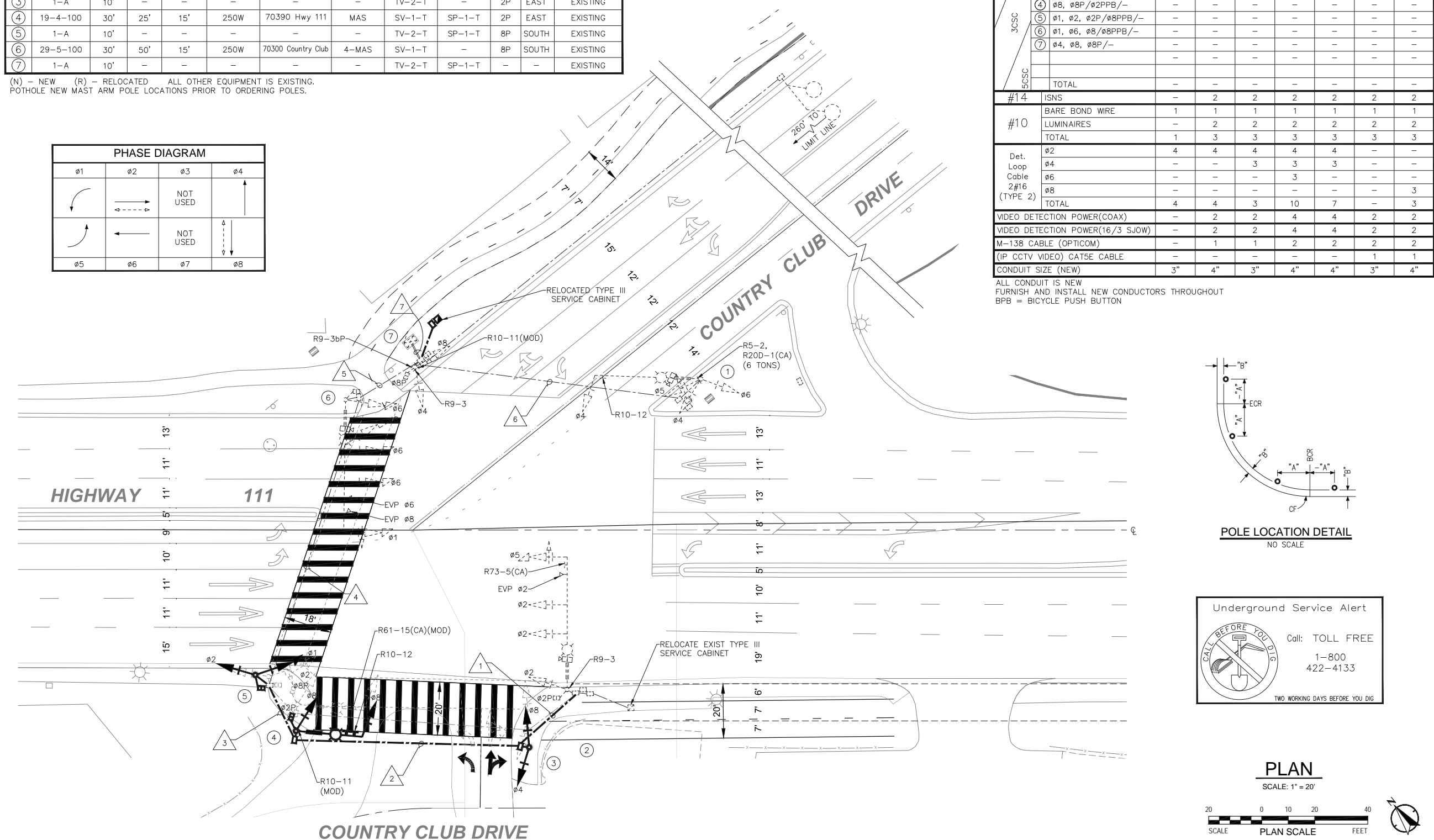
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#10	BARE BOND WIRE	1	1	1	1	1	1	1
	LUMINAIRES	-	2	2	2	2	2	2
	TOTAL	1	3	3	3	3	3	3
Det. Loop Cable (TYPE 2)	ø2	4	4	4	4	4	-	-
	ø4	-	-	3	3	3	-	-
	ø6	-	-	-	3	-	-	-
	ø8	-	-	-	-	-	-	3
	TOTAL	4	4	3	10	7	-	3
VIDEO DETECTION POWER(COAX)		-	2	2	4	4	2	2
VIDEO DETECTION POWER(16/3 SJOW)		-	2	2	4	4	2	2
M-138 CABLE (OPTICOM)		-	1	1	2	2	2	2
(IP CCTV VIDEO) CAT5E CABLE		-	-	-	-	-	1	1
CONDUIT SIZE (NEW)		3"	4"	3"	4"	4"	3"	4"

ALL CONDUIT IS NEW FURNISH AND INSTALL NEW CONDUCTORS THROUGHOUT
 BPB = BICYCLE PUSH BUTTON

GENERAL SHEET NOTES

1. ROADWAY DIMENSIONS ARE SHOWN TO BACK OF CURB

CONSTRUCTION NOTES

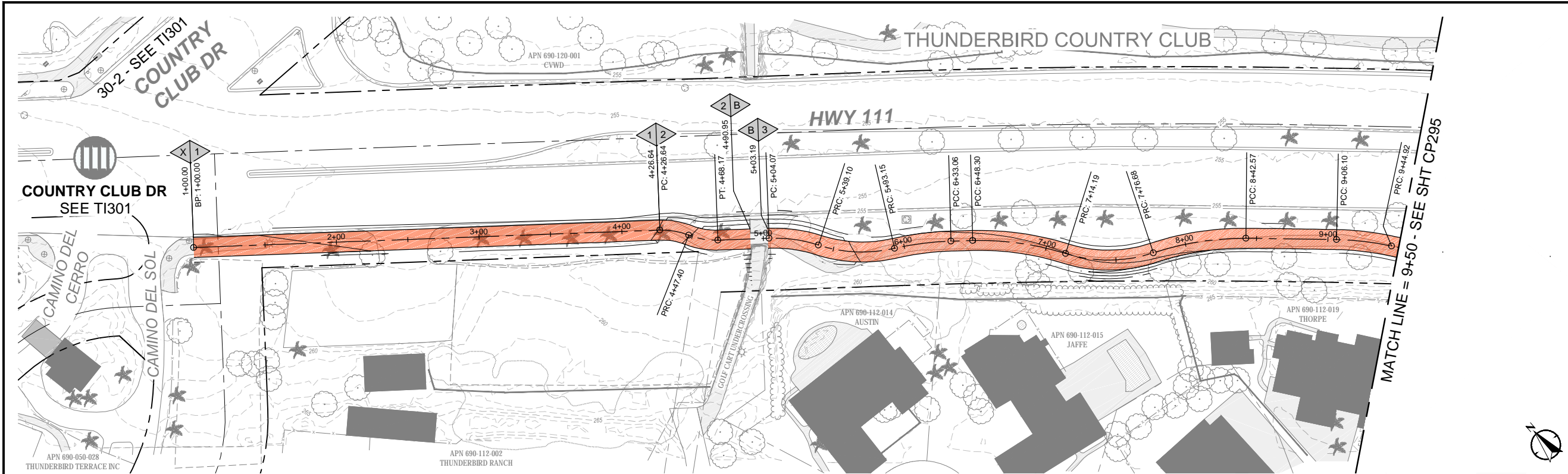


30% DESIGN SUBMITTAL NOT FOR CONSTRUCTION

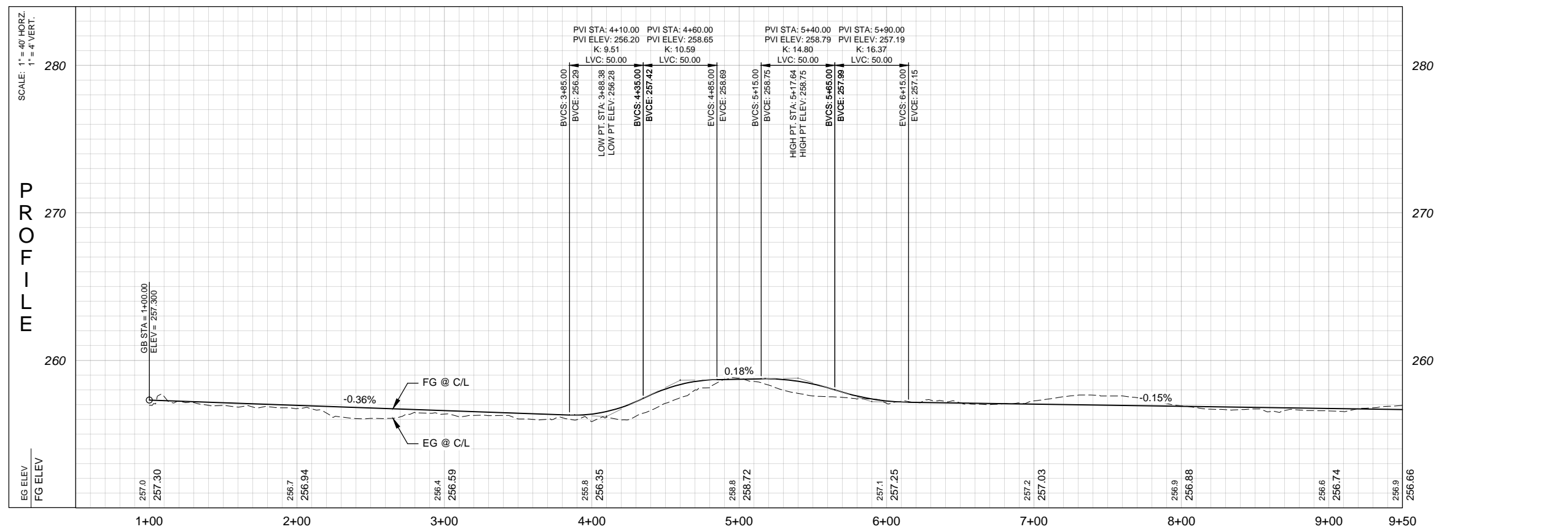
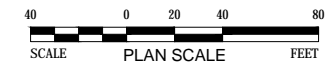
ISSUE		
MARK	DATE	DESCRIPTION

<p>PRIME CONSULTANT</p> <p>www.altaplanning.com</p>	<p>PREPARED BY</p> <p>38 TECHNOLOGY DRIVE, SUITE 100 IRVINE, CA 92618 949.923.6000 stantec.com</p>	<p>CLIENT</p> <p>COACHELLA VALLEY ASSOCIATION OF GOVERNMENTS 73-710 Fred Waring Drive, Suite 200 Palm Desert, CA 92260 CVAG PROJECT NO. CVL-2015-0309</p>	<p>CONNECTIONS</p> <p>CONNECTING THE COACHELLA VALLEY MULTI-MODAL TRANSPORTATION FACILITY COACHELLA VALLEY - CALIFORNIA</p>	<p>SHEET TITLE</p> <p>RANCHO MIRAGE / RIVERSIDE COUNTY SEGMENT 4 INTERSECTION 30-3 TRAFFIC SIGNAL PLAN COUNTRY CLUB DR AT HWY 111</p>	<p>SHEET NO.</p> <p>TI301</p> <p>SHEET 586 OF 780</p>

Lane measures 1 inch on full scale drawing. If not 1 inch scale accordingly.



PLAN
SCALE: 1" = 40'



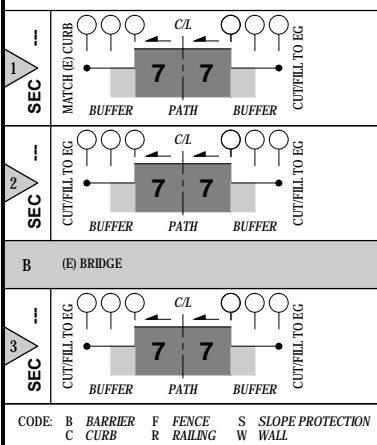
GENERAL SHEET NOTES

1. SEE SHEET CD500 FOR TYPICAL PATH SECTIONS.
2. ALL STATIONING REFERS TO THE CENTERLINE OF THE BIKE/NEV PATH (CV LINK).
3. FIELD VERIFY EXISTING FEATURES AND UTILITIES AS REQUIRED.
4. PROTECT ALL EXISTING FEATURES WHETHER SHOWN OR NOT.

SHEET KEYNOTES

1. _____
2. _____
3. _____

SECTION ASSEMBLY



KEY MAP



30% DESIGN SUBMITTAL NOT FOR CONSTRUCTION

Dwg filename: C:\Users\marymarsha\Box\Sync\CV Link\Team\CAD\Plan_Sect\CML\CVL_CP294.dwg. Last saved by: marymarsha. Plot date: 2/22/2016 10:38 AM. Pkstyle table: CVLINK.cb

MARK	DATE	DESCRIPTION

INFO	
PROJECT NO:	2015-093
CAD DWG FILE:	CVL_CP294
DESIGNED BY:	SRB
DRAWN BY:	JDC
REVIEWED BY:	MWR
DATE:	2.22.2016
SCALE:	AS SHOWN

PRIME CONSULTANT	PREPARED BY
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CLIENT	CVAG PROJECT NO.
COACHELLA VALLEY ASSOCIATION OF GOVERNMENTS	CVL-2015-0309
73-710 Fred Waring Drive, Suite 200 Palm Desert, CA 92260	

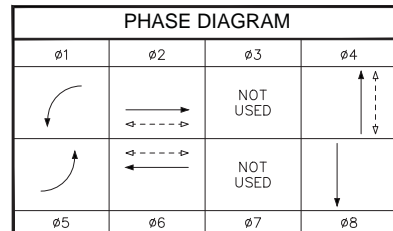
	CONNECTING THE COACHELLA VALLEY
MULTI-MODAL TRANSPORTATION FACILITY	COACHELLA VALLEY - CALIFORNIA

SHEET TITLE	SHEET NO.
RANCHO MIRAGE / RIVERSIDE COUNTY SEGMENT 4 30-4 TO 30-5 PLAN & PROFILE STA 1+00 TO 9+50	CP294
	SHEET 182 OF 780

Line measures 1 inch on full scale drawing. If not 1 inch scale accordingly.

NO.	STANDARD				LUMINAIRE WATTAGE (HPSV)	IISNS	SIGNAL MOUNTING			PPB (TYPE "B")		POLE LOCATION (TYPE "B")	
	POLE DATA		MAST ARM LENGTH				VEHICLE		PEDESTRIAN	PHASE	QUAD	"A"	"B"
	TYPE	HEIGHT	SIGNAL	LUMINAIRE			MAST ARM	POLE					
1	17-2-100	30'	20'	15'	250W	70810 Hwy 111	MAS	SV-1-T	SP-1-T	6P	SOUTH	EXISTING	
2	1-A	10'	-	-	-	-	-	TV-2-T	SP-1-T	4P	WEST	EXISTING	
3	29-5-100	30'	55'	15'	250W	Thunderbird	MAS-3	SV-1-T	SP-1-T	4P	WEST	EXISTING	
4	1-A	10'	-	-	-	-	-	TV-2-T	SP-1-T	2P	NORTH	EXISTING	
5	29-3-100	30'	50'	15'	250W	70800 Hwy 111	MAS	SV-1-T	-	2P	NORTH	EXISTING	
6	1-A	10'	-	-	-	-	-	TV-2-T	SP-1-T	-	-	EXISTING	
7	29-5-100	30'	50'	15'	250W	Fairway	MAS-3	SV-1-T	SP-1-T	-	-	EXISTING	
8	1-A	10'	-	-	-	-	-	TV-2-T	-	6P	SOUTH	EXISTING	

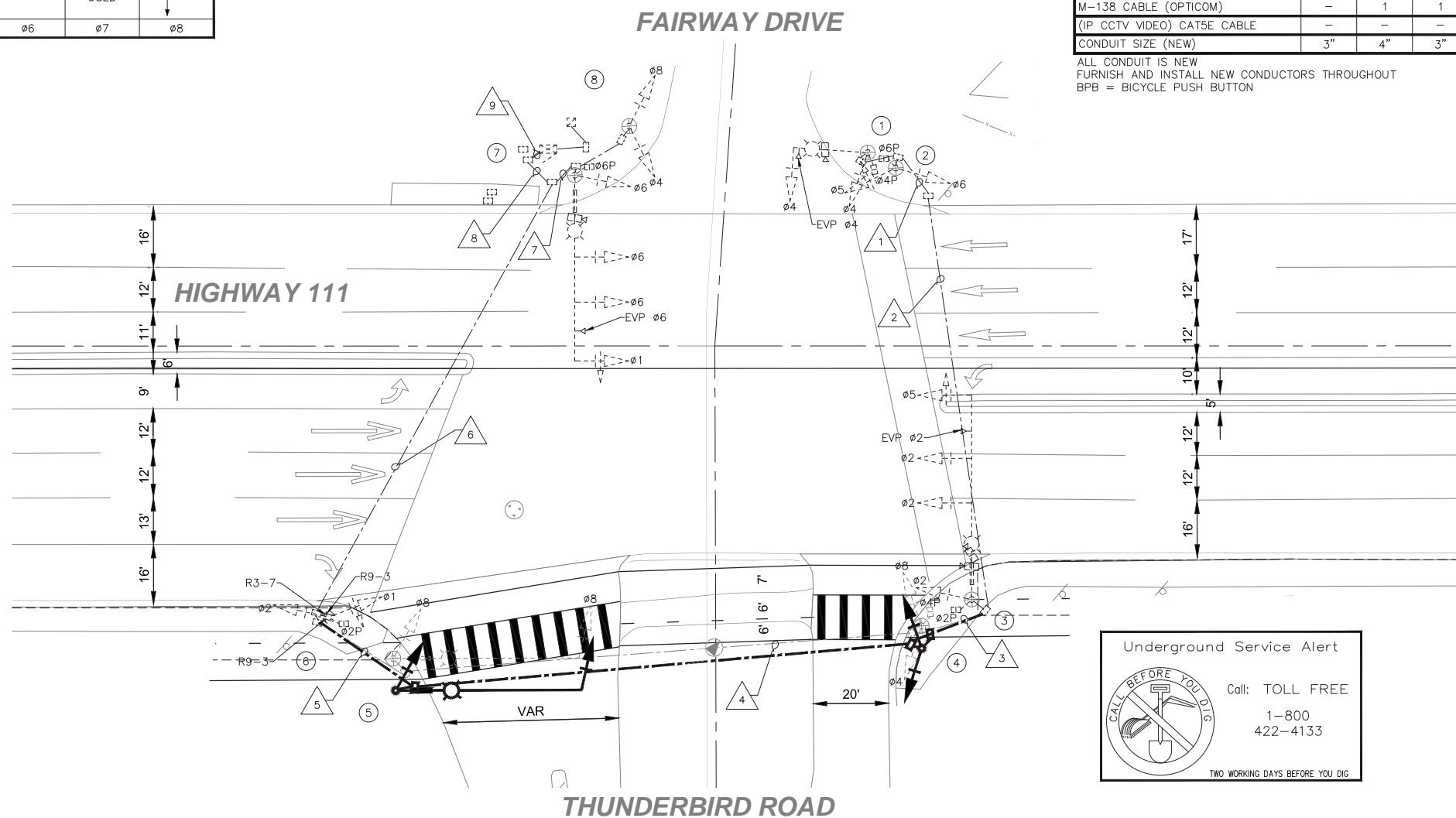
(N) - NEW (R) - RELOCATED ALL OTHER EQUIPMENT IS EXISTING.
POTHOLE NEW MAST ARM POLE LOCATIONS PRIOR TO ORDERING POLES.



INT ID: #16

AWG OR CABLE TYPE	STD	PHASES	RUN NUMBER									
			1	2	3	4	5	6	7	8	9	
			△	△	△	△	△	△	△	△	△	
12CSC	1	Ø4, Ø4P/Ø6PPB/-	-	-	-	-	-	-	-	-	-	-
	2	Ø5, Ø6, Ø4P/Ø4PPB/-	-	-	-	-	-	-	-	-	-	-
	3	Ø2, Ø5, Ø2P/Ø4PPB/-	-	-	-	-	-	-	-	-	-	-
	4	Ø4, Ø8, Ø4P/Ø2PPB/-	-	-	-	-	-	-	-	-	-	-
3CSC	5	Ø8/Ø2PPB/-	-	-	-	-	-	-	-	-	-	-
	6	Ø1, Ø2, Ø2P/-	-	-	-	-	-	-	-	-	-	-
	7	Ø1, Ø6, Ø6P/-	-	-	-	-	-	-	-	-	-	-
	8	Ø4, Ø8/Ø6PPB/-	-	-	-	-	-	-	-	-	-	-
5CSC	TOTAL											
	#14	IISNS	-	2	2	2	2	2	2	2	2	4
#10	BARE BOND WIRE	1	1	1	1	1	1	1	1	2	2	2
	LUMINAIRES	-	2	2	2	2	2	2	2	2	2	2
Det. Loop Cable 2#16 (TYPE 2)	TOTAL	1	3	3	3	3	3	3	3	4	4	4
	Ø2	4	4	4	4	4	-	-	-	4	4	4
	Ø4	-	-	-	3	3	-	-	-	3	3	3
	Ø6	-	-	-	3	-	-	-	-	3	3	3
	Ø8	-	-	-	-	-	-	-	-	3	3	3
TOTAL	4	4	3	10	7	-	-	-	3	13	13	
VIDEO DETECTION POWER(COAX)		-	2	2	4	4	2	2	4	4	4	4
VIDEO DETECTION POWER(16/3 SJOW)		-	2	2	4	4	2	2	4	4	4	4
M-138 CABLE (OPTICOM)		-	1	1	2	2	2	2	3	4	4	4
(IP CCTV VIDEO) CAT5E CABLE		-	-	-	-	-	1	1	1	1	1	1
CONDUIT SIZE (NEW)		3"	4"	3"	4"	4"	3"	4"	2-4"	2-4"	2-4"	2-4"

ALL CONDUIT IS NEW FURNISH AND INSTALL NEW CONDUCTORS THROUGHOUT
BPB = BICYCLE PUSH BUTTON

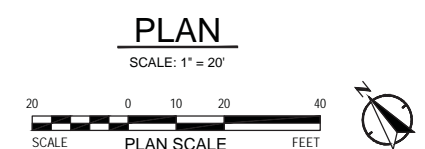


Underground Service Alert

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Call: TOLL FREE
1-800-422-4133

TWO WORKING DAYS BEFORE YOU DIG

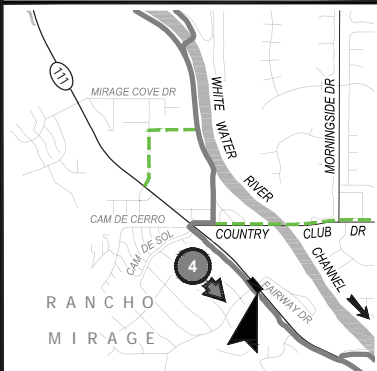


GENERAL SHEET NOTES

- 1. ROADWAY DIMENSIONS ARE SHOWN TO BACK OF CURB

CONSTRUCTION NOTES

KEY MAP



30% DESIGN SUBMITTAL NOT FOR CONSTRUCTION

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ISSUE	MARK	DATE	DESCRIPTION

INFO

PROJECT NO: CVL-2015-0309

CAD DWG FILE: T1302

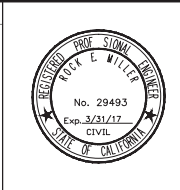
DESIGNED BY: JX

DRAWN BY: RS

REVIEWED BY: RM

DATE: 2.22.2016

SCALE: AS SHOWN



PREPARED BY

ROCK MILLER RCE 29493

DATE



SHEET TITLE

RANCHO MIRAGE / RIVERSIDE COUNTY

SEGMENT 4

INTERSECTION 30-5A

TRAFFIC SIGNAL PLAN

FAIRWAY DR/THUNDERBIRD RD

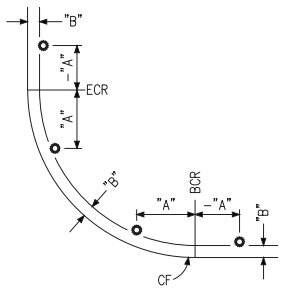
SHEET NO.

T1302

SHEET 587 OF 780

Line measures 1 inch on full scale drawing. All not 1 inch scale accordingly.

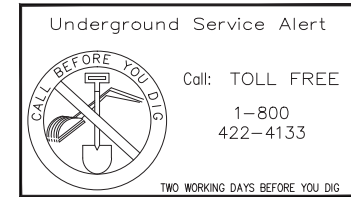
AWG OR CABLE TYPE	STD	PHASES	RUN NUMBER										
			1	2	3	4	5	6	7	8	9		
12CSC	1	ø2, ø5, 0LA, ø2P/ø4PPB/-	-	-	-	-	-	-	-	-	-	-	-
	2	ø3, ø4, ø4P/ø2PPB, ø4BPB/-	-	-	-	-	-	-	-	-	-	-	-
	3	ø3, ø8, ø8P/ø2PPB/-	-	-	-	-	-	-	-	-	-	-	-
	4	ø1, ø2, 0LA, ø2P/ø8PPB/-	-	-	-	-	-	-	-	-	-	-	-
	5	ø1, ø6, ø6P/ø8PPB/-	-	-	-	-	-	-	-	-	-	-	-
3CSC	6	ø7, ø8, ø8P/ø6PPB, ø8BPB/-	-	-	-	-	-	-	-	-	-	-	-
	7	ø4, ø7, ø4P/ø6PPB/-	-	-	-	-	-	-	-	-	-	-	-
	8	ø5, ø6, ø6P/ø4PPB, ø6BPB/-	-	-	-	-	-	-	-	-	-	-	-
	9	ø5, ø6, ø6P/ø4PPB, ø6BPB/-	-	-	-	-	-	-	-	-	-	-	-
	10	ø5, ø6, ø6P/ø4PPB, ø6BPB/-	-	-	-	-	-	-	-	-	-	-	-
5CSC	11	ø5, ø6, ø6P/ø4PPB, ø6BPB/-	-	-	-	-	-	-	-	-	-	-	-
	TOTAL												
#14	ISNS		2	2	2	2	2	2	2	2	2	4	
#10	BARE BOND WIRE		1	1	1	1	1	1	1	2	2	2	
	LUMINAIRE		2	2	2	2	2	2	2	2	2	2	
	TOTAL		1	3	3	3	3	3	3	4	4	4	
Det. Loop Cable 2#16 (TYPE 2)	ø2		4	4	4	4	4	4	4	4	4	4	
	ø4		-	-	3	3	3	-	-	3	3	3	
	ø6		-	-	-	3	-	-	-	3	3	3	
	ø8		-	-	-	-	-	-	3	3	3	3	
	TOTAL		4	4	3	10	7	-	-	3	13	13	13
	VIDEO DETECTION POWER(COAX)		2	2	4	4	2	2	4	4	4	4	
	VIDEO DETECTION POWER(16/3 SJW)		2	2	4	4	2	2	4	4	4	4	
	M-138 CABLE (OPTICOM)		1	1	2	2	2	2	3	4	4	4	
	(IP CCTV VIDEO) CAT5E CABLE		-	-	-	-	1	1	1	1	1	1	
	CONDUIT SIZE (NEW)		3"	4"	3"	4"	4"	3"	4"	2-4"	2-4"	2-4"	



POLE LOCATION DETAIL
NO SCALE

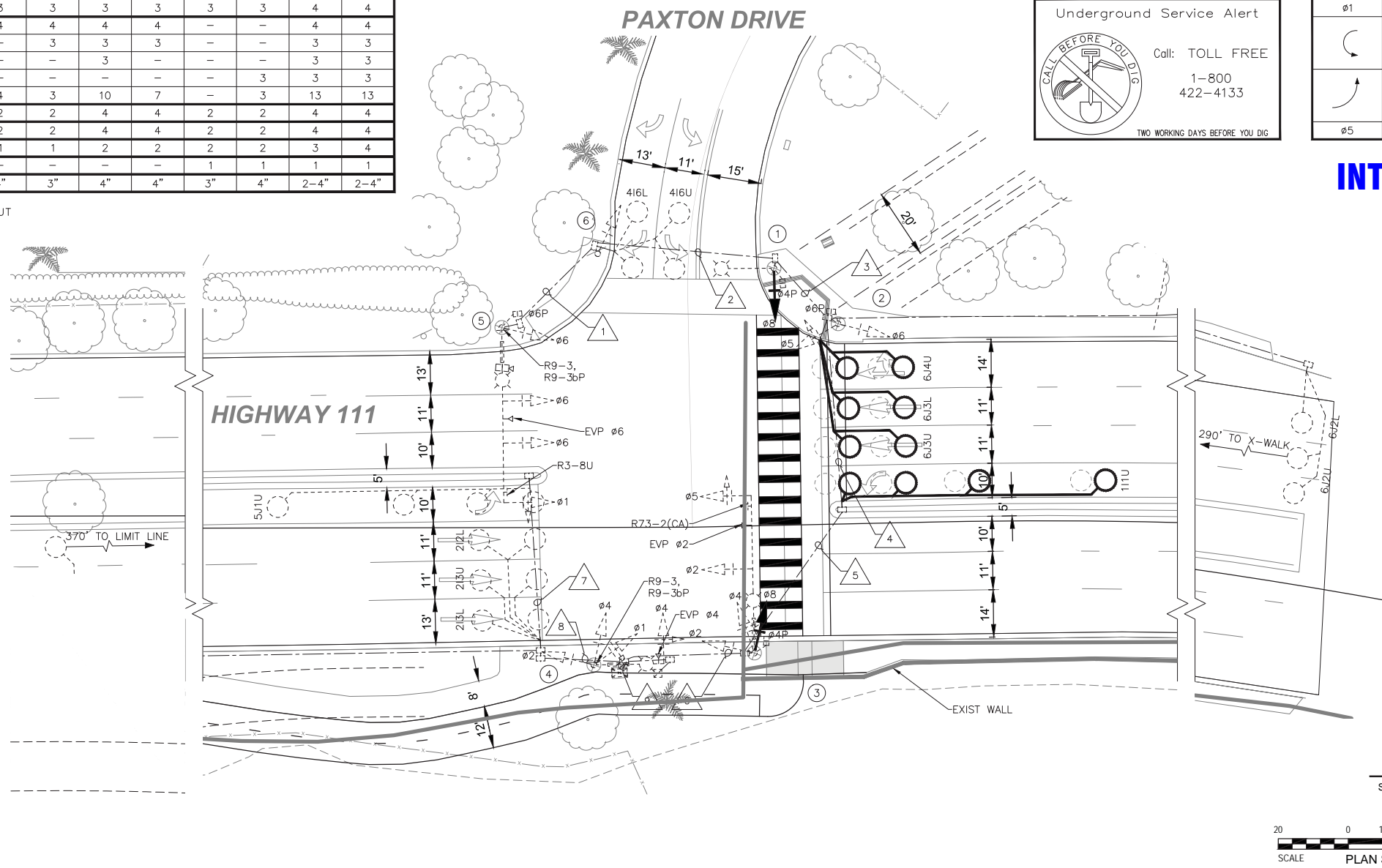
NO.	POLE SCHEDULE														
	STANDARD	POLE DATA		MAST ARM LENGTH		LUMINAIRE (HPSV)	ISNS	VEHICLE		PEDESTRIAN		PPB (TYPE "B")		POLE LOCATION (TYPE "B")	
		TYPE	HEIGHT	SIGNAL	LUMINAIRE			MAST ARM	POLE	SP-1-T	SP-1-T	PHASE	QUAD	"A"	"B"
2	1-A	-	-	-	-	-	-	TV-2-T	SP-1-T	4P	WEST	EXISTING			
3	26-4-100	30'	45'	15'	250W	Paxton	2-MAS	SV-2-T SV-1-T(N)	SP-1-T	4P	EAST	EXISTING			
4	17-2-100	30'	20'	15'	250W	70990 Hwy 111	MAS	SV-3-T	-	-	-	EXISTING			
5	29-5-100	30'	50'	15'	250W	Paxton	3-MAS	SV-1-T	SP-1-T	-	-	EXISTING			
6	1-A	-	-	-	-	-	-	TV-1-T	-	6P	SOUTH	EXISTING			

(N) - NEW (R) - RELOCATED ALL OTHER EQUIPMENT IS EXISTING.
POTHOLE NEW MAST ARM POLE LOCATIONS PRIOR TO ORDERING POLES.

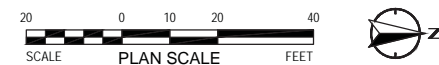


PHASE DIAGRAM			
ø1	ø2	ø3	ø4
↺	→	NOT USED	↓
↻	←	NOT USED	↑
ø5	ø6	ø7	ø8

INT ID: #17



PLAN
SCALE: 1" = 20'

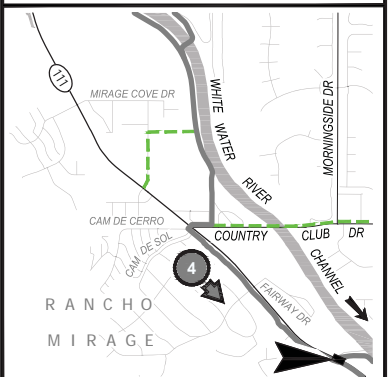


GENERAL SHEET NOTES

1. ROADWAY DIMENSIONS ARE SHOWN TO BACK OF CURB

CONSTRUCTION NOTES

KEY MAP



30% DESIGN SUBMITTAL
NOT FOR CONSTRUCTION

INFO		
PROJECT NO:	CVL-2015-0309	
CAD DWG FILE:	TI303	
DESIGNED BY:	JX	
DRAWN BY:	RS	
REVIEWED BY:	RM	
DATE:	2.22.2016	
SCALE:	AS SHOWN	



PRIME CONSULTANT

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PREPARED BY

38 TECHNOLOGY DRIVE, SUITE 100
IRVINE, CA 92618
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stantec.com

CLIENT
COACHELLA VALLEY ASSOCIATION OF GOVERNMENTS
73-710 Fred Waring Drive, Suite 200
Palm Desert, CA 92260
CVAG PROJECT NO. CVL-2015-0309

CONNECTING THE COACHELLA VALLEY
MULTI-MODAL TRANSPORTATION FACILITY
COACHELLA VALLEY - CALIFORNIA

SHEET TITLE

RANCHO MIRAGE / RIVERSIDE COUNTY
SEGMENT 4
INTERSECTION 31-3
TRAFFIC SIGNAL PLAN
HIGHWAY 111 AT PAXTON DR

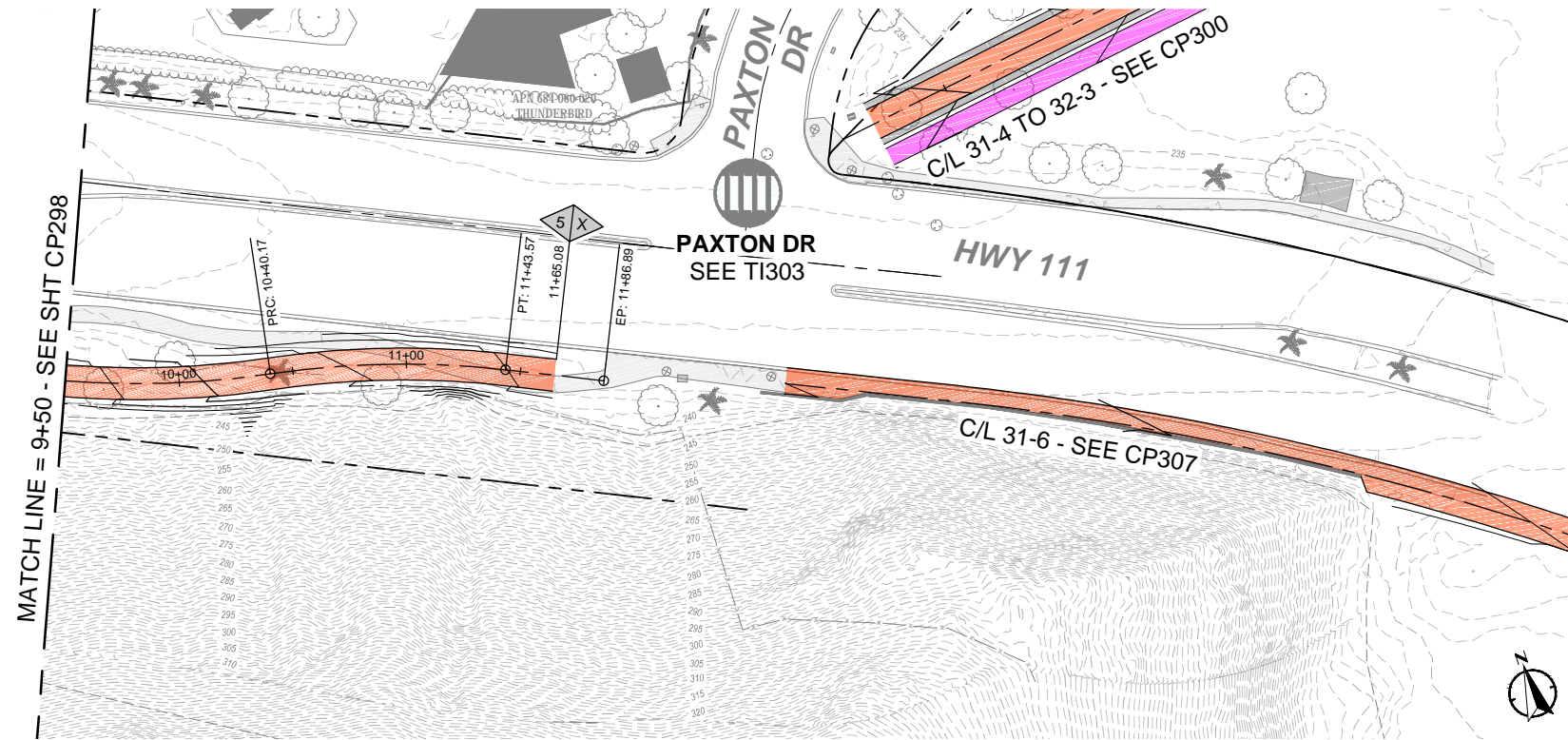
SHEET NO.

TI303

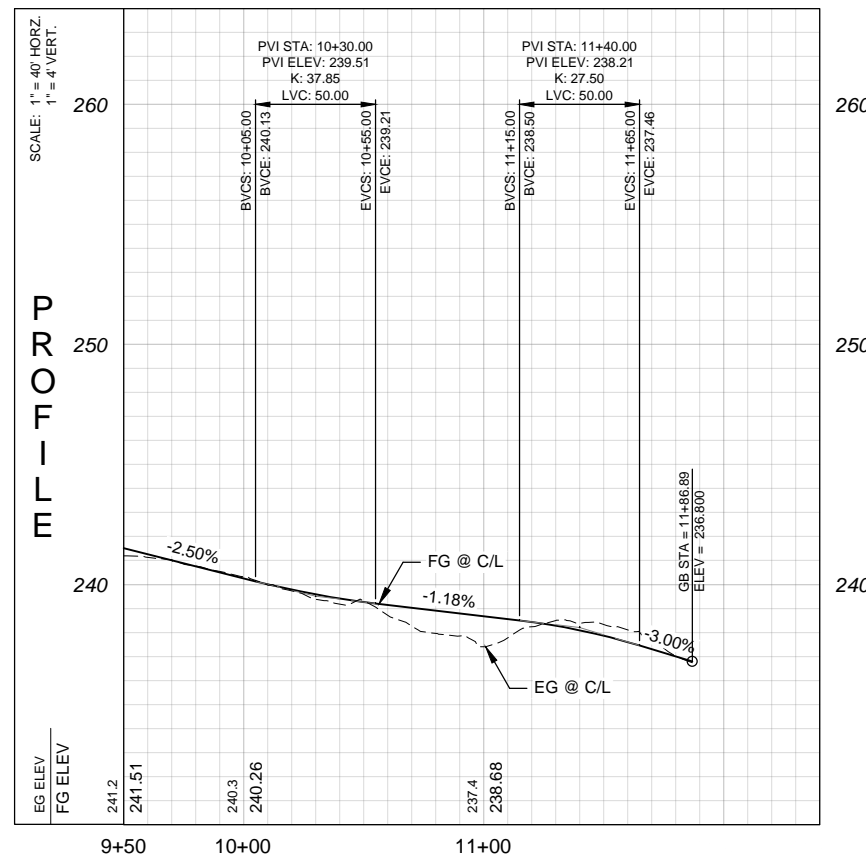
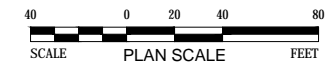
SHEET - 588 OF 780

Line measures 1 inch on full scale drawing. If not 1 inch scale accordingly.

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PLAN
SCALE: 1" = 40'



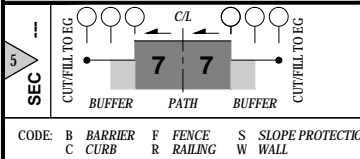
GENERAL SHEET NOTES

1. SEE SHEET CD500 FOR TYPICAL PATH SECTIONS.
2. ALL STATIONING REFERS TO THE CENTERLINE OF THE BIKE/NEV PATH (CV LINK).
3. FIELD VERIFY EXISTING FEATURES AND UTILITIES AS REQUIRED.
4. PROTECT ALL EXISTING FEATURES WHETHER SHOWN OR NOT.

SHEET KEYNOTES

1. _____
2. _____
3. _____

SECTION ASSEMBLY



KEY MAP



30% DESIGN SUBMITTAL NOT FOR CONSTRUCTION

MARK	DATE	DESCRIPTION

INFO
PROJECT NO: 2015-093
CAD DWG FILE: CVL_CP299
DESIGNED BY: SRB
DRAWN BY: JDC
REVIEWED BY: MWR
DATE: 2.22.2016
SCALE: AS SHOWN

PRIME CONSULTANT
alta
PLANNING + DESIGN
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PREPARED BY

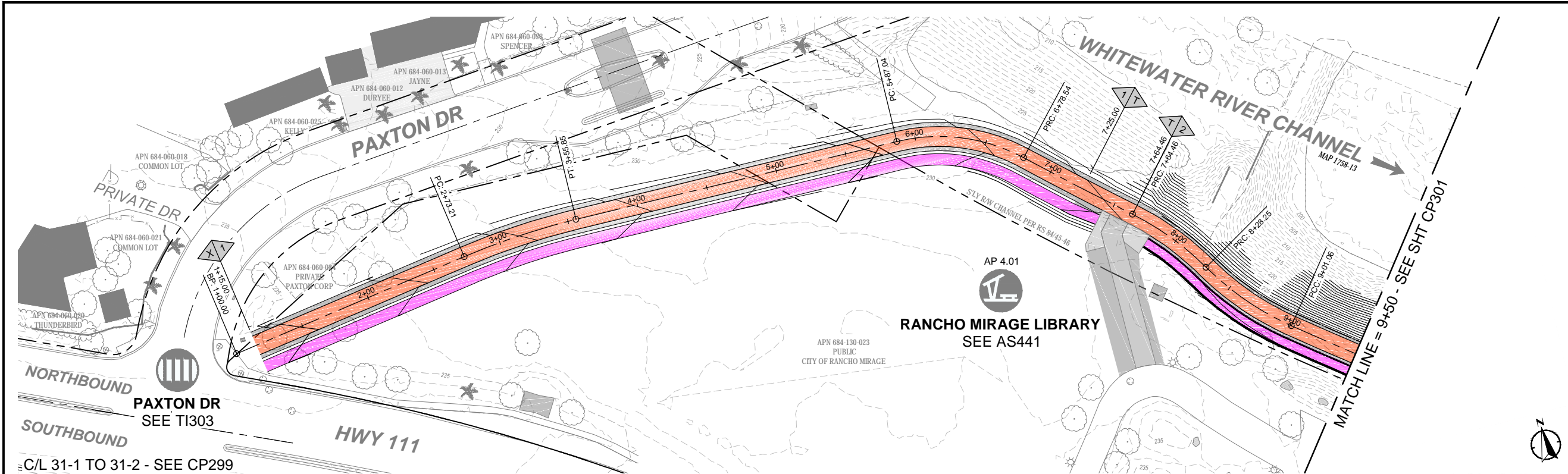
CLIENT
COACHELLA VALLEY ASSOCIATION OF GOVERNMENTS
73-710 Fred Waring Drive, Suite 200
Palm Desert, CA 92260
CVAG PROJECT NO. CVL-2015-0309

CVLINK
CONNECTING THE COACHELLA VALLEY
MULTI-MODAL TRANSPORTATION FACILITY
COACHELLA VALLEY - CALIFORNIA

SHEET TITLE
RANCHO MIRAGE / RIVERSIDE COUNTY
SEGMENT 4
**31-1 TO 31-2
PLAN & PROFILE
STA 9+50 TO END**

SHEET NO.
CP299
SHEET 187 OF 780

Line measures 1 inch on full scale drawing. If not 1 inch scale accordingly.



PLAN
SCALE: 1" = 40'

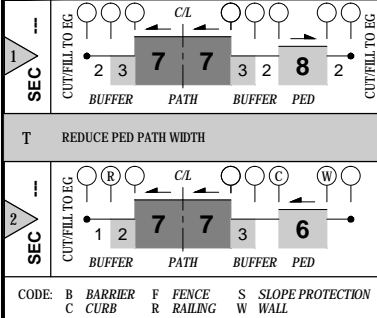
GENERAL SHEET NOTES

1. SEE SHEET CD500 FOR TYPICAL PATH SECTIONS.
2. ALL STATIONING REFERS TO THE CENTERLINE OF THE BIKE/NEV PATH (CV LINK).
3. FIELD VERIFY EXISTING FEATURES AND UTILITIES AS REQUIRED.
4. PROTECT ALL EXISTING FEATURES WHETHER SHOWN OR NOT.

SHEET KEYNOTES

1. _____
2. _____
3. _____

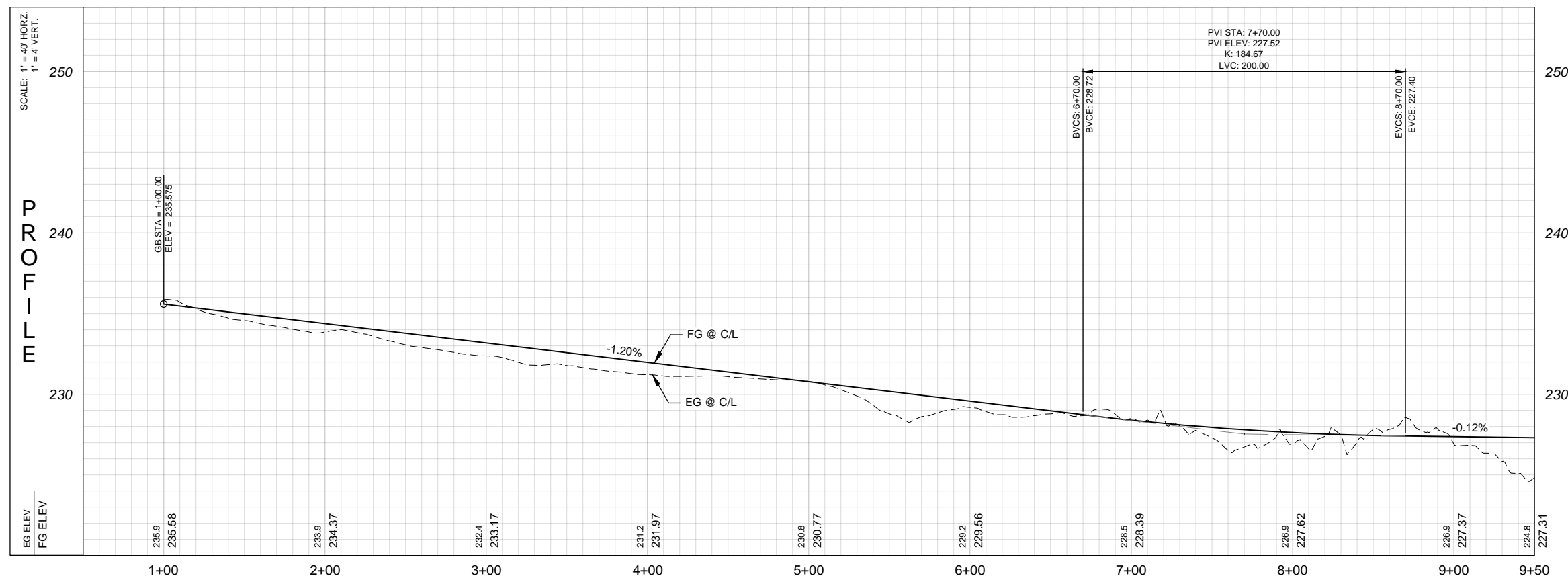
SECTION ASSEMBLY



KEY MAP



30% DESIGN SUBMITTAL NOT FOR CONSTRUCTION



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MARK	DATE	DESCRIPTION

INFO	PROJECT NO: 2015-093
	CAD DWG FILE: CVL_CP300
	DESIGNED BY: SRB
	DRAWN BY: MAM
	REVIEWED BY: MWR
	DATE: 2.22.2016
	SCALE: AS SHOWN

PRIME CONSULTANT
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PREPARED BY
CVAG
CVAG PROJECT NO. CVL-2015-0309

CLIENT
COACHELLA VALLEY ASSOCIATION OF GOVERNMENTS
73-710 Fred Waring Drive, Suite 200
Palm Desert, CA 92260

CVLINK
CONNECTING THE COACHELLA VALLEY
MULTI-MODAL TRANSPORTATION FACILITY
COACHELLA VALLEY - CALIFORNIA

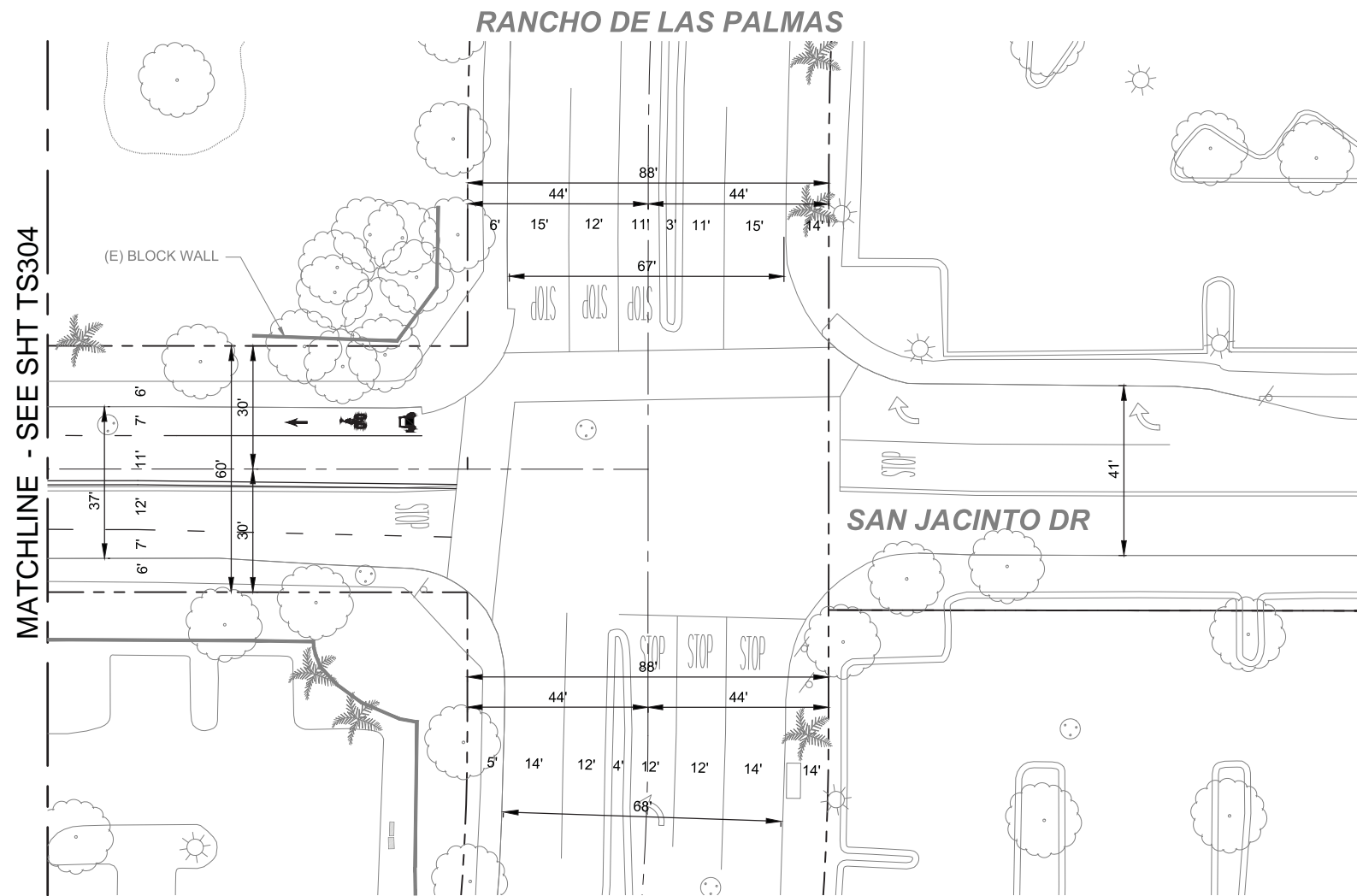
SHEET TITLE
RANCHO MIRAGE / RIVERSIDE COUNTY
SEGMENT 4
31-4 TO 32-3
PLAN & PROFILE
STA 1+00 TO 9+50

SHEET NO.
CP300
SHEET 188 OF 780

Line measures 1 inch on full scale drawing, if not 1 inch scale accordingly.

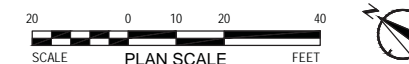
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INT ID: #18



PLAN

SCALE: 1" = 20'



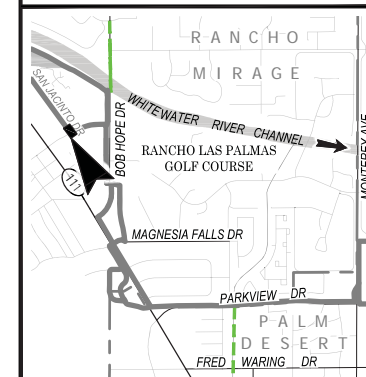
GENERAL SHEET NOTES

- 1. ROADWAY DIMENSIONS ARE SHOWN TO BACK OF CURB

CONSTRUCTION NOTES

- (91)—INSTALL WHITE PAVEMENT LEGENDS AS SHOWN PER CALTRANS
- (92)—INSTALL 4" SKIP WHITE LANE LINE (DETAIL 9)
- (93)—INSTALL LEFT EDGE LINE (DETAIL 26)
- (94)—INSTALL 6" BIKE LANE LINE (DETAIL 39 & 39A)
- (95)—INSTALL 8" CHANNELIZING LINE (DETAIL 38)
- (96)—INSTALL 12" WHITE CROSSWALK
- (97)—INSTALL 4" SKIP WHITE LANE LINE EXTENSIONS THROUGH INTERSECTIONS (DETAIL 40)
- (98)—INSTALL 4" SOLID WHITE LANE LINE, 50' LONG
- (99)—INSTALL PAINTED MEDIAN (DETAIL 29)
- (100)—INSTALL 4" SKIP YELLOW CENTER LINE, 3' STRIPE, 9' GAP
- (P)—PROTECT IN PLACE EXISTING ITEM INDICATED
- (R)—REMOVE SANDBLAST PAINT TO BE REMOVED. ALL EXISTING CONFLICTING STRIPING AND SIGNS SHALL BE REMOVED.
- (RL)—RELOCATE SIGN TO NEW POST OR STREET LIGHT AS SHOWN
- (S)—INSTALL SIGN PER DESIGNATION. SEE STATE OF CALIFORNIA, DEPARTMENT OF TRANSPORTATION, (CALTRANS) "UNIFORM SIGN CHART."

KEY MAP



30% DESIGN SUBMITTAL NOT FOR CONSTRUCTION

ISSUE	MARK	DATE	DESCRIPTION

INFO	
PROJECT NO:	CVL-2015-0309
CAD DWG FILE:	TS305
DESIGNED BY:	JX
DRAWN BY:	RS
REVIEWED BY:	RM
DATE:	2.22.2016
SCALE:	AS SHOWN



PRIME CONSULTANT

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949.923.6000 stantec.com

CLIENT
COACHELLA VALLEY ASSOCIATION OF GOVERNMENTS
73-710 Fred Waring Drive, Suite 200
Palm Desert, CA 92260
CVAG PROJECT NO. CVL-2015-0309

CONNECTING THE COACHELLA VALLEY
MULTI-MODAL TRANSPORTATION FACILITY
COACHELLA VALLEY - CALIFORNIA

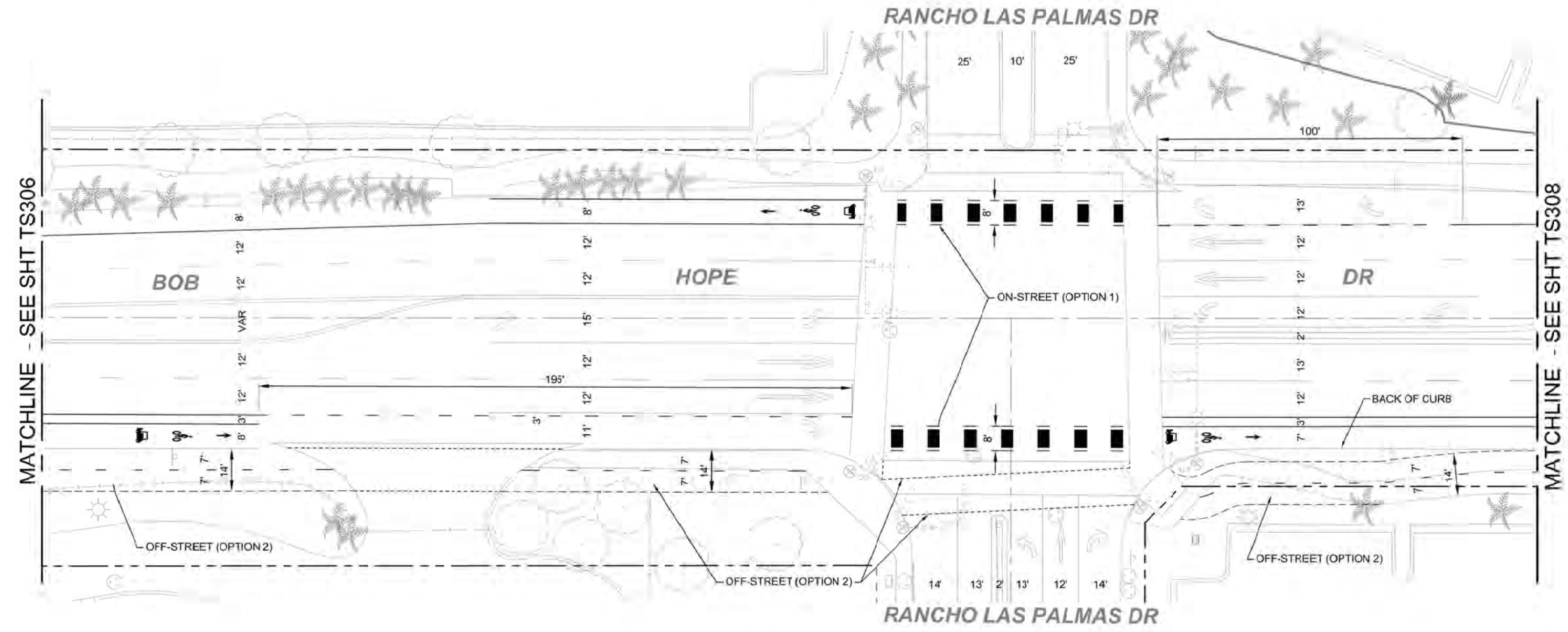
SHEET TITLE
RANCHO MIRAGE / RIVERSIDE COUNTY
SEGMENT 4
**ALIGNMENTS 33-1, 32-6 & 32-7
SIGNING & STRIPING PLAN
SAN JACINTO DR**

SHEET NO.
TS305
SHEET 476 OF 780

Use measure 1 inch on full scale drawing, 1/8" on 1/4" scale accordingly.

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INT ID: #19



PLAN
SCALE: 1" = 20'

GENERAL SHEET NOTES

1 ROADWAY DIMENSIONS ARE SHOWN TO BACK OF CURB

CONSTRUCTION NOTES

- (91) INSTALL WHITE PAVEMENT LEGENDS AS SHOWN PER CALTRANS
- (92) INSTALL 4" SKIP WHITE LANE LINE (DETAIL 9)
- (93) INSTALL LEFT EDGE LINE (DETAIL 26)
- (94) INSTALL 6" BIKE LANE LINE (DETAIL 39 & 39A)
- (95) INSTALL 6" CHANNELIZING LINE (DETAIL 38)
- (96) INSTALL 12" WHITE CROSSWALK (DETAIL 38)
- (97) INSTALL 4" SKIP WHITE LANE LINE EXTENSIONS THROUGH INTERSECTIONS (DETAIL 40)
- (98) INSTALL 4" SOLID WHITE LANE LINE, 50' LONG
- (99) INSTALL PAINTED MEDIAN (DETAIL 29)
- (100) INSTALL 4" SKIP YELLOW CENTER LINE, 3' STRIPE, 9" GAP
- (P) PROTECT IN PLACE EXISTING ITEM INDICATED
- (R) REMOVE SANDBLAST PAINT TO BE REMOVED. ALL EXISTING CONFLICTING STRIPING AND SIGNS SHALL BE REMOVED.
- (RL) RELOCATE SIGN TO NEW POST OR STREET LIGHT AS SHOWN
- (S) INSTALL SIGN PER DESIGNATION. SEE STATE OF CALIFORNIA, DEPARTMENT OF TRANSPORTATION, (CALTRANS) "UNIFORM SIGN CHART"

KEY MAP



30% DESIGN SUBMITTAL NOT FOR CONSTRUCTION

MARK	DATE	DESCRIPTION

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PREPARED BY

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949.723.6000 stantec.com

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Palm Desert, CA 92260
CVAG PROJECT NO. CVL-2015-0309

CONNECTING THE COACHELLA VALLEY
MULTI-MODAL TRANSPORTATION FACILITY
COACHELLA VALLEY - CALIFORNIA

SHEET TITLE

RANCHO MIRAGE / RIVERSIDE COUNTY
SEGMENT 4
**ALIGNMENTS 33-4A, 33-3
SIGNING & STRIPING PLAN
BOB HOPE DR**

SHEET NO.

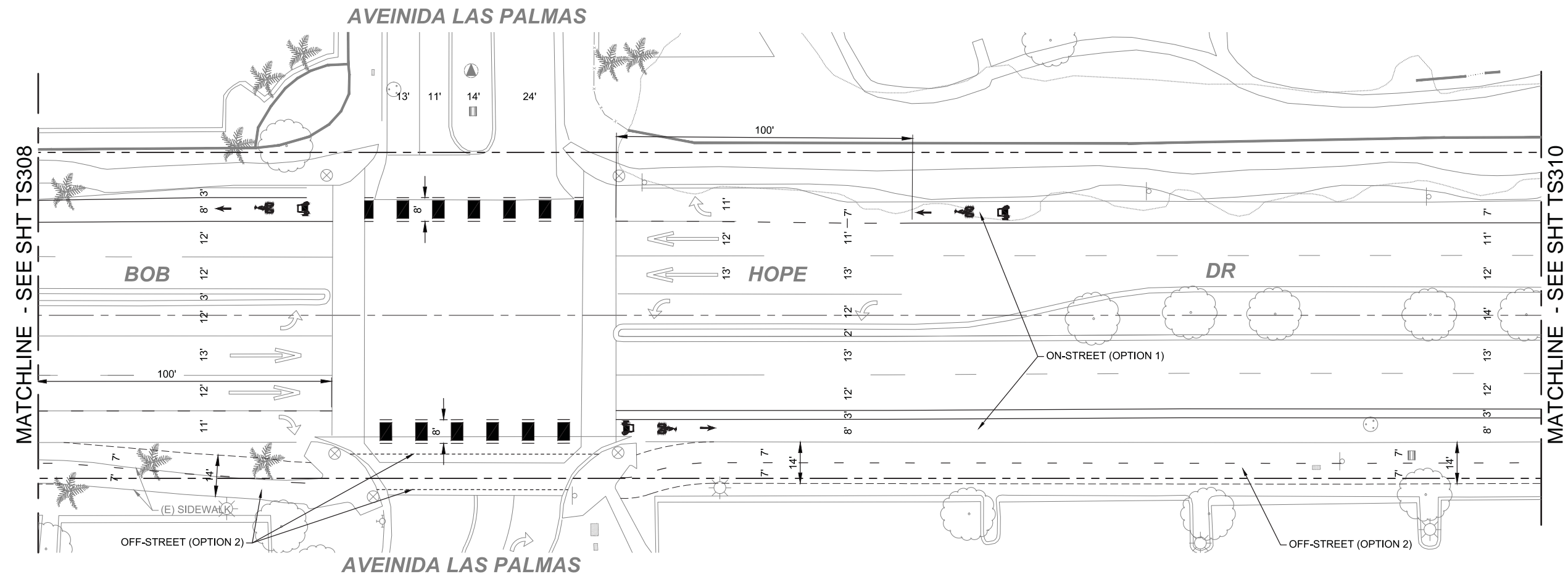
TS307

SHEET 478 OF 780

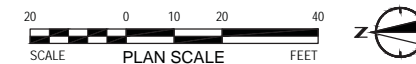
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INT ID: #20



PLAN
SCALE: 1" = 20'



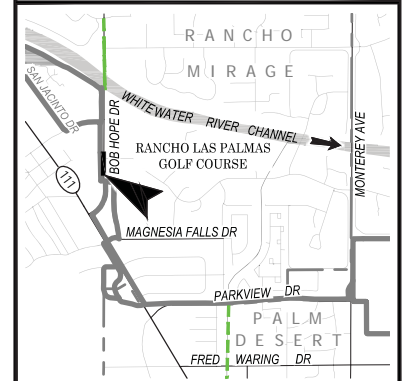
GENERAL SHEET NOTES

- ROADWAY DIMENSIONS ARE SHOWN TO BACK OF CURB

CONSTRUCTION NOTES

- (91) - INSTALL WHITE PAVEMENT LEGENDS AS SHOWN PER CALTRANS
- (92) - INSTALL 4" SKIP WHITE LANE LINE (DETAIL 9)
- (93) - INSTALL LEFT EDGE LINE (DETAIL 26)
- (94) - INSTALL 6" BIKE LANE LINE (DETAIL 39 & 39A)
- (95) - INSTALL 8" CHANNELIZING LINE (DETAIL 38)
- (96) - INSTALL 12" WHITE CROSSWALK
- (97) - INSTALL 4" SKIP WHITE LANE LINE EXTENSIONS THROUGH INTERSECTIONS (DETAIL 40)
- (98) - INSTALL 4" SOLID WHITE LANE LINE, 50' LONG
- (99) - INSTALL PAINTED MEDIAN (DETAIL 29)
- (100) - INSTALL 4" SKIP YELLOW CENTER LINE, 3' STRIPE, 9' GAP
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- (R) - REMOVE, SANDBLAST PAINT TO BE REMOVED, ALL EXISTING CONFLICTING STRIPING AND SIGNS SHALL BE REMOVED.
- (RL) - RELOCATE SIGN TO NEW POST OR STREET LIGHT AS SHOWN
- (S) - INSTALL SIGN PER DESIGNATION. SEE STATE OF CALIFORNIA, DEPARTMENT OF TRANSPORTATION, (CALTRANS) "UNIFORM SIGN CHART."

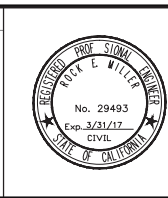
KEY MAP



30% DESIGN SUBMITTAL NOT FOR CONSTRUCTION

MARK	DATE	DESCRIPTION

INFO	
PROJECT NO:	CVL-2015-0309
CAD DWG FILE:	TS309
DESIGNED BY:	JX
DRAWN BY:	RS
REVIEWED BY:	RM
DATE:	2.22.2016
SCALE:	AS SHOWN



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949.923.6000 stantec.com

CLIENT

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73-710 Fred Waring Drive, Suite 200
Palm Desert, CA 92260
CVAG PROJECT NO. CVL-2015-0309

CONNECTING THE COACHELLA VALLEY
MULTI-MODAL TRANSPORTATION FACILITY
COACHELLA VALLEY - CALIFORNIA

SHEET TITLE

RANCHO MIRAGE / RIVERSIDE COUNTY
SEGMENT 4
**ALIGNMENT 33-3 TO 33-3A
SIGNING & STRIPING PLAN
BOB HOPE DR**

SHEET NO.

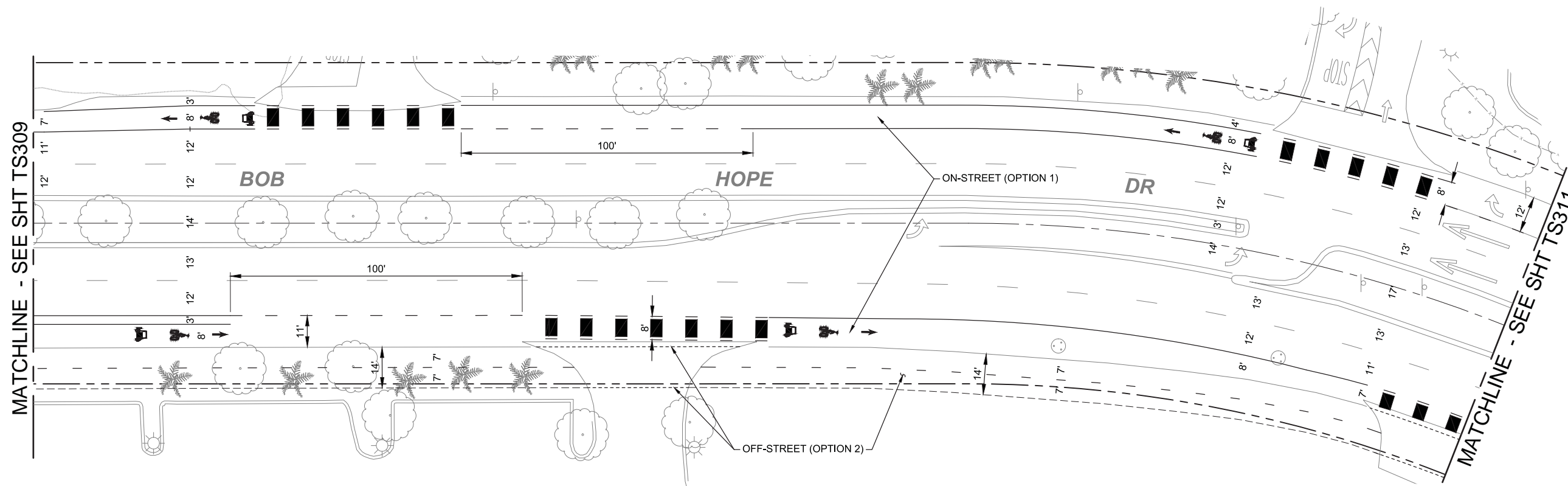
TS309

SHEET 480 OF 780

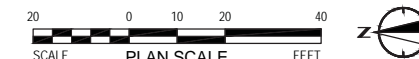
Line measures 1 inch on full scale drawing, if not 1 inch scale accordingly.

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INT ID: #21



PLAN
SCALE: 1" = 20'



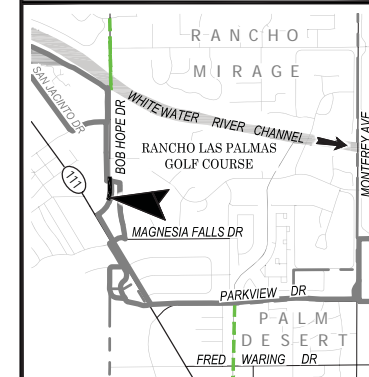
GENERAL SHEET NOTES

- ROADWAY DIMENSIONS ARE SHOWN TO BACK OF CURB

CONSTRUCTION NOTES

- 91—INSTALL WHITE PAVEMENT LEGENDS AS SHOWN PER CALTRANS
- 92—INSTALL 4" SKIP WHITE LANE LINE (DETAIL 9)
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KEY MAP



30% DESIGN SUBMITTAL NOT FOR CONSTRUCTION

MARK	DATE	DESCRIPTION

INFO	
PROJECT NO:	CVL-2015-0309
CAD DWG FILE:	TS310
DESIGNED BY:	JX
DRAWN BY:	RS
REVIEWED BY:	RM
DATE:	2.22.2016
SCALE:	AS SHOWN



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 Palm Desert, CA 92260
 CVAG PROJECT NO. CVL-2015-0309

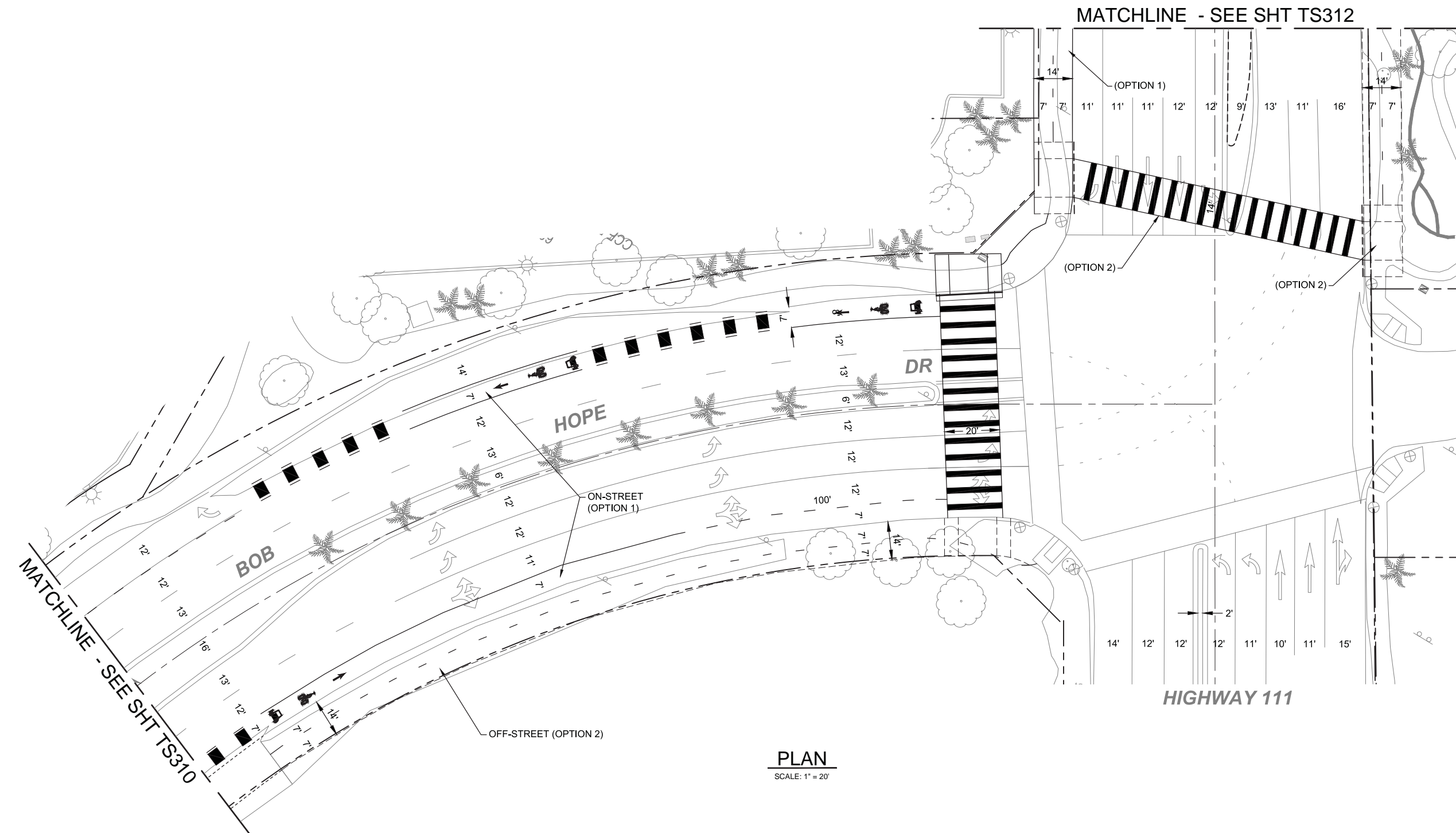
CVLINK
 CONNECTING THE COACHELLA VALLEY
 MULTI-MODAL TRANSPORTATION FACILITY
 COACHELLA VALLEY - CALIFORNIA

SHEET TITLE
 RANCHO MIRAGE / RIVERSIDE COUNTY
 SEGMENT 4
**ALIGNMENT 33-3A TO 33-5
 SIGNING & STRIPING PLAN
 BOB HOPE DR**

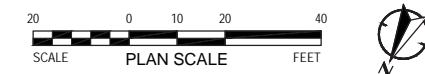
SHEET NO.
TS310
 SHEET 481 OF 780

Line measures 1 inch on full scale drawing, if not 1 inch scale accordingly.

INT ID: #22



PLAN
SCALE: 1" = 20'



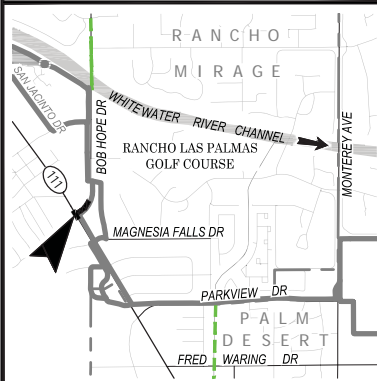
GENERAL SHEET NOTES

- ROADWAY DIMENSIONS ARE SHOWN TO BACK OF CURB

CONSTRUCTION NOTES

- 91—INSTALL WHITE PAVEMENT LEGENDS AS SHOWN PER CALTRANS
- 92—INSTALL 4" SKIP WHITE LANE LINE (DETAIL 9)
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KEY MAP

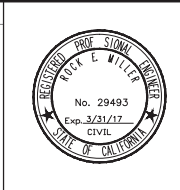


30% DESIGN SUBMITTAL NOT FOR CONSTRUCTION

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ISSUE	MARK	DATE	DESCRIPTION

INFO
 PROJECT NO: CVL-2015-0309
 CAD DWG FILE: TS311
 DESIGNED BY: JX
 DRAWN BY: RS
 REVIEWED BY: RM
 DATE: 2.22.2016
 SCALE: AS SHOWN



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ROCK MILLER RCE 29493
 DATE

CVAG
 CLIENT
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 73-710 Fred Waring Drive, Suite 200
 Palm Desert, CA 92260
 CVAG PROJECT NO. CVL-2015-0309

CVLINK
 CONNECTING THE COACHELLA VALLEY
 MULTI-MODAL TRANSPORTATION FACILITY
 COACHELLA VALLEY - CALIFORNIA

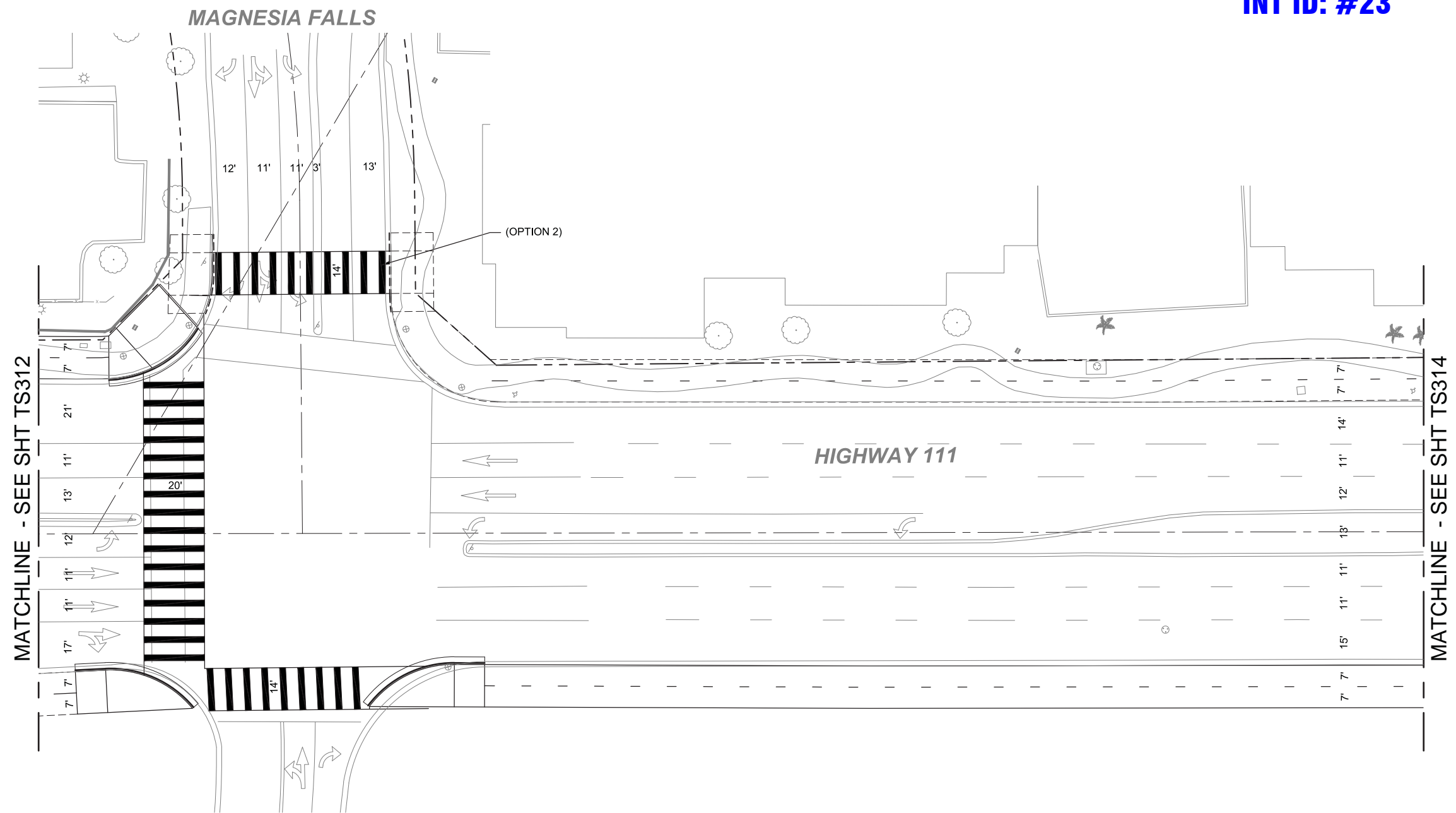
SHEET TITLE
 RANCHO MIRAGE / RIVERSIDE COUNTY
 SEGMENT 4
**ALIGNMENTS 33-5 & 34-1A
 SIGNING & STRIPING PLAN
 BOB HOPE DR**

SHEET NO.
TS311
 SHEET 482 OF 780

Line measures 1 inch on full scale drawing, if not 1 inch scale accordingly.

Dwg filename: V:\2017\active\20170009070\Drawings\sheet_files\TS313.dwg Last saved by: jdelgado Print date: 2/22/2016 7:59 PM Plotstyle table: CVLINK.ctb

INT ID: #23



PLAN
SCALE: 1" = 20'



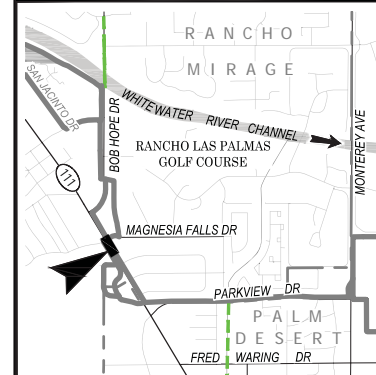
GENERAL SHEET NOTES

- 1. ROADWAY DIMENSIONS ARE SHOWN TO BACK OF CURB

CONSTRUCTION NOTES

- 91—INSTALL WHITE PAVEMENT LEGENDS AS SHOWN PER CALTRANS
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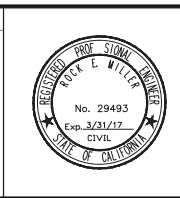
KEY MAP



30% DESIGN SUBMITTAL NOT FOR CONSTRUCTION

ISSUE	MARK	DATE	DESCRIPTION

INFO	
PROJECT NO:	CVL-2015-0309
CAD DWG FILE:	TS313
DESIGNED BY:	JX
DRAWN BY:	RS
REVIEWED BY:	RM
DATE:	2.22.2016
SCALE:	AS SHOWN



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ROCK MILLER RCE 29493

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 73-710 Fred Waring Drive, Suite 200
 Palm Desert, CA 92260
CVAG
 CVAG PROJECT NO. CVL-2015-0309

CVLINK
 CONNECTING THE COACHELLA VALLEY
 MULTI-MODAL TRANSPORTATION FACILITY
 COACHELLA VALLEY - CALIFORNIA

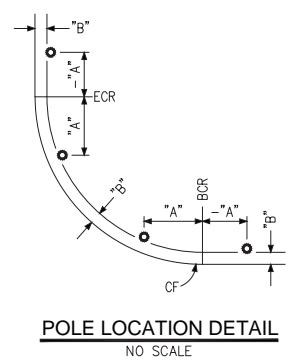
SHEET TITLE
 RANCHO MIRAGE / RIVERSIDE COUNTY
 SEGMENT 4
**ALIGNMENT 34-1B
 SIGNING & STRIPING PLAN
 HIGHWAY 111**

SHEET NO.
TS313
 SHEET 484 OF 780

Line measures 1 inch on full scale drawing. If not 1 inch scale accordingly.

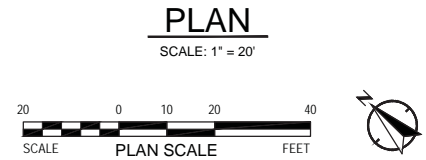
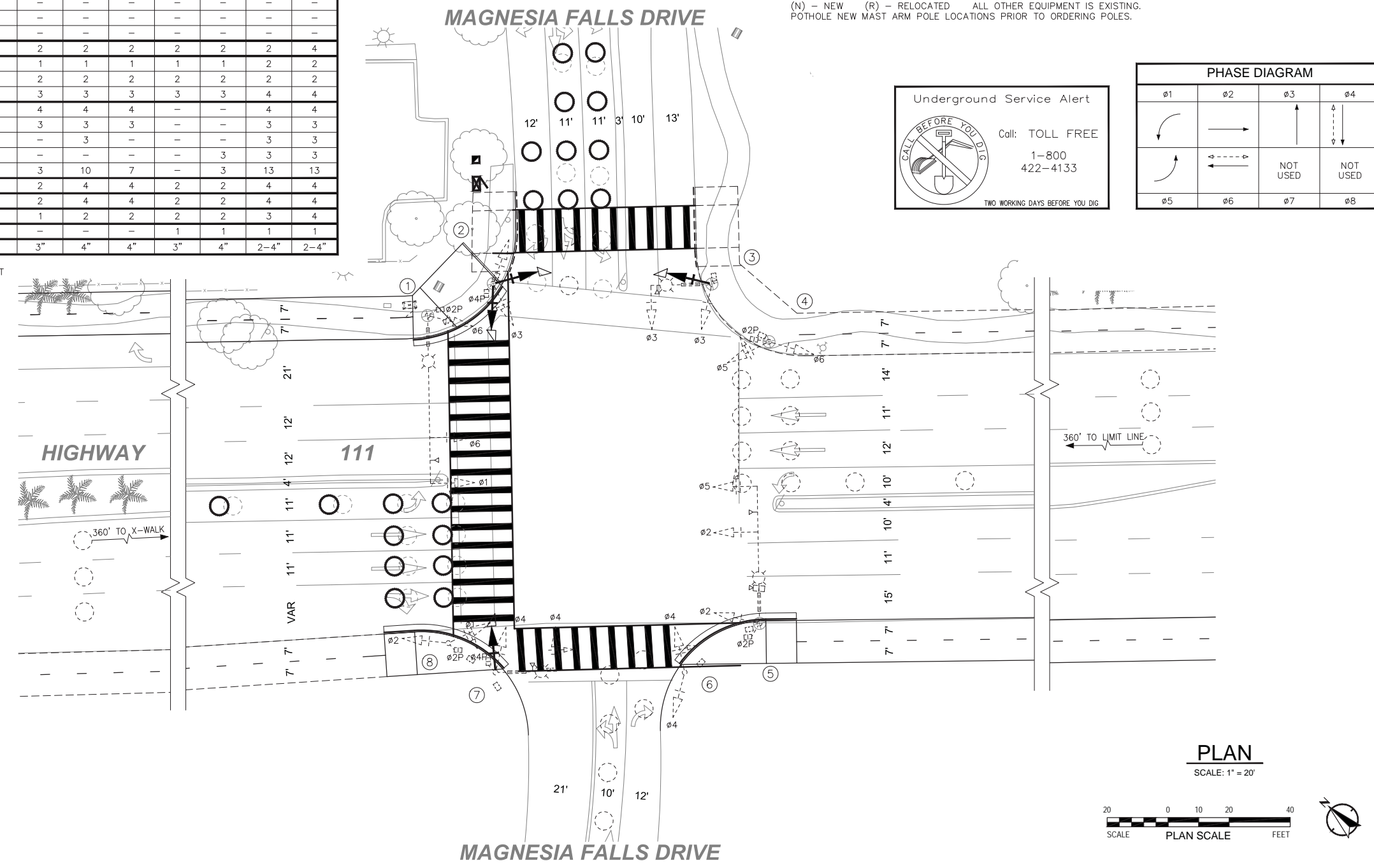
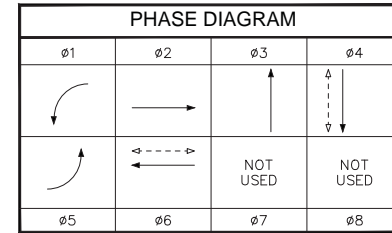
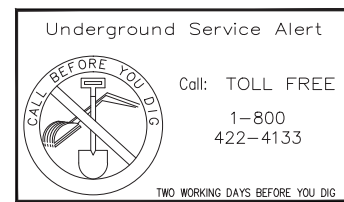
CONDUCTOR SCHEDULE											
AWG OR CABLE TYPE	STD	PHASES	RUN NUMBER								
			1	2	3	4	5	6	7	8	9
12CSC	①	ø2, ø5, OLA, ø2P/ø4PPB/-	-	-	-	-	-	-	-	-	-
	②	ø3, ø4, ø4P/ø2PPB, ø4BPB/-	-	-	-	-	-	-	-	-	-
	③	ø3, ø8, ø8P/ø2PPB/-	-	-	-	-	-	-	-	-	-
	④	ø1, ø2, OLA, ø2P/ø8PPB/-	-	-	-	-	-	-	-	-	-
3CSC	⑤	ø1, ø6, ø6P/ø8PPB/-	-	-	-	-	-	-	-	-	-
	⑥	ø7, ø8, ø8P/ø6PPB, ø8BPB/-	-	-	-	-	-	-	-	-	-
	⑦	ø4, ø7, ø4P/ø6PPB/-	-	-	-	-	-	-	-	-	-
	⑧	ø5, ø6, ø6P/ø4PPB, ø6BPB/-	-	-	-	-	-	-	-	-	-
	⑨	ø5, ø6, ø6P/ø4PPB, ø6BPB/-	-	-	-	-	-	-	-	-	-
	⑩	ø5, ø6, ø6P/ø4PPB, ø6BPB/-	-	-	-	-	-	-	-	-	-
5CSC	⑪	ø5, ø6, ø6P/ø4PPB, ø6BPB/-	-	-	-	-	-	-	-	-	-
	TOTAL		-	-	-	-	-	-	-	-	-
#14	ISNS		-	2	2	2	2	2	2	2	4
#10	BARE BOND WIRE		1	1	1	1	1	1	1	2	2
	LUMINAIRES		-	2	2	2	2	2	2	2	2
	TOTAL		1	3	3	3	3	3	3	4	4
Det. Loop Cable 2#16 (TYPE 2)	ø2		4	4	4	4	4	-	-	4	4
	ø4		-	-	3	3	3	-	-	3	3
	ø6		-	-	-	3	-	-	-	3	3
	ø8		-	-	-	-	-	-	3	3	3
	TOTAL		4	4	3	10	7	-	-	3	13
VIDEO DETECTION POWER(COAX)		-	2	2	4	4	2	2	4	4	4
VIDEO DETECTION POWER(16/3 SJOW)		-	2	2	4	4	2	2	4	4	4
M-138 CABLE (OPTICOM)		-	1	1	2	2	2	2	3	4	4
(IP CCTV VIDEO) CAT5E CABLE		-	-	-	-	-	1	1	1	1	1
CONDUIT SIZE (NEW)			3"	4"	3"	4"	4"	3"	4"	2-4"	2-4"

ALL CONDUIT IS NEW FURNISH AND INSTALL NEW CONDUCTORS THROUGHOUT BPB = BICYCLE PUSH BUTTON



NO.	STANDARD				LUMINAIRE WATTAGE (HPSV)	IISNS	SIGNAL MOUNTING			PPB (TYPE "B")		POLE LOCATION (TYPE "B")	
	POLE DATA		MAST ARM LENGTH				VEHICLE	PEDESTRIAN	PHASE	QUAD	"A"	"B"	
	TYPE	HEIGHT	SIGNAL	LUMINAIRE									MAST ARM
①	29-5-70	30'	55'	15'	250W	Magnesia Falls	2-MAS	SV-1-T	SP-1-T	4P	EAST	EXISTING	
②	1-A	10'	-	-	-	-	-	TV-2-T TV-1-T(N)	SP-1-T	6P	SOUTH	EXISTING	
③	17-3-70	30'	20'	15'	250W	71990 Hwy 111	MAS	SV-1-T	SP-1-T	6P	SOUTH	EXISTING	
④	1-A	10'	-	-	-	-	-	TV-2-T	-	-	-	EXISTING	
⑤	26-4-70	30'	45'	15'	250W	Magnesia Falls	2-MAS	SV-1-T	SP-1-T	-	-	EXISTING	
⑥	1-A	10'	-	-	-	-	-	TV-2-T	-	2P	NORTH	EXISTING	
⑦	17-3-70	30'	20'	15'	250W	71995 Hwy 111	-	SV-1-T SV-2-T(N)	-	2P	NORTH	EXISTING	
⑧	1-A	10'	-	-	-	-	-	TV-2-T	-	4P	EAST	EXISTING	

(N) - NEW (R) - RELOCATED ALL OTHER EQUIPMENT IS EXISTING. POT HOLE NEW MAST ARM POLE LOCATIONS PRIOR TO ORDERING POLES.



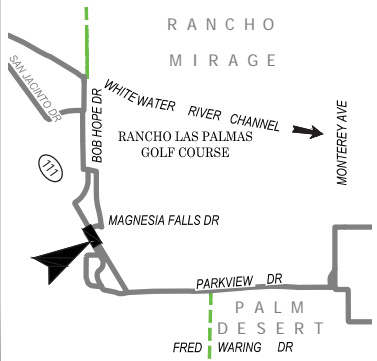
GENERAL SHEET NOTES

1. ROADWAY DIMENSIONS ARE SHOWN TO BACK OF CURB

INT ID: #23

CONSTRUCTION NOTES

KEY MAP



30% DESIGN SUBMITTAL NOT FOR CONSTRUCTION

MARK	DATE	DESCRIPTION

INFO
 PROJECT NO: CVL-2015-0309
 CAD DWG FILE: T1304
 DESIGNED BY: JX
 DRAWN BY: RS
 REVIEWED BY: RM
 DATE: 2.22.2016
 SCALE: AS SHOWN

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PREPARED BY
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 949.923.6000 stantec.com

CLIENT
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 73-710 Fred Waring Drive, Suite 200
 Palm Desert, CA 92260

CVAG
 CVAG PROJECT NO. CVL-2015-0309

CVLINK
 CONNECTING THE COACHELLA VALLEY

MULTI-MODAL TRANSPORTATION FACILITY
 COACHELLA VALLEY - CALIFORNIA

SHEET TITLE
 RANCHO MIRAGE / RIVERSIDE COUNTY
 SEGMENT 4
**INTERSECTION 34-1B
 TRAFFIC SIGNAL PLAN
 HWY 111 AT MAGNESIA FALLS DR**

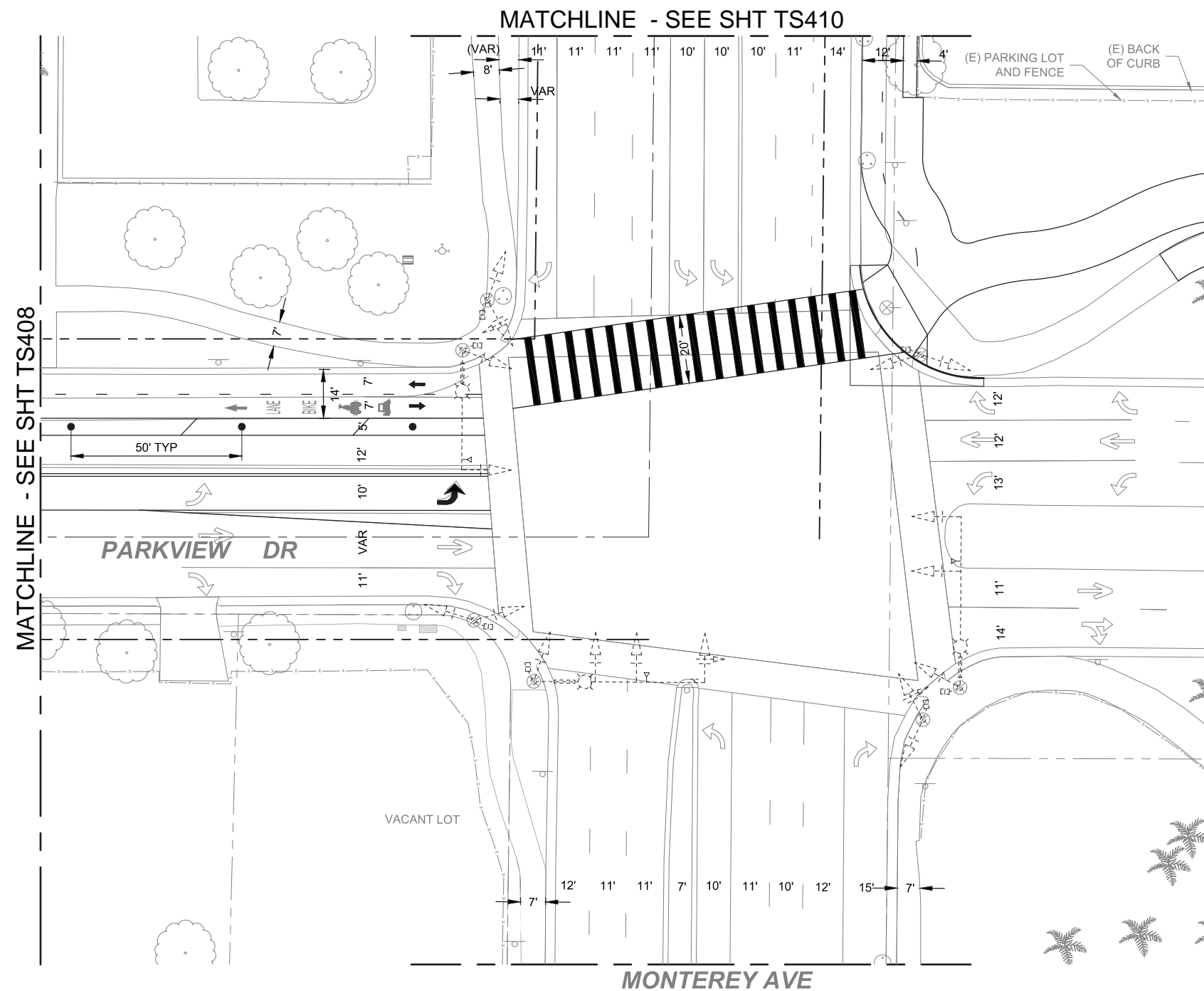
SHEET NO.
T1304

SHEET - 589 OF 780

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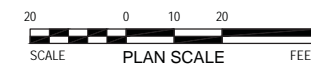
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INT ID: #24



MONTEREY AVE

PLAN
SCALE: 1" = 20'



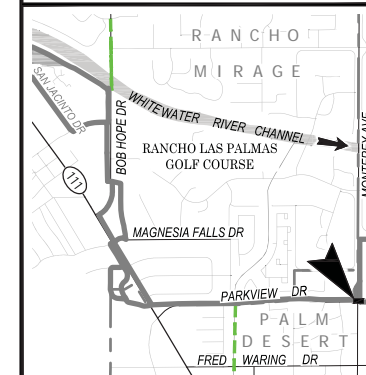
GENERAL SHEET NOTES

- 1. ROADWAY DIMENSIONS ARE SHOWN TO BACK OF CURB

CONSTRUCTION NOTES

- 91—INSTALL WHITE PAVEMENT LEGENDS AS SHOWN PER CALTRANS
- 92—INSTALL 4" SKIP WHITE LANE LINE (DETAIL 9)
- 93—INSTALL LEFT EDGE LINE (DETAIL 26)
- 94—INSTALL 6" BIKE LANE LINE (DETAIL 39 & 39A)
- 95—INSTALL 8" CHANNELIZING LINE (DETAIL 38)
- 96—INSTALL 12" WHITE CROSSWALK
- 97—INSTALL 4" SKIP WHITE LANE LINE EXTENSIONS THROUGH INTERSECTIONS (DETAIL 40)
- 98—INSTALL 4" SOLID WHITE LANE LINE, 50' LONG
- 99—INSTALL PAINTED MEDIAN (DETAIL 29)
- 100—INSTALL 4" SKIP YELLOW CENTER LINE, 3' STRIPE, 9' GAP
- P—PROTECT IN PLACE EXISTING ITEM INDICATED
- R—REMOVE, SANDBLAST PAINT TO BE REMOVED, ALL EXISTING CONFLICTING STRIPING AND SIGNS SHALL BE REMOVED.
- RL—RELOCATE SIGN TO NEW POST OR STREET LIGHT AS SHOWN
- S—INSTALL SIGN PER DESIGNATION. SEE STATE OF CALIFORNIA, DEPARTMENT OF TRANSPORTATION, (CALTRANS) "UNIFORM SIGN CHART."

KEY MAP



30% DESIGN SUBMITTAL NOT FOR CONSTRUCTION

MARK	DATE	DESCRIPTION

INFO	
PROJECT NO:	CVL-2015-0309
CAD DWG FILE:	TS409
DESIGNED BY:	JX
DRAWN BY:	RS
REVIEWED BY:	RM
DATE:	2.23.2016
SCALE:	AS SHOWN



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CVAG PROJECT NO. CVL-2015-0309

CONNECTING THE COACHELLA VALLEY
MULTI-MODAL TRANSPORTATION FACILITY
COACHELLA VALLEY - CALIFORNIA

SHEET TITLE
PALM DESERT / RIVERSIDE COUNTY
SEGMENT 4
**ALIGN 36-4, 36-7, 36-8
SIGNING & STRIPING PLAN
PARKVIEW DR**

SHEET NO.
TS409
SHEET 497 OF 780

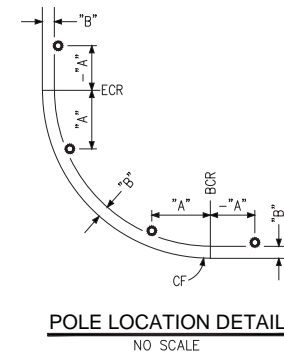
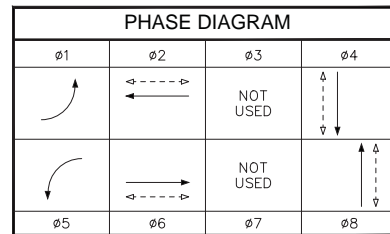
Line measures 1 inch on full scale drawing. If not 1 inch scale accordingly.

CONDUCTOR SCHEDULE											
AWG OR CABLE TYPE	STD	PHASES	RUN NUMBER								
			1	2	3	4	5	6	7	8	9
12CSC 3CSC 6CSC	1	ø2, ø5, 0LA, ø2P/ø4PPB/-	-	-	-	-	-	-	-	-	-
	2	ø3, ø4, ø4P/ø2PPB, ø4BPB/-	-	-	-	-	-	-	-	-	-
	3	ø3, ø8, ø8P/ø2PPB/-	-	-	-	-	-	-	-	-	-
	4	ø1, ø2, 0LA, ø2P/ø8PPB/-	-	-	-	-	-	-	-	-	-
	5	ø1, ø6, ø6P/ø8PPB/-	-	-	-	-	-	-	-	-	-
	6	ø7, ø8, ø8P/ø6PPB, ø8BPB/-	-	-	-	-	-	-	-	-	-
	7	ø4, ø7, ø4P/ø6PPB/-	-	-	-	-	-	-	-	-	-
	8	ø5, ø6, ø6P/ø4PPB, ø6BPB/-	-	-	-	-	-	-	-	-	-
TOTAL			-	-	-	-	-	-	-	-	-
#14	ISNS		-	2	2	2	2	2	2	2	4
#10	BARE BOND WIRE		1	1	1	1	1	1	1	2	2
	LUMINAIRES		-	2	2	2	2	2	2	2	2
	TOTAL		1	3	3	3	3	3	3	4	4
Det. Loop Cable 2#16 (TYPE 2)	ø2		4	4	4	4	4	-	-	4	4
	ø4		-	-	3	3	3	-	-	3	3
	ø6		-	-	-	3	-	-	-	3	3
	ø8		-	-	-	-	-	-	3	3	3
TOTAL		4	4	3	10	7	-	3	13	13	
VIDEO DETECTION POWER(COAX)			-	2	2	4	4	2	2	4	4
VIDEO DETECTION POWER(16/3 SJOW)			-	2	2	4	4	2	2	4	4
M-138 CABLE (OPTICOM)			-	1	1	2	2	2	2	3	4
(IP CCTV VIDEO) CAT5E CABLE			-	-	-	-	-	1	1	1	1
CONDUIT SIZE (NEW)			3"	4"	3"	4"	4"	3"	4"	2-4"	2-4"

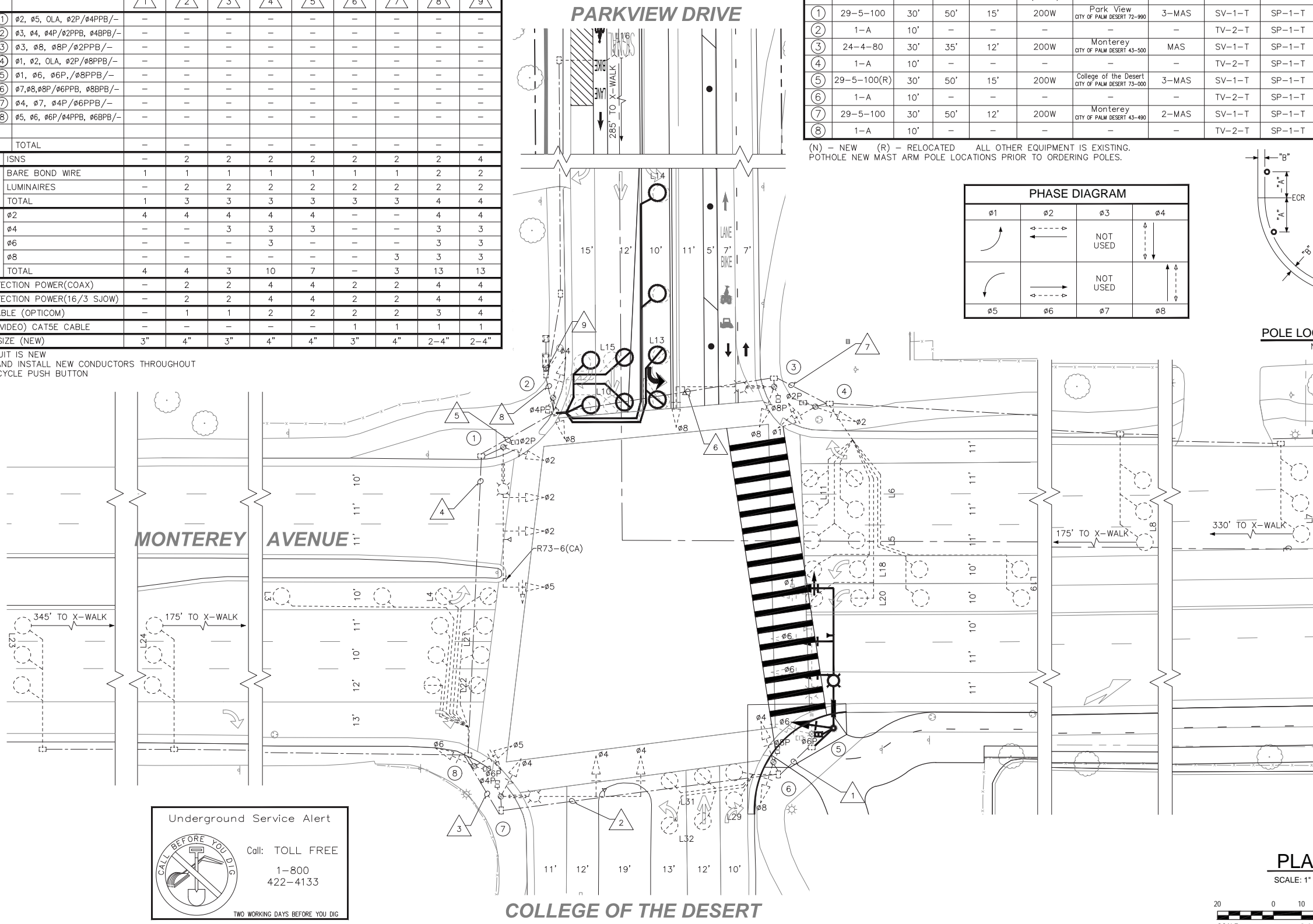
ALL CONDUIT IS NEW FURNISH AND INSTALL NEW CONDUCTORS THROUGHOUT BPB = BICYCLE PUSH BUTTON

POLE SCHEDULE												
NO.	STANDARD				LUMINAIRE	IISNS	SIGNAL MOUNTING			PPB (TYPE "B")	POLE LOCATION (TYPE "B")	
	POLE DATA		MAST ARM LENGTH				VEHICLE		PEDESTRIAN		PHASE	QUAD
	TYPE	HEIGHT	SIGNAL	LUMINAIRE	MAST ARM	POLE						
1	29-5-100	30'	50'	15'	200W	Park View CITY OF PALM DESERT 73-990	3-MAS	SV-1-T	SP-1-T	4P	NORTH	EXISTING
2	1-A	10'	-	-	-	-	-	TV-2-T	SP-1-T	2P	EAST	EXISTING
3	24-4-80	30'	35'	12'	200W	Monterey CITY OF PALM DESERT 43-500	MAS	SV-1-T	SP-1-T	2P	EAST	EXISTING
4	1-A	10'	-	-	-	-	-	TV-2-T	SP-1-T	8P	SOUTH	EXISTING
5	29-5-100(R)	30'	50'	15'	200W	College of the Desert CITY OF PALM DESERT 43-000	3-MAS	SV-1-T	SP-1-T	8P	SOUTH	6' 5'
6	1-A	10'	-	-	-	-	-	TV-2-T	SP-1-T	6P	WEST	EXISTING
7	29-5-100	30'	50'	12'	200W	Monterey CITY OF PALM DESERT 43-490	2-MAS	SV-1-T	SP-1-T	6P	WEST	EXISTING
8	1-A	10'	-	-	-	-	-	TV-2-T	SP-1-T	4P	NORTH	EXISTING

(N) - NEW (R) - RELOCATED ALL OTHER EQUIPMENT IS EXISTING. POT HOLE NEW MAST ARM POLE LOCATIONS PRIOR TO ORDERING POLES.



POLE LOCATION DETAIL NO SCALE



Underground Service Alert

 Call: TOLL FREE 1-800-422-4133
 TWO WORKING DAYS BEFORE YOU DIG

PLAN
 SCALE: 1" = 20'

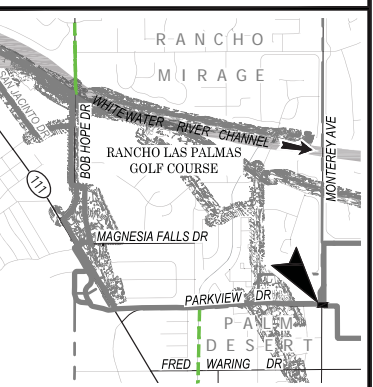
GENERAL SHEET NOTES

1. ROADWAY DIMENSIONS ARE SHOWN TO BACK OF CURB

INT ID: #24

CONSTRUCTION NOTES

KEY MAP

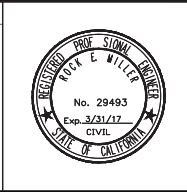


30% DESIGN SUBMITTAL NOT FOR CONSTRUCTION

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MARK	DATE	DESCRIPTION

INFO
 PROJECT NO: CVL-2015-0309
 CAD DWG FILE: T1401
 DESIGNED BY: JX
 DRAWN BY: RS
 REVIEWED BY: RM
 DATE: 2.22.2016
 SCALE: AS SHOWN



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ROCK MILLER RCE 29493
 DATE

CLIENT

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 CVAG PROJECT NO. CVL-2015-0309

CONNECTING THE COACHELLA VALLEY
 MULTI-MODAL TRANSPORTATION FACILITY
 COACHELLA VALLEY - CALIFORNIA

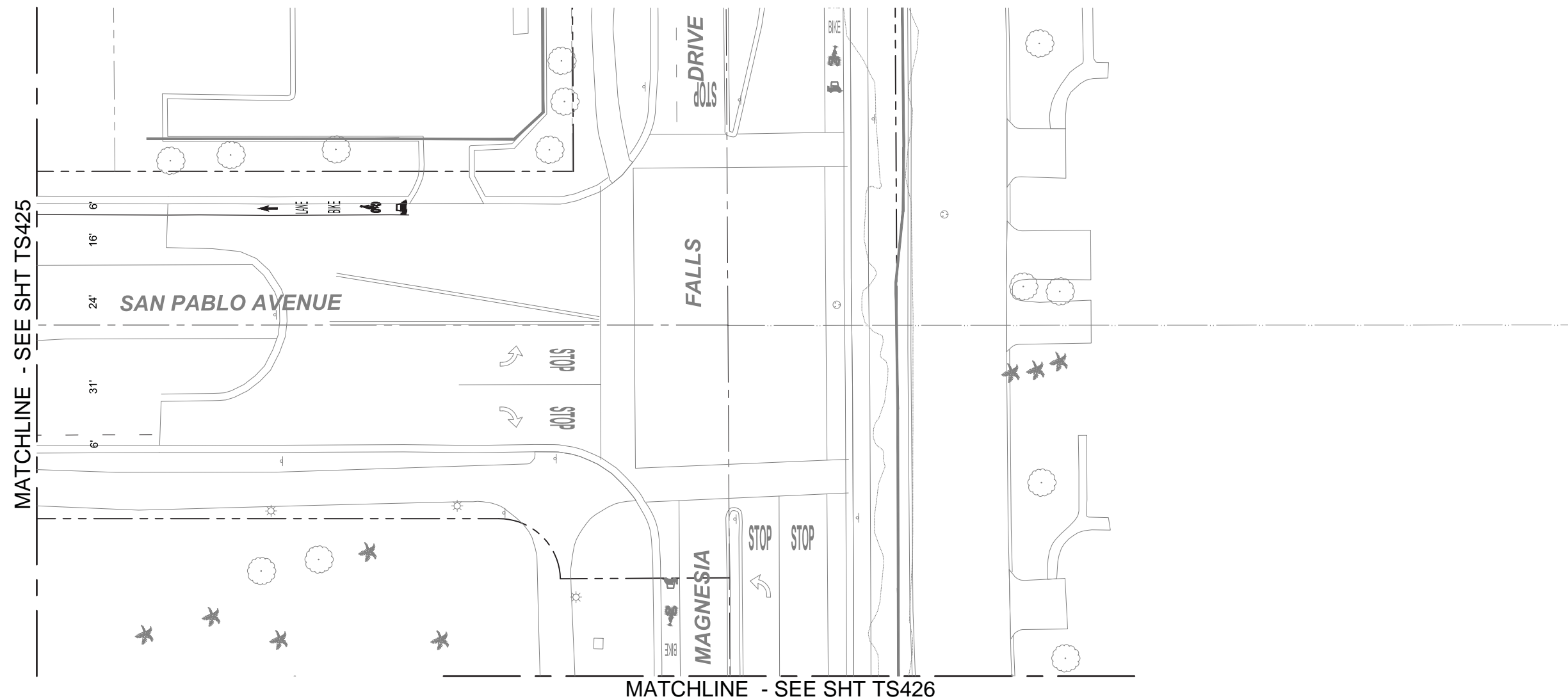
SHEET TITLE
 PALM DESERT / RIVERSIDE COUNTY
 SEGMENT 5
 INTERSECTION 36-8
 TRAFFIC SIGNAL PLAN
 MONTEREY AND PARKVIEW

SHEET NO.
 T1401
 SHEET 590 OF 780

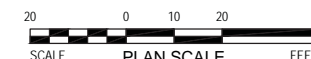
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INT ID: #25



PLAN
SCALE: 1" = 20'



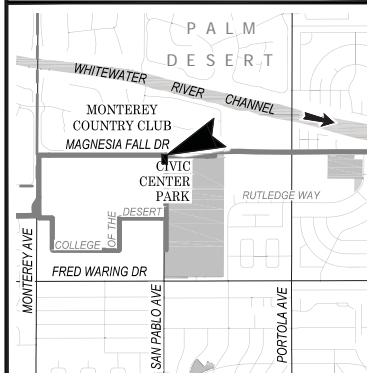
GENERAL SHEET NOTES

- ROADWAY DIMENSIONS ARE SHOWN TO BACK OF CURB

CONSTRUCTION NOTES

- 91—INSTALL WHITE PAVEMENT LEGENDS AS SHOWN PER CALTRANS
- 92—INSTALL 4" SKIP WHITE LANE LINE (DETAIL 9)
- 93—INSTALL LEFT EDGE LINE (DETAIL 26)
- 94—INSTALL 6" BIKE LANE LINE (DETAIL 39 & 39A)
- 95—INSTALL 8" CHANNELIZING LINE (DETAIL 38)
- 96—INSTALL 12" WHITE CROSSWALK
- 97—INSTALL 4" SKIP WHITE LANE LINE EXTENSIONS THROUGH INTERSECTIONS (DETAIL 40)
- 98—INSTALL 4" SOLID WHITE LANE LINE, 50' LONG
- 99—INSTALL PAINTED MEDIAN (DETAIL 29)
- 100—INSTALL 4" SKIP YELLOW CENTER LINE, 3' STRIPE, 9' GAP
- P—PROTECT IN PLACE EXISTING ITEM INDICATED
- R—REMOVE, SANDBLAST PAINT TO BE REMOVED, ALL EXISTING CONFLICTING STRIPING AND SIGNS SHALL BE REMOVED.
- RL—RELOCATE SIGN TO NEW POST OR STREET LIGHT AS SHOWN
- S—INSTALL SIGN PER DESIGNATION. SEE STATE OF CALIFORNIA, DEPARTMENT OF TRANSPORTATION, (CALTRANS) "UNIFORM SIGN CHART."

KEY MAP



30% DESIGN SUBMITTAL NOT FOR CONSTRUCTION

ISSUE	MARK	DATE	DESCRIPTION

INFO	
PROJECT NO:	CVL-2015-0309
CAD DWG FILE:	TS426
DESIGNED BY:	JX
DRAWN BY:	RS
REVIEWED BY:	RM
DATE:	2.23.2016
SCALE:	AS SHOWN



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ROCK MILLER RCE 29493



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Palm Desert, CA 92260
CVAG PROJECT NO. CVL-2015-0309

CVLINK
CONNECTING THE COACHELLA VALLEY
MULTI-MODAL TRANSPORTATION FACILITY
COACHELLA VALLEY - CALIFORNIA

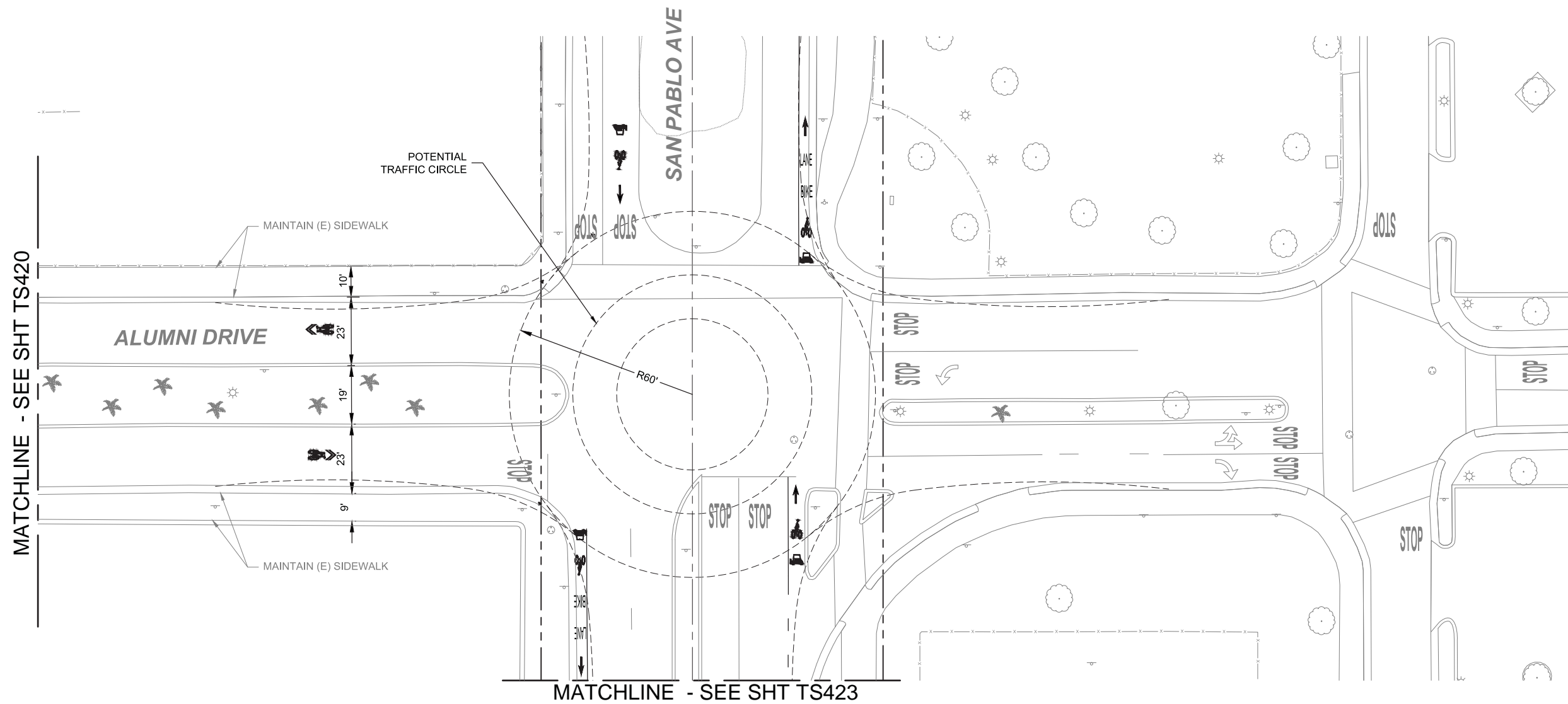
SHEET TITLE
PALM DESERT / RIVERSIDE COUNTY
SEGMENT 5
**ALIGNMENTS 37-3 TO -4, 37-9
SIGNING & STRIPING PLAN
SAN PABLO AVE**

SHEET NO.
TS426
SHEET 515 OF 780

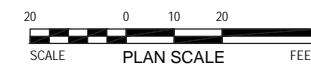
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INT ID: #26



PLAN
SCALE: 1" = 20'



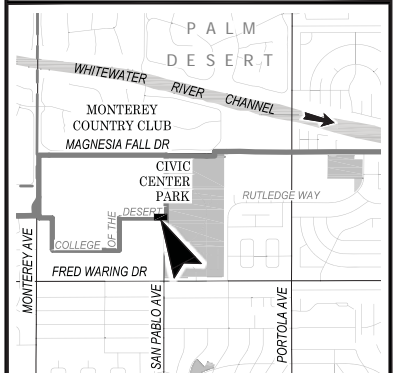
GENERAL SHEET NOTES

- 1. ROADWAY DIMENSIONS ARE SHOWN TO BACK OF CURB

CONSTRUCTION NOTES

- (91)—INSTALL WHITE PAVEMENT LEGENDS AS SHOWN PER CALTRANS
- (92)—INSTALL 4" SKIP WHITE LANE LINE (DETAIL 9)
- (93)—INSTALL LEFT EDGE LINE (DETAIL 26)
- (94)—INSTALL 6" BIKE LANE LINE (DETAIL 39 & 39A)
- (95)—INSTALL 8" CHANNELIZING LINE (DETAIL 38)
- (96)—INSTALL 12" WHITE CROSSWALK
- (97)—INSTALL 4" SKIP WHITE LANE LINE EXTENSIONS THROUGH INTERSECTIONS (DETAIL 40)
- (98)—INSTALL 4" SOLID WHITE LANE LINE, 50' LONG
- (99)—INSTALL PAINTED MEDIAN (DETAIL 29)
- (100)—INSTALL 4" SKIP YELLOW CENTER LINE, 3' STRIPE, 9' GAP
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- (RL)—RELOCATE SIGN TO NEW POST OR STREET LIGHT AS SHOWN
- (S)—INSTALL SIGN PER DESIGNATION. SEE STATE OF CALIFORNIA, DEPARTMENT OF TRANSPORTATION, (CALTRANS) "UNIFORM SIGN CHART."

KEY MAP



30% DESIGN SUBMITTAL NOT FOR CONSTRUCTION

ISSUE	MARK	DATE	DESCRIPTION

INFO	
PROJECT NO:	CVL-2015-0309
CAD DWG FILE:	TS421
DESIGNED BY:	JX
DRAWN BY:	RS
REVIEWED BY:	RM
DATE:	2.23.2016
SCALE:	AS SHOWN



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 Palm Desert, CA 92260
 CVAG PROJECT NO. CVL-2015-0309

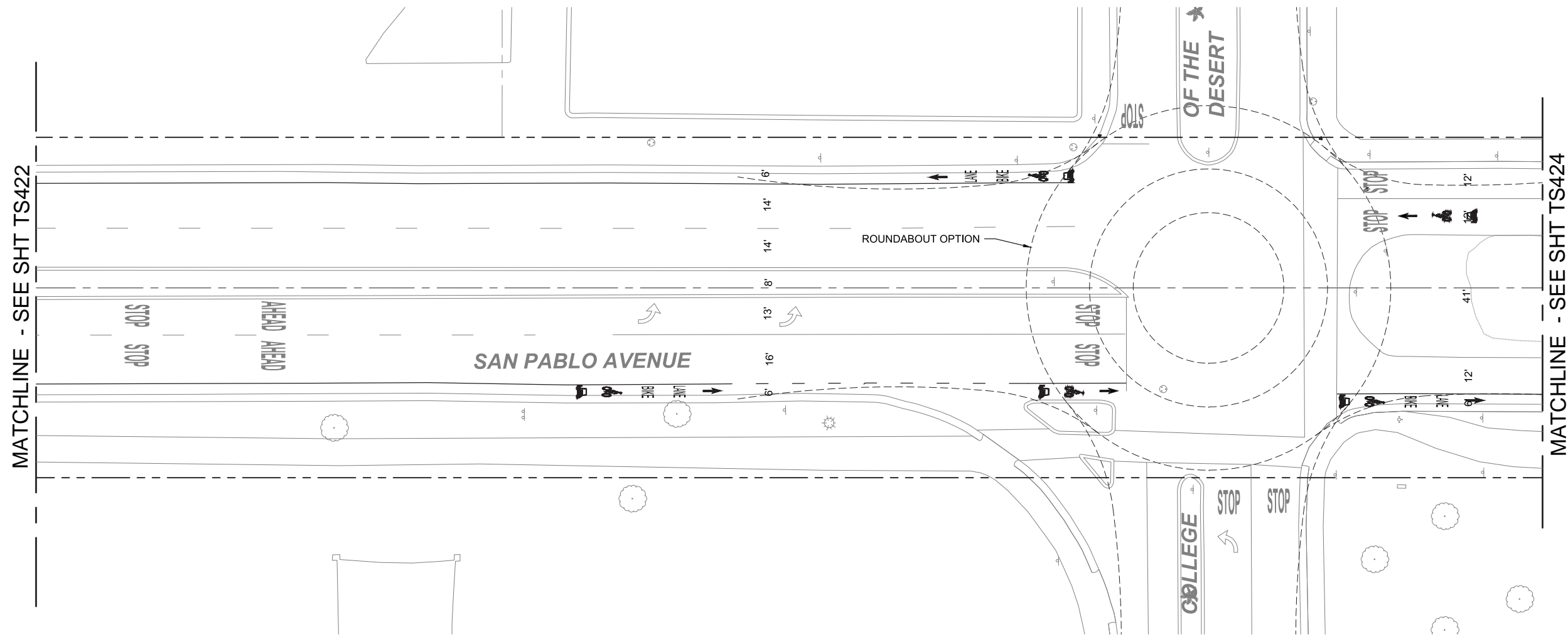
CVLINK
 CONNECTING THE COACHELLA VALLEY
 MULTI-MODAL TRANSPORTATION FACILITY
 COACHELLA VALLEY - CALIFORNIA

SHEET TITLE
 PALM DESERT / RIVERSIDE COUNTY
 SEGMENT 5
**ALIGNMENT 37-7 TO 37-9
 SIGNING & STRIPING PLAN
 COLLEGE OF THE DESERT**

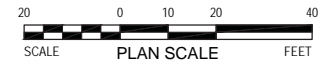
SHEET NO.
TS421
 SHEET 510 OF 780

Line measures 1 inch on full scale drawing, if not 1 inch scale accordingly.

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PLAN
SCALE: 1" = 20'



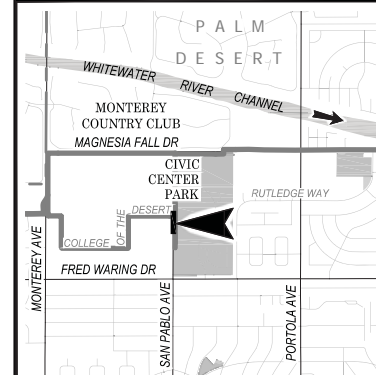
GENERAL SHEET NOTES

1. ROADWAY DIMENSIONS ARE SHOWN TO BACK OF CURB

CONSTRUCTION NOTES

- (91)—INSTALL WHITE PAVEMENT LEGENDS AS SHOWN PER CALTRANS
- (92)—INSTALL 4" SKIP WHITE LANE LINE (DETAIL 9)
- (93)—INSTALL LEFT EDGE LINE (DETAIL 26)
- (94)—INSTALL 6" BIKE LANE LINE (DETAIL 39 & 39A)
- (95)—INSTALL 8" CHANNELIZING LINE (DETAIL 38)
- (96)—INSTALL 12" WHITE CROSSWALK
- (97)—INSTALL 4" SKIP WHITE LANE LINE EXTENSIONS THROUGH INTERSECTIONS (DETAIL 40)
- (98)—INSTALL 4" SOLID WHITE LANE LINE, 50' LONG
- (99)—INSTALL PAINTED MEDIAN (DETAIL 29)
- (100)—INSTALL 4" SKIP YELLOW CENTER LINE, 3' STRIPE, 9' GAP
- (P)—PROTECT IN PLACE EXISTING ITEM INDICATED
- (R)—REMOVE, SANDBLAST PAINT TO BE REMOVED, ALL EXISTING CONFLICTING STRIPING AND SIGNS SHALL BE REMOVED.
- (RL)—RELOCATE SIGN TO NEW POST OR STREET LIGHT AS SHOWN
- (S)—INSTALL SIGN PER DESIGNATION. SEE STATE OF CALIFORNIA, DEPARTMENT OF TRANSPORTATION, (CALTRANS) "UNIFORM SIGN CHART."

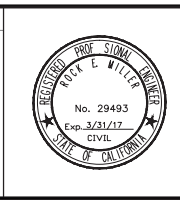
KEY MAP



30% DESIGN SUBMITTAL NOT FOR CONSTRUCTION

MARK	DATE	DESCRIPTION

INFO	
PROJECT NO:	CVL-2015-0309
CAD DWG FILE:	TS423
DESIGNED BY:	JX
DRAWN BY:	RS
REVIEWED BY:	RM
DATE:	2.23.2016
SCALE:	AS SHOWN



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ROCK MILLER RCE 29493
 DATE

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CVAG
 CVAG PROJECT NO. CVL-2015-0309

CVLINK
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 MULTI-MODAL TRANSPORTATION FACILITY
 COACHELLA VALLEY - CALIFORNIA

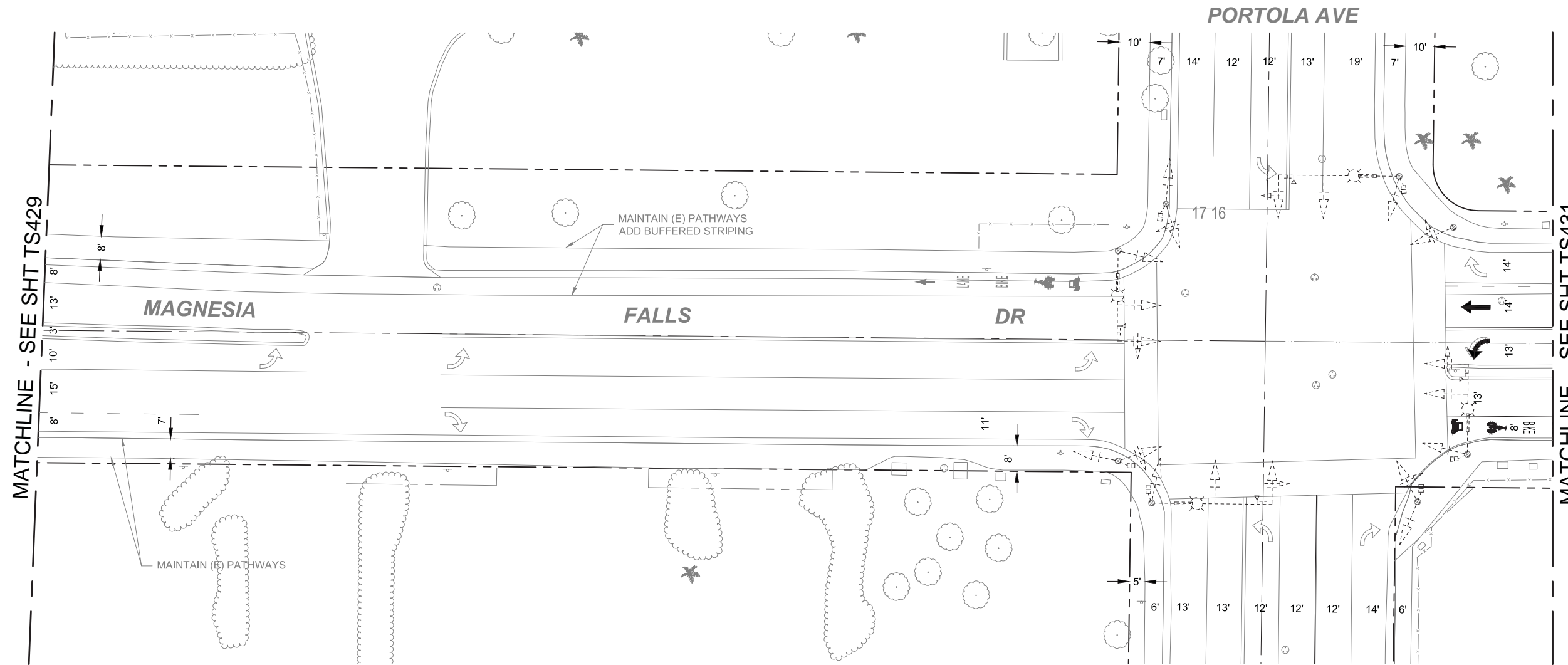
SHEET TITLE
 PALM DESERT / RIVERSIDE COUNTY
 SEGMENT 5
**ALIGNMENT 37-9
 SIGNING & STRIPING PLAN
 SAN PABLO AVE**

SHEET NO.
TS423
 SHEET 512 OF 780

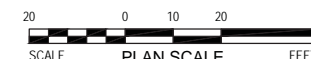
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INT ID: #27



PLAN
SCALE: 1" = 20'



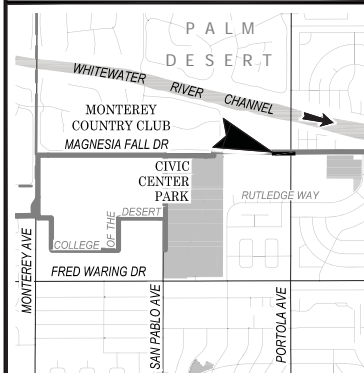
GENERAL SHEET NOTES

- ROADWAY DIMENSIONS ARE SHOWN TO BACK OF CURB

CONSTRUCTION NOTES

- (91) - INSTALL WHITE PAVEMENT LEGENDS AS SHOWN PER CALTRANS
- (92) - INSTALL 4" SKIP WHITE LANE LINE (DETAIL 9)
- (93) - INSTALL LEFT EDGE LINE (DETAIL 26)
- (94) - INSTALL 6" BIKE LANE LINE (DETAIL 39 & 39A)
- (95) - INSTALL 8" CHANNELIZING LINE (DETAIL 38)
- (96) - INSTALL 12" WHITE CROSSWALK
- (97) - INSTALL 4" SKIP WHITE LANE LINE EXTENSIONS THROUGH INTERSECTIONS (DETAIL 40)
- (98) - INSTALL 4" SOLID WHITE LANE LINE, 50' LONG
- (99) - INSTALL PAINTED MEDIAN (DETAIL 29)
- (100) - INSTALL 4" SKIP YELLOW CENTER LINE, 3' STRIPE, 9" GAP
- (P) - PROTECT IN PLACE EXISTING ITEM INDICATED
- (R) - REMOVE SANDBLAST PAINT TO BE REMOVED, ALL EXISTING CONFLICTING STRIPING AND SIGNS SHALL BE REMOVED.
- (RL) - RELOCATE SIGN TO NEW POST OR STREET LIGHT AS SHOWN
- (S) - INSTALL SIGN PER DESIGNATION. SEE STATE OF CALIFORNIA, DEPARTMENT OF TRANSPORTATION, (CALTRANS) "UNIFORM SIGN CHART."

KEY MAP



30% DESIGN SUBMITTAL NOT FOR CONSTRUCTION

MARK	DATE	DESCRIPTION

INFO	
PROJECT NO:	CVL-2015-0309
CAD DWG FILE:	TS430
DESIGNED BY:	JX
DRAWN BY:	RS
REVIEWED BY:	RM
DATE:	2.23.2016
SCALE:	AS SHOWN



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PREPARED BY
Stantec
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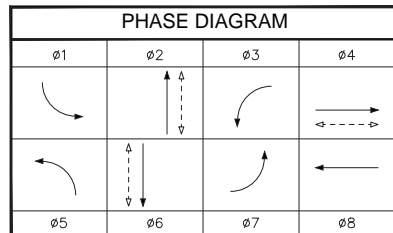
CLIENT
COACHELLA VALLEY ASSOCIATION OF GOVERNMENTS
 73-710 Fred Waring Drive, Suite 200
 Palm Desert, CA 92260
 CVAG PROJECT NO. CVL-2015-0309

CVLINK
 CONNECTING THE COACHELLA VALLEY
 MULTI-MODAL TRANSPORTATION FACILITY
 COACHELLA VALLEY - CALIFORNIA

SHEET TITLE
 PALM DESERT / RIVERSIDE COUNTY
 SEGMENT 5
**ALIGN 39-2A INT. 39-3A
 SIGNING & STRIPING PLAN
 MAGNESIA FALLS DR**

SHEET NO.
TS430
 SHEET 519 OF 780

Line measures 1 inch on full scale drawing, if not 1 inch scale accordingly.

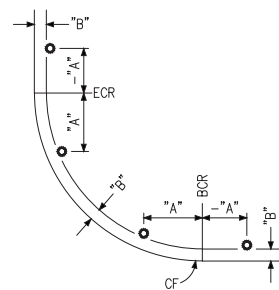
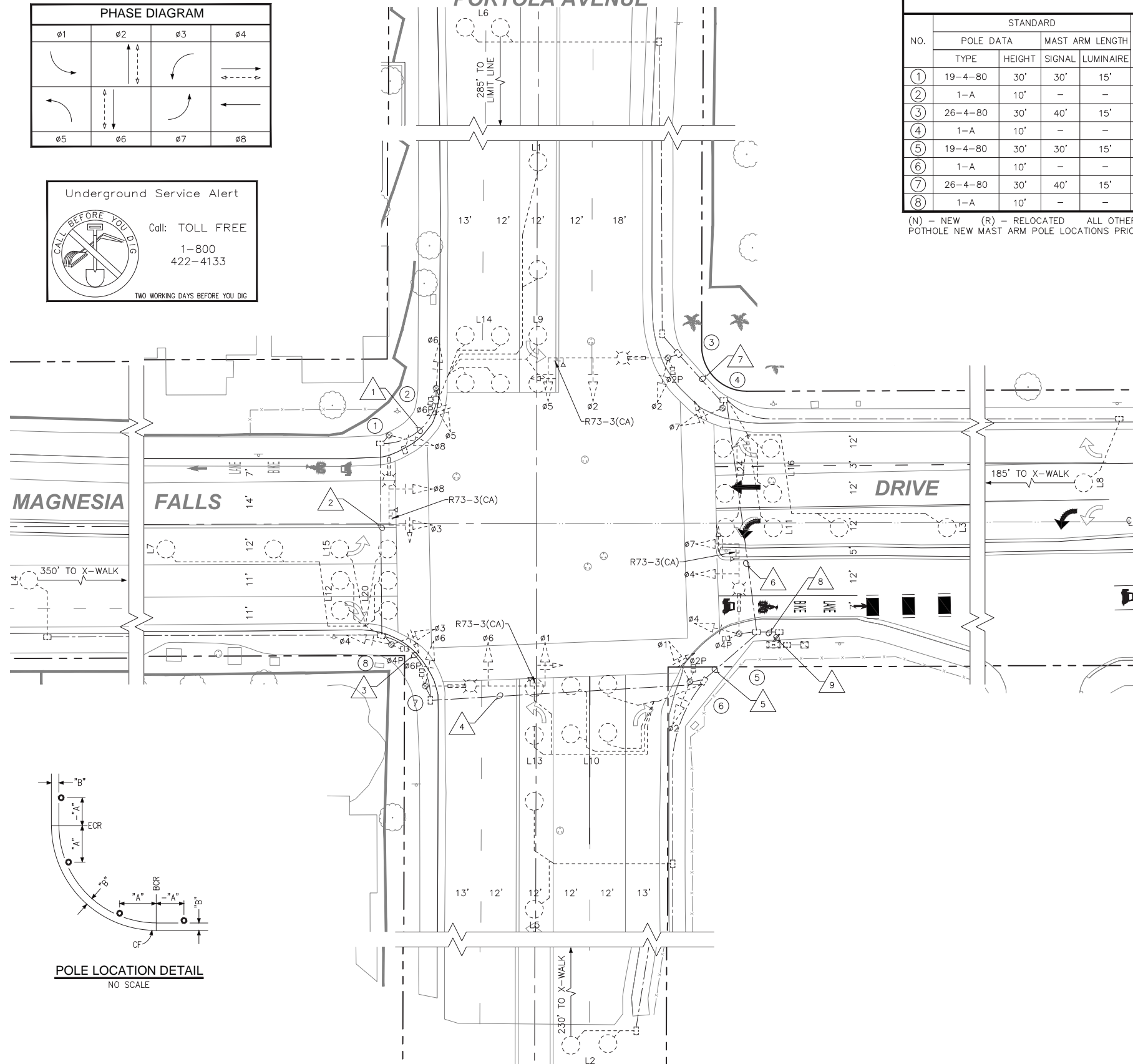


Underground Service Alert

Call: TOLL FREE
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TWO WORKING DAYS BEFORE YOU DIG

PORTOLA AVENUE



POLE LOCATION DETAIL
NO SCALE

POLE SCHEDULE

NO.	STANDARD				LUMINAIRE WATTAGE (HPSV)	IISNS	SIGNAL MOUNTING			PPB (TYPE "B")		POLE LOCATION (TYPE "B")	
	POLE DATA		MAST ARM LENGTH				VEHICLE	PEDESTRIAN	PHASE	QUAD	"A"	"B"	
	TYPE	HEIGHT	SIGNAL	LUMINAIRE									
①	19-4-80	30'	30'	15'	250W	Portola CITY OF PALM DESERT 43-000	2-MAS	SV-1-T	-	6P	EAST	EXISTING	
②	1-A	10'	-	-	-	-	-	TV-2-T	SP-1-T	-	-	EXISTING	
③	26-4-80	30'	40'	15'	250W	Magnesia Falls CITY OF PALM DESERT 74-000	2-MAS	SV-1-T	SP-1-T	-	-	EXISTING	
④	1-A	10'	-	-	-	-	-	TV-1-T	-	2P	WEST	EXISTING	
⑤	19-4-80	30'	30'	15'	250W	Portola CITY OF PALM DESERT 42-000	2-MAS	SV-1-T	SP-1-T	2P	WEST	EXISTING	
⑥	1-A	10'	-	-	-	-	-	TV-2-T	SP-1-T	4P	NORTH	EXISTING	
⑦	26-4-80	30'	40'	15'	250W	Magnesia Falls CITY OF PALM DESERT 73-000	2-MAS	SV-1-T	SP-1-T	4P	NORTH	EXISTING	
⑧	1-A	10'	-	-	-	-	-	TV-1-T	SP-1-T	6P	EAST	EXISTING	

(N) - NEW (R) - RELOCATED ALL OTHER EQUIPMENT IS EXISTING.
POTHOLE NEW MAST ARM POLE LOCATIONS PRIOR TO ORDERING POLES.

CONDUCTOR SCHEDULE

AWG OR CABLE TYPE	STD	PHASES	RUN NUMBER										
			1	2	3	4	5	6	7	8	9		
12CSC 3CSC 6CSC	①	ø2, ø5, OLA, ø2P/ø4PPB/-	-	-	-	-	-	-	-	-	-	-	-
	②	ø3, ø4, ø4P/ø2PPB, ø4BPB/-	-	-	-	-	-	-	-	-	-	-	-
	③	ø3, ø8, ø8P/ø2PPB/-	-	-	-	-	-	-	-	-	-	-	-
	④	ø1, ø2, OLA, ø2P/ø8PPB/-	-	-	-	-	-	-	-	-	-	-	-
	⑤	ø1, ø6, ø6P, ø8PPB/-	-	-	-	-	-	-	-	-	-	-	-
	⑥	ø7, ø8, ø8P/ø6PPB, ø8BPB/-	-	-	-	-	-	-	-	-	-	-	-
	⑦	ø4, ø7, ø4P/ø6PPB/-	-	-	-	-	-	-	-	-	-	-	-
	⑧	ø5, ø6, ø6P/ø4PPB, ø6BPB/-	-	-	-	-	-	-	-	-	-	-	-
TOTAL			-	-	-	-	-	-	-	-	-	-	-
#14	ISNS		-	-	-	-	-	-	-	-	-	-	-
#10	BARE BOND WIRE		1	1	1	1	1	1	1	1	1	1	1
	LUMINAIRES		-	-	-	-	-	-	-	-	-	-	-
TOTAL			1	1	1	1	1	1	1	1	1	1	1
Det. Loop Cable 2#16 (TYPE 2)	ø2		4	4	4	4	4	4	4	4	4	4	4
	ø4		-	-	-	-	-	-	-	-	-	-	-
	ø6		-	-	-	-	-	-	-	-	-	-	-
	ø8		-	-	-	-	-	-	-	-	-	-	-
TOTAL			4	4	4	4	4	4	4	4	4	4	4
VIDEO DETECTION POWER(COAX)			-	-	-	-	-	-	-	-	-	-	-
VIDEO DETECTION POWER(16/3 SJOW)			-	-	-	-	-	-	-	-	-	-	-
M-138 CABLE (OPTICOM)			-	-	-	-	-	-	-	-	-	-	-
(IP CCTV VIDEO) CAT5E CABLE			-	-	-	-	-	-	-	-	-	-	-
CONDUIT SIZE (NEW)			3"	3"	3"	3"	3"	3"	3"	3"	3"	3"	3"

ALL CONDUIT IS NEW FURNISH AND INSTALL NEW CONDUCTORS THROUGHOUT
BPB = BICYCLE PUSH BUTTON

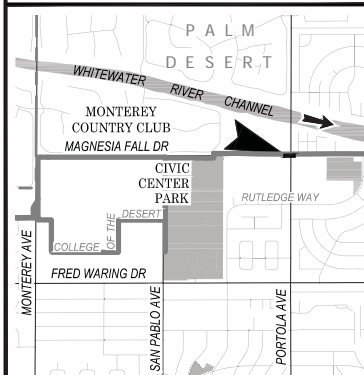
GENERAL SHEET NOTES

1. ROADWAY DIMENSIONS ARE SHOWN TO BACK OF CURB

INT ID: #27

CONSTRUCTION NOTES

KEY MAP



30% DESIGN SUBMITTAL NOT FOR CONSTRUCTION

PLAN
SCALE: 1" = 20'



MARK	DATE	DESCRIPTION

PRIME CONSULTANT
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www.altaplanning.com

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949.923.6000 stantec.com

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73-710 Fred Waring Drive, Suite 200
Palm Desert, CA 92260
CVAG PROJECT NO. CVL-2015-0309

CVLINK
CONNECTING THE COACHELLA VALLEY
MULTI-MODAL TRANSPORTATION FACILITY
COACHELLA VALLEY - CALIFORNIA

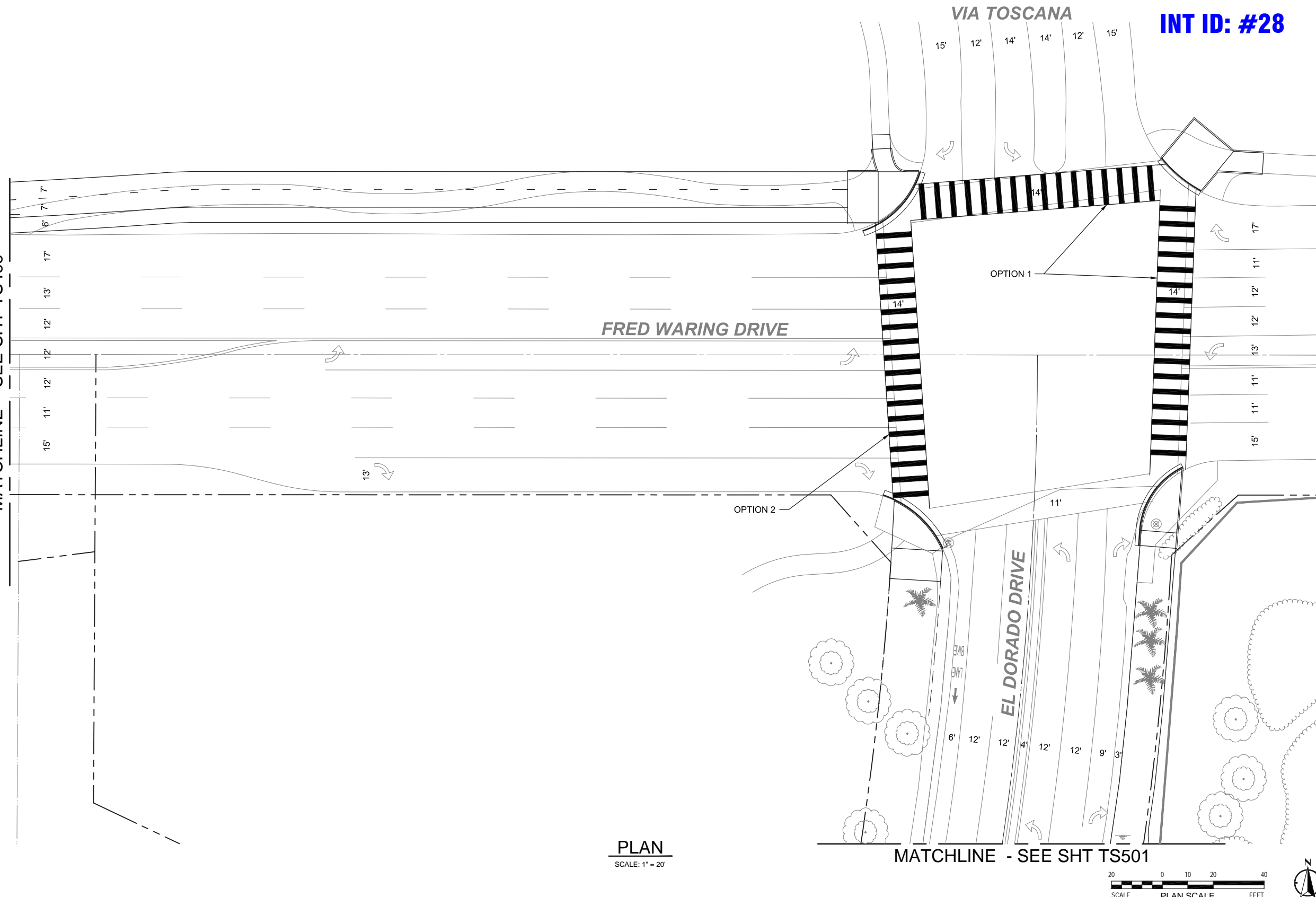
SHEET TITLE
PALM DESERT / RIVERSIDE COUNTY
SEGMENT 5
**INTERSECTION 39-3A
TRAFFIC SIGNAL PLAN
PORTOLA AVE AT MAGNESIA FALLS**

SHEET NO.
TI402
SHEET 591 OF 780

Line measures 1 inch on full scale drawing, if not 1 inch scale accordingly.

Dwg filename: V:\2017\active\20170009070\drawingsheet_files\TS500.dwg Last saved by: jdelgado Print date: 2/22/2016 9:12 PM Plotstyle table: CVLINK.ctb

MATCHLINE - SEE SHT TS499



PLAN
SCALE: 1" = 20'

MATCHLINE - SEE SHT TS501

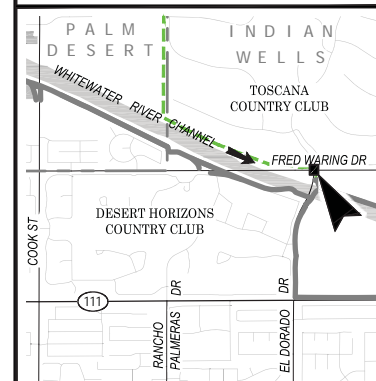
GENERAL SHEET NOTES

- ROADWAY DIMENSIONS ARE SHOWN TO BACK OF CURB

CONSTRUCTION NOTES

- 91—INSTALL WHITE PAVEMENT LEGENDS AS SHOWN PER CALTRANS
- 92—INSTALL 4" SKIP WHITE LANE LINE (DETAIL 9)
- 93—INSTALL LEFT EDGE LINE (DETAIL 26)
- 94—INSTALL 6" BIKE LANE LINE (DETAIL 39 & 39A)
- 95—INSTALL 8" CHANNELIZING LINE (DETAIL 38)
- 96—INSTALL 12" WHITE CROSSWALK
- 97—INSTALL 4" SKIP WHITE LANE LINE EXTENSIONS THROUGH INTERSECTIONS (DETAIL 40)
- 98—INSTALL 4" SOLID WHITE LANE LINE, 50' LONG
- 99—INSTALL PAINTED MEDIAN (DETAIL 29)
- 100—INSTALL 4" SKIP YELLOW CENTER LINE, 3' STRIPE, 9' GAP
- P—PROTECT IN PLACE EXISTING ITEM INDICATED
- R—REMOVE, SANDBLAST PAINT TO BE REMOVED, ALL EXISTING CONFLICTING STRIPING AND SIGNS SHALL BE REMOVED.
- RL—RELOCATE SIGN TO NEW POST OR STREET LIGHT AS SHOWN
- S—INSTALL SIGN PER DESIGNATION. SEE STATE OF CALIFORNIA, DEPARTMENT OF TRANSPORTATION, (CALTRANS) "UNIFORM SIGN CHART."

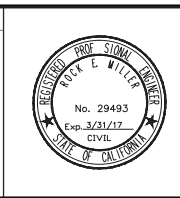
KEY MAP



30% DESIGN SUBMITTAL NOT FOR CONSTRUCTION

ISSUE	MARK	DATE	DESCRIPTION

INFO	
PROJECT NO:	CVL-2015-0309
CAD DWG FILE:	TS500
DESIGNED BY:	JX
DRAWN BY:	RS
REVIEWED BY:	RM
DATE:	2.22.2016
SCALE:	AS SHOWN



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ROCK MILLER RCE 29493
 DATE

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 Palm Desert, CA 92260
CVAG
 CVAG PROJECT NO. CVL-2015-0309

CVLINK
 CONNECTING THE COACHELLA VALLEY
 MULTI-MODAL TRANSPORTATION FACILITY
 COACHELLA VALLEY - CALIFORNIA

SHEET TITLE
 INDIAN WELLS / RIVERSIDE COUNTY
 SEGMENT 6
**ALIGNMENT 42-3B
 SIGNING & STRIPING PLAN
 FRED WARING DR**

SHEET NO.
TS500
 SHEET 532 OF 780

Line measures 1 inch on full scale drawing. If not 1 inch scale accordingly.

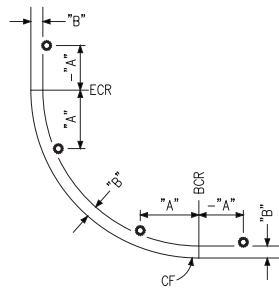
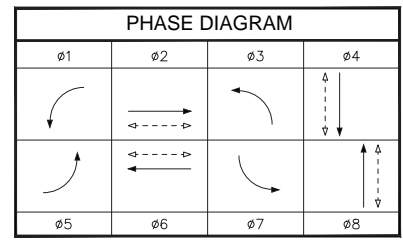
AWG OR CABLE TYPE	STD	PHASES	RUN NUMBER													
			1	2	3	4	5	6	7	8	9	10	11	12		
			12CSC	1	Ø2, Ø5, OLA, Ø2P/Ø4PPB/-	-	-	-	-	-	-	-	-	-	-	-
3CSC	2	Ø3, Ø4, Ø4P/Ø2PPB, Ø4BPB/-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	3	Ø3, Ø8, Ø8P/Ø2PPB/-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	4	Ø1, Ø2, OLA, Ø2P/Ø8PPB/-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	5	Ø1, Ø6, Ø6P./Ø8PPB/-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	6	Ø7, Ø8, Ø8P/Ø6PPB, Ø8BPB/-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	7	Ø4, Ø7, Ø4P/Ø6PPB/-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	8	Ø5, Ø6, Ø6P/Ø4PPB, Ø6BPB/-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5CSC	TOTAL		-	-	-	-	-	-	-	-	-	-	-	-	-	-
#14	ISNS		-	-	-	-	-	-	-	-	-	-	-	-	-	-
#10	BARE BOND WIRE		1	1	1	1	1	1	1	1	1	1	1	1	1	1
	LUMINAIRES		-	-	-	-	-	-	-	-	-	-	-	-	-	-
	TOTAL		1	1	1	1	1	1	1	1	1	1	1	1	1	1
Det. Loop Cable 2#16 (TYPE 2)	Ø2		4	4	4	4	4	4	4	4	4	4	4	4	4	4
	Ø4		-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Ø6		-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Ø8		-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL		4	4	4	4	4	4	4	4	4	4	4	4	4	4	
VIDEO DETECTION POWER(COAX)		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VIDEO DETECTION POWER(16/3 SJOW)		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
M-13B CABLE (OPTICOM)		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
(IP CCTV VIDEO) CAT5E CABLE		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CONDUIT SIZE (NEW)			3"	3"	3"	3"	3"	3"	3"	3"	3"	3"	3"	3"	3"	3"

ALL CONDUIT IS NEW
 FURNISH AND INSTALL NEW CONDUCTORS THROUGHOUT
 BPB = BICYCLE PUSH BUTTON

NO.	STANDARD		LUMINAIRE	WATTAGE (HPSV)	IISNS	SIGNAL MOUNTING			PPB (TYPE "B")		POLE LOCATION (TYPE "B")	
	POLE DATA					MAST ARM LENGTH		VEHICLE		PEDESTRIAN	PHASE	ARROW
	TYPE	HEIGHT	SIGNAL	LUMINAIRE	MAST ARM	POLE	MAST ARM	POLE				
	1	26-4-80	30'	40'	15'	200W	FRED WARING DR INDIAN WELLS	2-MAS	SV-1-T SV-1-T*	SP-1-T	6P	←
2	1-A	10'	-	-	-	-	-	TV-2-T	SP-1-T	8P	→	EXISTING
3	29-5-80	30'	50'	15'	200W	EL DORADO DR INDIAN WELLS	3-MAS	SV-1-T	SP-1-T	8P	←	EXISTING
4	1-A	10'	-	-	-	-	-	TV-2-T	SP-1-T	2P	→	EXISTING
5	24-4-80	30'	35'	15'	200W	FRED WARING DR INDIAN WELLS	2-MAS	SV-1-T	SP-1-T	2P	←	EXISTING
6	1-A	10'	-	-	-	-	-	TV-2-T	SP-1-T	4P	→	EXISTING
7	29-5-80	30'	55'	15'	200W	VIA TOSCANA INDIAN WELLS	3-MAS	SV-1-T	SP-1-T	4P	←	EXISTING
8	1-A	10'	-	-	-	-	-	TV-2-T	SP-1-T	6P	→	EXISTING

* - SIDE VEHICULAR HEAD MOUNTED AT 17'
 (N) - NEW (R) - RELOCATED ALL OTHER EQUIPMENT IS EXISTING.
 POTHOLE NEW MAST ARM POLE LOCATIONS PRIOR TO ORDERING POLES.

INT ID: #28



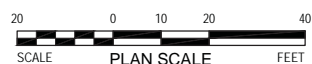
Underground Service Alert

Call: TOLL FREE
1-800-422-4133

TWO WORKING DAYS BEFORE YOU DIG

PLAN

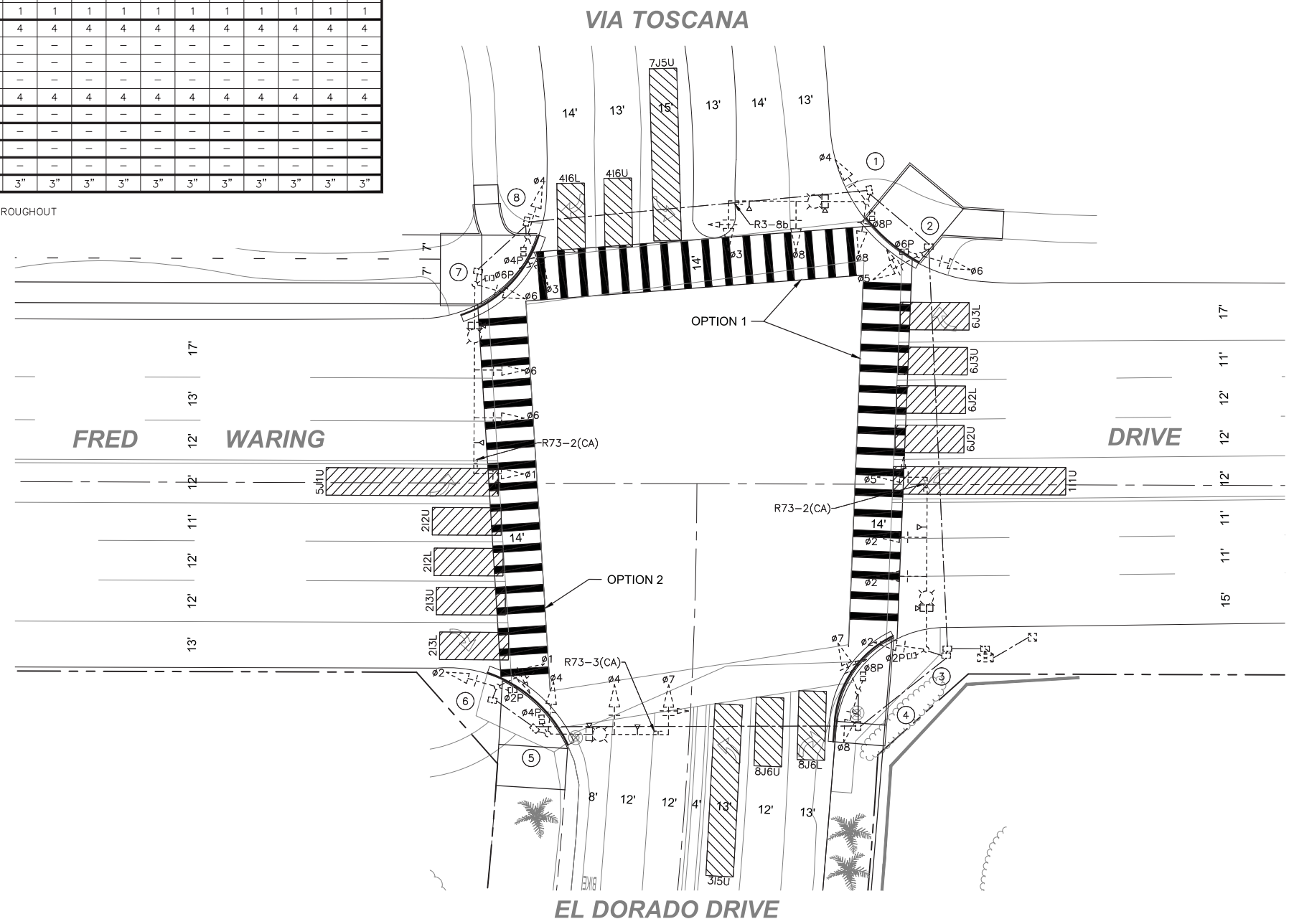
SCALE: 1" = 20'



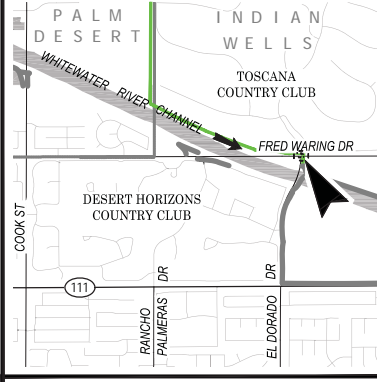
GENERAL SHEET NOTES

1. ROADWAY DIMENSIONS ARE SHOWN TO BACK OF CURB

CONSTRUCTION NOTES



KEY MAP



30% DESIGN SUBMITTAL NOT FOR CONSTRUCTION

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MARK	DATE	DESCRIPTION

INFO
 PROJECT NO: CVL-2015-0309
 CAD DWG FILE: T1502
 DESIGNED BY: JX
 DRAWN BY: RS
 REVIEWED BY: RM
 DATE: 2.22.2016
 SCALE: AS SHOWN

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PREPARED BY

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 949.923.6000 stantec.com

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 73-710 Fred Waring Drive, Suite 200
 Palm Desert, CA 92260
 CVAG PROJECT NO. CVL-2015-0309

CONNECTING THE COACHELLA VALLEY
 MULTI-MODAL TRANSPORTATION FACILITY
 COACHELLA VALLEY - CALIFORNIA

SHEET TITLE
 INDIAN WELLS / RIVERSIDE COUNTY
 SEGMENT 6
INTERSECTION 42-3A
TRAFFIC SIGNAL PLAN
EL DORADO AT FRED WARING

SHEET NO.
T1502
 SHEET 593 OF 780

Line measures 1 inch on full scale drawing. If not 1 inch scale accordingly.

Dwg filename: C:\Users\sachabarkhuff\Box Sync\CV Link Team\CAD\Plan Set\Architectural\CVL_AS482.dwg Last saved by: sachabarkhuff Plot date: 2/24/2016 8:33 PM Plotstyle table: CVLINK.ctb



PLAN
SCALE: 1" = 20'

ID: #30

GENERAL SHEET NOTES

1. SEE LP SHEETS FOR LANDSCAPE PLANTINGS.
2. SEE LI SHEETS FOR LANDSCAPE IRRIGATION.
3. FIELD VERIFY EXISTING FEATURES AND UTILITIES AS REQUIRED.
4. PROTECT ALL EXISTING FEATURES WHETHER SHOWN OR NOT.

SHEET KEYNOTES

1. SHADE STRUCTURE WITH NEV CHARGING STATION.

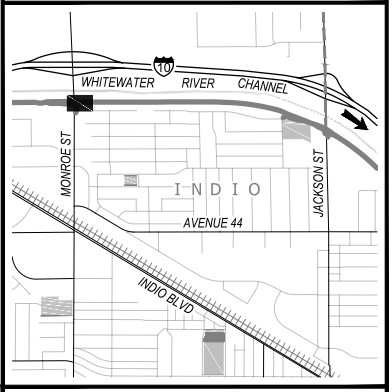
QUANTITIES

ITEM	AREA (SF)	ITEM	TOTAL
WORK LIMITS	10,643	SHADE STRUCTURE	2
LANDSCAPE	3,798	CHARGING STATION	4
FLATWORK	2,359	RESTROOM	n/a
LAWN	0	DRINKING FOUNTAIN	n/a
DECOMP. GRANITE	2,359		

LEGEND

- FLATWORK IMPROVEMENTS
 - LS** LANDSCAPE IMPROVEMENTS
 - DG** DECOMPOSED GRANITE
 - FLEXIBLE LAWN SPACE
 - LIMIT OF WORK
- NOTE: LEGEND IS TYPICAL. NOT ALL ITEMS APPEAR ON SHEETS.

KEY MAP



30% DESIGN SUBMITTAL NOT FOR CONSTRUCTION

ISSUE	MARK	DATE	DESCRIPTION

INFO
 PROJECT NO: 2015-093
 CAD DWG FILE: CVL_AS482
 DESIGNED BY: SRB
 DRAWN BY: JDC
 REVIEWED BY: MWR
 DATE: 2.24.2016
 SCALE: AS SHOWN

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 73-710 Fred Waring Drive, Suite 200
 Palm Desert, CA 92260
 CVAG PROJECT NO. CVL-2015-0309


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 MULTI-MODAL TRANSPORTATION FACILITY
 COACHELLA VALLEY - CALIFORNIA

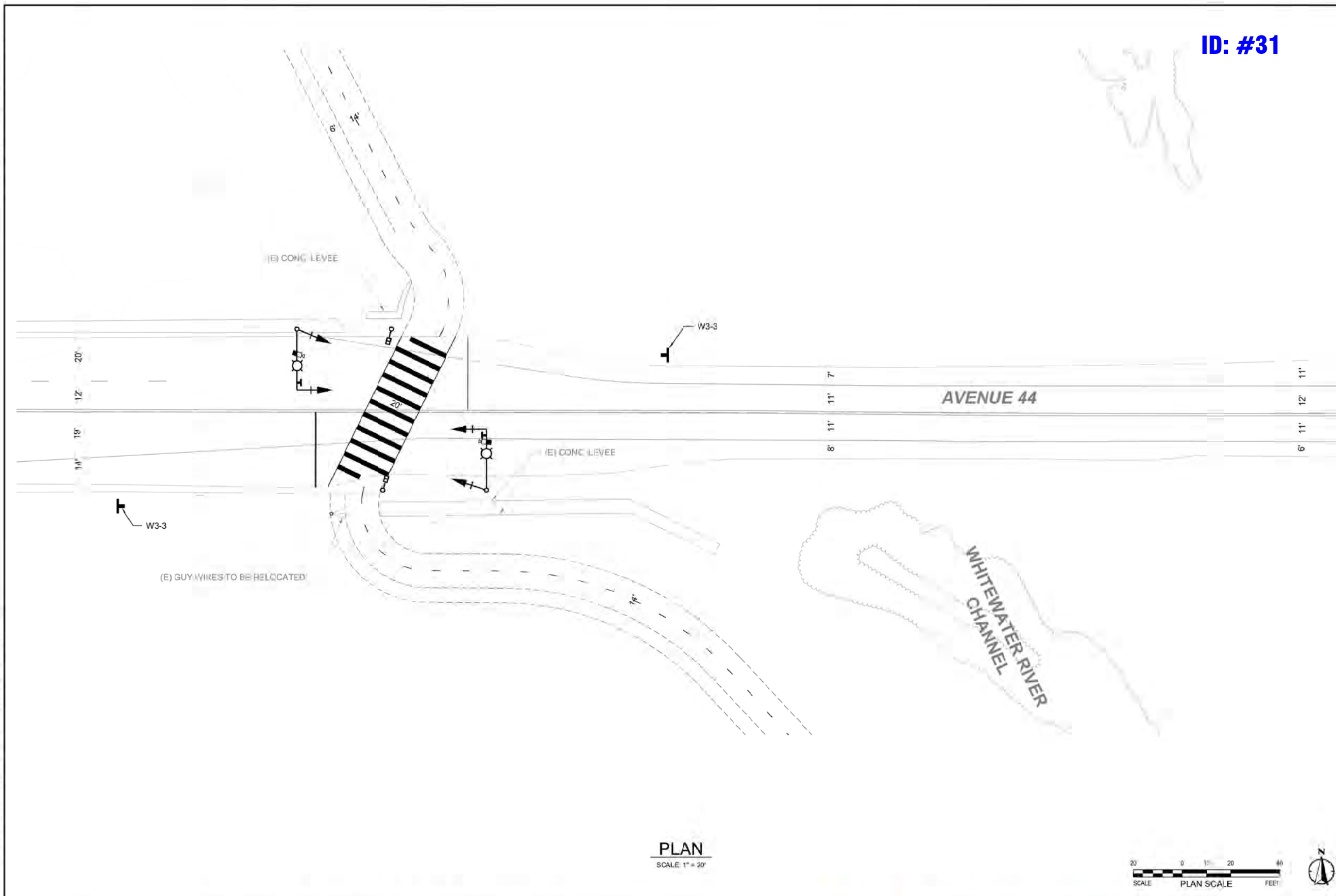
SHEET TITLE
 INDI0 / RIVERSIDE COUNTY
 SEGMENT 8
**MONROE ST
 ACCESS POINT - AP 8.01
 SITE PLAN**

SHEET NO.
AS482
 SHEET 671 OF 780

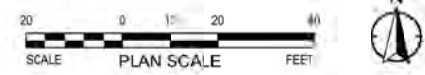
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ID: #31



PLAN
SCALE: 1" = 20'



GENERAL SHEET NOTES

1 ROADWAY DIMENSIONS ARE SHOWN TO BACK OF CURB

CONSTRUCTION NOTES

- 91-INSTALL WHITE PAVEMENT LEGENDS AS SHOWN PER CALTRANS
- 92-INSTALL 4" SKIP WHITE LANE LINE (DETAIL 9)
- 93-INSTALL LEFT EDGE LINE (DETAIL 26)
- 94-INSTALL 6" BIKE LANE LINE (DETAIL 39 & 39A)
- 95-INSTALL 6" CHANNELIZING LINE (DETAIL 38)
- 96-INSTALL 12" WHITE CROSSWALK
- 97-INSTALL 4" SKIP WHITE LANE LINE EXTENSIONS THROUGH INTERSECTIONS (DETAIL 40)
- 98-INSTALL 4" SOLID WHITE LANE LINE, 50' LONG
- 99-INSTALL PAINTED MEDIAN (DETAIL 29)
- 100-INSTALL 4" SKIP YELLOW CENTER LINE, 3' STRIPE, 9" GAP
- P-PROTECT IN PLACE EXISTING ITEM INDICATED
- R-REMOVE SANDBLAST PAINT TO BE REMOVED. ALL EXISTING CONFLICTING STRIPING AND SIGNS SHALL BE REMOVED.
- RL-RELOCATE SIGN TO NEW POST OR STREET LIGHT AS SHOWN
- S-INSTALL SIGN PER DESIGNATION. SEE STATE OF CALIFORNIA, DEPARTMENT OF TRANSPORTATION, (CALTRANS) "UNIFORM SIGN CHART"

KEY MAP



30% DESIGN SUBMITTAL NOT FOR CONSTRUCTION

MARK	DATE	DESCRIPTION

INFO	
PROJECT NO:	CVL-2015-0309
CAD DWG FILE:	TS700
DESIGNED BY:	JX
DRAWN BY:	RS
REVIEWED BY:	RM
DATE:	2/22/2016
SCALE:	AS SHOWN



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PREPARED BY
Stantec
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CVAG
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 73710 Fred Waring Drive, Suite 200
 Palm Desert, CA 92260
 CVAG PROJECT NO. CVL-2015-0309

CVLINK
 CONNECTING THE COACHELLA VALLEY
 MULTI-MODAL TRANSPORTATION FACILITY
 COACHELLA VALLEY - CALIFORNIA

SHEET TITLE
 INDIO / RIVERSIDE COUNTY
 SEGMENT 8
**ALIGNMENT 57-2
 SIGNING & STRIPING PLAN
 AVE 44 CROSSING**

SHEET NO.
TS700
 SHEET 570 OF 780

Line measures 1 inch on full scale drawing. If not 1 inch scale accordingly.

CONDUCTOR SCHEDULE							
AWG OR CABLE TYPE	STD	PHASES	RUN NUMBER				
			1	2	3	4	5
12CSC	①	Ø2, Ø5, ØLA, Ø2P/Ø4PPB/-	-	-	-	-	-
	②	Ø3, Ø4, Ø4P/Ø2PPB, Ø4BPB/-	-	-	-	-	-
3CSC							
5CSC							
	TOTAL						
#14	ISNS						
#10	BARE BOND WIRE						
	LUMINAIRES						
	TOTAL						
Det. Loop Cable 2#16 (TYPE 2)	Ø2						
	Ø4						
	Ø6						
	Ø8						
	TOTAL						
	VIDEO DETECTION POWER(COAX)						
	VIDEO DETECTION POWER(16/3 SJOW)						
	M-138 CABLE (OPTICOM)						
	(IP CCTV VIDEO) CAT5E CABLE						
	CONDUIT SIZE (NEW)	3"	3"	3"	3"	3"	

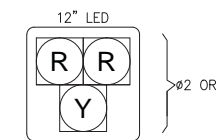
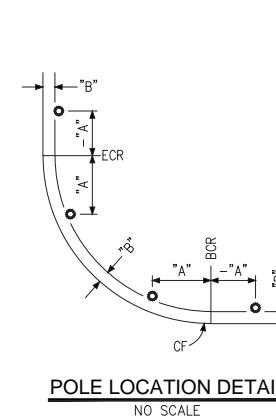
ALL CONDUIT IS NEW
FURNISH AND INSTALL NEW CONDUCTORS THROUGHOUT
BPB = BICYCLE PUSH BUTTON

POLE SCHEDULE													
NO.	STANDARD				LUMINAIRE WATTAGE (HPSV)	ISNS	SIGNAL MOUNTING			PPB (TYPE "B")		POLE LOCATION (TYPE "B")	
	POLE DATA		MAST ARM LENGTH				VEHICLE		PEDESTRIAN	PHASE	QUAD	"A"	"B"
	TYPE	HEIGHT	SIGNAL	LUMINAIRE			MAST ARM	POLE					
①	19-2-100	30'	25'	15'	250W	-	MAS	SV-1-T	-	-	STA 9+81	3'	
②	1-A	10'	-	-	-	-	-	-	TP-1-T	4P	EAST	STA 10+20	3'
③	1-A	10'	-	-	-	-	-	-	TP-1-T	4P	WEST	STA 10+16	6'
④	19-2-100	30'	25'	15'	250W	-	MAS	SV-1-T	-	-	STA 10+59	6'	

ALL EQUIPMENT IS NEW.
POTHOLE NEW MAST ARM POLE LOCATIONS PRIOR TO ORDERING POLES.

ID: #31

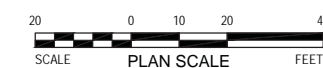
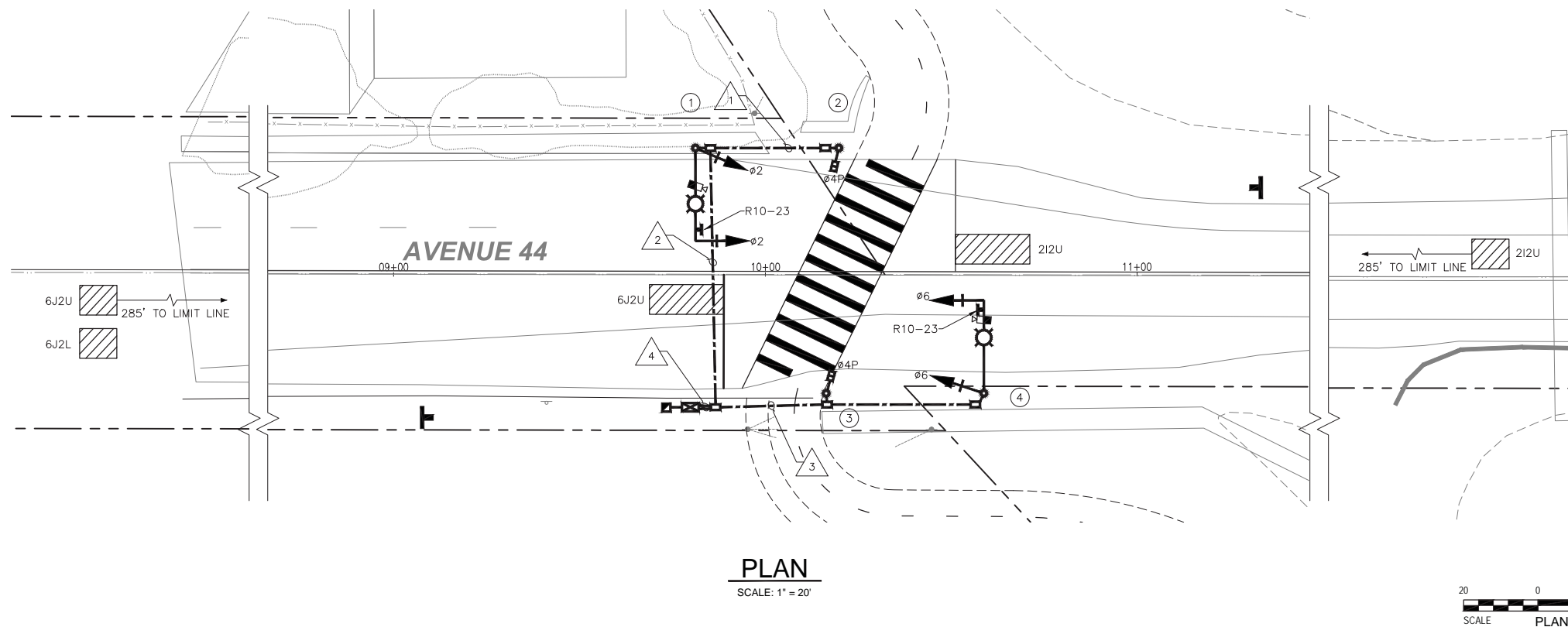
PHASE DIAGRAM			
Ø1	Ø2	Ø3	Ø4
NOT USED	←	NOT USED	↑
NOT USED	→	NOT USED	↓
Ø5	Ø6	Ø7	Ø8



Underground Service Alert

Call: TOLL FREE
1-800-422-4133

TWO WORKING DAYS BEFORE YOU DIG



GENERAL SHEET NOTES

- ROADWAY DIMENSIONS ARE SHOWN TO BACK OF CURB

CONSTRUCTION NOTES

KEY MAP



30% DESIGN SUBMITTAL NOT FOR CONSTRUCTION

MARK	DATE	DESCRIPTION

INFO
PROJECT NO: CVL-2015-0309
CAD DWG FILE: T1701
DESIGNED BY: JX
DRAWN BY: RS
REVIEWED BY: RM
DATE: 2.22.2016
SCALE: AS SHOWN

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ROCK MILLER, RCE 29493

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73-710 Fred Waring Drive, Suite 200
Palm Desert, CA 92260

CVAG
CVAG PROJECT NO. CVL-2015-0309

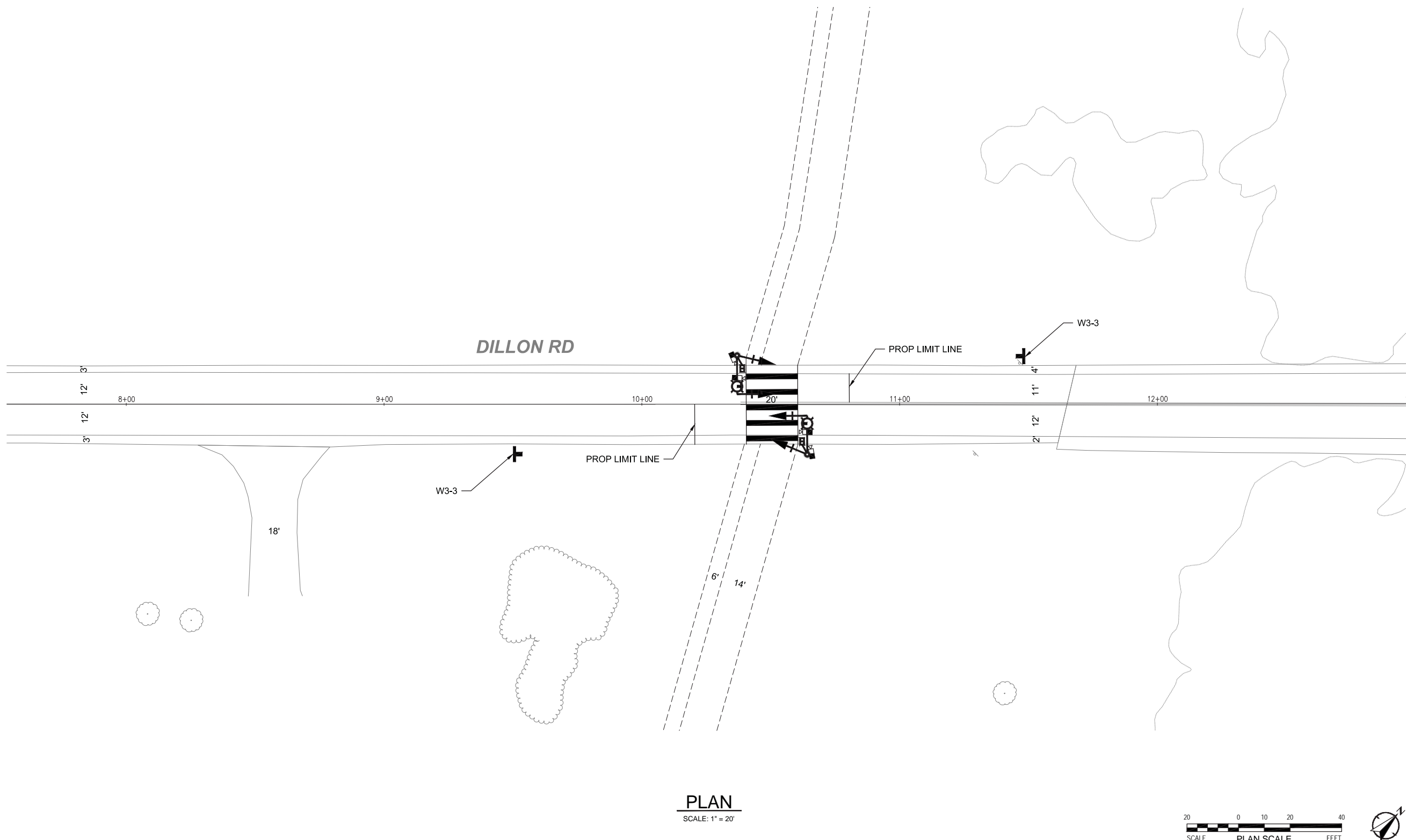
CVLINK
CONNECTING THE COACHELLA VALLEY
MULTI-MODAL TRANSPORTATION FACILITY
COACHELLA VALLEY - CALIFORNIA

SHEET TITLE
INDIO / RIVERSIDE COUNTY
SEGMENT 8
**INTERSECTION 57-2
TRAFFIC SIGNAL PLAN
AVENUE 44 H.A.W.K. SIGNAL**

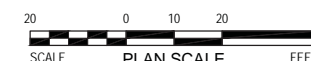
SHEET NO.
T1701
SHEET 596 OF 780

Line measures 1 inch on full scale drawing, if not 1 inch scale accordingly.

ID: #32



PLAN
SCALE: 1" = 20'



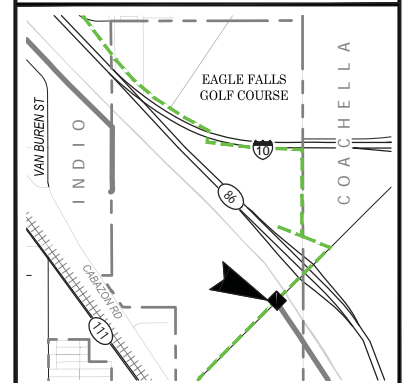
GENERAL SHEET NOTES

1. ROADWAY DIMENSIONS ARE SHOWN TO BACK OF CURB

CONSTRUCTION NOTES

- (91)—INSTALL WHITE PAVEMENT LEGENDS AS SHOWN PER CALTRANS
- (92)—INSTALL 4" SKIP WHITE LANE LINE (DETAIL 9)
- (93)—INSTALL LEFT EDGE LINE (DETAIL 26)
- (94)—INSTALL 6" BIKE LANE LINE (DETAIL 39 & 39A)
- (95)—INSTALL 8" CHANNELIZING LINE (DETAIL 38)
- (96)—INSTALL 12" WHITE CROSSWALK
- (97)—INSTALL 4" SKIP WHITE LANE LINE EXTENSIONS THROUGH INTERSECTIONS (DETAIL 40)
- (98)—INSTALL 4" SOLID WHITE LANE LINE, 50' LONG
- (99)—INSTALL PAINTED MEDIAN (DETAIL 29)
- (100)—INSTALL 4" SKIP YELLOW CENTER LINE, 3' STRIPE, 9' GAP
- (P)—PROTECT IN PLACE EXISTING ITEM INDICATED
- (R)—REMOVE, SANDBLAST PAINT TO BE REMOVED, ALL EXISTING CONFLICTING STRIPING AND SIGNS SHALL BE REMOVED.
- (RL)—RELOCATE SIGN TO NEW POST OR STREET LIGHT AS SHOWN
- (S)—INSTALL SIGN PER DESIGNATION. SEE STATE OF CALIFORNIA, DEPARTMENT OF TRANSPORTATION, (CALTRANS) "UNIFORM SIGN CHART."

KEY MAP



30% DESIGN SUBMITTAL NOT FOR CONSTRUCTION

Dwg filename: V:\2017\active\20170009070\Drawingsheet_files\TS800.dwg Last saved by: sureid Plot date: 2/22/2016 6:40 PM Plot style table: CVLINK.ctb

ISSUE	MARK	DATE	DESCRIPTION

INFO	
PROJECT NO:	CVL-2015-0309
CAD DWG FILE:	TS800
DESIGNED BY:	JX
DRAWN BY:	RS
REVIEWED BY:	RM
DATE:	2.22.2016
SCALE:	AS SHOWN



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PREPARED BY

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949.923.6000 stantec.com

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73-710 Fred Waring Drive, Suite 200
Palm Desert, CA 92260
CVAG PROJECT NO. CVL-2015-0309

CONNECTING THE COACHELLA VALLEY
MULTI-MODAL TRANSPORTATION FACILITY
COACHELLA VALLEY - CALIFORNIA

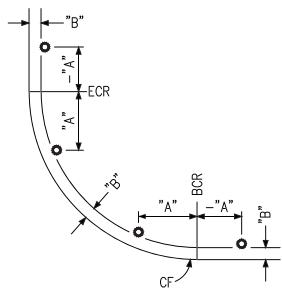
SHEET TITLE
COACHELLA / RIVERSIDE COUNTY
SEGMENT 9
**ALIGNMENT 60-2
SIGNING & STRIPING PLAN
DILLON RD CROSSING**

SHEET NO.
TS800
SHEET 572 OF 780

Line measures 1 inch on full scale drawing. If not 1 inch scale accordingly.

CONDUCTOR SCHEDULE					
AWG OR CABLE TYPE	STD	PHASES	RUN NUMBER		
			1	2	3
12CSC	①	Ø2, Ø5, ØLA, Ø2P/Ø4PPB/-	-	-	-
	②	Ø3, Ø4, Ø4P/Ø2PPB, Ø4BPB/-	-	-	-
3CSC					
5CSC					
TOTAL			-	-	-
#14	ISNS		-	2	2
#10	BARE BOND WIRE		1	1	1
	LUMINAIRES		-	2	2
TOTAL			1	3	3
Det. Loop Cable 2#16 (TYPE 2)	Ø2		4	4	4
	Ø4		-	-	3
	Ø6		-	-	-
	Ø8		-	-	-
TOTAL			4	4	3
VIDEO DETECTION POWER(COAX)			-	2	2
VIDEO DETECTION POWER(16/3 SJOW)			-	2	2
M-138 CABLE (OPTICOM)			-	1	1
(IP CCTV VIDEO) CAT5E CABLE			-	-	-
CONDUIT SIZE (NEW)			3"	4"	3"

ALL CONDUIT IS NEW
FURNISH AND INSTALL NEW CONDUCTORS THROUGHOUT
BPB = BICYCLE PUSH BUTTON

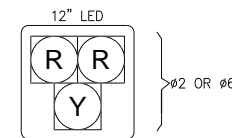


POLE LOCATION DETAIL
NO SCALE

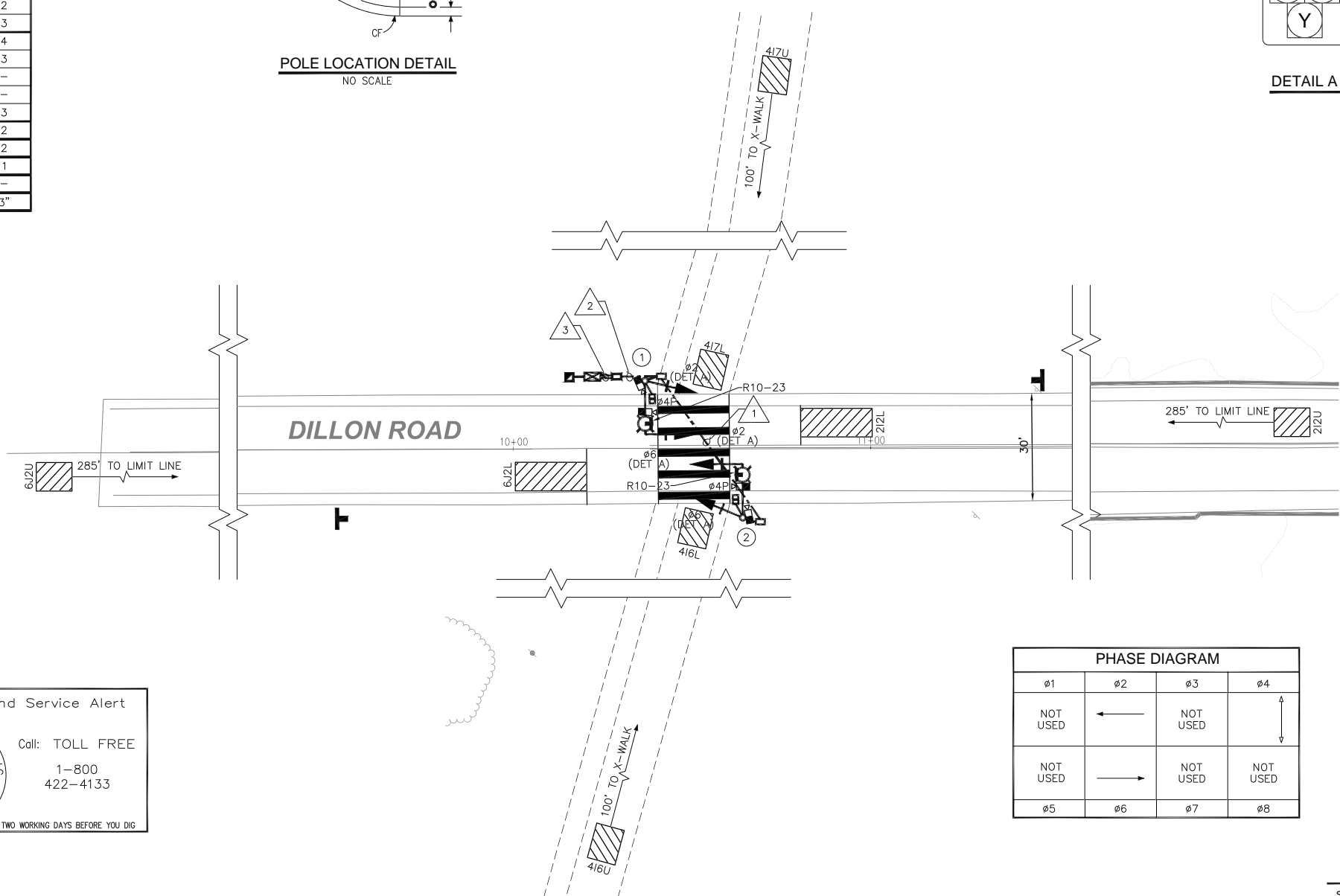
POLE SCHEDULE													
NO.	STANDARD				LUMINAIRE WATTAGE (HPSV)	IISNS	SIGNAL MOUNTING			PPB (TYPE "B")		POLE LOCATION (TYPE "B")	
	POLE DATA		MAST ARM LENGTH				VEHICLE	PEDESTRIAN	PHASE	QUAD	"A"	"B"	
	TYPE	HEIGHT	SIGNAL	LUMINAIRE									
①	17-2-100	30'	15'	12'	250W	-	MAS	SV-1-T	SP-1-T	4P	EAST	STA 10+37	4'
②	17-2-100	30'	15'	12'	250W	-	MAS	SV-1-T	SP-1-T	4P	WEST	STA 10+64	4'

ALL EQUIPMENT IS NEW.
POTHOLE NEW MAST ARM POLE LOCATIONS PRIOR TO ORDERING POLES.

ID: #32



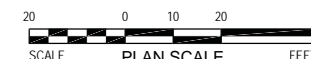
DETAIL A



PHASE DIAGRAM			
Ø1	Ø2	Ø3	Ø4
NOT USED	←	NOT USED	↑
NOT USED	→	NOT USED	↓
Ø5	Ø6	Ø7	Ø8

PLAN

SCALE: 1" = 20'



Underground Service Alert

CALL BEFORE YOU DIG

Call: TOLL FREE 1-800-422-4133

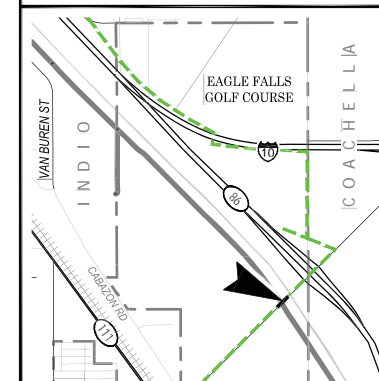
TWO WORKING DAYS BEFORE YOU DIG

GENERAL SHEET NOTES

- ROADWAY DIMENSIONS ARE SHOWN TO BACK OF CURB

CONSTRUCTION NOTES

KEY MAP



30% DESIGN SUBMITTAL
NOT FOR CONSTRUCTION

MARK	DATE	DESCRIPTION

INFO	
PROJECT NO:	CVL-2015-0309
CAD DWG FILE:	T1801
DESIGNED BY:	JX
DRAWN BY:	RS
REVIEWED BY:	RM
DATE:	2.23.2016
SCALE:	AS SHOWN



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PREPARED BY

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ROCK MILLER RCE 20493

DATE



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Palm Desert, CA 92260
CVAG PROJECT NO. CVL-2015-0309

CVLINK
CONNECTING THE COACHELLA VALLEY
MULTI-MODAL TRANSPORTATION FACILITY
COACHELLA VALLEY - CALIFORNIA

SHEET TITLE
COACHELLA / RIVERSIDE COUNTY
SEGMENT 9
**INTERSECTION 60-2
TRAFFIC SIGNAL PLAN
DILLON RD H.A.W.K. SIGNAL**

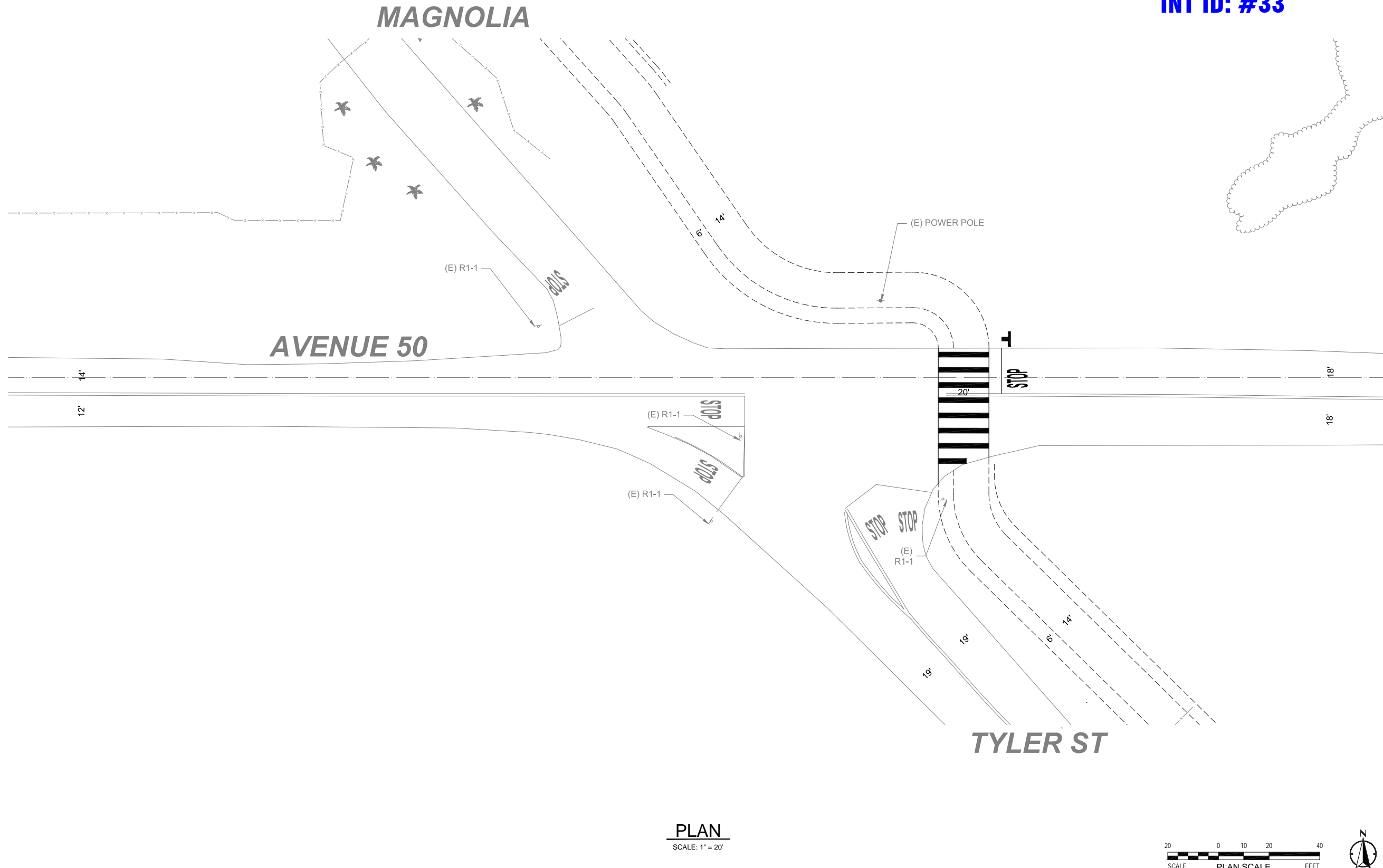
SHEET NO.
T1801
SHEET 597 OF 780

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Line measures 1 inch on full scale drawing, if not 1 inch scale accordingly.

Dwg filename: V:\2017\active\20170009070\Drawings\sheet_files\TS801.dwg Last saved by: vho Plo date: 2/22/2016 8:41 PM Plo style table: CVLINK.ctb

INT ID: #33



PLAN
SCALE: 1" = 20'

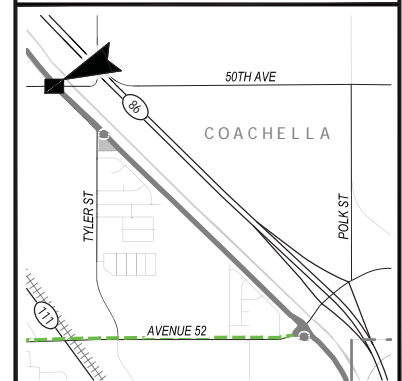
GENERAL SHEET NOTES

- 1. ROADWAY DIMENSIONS ARE SHOWN TO BACK OF CURB

CONSTRUCTION NOTES

- 91—INSTALL WHITE PAVEMENT LEGENDS AS SHOWN PER CALTRANS
- 92—INSTALL 4" SKIP WHITE LANE LINE (DETAIL 9)
- 93—INSTALL LEFT EDGE LINE (DETAIL 26)
- 94—INSTALL 6" BIKE LANE LINE (DETAIL 39 & 39A)
- 95—INSTALL 8" CHANNELIZING LINE (DETAIL 38)
- 96—INSTALL 12" WHITE CROSSWALK
- 97—INSTALL 4" SKIP WHITE LANE LINE EXTENSIONS THROUGH INTERSECTIONS (DETAIL 40)
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- RL—RELOCATE SIGN TO NEW POST OR STREET LIGHT AS SHOWN
- S—INSTALL SIGN PER DESIGNATION. SEE STATE OF CALIFORNIA, DEPARTMENT OF TRANSPORTATION, (CALTRANS) "UNIFORM SIGN CHART."

KEY MAP



30% DESIGN SUBMITTAL
NOT FOR CONSTRUCTION

ISSUE	MARK	DATE	DESCRIPTION

INFO	
PROJECT NO:	CVL-2015-0309
CAD DWG FILE:	TS801
DESIGNED BY:	JX
DRAWN BY:	RS
REVIEWED BY:	RM
DATE:	5.26.2015
SCALE:	AS SHOWN



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 Palm Desert, CA 92260
 CVAG PROJECT NO. CVL-2015-0309

CVLINK
 CONNECTING THE COACHELLA VALLEY
 MULTI-MODAL TRANSPORTATION FACILITY
 COACHELLA VALLEY - CALIFORNIA

SHEET TITLE
 COACHELLA / RIVERSIDE COUNTY
 SEGMENT 9
**ALIGNMENT 63-2
 SIGNING & STRIPING PLAN
 AVENUE 50 CROSSING**

SHEET NO.
TS801
 SHEET 573 OF 780

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APPENDIX 3:
INTERSECTION COUNTS TEMPLATE

INTERSECTION TURNING MOVEMENT COUNTS (VEHICLES & PEDESTRIANS)

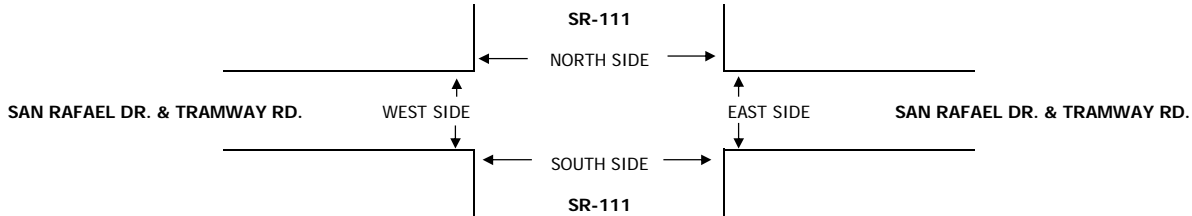
(PAGE 1 OF 2)

DATE: 3/17/16 THURSDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	PALM SPRINGS NORTH SR-111 SAN RAFAEL DR. & TRAMWAY RD.	PROJECT #: 09272 - CV LINK LOCATION #: 1 CONTROL: SIGNAL
-------------------------------------	--	--	---

NOTES:	AM PM MD OTHER OTHER	◀ W S ▶ E	▲ N ▼
--------	----------------------------------	-----------------	----------

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	SR-111			SR-111			SAN RAFAEL DR. & TRAMWAY RD.			SAN RAFAEL DR. & TRAMWAY RD.			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	2	1	1	2	F	1	1	F	0.5	2	0.5	

VEHICLE AM/MIDDAY	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL	
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR		
11:30 AM	24	112	17	13	129	6	4	5	14	8	8	16	356	
11:45 AM	22	132	15	11	117	4	5	6	15	11	5	21	364	
12:00 PM	15	127	16	6	119	9	4	3	21	7	8	18	353	
12:15 PM	15	110	13	14	133	5	4	7	21	9	10	16	357	
12:30 PM	11	112	16	8	108	6	2	3	11	12	4	14	307	
12:45 PM	10	105	10	5	108	5	8	1	13	7	7	15	294	
1:00 PM	10	131	20	9	95	10	7	5	19	12	3	11	332	
1:15 PM	17	104	10	7	112	6	4	8	21	8	7	10	314	
VOLUMES	124	933	117	73	921	51	38	38	135	74	52	121	2,677	
APPROACH %	11%	79%	10%	7%	88%	5%	18%	18%	64%	30%	21%	49%		
APP/DEPART	1,174	/	1,092	1,045	/	1,130	211	/	228	247	/	227	0	
BEGIN PEAK HR	11:30 AM													
VOLUMES	76	481	61	44	498	24	17	21	71	35	31	71	1,430	
APPROACH %	12%	78%	10%	8%	88%	4%	16%	19%	65%	26%	23%	52%		
PEAK HR FACTOR	0.914			0.931			0.852			0.926			0.982	
APP/DEPART	618	/	569	566	/	604	109	/	126	137	/	131	0	
VEHICLE PM	4:00 PM	13	173	12	12	134	3	7	5	17	12	5	22	415
	4:15 PM	3	145	5	9	149	0	8	9	16	5	3	16	368
	4:30 PM	15	160	9	12	150	3	5	7	17	5	2	21	406
	4:45 PM	13	147	8	11	163	1	5	7	15	9	6	28	413
	5:00 PM	7	183	17	14	155	3	5	4	13	14	1	23	439
	5:15 PM	10	165	11	9	134	2	6	6	9	15	3	16	386
	5:30 PM	6	146	10	7	137	2	3	9	12	8	3	16	359
	5:45 PM	6	114	10	9	162	0	3	6	9	7	3	22	351
VOLUMES	73	1,233	82	83	1,184	14	42	53	108	75	26	164	3,137	
APPROACH %	5%	89%	6%	6%	92%	1%	21%	26%	53%	28%	10%	62%		
APP/DEPART	1,388	/	1,439	1,281	/	1,367	203	/	218	265	/	113	0	
BEGIN PEAK HR	4:30 PM													
VOLUMES	45	655	45	46	602	9	21	24	54	43	12	88	1,644	
APPROACH %	6%	88%	6%	7%	92%	1%	21%	24%	55%	30%	8%	62%		
PEAK HR FACTOR	0.900			0.939			0.853			0.831			0.936	
APP/DEPART	745	/	764	657	/	699	99	/	115	143	/	66	0	



		PEDESTRIAN CROSSINGS				TOTAL
		N SIDE	S SIDE	E SIDE	W SIDE	
AM	11:30 AM	1	0	1	0	2
	11:45 AM	0	0	0	0	0
	12:00 PM	0	0	0	0	0
	12:15 PM	0	0	0	0	0
	12:30 PM	1	0	0	0	1
	12:45 PM	0	0	0	0	0
	1:00 PM	0	0	0	0	0
	1:15 PM	0	0	0	0	0
	TOTAL		2	0	1	0
BEGIN PEAK HR	11:30 AM	1	0	1	0	2
PM	4:00 PM	0	0	0	0	0
	4:15 PM	0	0	0	0	0
	4:30 PM	0	0	1	0	1
	4:45 PM	0	0	1	0	1
	5:00 PM	0	0	0	0	0
	5:15 PM	0	0	0	0	0
	5:30 PM	0	0	0	0	0
	5:45 PM	0	0	0	0	0
	TOTAL		0	0	2	0
BEGIN PEAK HR	4:30 PM	0	0	2	0	2

INTERSECTION TURNING MOVEMENT COUNTS (BICYCLES & LSEVs)

(PAGE 2 OF 2)

DATE:
3/17/16
THURSDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

PALM SPRINGS NORTH
SR-111
SAN RAFAEL DR. & TRAMWAY RD.

PROJECT #: 09272 - CV LINK
LOCATION #: 1
CONTROL: SIGNAL

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	SR-111			SR-111			SAN RAFAEL DR. & TRAMWAY RD.			SAN RAFAEL DR. & TRAMWAY RD.			
LANES:	NL 1	NT 2	NR 1	SL 1	ST 2	SR F	EL 1	ET 1	ER F	WL 0.5	WT 2	WR 0.5	TOTAL

BICYCLE AM/MIDDAY														
	11:30 AM	0	0	1	0	0	1	0	0	2	0	1	0	5
11:45 AM	0	0	0	0	1	0	0	0	2	0	0	0	3	
12:00 PM	0	0	1	0	2	0	0	0	0	0	0	0	3	
12:15 PM	0	0	0	0	0	0	0	0	1	1	0	0	2	
12:30 PM	1	0	0	0	0	0	0	0	0	0	0	0	1	
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
VOLUMES	1	0	2	0	3	1	0	0	5	1	1	0	14	
APPROACH %	33%	0%	67%	0%	75%	25%	0%	0%	100%	50%	50%	0%		
APP/DEPART	3	/	0	4	/	9	5	/	2	2	/	3	0	
BEGIN PEAK HR	11:30 AM													
VOLUMES	0	0	2	0	3	1	0	0	5	1	1	0	13	
APPROACH %	0%	0%	100%	0%	75%	25%	0%	0%	100%	50%	50%	0%		
PEAK HR FACTOR	0.500			0.500			0.625			0.500			0.650	
APP/DEPART	2	/	0	4	/	9	5	/	2	2	/	2	0	
BICYCLE PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 PM	0	1	0	0	0	0	0	0	0	0	0	1	
	4:45 PM	0	0	1	0	1	0	0	0	0	0	0	2	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	1	0	0	0	0	0	1	
	VOLUMES	0	1	1	0	1	1	0	0	0	0	0	0	4
	APPROACH %	0%	50%	50%	0%	50%	50%	0%	0%	0%	0%	0%	0%	
APP/DEPART	2	/	1	2	/	1	0	/	1	0	/	1	0	
BEGIN PEAK HR	4:30 PM													
VOLUMES	0	1	1	0	1	0	0	0	0	0	0	0	3	
APPROACH %	0%	50%	50%	0%	100%	0%	0%	0%	0%	0%	0%	0%		
PEAK HR FACTOR	0.500			0.250			0.000			0.000			0.375	
APP/DEPART	2	/	1	1	/	1	0	/	1	0	/	0	0	

LSEV AM/MIDDAY														
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0	
BEGIN PEAK HR	1:15 PM													
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PEAK HR FACTOR	0.000			0.000			0.000			0.000			0.000	
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0	
LSEV PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0	
BEGIN PEAK HR	5:45 PM													
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PEAK HR FACTOR	0.000			0.000			0.000			0.000			0.000	
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0	

INTERSECTION TURNING MOVEMENT COUNTS (VEHICLES & PEDESTRIANS)

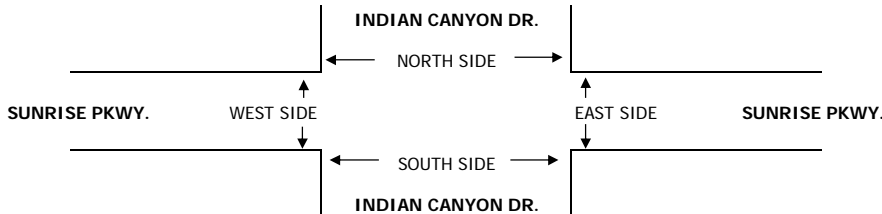
(PAGE 1 OF 2)

DATE: 3/15/16 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	PALM SPRINGS NORTH INDIAN CANYON DR. SUNRISE PKWY.	PROJECT #: 09272 - CV LINK LOCATION #: 2 CONTROL: UNSIGNALIZED
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NOTES:	AM PM MD OTHER OTHER	
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	NORTHBOUND INDIAN CANYON DR.			SOUTHBOUND INDIAN CANYON DR.			EASTBOUND SUNRISE PKWY.			WESTBOUND SUNRISE PKWY.			TOTAL
	NL 1	NT 2	NR 0.5	SL 1	ST 2	SR 0.5	EL 0.5	ET 0	ER 0.5	WL 0.5	WT 0	WR 0.5	

	NORTHBOUND INDIAN CANYON DR.			SOUTHBOUND INDIAN CANYON DR.			EASTBOUND SUNRISE PKWY.			WESTBOUND SUNRISE PKWY.			TOTAL	
	NL 1	NT 2	NR 0.5	SL 1	ST 2	SR 0.5	EL 0.5	ET 0	ER 0.5	WL 0.5	WT 0	WR 0.5		
VEHICLE AM/MIDDAY	11:30 AM	0	138	0	0	131	0	1		0	0	0	270	
	11:45 AM	0	131	0	0	130	0	0		0	0	0	261	
	12:00 PM	0	144	0	0	114	0	0		0	0	0	258	
	12:15 PM	0	151	0	0	124	0	0		0	0	0	275	
	12:30 PM	0	142	1	0	118	0	0		0	0	0	261	
	12:45 PM	0	143	1	0	128	0	0		0	1	1	274	
	1:00 PM	0	142	1	0	112	0	0		0	0	0	255	
	1:15 PM	0	196	0	0	147	0	0		0	0	3	346	
	VOLUMES	0	1,187	3	0	1,004	0	1	0	0	1	0	4	2,200
	APPROACH %	0%	100%	0%	0%	100%	0%	100%	0%	0%	20%	0%	80%	
APP/DEPART	1,190	/	1,192	1,004	/	1,005	1	/	3	5	/	0	0	
BEGIN PEAK HR	12:30 PM													
VOLUMES	0	623	3	0	505	0	0	0	0	1	0	4	1,136	
APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	20%	0%	80%		
PEAK HR FACTOR	0.798			0.859			0.000			0.417			0.821	
APP/DEPART	626	/	627	505	/	506	0	/	3	5	/	0	0	
VEHICLE PM	4:00 PM	1	210	1	0	120	0	1		0	0	2	335	
	4:15 PM	0	171	0	0	122	0	0		0	0	0	293	
	4:30 PM	0	163	1	0	104	0	0		0	0	1	269	
	4:45 PM	0	201	0	0	115	0	0		0	0	0	316	
	5:00 PM	0	159	0	0	113	0	0		0	0	0	272	
	5:15 PM	1	141	0	0	109	0	0		0	0	0	251	
	5:30 PM	0	136	0	0	93	0	0		0	0	0	229	
	5:45 PM	0	105	0	0	74	0	0		0	0	0	179	
	VOLUMES	2	1,286	2	0	850	0	1	0	0	0	0	3	2,144
	APPROACH %	0%	100%	0%	0%	100%	0%	100%	0%	0%	0%	0%	100%	
APP/DEPART	1,290	/	1,290	850	/	850	1	/	2	3	/	2	0	
BEGIN PEAK HR	4:00 PM													
VOLUMES	1	745	2	0	461	0	1	0	0	0	0	3	1,213	
APPROACH %	0%	100%	0%	0%	100%	0%	100%	0%	0%	0%	0%	100%		
PEAK HR FACTOR	0.882			0.945			0.250			0.375			0.905	
APP/DEPART	748	/	749	461	/	461	1	/	2	3	/	1	0	



		PEDESTRIAN CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
AM	11:30 AM	0	0	0	0	0
	11:45 AM	0	0	0	0	0
	12:00 PM	0	0	0	0	0
	12:15 PM	0	0	0	0	0
	12:30 PM	0	0	0	0	0
	12:45 PM	0	0	0	0	0
	1:00 PM	0	0	0	0	0
	1:15 PM	0	0	3	0	3
	TOTAL	0	0	3	0	3
BEGIN PEAK HR	12:30 PM	0	0	3	0	3
PM	4:00 PM	0	0	0	0	0
	4:15 PM	0	0	0	0	0
	4:30 PM	0	0	0	0	0
	4:45 PM	0	0	0	0	0
	5:00 PM	0	0	0	0	0
	5:15 PM	0	0	0	0	0
	5:30 PM	0	0	0	0	0
	5:45 PM	0	0	0	0	0
	TOTAL	0	0	0	0	0
BEGIN PEAK HR	5:00 PM	0	0	0	0	0

INTERSECTION TURNING MOVEMENT COUNTS (BICYCLES & LSEVs)

(PAGE 2 OF 2)

DATE:
3/15/16
TUESDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

PALM SPRINGS NORTH
INDIAN CANYON DR.
SUNRISE PKWY.

PROJECT #: 09272 - CV LINK
LOCATION #: 2
CONTROL: UNSIGNALIZED

LANES:	NORTHBOUND INDIAN CANYON DR.			SOUTHBOUND INDIAN CANYON DR.			EASTBOUND SUNRISE PKWY.			WESTBOUND SUNRISE PKWY.			TOTAL
	NL 1	NT 2	NR 0.5	SL 1	ST 2	SR 0.5	EL 0.5	ET 0	ER 0.5	WL 0.5	WT 0	WR 0.5	

BICYCLE AM/MIDDAY	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	1	0	1	0	0	0	0	1	0	0	3
	12:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	1	1	0	2	0	0	0	0	1	0	0	5
	APPROACH %	0%	50%	50%	0%	100%	0%	0%	0%	0%	100%	0%	0%	
APP/DEPART	2	/	1	2	/	3	0	/	1	1	/	0	0	
BEGIN PEAK HR	11:45 AM													
VOLUMES	0	0	1	0	2	0	0	0	0	1	0	0	4	
APPROACH %	0%	0%	100%	0%	100%	0%	0%	0%	0%	100%	0%	0%		
PEAK HR FACTOR	0.250			0.500			0.000			0.250			0.333	
APP/DEPART	1	/	0	2	/	3	0	/	1	1	/	0	0	
BICYCLE PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0	
BEGIN PEAK HR	5:45 PM													
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PEAK HR FACTOR	0.000			0.000			0.000			0.000			0.000	
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0	

LSEV AM/MIDDAY	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0	
BEGIN PEAK HR	1:15 PM													
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PEAK HR FACTOR	0.000			0.000			0.000			0.000			0.000	
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0	
LSEV PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0	
BEGIN PEAK HR	5:45 PM													
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PEAK HR FACTOR	0.000			0.000			0.000			0.000			0.000	
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0	

INTERSECTION TURNING MOVEMENT COUNTS (VEHICLES & PEDESTRIANS)

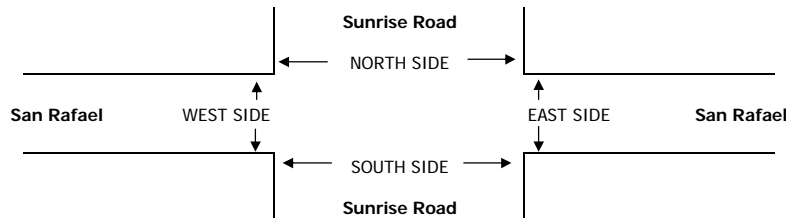
(PAGE 1 OF 2)

DATE: 3/17/16 THURSDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	PALM SPRINGS North Sunrise Road San Rafael	PROJECT #: 09272 - CV LINK LOCATION #: 3 CONTROL: SIGNAL
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NOTES:	<table border="1" style="border-collapse: collapse; width: 100%;"> <tr> <td style="padding: 2px;">AM</td> <td style="padding: 2px;">▲</td> <td style="padding: 2px;">N</td> </tr> <tr> <td style="padding: 2px;">PM</td> <td style="padding: 2px;">←</td> <td style="padding: 2px;">W</td> </tr> <tr> <td style="padding: 2px;">MD</td> <td style="padding: 2px;">S</td> <td style="padding: 2px;">E</td> </tr> <tr> <td style="padding: 2px;">OTHER</td> <td style="padding: 2px;">▼</td> <td style="padding: 2px;">S</td> </tr> <tr> <td style="padding: 2px;">OTHER</td> <td style="padding: 2px;"></td> <td style="padding: 2px;"></td> </tr> </table>	AM	▲	N	PM	←	W	MD	S	E	OTHER	▼	S	OTHER		
AM	▲	N														
PM	←	W														
MD	S	E														
OTHER	▼	S														
OTHER																

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Sunrise Road			Sunrise Road			San Rafael			San Rafael			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	1.5	0.5	1	1.5	0.5	0.5	0.5	1	0.33	0.33	0.33	

VEHICLE AM/MIDDAY	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL	
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR		
11:30 AM	38	23	5	0	29	5	2	1	47	8	1	0	159	
11:45 AM	50	29	4	0	19	6	4	1	40	4	1	3	161	
12:00 PM	56	22	6	0	24	6	7	2	39	7	1	1	171	
12:15 PM	40	29	3	0	22	5	3	4	41	0	1	0	148	
12:30 PM	49	29	6	1	22	7	6	0	47	7	2	0	176	
12:45 PM	43	36	6	1	31	8	5	0	40	8	1	0	179	
1:00 PM	49	26	3	0	29	3	7	0	35	4	0	1	157	
1:15 PM	52	28	4	0	28	8	6	0	36	4	1	0	167	
VOLUMES	377	222	37	2	204	48	40	8	325	42	8	5	1,318	
APPROACH %	59%	35%	6%	1%	80%	19%	11%	2%	87%	76%	15%	9%		
APP/DEPART	636	/	267	254	/	571	373	/	47	55	/	433	0	
BEGIN PEAK HR	12:30 PM													
VOLUMES	193	119	19	2	110	26	24	0	158	23	4	1	679	
APPROACH %	58%	36%	6%	1%	80%	19%	13%	0%	87%	82%	14%	4%		
PEAK HR FACTOR	0.974			0.863			0.858			0.778			0.948	
APP/DEPART	331	/	144	138	/	291	182	/	21	28	/	223	0	
VEHICLE PM	4:00 PM	66	33	10	1	21	4	4	2	54	9	0	1	205
	4:15 PM	89	22	16	1	19	4	7	4	35	10	4	1	212
	4:30 PM	71	29	19	0	27	9	3	1	39	8	2	1	209
	4:45 PM	60	29	13	1	28	4	7	1	46	6	4	0	199
	5:00 PM	72	27	15	1	13	4	3	4	40	14	3	1	197
	5:15 PM	68	30	15	1	29	5	4	3	37	5	5	3	205
	5:30 PM	37	22	10	0	15	2	4	4	35	6	0	0	135
	5:45 PM	51	22	5	0	13	8	8	3	44	2	4	1	161
	VOLUMES	514	214	103	5	165	40	40	22	330	60	22	8	1,523
	APPROACH %	62%	26%	12%	2%	79%	19%	10%	6%	84%	67%	24%	9%	
	APP/DEPART	831	/	262	210	/	555	392	/	130	90	/	576	0
	BEGIN PEAK HR	4:00 PM												
	VOLUMES	286	113	58	3	95	21	21	8	174	33	10	3	825
APPROACH %	63%	25%	13%	3%	80%	18%	10%	4%	86%	72%	22%	7%		
PEAK HR FACTOR	0.900			0.826			0.846			0.767			0.973	
APP/DEPART	457	/	137	119	/	302	203	/	69	46	/	317	0	



		PEDESTRIAN CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
AM	11:30 AM					0
	11:45 AM					0
	12:00 PM				2	2
	12:15 PM	1				1
	12:30 PM					0
	12:45 PM					0
	1:00 PM					0
	1:15 PM					0
TOTAL	1	0	0	2	3	
BEGIN PEAK HR	12:00 PM	1	0	0	2	3
PM	4:00 PM		1			1
	4:15 PM				2	2
	4:30 PM					0
	4:45 PM		1			1
	5:00 PM					0
	5:15 PM				5	5
	5:30 PM					0
	5:45 PM					0
TOTAL	0	2	0	7	9	
BEGIN PEAK HR	4:45 PM	0	1	0	5	6

INTERSECTION TURNING MOVEMENT COUNTS (BICYCLES & LSEVs)

(PAGE 2 OF 2)

DATE:
3/17/16
THURSDAY

LOCATION:
NORTH & SOUTH: **PALM SPRINGS North**
EAST & WEST: **Sunrise Road**
San Rafael

PROJECT #: 09272 - CV LINK
LOCATION #: 3
CONTROL: SIGNAL

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Sunrise Road			Sunrise Road			San Rafael			San Rafael			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	1.5	0.5	1	1.5	0.5	0.5	0.5	1	0.33	0.33	0.33	

BICYCLE AM/MIDDAY	BICYCLE AM/MIDDAY													
	Time	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
11:30 AM														0
11:45 AM			1											1
12:00 PM			1											1
12:15 PM												1		1
12:30 PM														0
12:45 PM														0
1:00 PM														0
1:15 PM														0
VOLUMES	0	2	0	0	0	0	0	0	0	0	1	0		3
APPROACH %	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%		
APP/DEPART	2	/	2	0	/	0	0	/	0	1	/	1		0
BEGIN PEAK HR	11:45 AM													
VOLUMES	0	2	0	0	0	0	0	0	0	0	1	0		3
APPROACH %	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%		
PEAK HR FACTOR	0.500			0.000			0.000			0.250				0.750
APP/DEPART	2	/	2	0	/	0	0	/	0	1	/	1		0
4:00 PM														0
4:15 PM														0
4:30 PM														0
4:45 PM												1		1
5:00 PM														0
5:15 PM			1			1								2
5:30 PM														0
5:45 PM			1						1					2
VOLUMES	0	2	0	0	1	0	0	1	0	0	1	0		5
APPROACH %	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%	100%	0%		
APP/DEPART	2	/	2	1	/	1	1	/	1	1	/	1		0
BEGIN PEAK HR	5:15 PM													
VOLUMES	0	2	0	0	1	0	0	1	0	0	0	0		4
APPROACH %	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%	0%	0%		
PEAK HR FACTOR	0.500			0.250			0.250			0.000				0.500
APP/DEPART	2	/	2	1	/	1	1	/	1	0	/	0		0

LSEV AM/MIDDAY	LSEV AM/MIDDAY													
	Time	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
11:30 AM														0
11:45 AM														0
12:00 PM														0
12:15 PM														0
12:30 PM														0
12:45 PM														0
1:00 PM														0
1:15 PM														0
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0		0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0		0
BEGIN PEAK HR	1:15 PM													
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0		0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PEAK HR FACTOR	0.000			0.000			0.000			0.000				0.000
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0		0
4:00 PM														0
4:15 PM														0
4:30 PM														0
4:45 PM														0
5:00 PM														0
5:15 PM														0
5:30 PM														0
5:45 PM														0
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0		0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0		0
BEGIN PEAK HR	5:45 PM													
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0		0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PEAK HR FACTOR	0.000			0.000			0.000			0.000				0.000
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0		0

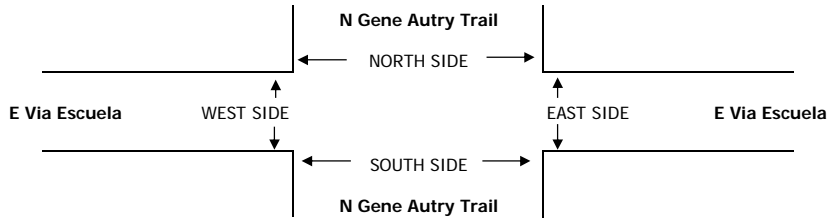
INTERSECTION TURNING MOVEMENT COUNTS (VEHICLES & PEDESTRIANS)

(PAGE 1 OF 2)

DATE: 3/15/16 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	North Palm Springs N Gene Autry Trail E Via Escuela	PROJECT #: 09272 - CV LINK LOCATION #: 4 CONTROL: SIGNAL
NOTES:		AM PM MD OTHER OTHER	▲ N S ▼ ◀ W E ▶

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	N Gene Autry Trail						E Via Escuela			E Via Escuela			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	2	1	1	2	1	0.5	0.5	1	0.5	0.5	1	

VEHICLE AM/MIDDAY	VEHICLE AM/MIDDAY													
	Time	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	11:30 AM	21	207	0	1	197	12	16	0	13	0	1	1	469
	11:45 AM	15	210	4	0	217	13	16	0	12	2	0	5	494
	12:00 PM	14	192	1	1	175	16	15	0	5	1	0	2	422
	12:15 PM	18	196	2	0	204	24	15	1	14	2	0	3	479
	12:30 PM	15	198	2	1	227	19	17	0	11	0	3	3	496
	12:45 PM	18	201	2	1	180	12	16	0	13	1	0	3	447
	1:00 PM	18	218	1	4	205	14	18	1	11	1	0	2	493
	1:15 PM	34	199	3	4	204	12	15	0	17	1	2	1	492
	VOLUMES	153	1,621	15	12	1,609	122	128	2	96	8	6	20	3,792
	APPROACH %	9%	91%	1%	1%	92%	7%	57%	1%	42%	24%	18%	59%	
	APP/DEPART	1,789	/	1,769	1,743	/	1,713	226	/	29	34	/	281	0
	BEGIN PEAK HR	12:30 PM												
	VOLUMES	85	816	8	10	816	57	66	1	52	3	5	9	1,928
	APPROACH %	9%	90%	1%	1%	92%	6%	55%	1%	44%	18%	29%	53%	
	PEAK HR FACTOR	0.959		0.894		0.930		0.930		0.708		0.708		0.972
	APP/DEPART	909	/	891	883	/	871	119	/	19	17	/	147	0
VEHICLE PM	VEHICLE PM													
	Time	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	4:00 PM	42	283	0	0	162	19	78	0	20	3	3	5	615
	4:15 PM	37	285	1	0	178	32	49	0	5	0	3	4	594
	4:30 PM	30	268	1	3	210	30	39	3	16	5	0	2	607
	4:45 PM	12	217	1	2	168	21	27	1	10	0	0	3	462
	5:00 PM	16	253	1	2	161	22	32	1	10	0	0	4	502
	5:15 PM	21	161	0	0	143	20	17	1	8	0	0	3	374
	5:30 PM	29	243	1	0	166	26	21	0	16	0	2	2	506
	5:45 PM	6	176	0	0	137	18	17	0	17	0	1	6	378
	VOLUMES	193	1,886	5	7	1,325	188	280	6	102	8	9	29	4,038
	APPROACH %	9%	90%	0%	0%	87%	12%	72%	2%	26%	17%	20%	63%	
	APP/DEPART	2,084	/	2,195	1,520	/	1,435	388	/	18	46	/	390	0
	BEGIN PEAK HR	4:00 PM												
	VOLUMES	121	1,053	3	5	718	102	193	4	51	8	6	14	2,278
	APPROACH %	10%	89%	0%	1%	87%	12%	78%	2%	21%	29%	21%	50%	
	PEAK HR FACTOR	0.905		0.849		0.633		0.633		0.636		0.636		0.926
	APP/DEPART	1,177	/	1,260	825	/	777	248	/	12	28	/	229	0



		PEDESTRIAN CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
AM	11:30 AM					0
	11:45 AM					0
	12:00 PM		1			1
	12:15 PM					0
	12:30 PM					0
	12:45 PM					0
	1:00 PM					0
	1:15 PM					0
		TOTAL	0	1	0	0
	BEGIN PEAK HR 12:00 PM	0	1	0	0	1
PM	4:00 PM					0
	4:15 PM					0
	4:30 PM					0
	4:45 PM					0
	5:00 PM					0
	5:15 PM					0
	5:30 PM					0
	5:45 PM		2			2
		TOTAL	0	2	0	0
	BEGIN PEAK HR 5:00 PM	0	2	0	0	2

INTERSECTION TURNING MOVEMENT COUNTS (BICYCLES & LSEVs)

(PAGE 2 OF 2)

DATE:
 3/15/16
 TUESDAY

LOCATION:
 NORTH & SOUTH:
 EAST & WEST:

North Palm Springs
 N Gene Autry Trail
 E Via Escuela

PROJECT #: 09272 - CV LINK
LOCATION #: 4
CONTROL: SIGNAL

LANES:	NORTHBOUND N Gene Autry Trail			SOUTHBOUND N Gene Autry Trail			EASTBOUND E Via Escuela			WESTBOUND E Via Escuela			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	2	1	1	2	1	0.5	0.5	1	0.5	0.5	1	

BICYCLE AM/MIDDAY	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
11:30 AM					1								1
11:45 AM													0
12:00 PM													0
12:15 PM						1							1
12:30 PM						1							1
12:45 PM													0
1:00 PM													0
1:15 PM													0
VOLUMES	0	0	0	0	1	2	0	0	0	0	0	0	3
APPROACH %	0%	0%	0%	0%	33%	67%	0%	0%	0%	0%	0%	0%	
APP/DEPART	0	/	0	3	/	1	0	/	0	0	/	2	0
BEGIN PEAK HR	12:15 PM												
VOLUMES	0	0	0	0	0	2	0	0	0	0	0	0	2
APPROACH %	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	
PEAK HR FACTOR	0.000			0.500			0.000			0.000			0.500
APP/DEPART	0	/	0	2	/	0	0	/	0	0	/	2	0
BICYCLE PM													
4:00 PM													0
4:15 PM							1						1
4:30 PM													0
4:45 PM													0
5:00 PM													0
5:15 PM													0
5:30 PM													0
5:45 PM													0
VOLUMES	0	0	0	0	0	0	1	0	0	0	0	0	1
APPROACH %	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	
APP/DEPART	0	/	1	0	/	0	1	/	0	0	/	0	0
BEGIN PEAK HR	4:15 PM												
VOLUMES	0	0	0	0	0	0	1	0	0	0	0	0	1
APPROACH %	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	
PEAK HR FACTOR	0.000			0.000			0.250			0.000			0.250
APP/DEPART	0	/	1	0	/	0	1	/	0	0	/	0	0

LSEV AM/MIDDAY	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
11:30 AM													0
11:45 AM													0
12:00 PM													0
12:15 PM													0
12:30 PM													0
12:45 PM													0
1:00 PM													0
1:15 PM													0
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
BEGIN PEAK HR	1:15 PM												
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PEAK HR FACTOR	0.000			0.000			0.000			0.000			0.000
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
LSEV PM													
4:00 PM													0
4:15 PM													0
4:30 PM													0
4:45 PM													0
5:00 PM													0
5:15 PM													0
5:30 PM													0
5:45 PM													0
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
BEGIN PEAK HR	5:45 PM												
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PEAK HR FACTOR	0.000			0.000			0.000			0.000			0.000
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0

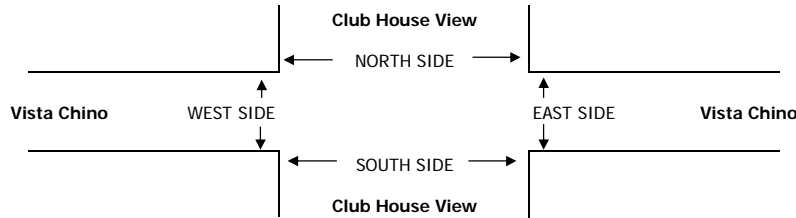
INTERSECTION TURNING MOVEMENT COUNTS (VEHICLES & PEDESTRIANS)

(PAGE 1 OF 2)

DATE: 3/15/16 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	PALM SPRINGS North Club House View Vista Chino	PROJECT #: 09272 - CV LINK LOCATION #: 5 CONTROL: SIGNAL																				
NOTES:			<table border="1" style="border-collapse: collapse; width: 100px; height: 100px;"> <tr> <td style="text-align: center;">AM</td> <td style="width: 20px;"></td> <td style="text-align: center;">▲</td> <td style="width: 20px;"></td> </tr> <tr> <td style="text-align: center;">PM</td> <td></td> <td style="text-align: center;">N</td> <td></td> </tr> <tr> <td style="text-align: center;">MD</td> <td style="text-align: center;">◀</td> <td style="text-align: center;">W</td> <td style="text-align: center;">E ▶</td> </tr> <tr> <td style="text-align: center;">OTHER</td> <td></td> <td style="text-align: center;">S</td> <td></td> </tr> <tr> <td style="text-align: center;">OTHER</td> <td></td> <td style="text-align: center;">▼</td> <td></td> </tr> </table>	AM		▲		PM		N		MD	◀	W	E ▶	OTHER		S		OTHER		▼	
AM		▲																					
PM		N																					
MD	◀	W	E ▶																				
OTHER		S																					
OTHER		▼																					

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Club House View			Club House View			Vista Chino			Vista Chino			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	NA	1	NA	NA	NA	NA	2	1	1	2	NA	

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
VEHICLE AM/MIDDAY													
11:30 AM	3		2					184	12	5	201		407
11:45 AM	7		2					205	14	4	178		410
12:00 PM	6		2					205	14	2	196		425
12:15 PM	6		6					190	8	5	175		390
12:30 PM	6		3					192	4	6	168		379
12:45 PM	7		6					199	9	4	196		421
1:00 PM	9		3					216	10	3	183		424
1:15 PM	9		3					216	10	3	183		424
VOLUMES	53	0	27	0	0	0	0	1,607	81	32	1,480	0	3,280
APPROACH %	66%	0%	34%	0%	0%	0%	0%	95%	5%	2%	98%	0%	
APP/DEPART	80	/	0	0	/	113	1,688	/	1,634	1,512	/	1,533	0
BEGIN PEAK HR	12:30 PM												
VOLUMES	31	0	15	0	0	0	0	823	33	16	730	0	1,648
APPROACH %	67%	0%	33%	0%	0%	0%	0%	96%	4%	2%	98%	0%	
PEAK HR FACTOR	0.885			0.000			0.947			0.933			0.972
APP/DEPART	46	/	0	0	/	49	856	/	838	746	/	761	0
VEHICLE PM													
4:00 PM	7		3					298	5	3	176		492
4:15 PM	6		5					274	1	4	180		470
4:30 PM	3		3					326	4	3	169		508
4:45 PM	5		1					338	3	0	241		588
5:00 PM	5		3					314	6	1	106		435
5:15 PM	6		4					297	4	1	195		507
5:30 PM	6		4					316	4	3	92		425
5:45 PM	5		2					256	4	1	237		505
VOLUMES	43	0	25	0	0	0	0	2,419	31	16	1,396	0	3,930
APPROACH %	63%	0%	37%	0%	0%	0%	0%	99%	1%	1%	99%	0%	
APP/DEPART	68	/	0	0	/	47	2,450	/	2,444	1,412	/	1,439	0
BEGIN PEAK HR	4:00 PM												
VOLUMES	21	0	12	0	0	0	0	1,236	13	10	766	0	2,058
APPROACH %	64%	0%	36%	0%	0%	0%	0%	99%	1%	1%	99%	0%	
PEAK HR FACTOR	0.750			0.000			0.916			0.805			0.875
APP/DEPART	33	/	0	0	/	23	1,249	/	1,248	776	/	787	0



		PEDESTRIAN CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
AM	11:30 AM					0
	11:45 AM					0
	12:00 PM		1			1
	12:15 PM					0
	12:30 PM					0
	12:45 PM					0
	1:00 PM					0
	1:15 PM					0
	TOTAL		0	1	0	0
BEGIN PEAK HR	12:00 PM	0	1	0	0	1
PM	4:00 PM					0
	4:15 PM					0
	4:30 PM					0
	4:45 PM					0
	5:00 PM			1		1
	5:15 PM					0
	5:30 PM					0
	5:45 PM					0
	TOTAL		0	0	1	0
BEGIN PEAK HR	5:00 PM	0	0	1	0	1

INTERSECTION TURNING MOVEMENT COUNTS (BICYCLES & LSEVs)

(PAGE 2 OF 2)

DATE:
3/15/16
TUESDAY

LOCATION:
NORTH & SOUTH: North Palm Springs
East & WEST: Clubhouse View
East Vista Chino

PROJECT #: 09272 - CV LINK
LOCATION #: 5
CONTROL: SIGNAL

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Clubhouse View			Clubhouse View			East Vista Chino			East Vista Chino			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0.5	NA	0.5	NA	NA	NA	NA	2	1	1	2	NA	

BICYCLE AM/MIDDAY	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Clubhouse View			Clubhouse View			East Vista Chino			East Vista Chino			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
11:30 AM								1					1
11:45 AM													0
12:00 PM											1		1
12:15 PM													0
12:30 PM													0
12:45 PM													0
1:00 PM													0
1:15 PM													0
VOLUMES	0	0	0	0	0	0	0	1	0	0	1	0	2
APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
APP/DEPART	0	/	0	0	/	0	1	/	1	1	/	1	0
BEGIN PEAK HR	11:30 AM												
VOLUMES	0	0	0	0	0	0	0	1	0	0	1	0	2
APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
PEAK HR FACTOR	0.000			0.000			0.250			0.250			0.500
APP/DEPART	0	/	0	0	/	0	1	/	1	1	/	1	0
BICYCLE PM													
4:00 PM								1					1
4:15 PM													0
4:30 PM													0
4:45 PM											1		1
5:00 PM								1					1
5:15 PM													0
5:30 PM													0
5:45 PM													0
VOLUMES	0	0	0	0	0	0	0	2	0	0	1	0	3
APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
APP/DEPART	0	/	0	0	/	0	2	/	2	1	/	1	0
BEGIN PEAK HR	4:45 PM												
VOLUMES	0	0	0	0	0	0	0	1	0	0	1	0	2
APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
PEAK HR FACTOR	0.000			0.000			0.250			0.250			0.500
APP/DEPART	0	/	0	0	/	0	1	/	1	1	/	1	0

LSEV AM/MIDDAY	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Clubhouse View			Clubhouse View			East Vista Chino			East Vista Chino			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
11:30 AM													0
11:45 AM													0
12:00 PM													0
12:15 PM													0
12:30 PM													0
12:45 PM													0
1:00 PM													0
1:15 PM													0
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
BEGIN PEAK HR	1:15 PM												
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PEAK HR FACTOR	0.000			0.000			0.000			0.000			0.000
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
LSEV PM													
4:00 PM													0
4:15 PM													0
4:30 PM													0
4:45 PM													0
5:00 PM													0
5:15 PM													0
5:30 PM													0
5:45 PM													0
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
BEGIN PEAK HR	5:45 PM												
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PEAK HR FACTOR	0.000			0.000			0.000			0.000			0.000
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0

INTERSECTION TURNING MOVEMENT COUNTS (VEHICLES & PEDESTRIANS)

(PAGE 1 OF 2)

DATE:
3/24/16
THURSDAY

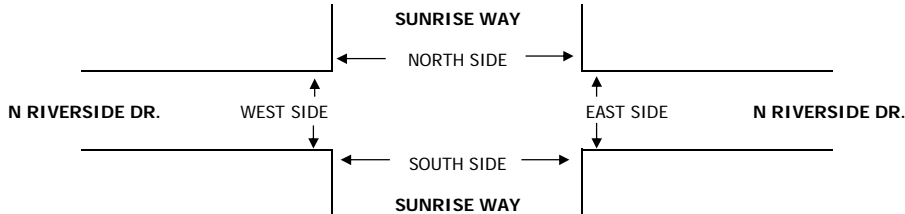
LOCATION: PALM SPRINGS CENTRAL
NORTH & SOUTH: SUNRISE WAY
EAST & WEST: N RIVERSIDE DR.

PROJECT #: 09272 - CV LINK
LOCATION #: 6
CONTROL: UNSIGNALIZED

NOTES:	AM PM MD OTHER OTHER	 N W E S
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LANES:	NORTHBOUND SUNRISE WAY			SOUTHBOUND SUNRISE WAY			EASTBOUND N RIVERSIDE DR.			WESTBOUND N RIVERSIDE DR.			TOTAL
	NL 1	NT 2	NR 0	SL 0	ST 2	SR D	EL 0.5	ET 0	ER 0.5	WL 0	WT 0	WR 0	

VEHICLE AM/MIDDAY	NORTHBOUND SUNRISE WAY			SOUTHBOUND SUNRISE WAY			EASTBOUND N RIVERSIDE DR.			WESTBOUND N RIVERSIDE DR.			TOTAL
	NL 1	NT 2	NR 0	SL 0	ST 2	SR D	EL 0.5	ET 0	ER 0.5	WL 0	WT 0	WR 0	
11:30 AM	4	182			201	0	0		4				391
11:45 AM	6	183			221	1	3		4				418
12:00 PM	1	193			183	2	0		9				388
12:15 PM	3	183			207	2	2		5				402
12:30 PM	2	182			194	3	0		6				387
12:45 PM	6	179			183	3	0		7				378
1:00 PM	6	173			166	1	1		5				352
1:15 PM	4	188			210	0	1		7				410
VOLUMES	32	1,463	0	0	1,565	12	7	0	47	0	0	0	3,126
APPROACH %	2%	98%	0%	0%	99%	1%	13%	0%	87%	0%	0%	0%	
APP/DEPART	1,495	/	1,470	1,577	/	1,612	54	/	0	0	/	44	0
BEGIN PEAK HR	11:30 AM												
VOLUMES	14	741	0	0	812	5	5	0	22	0	0	0	1,599
APPROACH %	2%	98%	0%	0%	99%	1%	19%	0%	81%	0%	0%	0%	
PEAK HR FACTOR	0.973			0.920			0.750			0.000			0.956
APP/DEPART	755	/	746	817	/	834	27	/	0	0	/	19	0
VEHICLE PM	4:00 PM	6	186			193	1	3		1			390
	4:15 PM	5	162			146	2	3		6			324
	4:30 PM	5	167			166	0	2		5			345
	4:45 PM	2	156			173	3	1		6			341
	5:00 PM	4	145			206	3	3		8			369
	5:15 PM	3	173			183	1	2		2			364
	5:30 PM	1	154			152	6	0		9			322
	5:45 PM	0	143			140	1	1		2			287
VOLUMES	26	1,286	0	0	1,359	17	15	0	39	0	0	0	2,742
APPROACH %	2%	98%	0%	0%	99%	1%	28%	0%	72%	0%	0%	0%	
APP/DEPART	1,312	/	1,301	1,376	/	1,398	54	/	0	0	/	43	0
BEGIN PEAK HR	4:30 PM												
VOLUMES	14	641	0	0	728	7	8	0	21	0	0	0	1,419
APPROACH %	2%	98%	0%	0%	99%	1%	28%	0%	72%	0%	0%	0%	
PEAK HR FACTOR	0.930			0.879			0.659			0.000			0.961
APP/DEPART	655	/	649	735	/	749	29	/	0	0	/	21	0



		PEDESTRIAN CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
AM	11:30 AM	0	0	1	1	2
	11:45 AM	0	0	5	2	7
	12:00 PM	0	0	1	8	9
	12:15 PM	0	0	0	0	0
	12:30 PM	0	0	1	0	1
	12:45 PM	0	0	3	1	4
	1:00 PM	0	1	0	2	3
	1:15 PM	0	0	1	0	1
	TOTAL		0	1	12	14
BEGIN PEAK HR	11:30 AM	0	0	7	11	18
PM	4:00 PM	0	0	0	1	1
	4:15 PM	0	0	1	2	3
	4:30 PM	0	0	1	0	1
	4:45 PM	0	0	0	3	3
	5:00 PM	0	0	0	5	5
	5:15 PM	0	0	1	4	5
	5:30 PM	0	0	0	2	2
	5:45 PM	0	0	1	2	3
	TOTAL		0	0	4	19
BEGIN PEAK HR	5:00 PM	0	0	2	14	16

INTERSECTION TURNING MOVEMENT COUNTS (BICYCLES & LSEVs)

(PAGE 2 OF 2)

DATE:
3/24/16
THURSDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

PALM SPRINGS CENTRAL
SUNRISE WAY
N RIVERSIDE DR.

PROJECT #: 09272 - CV LINK
LOCATION #: 6
CONTROL: UNSIGNALIZED

LANES:	NORTHBOUND SUNRISE WAY			SOUTHBOUND SUNRISE WAY			EASTBOUND N RIVERSIDE DR.			WESTBOUND N RIVERSIDE DR.			TOTAL
	NL 1	NT 2	NR 0	SL 0	ST 2	SR D	EL 0.5	ET 0	ER 0.5	WL 0	WT 0	WR 0	

BICYCLE AM/MIDDAY	11:30 AM	0	0			1	1	1		0				3	
	11:45 AM	0	0			0	0	0		0				0	
	12:00 PM	0	0			0	0	0		0				0	
	12:15 PM	0	0			0	0	0		0				0	
	12:30 PM	0	0			0	0	0		0				0	
	12:45 PM	0	0			0	0	0		0				0	
	1:00 PM	0	0			0	0	0		0				0	
	1:15 PM	0	0			0	0	0		0				0	
	VOLUMES	0	0	0	0	1	1	1	0	0	0	0	0	0	3
	APPROACH %	0%	0%	0%	0%	50%	50%	100%	0%	0%	0%	0%	0%	0%	
APP/DEPART	0	/	1	2	/	1	1	/	0	0	/	1		0	
BEGIN PEAK HR	11:30 AM														
VOLUMES	0	0	0	0	1	1	1	0	0	0	0	0	0	3	
APPROACH %	0%	0%	0%	0%	50%	50%	100%	0%	0%	0%	0%	0%	0%		
PEAK HR FACTOR	0.000			0.250			0.250			0.000			0.250		
APP/DEPART	0	/	1	2	/	1	1	/	0	0	/	1		0	
BICYCLE PM	4:00 PM	0	0			0	0	0		0				0	
	4:15 PM	0	0			2	0	0		0				2	
	4:30 PM	0	0			0	1	0		0				1	
	4:45 PM	0	0			0	0	0		0				0	
	5:00 PM	0	0			0	0	0		0				0	
	5:15 PM	0	0			0	0	0		0				0	
	5:30 PM	0	0			0	0	0		0				0	
	5:45 PM	0	0			1	0	0		0				1	
	VOLUMES	0	0	0	0	3	1	0	0	0	0	0	0	0	4
	APPROACH %	0%	0%	0%	0%	75%	25%	0%	0%	0%	0%	0%	0%	0%	
APP/DEPART	0	/	0	4	/	3	0	/	0	0	/	1		0	
BEGIN PEAK HR	4:15 PM														
VOLUMES	0	0	0	0	2	1	0	0	0	0	0	0	0	3	
APPROACH %	0%	0%	0%	0%	67%	33%	0%	0%	0%	0%	0%	0%	0%		
PEAK HR FACTOR	0.000			0.375			0.000			0.000			0.375		
APP/DEPART	0	/	0	3	/	2	0	/	0	0	/	1		0	

LSEV AM/MIDDAY	11:30 AM	0	0			0	0	0		0				0	
	11:45 AM	0	0			0	0	0		0				0	
	12:00 PM	0	0			0	0	0		0				0	
	12:15 PM	0	0			0	0	0		0				0	
	12:30 PM	0	0			0	0	0		0				0	
	12:45 PM	0	0			0	0	0		0				0	
	1:00 PM	0	0			0	0	0		0				0	
	1:15 PM	0	0			0	0	0		0				0	
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0		0	
BEGIN PEAK HR	1:15 PM														
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PEAK HR FACTOR	0.000			0.000			0.000			0.000			0.000		
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0		0	
LSEV PM	4:00 PM	0	0			0	0	0		0				0	
	4:15 PM	0	0			0	0	0		0				0	
	4:30 PM	0	0			0	0	0		0				0	
	4:45 PM	0	0			0	0	0		0				0	
	5:00 PM	0	0			0	0	0		0				0	
	5:15 PM	0	0			0	0	0		0				0	
	5:30 PM	0	0			0	0	0		0				0	
	5:45 PM	0	0			0	0	0		0				0	
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0		0	
BEGIN PEAK HR	5:45 PM														
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PEAK HR FACTOR	0.000			0.000			0.000			0.000			0.000		
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0		0	

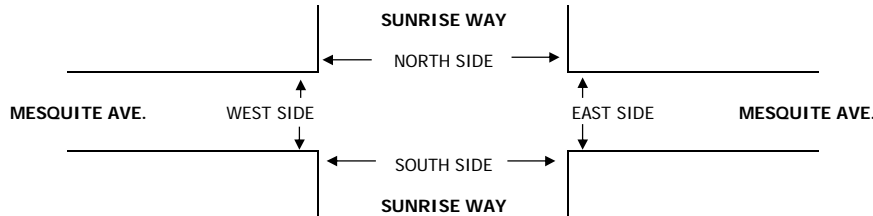
INTERSECTION TURNING MOVEMENT COUNTS (VEHICLES & PEDESTRIANS)

(PAGE 1 OF 2)

DATE: 3/15/16 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	PALM SPRINGS CENTRAL SUNRISE WAY MESQUITE AVE.	PROJECT #: 09272 - CV LINK LOCATION #: 7 CONTROL: SIGNAL																				
NOTES:		<table border="1" style="border-collapse: collapse; width: 100px; height: 100px;"> <tr> <td style="text-align: center;">AM</td> <td style="width: 20px;"></td> <td style="text-align: center;">▲</td> <td style="width: 20px;"></td> </tr> <tr> <td style="text-align: center;">PM</td> <td></td> <td style="text-align: center;">N</td> <td></td> </tr> <tr> <td style="text-align: center;">MD</td> <td style="text-align: center;">← W</td> <td></td> <td style="text-align: center;">E →</td> </tr> <tr> <td style="text-align: center;">OTHER</td> <td></td> <td style="text-align: center;">S</td> <td></td> </tr> <tr> <td></td> <td></td> <td style="text-align: center;">▼</td> <td></td> </tr> </table>		AM		▲		PM		N		MD	← W		E →	OTHER		S				▼	
AM		▲																					
PM		N																					
MD	← W		E →																				
OTHER		S																					
		▼																					

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	SUNRISE WAY			SUNRISE WAY			MESQUITE AVE.			MESQUITE AVE.			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	2	0.5	1	2	D	1	1	D	1	1	1	

VEHICLE AM/MIDDAY	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL	
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR		
11:30 AM	6	146	8	8	154	20	8	19	6	4	16	12	407	
11:45 AM	4	151	5	21	171	20	25	24	3	1	12	17	454	
12:00 PM	3	140	0	20	177	13	11	15	4	2	14	14	413	
12:15 PM	4	138	6	13	145	14	20	27	3	7	10	16	403	
12:30 PM	6	154	4	18	169	20	22	20	8	4	17	21	463	
12:45 PM	7	156	9	14	149	18	29	17	4	2	11	24	440	
1:00 PM	9	145	5	20	173	22	27	13	4	4	17	11	450	
1:15 PM	7	151	8	18	159	25	18	19	6	13	15	26	465	
VOLUMES	46	1,181	45	132	1,297	152	160	154	38	37	112	141	3,495	
APPROACH %	4%	93%	4%	8%	82%	10%	45%	44%	11%	13%	39%	49%		
APP/DEPART	1,272	/	1,482	1,581	/	1,372	352	/	331	290	/	310	0	
BEGIN PEAK HR	12:30 PM													
VOLUMES	29	606	26	70	650	85	96	69	22	23	60	82	1,818	
APPROACH %	4%	92%	4%	9%	81%	11%	51%	37%	12%	14%	36%	50%		
PEAK HR FACTOR	0.961			0.936			0.935			0.764			0.977	
APP/DEPART	661	/	784	805	/	695	187	/	165	165	/	174	0	
VEHICLE PM	4:00 PM	3	137	6	17	147	12	17	7	4	3	20	11	384
	4:15 PM	5	133	4	21	143	18	16	21	11	4	16	22	414
	4:30 PM	2	146	3	10	138	16	8	14	3	6	5	21	372
	4:45 PM	5	135	3	17	125	20	17	6	2	2	12	18	362
	5:00 PM	3	110	3	12	112	28	13	21	7	2	24	16	351
	5:15 PM	5	130	1	16	125	16	21	15	6	2	13	15	365
	5:30 PM	5	103	2	8	116	15	13	9	1	3	6	20	301
	5:45 PM	3	95	5	20	110	11	10	7	2	4	13	7	287
VOLUMES	31	989	27	121	1,016	136	115	100	36	26	109	130	2,836	
APPROACH %	3%	94%	3%	10%	80%	11%	46%	40%	14%	10%	41%	49%		
APP/DEPART	1,047	/	1,234	1,273	/	1,078	251	/	248	265	/	276	0	
BEGIN PEAK HR	4:00 PM													
VOLUMES	15	551	16	65	553	66	58	48	20	15	53	72	1,532	
APPROACH %	3%	95%	3%	10%	81%	10%	46%	38%	16%	11%	38%	51%		
PEAK HR FACTOR	0.964			0.940			0.656			0.833			0.925	
APP/DEPART	582	/	681	684	/	588	126	/	129	140	/	134	0	



		PEDESTRIAN CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
AM	11:30 AM	0	0	4	2	6
	11:45 AM	0	2	2	2	6
	12:00 PM	0	0	1	3	4
	12:15 PM	1	0	4	0	5
	12:30 PM	0	0	2	0	2
	12:45 PM	0	2	1	2	5
	1:00 PM	0	0	0	0	0
	1:15 PM	0	0	1	1	2
TOTAL		1	4	15	10	30
BEGIN PEAK HR 11:30 AM		1	2	11	7	21
PM	4:00 PM	1	1	0	0	2
	4:15 PM	2	1	1	1	5
	4:30 PM	2	0	0	0	2
	4:45 PM	1	0	0	1	2
	5:00 PM	0	0	1	0	1
	5:15 PM	3	0	2	0	5
	5:30 PM	3	0	1	0	4
	5:45 PM	0	0	3	0	3
TOTAL		12	2	8	2	24
BEGIN PEAK HR 5:00 PM		6	0	7	0	13

INTERSECTION TURNING MOVEMENT COUNTS (BICYCLES & LSEVs)

(PAGE 2 OF 2)

DATE:
3/15/16
TUESDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

PALM SPRINGS CENTRAL
SUNRISE WAY
MESQUITE AVE.

PROJECT #: 09272 - CV LINK
LOCATION #: 7
CONTROL: SIGNAL

LANES:	NORTHBOUND SUNRISE WAY			SOUTHBOUND SUNRISE WAY			EASTBOUND MESQUITE AVE.			WESTBOUND MESQUITE AVE.			TOTAL
	NL 1	NT 2	NR 0.5	SL 1	ST 2	SR D	EL 1	ET 1	ER D	WL 1	WT 1	WR 1	

BICYCLE AM/MIDDAY	11:30 AM	0	0	0	0	1	0	0	2	0	0	1	0	4
	11:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	2	0	0	2
	12:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
	12:45 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:15 PM	0	0	0	0	3	0	0	0	0	0	0	0	3
	VOLUMES	0	0	0	0	4	0	0	5	0	2	3	0	14
	APPROACH %	0%	0%	0%	0%	100%	0%	0%	100%	0%	40%	60%	0%	
APP/DEPART	0	/	0	4	/	6	5	/	5	5	/	3	0	
BEGIN PEAK HR	12:30 PM													
VOLUMES	0	0	0	0	3	0	0	2	0	0	2	0	7	
APPROACH %	0%	0%	0%	0%	100%	0%	0%	100%	0%	0%	100%	0%		
PEAK HR FACTOR	0.000			0.250			0.250			0.250			0.438	
APP/DEPART	0	/	0	3	/	3	2	/	2	2	/	2	0	
BICYCLE PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 PM	0	0	0	0	2	0	0	0	0	0	0	2	
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 PM	0	0	1	0	0	0	0	0	0	0	0	1	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 PM	0	0	0	0	2	0	0	0	0	0	0	2	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	VOLUMES	0	0	1	0	4	0	0	0	0	0	0	0	5
	APPROACH %	0%	0%	100%	0%	100%	0%	0%	0%	0%	0%	0%	0%	
APP/DEPART	1	/	0	4	/	4	0	/	1	0	/	0	0	
BEGIN PEAK HR	4:45 PM													
VOLUMES	0	0	1	0	2	0	0	0	0	0	0	0	3	
APPROACH %	0%	0%	100%	0%	100%	0%	0%	0%	0%	0%	0%	0%		
PEAK HR FACTOR	0.250			0.250			0.000			0.000			0.375	
APP/DEPART	1	/	0	2	/	2	0	/	1	0	/	0	0	

LSEV AM/MIDDAY	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	1	0	0	0	0	0	0	0	0	0	1	
	VOLUMES	0	1	0	0	0	0	0	0	0	0	0	0	1
	APPROACH %	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
APP/DEPART	1	/	1	0	/	0	0	/	0	0	/	0	0	
BEGIN PEAK HR	1:15 PM													
VOLUMES	0	1	0	0	0	0	0	0	0	0	0	0	1	
APPROACH %	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PEAK HR FACTOR	0.250			0.000			0.000			0.000			0.250	
APP/DEPART	1	/	1	0	/	0	0	/	0	0	/	0	0	
LSEV PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0	
BEGIN PEAK HR	5:45 PM													
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PEAK HR FACTOR	0.000			0.000			0.000			0.000			0.000	
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0	

INTERSECTION TURNING MOVEMENT COUNTS (VEHICLES & PEDESTRIANS)

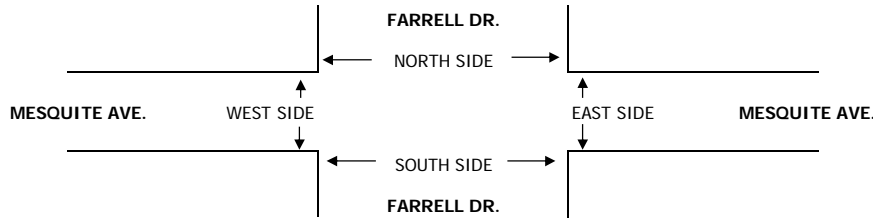
(PAGE 1 OF 2)

DATE: 3/15/16 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	PALM SPRINGS CENTRAL FARRELL DR. MESQUITE AVE.	PROJECT #: 09272 - CV LINK LOCATION #: 8 CONTROL: SIGNAL
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NOTES: During the interval that starts at 11:30, a bicyclist traveled southbound against traffic (i.e. with the curb on its left).	<table border="1" style="margin: auto; border-collapse: collapse;"> <tr> <td style="padding: 2px;">AM</td> <td style="padding: 2px;">▲</td> <td style="padding: 2px;">N</td> </tr> <tr> <td style="padding: 2px;">PM</td> <td style="padding: 2px;">▲</td> <td style="padding: 2px;">N</td> </tr> <tr> <td style="padding: 2px;">MD</td> <td style="padding: 2px;">◀</td> <td style="padding: 2px;">W</td> </tr> <tr> <td style="padding: 2px;">OTHER</td> <td style="padding: 2px;">S</td> <td style="padding: 2px;">▶</td> </tr> <tr> <td style="padding: 2px;">OTHER</td> <td style="padding: 2px;">▼</td> <td style="padding: 2px;">E</td> </tr> </table>	AM	▲	N	PM	▲	N	MD	◀	W	OTHER	S	▶	OTHER	▼	E
AM	▲	N														
PM	▲	N														
MD	◀	W														
OTHER	S	▶														
OTHER	▼	E														

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	FARRELL DR.			FARRELL DR.			MESQUITE AVE.			MESQUITE AVE.			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
LANES:	1	2	D	1	2	D	1	2	D	1	2	D	

		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
VEHICLE AM/MIDDAY	11:30 AM	9	68	5	9	52	11	21	11	12	2	8	2	210
	11:45 AM	9	55	2	10	60	14	26	9	18	4	6	10	223
	12:00 PM	9	60	4	8	51	14	27	11	8	6	9	10	217
	12:15 PM	14	60	2	10	66	8	20	8	8	5	10	11	222
	12:30 PM	8	66	3	6	68	8	23	18	5	4	6	11	226
	12:45 PM	8	84	4	7	82	21	11	9	10	6	11	10	263
	1:00 PM	7	70	6	10	56	13	22	12	6	3	16	4	225
	1:15 PM	7	70	6	10	56	13	22	12	6	3	16	4	225
	VOLUMES	71	533	32	70	491	102	172	90	73	33	82	62	1,811
	APPROACH %	11%	84%	5%	11%	74%	15%	51%	27%	22%	19%	46%	35%	
APP/DEPART	636	/	767	663	/	597	335	/	192	177	/	255	0	
BEGIN PEAK HR	12:30 PM													
VOLUMES	30	290	19	33	262	55	78	51	27	16	49	29	939	
APPROACH %	9%	86%	6%	9%	75%	16%	50%	33%	17%	17%	52%	31%		
PEAK HR FACTOR	0.883			0.795			0.848			0.870			0.893	
APP/DEPART	339	/	397	350	/	305	156	/	103	94	/	134	0	
VEHICLE PM	4:00 PM	9	64	1	4	70	16	12	11	11	1	4	10	213
	4:15 PM	10	67	3	2	62	14	14	10	8	3	8	7	208
	4:30 PM	14	77	0	4	63	16	17	9	12	5	11	1	229
	4:45 PM	10	76	2	4	54	12	10	8	7	0	11	6	200
	5:00 PM	6	66	4	4	56	6	13	7	8	2	2	5	179
	5:15 PM	15	58	4	8	56	19	16	8	20	2	5	2	213
	5:30 PM	11	58	2	5	38	10	3	9	5	1	4	1	147
	5:45 PM	11	58	2	5	38	10	3	9	5	1	4	1	147
	VOLUMES	86	524	18	36	437	103	88	71	76	15	49	33	1,536
	APPROACH %	14%	83%	3%	6%	76%	18%	37%	30%	32%	15%	51%	34%	
APP/DEPART	628	/	645	576	/	528	235	/	125	97	/	238	0	
BEGIN PEAK HR	4:00 PM													
VOLUMES	43	284	6	14	249	58	53	38	38	9	34	24	850	
APPROACH %	13%	85%	2%	4%	78%	18%	41%	29%	29%	13%	51%	36%		
PEAK HR FACTOR	0.915			0.892			0.849			0.931			0.928	
APP/DEPART	333	/	361	321	/	296	129	/	58	67	/	135	0	



		PEDESTRIAN CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
AM	11:30 AM	0	0	2	3	5
	11:45 AM	1	0	2	0	3
	12:00 PM	0	0	2	2	4
	12:15 PM	0	0	0	2	2
	12:30 PM	0	0	1	0	1
	12:45 PM	0	0	2	0	2
	1:00 PM	0	0	1	1	2
	1:15 PM	0	0	1	1	2
TOTAL		1	0	11	9	21
BEGIN PEAK HR 11:30 AM		1	0	6	7	14
PM	4:00 PM	2	1	2	2	7
	4:15 PM	0	0	0	0	0
	4:30 PM	0	0	0	0	0
	4:45 PM	2	0	1	0	3
	5:00 PM	3	0	1	0	4
	5:15 PM	0	0	0	1	1
	5:30 PM	0	0	0	2	2
	5:45 PM	0	0	0	2	2
TOTAL		7	1	4	7	19
BEGIN PEAK HR 4:45 PM		5	1	3	3	12

INTERSECTION TURNING MOVEMENT COUNTS (BICYCLES & LSEVs)

(PAGE 2 OF 2)

DATE:
3/15/16
TUESDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

PALM SPRINGS CENTRAL
FARRELL DR.
MESQUITE AVE.

PROJECT #: 09272 - CV LINK
LOCATION #: 8
CONTROL: SIGNAL

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	FARRELL DR.			FARRELL DR.			MESQUITE AVE.			MESQUITE AVE.			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	2	D	1	2	D	1	2	D	1	2	D	

BICYCLE AM/MIDDAY	11:30 AM	0	1	0	0	0	1	0	1	0	0	1	0	4
	11:45 AM	0	0	0	0	2	0	2	0	0	0	0	0	4
	12:00 PM	0	2	0	0	0	0	1	0	0	0	0	0	3
	12:15 PM	0	1	0	0	0	3	0	0	0	0	0	0	4
	12:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00 PM	0	0	0	0	1	0	0	1	0	0	1	0	3
	1:15 PM	0	0	0	0	1	0	0	1	0	0	1	0	3
	VOLUMES	0	4	0	0	4	4	3	4	0	0	3	0	22
	APPROACH %	0%	100%	0%	0%	50%	50%	43%	57%	0%	0%	100%	0%	
APP/DEPART	4	/	7	8	/	4	7	/	4	3	/	7	0	
BICYCLE PM	4:00 PM	0	0	0	0	0	0	0	1	0	0	0	1	
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 PM	0	0	0	0	1	0	0	0	0	0	0	1	
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	VOLUMES	0	0	0	0	1	0	0	0	1	0	0	0	2
	APPROACH %	0%	0%	0%	0%	100%	0%	0%	0%	100%	0%	0%	0%	
APP/DEPART	0	/	0	1	/	2	1	/	0	0	/	0	0	
BEGIN PEAK HR	11:30 AM													
VOLUMES	0	4	0	0	2	4	3	1	0	0	1	0	15	
APPROACH %	0%	100%	0%	0%	33%	67%	75%	25%	0%	0%	100%	0%		
PEAK HR FACTOR	0.500			0.500			0.500			0.250			0.938	
APP/DEPART	4	/	7	6	/	2	4	/	1	1	/	5	0	
BEGIN PEAK HR	4:00 PM													
VOLUMES	0	0	0	0	1	0	0	0	1	0	0	0	2	
APPROACH %	0%	0%	0%	0%	100%	0%	0%	0%	100%	0%	0%	0%		
PEAK HR FACTOR	0.000			0.250			0.250			0.000			0.500	
APP/DEPART	0	/	0	1	/	2	1	/	0	0	/	0	0	

LSEV AM/MIDDAY	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0	
BEGIN PEAK HR	1:15 PM													
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PEAK HR FACTOR	0.000			0.000			0.000			0.000			0.000	
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0	
LSEV PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0	
BEGIN PEAK HR	5:45 PM													
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PEAK HR FACTOR	0.000			0.000			0.000			0.000			0.000	
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0	

INTERSECTION TURNING MOVEMENT COUNTS (VEHICLES & PEDESTRIANS)

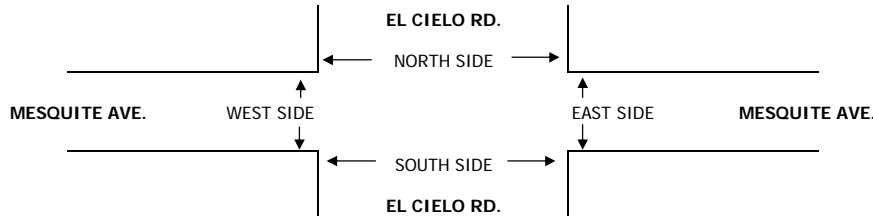
(PAGE 1 OF 2)

DATE: 3/15/16 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	PALM SPRINGS CENTRAL EL CIELO RD. MESQUITE AVE.	PROJECT #: 09272 - CV LINK LOCATION #: 9 CONTROL: UNSIGNALIZED
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NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W E ▶ S ▼
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LANES:	NORTHBOUND EL CIELO RD.			SOUTHBOUND EL CIELO RD.			EASTBOUND MESQUITE AVE.			WESTBOUND MESQUITE AVE.			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	2	0.5	1	2	0	0	0	0	1	0	1	

VEHICLE AM/MIDDAY	NORTHBOUND EL CIELO RD.			SOUTHBOUND EL CIELO RD.			EASTBOUND MESQUITE AVE.			WESTBOUND MESQUITE AVE.			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
11:30 AM		31	41	24	40					26		47	209
11:45 AM		34	30	35	43					26		28	196
12:00 PM		32	38	24	29					35		45	203
12:15 PM		37	42	23	42					31		35	210
12:30 PM		38	30	18	30					24		48	188
12:45 PM		23	29	23	34					33		36	178
1:00 PM		34	31	23	20					30		49	187
1:15 PM		30	35	24	35					29		38	191
VOLUMES	0	259	276	194	273	0	0	0	0	234	0	326	1,562
APPROACH %	0%	48%	52%	42%	58%	0%	0%	0%	0%	42%	0%	58%	
APP/DEPART	535	/	585	467	/	507	0	/	470	560	/	0	0
BEGIN PEAK HR	11:30 AM												
VOLUMES	0	134	151	106	154	0	0	0	0	118	0	155	818
APPROACH %	0%	47%	53%	41%	59%	0%	0%	0%	0%	43%	0%	57%	
PEAK HR FACTOR	0.902			0.833			0.000			0.853			0.974
APP/DEPART	285	/	289	260	/	272	0	/	257	273	/	0	0
VEHICLE PM	NORTHBOUND EL CIELO RD.			SOUTHBOUND EL CIELO RD.			EASTBOUND MESQUITE AVE.			WESTBOUND MESQUITE AVE.			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
4:00 PM		33	32	36	29					39		34	203
4:15 PM		27	28	32	37					33		43	200
4:30 PM		31	33	49	38					34		42	227
4:45 PM		26	37	43	35					21		41	203
5:00 PM		25	22	26	34					35		37	179
5:15 PM		23	39	22	35					28		33	180
5:30 PM		21	17	26	34					23		27	148
5:45 PM		24	21	23	34					23		26	151
VOLUMES	0	210	229	257	276	0	0	0	0	236	0	283	1,491
APPROACH %	0%	48%	52%	48%	52%	0%	0%	0%	0%	45%	0%	55%	
APP/DEPART	439	/	493	533	/	512	0	/	486	519	/	0	0
BEGIN PEAK HR	4:00 PM												
VOLUMES	0	117	130	160	139	0	0	0	0	127	0	160	833
APPROACH %	0%	47%	53%	54%	46%	0%	0%	0%	0%	44%	0%	56%	
PEAK HR FACTOR	0.950			0.859			0.000			0.944			0.917
APP/DEPART	247	/	277	299	/	266	0	/	290	287	/	0	0



		PEDESTRIAN CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
AM	11:30 AM	0	0	0	0	0
	11:45 AM	0	1	0	0	1
	12:00 PM	0	0	0	1	1
	12:15 PM	0	0	0	0	0
	12:30 PM	0	0	0	1	1
	12:45 PM	0	0	0	0	0
	1:00 PM	0	0	0	1	1
	1:15 PM	0	0	0	0	0
TOTAL		0	1	0	3	4
BEGIN PEAK HR 11:45 AM		0	1	0	2	3
PM	4:00 PM	0	0	0	0	0
	4:15 PM	1	3	0	2	6
	4:30 PM	0	1	0	0	1
	4:45 PM	0	1	0	0	1
	5:00 PM	0	2	0	1	3
	5:15 PM	0	0	0	3	3
	5:30 PM	0	0	0	4	4
	5:45 PM	0	1	0	4	5
TOTAL		1	8	0	14	23
BEGIN PEAK HR 5:00 PM		0	3	0	12	15

INTERSECTION TURNING MOVEMENT COUNTS (BICYCLES & LSEVs)

(PAGE 2 OF 2)

DATE:
3/15/16
TUESDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

PALM SPRINGS CENTRAL
EL CIELO RD.
MESQUITE AVE.

PROJECT #: 09272 - CV LINK
LOCATION #: 9
CONTROL: UNSIGNALIZED

LANES:	NORTHBOUND EL CIELO RD.			SOUTHBOUND EL CIELO RD.			EASTBOUND MESQUITE AVE.			WESTBOUND MESQUITE AVE.			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	2	0.5	1	2	0	0	0	0	1	0	1	

BICYCLE AM/MIDDAY	NORTHBOUND EL CIELO RD.			SOUTHBOUND EL CIELO RD.			EASTBOUND MESQUITE AVE.			WESTBOUND MESQUITE AVE.			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
11:30 AM	0	0	0	0	3	0	0	0	0	0	0	0	3
11:45 AM	0	0	0	1	0	0	0	0	0	0	0	0	1
12:00 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
12:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	2
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
1:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
VOLUMES	0	1	1	1	7	0	0	0	0	0	0	0	10
APPROACH %	0%	50%	50%	13%	88%	0%	0%	0%	0%	0%	0%	0%	
APP/DEPART	2	/	1	8	/	7	0	/	2	0	/	0	0
BEGIN PEAK HR	11:30 AM												
VOLUMES	0	1	0	1	6	0	0	0	0	0	0	0	8
APPROACH %	0%	100%	0%	14%	86%	0%	0%	0%	0%	0%	0%	0%	
PEAK HR FACTOR	0.250			0.583			0.000			0.000			0.667
APP/DEPART	1	/	1	7	/	6	0	/	1	0	/	0	0
BICYCLE PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	1	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	1	1	0	0	0	0	0	0	0	2
VOLUMES	0	0	2	1	2	0	0	0	0	0	0	1	6
APPROACH %	0%	0%	100%	33%	67%	0%	0%	0%	0%	0%	0%	100%	
APP/DEPART	2	/	1	3	/	2	0	/	3	1	/	0	0
BEGIN PEAK HR	5:15 PM												
VOLUMES	0	0	2	1	1	0	0	0	0	0	0	0	4
APPROACH %	0%	0%	100%	50%	50%	0%	0%	0%	0%	0%	0%	0%	
PEAK HR FACTOR	0.500			0.250			0.000			0.000			0.500
APP/DEPART	2	/	0	2	/	1	0	/	3	0	/	0	0

LSEV AM/MIDDAY	NORTHBOUND EL CIELO RD.			SOUTHBOUND EL CIELO RD.			EASTBOUND MESQUITE AVE.			WESTBOUND MESQUITE AVE.			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
BEGIN PEAK HR	1:15 PM												
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PEAK HR FACTOR	0.000			0.000			0.000			0.000			0.000
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
LSEV PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
BEGIN PEAK HR	5:45 PM												
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PEAK HR FACTOR	0.000			0.000			0.000			0.000			0.000
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0

INTERSECTION TURNING MOVEMENT COUNTS (VEHICLES & PEDESTRIANS)

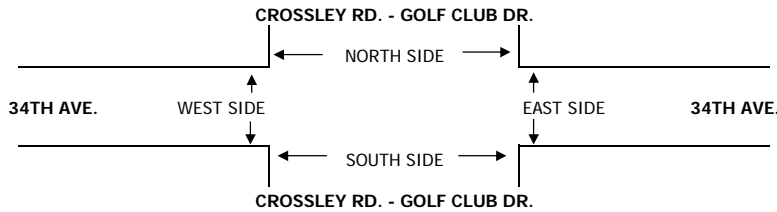
(PAGE 1 OF 2)

DATE: 3/15/16 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	PALM SPRINGS CROSSLEY RD. - GOLF CLUB DR. 34TH AVE.	PROJECT #: LOCATION #: CONTROL:
			09272 - CV LINK 10 UNSIGNALIZED

NOTES: Westbound and eastbound each consist of a stop sign from which a vehicle can proceed left, right, or through. For bicycles and LSEVs, an additional table has been added to Counts Template P2 called "MISCELLANEOUS". "North" and "South" refer to northbound and southbound traffic, respectively, traveling in the wrong direction (i.e. with the curb on its left) and (in the case of North) possibly to a bike path located northwest of the intersection. "East" refers to traffic that might be traveling from this same bike path.	<table border="1" style="margin: auto;"> <tr> <td style="padding: 2px;">AM</td> <td style="padding: 2px;">▲</td> <td style="padding: 2px;">N</td> </tr> <tr> <td style="padding: 2px;">PM</td> <td style="padding: 2px;">◀</td> <td style="padding: 2px;">W</td> </tr> <tr> <td style="padding: 2px;">MD</td> <td style="padding: 2px;">▶</td> <td style="padding: 2px;">E</td> </tr> <tr> <td style="padding: 2px;">OTHER</td> <td style="padding: 2px;">▼</td> <td style="padding: 2px;">S</td> </tr> <tr> <td style="padding: 2px;">OTHER</td> <td></td> <td></td> </tr> </table>	AM	▲	N	PM	◀	W	MD	▶	E	OTHER	▼	S	OTHER		
AM	▲	N														
PM	◀	W														
MD	▶	E														
OTHER	▼	S														
OTHER																

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	CROSSLEY RD. - GOLF CLUB DR.			CROSSLEY RD. - GOLF CLUB DR.			34TH AVE.			34TH AVE.			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	2	D	1	2	D	0.5	0.5	0.5	0.5	0.5	0.5	

VEHICLE AM/MIDDAY	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
11:30 AM	3	52	1	3	60	5	3	0	7	0	0	7	141
11:45 AM	5	81	3	4	55	8	11	1	4	7	0	7	186
12:00 PM	4	59	1	11	64	5	6	0	8	0	0	4	162
12:15 PM	2	59	2	12	71	5	7	0	7	3	1	7	176
12:30 PM	2	72	4	2	62	5	7	0	2	2	0	6	164
12:45 PM	5	71	1	6	56	5	11	0	5	2	0	7	169
1:00 PM	3	77	0	8	70	8	7	1	8	1	0	8	191
1:15 PM	5	64	2	5	45	3	13	0	5	1	0	7	150
VOLUMES	29	535	14	51	483	44	65	2	46	16	1	53	1,339
APPROACH %	5%	93%	2%	9%	84%	8%	58%	2%	41%	23%	1%	76%	
APP/DEPART	578	/	653	578	/	545	113	/	67	70	/	74	0
BEGIN PEAK HR	12:15 PM												
VOLUMES	12	279	7	28	259	23	32	1	22	8	1	28	700
APPROACH %	4%	94%	2%	9%	84%	7%	58%	2%	40%	22%	3%	76%	
PEAK HR FACTOR	0.931			0.881			0.859			0.841			0.916
APP/DEPART	298	/	339	310	/	289	55	/	36	37	/	36	0
VEHICLE PM	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
4:00 PM	4	87	1	6	56	3	3	0	7	0	0	8	
4:15 PM	3	65	2	12	40	3	3	0	1	1	0	6	136
4:30 PM	2	56	2	5	71	3	1	0	3	2	0	8	153
4:45 PM	2	72	2	3	49	4	4	0	2	3	0	6	147
5:00 PM	0	69	3	11	53	1	4	0	4	1	0	2	148
5:15 PM	2	55	6	6	53	0	10	0	5	5	0	8	150
5:30 PM	4	72	3	3	54	0	4	0	7	4	0	8	159
5:45 PM	4	67	4	10	55	3	5	0	2	2	0	5	157
VOLUMES	21	543	23	56	431	17	34	0	31	18	0	51	1,225
APPROACH %	4%	93%	4%	11%	86%	3%	52%	0%	48%	26%	0%	74%	
APP/DEPART	587	/	628	504	/	480	65	/	79	69	/	38	0
BEGIN PEAK HR	5:00 PM												
VOLUMES	10	263	16	30	215	4	23	0	18	12	0	23	614
APPROACH %	3%	91%	6%	12%	86%	2%	56%	0%	44%	34%	0%	66%	
PEAK HR FACTOR	0.915			0.915			0.683			0.673			0.965
APP/DEPART	289	/	309	249	/	245	41	/	46	35	/	14	0



		PEDESTRIAN CROSSINGS				TOTAL
		N SIDE	S SIDE	E SIDE	W SIDE	
AM	11:30 AM	0	0	3	0	3
	11:45 AM	0	0	0	0	0
	12:00 PM	0	0	0	0	0
	12:15 PM	0	0	0	0	0
	12:30 PM	0	0	0	0	0
	12:45 PM	0	0	0	0	0
	1:00 PM	0	0	0	0	0
	1:15 PM	0	0	0	0	0
	TOTAL		0	0	3	0
BEGIN PEAK HR	11:30 AM	0	0	3	0	3
PM	4:00 PM	1	0	0	0	1
	4:15 PM	0	0	1	0	1
	4:30 PM	0	0	2	1	3
	4:45 PM	0	1	0	1	2
	5:00 PM	0	0	0	0	0
	5:15 PM	0	0	0	0	0
	5:30 PM	0	0	0	0	0
	5:45 PM	0	0	0	0	0
	TOTAL		1	1	3	2
BEGIN PEAK HR	4:00 PM	1	1	3	2	7

INTERSECTION TURNING MOVEMENT COUNTS (BICYCLES & LSEVs)

(PAGE 2 OF 2)

DATE:
3/15/16
TUESDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

PALM SPRINGS
CROSSLEY RD. - GOLF CLUB DR.
34TH AVE.

PROJECT #: 09272 - CV LINK
LOCATION #: 10
CONTROL: UNSIGNALIZED

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	CROSSLEY RD. - GOLF CLUB DR.			CROSSLEY RD. - GOLF CLUB DR.			34TH AVE.			34TH AVE.			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	2	D	1	2	D	0.5	0.5	0.5	0.5	0.5	0.5	

BICYCLE AM/MIDDAY	11:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	1
	11:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
	12:00 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
	12:15 PM	0	3	1	0	0	0	0	0	0	0	0	0	4
	12:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	1
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00 PM	2	0	1	0	0	0	0	0	0	0	0	0	3
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	2	3	3	1	2	0	0	0	0	0	2	0	13
	APPROACH %	25%	38%	38%	33%	67%	0%	0%	0%	0%	100%	0%	0%	
APP/DEPART	8	/	3	3	/	2	0	/	4	2	/	4	0	
BEGIN PEAK HR	11:45 AM													
VOLUMES	0	3	1	1	2	0	0	0	0	0	2	0	9	
APPROACH %	0%	75%	25%	33%	67%	0%	0%	0%	0%	100%	0%	0%		
PEAK HR FACTOR	0.250			0.375			0.000			0.250			0.563	
APP/DEPART	4	/	3	3	/	2	0	/	2	2	/	2	0	
BICYCLE PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0	
BEGIN PEAK HR	5:45 PM													
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PEAK HR FACTOR	0.000			0.000			0.000			0.000			0.000	
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0	

LSEV AM/MIDDAY	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
	12:30 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	2	0	0	0	0	0	0	0	0	0	0	0	2
	APPROACH %	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
APP/DEPART	2	/	0	0	/	0	0	/	0	0	/	2	0	
BEGIN PEAK HR	12:15 PM													
VOLUMES	2	0	0	0	0	0	0	0	0	0	0	0	2	
APPROACH %	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PEAK HR FACTOR	0.500			0.000			0.000			0.000			0.500	
APP/DEPART	2	/	0	0	/	0	0	/	0	0	/	2	0	
LSEV PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	3	0	0	0	0	0	0	0	0	0	0	0	3
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	3	0	0	0	0	0	0	0	0	0	0	0	3
	APPROACH %	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
APP/DEPART	3	/	0	0	/	0	0	/	0	0	/	3	0	
BEGIN PEAK HR	5:30 PM													
VOLUMES	3	0	0	0	0	0	0	0	0	0	0	0	3	
APPROACH %	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PEAK HR FACTOR	0.250			0.000			0.000			0.000			0.250	
APP/DEPART	3	/	0	0	/	0	0	/	0	0	/	3	0	

INTERSECTION TURNING MOVEMENT COUNTS (VEHICLES & PEDESTRIANS)

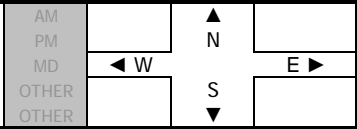
(PAGE 1 OF 2)

DATE:
3/24/16
THURSDAY

LOCATION: CATHEDRAL CITY
NORTH & SOUTH: GOLF CLUB DR.
EAST & WEST: TAHQUITZ CREEK

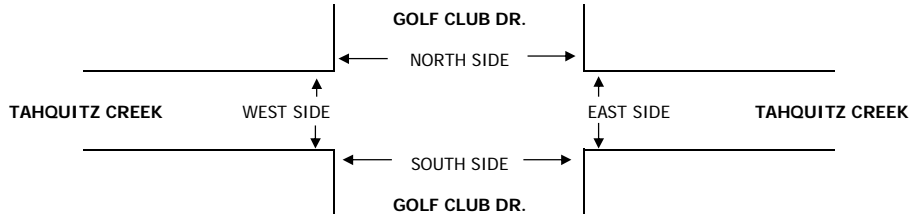
PROJECT #: 09272 - CV LINK
LOCATION #: 11
CONTROL: UNSIGNALIZED

NOTES: During the 11:45 starting time interval, a bicycle crossed the road in front of the camera. There was no official crosswalk there, but it is recorded in the "BICYCLE CROSSINGS" table on worksheet, "Counts Template P2", as a northside crossing. The columns in the "WRONG DIRECTION" table indicate the directions in which the bicycle or LSEV was traveling.



LANES:	NORTHBOUND GOLF CLUB DR.			SOUTHBOUND GOLF CLUB DR.			EASTBOUND TAHQUITZ CREEK			WESTBOUND TAHQUITZ CREEK			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	2	0	0	2	0	0	0	0	0	0	0	

VEHICLE AM/MIDDAY	NORTHBOUND GOLF CLUB DR.			SOUTHBOUND GOLF CLUB DR.			EASTBOUND TAHQUITZ CREEK			WESTBOUND TAHQUITZ CREEK			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
11:30 AM		63			64								127
11:45 AM		58			67								125
12:00 PM		86			61								147
12:15 PM		67			63								130
12:30 PM		72			77								149
12:45 PM		84			70								154
1:00 PM		67			69								136
1:15 PM		91			77								168
VOLUMES	0	588	0	0	548	0	0	0	0	0	0	0	1,136
APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	
APP/DEPART	588	/	588	548	/	548	0	/	0	0	/	0	0
BEGIN PEAK HR	12:30 PM												
VOLUMES	0	314	0	0	293	0	0	0	0	0	0	0	607
APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	
PEAK HR FACTOR		0.863			0.951			0.000			0.000		0.903
APP/DEPART	314	/	314	293	/	293	0	/	0	0	/	0	0
VEHICLE PM	NORTHBOUND GOLF CLUB DR.			SOUTHBOUND GOLF CLUB DR.			EASTBOUND TAHQUITZ CREEK			WESTBOUND TAHQUITZ CREEK			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
4:00 PM		75			70								145
4:15 PM		72			52								124
4:30 PM		67			66								133
4:45 PM		77			66								143
5:00 PM		74			60								134
5:15 PM		80			62								142
5:30 PM		70			56								126
5:45 PM		80			55								135
VOLUMES	0	595	0	0	487	0	0	0	0	0	0	0	1,082
APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	
APP/DEPART	595	/	595	487	/	487	0	/	0	0	/	0	0
BEGIN PEAK HR	4:30 PM												
VOLUMES	0	298	0	0	254	0	0	0	0	0	0	0	552
APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	
PEAK HR FACTOR		0.931			0.962			0.000			0.000		0.965
APP/DEPART	298	/	298	254	/	254	0	/	0	0	/	0	0



		PEDESTRIAN CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
AM	11:30 AM			1	0	1
	11:45 AM			7	3	10
	12:00 PM			1	1	2
	12:15 PM			0	2	2
	12:30 PM			0	0	0
	12:45 PM			0	1	1
	1:00 PM			0	1	1
	1:15 PM			0	0	0
	TOTAL		0	0	9	8
BEGIN PEAK HR	11:30 AM	0	0	9	6	15
PM	4:00 PM			0	2	2
	4:15 PM			0	0	0
	4:30 PM			2	0	2
	4:45 PM			0	0	0
	5:00 PM			0	0	0
	5:15 PM			0	0	0
	5:30 PM			2	0	2
	5:45 PM			1	0	1
	TOTAL		0	0	5	2
BEGIN PEAK HR	4:00 PM	0	0	2	2	4

INTERSECTION TURNING MOVEMENT COUNTS (BICYCLES & LSEVs)

(PAGE 2 OF 2)

DATE:
3/24/16
THURSDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

**CATHEDRAL CITY
GOLF CLUB DR.
TAHQUITZ CREEK**

PROJECT #: 09272 - CV LINK
LOCATION #: 11
CONTROL: UNSIGNALIZED

LANES:	NORTHBOUND GOLF CLUB DR.			SOUTHBOUND GOLF CLUB DR.			EASTBOUND TAHQUITZ CREEK			WESTBOUND TAHQUITZ CREEK			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	2	0	0	2	0	0	0	0	0	0	0	

BICYCLE AM/MIDDAY	NORTHBOUND GOLF CLUB DR.			SOUTHBOUND GOLF CLUB DR.			EASTBOUND TAHQUITZ CREEK			WESTBOUND TAHQUITZ CREEK			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
11:30 AM		3			1								4
11:45 AM		3			4								7
12:00 PM		4			0								4
12:15 PM		3			2								5
12:30 PM		1			1								2
12:45 PM		1			0								1
1:00 PM		4			2								6
1:15 PM		0			3								3
VOLUMES	0	19	0	0	13	0	0	0	0	0	0	0	32
APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	
APP/DEPART	19	/	19	13	/	13	0	/	0	0	/	0	0
BEGIN PEAK HR	11:30 AM												
VOLUMES	0	13	0	0	7	0	0	0	0	0	0	0	20
APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	
PEAK HR FACTOR	0.813			0.438			0.000			0.000			0.714
APP/DEPART	13	/	13	7	/	7	0	/	0	0	/	0	0
BICYCLE PM													
4:00 PM		2			0								2
4:15 PM		0			0								0
4:30 PM		0			2								2
4:45 PM		0			0								0
5:00 PM		2			1								3
5:15 PM		2			0								2
5:30 PM		0			0								0
5:45 PM		1			0								1
VOLUMES	0	7	0	0	3	0	0	0	0	0	0	0	10
APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	
APP/DEPART	7	/	7	3	/	3	0	/	0	0	/	0	0
BEGIN PEAK HR	4:30 PM												
VOLUMES	0	4	0	0	3	0	0	0	0	0	0	0	7
APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	
PEAK HR FACTOR	0.500			0.375			0.000			0.000			0.583
APP/DEPART	4	/	4	3	/	3	0	/	0	0	/	0	0

LSEV AM/MIDDAY	NORTHBOUND GOLF CLUB DR.			SOUTHBOUND GOLF CLUB DR.			EASTBOUND TAHQUITZ CREEK			WESTBOUND TAHQUITZ CREEK			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
11:30 AM		0			0								0
11:45 AM		0			0								0
12:00 PM		0			0								0
12:15 PM		0			0								0
12:30 PM		0			0								0
12:45 PM		0			0								0
1:00 PM		0			0								0
1:15 PM		0			0								0
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
BEGIN PEAK HR	1:15 PM												
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PEAK HR FACTOR	0.000			0.000			0.000			0.000			0.000
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
LSEV PM													
4:00 PM		0			0								0
4:15 PM		0			0								0
4:30 PM		0			0								0
4:45 PM		0			0								0
5:00 PM		0			0								0
5:15 PM		0			0								0
5:30 PM		0			0								0
5:45 PM		0			0								0
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
BEGIN PEAK HR	5:45 PM												
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PEAK HR FACTOR	0.000			0.000			0.000			0.000			0.000
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0

INTERSECTION TURNING MOVEMENT COUNTS (VEHICLES & PEDESTRIANS)

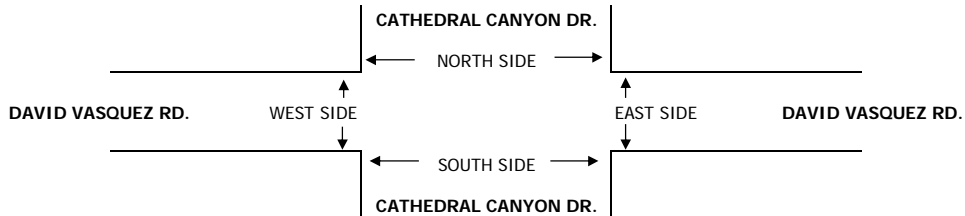
(PAGE 1 OF 2)

DATE: 3/17/16 THURSDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	CATHEDRAL CITY CATHEDRAL CANYON DR. DAVID VASQUEZ RD.	PROJECT #: LOCATION #: CONTROL:
			09272 - CV LINK 12 SIGNAL

NOTES: The northbound-through bicycle at 5:45 was traveling north in the wrong lane (i.e. with the curb on its right).	AM PM MD OTHER OTHER	◀ W E ▶	▲ N S ▼
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LANES:	NORTHBOUND CATHEDRAL CANYON DR.			SOUTHBOUND CATHEDRAL CANYON DR.			EASTBOUND DAVID VASQUEZ RD.			WESTBOUND DAVID VASQUEZ RD.			TOTAL
	NL 0	NT 2	NR D	SL 1	ST 2	SR 0	EL 0	ET 0	ER 0	WL 1	WT 0	WR 1>	

VEHICLE AM/MIDDAY	NORTHBOUND CATHEDRAL CANYON DR.			SOUTHBOUND CATHEDRAL CANYON DR.			EASTBOUND DAVID VASQUEZ RD.			WESTBOUND DAVID VASQUEZ RD.			TOTAL
	NL 0	NT 2	NR D	SL 1	ST 2	SR 0	EL 0	ET 0	ER 0	WL 1	WT 0	WR 1>	
11:30 AM		73	1	4	88					1		10	177
11:45 AM		84	1	7	83					3		12	190
12:00 PM		91	1	7	105					1		7	212
12:15 PM		76	0	3	94					2		14	189
12:30 PM		94	1	5	89					4		8	201
12:45 PM		85	2	1	91					4		12	195
1:00 PM		96	2	4	73					1		9	185
1:15 PM		99	5	7	74					0		11	196
VOLUMES	0	698	13	38	697	0	0	0	0	16	0	83	1,545
APPROACH %	0%	98%	2%	5%	95%	0%	0%	0%	0%	16%	0%	84%	
APP/DEPART	711	/	781	735	/	713	0	/	51	99	/	0	0
BEGIN PEAK HR	12:00 PM												
VOLUMES	0	346	4	16	379	0	0	0	0	11	0	41	797
APPROACH %	0%	99%	1%	4%	96%	0%	0%	0%	0%	21%	0%	79%	
PEAK HR FACTOR	0.921			0.882			0.000			0.813			0.940
APP/DEPART	350	/	387	395	/	390	0	/	20	52	/	0	0
VEHICLE PM	NORTHBOUND CATHEDRAL CANYON DR.			SOUTHBOUND CATHEDRAL CANYON DR.			EASTBOUND DAVID VASQUEZ RD.			WESTBOUND DAVID VASQUEZ RD.			TOTAL
	NL 0	NT 2	NR D	SL 1	ST 2	SR 0	EL 0	ET 0	ER 0	WL 1	WT 0	WR 1>	
4:00 PM		99	0	7	108					1		9	224
4:15 PM		109	1	6	97					2		12	227
4:30 PM		94	0	7	114					1		8	224
4:45 PM		89	1	6	122					2		10	230
5:00 PM		116	1	4	108					3		10	242
5:15 PM		91	1	6	106					0		7	211
5:30 PM		93	2	7	92					2		10	206
5:45 PM		67	1	6	82					1		8	165
VOLUMES	0	758	7	49	829	0	0	0	0	12	0	74	1,729
APPROACH %	0%	99%	1%	6%	94%	0%	0%	0%	0%	14%	0%	86%	
APP/DEPART	765	/	832	878	/	841	0	/	56	86	/	0	0
BEGIN PEAK HR	4:15 PM												
VOLUMES	0	408	3	23	441	0	0	0	0	8	0	40	923
APPROACH %	0%	99%	1%	5%	95%	0%	0%	0%	0%	17%	0%	83%	
PEAK HR FACTOR	0.878			0.906			0.000			0.857			0.954
APP/DEPART	411	/	448	464	/	449	0	/	26	48	/	0	0



		PEDESTRIAN CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
AM	11:30 AM	0	0	2	0	2
	11:45 AM	0	0	1	0	1
	12:00 PM	0	0	3	1	4
	12:15 PM	0	0	1	2	3
	12:30 PM	0	0	4	2	6
	12:45 PM	0	0	5	3	8
	1:00 PM	1	0	6	0	7
	1:15 PM	0	0	1	0	1
	TOTAL		1	0	23	8
BEGIN PEAK HR	12:15 PM	1	0	16	7	24
PM	4:00 PM	0	0	2	0	2
	4:15 PM	0	0	2	0	2
	4:30 PM	0	0	0	0	0
	4:45 PM	0	0	2	0	2
	5:00 PM	0	0	1	1	2
	5:15 PM	0	0	0	0	0
	5:30 PM	0	0	1	0	1
	5:45 PM	0	0	1	1	2
	TOTAL		0	0	9	2
BEGIN PEAK HR	4:15 PM	0	0	6	1	7

INTERSECTION TURNING MOVEMENT COUNTS (BICYCLES & LSEVs)

(PAGE 2 OF 2)

DATE:
3/17/16
THURSDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

CATHEDRAL CITY
CATHEDRAL CANYON DR.
DAVID VASQUEZ RD.

PROJECT #: 09272 - CV LINK
LOCATION #: 12
CONTROL: SIGNAL

LANES:	NORTHBOUND CATHEDRAL CANYON DR.			SOUTHBOUND CATHEDRAL CANYON DR.			EASTBOUND DAVID VASQUEZ RD.			WESTBOUND DAVID VASQUEZ RD.			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	2	D	1	2	0	0	0	0	1	0	1>	

BICYCLE AM/MIDDAY	NORTHBOUND CATHEDRAL CANYON DR.			SOUTHBOUND CATHEDRAL CANYON DR.			EASTBOUND DAVID VASQUEZ RD.			WESTBOUND DAVID VASQUEZ RD.			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
11:30 AM		0	0	0	1					0		0	1
11:45 AM		0	0	0	0					0		0	0
12:00 PM		0	0	0	0					0		0	0
12:15 PM		0	0	0	0					0		0	0
12:30 PM		0	0	0	0					0		0	0
12:45 PM		0	0	0	0					0		0	0
1:00 PM		0	0	0	0					0		0	0
1:15 PM		0	0	0	0					0		0	0
VOLUMES	0	0	0	0	1	0	0	0	0	0	0	0	1
APPROACH %	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	
APP/DEPART	0	/	0	1	/	1	0	/	0	0	/	0	0
BEGIN PEAK HR	11:30 AM												
VOLUMES	0	0	0	0	1	0	0	0	0	0	0	0	1
APPROACH %	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	
PEAK HR FACTOR	0.000			0.250			0.000			0.000			0.250
APP/DEPART	0	/	0	1	/	1	0	/	0	0	/	0	0
BICYCLE PM													
4:00 PM		0	0	0	0					0		0	0
4:15 PM		0	0	0	1					0		0	1
4:30 PM		0	0	0	0					0		0	0
4:45 PM		2	0	0	0					0		0	2
5:00 PM		1	0	0	0					0		0	1
5:15 PM		0	0	0	1					0		0	1
5:30 PM		1	0	0	0					0		0	1
5:45 PM		1	0	0	0					0		0	1
VOLUMES	0	5	0	0	2	0	0	0	0	0	0	0	7
APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	
APP/DEPART	5	/	5	2	/	2	0	/	0	0	/	0	0
BEGIN PEAK HR	4:45 PM												
VOLUMES	0	4	0	0	1	0	0	0	0	0	0	0	5
APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	
PEAK HR FACTOR	0.500			0.250			0.000			0.000			0.625
APP/DEPART	4	/	4	1	/	1	0	/	0	0	/	0	0

LSEV AM/MIDDAY	NORTHBOUND CATHEDRAL CANYON DR.			SOUTHBOUND CATHEDRAL CANYON DR.			EASTBOUND DAVID VASQUEZ RD.			WESTBOUND DAVID VASQUEZ RD.			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
11:30 AM		0	0	0	0					0		0	0
11:45 AM		0	0	0	0					0		0	0
12:00 PM		0	0	0	0					0		0	0
12:15 PM		0	0	0	0					0		0	0
12:30 PM		0	0	0	0					0		0	0
12:45 PM		0	0	0	0					0		0	0
1:00 PM		0	0	0	0					0		0	0
1:15 PM		0	0	0	0					0		0	0
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
BEGIN PEAK HR	1:15 PM												
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PEAK HR FACTOR	0.000			0.000			0.000			0.000			0.000
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
LSEV PM													
4:00 PM		0	0	0	0					0		0	0
4:15 PM		0	0	0	0					0		0	0
4:30 PM		0	0	0	0					0		0	0
4:45 PM		0	0	0	0					0		0	0
5:00 PM		0	0	0	0					0		0	0
5:15 PM		0	0	0	0					0		0	0
5:30 PM		0	0	0	0					0		0	0
5:45 PM		0	0	0	0					0		0	0
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
BEGIN PEAK HR	5:45 PM												
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PEAK HR FACTOR	0.000			0.000			0.000			0.000			0.000
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0

INTERSECTION TURNING MOVEMENT COUNTS (VEHICLES & PEDESTRIANS)

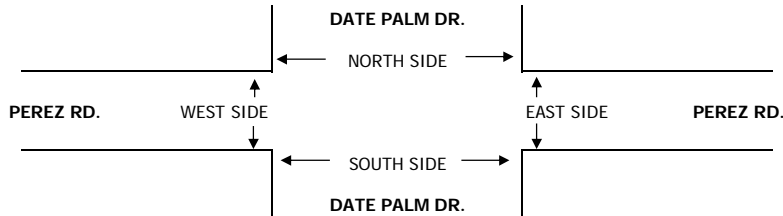
(PAGE 1 OF 2)

DATE: 3/15/16 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	CATHEDRAL CITY DATE PALM DR. PEREZ RD.	PROJECT #: LOCATION #: CONTROL:	09272 - CV LINK 13 SIGNAL
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NOTES:	AM PM MD OTHER OTHER	◀ W E ▶	▲ N S ▼
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LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	DATE PALM DR.						PEREZ RD.			PEREZ RD.			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	2	0	0	2	1>	2	0	1	0	0	0	

VEHICLE AM/MIDDAY	DATE PALM DR.												TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
11:30 AM	35	101	0	0	119	81	107	0	38	0	0	0	481
11:45 AM	33	117	0	0	116	85	83	0	57	0	0	0	491
12:00 PM	40	128	0	0	131	87	114	0	47	0	0	0	547
12:15 PM	18	129	0	0	110	75	83	0	46	0	0	0	461
12:30 PM	36	137	0	0	88	97	82	0	38	0	0	0	478
12:45 PM	38	111	0	0	105	95	65	0	34	0	0	0	448
1:00 PM	36	135	0	0	112	100	84	0	41	0	0	0	508
1:15 PM	35	112	0	0	97	89	76	0	38	0	0	0	447
VOLUMES	271	970	0	0	878	709	694	0	339	0	0	0	3,861
APPROACH %	22%	78%	0%	0%	55%	45%	67%	0%	33%	0%	0%	0%	
APP/DEPART	1,241	/	1,664	1,587	/	1,217	1,033	/	0	0	/	980	0
BEGIN PEAK HR	11:30 AM												
VOLUMES	126	475	0	0	476	328	387	0	188	0	0	0	1,980
APPROACH %	21%	79%	0%	0%	59%	41%	67%	0%	33%	0%	0%	0%	
PEAK HR FACTOR	0.894				0.922		0.893		0.000				0.905
APP/DEPART	601	/	862	804	/	664	575	/	0	0	/	454	0
VEHICLE PM	4:00 PM	44	156	0	0	120	87	80	0	38	0	0	525
	4:15 PM	42	134	0	0	108	79	96	0	24	0	0	483
	4:30 PM	38	147	0	0	103	80	102	0	42	0	0	512
	4:45 PM	49	153	0	0	108	89	83	0	59	0	0	541
	5:00 PM	41	133	0	0	104	82	110	0	43	0	0	513
	5:15 PM	38	147	0	0	107	66	81	0	41	0	0	480
	5:30 PM	16	192	0	0	94	73	75	0	47	0	0	497
	5:45 PM	17	127	0	0	105	56	77	0	16	0	0	398
VOLUMES	285	1,189	0	0	849	612	704	0	310	0	0	0	3,949
APPROACH %	19%	81%	0%	0%	58%	42%	69%	0%	31%	0%	0%	0%	
APP/DEPART	1,474	/	1,893	1,461	/	1,159	1,014	/	0	0	/	897	0
BEGIN PEAK HR	4:00 PM												
VOLUMES	173	590	0	0	439	335	361	0	163	0	0	0	2,061
APPROACH %	23%	77%	0%	0%	57%	43%	69%	0%	31%	0%	0%	0%	
PEAK HR FACTOR	0.944				0.935		0.910		0.000				0.952
APP/DEPART	763	/	951	774	/	602	524	/	0	0	/	508	0



		PEDESTRIAN CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
AM	11:30 AM	0	1	0	3	4
	11:45 AM	0	0	0	1	1
	12:00 PM	0	0	0	0	0
	12:15 PM	0	0	0	0	0
	12:30 PM	0	0	0	1	1
	12:45 PM	0	0	0	1	1
	1:00 PM	0	0	0	0	0
	1:15 PM	0	0	0	0	0
TOTAL		0	1	0	6	7
BEGIN PEAK HR 11:30 AM		0	1	0	4	5
PM	4:00 PM	0	1	0	1	2
	4:15 PM	0	0	0	0	0
	4:30 PM	0	0	0	1	1
	4:45 PM	0	0	0	0	0
	5:00 PM	0	0	0	0	0
	5:15 PM	0	0	0	1	1
	5:30 PM	0	0	0	0	0
	5:45 PM	0	1	0	1	2
TOTAL		0	2	0	4	6
BEGIN PEAK HR 5:00 PM		0	1	0	2	3

INTERSECTION TURNING MOVEMENT COUNTS (BICYCLES & LSEVs)

(PAGE 2 OF 2)

DATE:
3/15/16
TUESDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

CATHEDRAL CITY
DATE PALM DR.
PEREZ RD.

PROJECT #: 09272 - CV LINK
LOCATION #: 13
CONTROL: SIGNAL

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	DATE PALM DR.			DATE PALM DR.			PEREZ RD.			PEREZ RD.			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	2	0	0	2	1>	2	0	1	0	0	0	

BICYCLE AM/MIDDAY	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	DATE PALM DR.			DATE PALM DR.			PEREZ RD.			PEREZ RD.			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	4	0	0	0	0	0	0	4
12:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	2	0	0	0	4	0	0	0	0	0	0	6
APPROACH %	0%	100%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	
APP/DEPART	2	/	2	4	/	0	0	/	0	0	/	4	0
BEGIN PEAK HR	12:00 PM												
VOLUMES	0	1	0	0	0	4	0	0	0	0	0	0	5
APPROACH %	0%	100%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	
PEAK HR FACTOR	0.250			0.250			0.000			0.000			0.313
APP/DEPART	1	/	1	4	/	0	0	/	0	0	/	4	0
BICYCLE PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
5:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
VOLUMES	0	1	0	0	2	0	0	0	0	0	0	0	3
APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	
APP/DEPART	1	/	1	2	/	2	0	/	0	0	/	0	0
BEGIN PEAK HR	5:15 PM												
VOLUMES	0	1	0	0	2	0	0	0	0	0	0	0	3
APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	
PEAK HR FACTOR	0.250			0.500			0.000			0.000			0.750
APP/DEPART	1	/	1	2	/	2	0	/	0	0	/	0	0

LSEV AM/MIDDAY	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	DATE PALM DR.			DATE PALM DR.			PEREZ RD.			PEREZ RD.			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
BEGIN PEAK HR	1:15 PM												
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PEAK HR FACTOR	0.000			0.000			0.000			0.000			0.000
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
LSEV PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
BEGIN PEAK HR	5:45 PM												
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PEAK HR FACTOR	0.000			0.000			0.000			0.000			0.000
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0

INTERSECTION TURNING MOVEMENT COUNTS (VEHICLES & PEDESTRIANS)

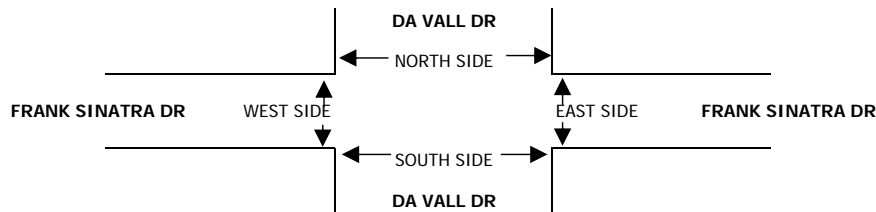
(PAGE 1 OF 2)

DATE: 3/17/16 THURSDAY	LOCATION: NORTH & SOUTH: DA VALL DR EAST & WEST: FRANK SINATRA DR	RANCHO MIRAGE DA VALL DR FRANK SINATRA DR	PROJECT #: 09272 - CV LINK LOCATION #: 14 CONTROL: SIGNAL
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NOTES: Westbound WL is U-turn Lane	<table border="1" style="margin: auto; border-collapse: collapse;"> <tr> <td style="padding: 2px;">AM</td> <td style="padding: 2px;">▲</td> <td style="padding: 2px;">N</td> </tr> <tr> <td style="padding: 2px;">PM</td> <td style="padding: 2px;">◀</td> <td style="padding: 2px;">W</td> </tr> <tr> <td style="padding: 2px;">MD</td> <td style="padding: 2px;">▶</td> <td style="padding: 2px;">E</td> </tr> <tr> <td style="padding: 2px;">OTHER</td> <td style="padding: 2px;">▼</td> <td style="padding: 2px;">S</td> </tr> <tr> <td style="padding: 2px;">OTHER</td> <td></td> <td></td> </tr> </table>	AM	▲	N	PM	◀	W	MD	▶	E	OTHER	▼	S	OTHER		
AM	▲	N														
PM	◀	W														
MD	▶	E														
OTHER	▼	S														
OTHER																

	NORTHBOUND DA VALL DR			SOUTHBOUND DA VALL DR			EASTBOUND FRANK SINATRA DR			WESTBOUND FRANK SINATRA DR			TOTAL
	LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	
	0	0	0	1.5	0	1.5	1	2	0	1	2	1	

		NORTHBOUND DA VALL DR			SOUTHBOUND DA VALL DR			EASTBOUND FRANK SINATRA DR			WESTBOUND FRANK SINATRA DR			TOTAL
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
VEHICLE AM/MIDDAY	11:30 AM				87		51	39	69			72	33	351
	11:45 AM				45		43	28	51			82	24	273
	12:00 PM				66		47	35	60			76	29	313
	12:15 PM				60		66	34	68			78	43	349
	12:30 PM				54		71	34	76			79	57	371
	12:45 PM				59		53	41	73			80	52	358
	1:00 PM				63		34	47	70			81	48	343
	1:15 PM				61		43	44	71			80	50	349
	VOLUMES	0	0	0	495	0	408	302	538	0	0	628	336	2,707
	APPROACH %	0%	0%	0%	55%	0%	45%	36%	64%	0%	0%	65%	35%	
APP/DEPART	0	/	638	903	/	0	840	/	1,033	964	/	1,036	0	
BEGIN PEAK HR	12:30 PM													
VOLUMES	0	0	0	237	0	201	166	290	0	0	320	207	1,421	
APPROACH %	0%	0%	0%	54%	0%	46%	36%	64%	0%	0%	61%	39%		
PEAK HR FACTOR	0.000			0.869			0.974			0.969			0.958	
APP/DEPART	0	/	373	438	/	0	456	/	527	527	/	521	0	
VEHICLE PM	4:00 PM				57		46	44	60			78	85	370
	4:15 PM				77		40	46	62			78	84	387
	4:30 PM				86		36	47	64			78	84	395
	4:45 PM				62		37	62	73			85	88	407
	5:00 PM				38		39	76	81			91	91	416
	5:15 PM				46		34	64	78			97	68	387
	5:30 PM				54		30	53	76			103	46	362
	5:45 PM				62		27	43	74			109	34	349
	VOLUMES	0	0	0	482	0	289	435	568	0	0	719	580	3,073
	APPROACH %	0%	0%	0%	63%	0%	37%	43%	57%	0%	0%	55%	45%	
APP/DEPART	0	/	1,015	771	/	0	1,003	/	1,050	1,299	/	1,008	0	
BEGIN PEAK HR	4:30 PM													
VOLUMES	0	0	0	232	0	146	249	296	0	0	351	331	1,605	
APPROACH %	0%	0%	0%	61%	0%	39%	46%	54%	0%	0%	51%	49%		
PEAK HR FACTOR	0.000			0.775			0.868			0.937			0.965	
APP/DEPART	0	/	580	378	/	0	545	/	528	682	/	497	0	



		PEDESTRIAN CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
AM	11:30 AM	1		2	2	5
	11:45 AM			8		8
	12:00 PM			5		5
	12:15 PM					0
	12:30 PM					0
	12:45 PM					0
	1:00 PM			1		1
	1:15 PM					0
TOTAL		1	0	16	2	19
BEGIN PEAK HR 11:30 AM		1	0	15	2	18
PM	4:00 PM					0
	4:15 PM					0
	4:30 PM					0
	4:45 PM					0
	5:00 PM					0
	5:15 PM					0
	5:30 PM					0
	5:45 PM					0
TOTAL		0	0	0	0	0
BEGIN PEAK HR 5:00 PM		0	0	0	0	0

INTERSECTION TURNING MOVEMENT COUNTS (BICYCLES & LSEVs)

(PAGE 2 OF 2)

DATE: 3/1/16 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	RANCHO MIRAGE DA VALL DR FRANK SINATRA DR	PROJECT #: 09272 - CV LINK LOCATION #: 14 CONTROL: SIGNAL
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	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL	
	DA VALL DR			DA VALL DR			FRANK SINATRA DR			FRANK SINATRA DR				
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR		
LANES:	0	0	0	1.5	0	1.5	1	2	0	1	2	1		
BICYCLE AM/MIDDAY	11:30 AM			3				3					6	
	11:45 AM			1				1				1	3	
	12:00 PM			1				2				1	4	
	12:15 PM												0	
	12:30 PM												0	
	12:45 PM												0	
	1:00 PM											1	1	
	1:15 PM											1	1	
	VOLUMES	0	0	0	5	0	0	0	6	0	0	0	4	15
	APPROACH %	0%	0%	0%	100%	0%	0%	0%	100%	0%	0%	0%	100%	
APP/DEPART	0	/	4	5	/	0	6	/	11	4	/	0	0	
BEGIN PEAK HR	11:30 AM													
VOLUMES	0	0	0	5	0	0	0	6	0	0	0	2	13	
APPROACH %	0%	0%	0%	100%	0%	0%	0%	100%	0%	0%	0%	100%		
PEAK HR FACTOR	0.000			0.417			0.500			0.500			0.542	
APP/DEPART	0	/	2	5	/	0	6	/	11	2	/	0	0	
BICYCLE PM	4:00 PM											1	1	
	4:15 PM												0	
	4:30 PM												0	
	4:45 PM												0	
	5:00 PM												0	
	5:15 PM												0	
	5:30 PM												0	
	5:45 PM												0	
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	1	1
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	
APP/DEPART	0	/	1	0	/	0	0	/	0	1	/	0	0	
BEGIN PEAK HR	4:00 PM													
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	1	1	
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%		
PEAK HR FACTOR	0.000			0.000			0.000			0.250			0.250	
APP/DEPART	0	/	1	0	/	0	0	/	0	1	/	0	0	
LSEV AM/MIDDAY	11:30 AM												0	
	11:45 AM												0	
	12:00 PM												0	
	12:15 PM												0	
	12:30 PM												0	
	12:45 PM												0	
	1:00 PM												0	
	1:15 PM												0	
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0	
BEGIN PEAK HR	1:15 PM													
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PEAK HR FACTOR	0.000			0.000			0.000			0.000			0.000	
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0	
LSEV PM	4:00 PM												0	
	4:15 PM												0	
	4:30 PM												0	
	4:45 PM												0	
	5:00 PM												0	
	5:15 PM												0	
	5:30 PM												0	
	5:45 PM												0	
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0	
BEGIN PEAK HR	5:45 PM													
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PEAK HR FACTOR	0.000			0.000			0.000			0.000			0.000	
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0	

INTERSECTION TURNING MOVEMENT COUNTS (VEHICLES & PEDESTRIANS)

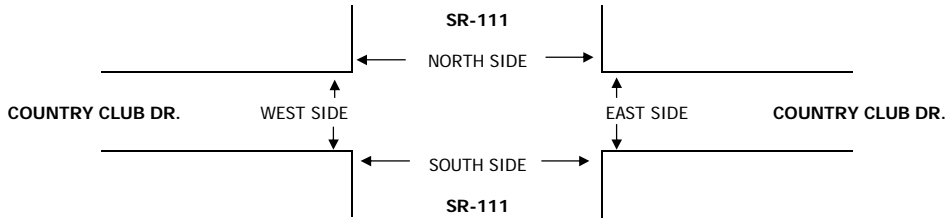
(PAGE 1 OF 2)

DATE: 3/16/16 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	RANCHO MIRAGE SR-111 COUNTRY CLUB DR.	PROJECT #: 09272 - CV LINK LOCATION #: 15 CONTROL: SIGNAL
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NOTES: <p style="text-align: center; color: blue;">*1 car turned right from NT lane.</p>	AM PM MD OTHER	
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LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	SR-111			SR-111			COUNTRY CLUB DR.			COUNTRY CLUB DR.			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	3	F	2	3	0	1	0.5	0.5	1	0.5	1.5	

VEHICLE AM/MIDDAY	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL	
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR		
11:30 AM	0	311	0	30	335	2	1	2	0	23	1	56	761	
11:45 AM	1	323	0	38	367	5	0	1	3	22	3	48	811	
12:00 PM	2	295	1	40	330	1	0	2	2	15	0	44	732	
12:15 PM	0	344	0	32	351	1	0	2	1	21	5	53	810	
12:30 PM	0	334	2	28	390	5	1	0	5	25	5	45	840	
12:45 PM	3	295	0	46	344	2	0	2	1	16	0	52	761	
1:00 PM	3	278	2	28	300	0	0	1	3	16	2	46	679	
1:15 PM	1	333	1*	39	321	1	1	2	3	19	2	40	762	
VOLUMES	10	2,513	5	281	2,738	17	3	12	18	157	18	384	6,156	
APPROACH %	0%	99%	0%	9%	90%	1%	9%	36%	55%	28%	3%	69%		
APP/DEPART	2,528	/	2,900	3,036	/	2,913	33	/	298	559	/	45	0	
BEGIN PEAK HR	11:45 AM													
VOLUMES	3	1,296	3	138	1,438	12	1	5	11	83	13	190	3,193	
APPROACH %	0%	100%	0%	9%	91%	1%	6%	29%	65%	29%	5%	66%		
PEAK HR FACTOR	0.946			0.939			0.708			0.905			0.950	
APP/DEPART	1,302	/	1,487	1,588	/	1,532	17	/	146	286	/	28	0	
VEHICLE PM	4:00 PM	0	297	23	31	321	0	2	1	3	14	1	47	740
	4:15 PM	1	264	17	43	296	1	1	2	3	19	2	57	706
	4:30 PM	1	353	26	39	330	1	0	3	3	10	1	49	816
	4:45 PM	3	329	25	45	294	2	0	13	2	14	2	33	762
	5:00 PM	2	390	15	53	276	1	0	3	2	5	0	50	797
	5:15 PM	1	393	12	44	308	0	0	1	1	19	0	42	821
	5:30 PM	3	350	9	33	318	0	0	1	0	15	1	38	768
	5:45 PM	1	345	25	28	320	2	1	2	2	8	0	28	762
VOLUMES	12	2,721	152	316	2,463	7	4	26	16	104	7	344	6,172	
APPROACH %	0%	94%	5%	11%	88%	0%	9%	57%	35%	23%	2%	76%		
APP/DEPART	2,885	/	3,069	2,786	/	2,583	46	/	494	455	/	26	0	
BEGIN PEAK HR	4:30 PM													
VOLUMES	7	1,465	78	181	1,208	4	0	20	8	48	3	174	3,196	
APPROACH %	0%	95%	5%	13%	87%	0%	0%	71%	29%	21%	1%	77%		
PEAK HR FACTOR	0.952			0.941			0.467			0.922			0.973	
APP/DEPART	1,550	/	1,639	1,393	/	1,264	28	/	279	225	/	14	0	



		PEDESTRIAN CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
AM	11:30 AM				1	1
	11:45 AM	0				0
	12:00 PM	0				0
	12:15 PM	0				0
	12:30 PM	0				0
	12:45 PM	0				0
	1:00 PM	0				0
	1:15 PM					0
	TOTAL	0	0	0	1	1
BEGIN PEAK HR	11:30 AM	0	0	0	1	1
PM	4:00 PM	1			1	2
	4:15 PM					0
	4:30 PM					0
	4:45 PM					0
	5:00 PM					0
	5:15 PM					0
	5:30 PM					0
	5:45 PM					0
	TOTAL	1	0	0	1	2
BEGIN PEAK HR	4:00 PM	1	0	0	1	2

INTERSECTION TURNING MOVEMENT COUNTS (BICYCLES & LSEVs)

(PAGE 2 OF 2)

DATE:
3/16/16
WEDNESDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

RANCHO MIRAGE
SR-111
COUNTRY CLUB DR.

PROJECT #: 09272 - CV LINK
LOCATION #: 15
CONTROL: SIGNAL

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	SR-111			SR-111			COUNTRY CLUB DR.			COUNTRY CLUB DR.			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	2	1	1	2	0	1	1	1	0.5	1.5	0	

BICYCLE AM/MIDDAY	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
11:30 AM													0
11:45 AM													0
12:00 PM													0
12:15 PM												1	1
12:30 PM													0
12:45 PM													0
1:00 PM					1								1
1:15 PM				1	1					1			3
VOLUMES	0	0	0	1	2	0	0	0	0	1	0	1	5
APPROACH %	0%	0%	0%	33%	67%	0%	0%	0%	0%	50%	0%	50%	
APP/DEPART	0	/	1	3	/	3	0	/	1	2	/	0	0
BEGIN PEAK HR	1:00 PM												
VOLUMES	0	0	0	1	2	0	0	0	0	1	0	0	4
APPROACH %	0%	0%	0%	33%	67%	0%	0%	0%	0%	100%	0%	0%	
PEAK HR FACTOR	0.000			0.375			0.000			0.250			0.333
APP/DEPART	0	/	0	3	/	3	0	/	1	1	/	0	0
BICYCLE PM					1								1
4:15 PM													0
4:30 PM				1									1
4:45 PM													0
5:00 PM													0
5:15 PM											1		1
5:30 PM													0
5:45 PM													0
VOLUMES	0	0	0	1	1	0	0	0	0	0	1	0	3
APPROACH %	0%	0%	0%	50%	50%	0%	0%	0%	0%	0%	100%	0%	
APP/DEPART	0	/	0	2	/	1	0	/	1	1	/	1	0
BEGIN PEAK HR	4:30 PM												
VOLUMES	0	0	0	1	0	0	0	0	0	0	1	0	2
APPROACH %	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	100%	0%	
PEAK HR FACTOR	0.000			0.250			0.000			0.250			0.500
APP/DEPART	0	/	0	1	/	0	0	/	1	1	/	1	0

LSEV AM/MIDDAY	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
11:30 AM												1	0
11:45 AM													1
12:00 PM													0
12:15 PM													0
12:30 PM													0
12:45 PM													0
1:00 PM													0
1:15 PM													0
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	1	1
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	
APP/DEPART	0	/	1	0	/	0	0	/	0	1	/	0	0
BEGIN PEAK HR	11:45 AM												
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	1	1
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	
PEAK HR FACTOR	0.000			0.000			0.000			0.250			0.250
APP/DEPART	0	/	1	0	/	0	0	/	0	1	/	0	0
LSEV PM									1				0
4:15 PM													1
4:30 PM													0
4:45 PM													0
5:00 PM													0
5:15 PM													0
5:30 PM													0
5:45 PM													0
VOLUMES	0	0	0	0	0	0	0	0	1	0	0	0	1
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	
APP/DEPART	0	/	0	0	/	1	1	/	0	0	/	0	0
BEGIN PEAK HR	4:15 PM												
VOLUMES	0	0	0	0	0	0	0	0	1	0	0	0	1
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	
PEAK HR FACTOR	0.000			0.000			0.250			0.000			0.250
APP/DEPART	0	/	0	0	/	1	1	/	0	0	/	0	0

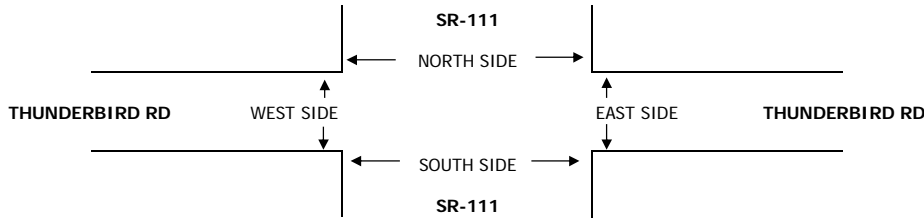
INTERSECTION TURNING MOVEMENT COUNTS (VEHICLES & PEDESTRIANS)

(PAGE 1 OF 2)

DATE: 3/24/16 THURSDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	RANCHO MIRAGE SR-111 THUNDERBIRD RD	PROJECT #: 09272 - CV LINK LOCATION #: 16 CONTROL: SIGNAL																				
NOTES:			<table border="1" style="border-collapse: collapse; width: 100px; height: 100px;"> <tr> <td style="text-align: center;">AM</td> <td style="width: 20px;"></td> <td style="text-align: center;">▲</td> <td style="width: 20px;"></td> </tr> <tr> <td style="text-align: center;">PM</td> <td></td> <td style="text-align: center;">N</td> <td></td> </tr> <tr> <td style="text-align: center;">MD</td> <td style="text-align: center;">◀</td> <td style="text-align: center;">W</td> <td style="text-align: center;">E ▶</td> </tr> <tr> <td style="text-align: center;">OTHER</td> <td></td> <td style="text-align: center;">S</td> <td></td> </tr> <tr> <td style="text-align: center;">OTHER</td> <td></td> <td style="text-align: center;">▼</td> <td></td> </tr> </table>	AM		▲		PM		N		MD	◀	W	E ▶	OTHER		S		OTHER		▼	
AM		▲																					
PM		N																					
MD	◀	W	E ▶																				
OTHER		S																					
OTHER		▼																					

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	SR-111			SR-111			THUNDERBIRD RD			THUNDERBIRD RD			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	3	0	1	3	1	0	1	0	0	1	0	

VEHICLE AM/MIDDAY	11:30 AM	6	358	2	2	303	6	13	0	4	1	0	4	699	
	11:45 AM	4	326	3	1	321	7	11	0	4	1	0	3	681	
	12:00 PM	2	294	4	0	340	8	10	1	4	2	0	3	668	
	12:15 PM	4	305	3	0	337	9	8	0	4	2	0	1	673	
	12:30 PM	6	310	2	1	335	10	7	0	4	2	1	0	678	
	12:45 PM	5	294	2	1	334	11	4	0	7	2	0	1	661	
	1:00 PM	5	279	2	1	333	13	1	1	10	3	0	2	650	
	1:15 PM	5	265	2	1	335	14	1	0	8	2	0	2	635	
	VOLUMES	37	2,431	20	7	2,638	78	55	2	45	15	1	16		5,345
	APPROACH %	1%	98%	1%	0%	97%	3%	54%	2%	44%	47%	3%	50%		
APP/DEPART	2,488	/	2,502	2,723	/	2,698	102	/	29	32	/	116		0	
BEGIN PEAK HR	11:30 AM														
VOLUMES	16	1,283	12	3	1,301	30	42	1	16	6	0	11		2,721	
APPROACH %	1%	98%	1%	0%	98%	2%	71%	2%	27%	35%	0%	65%			
PEAK HR FACTOR	0.895			0.958			0.868			0.850				0.973	
APP/DEPART	1,311	/	1,336	1,334	/	1,323	59	/	16	17	/	46		0	
VEHICLE PM	4:00 PM	4	339	1	0	352	20	15	0	8	0	0	2	741	
	4:15 PM	2	342	1	0	323	14	10	0	8	1	0	2	703	
	4:30 PM	1	346	1	0	294	8	5	0	9	2	0	2	668	
	4:45 PM	2	349	1	1	319	8	9	0	6	1	0	1	697	
	5:00 PM	3	352	1	2	344	8	13	0	4	0	0	1	728	
	5:15 PM	1	335	1	1	303	6	8	0	5	0	0	0	660	
	5:30 PM	1	319	0	1	262	4	4	0	6	0	0	0	597	
	5:45 PM	1	303	0	1	221	2	2	0	5	0	0	0	535	
	VOLUMES	15	2,685	6	6	2,418	70	66	0	51	4	0	8		5,329
	APPROACH %	1%	99%	0%	0%	97%	3%	56%	0%	44%	33%	0%	67%		
APP/DEPART	2,706	/	2,759	2,494	/	2,473	117	/	12	12	/	85		0	
BEGIN PEAK HR	4:00 PM														
VOLUMES	9	1,376	4	1	1,288	50	39	0	31	4	0	7		2,809	
APPROACH %	1%	99%	0%	0%	96%	4%	56%	0%	44%	36%	0%	64%			
PEAK HR FACTOR	0.987			0.900			0.761			0.688				0.948	
APP/DEPART	1,389	/	1,422	1,339	/	1,323	70	/	5	11	/	59		0	



		PEDESTRIAN CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
AM	11:30 AM					0
	11:45 AM					0
	12:00 PM				1	1
	12:15 PM					0
	12:30 PM					0
	12:45 PM					0
	1:00 PM					0
	1:15 PM					0
	TOTAL	0	0	0	1	1
BEGIN PEAK HR	12:00 PM	0	0	0	1	1
PM	4:00 PM					0
	4:15 PM					0
	4:30 PM					0
	4:45 PM					0
	5:00 PM					0
	5:15 PM					0
	5:30 PM					0
	5:45 PM					0
	TOTAL	0	0	0	0	0
BEGIN PEAK HR	5:00 PM	0	0	0	0	0

INTERSECTION TURNING MOVEMENT COUNTS (BICYCLES & LSEVs)

(PAGE 2 OF 2)

DATE:
3/24/16
THURSDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

RANCHO MIRAGE
SR-111
THUNDERBIRD RD

PROJECT #: 09272 - CV LINK
LOCATION #: 16
CONTROL: SIGNAL

LANES:	NORTHBOUND SR-111			SOUTHBOUND SR-111			EASTBOUND THUNDERBIRD RD			WESTBOUND THUNDERBIRD RD			TOTAL
	NL 1	NT 3	NR 0	SL 1	ST 3	SR 1	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	

	NORTHBOUND SR-111			SOUTHBOUND SR-111			EASTBOUND THUNDERBIRD RD			WESTBOUND THUNDERBIRD RD			TOTAL	
	NL 1	NT 3	NR 0	SL 1	ST 3	SR 1	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0		
BICYCLE AM/MIDDAY	11:30 AM		1										1	
	11:45 AM												0	
	12:00 PM		1										1	
	12:15 PM												0	
	12:30 PM					1							1	
	12:45 PM												0	
	1:00 PM												0	
	1:15 PM												0	
	VOLUMES	0	2	0	0	1	0	0	0	0	0	0	0	3
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	
APP/DEPART	2	/	2	1	/	1	0	/	0	0	/	0	0	
BEGIN PEAK HR	12:00 PM													
VOLUMES	0	1	0	0	1	0	0	0	0	0	0	0	2	
APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%		
PEAK HR FACTOR	0.250			0.250			0.000			0.000			0.500	
APP/DEPART	1	/	1	1	/	1	0	/	0	0	/	0	0	
BICYCLE PM	4:00 PM											1	1	
	4:15 PM												0	
	4:30 PM												0	
	4:45 PM												0	
	5:00 PM												0	
	5:15 PM												0	
	5:30 PM												0	
	5:45 PM												0	
	VOLUMES	0	0	0	0	0	0	0	0	0	0	1	1	
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%		
APP/DEPART	0	/	1	0	/	0	0	/	0	1	/	0	0	
BEGIN PEAK HR	4:00 PM													
VOLUMES	0	0	0	0	0	0	0	0	0	0	1	1		
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%			
PEAK HR FACTOR	0.000			0.000			0.000			0.250			0.250	
APP/DEPART	0	/	1	0	/	0	0	/	0	1	/	0	0	

	NORTHBOUND SR-111			SOUTHBOUND SR-111			EASTBOUND THUNDERBIRD RD			WESTBOUND THUNDERBIRD RD			TOTAL
	NL 1	NT 3	NR 0	SL 1	ST 3	SR 1	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	
LSEV AM/MIDDAY	11:30 AM												0
	11:45 AM												0
	12:00 PM												0
	12:15 PM												0
	12:30 PM												0
	12:45 PM												0
	1:00 PM												0
	1:15 PM												0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
BEGIN PEAK HR	1:15 PM												
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PEAK HR FACTOR	0.000			0.000			0.000			0.000			0.000
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
LSEV PM	4:00 PM												0
	4:15 PM												0
	4:30 PM												0
	4:45 PM												0
	5:00 PM												0
	5:15 PM												0
	5:30 PM												0
	5:45 PM												0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
BEGIN PEAK HR	5:45 PM												
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PEAK HR FACTOR	0.000			0.000			0.000			0.000			0.000
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0

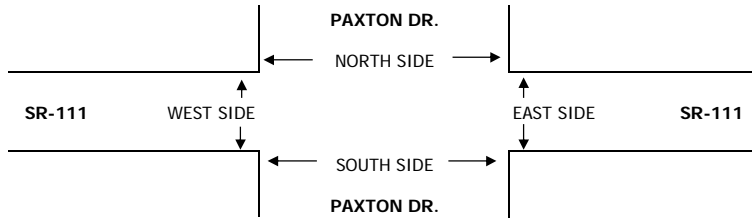
INTERSECTION TURNING MOVEMENT COUNTS (VEHICLES & PEDESTRIANS)

(PAGE 1 OF 2)

DATE: 3/16/16 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	RANCHO MIRAGE PAXTON DR. SR-111	PROJECT #: 09272 - CV LINK LOCATION #: 17 CONTROL: SIGNAL					
NOTES: Westbound WL is U-turn Lane			<table border="1" style="border-collapse: collapse; width: 50px; height: 50px;"> <tr><td style="text-align: center;">AM</td></tr> <tr><td style="text-align: center;">PM</td></tr> <tr><td style="text-align: center;">MD</td></tr> <tr><td style="text-align: center;">OTHER</td></tr> <tr><td style="text-align: center;">OTHER</td></tr> </table> <div style="display: flex; justify-content: space-around; align-items: center; margin-top: 5px;"> ◀ W ▲ N ▶ E </div> <div style="display: flex; justify-content: center; align-items: center; margin-top: 5px;"> ▼ S </div>	AM	PM	MD	OTHER	OTHER
AM								
PM								
MD								
OTHER								
OTHER								

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	PAXTON DR.			PAXTON DR.			SR-111			SR-111			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	0	0	1	0	1	1	3	0	1	3	0.5	

VEHICLE AM/MIDDAY	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
11:30 AM				1	0	3	3	399		0	328	4	738
11:45 AM				3	0	4	1	358		0	325	5	696
12:00 PM				7	0	4	1	337		0	323	6	678
12:15 PM				3	0	3	2	341		0	318	2	669
12:30 PM				2	0	2	3	345		0	314	0	666
12:45 PM				1	0	1	2	341		0	324	1	670
1:00 PM				1	0	0	1	337		0	358	1	698
1:15 PM				1	0	0	1	329		0	347	1	679
VOLUMES	0	0	0	19	0	17	14	2,787	0	0	2,637	20	5,494
APPROACH %	0%	0%	0%	53%	0%	47%	0%	100%	0%	0%	99%	1%	
APP/DEPART	0	/	34	36	/	0	2,801	/	2,806	2,657	/	2,654	0
BEGIN PEAK HR	11:30 AM												
VOLUMES	0	0	0	14	0	14	7	1,435	0	0	1,294	17	2,781
APPROACH %	0%	0%	0%	50%	0%	50%	0%	100%	0%	0%	99%	1%	
PEAK HR FACTOR	0.000			0.636			0.897			0.987			0.942
APP/DEPART	0	/	24	28	/	0	1,442	/	1,449	1,311	/	1,308	0
VEHICLE PM													
4:00 PM				2		2	1	319		0	329	5	658
4:15 PM				2		1	1	321		0	362	3	690
4:30 PM				2		1	1	322		0	389	3	718
4:45 PM				1		1	1	313		0	392	2	710
5:00 PM				0		1	2	305		0	395	2	705
5:15 PM				1		1	1	310		0	381	2	696
5:30 PM				3		1	1	331		0	364	3	703
5:45 PM				2		1	1	322		0	343	2	671
VOLUMES	0	0	0	13	0	9	9	2,543	0	0	2,955	22	5,551
APPROACH %	0%	0%	0%	59%	0%	41%	0%	100%	0%	0%	99%	1%	
APP/DEPART	0	/	31	22	/	0	2,552	/	2,556	2,977	/	2,964	0
BEGIN PEAK HR	4:30 PM												
VOLUMES	0	0	0	4	0	4	5	1,250	0	0	1,557	9	2,829
APPROACH %	0%	0%	0%	50%	0%	50%	0%	100%	0%	0%	99%	1%	
PEAK HR FACTOR	0.000			0.667			0.971			0.986			0.985
APP/DEPART	0	/	14	8	/	0	1,255	/	1,254	1,566	/	1,561	0



		PEDESTRIAN CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
AM	11:30 AM					0
	11:45 AM					0
	12:00 PM					0
	12:15 PM					0
	12:30 PM					0
	12:45 PM					0
	1:00 PM					0
	1:15 PM					0
	TOTAL		0	0	0	0
BEGIN PEAK HR	12:30 PM	0	0	0	0	0
PM	4:00 PM					0
	4:15 PM					0
	4:30 PM					0
	4:45 PM					0
	5:00 PM					0
	5:15 PM					0
	5:30 PM					0
	5:45 PM					0
	TOTAL		0	0	0	0
BEGIN PEAK HR	5:00 PM	0	0	0	0	0

INTERSECTION TURNING MOVEMENT COUNTS (BICYCLES & LSEVs)

(PAGE 2 OF 2)

DATE:
3/16/16
WEDNESDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

RANCHO MIRAGE
PAXTON DR.
SR-111

PROJECT #: 09272 - CV LINK
LOCATION #: 17
CONTROL: SIGNAL

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	PAXTON DR.			PAXTON DR.			SR-111			SR-111			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	0	0	1	0	1	1	3	0	1	3	0.5	

BICYCLE AM/MIDDAY	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	PAXTON DR.			PAXTON DR.			SR-111			SR-111			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
11:30 AM													0
11:45 AM													0
12:00 PM													0
12:15 PM													0
12:30 PM													0
12:45 PM													0
1:00 PM													0
1:15 PM													0
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
BEGIN PEAK HR	1:15 PM												
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0
PEAK HR FACTOR	0.000			0.000			0.000			0.000			0.000
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
BEGIN PEAK HR	5:45 PM												
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0
PEAK HR FACTOR	0.000			0.000			0.000			0.000			0.000
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
BEGIN PEAK HR	5:45 PM												
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0
PEAK HR FACTOR	0.000			0.000			0.000			0.000			0.000
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0

LSEV AM/MIDDAY	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	PAXTON DR.			PAXTON DR.			SR-111			SR-111			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
11:30 AM													0
11:45 AM													0
12:00 PM													0
12:15 PM													0
12:30 PM													0
12:45 PM													0
1:00 PM													0
1:15 PM													0
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
BEGIN PEAK HR	1:15 PM												
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0
PEAK HR FACTOR	0.000			0.000			0.000			0.000			0.000
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
BEGIN PEAK HR	5:45 PM												
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0
PEAK HR FACTOR	0.000			0.000			0.000			0.000			0.000
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
BEGIN PEAK HR	5:45 PM												
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0
PEAK HR FACTOR	0.000			0.000			0.000			0.000			0.000
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0

INTERSECTION TURNING MOVEMENT COUNTS (VEHICLES & PEDESTRIANS)

(PAGE 1 OF 2)

DATE:
3/17/16
THURSDAY

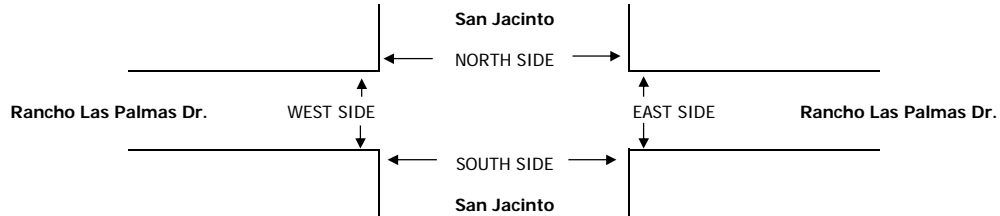
LOCATION: Rancho Mirage
NORTH & SOUTH: San Jacinto
EAST & WEST: Rancho Las Palmas Dr.

PROJECT #: 09272 - CV LINK
LOCATION #: 18
CONTROL: 4 way Stop Sign

NOTES:	AM PM MD OTHER OTHER	 N W E S
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LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	San Jacinto			San Jacinto			Rancho Las Palmas Dr.			Rancho Las Palmas Dr.			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0.5	0.5	1	0.33	0.33	0.33	1	1.5	0.5	1	1.5	0.5	

VEHICLE AM/MIDDAY	11:30 AM	8	3	5	8	7	9	10	24	9	18	23	14	138
	11:45 AM	2	5	2	5	0	4	6	27	5	15	20	5	96
	12:00 PM	12	3	9	18	5	16	17	36	2	24	18	19	179
	12:15 PM	9	1	8	21	4	13	20	36	8	27	14	10	171
	12:30 PM	3	2	5	20	5	12	8	37	4	16	28	21	161
	12:45 PM	2	0	9	16	3	16	4	38	8	11	22	10	139
	1:00 PM	9	7	4	16	5	18	14	36	13	20	27	8	177
	1:15 PM	4	1	6	21	2	10	8	25	7	14	16	5	119
	VOLUMES	49	22	48	125	31	98	87	259	56	145	168	92	1,180
	APPROACH %	41%	18%	40%	49%	12%	39%	22%	64%	14%	36%	41%	23%	
APP/DEPART	119	/	201	254	/	232	402	/	432	405	/	315	0	
BEGIN PEAK HR	12:00 PM													
VOLUMES	26	6	31	75	17	57	49	147	22	78	82	60	650	
APPROACH %	41%	10%	49%	50%	11%	38%	22%	67%	10%	35%	37%	27%		
PEAK HR FACTOR	0.656			0.955			0.852			0.846			0.908	
APP/DEPART	63	/	115	149	/	117	218	/	253	220	/	165	0	
VEHICLE PM	4:00 PM	12	1	5	17	7	22	12	29	1	22	24	7	159
	4:15 PM	7	5	7	14	5	8	22	28	12	23	12	10	153
	4:30 PM	13	1	8	17	4	13	11	35	14	21	17	6	160
	4:45 PM	6	6	12	16	7	14	17	29	5	17	21	25	175
	5:00 PM	7	0	4	19	7	20	10	53	4	25	21	11	181
	5:15 PM	14	3	10	11	4	8	13	40	11	15	31	13	173
	5:30 PM	5	2	4	16	1	4	2	30	8	11	29	8	120
	5:45 PM	8	5	5	11	0	19	5	19	3	19	29	19	142
	VOLUMES	72	23	55	121	35	108	92	263	58	153	184	99	1,263
	APPROACH %	48%	15%	37%	46%	13%	41%	22%	64%	14%	35%	42%	23%	
APP/DEPART	151	/	214	263	/	245	413	/	439	436	/	364	0	
BEGIN PEAK HR	4:30 PM													
VOLUMES	40	10	34	63	22	55	51	157	34	78	90	55	689	
APPROACH %	48%	12%	40%	45%	16%	39%	21%	65%	14%	35%	40%	25%		
PEAK HR FACTOR	0.778			0.761			0.903			0.885			0.952	
APP/DEPART	84	/	116	140	/	134	242	/	254	223	/	185	0	



		PEDESTRIAN CROSSINGS				TOTAL
		N SIDE	S SIDE	E SIDE	W SIDE	
AM	11:30 AM					0
	11:45 AM			1		1
	12:00 PM					0
	12:15 PM			1		1
	12:30 PM	2	1			3
	12:45 PM	1		1		2
	1:00 PM	1				1
	1:15 PM					0
TOTAL		4	1	3	0	8
BEGIN PEAK HR 12:15 PM		4	1	2	0	7
PM	4:00 PM	1	1	2		4
	4:15 PM					0
	4:30 PM					0
	4:45 PM			1		1
	5:00 PM					0
	5:15 PM				1	1
	5:30 PM					0
	5:45 PM	3		3		5
TOTAL		4	1	6	1	11
BEGIN PEAK HR 5:00 PM		3	0	3	1	6

INTERSECTION TURNING MOVEMENT COUNTS (BICYCLES & LSEVs)

(PAGE 2 OF 2)

DATE:
3/17/16
THURSDAY

LOCATION:
NORTH & SOUTH: Rancho Mirage
EAST & WEST: San Jacinto
Rancho Las Palmas Dr.

PROJECT #: 09272 - CV LINK
LOCATION #: 18
CONTROL: 4 way Stop Sign

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	San Jacinto			San Jacinto			Rancho Las Palmas Dr.			Rancho Las Palmas Dr.			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0.5	0.5	1	0.33	0.33	0.33	1	1.5	0.5	1	1.5	0.5	

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL	
	San Jacinto			San Jacinto			Rancho Las Palmas Dr.			Rancho Las Palmas Dr.				
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR		
BICYCLE AM/MIDDAY	11:30 AM				1								1	
	11:45 AM												0	
	12:00 PM												0	
	12:15 PM	1											1	
	12:30 PM		2										2	
	12:45 PM												0	
	1:00 PM												0	
	1:15 PM												0	
	VOLUMES	1	2	0	0	1	0	0	0	0	0	0	0	4
	APPROACH %	33%	67%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	3	/	2	1	/	1	0	/	0	0	/	1	0
BICYCLE PM	BEGIN PEAK HR	12:15 PM												
	VOLUMES	1	2	0	0	0	0	0	0	0	0	0	3	
	APPROACH %	33%	67%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
	PEAK HR FACTOR	0.375			0.000			0.000			0.000			0.375
	APP/DEPART	3	/	2	0	/	0	0	/	0	0	/	1	0
		4:00 PM				1								1
4:15 PM													0	
4:30 PM				1									1	
4:45 PM											1		1	
5:00 PM													0	
5:15 PM													0	
5:30 PM													0	
5:45 PM													0	
VOLUMES	0	0	0	1	1	0	0	0	0	0	0	1	3	
APPROACH %	0%	0%	0%	50%	50%	0%	0%	0%	0%	0%	0%	100%		
APP/DEPART	0	/	1	2	/	1	0	/	1	1	/	0	0	
BEGIN PEAK HR	4:00 PM													
VOLUMES	0	0	0	1	1	0	0	0	0	0	0	1	3	
APPROACH %	0%	0%	0%	50%	50%	0%	0%	0%	0%	0%	0%	100%		
PEAK HR FACTOR	0.000			0.500			0.000			0.250			0.750	
APP/DEPART	0	/	1	2	/	1	0	/	1	1	/	0	0	

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL	
	San Jacinto			San Jacinto			Rancho Las Palmas Dr.			Rancho Las Palmas Dr.				
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR		
LSEV AM/MIDDAY	11:30 AM												0	
	11:45 AM												0	
	12:00 PM												0	
	12:15 PM												0	
	12:30 PM												0	
	12:45 PM												0	
	1:00 PM												0	
	1:15 PM												0	
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
BEGIN PEAK HR	1:15 PM													
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PEAK HR FACTOR	0.000			0.000			0.000			0.000			0.000	
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0	
LSEV PM	4:00 PM												0	
	4:15 PM												0	
	4:30 PM												0	
	4:45 PM												0	
	5:00 PM												0	
	5:15 PM												0	
	5:30 PM												0	
	5:45 PM												0	
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
BEGIN PEAK HR	5:45 PM													
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PEAK HR FACTOR	0.000			0.000			0.000			0.000			0.000	
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0	

INTERSECTION TURNING MOVEMENT COUNTS (VEHICLES & PEDESTRIANS)

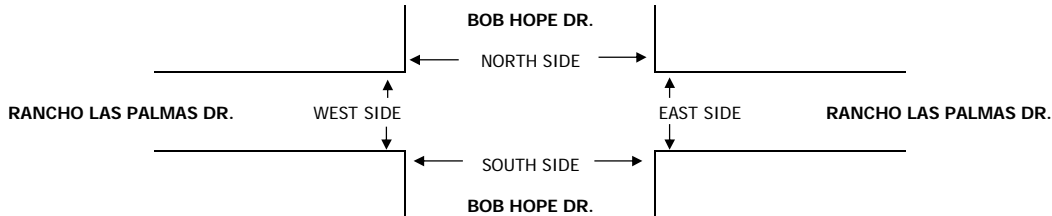
(PAGE 1 OF 2)

DATE: 3/16/16 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	RANCHO MIRAGE BOB HOPE DR. RANCHO LAS PALMAS DR.	PROJECT #: 09272 - CV LINK LOCATION #: 19 CONTROL: SIGNAL
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NOTES:	AM PM MD OTHER OTHER	▲ N S ▼	◀ W E ▶
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LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	BOB HOPE DR.			BOB HOPE DR.			RANCHO LAS PALMAS DR.			RANCHO LAS PALMAS DR.			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	2	1	1	2	1	1	1	1	0.5	2	0.5	

VEHICLE AM/MIDDAY	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL	
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR		
11:30 AM	6	145	9	6	172	46	49	2	8	10	1	6	460	
11:45 AM	6	145	9	6	172	46	49	2	8	10	1	6	460	
12:00 PM	8	155	12	1	149	43	44	2	5	4	1	6	430	
12:15 PM	8	155	12	1	149	43	44	2	5	4	1	6	430	
12:30 PM	9	150	11	4	135	50	45	2	17	6	5	7	441	
12:45 PM	9	150	11	4	135	50	45	2	17	6	5	7	441	
1:00 PM	15	173	7	6	156	40	42	7	15	5	6	9	481	
1:15 PM	15	173	7	6	156	40	42	7	15	5	6	9	481	
VOLUMES	76	1,246	78	34	1,224	358	360	26	90	50	26	56	3,624	
APPROACH %	5%	89%	6%	2%	76%	22%	76%	5%	19%	38%	20%	42%		
APP/DEPART	1,400	/	1,662	1,616	/	1,364	476	/	138	132	/	460	0	
BEGIN PEAK HR	12:30 PM													
VOLUMES	48	646	36	20	582	180	174	18	64	22	22	32	1,844	
APPROACH %	7%	88%	5%	3%	74%	23%	68%	7%	25%	29%	29%	42%		
PEAK HR FACTOR	0.936													
APP/DEPART	730	/	852	782	/	668	256	/	74	76	/	250	0	
VEHICLE PM	4:00 PM	5	142	4	8	119	40	53	1	5	16	6	15	414
	4:15 PM	5	142	4	8	119	40	53	1	5	16	6	15	414
	4:30 PM	7	111	6	2	127	32	36	3	12	5	1	6	348
	4:45 PM	7	111	6	2	127	32	36	3	12	5	1	6	348
	5:00 PM	4	110	7	3	96	34	37	2	7	6	2	5	313
	5:15 PM	4	110	7	3	96	34	37	2	7	6	2	5	313
	5:30 PM	11	173	6	9	136	55	48	5	15	6	5	13	482
	5:45 PM	11	173	6	9	136	55	48	5	15	6	5	13	482
VOLUMES	54	1,072	46	44	956	322	348	22	78	66	28	78	3,114	
APPROACH %	5%	91%	4%	3%	72%	24%	78%	5%	17%	38%	16%	45%		
APP/DEPART	1,172	/	1,498	1,322	/	1,100	448	/	112	172	/	404	0	
BEGIN PEAK HR	5:00 PM													
VOLUMES	30	566	26	24	464	178	170	14	44	24	14	36	1,590	
APPROACH %	5%	91%	4%	4%	70%	27%	75%	6%	19%	32%	19%	49%		
PEAK HR FACTOR	0.818													
APP/DEPART	622	/	772	666	/	532	228	/	64	74	/	222	0	



		PEDESTRIAN CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
AM	11:30 AM	0	0	0	0	0
	11:45 AM	0	0	0	0	0
	12:00 PM	1	0	0	1	2
	12:15 PM	1	0	0	1	2
	12:30 PM	0	0	1	0	1
	12:45 PM	0	0	1	0	1
	1:00 PM	1	0	0	0	1
	1:15 PM	1	0	0	0	1
	TOTAL		4	0	2	2
BEGIN PEAK HR	12:00 PM	2	0	2	2	6
PM	4:00 PM	1	0	1	0	2
	4:15 PM	1	0	1	0	2
	4:30 PM	0	0	0	0	0
	4:45 PM	0	0	0	0	0
	5:00 PM	1	0	0	0	1
	5:15 PM	1	0	0	0	1
	5:30 PM	0	2	2	0	4
	5:45 PM	0	2	2	0	4
	TOTAL		4	4	6	0
BEGIN PEAK HR	5:00 PM	2	4	4	0	10

INTERSECTION TURNING MOVEMENT COUNTS (BICYCLES & LSEVs)

(PAGE 2 OF 2)

DATE:
3/16/16
WEDNESDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

RANCHO MIRAGE
BOB HOPE DR.
RANCHO LAS PALMAS DR.

PROJECT #: 09272 - CV LINK
LOCATION #: 19
CONTROL: SIGNAL

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	BOB HOPE DR.			BOB HOPE DR.			RANCHO LAS PALMAS DR.			RANCHO LAS PALMAS DR.			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	2	1	1	2	1	1	1	1	0.5	2	0.5	

BICYCLE AM/MIDDAY	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
11:30 AM	0	2	0	0	0	0	1	0	0	1	0	0	4
11:45 AM	0	2	0	0	0	0	1	0	0	1	0	0	4
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
1:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
VOLUMES	0	6	0	0	0	0	2	0	0	2	0	0	10
APPROACH %	0%	100%	0%	0%	0%	0%	100%	0%	0%	100%	0%	0%	
APP/DEPART	6	/	8	0	/	2	2	/	0	2	/	0	0
BEGIN PEAK HR	11:30 AM												
VOLUMES	0	4	0	0	0	0	2	0	0	2	0	0	8
APPROACH %	0%	100%	0%	0%	0%	0%	100%	0%	0%	100%	0%	0%	
PEAK HR FACTOR	0.500			0.000			0.500			0.500			0.500
APP/DEPART	4	/	6	0	/	2	2	/	0	2	/	0	0
BICYCLE PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	2	0	0	0	0	0	0	0	0	0	0	2
APPROACH %	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
APP/DEPART	2	/	2	0	/	0	0	/	0	0	/	0	0
BEGIN PEAK HR	4:30 PM												
VOLUMES	0	2	0	0	0	0	0	0	0	0	0	0	2
APPROACH %	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PEAK HR FACTOR	0.500			0.000			0.000			0.000			0.500
APP/DEPART	2	/	2	0	/	0	0	/	0	0	/	0	0

LSEV AM/MIDDAY	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
BEGIN PEAK HR	1:15 PM												
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PEAK HR FACTOR	0.000			0.000			0.000			0.000			0.000
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
LSEV PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
BEGIN PEAK HR	5:45 PM												
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PEAK HR FACTOR	0.000			0.000			0.000			0.000			0.000
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0

INTERSECTION TURNING MOVEMENT COUNTS (VEHICLES & PEDESTRIANS)

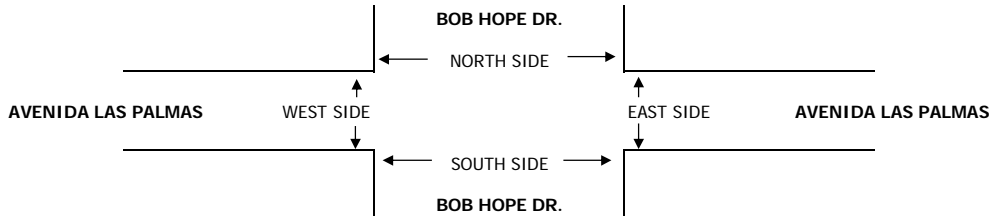
(PAGE 1 OF 2)

DATE: 3/16/16 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	RANCHO MIRAGE BOB HOPE DR. AVENIDA LAS PALMAS	PROJECT #: LOCATION #: CONTROL:	09272 - CV LINK 20 SIGNAL
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NOTES: 5:45PM interval video was cut short by 2:25 minutes	AM PM MD OTHER OTHER	◀ W S ▶ E	▲ N S ▼
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LANES:	NORTHBOUND BOB HOPE DR.			SOUTHBOUND BOB HOPE DR.			EASTBOUND AVENIDA LAS PALMAS			WESTBOUND AVENIDA LAS PALMAS			TOTAL
	NL 1	NT 2	NR 1	SL 1	ST 2	SR 1	EL 0	ET 1	ER 1	WL 0.5	WT 0.5	WR 1	

VEHICLE AM/MIDDAY	NORTHBOUND BOB HOPE DR.			SOUTHBOUND BOB HOPE DR.			EASTBOUND AVENIDA LAS PALMAS			WESTBOUND AVENIDA LAS PALMAS			TOTAL
	NL 1	NT 2	NR 1	SL 1	ST 2	SR 1	EL 0	ET 1	ER 1	WL 0.5	WT 0.5	WR 1	
11:30 AM	10	139	12	8	160	20	14	2	16	4	2	7	394
11:45 AM	23	124	12	14	159	18	14	4	18	5	2	11	404
12:00 PM	28	138	8	11	155	18	21	1	17	7	2	7	413
12:15 PM	23	141	7	9	120	7	14	4	18	9	3	12	367
12:30 PM	12	156	10	9	120	9	16	1	13	6	0	8	360
12:45 PM	11	130	10	6	153	12	13	2	30	2	1	5	375
1:00 PM	8	169	8	8	135	15	23	3	19	4	3	8	403
1:15 PM	9	144	9	13	172	13	16	3	20	3	2	6	410
VOLUMES	124	1,141	76	78	1,174	112	131	20	151	40	15	64	3,126
APPROACH %	9%	85%	6%	6%	86%	8%	43%	7%	50%	34%	13%	54%	
APP/DEPART	1,341	/	1,336	1,364	/	1,365	302	/	174	119	/	251	0
BEGIN PEAK HR	11:30 AM												
VOLUMES	84	542	39	42	594	63	63	11	69	25	9	37	1,578
APPROACH %	13%	82%	6%	6%	85%	9%	44%	8%	48%	35%	13%	52%	
PEAK HR FACTOR	0.955			0.915			0.917			0.740			0.955
APP/DEPART	665	/	642	699	/	688	143	/	92	71	/	156	0
VEHICLE PM	4:00 PM	16	120	5	8	150	16	3	19	4	3	6	366
4:15 PM	18	112	11	6	135	23	22	0	27	3	1	9	367
4:30 PM	9	155	8	11	125	13	18	1	16	5	2	10	373
4:45 PM	14	122	6	4	132	13	14	4	12	3	4	5	333
5:00 PM	12	140	7	5	148	18	6	1	25	7	3	7	379
5:15 PM	7	112	4	2	125	17	13	2	10	7	2	4	305
5:30 PM	7	88	8	3	94	20	15	3	10	2	2	9	261
5:45 PM	11	77	10	1	79	12	12	3	6	3	3	6	223
VOLUMES	94	926	59	40	988	132	116	17	125	34	20	56	2,607
APPROACH %	9%	86%	5%	3%	85%	11%	45%	7%	48%	31%	18%	51%	
APP/DEPART	1,079	/	1,098	1,160	/	1,147	258	/	116	110	/	246	0
BEGIN PEAK HR	4:15 PM												
VOLUMES	53	529	32	26	540	67	60	6	80	18	10	31	1,452
APPROACH %	9%	86%	5%	4%	85%	11%	41%	4%	55%	31%	17%	53%	
PEAK HR FACTOR	0.892			0.925			0.745			0.868			0.958
APP/DEPART	614	/	620	633	/	638	146	/	64	59	/	130	0



		PEDESTRIAN CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
AM	11:30 AM	7	4	0	2	13
	11:45 AM	0	8	8	0	16
	12:00 PM	0	3	3	2	8
	12:15 PM	4	8	4	11	27
	12:30 PM	2	3	4	2	11
	12:45 PM	1	7	2	3	13
	1:00 PM	2	3	1	0	6
	1:15 PM	3	3	5	0	11
TOTAL		19	39	27	20	105
BEGIN PEAK HR 11:30 AM		11	23	15	15	64
PM	4:00 PM	2	4	2	0	8
	4:15 PM	2	11	0	1	14
	4:30 PM	2	2	1	2	7
	4:45 PM	4	2	2	3	11
	5:00 PM	8	5	1	1	15
	5:15 PM	7	0	0	4	11
	5:30 PM	2	0	1	1	4
	5:45 PM	0	2	4	0	6
TOTAL		27	26	11	12	76
BEGIN PEAK HR 4:15 PM		16	20	4	7	47

INTERSECTION TURNING MOVEMENT COUNTS (BICYCLES & LSEVs)

(PAGE 2 OF 2)

DATE:
3/16/16
WEDNESDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

RANCHO MIRAGE
BOB HOPE DR.
AVENIDA LAS PALMAS

PROJECT #: 09272 - CV LINK
LOCATION #: 20
CONTROL: SIGNAL

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	BOB HOPE DR.			BOB HOPE DR.			AVENIDA LAS PALMAS			AVENIDA LAS PALMAS			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	2	1	1	2	0	1	1	1	0.5	1.5	0	

BICYCLE AM/MIDDAY	11:30 AM					1							1	
	11:45 AM	1	2											3
	12:00 PM	1	2											3
	12:15 PM	1						1						2
	12:30 PM													0
	12:45 PM													0
	1:00 PM						2							2
	1:15 PM													0
	VOLUMES	3	4	0	0	1	2	1	0	0	0	0	0	11
	APPROACH %	43%	57%	0%	0%	33%	67%	100%	0%	0%	0%	0%	0%	
APP/DEPART	7	/	5	3	/	1	1	/	0	0	/	5	0	
BEGIN PEAK HR	11:30 AM													
VOLUMES	3	4	0	0	1	0	1	0	0	0	0	0	9	
APPROACH %	43%	57%	0%	0%	100%	0%	100%	0%	0%	0%	0%	0%		
PEAK HR FACTOR	0.583				0.250		0.250			0.000			0.750	
APP/DEPART	7	/	5	1	/	1	1	/	0	0	/	3	0	
BICYCLE PM	4:00 PM												0	
	4:15 PM												0	
	4:30 PM												0	
	4:45 PM												0	
	5:00 PM												0	
	5:15 PM		1										1	
	5:30 PM												0	
	5:45 PM												0	
	VOLUMES	0	1	0	0	0	0	0	0	0	0	0	0	1
	APPROACH %	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
APP/DEPART	1	/	1	0	/	0	0	/	0	0	/	0	0	
BEGIN PEAK HR	5:15 PM													
VOLUMES	0	1	0	0	0	0	0	0	0	0	0	0	1	
APPROACH %	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PEAK HR FACTOR	0.250				0.000		0.000			0.000			0.250	
APP/DEPART	1	/	1	0	/	0	0	/	0	0	/	0	0	

LSEV AM/MIDDAY	11:30 AM										2		2	
	11:45 AM							2					2	
	12:00 PM							2					2	
	12:15 PM							2			2		4	
	12:30 PM											1	1	
	12:45 PM			1									1	
	1:00 PM			2									2	
	1:15 PM											1	1	
	VOLUMES	0	0	3	0	0	0	0	6	0	0	4	2	15
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	100%	0%	0%	67%	33%	
APP/DEPART	3	/	2	0	/	0	6	/	9	6	/	4	0	
BEGIN PEAK HR	11:30 AM													
VOLUMES	0	0	0	0	0	0	0	6	0	0	4	0	10	
APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%		
PEAK HR FACTOR	0.000				0.000		0.750			0.500			0.625	
APP/DEPART	0	/	0	0	/	0	6	/	6	4	/	4	0	
LSEV PM	4:00 PM					1		1			1		3	
	4:15 PM												0	
	4:30 PM												0	
	4:45 PM												0	
	5:00 PM											1	1	
	5:15 PM							1					1	
	5:30 PM				0								0	
	5:45 PM												0	
	VOLUMES	0	0	0	0	0	1	0	2	0	0	1	1	5
	APPROACH %	0%	0%	0%	0%	0%	100%	0%	100%	0%	0%	50%	50%	
APP/DEPART	0	/	1	1	/	0	2	/	2	2	/	2	0	
BEGIN PEAK HR	4:00 PM													
VOLUMES	0	0	0	0	0	1	0	1	0	0	1	0	3	
APPROACH %	0%	0%	0%	0%	0%	100%	0%	100%	0%	0%	100%	0%		
PEAK HR FACTOR	0.000				0.250		0.250			0.250			0.250	
APP/DEPART	0	/	0	1	/	0	1	/	1	1	/	2	0	

INTERSECTION TURNING MOVEMENT COUNTS (VEHICLES & PEDESTRIANS)

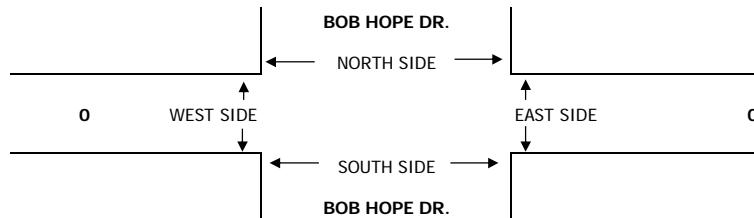
(PAGE 1 OF 2)

DATE: 3/16/16 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	RANCHO MIRAGE BOB HOPE DR.	PROJECT #: 09272 - CV LINK LOCATION #: 21 CONTROL: UNSIGNALIZED
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NOTES:	AM PM MD OTHER OTHER	◀ W S ▶ E	▲ N S ▼
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LANES:	NORTHBOUND BOB HOPE DR.			SOUTHBOUND BOB HOPE DR.			EASTBOUND 0			WESTBOUND 0			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	2	0	0	2	0	0	0	0	0	0	1	

VEHICLE AM/MIDDAY	11:30 AM		142			191						6	339
	11:45 AM		163			171						10	344
	12:00 PM		149			197						8	354
	12:15 PM		138			198						6	342
	12:30 PM		170			168						3	341
	12:45 PM		139			161						2	302
	1:00 PM		173			165						5	343
	1:15 PM		167			163						6	336
	VOLUMES	0	1,241	0	0	1,414	0	0	0	0	0	46	2,701
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	100%	
APP/DEPART	1,241	/	1,287	1,414	/	1,414	0	/	0	46	/	0	0
BEGIN PEAK HR	11:45 AM												
VOLUMES	0	620	0	0	734	0	0	0	0	0	27	1,381	
APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	100%		
PEAK HR FACTOR	0.912		0.927		0.000		0.675		0.975				
APP/DEPART	620	/	647	734	/	734	0	/	0	27	/	0	0
VEHICLE PM	4:00 PM		141			177						10	328
	4:15 PM		143			161						7	311
	4:30 PM		128			163						8	299
	4:45 PM		127			147						6	280
	5:00 PM		149			136						7	292
	5:15 PM		145			148						3	296
	5:30 PM		109			142						2	253
	5:45 PM		100			115						2	217
	VOLUMES	0	1,042	0	0	1,189	0	0	0	0	0	45	2,276
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	100%	
APP/DEPART	1,042	/	1,087	1,189	/	1,189	0	/	0	45	/	0	0
BEGIN PEAK HR	4:00 PM												
VOLUMES	0	539	0	0	648	0	0	0	0	0	31	1,218	
APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	100%		
PEAK HR FACTOR	0.942		0.915		0.000		0.775		0.928				
APP/DEPART	539	/	570	648	/	648	0	/	0	31	/	0	0



		PEDESTRIAN CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
AM	11:30 AM			2	0	2
	11:45 AM			1	0	1
	12:00 PM			0	0	0
	12:15 PM			2	0	2
	12:30 PM			2	0	2
	12:45 PM			0	0	0
	1:00 PM			1	0	1
	1:15 PM			2	0	2
TOTAL		0	0	10	0	10
BEGIN PEAK HR 12:30 PM		0	0	5	0	5
PM	4:00 PM			1	0	1
	4:15 PM			4	0	4
	4:30 PM			0	0	0
	4:45 PM			0	0	0
	5:00 PM			3	0	3
	5:15 PM			1	0	1
	5:30 PM			1	0	1
	5:45 PM			0	0	0
TOTAL		0	0	10	0	10
BEGIN PEAK HR 4:15 PM		0	0	7	0	7

INTERSECTION TURNING MOVEMENT COUNTS (BICYCLES & LSEVs)

(PAGE 2 OF 2)

DATE:
3/16/16
WEDNESDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

RANCHO MIRAGE
BOB HOPE DR.
0

PROJECT #: 09272 - CV LINK
LOCATION #: 21
CONTROL: UNSIGNALIZED

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	BOB HOPE DR.			BOB HOPE DR.			0			0			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	2	0	0	2	0	0	0	0	0	0	1	

BICYCLE AM/MIDDAY	11:30 AM		0			0						0	0	
	11:45 AM		0			0						0	0	
	12:00 PM		0			1						0	1	
	12:15 PM		0			0						0	0	
	12:30 PM		0			0						0	0	
	12:45 PM		1			2						0	3	
	1:00 PM		0			0						0	0	
	1:15 PM		1			0						0	1	
	VOLUMES	0	2	0	0	3	0	0	0	0	0	0	0	5
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	
APP/DEPART	2	/	2	3	/	3	0	/	0	0	/	0	0	
BEGIN PEAK HR	12:45 PM													
VOLUMES	0	2	0	0	2	0	0	0	0	0	0	0	4	
APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%		
PEAK HR FACTOR	0.500			0.250			0.000			0.000			0.333	
APP/DEPART	2	/	2	2	/	2	0	/	0	0	/	0	0	
BICYCLE PM	4:00 PM		0			0						0	0	
	4:15 PM		0			0						0	0	
	4:30 PM		0			0						0	0	
	4:45 PM		0			0						0	0	
	5:00 PM		0			0						0	0	
	5:15 PM		0			0						0	0	
	5:30 PM		1			0						0	1	
	5:45 PM		0			0						0	0	
	VOLUMES	0	1	0	0	0	0	0	0	0	0	0	0	1
	APPROACH %	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
APP/DEPART	1	/	1	0	/	0	0	/	0	0	/	0	0	
BEGIN PEAK HR	5:30 PM													
VOLUMES	0	1	0	0	0	0	0	0	0	0	0	0	1	
APPROACH %	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PEAK HR FACTOR	0.250			0.000			0.000			0.000			0.250	
APP/DEPART	1	/	1	0	/	0	0	/	0	0	/	0	0	

LSEV AM/MIDDAY	11:30 AM		0			0						0	0	
	11:45 AM		0			0						0	0	
	12:00 PM		0			0						0	0	
	12:15 PM		0			0						0	0	
	12:30 PM		0			0						0	0	
	12:45 PM		0			1						0	1	
	1:00 PM		0			0						0	0	
	1:15 PM		0			0						0	0	
	VOLUMES	0	0	0	0	1	0	0	0	0	0	0	0	1
	APPROACH %	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	
APP/DEPART	0	/	0	1	/	1	0	/	0	0	/	0	0	
BEGIN PEAK HR	12:45 PM													
VOLUMES	0	0	0	0	1	0	0	0	0	0	0	0	1	
APPROACH %	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%		
PEAK HR FACTOR	0.000			0.250			0.000			0.000			0.250	
APP/DEPART	0	/	0	1	/	1	0	/	0	0	/	0	0	
LSEV PM	4:00 PM		0			0						0	0	
	4:15 PM		0			0						0	0	
	4:30 PM		0			0						0	0	
	4:45 PM		0			0						0	0	
	5:00 PM		0			0						0	0	
	5:15 PM		0			0						0	0	
	5:30 PM		0			0						0	0	
	5:45 PM		0			0						0	0	
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0	
BEGIN PEAK HR	5:45 PM													
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PEAK HR FACTOR	0.000			0.000			0.000			0.000			0.000	
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0	

INTERSECTION TURNING MOVEMENT COUNTS (VEHICLES & PEDESTRIANS)

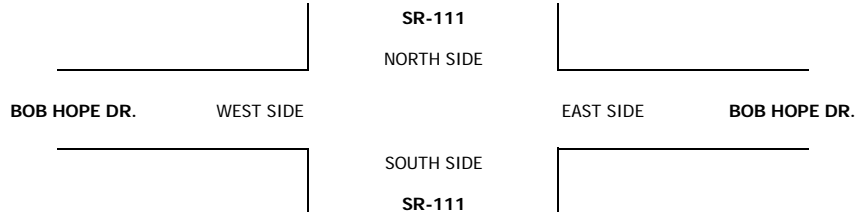
(PAGE 1 OF 2)

DATE: 3/16/16 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	RANCHO MIRAGE SR-111 BOB HOPE DR.	PROJECT #: 09272 - CV LINK LOCATION #: 22 CONTROL: SIGNAL
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NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W E ▶ S ▼
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LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	SR-111	SR-111	SR-111	SR-111	SR-111	SR-111	BOB HOPE DR.	BOB HOPE DR.	BOB HOPE DR.	BOB HOPE DR.	BOB HOPE DR.		
	NL 1	NT 3	NR 1	SL 2	ST 2.5	SR 0.5	EL 0.5	ET 0.5	ER 0.5	WL 2.5	WT 0.5	WR 0.5	

VEHICLE AM/MIDDAY	11:30 AM	1	317	101	24	375	3	2	3	0	138	2	15	981
	11:45 AM	0	322	103	23	373	2	1	3	1	139	1	17	985
	12:00 PM	2	322	111	19	329	2	2	5	3	159	2	21	977
	12:15 PM	1	331	110	20	333	1	0	4	3	158	1	22	984
	12:30 PM	2	350	117	20	372	2	2	3	3	158	2	14	1,045
	12:45 PM	1	347	121	21	369	3	2	4	3	157	1	13	1,042
	1:00 PM	1	334	137	20	316	3	3	5	1	151	4	11	986
	1:15 PM	0	333	136	20	320	2	3	4	1	150	3	11	983
	VOLUMES	8	2,656	936	167	2,787	18	15	31	15	1,210	16	124	7,983
	APPROACH %	0%	74%	26%	6%	94%	1%	25%	51%	25%	90%	1%	9%	
APP/DEPART	3,600	/	2,795	2,972	/	4,012	61	/	1,134	1,350	/	42	0	
BEGIN PEAK HR	12:15 PM													
VOLUMES	5	1,362	485	81	1,390	9	7	16	10	624	8	60	4,057	
APPROACH %	0%	74%	26%	5%	94%	1%	21%	48%	30%	90%	1%	9%		
PEAK HR FACTOR	0.917													
APP/DEPART	1,852	/	1,429	1,480	/	2,024	33	/	582	692	/	22	0	
VEHICLE PM	4:00 PM	2	390	112	16	327	1	1	0	2	134	2	16	1,003
	4:15 PM	1	391	113	17	329	1	1	0	2	135	2	17	1,009
	4:30 PM	2	394	101	17	291	2	1	1	3	141	3	13	969
	4:45 PM	3	395	103	18	293	2	1	1	3	140	2	13	974
	5:00 PM	2	349	98	15	319	3	2	1	3	158	4	12	966
	5:15 PM	3	351	100	16	320	3	2	1	3	157	3	12	971
	5:30 PM	5	417	110	19	326	1	2	6	4	133	2	12	1,037
	5:45 PM	5	420	111	20	327	1	1	5	5	134	1	11	1,041
	VOLUMES	23	3,107	848	138	2,532	14	11	15	25	1,132	19	106	7,970
	APPROACH %	1%	78%	21%	5%	94%	1%	22%	29%	49%	90%	2%	8%	
APP/DEPART	3,978	/	3,224	2,684	/	3,689	51	/	1,001	1,257	/	56	0	
BEGIN PEAK HR	5:00 PM													
VOLUMES	15	1,537	419	70	1,292	8	7	13	15	582	10	47	4,015	
APPROACH %	1%	78%	21%	5%	94%	1%	20%	37%	43%	91%	2%	7%		
PEAK HR FACTOR	0.919													
APP/DEPART	1,971	/	1,591	1,370	/	1,889	35	/	502	639	/	33	0	



		PEDESTRIAN CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
AM	11:30 AM	1	0	0	1	2
	11:45 AM	1	0	0	1	2
	12:00 PM	2	0	1	0	3
	12:15 PM	2	0	1	0	3
	12:30 PM	3	0	3	0	6
	12:45 PM	3	0	3	0	6
	1:00 PM	0	0	0	0	0
	1:15 PM	0	0	0	0	0
	TOTAL	12	0	8	2	22
BEGIN PEAK HR	12:00 PM	10	0	8	0	18
PM	4:00 PM	0	0	0	0	0
	4:15 PM	0	0	0	0	0
	4:30 PM	0	0	0	1	1
	4:45 PM	0	0	0	1	1
	5:00 PM	0	0	2	0	2
	5:15 PM	0	0	2	0	2
	5:30 PM	2	0	2	0	4
	5:45 PM	2	0	2	0	4
	TOTAL	4	0	8	2	14
BEGIN PEAK HR	5:00 PM	4	0	8	0	12

INTERSECTION TURNING MOVEMENT COUNTS (BICYCLES & LSEVs)

(PAGE 2 OF 2)

DATE:
3/16/16
WEDNESDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

RANCHO MIRAGE
SR-111
BOB HOPE DR.

PROJECT #: **09272 - CV LINK**
LOCATION #: **22**
CONTROL: **SIGNAL**

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	SR-111			SR-111			BOB HOPE DR.			BOB HOPE DR.			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
LANES:	1	3	1	2	2.5	0.5	0.5	0.5	0.5	2.5	0.5	0.5	
BICYCLE AM/MIDDAY	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0
	BEGIN PEAK HR	1:15 PM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PEAK HR FACTOR	0.000			0.000			0.000			0.000			0.000
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	
BICYCLE PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	1	0	0	0	0	0	0	1
	4:45 PM	0	0	0	0	1	0	0	0	0	0	0	1
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	2	0	0	0	0	0	0	2
	APPROACH %	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%
	APP/DEPART	0	/	0	2	/	2	0	/	0	0	/	0
	BEGIN PEAK HR	4:30 PM											
	VOLUMES	0	0	0	0	2	0	0	0	0	0	0	2
APPROACH %	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	
PEAK HR FACTOR	0.000			0.500			0.000			0.000			0.500
APP/DEPART	0	/	0	2	/	2	0	/	0	0	/	0	
LSEV AM/MIDDAY	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0
	BEGIN PEAK HR	1:15 PM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PEAK HR FACTOR	0.000			0.000			0.000			0.000			0.000
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	
LSEV PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0
	BEGIN PEAK HR	5:45 PM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PEAK HR FACTOR	0.000			0.000			0.000			0.000			0.000
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	

INTERSECTION TURNING MOVEMENT COUNTS (VEHICLES & PEDESTRIANS)

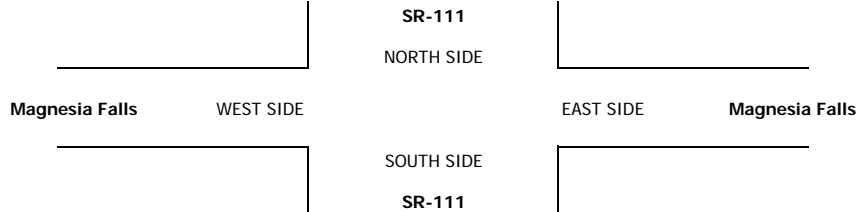
(PAGE 1 OF 2)

DATE: 3/16/16 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Rancho Mirage SR-111 Magnesia Falls	PROJECT #: 09272 - CV LINK LOCATION #: 23 CONTROL: SIGNAL
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NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W E ▶ S ▼
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LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	SR-111			SR-111			Magnesia Falls			Magnesia Falls			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	2.5	0.5	1	2.5	0.5	0.5	0.5	1	1.5	0.5	1	

VEHICLE AM/MIDDAY	11:30 AM	6	412	13	13	492	4	7	2	5	16	3	8	981
	11:45 AM	8	410	16	12	489	3	8	3	6	17	4	9	985
	12:00 PM	17	417	10	9	469	4	2	3	3	24	1	12	971
	12:15 PM	15	420	9	10	467	5	3	4	4	23	1	13	974
	12:30 PM	20	451	7	6	540	7	9	2	10	24	1	20	1,097
	12:45 PM	22	455	10	9	545	7	10	3	10	25	1	19	1,116
	1:00 PM	12	537	15	8	393	12	5	3	11	19	3	6	1,024
	1:15 PM	15	550	20	10	400	15	6	3	12	20	3	7	1,061
	VOLUMES	115	3,652	100	77	3,795	57	50	23	61	168	17	94	8,209
	APPROACH %	3%	94%	3%	2%	97%	1%	37%	17%	46%	60%	6%	34%	
APP/DEPART	3,867	/	3,796	3,929	/	4,024	134	/	200	279	/	189	0	
BEGIN PEAK HR	12:30 PM													
VOLUMES	69	1,993	52	33	1,878	41	30	11	43	88	8	52	4,298	
APPROACH %	3%	94%	2%	2%	96%	2%	36%	13%	51%	59%	5%	35%		
PEAK HR FACTOR	0.903			0.870			0.913			0.822			0.963	
APP/DEPART	2,114	/	2,075	1,952	/	2,009	84	/	96	148	/	118	0	
VEHICLE PM	4:00 PM	12	515	7	8	565	4	5	0	7	21	1	10	1,155
	4:15 PM	11	517	6	7	568	5	6	0	6	20	1	9	1,156
	4:30 PM	8	456	6	9	481	10	7	1	4	13	0	8	1,003
	4:45 PM	9	457	5	10	481	11	6	1	5	15	0	9	1,009
	5:00 PM	14	450	9	15	434	4	5	1	6	28	0	13	979
	5:15 PM	13	458	8	16	437	5	4	0	5	29	0	12	987
	5:30 PM	10	532	7	11	502	6	4	2	9	17	4	9	1,113
	5:45 PM	11	535	7	10	503	6	5	1	9	18	5	10	1,120
	VOLUMES	88	3,920	55	86	3,971	51	42	6	51	161	11	80	8,522
	APPROACH %	2%	96%	1%	2%	97%	1%	42%	6%	52%	64%	4%	32%	
APP/DEPART	4,063	/	4,042	4,108	/	4,183	99	/	147	252	/	150	0	
BEGIN PEAK HR	4:00 PM													
VOLUMES	40	1,945	24	34	2,095	30	24	2	22	69	2	36	4,323	
APPROACH %	2%	97%	1%	2%	97%	1%	50%	4%	46%	64%	2%	34%		
PEAK HR FACTOR	0.941			0.931			1.000			0.836			0.935	
APP/DEPART	2,009	/	2,005	2,159	/	2,186	48	/	60	107	/	72	0	



		PEDESTRIAN CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
AM	11:30 AM		1		1	2
	11:45 AM		0		1	1
	12:00 PM		2		3	5
	12:15 PM		2		4	6
	12:30 PM	1			2	3
	12:45 PM	1			2	3
	1:00 PM	1		1		2
	1:15 PM	1		1		2
	TOTAL	4	5	2	13	24
BEGIN PEAK HR	12:00 PM	2	4	0	11	17
PM	4:00 PM	1	2			3
	4:15 PM	1	2			3
	4:30 PM	3	1			4
	4:45 PM	3	1			4
	5:00 PM					0
	5:15 PM					0
	5:30 PM	2				2
	5:45 PM	2				2
	TOTAL	12	6	0	0	18
BEGIN PEAK HR	4:00 PM	8	6	0	0	14

INTERSECTION TURNING MOVEMENT COUNTS (BICYCLES & LSEVs)

(PAGE 2 OF 2)

DATE:
3/16/16
WEDNESDAY

LOCATION:
NORTH & SOUTH: Rancho Mirage
EAST & WEST: SR-111
Magnesia Falls

PROJECT #: 09272 - CV LINK
LOCATION #: 23
CONTROL: SIGNAL

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	SR-111			SR-111			Magnesia Falls			Magnesia Falls			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	2.5	0.5	1	2.5	0.5	0.5	0.5	1	1.5	0.5	1	

BICYCLE AM/MIDDAY	BICYCLE AM/MIDDAY																																																		
	11:30 AM	11:45 AM	12:00 PM	12:15 PM	12:30 PM	12:45 PM	1:00 PM	1:15 PM	VOLUMES	APPROACH %	APP/DEPART	BEGIN PEAK HR	VOLUMES	APPROACH %	PEAK HR FACTOR	APP/DEPART																																			
								0	0	0	0	0	0	0	0	0	2	0%	0%	0%	0	/	0	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	2	0%	0%	0%	0	/	0	0.000	0.000	0.500	0.000	0.500	0	/	0	
								0	0	0	0	0	0	0	0	0	0	4	0%	0%	0%	2	/	2	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	4	0%	0%	0%	0	/	0	0.000	0.000	1.000	0.000	1.000	4	/	4

LSEV AM/MIDDAY	LSEV AM/MIDDAY																																																		
	11:30 AM	11:45 AM	12:00 PM	12:15 PM	12:30 PM	12:45 PM	1:00 PM	1:15 PM	VOLUMES	APPROACH %	APP/DEPART	BEGIN PEAK HR	VOLUMES	APPROACH %	PEAK HR FACTOR	APP/DEPART																																			
								0	0	0	0	0	0	0	0	0	0	0%	0%	0%	0	/	0	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%	0%	0	/	0	0.000	0.000	0.000	0.000	0.000	0	/	0
								0	0	0	0	0	0	0	0	0	0	2	0%	0%	0%	2	/	2	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0%	0%	0%	0	/	0	0.000	0.000	0.500	0.000	0.500	2	/	2

INTERSECTION TURNING MOVEMENT COUNTS (VEHICLES & PEDESTRIANS)

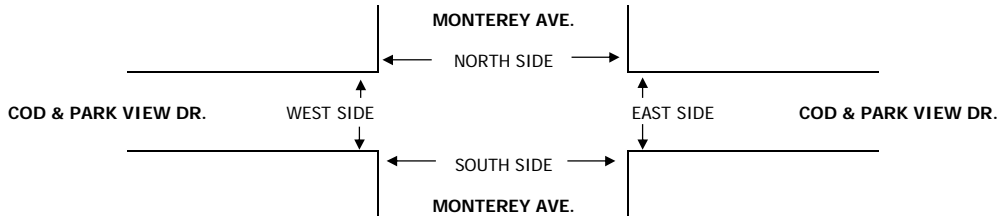
(PAGE 1 OF 2)

DATE: 3/22/16 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	PALM DESERT MONTEREY AVE. COD & PARK VIEW DR.	PROJECT #: 09272 - CV LINK LOCATION #: 24 CONTROL: SIGNAL
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NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W E ▶ S ▼
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LANES:	NORTHBOUND MONTEREY AVE.			SOUTHBOUND MONTEREY AVE.			EASTBOUND COD & PARK VIEW DR.			WESTBOUND COD & PARK VIEW DR.			TOTAL
	NL 1	NT 3	NR 1	SL 2	ST 3	SR 1	EL 1	ET 1	ER 1	WL 1	WT 1	WR 1	

VEHICLE AM/MIDDAY	NORTHBOUND MONTEREY AVE.			SOUTHBOUND MONTEREY AVE.			EASTBOUND COD & PARK VIEW DR.			WESTBOUND COD & PARK VIEW DR.			TOTAL	
	NL 1	NT 3	NR 1	SL 2	ST 3	SR 1	EL 1	ET 1	ER 1	WL 1	WT 1	WR 1		
11:30 AM	19	264	1	5	323	23	40	0	19	7	1	0	702	
11:45 AM	20	266	1	2	304	31	37	3	19	6	3	2	694	
12:00 PM	12	288	2	5	336	26	36	4	16	11	2	6	744	
12:15 PM	23	285	4	8	299	29	40	3	14	4	4	3	716	
12:30 PM	14	304	5	5	314	23	29	1	25	5	1	3	729	
12:45 PM	20	291	7	2	293	37	32	2	19	0	4	8	715	
1:00 PM	13	296	4	5	295	29	43	4	17	2	2	5	715	
1:15 PM	7	346	2	2	282	31	38	2	19	1	3	6	739	
VOLUMES	128	2,340	26	34	2,446	229	295	19	148	36	20	33	5,754	
APPROACH %	5%	94%	1%	1%	90%	8%	64%	4%	32%	40%	22%	37%		
APP/DEPART	2,494	/	2,668	2,709	/	2,630	462	/	79	89	/	377	0	
BEGIN PEAK HR	12:00 PM													
VOLUMES	69	1,168	18	20	1,242	115	137	10	74	20	11	20	2,904	
APPROACH %	5%	93%	1%	1%	90%	8%	62%	5%	33%	39%	22%	39%		
PEAK HR FACTOR	0.971													
APP/DEPART	1,255	/	1,325	1,377	/	1,336	221	/	48	51	/	195	0	
VEHICLE PM	4:00 PM	23	310	3	3	263	19	39	1	16	2	6	8	693
	4:15 PM	31	301	1	1	242	21	46	3	22	0	2	4	674
	4:30 PM	19	287	2	1	241	23	27	2	22	4	13	17	658
	4:45 PM	28	235	1	1	273	35	37	1	17	0	13	7	648
	5:00 PM	24	300	2	1	320	27	60	0	22	4	10	15	785
	5:15 PM	26	297	4	5	273	21	52	0	21	4	1	9	713
	5:30 PM	20	252	1	8	249	26	36	1	24	2	6	8	633
	5:45 PM	11	259	1	5	239	26	34	1	15	1	3	4	599
VOLUMES	182	2,241	15	25	2,100	198	331	9	159	17	54	72	5,403	
APPROACH %	7%	92%	1%	1%	90%	9%	66%	2%	32%	12%	38%	50%		
APP/DEPART	2,438	/	2,644	2,323	/	2,276	499	/	49	143	/	434	0	
BEGIN PEAK HR	4:30 PM													
VOLUMES	97	1,119	9	8	1,107	106	176	3	82	12	37	48	2,804	
APPROACH %	8%	91%	1%	1%	91%	9%	67%	1%	31%	12%	38%	49%		
PEAK HR FACTOR	0.937													
APP/DEPART	1,225	/	1,343	1,221	/	1,201	261	/	20	97	/	240	0	



		PEDESTRIAN CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
AM	11:30 AM	0	0	0	0	0
	11:45 AM	0	1	0	0	1
	12:00 PM	0	0	0	0	0
	12:15 PM	0	0	1	0	1
	12:30 PM	0	1	0	0	1
	12:45 PM	0	0	0	0	0
	1:00 PM	0	0	0	0	0
	1:15 PM	0	2	0	0	2
	TOTAL		0	4	1	0
BEGIN PEAK HR	12:30 PM	0	3	1	0	4
PM	4:00 PM	0	2	0	0	2
	4:15 PM	0	0	0	0	0
	4:30 PM	0	0	0	0	0
	4:45 PM	0	1	0	0	1
	5:00 PM	0	0	0	0	0
	5:15 PM	0	0	0	1	1
	5:30 PM	0	0	0	0	0
	5:45 PM	0	1	0	0	1
	TOTAL		0	4	0	1
BEGIN PEAK HR	4:00 PM	0	3	0	0	3

INTERSECTION TURNING MOVEMENT COUNTS (BICYCLES & LSEVs)

(PAGE 2 OF 2)

DATE:
3/22/16
TUESDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

PALM DESERT
MONTEREY AVE.
COD & PARK VIEW DR.

PROJECT #: 09272 - CV LINK
LOCATION #: 24
CONTROL: SIGNAL

LANES:	NORTHBOUND MONTEREY AVE.			SOUTHBOUND MONTEREY AVE.			EASTBOUND COD & PARK VIEW DR.			WESTBOUND COD & PARK VIEW DR.			TOTAL
	NL 1	NT 3	NR 1	SL 2	ST 3	SR 1	EL 1	ET 1	ER 1	WL 1	WT 1	WR 1	

BICYCLE AM/MIDDAY	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	1	0	0	0	0	0	0	0	1	0	0	2
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	1	1	0	0	0	0	0	0	0	1	0	0	3
	APPROACH %	0%	50%	50%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	
APP/DEPART	2	/	1	0	/	0	0	/	1	1	/	1	0		
BEGIN PEAK HR	12:15 PM														
VOLUMES	0	1	1	0	0	0	0	0	0	0	1	0	0	3	
APPROACH %	0%	50%	50%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%		
PEAK HR FACTOR	0.500			0.000			0.000			0.250			0.375		
APP/DEPART	2	/	1	0	/	0	0	/	1	1	/	1	0		
BICYCLE PM	4:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	1	
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	1	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	VOLUMES	0	0	0	0	0	0	2	0	0	0	0	0	0	2
	APPROACH %	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	
APP/DEPART	0	/	2	0	/	0	2	/	0	0	/	0	0		
BEGIN PEAK HR	5:15 PM														
VOLUMES	0	0	0	0	0	0	1	0	0	0	0	0	0	1	
APPROACH %	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%		
PEAK HR FACTOR	0.000			0.000			0.250			0.000			0.250		
APP/DEPART	0	/	1	0	/	0	1	/	0	0	/	0	0		

LSEV AM/MIDDAY	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0		
BEGIN PEAK HR	1:15 PM														
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PEAK HR FACTOR	0.000			0.000			0.000			0.000			0.000		
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0		
LSEV PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0		
BEGIN PEAK HR	5:45 PM														
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PEAK HR FACTOR	0.000			0.000			0.000			0.000			0.000		
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0		

INTERSECTION TURNING MOVEMENT COUNTS (VEHICLES & PEDESTRIANS)

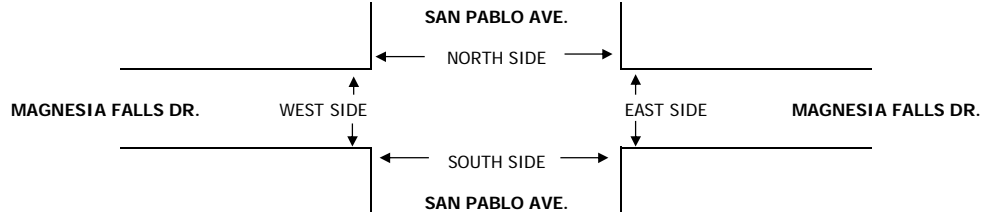
(PAGE 1 OF 2)

DATE: 3/22/16 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	PALM DESERT SAN PABLO AVE. MAGNESIA FALLS DR.	PROJECT #: LOCATION #: CONTROL:	09272 - CV LINK 25 UNSIGNALIZED
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NOTES:	AM PM MD OTHER OTHER	◀ W E ▶	▲ N S ▼
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	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	SAN PABLO AVE.			SAN PABLO AVE.			MAGNESIA FALLS DR.			MAGNESIA FALLS DR.			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	0	1	0	0	0	0	1	0.5	1	1	0	

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL	
	SAN PABLO AVE.			SAN PABLO AVE.			MAGNESIA FALLS DR.			MAGNESIA FALLS DR.				
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR		
	1	0	1	0	0	0	0	1	0.5	1	1	0		
VEHICLE AM/MIDDAY	11:30 AM	25		24				23	14	25	5		116	
	11:45 AM	19		19				37	23	20	8		126	
	12:00 PM	19		19				27	15	16	11		107	
	12:15 PM	24		32				37	15	27	8		143	
	12:30 PM	25		33				37	14	35	7		151	
	12:45 PM	25		26				47	10	28	9		145	
	1:00 PM	29		41				36	12	52	13		183	
	1:15 PM	33		26				18	12	30	5		124	
	VOLUMES	199	0	220	0	0	0	0	262	115	233	66	0	1,095
	APPROACH %	47%	0%	53%	0%	0%	0%	0%	69%	31%	78%	22%	0%	
APP/DEPART	419	/	0	0	/	348	377	/	482	299	/	265	0	
BEGIN PEAK HR	12:15 PM													
VOLUMES	103	0	132	0	0	0	0	157	51	142	37	0	622	
APPROACH %	44%	0%	56%	0%	0%	0%	0%	75%	25%	79%	21%	0%		
PEAK HR FACTOR	0.839			0.000			0.912			0.688			0.850	
APP/DEPART	235	/	0	0	/	193	208	/	289	179	/	140	0	
VEHICLE PM	4:00 PM	28		29				48	18	31	5		159	
	4:15 PM	20		29				38	22	36	12		157	
	4:30 PM	25		37				45	17	32	12		168	
	4:45 PM	21		20				36	19	36	7		139	
	5:00 PM	42		35				63	22	39	5		206	
	5:15 PM	42		35				63	22	39	5		206	
	5:30 PM	30		33				45	16	44	8		176	
	5:45 PM	30		33				45	16	44	8		176	
	VOLUMES	238	0	251	0	0	0	0	383	152	301	62	0	1,387
	APPROACH %	49%	0%	51%	0%	0%	0%	0%	72%	28%	83%	17%	0%	
APP/DEPART	489	/	0	0	/	453	535	/	634	363	/	300	0	
BEGIN PEAK HR	5:00 PM													
VOLUMES	144	0	136	0	0	0	0	216	76	166	26	0	764	
APPROACH %	51%	0%	49%	0%	0%	0%	0%	74%	26%	86%	14%	0%		
PEAK HR FACTOR	0.909			0.000			0.859			0.923			0.927	
APP/DEPART	280	/	0	0	/	242	292	/	352	192	/	170	0	



	PEDESTRIAN CROSSINGS					
	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	
AM	11:30 AM	0	2	0	0	2
	11:45 AM	0	0	0	0	0
	12:00 PM	0	1	0	0	1
	12:15 PM	0	0	0	0	0
	12:30 PM	1	0	1	0	2
	12:45 PM	0	0	0	0	0
	1:00 PM	0	0	0	0	0
	1:15 PM	0	0	0	0	0
	TOTAL	1	3	1	0	5
BEGIN PEAK HR	12:00 PM					
	1	3	1	0	5	
PM	4:00 PM	0	0	0	0	0
	4:15 PM	0	0	0	0	0
	4:30 PM	0	0	0	0	0
	4:45 PM	0	0	0	0	0
	5:00 PM	0	0	0	0	0
	5:15 PM	0	0	0	0	0
	5:30 PM	0	0	0	0	0
	5:45 PM	0	0	0	0	0
	TOTAL	0	0	0	0	0
BEGIN PEAK HR	5:00 PM					
	0	0	0	0	0	

INTERSECTION TURNING MOVEMENT COUNTS (BICYCLES & LSEVs)

(PAGE 2 OF 2)

DATE:
3/22/16
TUESDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

PALM DESERT
SAN PABLO AVE.
MAGNESIA FALLS DR.

PROJECT #: 09272 - CV LINK
LOCATION #: 25
CONTROL: UNSIGNALIZED

LANES:	NORTHBOUND SAN PABLO AVE.			SOUTHBOUND SAN PABLO AVE.			EASTBOUND MAGNESIA FALLS DR.			WESTBOUND MAGNESIA FALLS DR.			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	0	1	0	0	0	0	1	0.5	1	1	0	

BICYCLE AM/MIDDAY	11:30 AM	0	0	0	0	0	0	0	0	0	2	0	2	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	3	0	0	0	0	0	0	0	0	3	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	VOLUMES	0	0	3	0	0	0	0	0	0	0	2	0	5
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	100%	0%	
APP/DEPART	3	/	0	0	/	0	0	/	3	2	/	2	0	
BICYCLE PM	4:00 PM	0	0	0	0	0	0	1	0	0	0	0	1	
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 PM	0	0	2	0	0	0	0	0	0	0	0	2	
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	1	0	0	0	0	1	
5:45 PM	0	0	0	0	0	0	1	0	0	0	0	1		
VOLUMES	0	0	2	0	0	0	0	3	0	0	0	0	5	
APPROACH %	0%	0%	100%	0%	0%	0%	0%	100%	0%	0%	0%	0%		
APP/DEPART	2	/	0	0	/	0	3	/	5	0	/	0	0	
BEGIN PEAK HR	11:30 AM													
VOLUMES	0	0	3	0	0	0	0	0	0	0	2	0	5	
APPROACH %	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	100%	0%		
PEAK HR FACTOR	0.250			0.000			0.000			0.250			0.417	
APP/DEPART	3	/	0	0	/	0	0	/	3	2	/	2	0	
LSEV AM/MIDDAY	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0		
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0	
BEGIN PEAK HR	1:15 PM													
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PEAK HR FACTOR	0.000			0.000			0.000			0.000			0.000	
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0	
LSEV PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0		
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0	
BEGIN PEAK HR	5:45 PM													
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PEAK HR FACTOR	0.000			0.000			0.000			0.000			0.000	
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0	

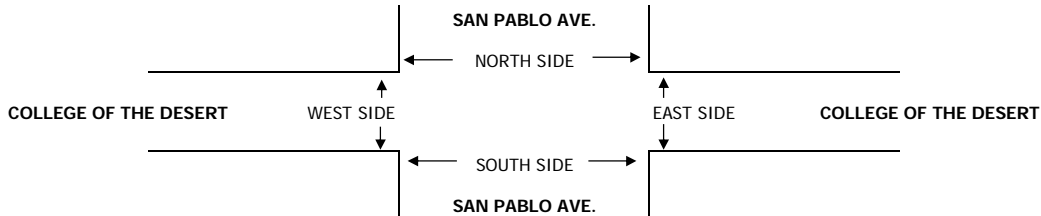
INTERSECTION TURNING MOVEMENT COUNTS (VEHICLES & PEDESTRIANS)

(PAGE 1 OF 2)

DATE: 3/22/16 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	PALM DESERT SAN PABLO AVE. COLLEGE OF THE DESERT	PROJECT #: 09272 - CV LINK LOCATION #: 26 CONTROL: UNSIGNALIZED															
NOTES:			<table border="1" style="margin: auto; border-collapse: collapse;"> <tr> <td style="padding: 2px;">AM</td> <td style="padding: 2px;">▲</td> <td style="padding: 2px;">N</td> </tr> <tr> <td style="padding: 2px;">PM</td> <td style="padding: 2px;">▲</td> <td style="padding: 2px;">S</td> </tr> <tr> <td style="padding: 2px;">MD</td> <td style="padding: 2px;">◀</td> <td style="padding: 2px;">E ▶</td> </tr> <tr> <td style="padding: 2px;">OTHER</td> <td style="padding: 2px;">◀</td> <td style="padding: 2px;">S</td> </tr> <tr> <td style="padding: 2px;">OTHER</td> <td style="padding: 2px;">▶</td> <td style="padding: 2px;">E ▶</td> </tr> </table>	AM	▲	N	PM	▲	S	MD	◀	E ▶	OTHER	◀	S	OTHER	▶	E ▶
AM	▲	N																
PM	▲	S																
MD	◀	E ▶																
OTHER	◀	S																
OTHER	▶	E ▶																

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	SAN PABLO AVE.			SAN PABLO AVE.			COLLEGE OF THE DESERT			COLLEGE OF THE DESERT			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	1	F	0.5	1	1	0.5	0.5	0.5	1	1	0.5	

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL	
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR		
VEHICLE AM/MIDDAY	11:30 AM	8	38	13	3	31	7	4	0	5	13	1	10	133
	11:45 AM	4	36	12	7	30	5	4	0	7	11	0	5	121
	12:00 PM	3	31	8	5	36	0	1	0	6	20	0	8	118
	12:15 PM	5	40	3	6	30	2	2	0	3	8	1	5	105
	12:30 PM	5	46	5	5	34	2	1	0	3	12	0	4	117
	12:45 PM	5	47	9	4	38	5	0	0	2	9	1	10	130
	1:00 PM	6	43	4	3	41	4	1	1	4	11	2	21	141
	1:15 PM	12	36	2	4	46	8	1	1	5	12	1	20	148
	VOLUMES	48	317	56	37	286	33	14	2	35	96	6	83	1,013
	APPROACH %	11%	75%	13%	10%	80%	9%	27%	4%	69%	52%	3%	45%	
APP/DEPART	421	/	414	356	/	417	51	/	95	185	/	87	0	
BEGIN PEAK HR	12:30 PM													
VOLUMES	28	172	20	16	159	19	3	2	14	44	4	55	536	
APPROACH %	13%	78%	9%	8%	82%	10%	16%	11%	74%	43%	4%	53%		
PEAK HR FACTOR	0.902			0.836			0.679			0.757			0.905	
APP/DEPART	220	/	230	194	/	217	19	/	38	103	/	51	0	
VEHICLE PM	4:00 PM	1	44	8	10	38	2	3	0	5	14	0	11	136
	4:15 PM	3	43	17	13	42	3	1	0	5	14	0	7	148
	4:30 PM	3	48	17	9	40	0	3	1	6	11	1	11	150
	4:45 PM	2	42	22	12	39	4	0	0	8	5	2	3	139
	5:00 PM	4	64	21	15	43	1	6	0	17	13	2	10	196
	5:15 PM	2	46	20	8	36	3	15	1	5	13	0	9	158
	5:30 PM	1	38	24	13	42	3	11	0	11	14	1	11	169
	5:45 PM	1	29	13	11	29	5	3	0	6	8	0	8	113
	VOLUMES	17	354	142	91	309	21	42	2	63	92	6	70	1,209
	APPROACH %	3%	69%	28%	22%	73%	5%	39%	2%	59%	55%	4%	42%	
APP/DEPART	513	/	466	421	/	464	107	/	235	168	/	44	0	
BEGIN PEAK HR	4:45 PM													
VOLUMES	9	190	87	48	160	11	32	1	41	45	5	33	662	
APPROACH %	3%	66%	30%	22%	73%	5%	43%	1%	55%	54%	6%	40%		
PEAK HR FACTOR	0.803			0.928			0.804			0.798			0.844	
APP/DEPART	286	/	255	219	/	246	74	/	136	83	/	25	0	



		PEDESTRIAN CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
AM	11:30 AM	0	0	0	0	0
	11:45 AM	3	0	0	0	3
	12:00 PM	7	0	5	0	12
	12:15 PM	2	0	2	0	4
	12:30 PM	0	0	3	0	3
	12:45 PM	0	0	0	0	0
	1:00 PM	3	0	0	0	3
	1:15 PM	1	0	0	0	1
	TOTAL	16	0	10	0	26
BEGIN PEAK HR	11:45 AM	12	0	10	0	22
PM	4:00 PM	2	0	3	0	5
	4:15 PM	3	0	0	0	3
	4:30 PM	1	0	0	0	1
	4:45 PM	0	0	0	0	0
	5:00 PM	1	0	1	0	2
	5:15 PM	2	0	1	0	3
	5:30 PM	0	0	0	0	0
	5:45 PM	1	1	0	0	2
	TOTAL	10	1	5	0	16
BEGIN PEAK HR	4:00 PM	6	0	3	0	9

INTERSECTION TURNING MOVEMENT COUNTS (BICYCLES & LSEVs)

(PAGE 2 OF 2)

DATE: 3/22/16 TUESDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

PALM DESERT
SAN PABLO AVE.
COLLEGE OF THE DESERT

PROJECT #: 09272 - CV LINK
LOCATION #: 26
CONTROL: UNSIGNALIZED

	NORTHBOUND SAN PABLO AVE.			SOUTHBOUND SAN PABLO AVE.			EASTBOUND COLLEGE OF THE DESERT			WESTBOUND COLLEGE OF THE DESERT			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	LANES:	1	1	F	0.5	1	1	0.5	0.5	0.5	1	1	

BICYCLE AM/MIDDAY	11:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	3	0	0	0	0	0	0	0	1	2	0	6
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	3	0	0	1	0	0	1	0	1	2	0	8
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	100%	0%	33%	67%	0%	
APP/DEPART	3	/	3	1	/	2	1	/	1	3	/	2	0	
BEGIN PEAK HR	12:15 PM													
VOLUMES	0	3	0	0	0	0	0	1	0	1	2	0	7	
APPROACH %	0%	100%	0%	0%	0%	0%	0%	100%	0%	33%	67%	0%		
PEAK HR FACTOR	0.250			0.000			0.250			0.250			0.292	
APP/DEPART	3	/	3	0	/	1	1	/	1	3	/	2	0	

BICYCLE PM	4:00 PM	0	0	0	0	0	0	1	0	0	0	0	1	
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	2
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	2	0	0	0	0	0	1	0	0	0	0	3
	APPROACH %	0%	100%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	
APP/DEPART	2	/	2	0	/	0	1	/	1	0	/	0	0	
BEGIN PEAK HR	4:00 PM													
VOLUMES	0	2	0	0	0	0	0	1	0	0	0	0	3	
APPROACH %	0%	100%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%		
PEAK HR FACTOR	0.250			0.000			0.250			0.000			0.375	
APP/DEPART	2	/	2	0	/	0	1	/	1	0	/	0	0	

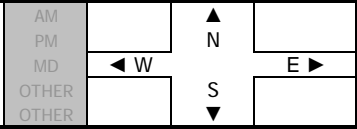
LSEV AM/MIDDAY	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0	
BEGIN PEAK HR	1:15 PM													
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PEAK HR FACTOR	0.000			0.000			0.000			0.000			0.000	
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0	

LSEV PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0	
BEGIN PEAK HR	5:45 PM													
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PEAK HR FACTOR	0.000			0.000			0.000			0.000			0.000	
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0	

INTERSECTION TURNING MOVEMENT COUNTS (VEHICLES & PEDESTRIANS)

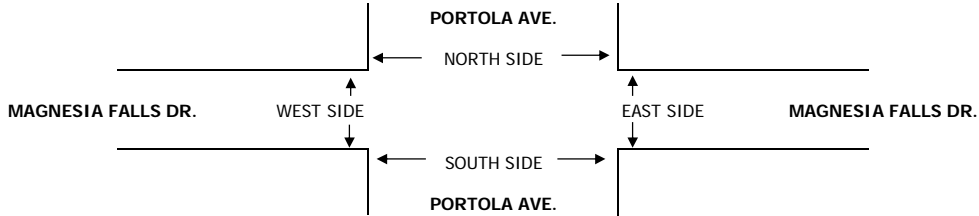
(PAGE 1 OF 2)

DATE: 3/22/16 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	PALM DESERT PORTOLA AVE. MAGNESIA FALLS DR.	PROJECT #: 09272 - CV LINK LOCATION #: 27 CONTROL: SIGNAL
NOTES:			



LANES:	NORTHBOUND <small>PORTOLA AVE.</small>			SOUTHBOUND <small>PORTOLA AVE.</small>			EASTBOUND <small>MAGNESIA FALLS DR.</small>			WESTBOUND <small>MAGNESIA FALLS DR.</small>			TOTAL
	NL 1	NT 2	NR 1	SL 1	ST 2	SR 0.5	EL 1	ET 2	ER 0.5	WL 1	WT 1	WR 1	

VEHICLE AM/MIDDAY	11:30 AM	9	110	2	12	168	24	50	13	18	1	4	16	427
	11:45 AM	3	150	3	16	187	27	28	12	7	1	2	12	448
	12:00 PM	12	136	2	7	156	20	48	7	8	1	7	14	418
	12:15 PM	1	144	4	12	190	22	31	4	8	0	9	21	446
	12:30 PM	2	146	4	12	192	20	30	4	8	0	9	19	446
	12:45 PM	3	131	20	21	164	37	43	31	12	2	5	22	491
	1:00 PM	3	132	21	23	163	35	43	32	22	2	5	20	501
	1:15 PM	7	141	8	14	179	36	45	11	16	19	23	17	516
	VOLUMES	40	1,090	64	117	1,399	221	318	114	99	26	64	141	3,693
	APPROACH %	3%	91%	5%	7%	81%	13%	60%	21%	19%	11%	28%	61%	
APP/DEPART	1,194	/	1,549	1,737	/	1,524	531	/	295	231	/	325	0	
BEGIN PEAK HR	12:30 PM													
VOLUMES	15	550	53	70	698	128	161	78	58	23	42	78	1,954	
APPROACH %	2%	89%	9%	8%	78%	14%	54%	26%	20%	16%	29%	55%		
PEAK HR FACTOR	0.990													
APP/DEPART	618	/	789	896	/	779	297	/	201	143	/	185	0	
VEHICLE PM	4:00 PM	8	134	1	18	147	23	36	12	14	1	11	24	429
	4:15 PM	9	159	1	13	149	24	51	16	19	0	9	24	474
	4:30 PM	9	142	3	11	151	40	50	10	17	1	13	22	469
	4:45 PM	15	156	4	12	199	36	50	13	13	0	13	25	536
	5:00 PM	12	135	4	19	174	41	62	22	27	0	8	20	524
	5:15 PM	10	154	1	24	208	35	50	23	23	4	12	20	564
	5:30 PM	5	148	11	15	187	42	57	20	16	5	15	18	539
	5:45 PM	9	140	6	14	159	29	56	16	14	7	8	21	479
	VOLUMES	77	1,168	31	126	1,374	270	412	132	143	18	89	174	4,014
	APPROACH %	6%	92%	2%	7%	78%	15%	60%	19%	21%	6%	32%	62%	
APP/DEPART	1,276	/	1,754	1,770	/	1,535	687	/	289	281	/	436	0	
BEGIN PEAK HR	4:45 PM													
VOLUMES	42	593	20	70	768	154	219	78	79	9	48	83	2,163	
APPROACH %	6%	91%	3%	7%	77%	16%	58%	21%	21%	6%	34%	59%		
PEAK HR FACTOR	0.936													
APP/DEPART	655	/	895	992	/	856	376	/	168	140	/	244	0	



		PEDESTRIAN CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
AM	11:30 AM	0	0	0	0	0
	11:45 AM	0	0	0	0	0
	12:00 PM	0	0	0	0	0
	12:15 PM	0	0	2	0	2
	12:30 PM	0	0	2	0	2
	12:45 PM	0	4	0	2	6
	1:00 PM	0	4	0	3	7
	1:15 PM	0	12	17	0	29
TOTAL		0	20	21	5	46
BEGIN PEAK HR 12:30 PM		0	20	19	5	44
PM	4:00 PM	0	1	0	0	1
	4:15 PM	0	1	0	0	1
	4:30 PM	0	1	0	1	2
	4:45 PM	0	1	0	0	1
	5:00 PM	0	1	0	1	2
	5:15 PM	0	1	0	1	2
	5:30 PM	0	1	0	1	2
	5:45 PM	0	1	0	0	1
TOTAL		0	8	0	4	12
BEGIN PEAK HR 5:00 PM		0	4	0	3	7

INTERSECTION TURNING MOVEMENT COUNTS (BICYCLES & LSEVs)

(PAGE 2 OF 2)

DATE:
3/22/16
TUESDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

PALM DESERT
PORTOLA AVE.
MAGNESIA FALLS DR.

PROJECT #: 09272 - CV LINK
LOCATION #: 27
CONTROL: SIGNAL

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	PORTOLA AVE.			PORTOLA AVE.			MAGNESIA FALLS DR.			MAGNESIA FALLS DR.			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	2	1	1	2	0.5	1	2	0.5	1	1	1	

BICYCLE AM/MIDDAY	11:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
	11:45 AM	0	0	0	0	0	0	0	0	0	0	1	1	2
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	1
	12:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	1
	12:45 PM	0	2	0	1	0	0	0	0	0	0	0	0	3
	1:00 PM	0	2	0	1	0	0	0	0	0	0	0	0	3
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	4	0	2	0	0	2	0	0	0	2	1	11
	APPROACH %	0%	100%	0%	100%	0%	0%	100%	0%	0%	0%	67%	33%	
APP/DEPART	4	/	7	2	/	0	2	/	2	3	/	2	0	
BEGIN PEAK HR	12:15 PM													
VOLUMES	0	4	0	2	0	0	2	0	0	0	0	0	8	
APPROACH %	0%	100%	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%		
PEAK HR FACTOR	0.500			0.500			0.500			0.000			0.667	
APP/DEPART	4	/	6	2	/	0	2	/	2	0	/	0	0	
BICYCLE PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	2
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	1
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	1	0	1	3	0	0	0	0	5
	APPROACH %	0%	0%	0%	0%	100%	0%	25%	75%	0%	0%	0%	0%	
APP/DEPART	0	/	1	1	/	1	4	/	3	0	/	0	0	
BEGIN PEAK HR	4:15 PM													
VOLUMES	0	0	0	0	1	0	0	3	0	0	0	0	4	
APPROACH %	0%	0%	0%	0%	100%	0%	0%	100%	0%	0%	0%	0%		
PEAK HR FACTOR	0.000			0.250			0.375			0.000			0.500	
APP/DEPART	0	/	0	1	/	1	3	/	3	0	/	0	0	

LSEV AM/MIDDAY	11:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	1	0	0	0	0	0	0	0	1
	APPROACH %	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	
APP/DEPART	0	/	0	1	/	1	0	/	0	0	/	0	0	
BEGIN PEAK HR	11:30 AM													
VOLUMES	0	0	0	0	1	0	0	0	0	0	0	0	1	
APPROACH %	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%		
PEAK HR FACTOR	0.000			0.250			0.000			0.000			0.250	
APP/DEPART	0	/	0	1	/	1	0	/	0	0	/	0	0	
LSEV PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	2
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
	VOLUMES	0	0	0	0	0	1	0	2	0	0	0	0	3
	APPROACH %	0%	0%	0%	0%	0%	100%	0%	100%	0%	0%	0%	0%	
APP/DEPART	0	/	0	1	/	0	2	/	2	0	/	1	0	
BEGIN PEAK HR	4:45 PM													
VOLUMES	0	0	0	0	0	1	0	1	0	0	0	0	2	
APPROACH %	0%	0%	0%	0%	0%	100%	0%	100%	0%	0%	0%	0%		
PEAK HR FACTOR	0.000			0.250			0.250			0.000			0.250	
APP/DEPART	0	/	0	1	/	0	1	/	1	0	/	1	0	

INTERSECTION TURNING MOVEMENT COUNTS (VEHICLES & PEDESTRIANS)

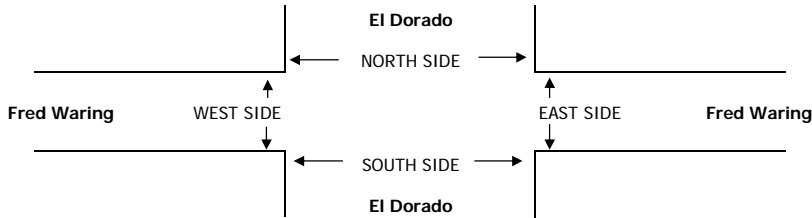
(PAGE 1 OF 2)

DATE: 3/22/16 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Indian Wells El Dorado Fred Waring	PROJECT #: LOCATION #: CONTROL:	09272 - CV LINK 28 Signal
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NOTES:	<table border="1" style="margin: auto; border-collapse: collapse;"> <tr> <td style="padding: 2px;">AM</td> <td style="padding: 2px;">▲</td> <td style="padding: 2px;">N</td> </tr> <tr> <td style="padding: 2px;">PM</td> <td style="padding: 2px;">▲</td> <td style="padding: 2px;">E ▶</td> </tr> <tr> <td style="padding: 2px;">MD</td> <td style="padding: 2px;">◀</td> <td style="padding: 2px;">W</td> </tr> <tr> <td style="padding: 2px;">OTHER</td> <td style="padding: 2px;">S</td> <td style="padding: 2px;">▼</td> </tr> <tr> <td style="padding: 2px;">OTHER</td> <td style="padding: 2px;">▼</td> <td style="padding: 2px;">S</td> </tr> </table>	AM	▲	N	PM	▲	E ▶	MD	◀	W	OTHER	S	▼	OTHER	▼	S
AM	▲	N														
PM	▲	E ▶														
MD	◀	W														
OTHER	S	▼														
OTHER	▼	S														

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	El Dorado	El Dorado	Fred Waring	El Dorado	El Dorado	Fred Waring	Fred Waring	Fred Waring	Fred Waring	Fred Waring	Fred Waring		
	NL 1	NT 1	NR 1	SL 1	ST 1	SR 1	EL 1	ET 2	ER 1	WL 1	WT 2	WR 1	

VEHICLE AM/MIDDAY	11:30 AM	22	4	14	7	2	5	9	201	29	14	261	3	571
	11:45 AM	21	3	14	1	3	8	6	252	27	10	225	6	576
	12:00 PM	12	5	13	4	3	12	5	209	23	7	257	1	551
	12:15 PM	25	4	16	6	2	2	8	176	29	13	291	3	575
	12:30 PM	23	4	9	4	3	8	4	219	28	10	232	6	550
	12:45 PM	14	1	12	3	3	15	4	249	21	5	233	4	564
	1:00 PM	29	3	12	2	1	8	5	246	32	12	217	1	568
	1:15 PM	23	2	9	2	5	7	7	258	25	14	259	3	614
	VOLUMES	169	26	99	29	22	65	48	1,810	214	85	1,975	27	4,569
	APPROACH %	57%	9%	34%	25%	19%	56%	2%	87%	10%	4%	95%	1%	
	APP/DEPART	294	/	101	116	/	321	2,072	/	1,938	2,087	/	2,209	0
	BEGIN PEAK HR	12:30 PM												
	VOLUMES	89	10	42	11	12	38	20	972	106	41	941	14	2,296
	APPROACH %	63%	7%	30%	18%	20%	62%	2%	89%	10%	4%	94%	1%	
	PEAK HR FACTOR	0.801												
APP/DEPART	141	/	44	61	/	159	1,098	/	1,025	996	/	1,068	0	
VEHICLE PM	4:00 PM	24	1	21	6	2	5	4	399	18	12	242	4	738
	4:15 PM	26	9	26	3	2	9	3	366	29	12	271	3	759
	4:30 PM	28	4	16	2	5	8	5	350	24	17	239	4	702
	4:45 PM	16	5	12	7	4	8	10	336	27	8	203	1	637
	5:00 PM	26	0	15	1	2	4	7	309	21	7	233	2	627
	5:15 PM	29	6	11	6	3	5	7	397	22	9	234	1	730
	5:30 PM	21	4	12	4	1	6	2	354	29	9	232	4	678
	5:45 PM	20	2	16	3	2	7	11	272	23	7	211	2	576
	VOLUMES	190	31	129	32	21	52	49	2,783	193	81	1,865	21	5,447
	APPROACH %	54%	9%	37%	30%	20%	50%	2%	92%	6%	4%	95%	1%	
	APP/DEPART	350	/	101	105	/	295	3,025	/	2,944	1,967	/	2,107	0
	BEGIN PEAK HR	4:00 PM												
	VOLUMES	94	19	75	18	13	30	22	1,451	98	49	955	12	2,836
	APPROACH %	50%	10%	40%	30%	21%	49%	1%	92%	6%	5%	94%	1%	
	PEAK HR FACTOR	0.770												
APP/DEPART	188	/	53	61	/	160	1,571	/	1,544	1,016	/	1,079	0	



		PEDESTRIAN CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
AM	11:30 AM					0
	11:45 AM					0
	12:00 PM					0
	12:15 PM					0
	12:30 PM					0
	12:45 PM					0
	1:00 PM					0
	1:15 PM					0
	TOTAL		0	0	0	0
BEGIN PEAK HR	12:30 PM	0	0	0	0	
PM	4:00 PM	1				1
	4:15 PM					0
	4:30 PM					0
	4:45 PM					0
	5:00 PM	1				1
	5:15 PM					0
	5:30 PM					0
	5:45 PM					0
	TOTAL		2	0	0	0
BEGIN PEAK HR	5:00 PM	1	0	0	0	1

INTERSECTION TURNING MOVEMENT COUNTS (BICYCLES & LSEVs)

(PAGE 2 OF 2)

DATE:
3/22/16
TUESDAY

LOCATION:
NORTH & SOUTH: **Indio**
EAST & WEST: **El Dorado**
Fred Waring

PROJECT #: 09272 - CV LINK
LOCATION #: 28
CONTROL: Signal

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	El Dorado			El Dorado			Fred Waring			Fred Waring			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	0	0	0	0	0	0	2	0	0	2	0	

BICYCLE AM/MIDDAY	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
11:30 AM											2		2
11:45 AM								1					1
12:00 PM													0
12:15 PM													0
12:30 PM								1			2		3
12:45 PM													0
1:00 PM													0
1:15 PM													0
VOLUMES	0	0	0	0	0	0	0	2	0	0	4	0	6
APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
APP/DEPART	0	/	0	0	/	0	2	/	2	4	/	4	0
BEGIN PEAK HR	11:45 AM												
VOLUMES	0	0	0	0	0	0	0	2	0	0	2	0	4
APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
PEAK HR FACTOR	0.000			0.000			0.500			0.250			0.333
APP/DEPART	0	/	0	0	/	0	2	/	2	2	/	2	0
BICYCLE PM	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
4:00 PM					1								1
4:15 PM					1								1
4:30 PM													0
4:45 PM													0
5:00 PM		1											1
5:15 PM													0
5:30 PM								1			1		2
5:45 PM								1					1
VOLUMES	0	1	0	0	2	0	0	2	0	0	1	0	6
APPROACH %	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%	100%	0%	
APP/DEPART	1	/	1	2	/	2	2	/	2	1	/	1	0
BEGIN PEAK HR	5:00 PM												
VOLUMES	0	1	0	0	0	0	0	2	0	0	1	0	4
APPROACH %	0%	100%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
PEAK HR FACTOR	0.250			0.000			0.500			0.250			0.500
APP/DEPART	1	/	1	0	/	0	2	/	2	1	/	1	0

LSEV AM/MIDDAY	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
11:30 AM													0
11:45 AM													0
12:00 PM				1									1
12:15 PM													0
12:30 PM													0
12:45 PM													0
1:00 PM													0
1:15 PM													0
VOLUMES	0	0	0	1	0	0	0	0	0	0	0	0	1
APPROACH %	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	
APP/DEPART	0	/	0	1	/	0	0	/	1	0	/	0	0
BEGIN PEAK HR	12:00 PM												
VOLUMES	0	0	0	1	0	0	0	0	0	0	0	0	1
APPROACH %	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	
PEAK HR FACTOR	0.000			0.250			0.000			0.000			0.250
APP/DEPART	0	/	0	1	/	0	0	/	1	0	/	0	0
LSEV PM	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
4:00 PM													0
4:15 PM													0
4:30 PM				1									1
4:45 PM													0
5:00 PM													0
5:15 PM													0
5:30 PM													0
5:45 PM													0
VOLUMES	0	0	0	1	0	0	0	0	0	0	0	0	1
APPROACH %	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	
APP/DEPART	0	/	0	1	/	0	0	/	1	0	/	0	0
BEGIN PEAK HR	4:30 PM												
VOLUMES	0	0	0	1	0	0	0	0	0	0	0	0	1
APPROACH %	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	
PEAK HR FACTOR	0.000			0.250			0.000			0.000			0.250
APP/DEPART	0	/	0	1	/	0	0	/	1	0	/	0	0

INTERSECTION TURNING MOVEMENT COUNTS (VEHICLES & PEDESTRIANS)

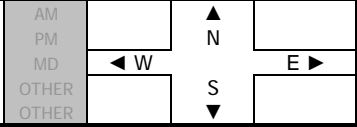
(PAGE 1 OF 2)

DATE:
3/23/16
WEDNESDAY

LOCATION: La Quinta
NORTH & SOUTH: Dune Palms Road
EAST & WEST: Corporate Center Drive

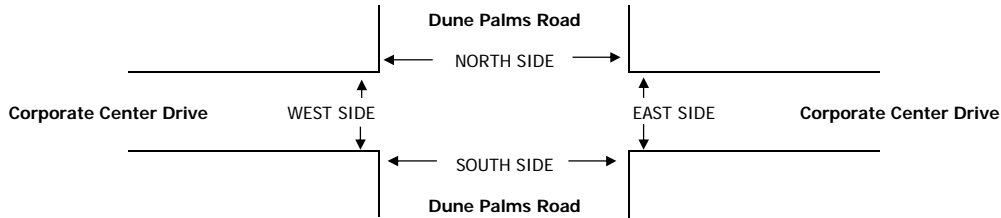
PROJECT #: 09272 - CV LINK
LOCATION #: 29
CONTROL: No Signal

NOTES:



LANES:	NORTHBOUND Dune Palms Road			SOUTHBOUND Dune Palms Road			EASTBOUND Corporate Center Drive			WESTBOUND Corporate Center Drive			TOTAL
	NL 1	NT 1	NR NA	SL NA	ST 1.5	SR .5 (F)	EL 1	ET NA	ER 1	WL NA	WT NA	WR NA	

VEHICLE AM/MIDDAY	NORTHBOUND Dune Palms Road			SOUTHBOUND Dune Palms Road			EASTBOUND Corporate Center Drive			WESTBOUND Corporate Center Drive			TOTAL
	NL 1	NT 1	NR NA	SL NA	ST 1.5	SR .5 (F)	EL 1	ET NA	ER 1	WL NA	WT NA	WR NA	
11:30 AM	7	45			59	3	9		11				134
11:45 AM	4	57			66	3	4		7				141
12:00 PM	5	76			109	4	4		15				213
12:15 PM	8	75			66	2	12		9				172
12:30 PM	7	69			65	2	6		5				154
12:45 PM	9	58			83	7	7		4				168
1:00 PM	6	51			52	8	6		7				130
1:15 PM	9	60			62	3	8		6				148
VOLUMES	55	491	0	0	562	32	56	0	64	0	0	0	1,260
APPROACH %	10%	90%	0%	0%	95%	5%	47%	0%	53%	0%	0%	0%	
APP/DEPART	546	/	547	594	/	626	120	/	0	0	/	87	0
BEGIN PEAK HR	12:00 PM												
VOLUMES	29	278	0	0	323	15	29	0	33	0	0	0	707
APPROACH %	9%	91%	0%	0%	96%	4%	47%	0%	53%	0%	0%	0%	
PEAK HR FACTOR	0.925			0.748			0.738			0.000			0.830
APP/DEPART	307	/	307	338	/	356	62	/	0	0	/	44	0
VEHICLE PM	4:00 PM	4	108			89	11	7	11				230
	4:15 PM	9	91			88	1	10	9				208
	4:30 PM	4	78			89	3	11	7				192
	4:45 PM	11	89			83	3	9	9				204
	5:00 PM	6	79			99	12	12	6				214
	5:15 PM	4	96			83	4	32	16				235
	5:30 PM	3	85			86	8	7	11				200
	5:45 PM	1	66			71	3	7	9				157
VOLUMES	42	692	0	0	688	45	95	0	78	0	0	0	1,640
APPROACH %	6%	94%	0%	0%	94%	6%	55%	0%	45%	0%	0%	0%	
APP/DEPART	734	/	787	733	/	766	173	/	0	0	/	87	0
BEGIN PEAK HR	4:45 PM												
VOLUMES	24	349	0	0	351	27	60	0	42	0	0	0	853
APPROACH %	6%	94%	0%	0%	93%	7%	59%	0%	41%	0%	0%	0%	
PEAK HR FACTOR	0.933			0.851			0.531			0.000			0.907
APP/DEPART	373	/	409	378	/	393	102	/	0	0	/	51	0



		PEDESTRIAN CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
AM	11:30 AM				3	3
	11:45 AM					0
	12:00 PM					0
	12:15 PM					0
	12:30 PM		1		1	2
	12:45 PM					0
	1:00 PM				2	2
	1:15 PM					0
TOTAL		0	1	0	6	7
BEGIN PEAK HR 12:30 PM		0	1	0	3	4
PM	4:00 PM				2	2
	4:15 PM				1	1
	4:30 PM				2	2
	4:45 PM				1	1
	5:00 PM				1	1
	5:15 PM					0
	5:30 PM					0
	5:45 PM					0
TOTAL		0	0	0	7	7
BEGIN PEAK HR 4:00 PM		0	0	0	6	6

INTERSECTION TURNING MOVEMENT COUNTS (BICYCLES & LSEVs)

(PAGE 2 OF 2)

DATE:
3/23/16
WEDNESDAY

LOCATION:
NORTH & SOUTH: La Quinta
EAST & WEST: Dune Palms Road
Corporate Center Drive

PROJECT #: 09272 - CV LINK
LOCATION #: 29
CONTROL: No Signal

LANES:	NORTHBOUND Dune Palms Road			SOUTHBOUND Dune Palms Road			EASTBOUND Corporate Center Drive			WESTBOUND Corporate Center Drive			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	1	NA	NA	1.5	0.5 (F)	1	NA	1	NA	NA	NA	

BICYCLE AM/MIDDAY	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
11:30 AM													0
11:45 AM													0
12:00 PM													0
12:15 PM													0
12:30 PM													0
12:45 PM													0
1:00 PM													0
1:15 PM													0
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
BEGIN PEAK HR	1:15 PM												
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0
PEAK HR FACTOR	0.000			0.000			0.000			0.000			0.000
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
BEGIN PEAK HR	5:45 PM												
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0
PEAK HR FACTOR	0.000			0.000			0.000			0.000			0.000
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0

LSEV AM/MIDDAY	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
11:30 AM													0
11:45 AM													0
12:00 PM													0
12:15 PM													0
12:30 PM													0
12:45 PM													0
1:00 PM													0
1:15 PM													0
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
BEGIN PEAK HR	1:15 PM												
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0
PEAK HR FACTOR	0.000			0.000			0.000			0.000			0.000
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
BEGIN PEAK HR	5:45 PM												
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0
PEAK HR FACTOR	0.000			0.000			0.000			0.000			0.000
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0

INTERSECTION TURNING MOVEMENT COUNTS (VEHICLES & PEDESTRIANS)

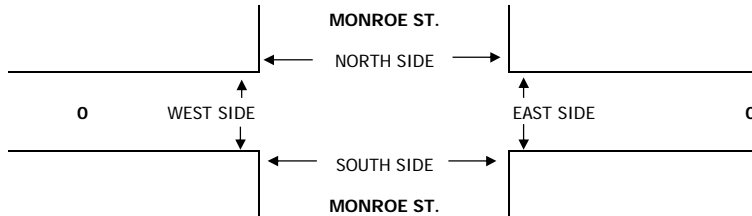
(PAGE 1 OF 2)

DATE: 3/29/16 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	INDIO MONROE ST.	PROJECT #: 09272 - CV LINK LOCATION #: 30 CONTROL: UNSIGNALIZED
------------------------------------	--	-----------------------------------	--

NOTES: 3 pedestrians crossing on the westside during the 12:15 starting time interval were walking bicycles.	<table border="1" style="border-collapse: collapse; margin: auto;"> <tr> <td style="padding: 2px;">AM</td> <td style="width: 20px;"></td> <td style="padding: 2px;">▲</td> <td style="width: 20px;"></td> </tr> <tr> <td style="padding: 2px;">PM</td> <td></td> <td style="padding: 2px;">N</td> <td></td> </tr> <tr> <td style="padding: 2px;">MD</td> <td style="padding: 2px;">◀</td> <td style="padding: 2px;">W</td> <td style="padding: 2px;">▶</td> </tr> <tr> <td style="padding: 2px;">OTHER</td> <td></td> <td style="padding: 2px;">S</td> <td></td> </tr> <tr> <td style="padding: 2px;">OTHER</td> <td></td> <td style="padding: 2px;">▼</td> <td></td> </tr> </table>	AM		▲		PM		N		MD	◀	W	▶	OTHER		S		OTHER		▼	
AM		▲																			
PM		N																			
MD	◀	W	▶																		
OTHER		S																			
OTHER		▼																			

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	MONROE ST.			MONROE ST.			0			0			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
LANES:	0	1	0	0	1	0	0	0	0	0	0	0	

		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
VEHICLE AM/MIDDAY	11:30 AM		161			164								325
	11:45 AM		203			173								376
	12:00 PM		231			163								394
	12:15 PM		199			191								390
	12:30 PM		191			180								371
	12:45 PM		183			188								371
	1:00 PM		193			185								378
	1:15 PM		206			209								415
	VOLUMES	0	1,567	0	0	1,453	0	0	0	0	0	0	0	3,020
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	
APP/DEPART	1,567	/	1,567	1,453	/	1,453	0	/	0	0	/	0	0	
BEGIN PEAK HR	12:30 PM													
VOLUMES	0	773	0	0	762	0	0	0	0	0	0	0	1,535	
APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%		
PEAK HR FACTOR	0.938												0.925	
APP/DEPART	773	/	773	762	/	762	0	/	0	0	/	0	0	
VEHICLE PM	4:00 PM		206			197								403
	4:15 PM		222			198								420
	4:30 PM		207			227								434
	4:45 PM		249			203								452
	5:00 PM		225			239								464
	5:15 PM		237			246								483
	5:30 PM		212			199								411
	5:45 PM		194			163								357
	VOLUMES	0	1,752	0	0	1,672	0	0	0	0	0	0	0	3,424
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	
APP/DEPART	1,752	/	1,752	1,672	/	1,672	0	/	0	0	/	0	0	
BEGIN PEAK HR	4:30 PM													
VOLUMES	0	918	0	0	915	0	0	0	0	0	0	0	1,833	
APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%		
PEAK HR FACTOR	0.922												0.949	
APP/DEPART	918	/	918	915	/	915	0	/	0	0	/	0	0	



		PEDESTRIAN CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
AM	11:30 AM			0	1	1
	11:45 AM			0	0	0
	12:00 PM			0	0	0
	12:15 PM			0	3	3
	12:30 PM			0	1	1
	12:45 PM			0	0	0
	1:00 PM			0	0	0
	1:15 PM			0	0	0
	TOTAL	0	0	0	5	5
	BEGIN PEAK HR	12:15 PM		0	0	0
PM	4:00 PM			0	0	0
	4:15 PM			0	1	1
	4:30 PM			0	0	0
	4:45 PM			0	0	0
	5:00 PM			0	2	2
	5:15 PM			0	0	0
	5:30 PM			0	0	0
	5:45 PM			0	0	0
	TOTAL	0	0	0	3	3
	BEGIN PEAK HR	4:15 PM		0	0	0

INTERSECTION TURNING MOVEMENT COUNTS (BICYCLES & LSEVs)

(PAGE 2 OF 2)

DATE:
3/29/16
TUESDAY

LOCATION: INDIO
NORTH & SOUTH: MONROE ST.
EAST & WEST: 0

PROJECT #: 09272 - CV LINK
LOCATION #: 30
CONTROL: UNSIGNALIZED

	NORTHBOUND MONROE ST.			SOUTHBOUND MONROE ST.			EASTBOUND 0			WESTBOUND 0			TOTAL	
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR		
LANES:	0	1	0	0	1	0	0	0	0	0	0	0		
BICYCLE AM/MIDDAY	11:30 AM		1		0								1	
	11:45 AM		0		0								0	
	12:00 PM		0		0								0	
	12:15 PM		0		0								0	
	12:30 PM		0		0								0	
	12:45 PM		0		0								0	
	1:00 PM		0		0								0	
	1:15 PM		0		0								0	
	VOLUMES	0	1	0	0	0	0	0	0	0	0	0	0	1
	APPROACH %	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	1	/	1	0	/	0	0	/	0	0	/	0	0
BEGIN PEAK HR	11:30 AM													
VOLUMES	0	1	0	0	0	0	0	0	0	0	0	0	1	
APPROACH %	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PEAK HR FACTOR	0.250			0.000			0.000			0.000			0.250	
APP/DEPART	1	/	1	0	/	0	0	/	0	0	/	0	0	
BICYCLE PM	4:00 PM		0		0								0	
	4:15 PM		0		0								0	
	4:30 PM		0		0								0	
	4:45 PM		0		0								0	
	5:00 PM		0		0								0	
	5:15 PM		0		0								0	
	5:30 PM		0		0								0	
	5:45 PM		0		0								0	
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
BEGIN PEAK HR	5:45 PM													
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PEAK HR FACTOR	0.000			0.000			0.000			0.000			0.000	
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0	
LSEV AM/MIDDAY	11:30 AM		0		0								0	
	11:45 AM		0		0								0	
	12:00 PM		0		0								0	
	12:15 PM		0		0								0	
	12:30 PM		0		0								0	
	12:45 PM		0		0								0	
	1:00 PM		0		0								0	
	1:15 PM		0		0								0	
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
BEGIN PEAK HR	1:15 PM													
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PEAK HR FACTOR	0.000			0.000			0.000			0.000			0.000	
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0	
LSEV PM	4:00 PM		0		0								0	
	4:15 PM		0		0								0	
	4:30 PM		0		0								0	
	4:45 PM		0		0								0	
	5:00 PM		0		0								0	
	5:15 PM		0		0								0	
	5:30 PM		0		0								0	
	5:45 PM		0		0								0	
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
BEGIN PEAK HR	5:45 PM													
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PEAK HR FACTOR	0.000			0.000			0.000			0.000			0.000	
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0	

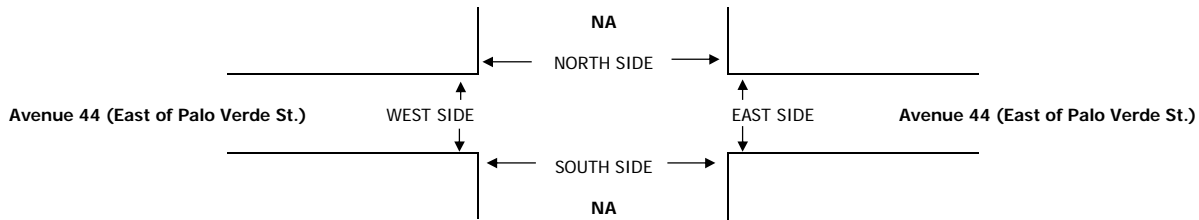
INTERSECTION TURNING MOVEMENT COUNTS (VEHICLES & PEDESTRIANS)

(PAGE 1 OF 2)

DATE: 3/29/16 TUESDAY	LOCATION: NORTH & SOUTH: NA EAST & WEST: Avenue 44 (East of Palo Verde St.)	PROJECT #: 09272 - CV LINK LOCATION #: 31 CONTROL: No Signal	<table border="1" style="margin: auto; border-collapse: collapse;"> <tr><td style="padding: 2px;">AM</td><td style="padding: 2px;">▲</td><td style="padding: 2px;">N</td><td style="padding: 2px;">▶</td></tr> <tr><td style="padding: 2px;">PM</td><td style="padding: 2px;">▲</td><td style="padding: 2px;">N</td><td style="padding: 2px;">▶</td></tr> <tr><td style="padding: 2px;">MD</td><td style="padding: 2px;">◀</td><td style="padding: 2px;">W</td><td style="padding: 2px;">▶</td></tr> <tr><td style="padding: 2px;">OTHER</td><td style="padding: 2px;">▼</td><td style="padding: 2px;">S</td><td style="padding: 2px;">▶</td></tr> <tr><td style="padding: 2px;">OTHER</td><td style="padding: 2px;">▼</td><td style="padding: 2px;">S</td><td style="padding: 2px;">▶</td></tr> </table>	AM	▲	N	▶	PM	▲	N	▶	MD	◀	W	▶	OTHER	▼	S	▶	OTHER	▼	S	▶
AM	▲	N	▶																				
PM	▲	N	▶																				
MD	◀	W	▶																				
OTHER	▼	S	▶																				
OTHER	▼	S	▶																				

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	Avenue 44 (East of Palo Verde St.)			Avenue 44 (East of Palo Verde St.)			
	0	0	0	0	0	0	EL	ET	ER	WL	WT	WR	

VEHICLE AM/MIDDAY	11:30 AM							32				25		57
	11:45 AM							31				33		64
	12:00 PM							34				42		76
	12:15 PM							40				35		75
	12:30 PM							27				34		61
	12:45 PM							31				39		70
	1:00 PM							40				27		67
	1:15 PM							28				31		59
	VOLUMES	0	0	0	0	0	0	0	263	0	0	266	0	529
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
APP/DEPART	0	/	0	0	/	0	263	/	263	266	/	266	0	
BEGIN PEAK HR	12:00 PM													
VOLUMES	0	0	0	0	0	0	0	132	0	0	150	0	282	
APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%		
PEAK HR FACTOR	0.000			0.000			0.825			0.893			0.928	
APP/DEPART	0	/	0	0	/	0	132	/	132	150	/	150	0	
VEHICLE PM	4:00 PM							63				44		107
	4:15 PM							68				37		105
	4:30 PM							51				42		93
	4:45 PM							52				40		92
	5:00 PM							63				42		105
	5:15 PM							64				49		113
	5:30 PM							53				32		85
	5:45 PM							38				34		72
	VOLUMES	0	0	0	0	0	0	0	452	0	0	320	0	772
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
APP/DEPART	0	/	0	0	/	0	452	/	452	320	/	320	0	
BEGIN PEAK HR	4:30 PM													
VOLUMES	0	0	0	0	0	0	0	230	0	0	173	0	403	
APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%		
PEAK HR FACTOR	0.000			0.000			0.898			0.883			0.892	
APP/DEPART	0	/	0	0	/	0	230	/	230	173	/	173	0	



		PEDESTRIAN CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
AM	11:30 AM					0
	11:45 AM			1	1	2
	12:00 PM			3		3
	12:15 PM				3	3
	12:30 PM				1	1
	12:45 PM			2		2
	1:00 PM					0
	1:15 PM					0
	TOTAL	0	0	6	5	11
	BEGIN PEAK HR	12:00 PM	0	0	5	5
PM	4:00 PM			1	1	2
	4:15 PM			1	1	2
	4:30 PM					0
	4:45 PM			8	3	11
	5:00 PM			4	2	6
	5:15 PM			3	2	5
	5:30 PM			1	1	2
	5:45 PM			3		3
	TOTAL	0	0	21	10	31
	BEGIN PEAK HR	4:45 PM	0	0	16	8

INTERSECTION TURNING MOVEMENT COUNTS (BICYCLES & LSEVs)

(PAGE 2 OF 2)

DATE:
3/29/16
TUESDAY

LOCATION:
NORTH & SOUTH: **Indio**
EAST & WEST: **NA**
Avenue 44 (East of Palo Verde St)

PROJECT #: 09272 - CV LINK
LOCATION #: 31
CONTROL: No Signal

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NA			NA			Avenue 44 (East of Palo Verde St)			Avenue 44 (East of Palo Verde St)			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	0	0	0	0	0	0	2	0	0	2	0	

BICYCLE AM/MIDDAY	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
11:30 AM								1			2		3
11:45 AM											1		1
12:00 PM								2					2
12:15 PM													0
12:30 PM								1			1		2
12:45 PM											1		1
1:00 PM													0
1:15 PM								1					1
VOLUMES	0	0	0	0	0	0	0	5	0	0	5	0	10
APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
APP/DEPART	0	/	0	0	/	0	5	/	5	5	/	5	0
BEGIN PEAK HR	11:30 AM												
VOLUMES	0	0	0	0	0	0	0	3	0	0	3	0	6
APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
PEAK HR FACTOR	0.000			0.000			0.375			0.375			0.500
APP/DEPART	0	/	0	0	/	0	3	/	3	3	/	3	0
BICYCLE PM													
4:00 PM								1					1
4:15 PM											1		1
4:30 PM								1					1
4:45 PM													0
5:00 PM											1		1
5:15 PM								1			2		3
5:30 PM								1			1		2
5:45 PM													0
VOLUMES	0	0	0	0	0	0	0	4	0	0	5	0	9
APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
APP/DEPART	0	/	0	0	/	0	4	/	4	5	/	5	0
BEGIN PEAK HR	5:00 PM												
VOLUMES	0	0	0	0	0	0	0	2	0	0	4	0	6
APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
PEAK HR FACTOR	0.000			0.000			0.500			0.500			0.500
APP/DEPART	0	/	0	0	/	0	2	/	2	4	/	4	0

LSEV AM/MIDDAY	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
11:30 AM													0
11:45 AM													0
12:00 PM													0
12:15 PM													0
12:30 PM													0
12:45 PM													0
1:00 PM													0
1:15 PM													0
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
BEGIN PEAK HR	1:15 PM												
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PEAK HR FACTOR	0.000			0.000			0.000			0.000			0.000
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
LSEV PM													
4:00 PM													0
4:15 PM													0
4:30 PM													0
4:45 PM													0
5:00 PM													0
5:15 PM													0
5:30 PM													0
5:45 PM													0
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
BEGIN PEAK HR	5:45 PM												
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PEAK HR FACTOR	0.000			0.000			0.000			0.000			0.000
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0

INTERSECTION TURNING MOVEMENT COUNTS (VEHICLES & PEDESTRIANS)

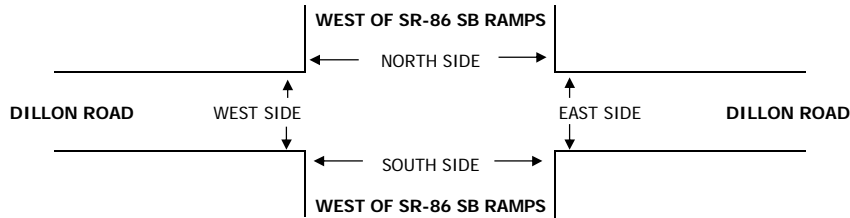
(PAGE 1 OF 2)

DATE: 3/23/16 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	COACHELLA WEST OF SR-86 SB RAMPS DILLON ROAD	PROJECT #: 09272 - CV LINK LOCATION #: 32 CONTROL: SIGNAL
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NOTES:	AM		▲	
	PM		N	
	MD	← W	S	E →
	OTHER		▼	

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	WEST OF SR-86 SB RAMPS			WEST OF SR-86 SB RAMPS			DILLON ROAD			DILLON ROAD			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	0	0	0.5	0.5	1	0	1	0.5	1	1	0	

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL	
	WEST OF SR-86 SB RAMPS			WEST OF SR-86 SB RAMPS			DILLON ROAD			DILLON ROAD				
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR		
VEHICLE AM/MIDDAY	11:30 AM	0	0	0	22	0	24	0	41	8	13	45	0	153
	11:45 AM	0	0	0	19	0	19	0	46	14	26	36	0	160
	12:00 PM	0	0	0	17	0	21	0	41	13	32	29	0	153
	12:15 PM	0	0	0	16	0	9	0	52	14	32	51	0	174
	12:30 PM	0	0	0	23	0	19	0	52	8	27	37	0	166
	12:45 PM	0	0	0	20	1	22	0	48	13	8	53	0	165
	1:00 PM	0	0	0	14	0	27	0	43	12	29	32	0	157
	1:15 PM	0	0	0	15	0	25	0	46	11	18	45	0	160
	VOLUMES	0	0	0	146	1	166	0	369	93	185	328	0	1,288
	APPROACH %	0%	0%	0%	47%	0%	53%	0%	80%	20%	36%	64%	0%	
APP/DEPART	0	/	0	313	/	279	462	/	515	513	/	494	0	
BEGIN PEAK HR	12:15 PM													
VOLUMES	0	0	0	73	1	77	0	195	47	96	173	0	662	
APPROACH %	0%	0%	0%	48%	1%	51%	0%	81%	19%	36%	64%	0%		
PEAK HR FACTOR	0.000			0.878			0.917			0.810			0.951	
APP/DEPART	0	/	0	151	/	144	242	/	268	269	/	250	0	
VEHICLE PM	4:00 PM	0	0	0	12	0	40	0	85	13	41	97	0	288
	4:15 PM	0	0	0	35	0	46	0	62	16	29	76	0	264
	4:30 PM	0	0	0	24	0	17	0	64	16	25	58	0	204
	4:45 PM	0	0	0	29	1	48	0	66	27	25	57	0	253
	5:00 PM	0	0	0	20	0	39	0	55	33	31	88	0	266
	5:15 PM	0	0	0	22	1	53	0	49	29	16	48	0	218
	5:30 PM	0	0	0	18	0	31	0	64	30	28	57	0	228
	5:45 PM	0	0	0	23	0	34	0	50	20	24	50	0	201
	VOLUMES	0	0	0	183	2	308	0	495	184	219	531	0	1,922
	APPROACH %	0%	0%	0%	37%	0%	62%	0%	73%	27%	29%	71%	0%	
APP/DEPART	0	/	0	493	/	405	679	/	678	750	/	839	0	
BEGIN PEAK HR	4:00 PM													
VOLUMES	0	0	0	100	1	151	0	277	72	120	288	0	1,009	
APPROACH %	0%	0%	0%	40%	0%	60%	0%	79%	21%	29%	71%	0%		
PEAK HR FACTOR	0.000			0.778			0.890			0.739			0.876	
APP/DEPART	0	/	0	252	/	193	349	/	377	408	/	439	0	



		PEDESTRIAN CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
AM	11:30 AM	0	0	0	0	0
	11:45 AM	0	1	0	0	1
	12:00 PM	1	0	0	0	1
	12:15 PM	0	0	0	0	0
	12:30 PM	0	0	0	0	0
	12:45 PM	0	0	0	0	0
	1:00 PM	0	0	0	0	0
	1:15 PM	0	1	0	0	1
TOTAL		1	2	0	0	3
BEGIN PEAK HR 11:45 AM		1	1	0	0	2
PM	4:00 PM	0	0	0	0	0
	4:15 PM	0	0	0	0	0
	4:30 PM	0	0	0	0	0
	4:45 PM	0	0	0	0	0
	5:00 PM	0	0	0	0	0
	5:15 PM	2	1	0	0	3
	5:30 PM	0	1	0	1	2
	5:45 PM	0	0	0	0	0
TOTAL		2	2	0	1	5
BEGIN PEAK HR 5:00 PM		2	2	0	1	5

INTERSECTION TURNING MOVEMENT COUNTS (BICYCLES & LSEVs)

(PAGE 2 OF 2)

DATE:
3/23/16
WEDNESDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

COACHELLA
WEST OF SR-86 SB RAMPS
DILLON ROAD

PROJECT #: 09272 - CV LINK
LOCATION #: 32
CONTROL: SIGNAL

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	WEST OF SR-86 SB RAMPS			WEST OF SR-86 SB RAMPS			DILLON ROAD			DILLON ROAD			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	0	0	0.5	0.5	1	0	1	0.5	1	1	0	

BICYCLE AM/MIDDAY	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	WEST OF SR-86 SB RAMPS			WEST OF SR-86 SB RAMPS			DILLON ROAD			DILLON ROAD			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	0	0	0	0	2	0	0	1	0	3
APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
APP/DEPART	0	/	0	0	/	0	2	/	2	1	/	1	0
BEGIN PEAK HR	12:15 PM												
VOLUMES	0	0	0	0	0	0	0	2	0	0	1	0	3
APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
PEAK HR FACTOR	0.000			0.000			0.500			0.250			0.375
APP/DEPART	0	/	0	0	/	0	2	/	2	1	/	1	0
BICYCLE PM	4:00 PM	0	0	0	0	0	0	1	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	0	0	0	0	2	0	0	0	0	2
APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	
APP/DEPART	0	/	0	0	/	0	2	/	2	0	/	0	0
BEGIN PEAK HR	4:00 PM												
VOLUMES	0	0	0	0	0	0	0	2	0	0	0	0	2
APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	
PEAK HR FACTOR	0.000			0.000			0.500			0.000			0.500
APP/DEPART	0	/	0	0	/	0	2	/	2	0	/	0	0

LSEV AM/MIDDAY	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	WEST OF SR-86 SB RAMPS			WEST OF SR-86 SB RAMPS			DILLON ROAD			DILLON ROAD			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
BEGIN PEAK HR	1:15 PM												
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PEAK HR FACTOR	0.000			0.000			0.000			0.000			0.000
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
LSEV PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
BEGIN PEAK HR	5:45 PM												
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PEAK HR FACTOR	0.000			0.000			0.000			0.000			0.000
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0

INTERSECTION TURNING MOVEMENT COUNTS (VEHICLES & PEDESTRIANS)

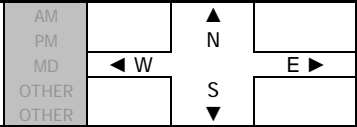
(PAGE 1 OF 2)

DATE:
4/26/16
TUESDAY

LOCATION:
NORTH & SOUTH: **COACHELLA**
EAST & WEST: **TYLER ST. - MAGNOLIA**
AVENUE 50 - TYLER ST.

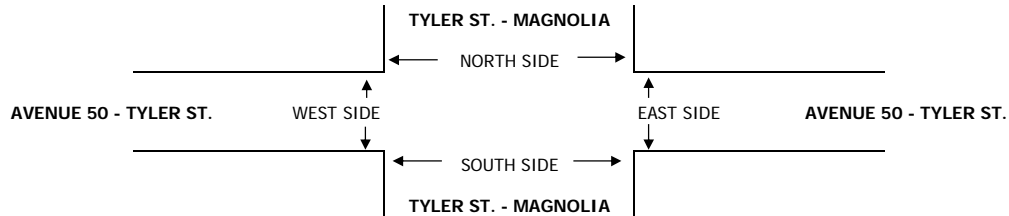
PROJECT #: 09272 - CV LINK
LOCATION #: 33
CONTROL: UNSIGNALIZED

NOTES:



LANES:	NORTHBOUND TYLER ST. - MAGNOLIA			SOUTHBOUND TYLER ST. - MAGNOLIA			EASTBOUND AVENUE 50 - TYLER ST.			WESTBOUND AVENUE 50 - TYLER ST.			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0.5	0.5	1	0	1!	0	0.5	0.5	1	0	1!	0	

	NORTHBOUND TYLER ST. - MAGNOLIA			SOUTHBOUND TYLER ST. - MAGNOLIA			EASTBOUND AVENUE 50 - TYLER ST.			WESTBOUND AVENUE 50 - TYLER ST.			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
VEHICLE AM/MIDDAY													
11:30 AM	43	0	20	0	0	0	1	42	31	7	40	0	184
11:45 AM	32	0	12	0	0	1	0	38	32	19	34	0	168
12:00 PM	22	0	9	1	0	0	0	41	29	9	49	1	161
12:15 PM	25	0	4	1	0	1	2	46	25	19	42	0	165
12:30 PM	18	0	9	0	0	0	0	37	29	14	54	0	161
12:45 PM	20	0	5	0	0	0	0	37	25	16	49	0	152
1:00 PM	27	0	14	0	0	0	2	56	26	17	24	0	166
1:15 PM	27	0	10	0	0	0	1	42	28	14	42	0	165
VOLUMES	214	0	83	2	0	2	5	340	225	116	334	1	1,322
APPROACH %	72%	0%	28%	50%	0%	50%	1%	60%	39%	26%	74%	0%	
APP/DEPART	297	/	7	5	/	340	570	/	425	450	/	550	0
BEGIN PEAK HR	11:30 AM												
VOLUMES	122	0	45	2	0	2	3	167	117	54	165	1	678
APPROACH %	73%	0%	27%	50%	0%	50%	1%	58%	41%	25%	75%	0%	
PEAK HR FACTOR	0.663			0.500			0.970			0.902			0.921
APP/DEPART	167	/	4	4	/	171	287	/	214	220	/	289	0
VEHICLE PM													
4:00 PM	46	0	14	0	1	0	0	62	44	28	75	0	270
4:15 PM	35	0	14	0	0	0	0	57	45	33	87	0	271
4:30 PM	53	0	17	1	0	0	0	56	44	22	64	0	257
4:45 PM	33	0	12	0	0	0	0	52	34	15	83	0	229
5:00 PM	32	0	24	0	0	0	0	77	41	26	70	0	270
5:15 PM	31	0	8	1	1	0	0	47	34	22	75	1	220
5:30 PM	42	0	8	0	0	0	1	40	39	23	68	0	221
5:45 PM	41	0	6	1	0	0	2	51	42	14	87	0	244
VOLUMES	313	0	103	3	2	0	3	442	323	183	609	1	1,982
APPROACH %	75%	0%	25%	60%	40%	0%	0%	58%	42%	23%	77%	0%	
APP/DEPART	416	/	4	5	/	508	768	/	548	793	/	922	0
BEGIN PEAK HR	4:15 PM												
VOLUMES	153	0	67	1	0	0	0	242	164	96	304	0	1,027
APPROACH %	70%	0%	30%	100%	0%	0%	0%	60%	40%	24%	76%	0%	
PEAK HR FACTOR	0.786			0.250			0.860			0.833			0.947
APP/DEPART	220	/	0	1	/	260	406	/	310	400	/	457	0



		PEDESTRIAN CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
AM	11:30 AM	0	0	0	0	0
	11:45 AM	0	0	0	0	0
	12:00 PM	0	0	0	0	0
	12:15 PM	0	0	0	0	0
	12:30 PM	0	0	0	0	0
	12:45 PM	0	0	0	0	0
	1:00 PM	0	0	0	0	0
	1:15 PM	0	0	0	0	0
TOTAL		0	0	0	0	0
BEGIN PEAK HR 12:30 PM		0	0	0	0	0
PM	4:00 PM	0	0	0	0	0
	4:15 PM	0	0	0	0	0
	4:30 PM	0	0	0	0	0
	4:45 PM	0	0	0	0	0
	5:00 PM	0	0	0	0	0
	5:15 PM	0	0	0	0	0
	5:30 PM	0	0	0	0	0
	5:45 PM	0	0	0	0	0
TOTAL		0	0	0	0	0
BEGIN PEAK HR 5:00 PM		0	0	0	0	0

INTERSECTION TURNING MOVEMENT COUNTS (BICYCLES & LSEVs)

(PAGE 2 OF 2)

DATE:
4/26/16
TUESDAY

LOCATION:
NORTH & SOUTH: COACHELLA
EAST & WEST: TYLER ST. - MAGNOLIA
AVENUE 50 - TYLER ST.

PROJECT #: 09272 - CV LINK
LOCATION #: 33
CONTROL: UNSIGNALIZED

LANES:	NORTHBOUND TYLER ST. - MAGNOLIA			SOUTHBOUND TYLER ST. - MAGNOLIA			EASTBOUND AVENUE 50 - TYLER ST.			WESTBOUND AVENUE 50 - TYLER ST.			TOTAL
	NL 0.5	NT 0.5	NR 1	SL 0	ST 1!	SR 0	EL 0.5	ET 0.5	ER 1	WL 0	WT 1!	WR 0	

BICYCLE AM/MIDDAY	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	
BICYCLE PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	
LSEV AM/MIDDAY	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	
LSEV PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	

APPENDIX 4:

PALM SPRINGS DAILY COUNT WORKSHEETS – MARCH 2015

Time	Segment Location											
	Gene Autry, n/o Vista Chino 3/17/2015 (Tuesday)		Palm Canyon, n/o Tramway 3/16/2015 (Monday)		Dinah Shore, e/o Crossley 3/17/2015 (Tuesday)		Palm Cyn., s/o Ramon 3/12/2015 (Thursday)					
	ADT	Peak Period	ADT	Peak Period	ADT	Peak Period	ADT	Peak Period	ADT	Peak Period	ADT	Peak Period
1:00 AM	177		145		94		92					
2:00 AM	117		114		72		79					
3:00 AM	108		127		59		27					
4:00 AM	116		144		58		17					
5:00 AM	274		293		153		41					
6:00 AM	663		585		427		97					
7:00 AM	1,379		1,069		1,105		284					
8:00 AM	1,738		1,367		1,700		482					
9:00 AM	1,634		1,361		1,510		670					
10:00 AM	1,566		1,279		1,512		709					
11:00 AM	1,577		1,392		1,608		836					
12:00 PM	1,642		1,431		1,735		887					
1:00 PM	1,673	11:30 AM to 1:30 PM	1,398	11:30 AM to 1:30 PM	1,652	11:30 AM to 1:30 PM	917	11:30 AM to 1:30 PM				
2:00 PM	1,727		1,426		1,769		939					
3:00 PM	1,934		1,558		1,829		926					
4:00 PM	1,945		1,392		1,897		757					
5:00 PM	2,044	4:00 PM to 6:00 PM	1,432	4:00 PM to 6:00 PM	2,009	4:00 PM to 6:00 PM	543	4:00 PM to 6:00 PM				
6:00 PM	1,775		1,159		1,467		462					
7:00 PM	1,256		964		1,137		505					
8:00 PM	1,003		825		866		575					
9:00 PM	865		572		679		510					
10:00 PM	714		433		529		565					
11:00 PM	433		339		348		333					
12:00 AM	284		185		164		182					
TOTAL	26,644		20,990		24,379		11,435					

24 HOUR VOLUMES
STREET : GENE AUTRY TRAIL
LOCATION : N/O VISTA CHINO

PS
DATE : 03-17-15

		NORTHBOUND	SOUTHBOUND	TOTAL
AM	12:00	117	60	177
	1:00	77	40	117
	2:00	59	49	108
	3:00	63	53	116
	4:00	72	202	274
	5:00	138	525	663
	6:00	355	1,024	1,379
	7:00	560	1,178	1,738
	8:00	601	1,033	1,634
	9:00	639	927	1,566
	10:00	751	826	1,577
	11:00	793	849	1,642
PM	12:00	854	819	1,673
	1:00	917	810	1,727
	2:00	1,159	775	1,934
	3:00	1,123	822	1,945
	4:00	1,253	791	2,044
	5:00	1,065	710	1,775
	6:00	676	580	1,256
	7:00	611	392	1,003
	8:00	547	318	865
	9:00	437	277	714
	10:00	237	196	433
	11:00	162	122	284
12:00	13,266	13,378	26,644	

Prepared by NEWPORT TRAFFIC STUDIES

24 HOUR VOLUMES

STREET : PALM CANYON
LOCATION : N/O TRAMWAY

PS
DATE : 03-16-15

		NORTHBOUND	SOUTHBOUND	TOTAL
AM	12:00	74	71	145
	1:00	59	55	114
	2:00	86	41	127
	3:00	85	59	144
	4:00	160	133	293
	5:00	237	348	585
	6:00	348	721	1,069
	7:00	472	895	1,367
	8:00	580	781	1,361
	9:00	701	578	1,279
	10:00	751	641	1,392
	11:00	771	660	1,431
PM	12:00	780	618	1,398
	1:00	767	659	1,426
	2:00	847	711	1,558
	3:00	781	611	1,392
	4:00	884	548	1,432
	5:00	662	497	1,159
	6:00	479	485	964
	7:00	446	379	825
	8:00	270	302	572
	9:00	211	222	433
	10:00	187	152	339
	11:00	87	98	185
		10,725	10,265	20,990

Prepared by NEWPORT TRAFFIC STUDIES

24 HOUR VOLUMES

STREET : DINAH SHORE
 LOCATION : E/O CROSSLEY

PS
 DATE : 03-17-15

		EASTBOUND	WESTBOUND	TOTAL
AM	12:00	45	49	94
	1:00	42	30	72
	2:00	32	27	59
	3:00	31	27	58
	4:00	99	54	153
	5:00	218	209	427
	6:00	592	513	1,105
	7:00	928	772	1,700
	8:00	770	740	1,510
	9:00	789	723	1,512
	10:00	761	847	1,608
	11:00	858	877	1,735
PM	12:00	818	834	1,652
	1:00	861	908	1,769
	2:00	879	950	1,829
	3:00	930	967	1,897
	4:00	962	1,047	2,009
	5:00	774	693	1,467
	6:00	570	567	1,137
	7:00	402	464	866
	8:00	304	375	679
	9:00	248	281	529
	10:00	146	202	348
	11:00	77	87	164
		12,136	12,243	24,379

Prepared by NEWPORT TRAFFIC STUDIES

24 HOUR VOLUMES

STREET : PALM CANYON
 LOCATION : S/O RAMON

PS
 DATE : 03-12-15

		NORTHBOUND	SOUTHBOUND	TOTAL
AM	12:00	0	92	92
	1:00	0	79	79
	2:00	0	27	27
	3:00	0	17	17
	4:00	0	41	41
	5:00	0	97	97
	6:00	0	284	284
	7:00	0	482	482
	8:00	0	670	670
	9:00	0	709	709
	10:00	0	836	836
	11:00	0	887	887
PM	12:00	0	917	917
	1:00	0	939	939
	2:00	0	926	926
	3:00	0	757	757
	4:00	0	543	543
	5:00	0	462	462
	6:00	0	505	505
	7:00	0	575	575
	8:00	0	510	510
	9:00	0	565	565
	10:00	0	333	333
	11:00	0	182	182
	12:00	0	11,435	11,435

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APPENDIX 5:
LOS ANALYSIS OF EXISTING CONDITIONS

AUTO/LSEV LEVEL OF SERVICE WORKSHEETS

Lanes, Volumes, Timings
1: Palm Cyn. Dr. (SR-111) & Tramway Rd.

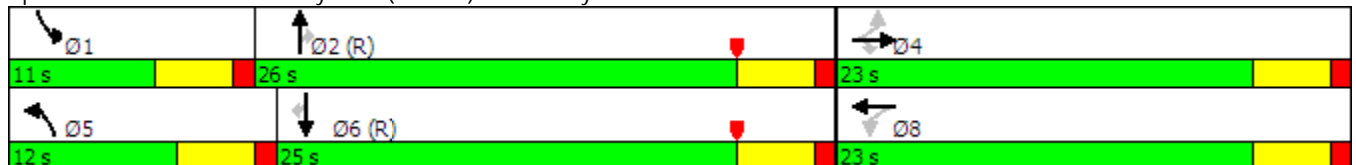
Existing Auto/LSEV AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	17	21	71	35	31	71	76	481	61	44	498	24
Future Volume (vph)	17	21	71	35	31	71	76	481	61	44	498	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		105	0		0	190		155	90		180
Storage Lanes	1		1	0		0	1		1	1		1
Taper Length (ft)	60			60			60			90		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		35			30			45			45	
Link Distance (ft)		417			599			608			491	
Travel Time (s)		8.1			13.6			9.2			7.4	
Confl. Peds. (#/hr)	1						1			1		
Confl. Bikes (#/hr)			6			2			3			4
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Shared Lane Traffic (%)												
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8					2			6
Detector Phase	4	4	4	8	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5		9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	23.0	23.0	23.0	23.0	23.0		12.0	26.0	26.0	11.0	25.0	25.0
Total Split (%)	38.3%	38.3%	38.3%	38.3%	38.3%		20.0%	43.3%	43.3%	18.3%	41.7%	41.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5		4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	Ped	Ped		None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary























Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated

Splits and Phases: 1: Palm Cyn. Dr. (SR-111) & Tramway Rd.















HCM 2010 Signalized Intersection Summary
 1: Palm Cyn. Dr. (SR-111) & Tramway Rd.

Existing Auto/LSEV AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	21	71	35	31	71	76	481	61	44	498	24
Future Volume (veh/h)	17	21	71	35	31	71	76	481	61	44	498	24
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	17	21	0	36	32	72	78	491	62	45	508	0
Adj No. of Lanes	1	1	1	0	2	0	1	2	1	1	2	1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	191	193	164	159	102	146	108	2220	980	78	2161	967
Arrive On Green	0.10	0.10	0.00	0.10	0.10	0.10	0.06	0.63	0.63	0.04	0.61	0.00
Sat Flow, veh/h	1282	1863	1583	649	988	1413	1774	3539	1562	1774	3539	1583
Grp Volume(v), veh/h	17	21	0	68	0	72	78	491	62	45	508	0
Grp Sat Flow(s),veh/h/ln	1282	1863	1583	1637	0	1413	1774	1770	1562	1774	1770	1583
Q Serve(g_s), s	0.8	0.6	0.0	0.8	0.0	2.9	2.6	3.6	0.9	1.5	3.9	0.0
Cycle Q Clear(g_c), s	3.6	0.6	0.0	2.2	0.0	2.9	2.6	3.6	0.9	1.5	3.9	0.0
Prop In Lane	1.00		1.00	0.53		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	191	193	164	261	0	146	108	2220	980	78	2161	967
V/C Ratio(X)	0.09	0.11	0.00	0.26	0.00	0.49	0.73	0.22	0.06	0.58	0.24	0.00
Avail Cap(c_a), veh/h	454	574	488	583	0	436	222	2220	980	192	2161	967
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	27.1	24.4	0.0	25.0	0.0	25.4	27.7	4.8	4.3	28.1	5.3	0.0
Incr Delay (d2), s/veh	0.2	0.2	0.0	0.5	0.0	2.5	8.9	0.2	0.1	6.6	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.3	0.0	1.1	0.0	1.2	1.5	1.8	0.4	0.9	2.0	0.0
LnGrp Delay(d),s/veh	27.3	24.6	0.0	25.6	0.0	27.9	36.6	5.1	4.5	34.7	5.6	0.0
LnGrp LOS	C	C		C		C	D	A	A	C	A	
Approach Vol, veh/h		38			140			631			553	
Approach Delay, s/veh		25.8			26.8			8.9			7.9	
Approach LOS		C			C			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.1	42.1		10.7	8.1	41.1		10.7				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	6.5	21.5		18.5	7.5	20.5		18.5				
Max Q Clear Time (g_c+I1), s	3.5	5.6		5.6	4.6	5.9		4.9				
Green Ext Time (p_c), s	0.0	5.7		0.7	0.0	5.5		0.7				
Intersection Summary												
HCM 2010 Ctrl Delay			10.8									
HCM 2010 LOS			B									

Lanes, Volumes, Timings
 2: Indian Cyn. Dr. & Sunrise Pkwy.

Existing Auto/LSEV AM Peak Hour

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			 			 
Traffic Volume (vph)	1	4	623	3	0	505
Future Volume (vph)	1	4	623	3	0	505
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	150	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				60	
Link Speed (mph)	30		55			55
Link Distance (ft)	322		422			520
Travel Time (s)	7.3		5.2			6.4
Confl. Peds. (#/hr)				3	3	
Confl. Bikes (#/hr)		1		2		
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Shared Lane Traffic (%)						
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

Intersection

Int Delay, s/veh 0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↑↑		↑	↑↑
Traffic Vol, veh/h	1	4	623	3	0	505
Future Vol, veh/h	1	4	623	3	0	505
Conflicting Peds, #/hr	0	0	0	3	3	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	5	760	4	0	616

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1073	385	0	0	766	0
Stage 1	765	-	-	-	-	-
Stage 2	308	-	-	-	-	-
Critical Hdwy	7.54	6.94	-	-	4.14	-
Critical Hdwy Stg 1	6.54	-	-	-	-	-
Critical Hdwy Stg 2	6.54	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	175	613	-	-	843	-
Stage 1	362	-	-	-	-	-
Stage 2	677	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	175	611	-	-	843	-
Mov Cap-2 Maneuver	284	-	-	-	-	-
Stage 1	362	-	-	-	-	-
Stage 2	677	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	12.3		0		0
HCM LOS	B				

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	- 497	843	-
HCM Lane V/C Ratio	-	- 0.012	-	-
HCM Control Delay (s)	-	- 12.3	0	-
HCM Lane LOS	-	- B	A	-
HCM 95th %tile Q(veh)	-	- 0	0	-

Lanes, Volumes, Timings
3: Sunrise Wy. & San Rafael Dr.

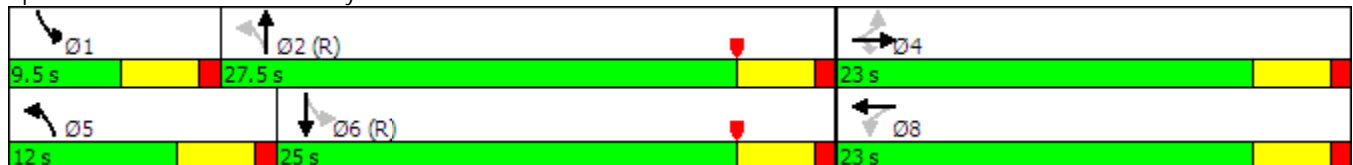
Existing Auto/LSEV AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕		↗	↕↔		↗	↕↔	
Traffic Volume (vph)	24	0	158	23	4	1	193	119	19	2	110	26
Future Volume (vph)	24	0	158	23	4	1	193	119	19	2	110	26
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	85		0	110		0
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	60			60			60			60		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		50			30			45			45	
Link Distance (ft)		620			513			557			480	
Travel Time (s)		8.5			11.7			8.4			7.3	
Confl. Peds. (#/hr)			1			1			1			2
Confl. Bikes (#/hr)			2			2			3			2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8			2			6		
Detector Phase	4	4	4	8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5		9.5	22.5		9.5	22.5	
Total Split (s)	23.0	23.0	23.0	23.0	23.0		12.0	27.5		9.5	25.0	
Total Split (%)	38.3%	38.3%	38.3%	38.3%	38.3%		20.0%	45.8%		15.8%	41.7%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.5	4.5		4.5		4.5	4.5		4.5	4.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	Ped	Ped	Ped	Ped	Ped		None	C-Max		None	C-Max	

Intersection Summary

Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated

Splits and Phases: 3: Sunrise Wy. & San Rafael Dr.



HCM 2010 Signalized Intersection Summary
 3: Sunrise Wy. & San Rafael Dr.

Existing Auto/LSEV AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	0	158	23	4	1	193	119	19	2	110	26
Future Volume (veh/h)	24	0	158	23	4	1	193	119	19	2	110	26
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	25	0	166	24	4	1	203	125	20	2	116	27
Adj No. of Lanes	0	1	1	0	1	0	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	330	0	223	249	36	6	921	1922	301	806	1576	356
Arrive On Green	0.14	0.00	0.14	0.14	0.14	0.14	0.08	0.63	0.63	0.00	0.55	0.55
Sat Flow, veh/h	1459	0	1556	972	248	44	1774	3057	478	1774	2862	646
Grp Volume(v), veh/h	25	0	166	29	0	0	203	71	74	2	70	73
Grp Sat Flow(s),veh/h/ln	1459	0	1556	1264	0	0	1774	1770	1765	1774	1770	1738
Q Serve(g_s), s	0.0	0.0	6.1	0.6	0.0	0.0	2.6	0.9	1.0	0.0	1.1	1.2
Cycle Q Clear(g_c), s	0.7	0.0	6.1	1.3	0.0	0.0	2.6	0.9	1.0	0.0	1.1	1.2
Prop In Lane	1.00		1.00	0.83		0.03	1.00		0.27	1.00		0.37
Lane Grp Cap(c), veh/h	330	0	223	291	0	0	921	1112	1110	806	975	957
V/C Ratio(X)	0.08	0.00	0.74	0.10	0.00	0.00	0.22	0.06	0.07	0.00	0.07	0.08
Avail Cap(c_a), veh/h	561	0	480	503	0	0	1000	1112	1110	949	975	957
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.3	0.0	24.6	22.5	0.0	0.0	3.9	4.3	4.3	6.0	6.3	6.3
Incr Delay (d2), s/veh	0.1	0.0	4.8	0.1	0.0	0.0	0.1	0.1	0.1	0.0	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	2.9	0.4	0.0	0.0	1.2	0.5	0.5	0.0	0.6	0.6
LnGrp Delay(d),s/veh	22.4	0.0	29.5	22.7	0.0	0.0	4.0	4.4	4.4	6.0	6.4	6.5
LnGrp LOS	C		C	C			A	A	A	A	A	A
Approach Vol, veh/h		191			29			348			145	
Approach Delay, s/veh		28.5			22.7			4.2			6.5	
Approach LOS		C			C			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.7	42.2		13.1	9.3	37.6		13.1				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	23.0		18.5	7.5	20.5		18.5				
Max Q Clear Time (g_c+I1), s	2.0	3.0		8.1	4.6	3.2		3.3				
Green Ext Time (p_c), s	0.0	1.3		0.5	0.1	1.3		0.7				
Intersection Summary												
HCM 2010 Ctrl Delay			11.9									
HCM 2010 LOS			B									

Lanes, Volumes, Timings
4: Vista Chino & Gene Autry Tr.

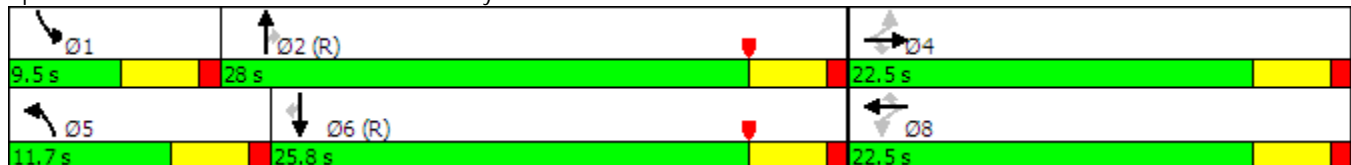
Existing Auto/LSEV AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	66	1	52	3	5	9	85	816	8	10	816	57
Future Volume (vph)	66	1	52	3	5	9	85	816	8	10	816	57
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		75	0		75	200		0	215		215
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	60			60			90			200		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			45	
Link Distance (ft)		464			464			442			533	
Travel Time (s)		10.5			10.5			10.0			8.1	
Confl. Peds. (#/hr)	1		1	1		1			1			1
Confl. Bikes (#/hr)			2			2			2			3
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Shared Lane Traffic (%)												
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8			2			6
Detector Phase	4	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	11.7	28.0	28.0	9.5	25.8	25.8
Total Split (%)	37.5%	37.5%	37.5%	37.5%	37.5%	37.5%	19.5%	46.7%	46.7%	15.8%	43.0%	43.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	Ped	Ped	Ped	Ped	Ped	Ped	None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary

Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated

Splits and Phases: 4: Vista Chino & Gene Autry Tr.



HCM 2010 Signalized Intersection Summary
4: Vista Chino & Gene Autry Tr.

Existing Auto/LSEV AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	66	1	52	3	5	9	85	816	8	10	816	57
Future Volume (veh/h)	66	1	52	3	5	9	85	816	8	10	816	57
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	68	1	54	3	5	9	88	841	8	10	841	59
Adj No. of Lanes	0	1	1	0	1	1	1	2	1	1	2	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	126	1	418	84	104	418	114	1748	765	23	1567	684
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.06	0.49	0.49	0.01	0.44	0.44
Sat Flow, veh/h	25	4	1560	6	387	1560	1774	3539	1548	1774	3539	1546
Grp Volume(v), veh/h	69	0	54	8	0	9	88	841	8	10	841	59
Grp Sat Flow(s),veh/h/ln	28	0	1560	393	0	1560	1774	1770	1548	1774	1770	1546
Q Serve(g_s), s	0.3	0.0	1.6	0.1	0.0	0.3	2.9	9.5	0.2	0.3	10.4	1.3
Cycle Q Clear(g_c), s	16.1	0.0	1.6	16.0	0.0	0.3	2.9	9.5	0.2	0.3	10.4	1.3
Prop In Lane	0.99		1.00	0.37		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	127	0	418	188	0	418	114	1748	765	23	1567	684
V/C Ratio(X)	0.54	0.00	0.13	0.04	0.00	0.02	0.77	0.48	0.01	0.44	0.54	0.09
Avail Cap(c_a), veh/h	171	0	468	240	0	468	213	1748	765	148	1567	684
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.8	0.0	16.6	17.5	0.0	16.2	27.6	10.1	7.7	29.4	12.2	9.7
Incr Delay (d2), s/veh	3.6	0.0	0.1	0.1	0.0	0.0	10.6	1.0	0.0	12.8	1.3	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	0.7	0.1	0.0	0.1	1.8	4.8	0.1	0.2	5.3	0.6
LnGrp Delay(d),s/veh	33.4	0.0	16.8	17.6	0.0	16.2	38.2	11.0	7.7	42.2	13.5	9.9
LnGrp LOS	C		B	B		B	D	B	A	D	B	A
Approach Vol, veh/h		123			17			937			910	
Approach Delay, s/veh		26.1			16.8			13.6			13.6	
Approach LOS		C			B			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.3	34.0		20.7	8.3	30.9		20.7				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	23.5		18.0	7.2	21.3		18.0				
Max Q Clear Time (g_c+I1), s	2.3	11.5		18.1	4.9	12.4		18.0				
Green Ext Time (p_c), s	0.0	8.2		0.0	0.0	6.4		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			14.4									
HCM 2010 LOS			B									

Lanes, Volumes, Timings
5: Clubhouse View & Vista Chino

Existing Auto/LSEV AM Peak Hour

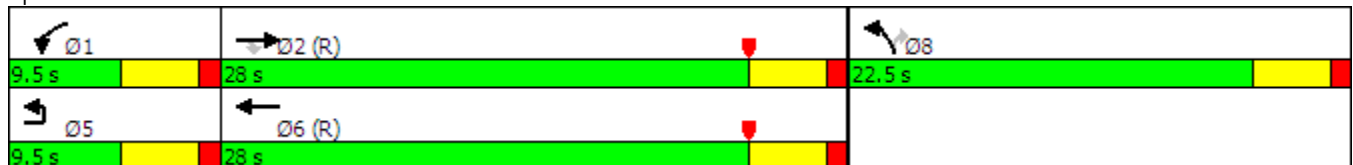


Lane Group	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↘	↑↑	↗	↘	↑↑	↗	↗
Traffic Volume (vph)	0	823	33	16	730	31	15
Future Volume (vph)	0	823	33	16	730	31	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	130		0	200		0	50
Storage Lanes	1		1	1		1	1
Taper Length (ft)	60			130		60	
Right Turn on Red			Yes				Yes
Link Speed (mph)		50			50	45	
Link Distance (ft)		501			679	345	
Travel Time (s)		6.8			9.3	5.2	
Confl. Peds. (#/hr)			1				
Confl. Bikes (#/hr)			2				1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Shared Lane Traffic (%)							
Turn Type	Prot	NA	Perm	Prot	NA	Prot	Perm
Protected Phases	5	2		1	6	8	
Permitted Phases			2				8
Detector Phase	5	2	2	1	6	8	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	22.5
Total Split (s)	9.5	28.0	28.0	9.5	28.0	22.5	22.5
Total Split (%)	15.8%	46.7%	46.7%	15.8%	46.7%	37.5%	37.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		
Recall Mode	None	C-Max	C-Max	None	C-Max	Max	Max

Intersection Summary









Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated

Splits and Phases: 5: Clubhouse View & Vista Chino



HCM 2010 Signalized Intersection Summary
5: Clubhouse View & Vista Chino

Existing Auto/LSEV AM Peak Hour

								
Movement	EBU	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations	↔	↑↑	↗	↖	↑↑	↖	↗	
Traffic Volume (veh/h)	0	823	33	16	730	31	15	
Future Volume (veh/h)	0	823	33	16	730	31	15	
Number		2	12	1	6	3	18	
Initial Q (Qb), veh		0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)			0.98	1.00		1.00	1.00	
Parking Bus, Adj		1.00	1.00	1.00	1.00	1.00	1.00	
Adj Sat Flow, veh/h/ln		1863	1863	1863	1863	1863	1863	
Adj Flow Rate, veh/h		848	34	16	753	32	15	
Adj No. of Lanes		2	1	1	2	1	1	
Peak Hour Factor		0.97	0.97	0.97	0.97	0.97	0.97	
Percent Heavy Veh, %		2	2	2	2	2	2	
Cap, veh/h		1612	705	35	1947	532	475	
Arrive On Green		0.46	0.46	0.02	0.55	0.30	0.30	
Sat Flow, veh/h		3632	1547	1774	3632	1774	1583	
Grp Volume(v), veh/h		848	34	16	753	32	15	
Grp Sat Flow(s),veh/h/ln		1770	1547	1774	1770	1774	1583	
Q Serve(g_s), s		10.3	0.7	0.5	7.3	0.8	0.4	
Cycle Q Clear(g_c), s		10.3	0.7	0.5	7.3	0.8	0.4	
Prop In Lane			1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h		1612	705	35	1947	532	475	
V/C Ratio(X)		0.53	0.05	0.46	0.39	0.06	0.03	
Avail Cap(c_a), veh/h		1612	705	148	1947	532	475	
HCM Platoon Ratio		1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)		1.00	1.00	1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh		11.7	9.1	29.1	7.7	15.0	14.8	
Incr Delay (d2), s/veh		1.2	0.1	9.3	0.6	0.2	0.1	
Initial Q Delay(d3),s/veh		0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln		5.2	0.3	0.4	3.7	0.4	0.2	
LnGrp Delay(d),s/veh		12.9	9.2	38.4	8.3	15.2	15.0	
LnGrp LOS		B	A	D	A	B	B	
Approach Vol, veh/h		882			769	47		
Approach Delay, s/veh		12.8			8.9	15.1		
Approach LOS		B			A	B		
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	5.7	31.8				37.5		22.5
Change Period (Y+Rc), s	4.5	4.5				4.5		4.5
Max Green Setting (Gmax), s	5.0	23.5				23.5		18.0
Max Q Clear Time (g_c+I1), s	2.5	12.3				9.3		2.8
Green Ext Time (p_c), s	0.0	7.0				8.3		0.1
Intersection Summary								
HCM 2010 Ctrl Delay			11.1					
HCM 2010 LOS			B					
Notes								

Lanes, Volumes, Timings
6: Sunrise Wy. & N. Riverside Dr.

Existing Auto/LSEV AM Peak Hour



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	22	14	741	812	5
Future Volume (vph)	5	22	14	741	812	5
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	220			100
Storage Lanes	1	0	1			1
Taper Length (ft)	60		60			
Link Speed (mph)	30			40	40	
Link Distance (ft)	407			806	363	
Travel Time (s)	9.3			13.7	6.2	
Confl. Peds. (#/hr)		1	11			11
Confl. Bikes (#/hr)		1				2
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Shared Lane Traffic (%)						
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection

Int Delay, s/veh 0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↘		↘	↗	↗	↘
Traffic Vol, veh/h	5	22	14	741	812	5
Future Vol, veh/h	5	22	14	741	812	5
Conflicting Peds, #/hr	0	1	11	0	0	11
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	220	-	-	100
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	23	15	772	846	5

Major/Minor	Minor2	Major1		Major2
Conflicting Flow All	1272	435	857	0
Stage 1	857	-	-	-
Stage 2	415	-	-	-
Critical Hdwy	6.84	6.94	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-
Pot Cap-1 Maneuver	159	569	779	-
Stage 1	376	-	-	-
Stage 2	635	-	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	153	563	778	-
Mov Cap-2 Maneuver	275	-	-	-
Stage 1	372	-	-	-
Stage 2	616	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.1	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	778	-	472	-	-
HCM Lane V/C Ratio	0.019	-	0.06	-	-
HCM Control Delay (s)	9.7	-	13.1	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

Lanes, Volumes, Timings
7: Sunrise Wy. & Mesquite Av.

Existing Auto/LSEV AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	96	69	22	23	60	82	29	607	26	70	650	85
Future Volume (vph)	96	69	22	23	60	82	29	607	26	70	650	85
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	85		0	100		0	150		150	150		150
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	60			60			60			60		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			30			40			40	
Link Distance (ft)		440			3092			475			806	
Travel Time (s)		6.7			70.3			8.1			13.7	
Confl. Peds. (#/hr)	1		2	2		1			11			7
Confl. Bikes (#/hr)			3			3			2			4
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8	2			6		
Detector Phase	4	4		8	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5	22.5	9.5	22.5		9.5	22.5	
Total Split (s)	30.0	30.0		30.0	30.0	30.0	12.0	46.0		14.0	48.0	
Total Split (%)	33.3%	33.3%		33.3%	33.3%	33.3%	13.3%	51.1%		15.6%	53.3%	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5		4.5	4.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	Ped	Ped		Ped	Ped	Ped	None	C-Max		None	C-Max	

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 15 (17%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated

Splits and Phases: 7: Sunrise Wy. & Mesquite Av.



HCM 2010 Signalized Intersection Summary
 7: Sunrise Wy. & Mesquite Av.

Existing Auto/LSEV AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	96	69	22	23	60	82	29	607	26	70	650	85
Future Volume (veh/h)	96	69	22	23	60	82	29	607	26	70	650	85
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	98	70	22	23	61	84	30	619	27	71	663	87
Adj No. of Lanes	1	1	0	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	222	198	62	209	273	227	548	2269	99	616	2114	277
Arrive On Green	0.15	0.15	0.15	0.05	0.05	0.05	0.03	0.66	0.66	0.05	0.67	0.67
Sat Flow, veh/h	1234	1352	425	1295	1863	1551	1774	3452	150	1774	3135	411
Grp Volume(v), veh/h	98	0	92	23	61	84	30	317	329	71	374	376
Grp Sat Flow(s),veh/h/ln	1234	0	1777	1295	1863	1551	1774	1770	1833	1774	1770	1777
Q Serve(g_s), s	6.9	0.0	4.2	1.6	2.8	4.7	0.5	6.7	6.7	1.1	7.9	7.9
Cycle Q Clear(g_c), s	9.7	0.0	4.2	5.7	2.8	4.7	0.5	6.7	6.7	1.1	7.9	7.9
Prop In Lane	1.00		0.24	1.00		1.00	1.00		0.08	1.00		0.23
Lane Grp Cap(c), veh/h	222	0	260	209	273	227	548	1163	1205	616	1193	1198
V/C Ratio(X)	0.44	0.00	0.35	0.11	0.22	0.37	0.05	0.27	0.27	0.12	0.31	0.31
Avail Cap(c_a), veh/h	391	0	504	387	528	439	643	1163	1205	722	1193	1198
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.3	0.0	34.6	41.3	37.9	38.8	4.7	6.4	6.4	4.4	6.1	6.1
Incr Delay (d2), s/veh	1.4	0.0	0.8	0.2	0.4	1.0	0.0	0.6	0.6	0.1	0.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	0.0	2.1	0.6	1.5	2.1	0.2	3.4	3.6	0.5	4.1	4.1
LnGrp Delay(d),s/veh	39.7	0.0	35.4	41.6	38.3	39.8	4.8	7.0	7.0	4.5	6.7	6.7
LnGrp LOS	D		D	D	D	D	A	A	A	A	A	A
Approach Vol, veh/h		190			168			676			821	
Approach Delay, s/veh		37.6			39.5			6.9			6.5	
Approach LOS		D			D			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.7	63.7		17.7	7.1	65.2		17.7				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	9.5	41.5		25.5	7.5	43.5		25.5				
Max Q Clear Time (g_c+I1), s	3.1	8.7		11.7	2.5	9.9		7.7				
Green Ext Time (p_c), s	0.1	10.0		1.2	0.0	10.1		1.3				
Intersection Summary												
HCM 2010 Ctrl Delay			12.8									
HCM 2010 LOS			B									

Lanes, Volumes, Timings
8: Farrel Dr. & Mesquite Av.

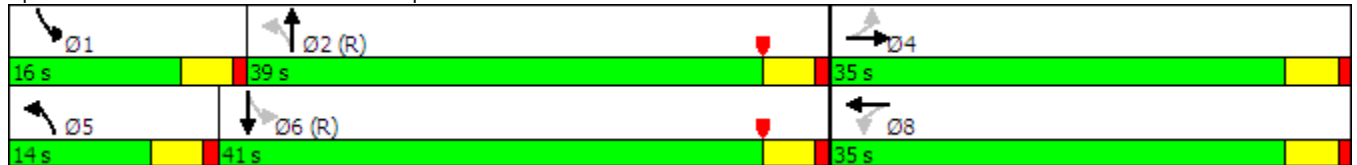
Existing Auto/LSEV AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	78	51	27	16	49	29	30	290	19	33	262	55
Future Volume (vph)	78	51	27	16	49	29	30	290	19	33	262	55
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	90		0	75		0	70		0	0		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	60			30			80			80		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			45			45			30	
Link Distance (ft)		3092			889			512			696	
Travel Time (s)		70.3			13.5			7.8			15.8	
Confl. Peds. (#/hr)	1		1	1		1			6			7
Confl. Bikes (#/hr)			2			2			5			6
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5		9.5	22.5		9.5	22.5	
Total Split (s)	35.0	35.0		35.0	35.0		14.0	39.0		16.0	41.0	
Total Split (%)	38.9%	38.9%		38.9%	38.9%		15.6%	43.3%		17.8%	45.6%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	Ped	Ped		Ped	Ped		None	C-Max		None	C-Max	

Intersection Summary





















Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated

Splits and Phases: 8: Farrel Dr. & Mesquite Av.















HCM 2010 Signalized Intersection Summary
8: Farrel Dr. & Mesquite Av.

Existing Auto/LSEV AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	78	51	27	16	49	29	30	290	19	33	262	55
Future Volume (veh/h)	78	51	27	16	49	29	30	290	19	33	262	55
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	88	57	30	18	55	33	34	326	21	37	294	62
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	213	291	142	214	278	153	805	2326	149	814	2011	418
Arrive On Green	0.13	0.13	0.13	0.13	0.13	0.13	0.03	0.69	0.69	0.03	0.69	0.69
Sat Flow, veh/h	1301	2295	1116	1302	2192	1203	1774	3374	216	1774	2910	604
Grp Volume(v), veh/h	88	43	44	18	43	45	34	170	177	37	177	179
Grp Sat Flow(s),veh/h/ln	1301	1770	1642	1302	1770	1625	1774	1770	1820	1774	1770	1744
Q Serve(g_s), s	5.9	2.0	2.2	1.1	2.0	2.2	0.5	3.0	3.0	0.5	3.1	3.2
Cycle Q Clear(g_c), s	8.1	2.0	2.2	3.3	2.0	2.2	0.5	3.0	3.0	0.5	3.1	3.2
Prop In Lane	1.00		0.68	1.00		0.74	1.00		0.12	1.00		0.35
Lane Grp Cap(c), veh/h	213	225	208	214	225	206	805	1220	1255	814	1223	1205
V/C Ratio(X)	0.41	0.19	0.21	0.08	0.19	0.22	0.04	0.14	0.14	0.05	0.14	0.15
Avail Cap(c_a), veh/h	489	600	556	490	600	551	936	1220	1255	981	1223	1205
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.99	0.99	0.99	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.9	35.2	35.2	36.7	35.2	35.3	3.6	4.8	4.8	3.6	4.8	4.8
Incr Delay (d2), s/veh	1.3	0.4	0.5	0.2	0.4	0.5	0.0	0.2	0.2	0.0	0.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	1.0	1.0	0.4	1.0	1.0	0.2	1.5	1.6	0.3	1.6	1.6
LnGrp Delay(d),s/veh	40.2	35.6	35.7	36.9	35.6	35.8	3.6	5.0	5.0	3.6	5.0	5.0
LnGrp LOS	D	D	D	D	D	D	A	A	A	A	A	A
Approach Vol, veh/h		175			106			381			393	
Approach Delay, s/veh		37.9			35.9			4.9			4.9	
Approach LOS		D			D			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.5	66.6		15.9	7.4	66.7		15.9				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	11.5	34.5		30.5	9.5	36.5		30.5				
Max Q Clear Time (g_c+I1), s	2.5	5.0		10.1	2.5	5.2		5.3				
Green Ext Time (p_c), s	0.0	4.3		1.2	0.0	4.3		1.3				
Intersection Summary												
HCM 2010 Ctrl Delay			13.5									
HCM 2010 LOS			B									

Lanes, Volumes, Timings
 9: El Cielo Rd. & Mesquite Av.

Existing Auto/LSEV AM Peak Hour

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	118	155	134	151	106	154
Future Volume (vph)	118	155	134	151	106	154
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	250		100	90	
Storage Lanes	1	1		1	1	
Taper Length (ft)	60				60	
Link Speed (mph)	35		45			45
Link Distance (ft)	566		352			331
Travel Time (s)	11.0		5.3			5.0
Confl. Peds. (#/hr)	1	1		1	1	
Confl. Bikes (#/hr)		1		2		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Shared Lane Traffic (%)						
Sign Control	Stop		Stop			Stop
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

Intersection	
Intersection Delay, s/veh	10
Intersection LOS	A





















Movement	WBU	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Lane Configurations		↙	↗		↑	↗		↙	↑
Traffic Vol, veh/h	0	118	155	0	134	151	0	106	154
Future Vol, veh/h	0	118	155	0	134	151	0	106	154
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.92	0.97	0.97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	122	160	0	138	156	0	109	159
Number of Lanes	0	1	1	0	1	1	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay	10.1	9.5	10.3
HCM LOS	B	A	B

Lane	NBLn1	NBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	0%	0%	100%	0%	100%	0%
Vol Thru, %	100%	0%	0%	0%	0%	100%
Vol Right, %	0%	100%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	134	151	118	155	106	154
LT Vol	0	0	118	0	106	0
Through Vol	134	0	0	0	0	154
RT Vol	0	151	0	155	0	0
Lane Flow Rate	138	156	122	160	109	159
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.215	0.212	0.215	0.229	0.185	0.247
Departure Headway (Hd)	5.609	4.902	6.375	5.166	6.106	5.601
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	634	724	558	687	582	635
Service Time	3.399	2.691	4.17	2.96	3.901	3.395
HCM Lane V/C Ratio	0.218	0.215	0.219	0.233	0.187	0.25
HCM Control Delay	10	9	10.9	9.5	10.3	10.3
HCM Lane LOS	A	A	B	A	B	B
HCM 95th-tile Q	0.8	0.8	0.8	0.9	0.7	1

Lanes, Volumes, Timings
10: Crossley Rd. & 34th Av.

















Existing Auto/LSEV AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	32	1	22	8	1	28	14	279	7	28	259	23
Future Volume (vph)	32	1	22	8	1	28	14	279	7	28	259	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	60		50	70		50
Storage Lanes	0		0	0		0	1		1	1		1
Taper Length (ft)	60			60			60			60		
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		346			491			509			544	
Travel Time (s)		7.9			11.2			7.7			8.2	
Confl. Peds. (#/hr)							1		3	3		1
Confl. Bikes (#/hr)			2			3			4			3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											

Intersection												
Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↗	↗↗	↗	↗	↗↗	↗
Traffic Vol, veh/h	32	1	22	8	1	28	14	279	7	28	259	23
Future Vol, veh/h	32	1	22	8	1	28	14	279	7	28	259	23
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	3	3	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	60	-	50	70	-	50
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	35	1	24	9	1	30	15	303	8	30	282	25
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	526	680	142	539	680	155	283	0	0	306	0	0
Stage 1	343	343	-	337	337	-	-	-	-	-	-	-
Stage 2	183	337	-	202	343	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	435	372	880	426	372	863	1276	-	-	1252	-	-
Stage 1	646	636	-	651	640	-	-	-	-	-	-	-
Stage 2	801	640	-	781	636	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	407	357	879	401	357	861	1276	-	-	1252	-	-
Mov Cap-2 Maneuver	407	357	-	401	357	-	-	-	-	-	-	-
Stage 1	638	620	-	642	631	-	-	-	-	-	-	-
Stage 2	762	631	-	740	620	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	12.9			10.7			0.4			0.7		
HCM LOS	B			B								
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1276	-	-	517	669	1252	-	-				
HCM Lane V/C Ratio	0.012	-	-	0.116	0.06	0.024	-	-				
HCM Control Delay (s)	7.9	-	-	12.9	10.7	7.9	-	-				
HCM Lane LOS	A	-	-	B	B	A	-	-				
HCM 95th %tile Q(veh)	0	-	-	0.4	0.2	0.1	-	-				

Lanes, Volumes, Timings
 11: Crossley Rd. & Tahquitz Creek

Existing Auto/LSEV AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	0	0	314	0	0	293	0
Future Volume (vph)	0	0	0	0	0	0	0	314	0	0	293	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		228			675			463			646	
Travel Time (s)		5.2			15.3			7.0			9.8	
Confl. Peds. (#/hr)	15		15	15		15						
Confl. Bikes (#/hr)									13			7
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

Intersection												
Int Delay, s/veh	0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↖				↑↑			↑↑	
Traffic Vol, veh/h	0	0	0	0	0	0	0	314	0	0	293	0
Future Vol, veh/h	0	0	0	0	0	0	0	314	0	0	293	0
Conflicting Peds, #/hr	15	0	15	15	0	15	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	349	0	0	326	0
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	515	675	178	527	-	-	-	0	-	-	-	0
Stage 1	326	326	-	349	-	-	-	-	-	-	-	-
Stage 2	189	349	-	178	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	-	-	-	-	-	-	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	-	-	-	-	-	-	-	-
Pot Cap-1 Maneuver	443	374	834	434	0	0	0	-	0	0	-	0
Stage 1	661	647	-	640	0	0	0	-	0	0	-	0
Stage 2	795	632	-	806	0	0	0	-	0	0	-	0
Platoon blocked, %												
Mov Cap-1 Maneuver	437	374	822	428	-	-	-	-	-	-	-	-
Mov Cap-2 Maneuver	437	374	-	428	-	-	-	-	-	-	-	-
Stage 1	661	647	-	640	-	-	-	-	-	-	-	-
Stage 2	784	632	-	794	-	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			0			0		
HCM LOS	A			A								
Minor Lane/Major Mvmt	NBT	EBLn1	WBLn1	SBT								
Capacity (veh/h)	-	-	-	-								
HCM Lane V/C Ratio	-	-	-	-								
HCM Control Delay (s)	-	0	0	-								
HCM Lane LOS	-	A	A	-								
HCM 95th %tile Q(veh)	-	-	-	-								

Lanes, Volumes, Timings
 12: Cathedral Cyn. Dr. & Officer David Vasquez Rd.

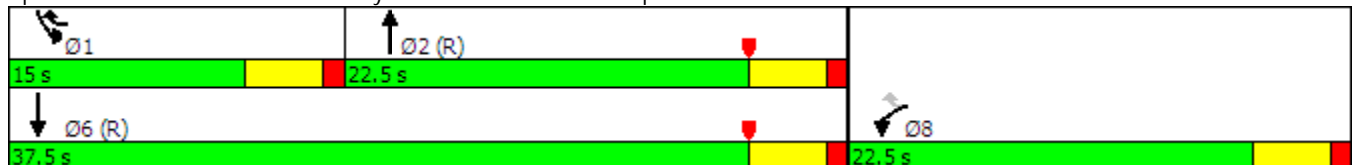
Existing Auto/LSEV AM Peak Hour

	↙	↖	↑	↗	↘	↓
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↙↘	↖	↕↔		↗	↕↕
Traffic Volume (vph)	11	41	346	4	16	379
Future Volume (vph)	11	41	346	4	16	379
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	120	120		150	200	
Storage Lanes	1	1		0	1	
Taper Length (ft)	90				80	
Right Turn on Red		Yes		Yes		
Link Speed (mph)	40		40			40
Link Distance (ft)	554		483			555
Travel Time (s)	9.4		8.2			9.5
Confl. Peds. (#/hr)		1		16		
Confl. Bikes (#/hr)		1		2		
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Shared Lane Traffic (%)						
Turn Type	Prot	pm+ov	NA		Prot	NA
Protected Phases	8	1	2		1	6
Permitted Phases		8				
Detector Phase	8	1	2		1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	22.5	9.5	22.5		9.5	22.5
Total Split (s)	22.5	15.0	22.5		15.0	37.5
Total Split (%)	37.5%	25.0%	37.5%		25.0%	62.5%
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5
Lead/Lag		Lead	Lag		Lead	
Lead-Lag Optimize?		Yes	Yes		Yes	
Recall Mode	Ped	None	C-Max		None	C-Max

Intersection Summary












Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated

Splits and Phases: 12: Cathedral Cyn. Dr. & Officer David Vasquez Rd.



HCM 2010 Signalized Intersection Summary
 12: Cathedral Cyn. Dr. & Officer David Vasquez Rd.

Existing Auto/LSEV AM Peak Hour

								
Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations								
Traffic Volume (veh/h)	11	41	346	4	16	379		
Future Volume (veh/h)	11	41	346	4	16	379		
Number	3	18	2	12	1	6		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00		0.97	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863		
Adj Flow Rate, veh/h	12	44	368	4	17	403		
Adj No. of Lanes	2	1	2	0	1	2		
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	174	113	2523	27	36	2829		
Arrive On Green	0.05	0.05	0.70	0.70	0.02	0.80		
Sat Flow, veh/h	3442	1583	3678	39	1774	3632		
Grp Volume(v), veh/h	12	44	181	191	17	403		
Grp Sat Flow(s),veh/h/ln	1721	1583	1770	1854	1774	1770		
Q Serve(g_s), s	0.2	1.6	2.0	2.0	0.6	1.5		
Cycle Q Clear(g_c), s	0.2	1.6	2.0	2.0	0.6	1.5		
Prop In Lane	1.00	1.00		0.02	1.00			
Lane Grp Cap(c), veh/h	174	113	1246	1305	36	2829		
V/C Ratio(X)	0.07	0.39	0.15	0.15	0.47	0.14		
Avail Cap(c_a), veh/h	1032	508	1246	1305	310	2829		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	27.1	26.6	2.9	2.9	29.1	1.4		
Incr Delay (d2), s/veh	0.2	2.2	0.2	0.2	9.0	0.1		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.1	0.8	1.0	1.1	0.4	0.8		
LnGrp Delay(d),s/veh	27.3	28.8	3.2	3.2	38.0	1.5		
LnGrp LOS	C	C	A	A	D	A		
Approach Vol, veh/h	56		372			420		
Approach Delay, s/veh	28.5		3.2			2.9		
Approach LOS	C		A			A		
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	5.7	46.7				52.5		7.5
Change Period (Y+Rc), s	4.5	4.5				4.5		4.5
Max Green Setting (Gmax), s	10.5	18.0				33.0		18.0
Max Q Clear Time (g_c+I1), s	2.6	4.0				3.5		3.6
Green Ext Time (p_c), s	0.0	3.9				4.9		0.1
Intersection Summary								
HCM 2010 Ctrl Delay			4.7					
HCM 2010 LOS			A					

Lanes, Volumes, Timings
13: Date Palm Dr. & Perez Rd.

Existing Auto/LSEV AM Peak Hour

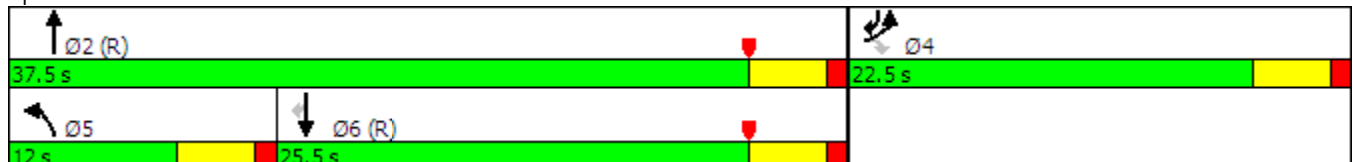


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↖↗	↗	↖	↑↑	↑↑	↗
Traffic Volume (vph)	387	188	126	475	476	328
Future Volume (vph)	387	188	126	475	476	328
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	165	0	160			150
Storage Lanes	1	1	1			1
Taper Length (ft)	60		80			
Right Turn on Red		Yes				Yes
Link Speed (mph)	40			40	40	
Link Distance (ft)	503			488	484	
Travel Time (s)	8.6			8.3	8.3	
Confl. Peds. (#/hr)		1				4
Confl. Bikes (#/hr)		1				5
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)						
Turn Type	Prot	Perm	Prot	NA	NA	pm+ov
Protected Phases	4		5	2	6	4
Permitted Phases		4				6
Detector Phase	4	4	5	2	6	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	9.5	22.5	22.5	22.5
Total Split (s)	22.5	22.5	12.0	37.5	25.5	22.5
Total Split (%)	37.5%	37.5%	20.0%	62.5%	42.5%	37.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	Ped	Ped	None	C-Max	C-Max	Ped

Intersection Summary
















Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated

Splits and Phases: 13: Date Palm Dr. & Perez Rd.



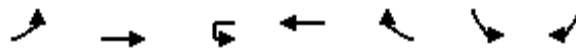
HCM 2010 Signalized Intersection Summary
 13: Date Palm Dr. & Perez Rd.

Existing Auto/LSEV AM Peak Hour

								
Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations	 			 	 			
Traffic Volume (veh/h)	387	188	126	475	476	328		
Future Volume (veh/h)	387	188	126	475	476	328		
Number	7	14	5	2	6	16		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.97		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863		
Adj Flow Rate, veh/h	430	209	140	528	529	364		
Adj No. of Lanes	2	1	1	2	2	1		
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	633	291	178	2358	1738	1047		
Arrive On Green	0.18	0.18	0.10	0.67	0.49	0.49		
Sat Flow, veh/h	3442	1583	1774	3632	3632	1539		
Grp Volume(v), veh/h	430	209	140	528	529	364		
Grp Sat Flow(s),veh/h/ln	1721	1583	1774	1770	1770	1539		
Q Serve(g_s), s	7.0	7.4	4.6	3.5	5.4	6.0		
Cycle Q Clear(g_c), s	7.0	7.4	4.6	3.5	5.4	6.0		
Prop In Lane	1.00	1.00	1.00			1.00		
Lane Grp Cap(c), veh/h	633	291	178	2358	1738	1047		
V/C Ratio(X)	0.68	0.72	0.79	0.22	0.30	0.35		
Avail Cap(c_a), veh/h	1032	475	222	2358	1738	1047		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	22.8	23.0	26.4	3.9	9.1	4.2		
Incr Delay (d2), s/veh	1.3	3.3	13.9	0.2	0.5	0.9		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	3.4	6.5	2.9	1.8	2.7	4.2		
LnGrp Delay(d),s/veh	24.1	26.3	40.2	4.1	9.6	5.1		
LnGrp LOS	C	C	D	A	A	A		
Approach Vol, veh/h	639			668	893			
Approach Delay, s/veh	24.9			11.7	7.7			
Approach LOS	C			B	A			
Timer	1	2	3	4	5	6	7	8
Assigned Phs	2		4		5	6		
Phs Duration (G+Y+Rc), s	44.5		15.5		10.5	34.0		
Change Period (Y+Rc), s	4.5		4.5		4.5	4.5		
Max Green Setting (Gmax), s	33.0		18.0		7.5	21.0		
Max Q Clear Time (g_c+I1), s	5.5		9.4		6.6	8.0		
Green Ext Time (p_c), s	9.3		1.6		0.0	6.5		
Intersection Summary								
HCM 2010 Ctrl Delay			13.9					
HCM 2010 LOS			B					

Lanes, Volumes, Timings
14: Frank Sinatra Dr. & Da Vall Dr.

Existing Auto/LSEV AM Peak Hour

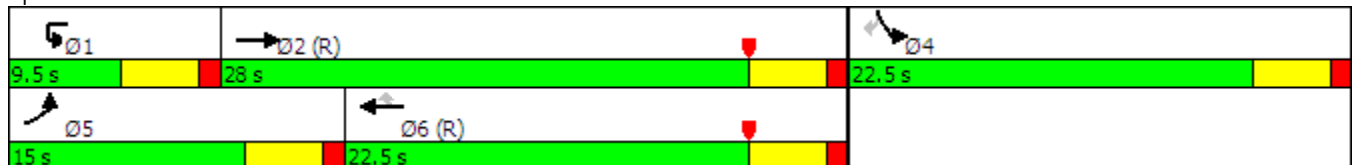


Lane Group	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑↑	⊠	↑↑	↗	↖↗	↗
Traffic Volume (vph)	166	290	0	320	207	237	201
Future Volume (vph)	166	290	0	320	207	237	201
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	120		105		75	160	0
Storage Lanes	1		1		1	1	1
Taper Length (ft)	90		55			100	
Right Turn on Red					Yes		Yes
Link Speed (mph)		45		45		45	
Link Distance (ft)		584		653		606	
Travel Time (s)		8.8		9.9		9.2	
Confl. Peds. (#/hr)					1		2
Confl. Bikes (#/hr)					3		1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Shared Lane Traffic (%)							32%
Turn Type	Prot	NA	Prot	NA	Perm	Prot	Perm
Protected Phases	5	2	1	6		4	
Permitted Phases					6		4
Detector Phase	5	2	1	6	6	4	4
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	9.5	22.5	22.5	22.5	22.5
Total Split (s)	15.0	28.0	9.5	22.5	22.5	22.5	22.5
Total Split (%)	25.0%	46.7%	15.8%	37.5%	37.5%	37.5%	37.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag	Lag		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		
Recall Mode	None	C-Max	None	C-Max	C-Max	Max	Max

Intersection Summary















Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Splits and Phases: 14: Frank Sinatra Dr. & Da Vall Dr.



HCM 2010 Signalized Intersection Summary
 14: Frank Sinatra Dr. & Da Vall Dr.

Existing Auto/LSEV AM Peak Hour

								
Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR	
Lane Configurations								
Traffic Volume (veh/h)	166	290	0	320	207	237	201	
Future Volume (veh/h)	166	290	0	320	207	237	201	
Number	5	2		6	16	7	14	
Initial Q (Qb), veh	0	0		0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00				0.98	1.00	1.00	
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00	1.00	
Adj Sat Flow, veh/h/ln	1863	1863		1863	1863	1863	1863	
Adj Flow Rate, veh/h	173	302		333	216	300	152	
Adj No. of Lanes	1	2		2	1	2	1	
Peak Hour Factor	0.96	0.96		0.96	0.96	0.96	0.96	
Percent Heavy Veh, %	2	2		2	2	2	2	
Cap, veh/h	218	1947		1247	544	1064	475	
Arrive On Green	0.12	0.55		0.35	0.35	0.30	0.30	
Sat Flow, veh/h	1774	3632		3632	1544	3548	1583	
Grp Volume(v), veh/h	173	302		333	216	300	152	
Grp Sat Flow(s),veh/h/ln	1774	1770		1770	1544	1774	1583	
Q Serve(g_s), s	5.7	2.5		4.0	6.3	3.9	4.5	
Cycle Q Clear(g_c), s	5.7	2.5		4.0	6.3	3.9	4.5	
Prop In Lane	1.00				1.00	1.00	1.00	
Lane Grp Cap(c), veh/h	218	1947		1247	544	1064	475	
V/C Ratio(X)	0.79	0.16		0.27	0.40	0.28	0.32	
Avail Cap(c_a), veh/h	310	1947		1247	544	1064	475	
HCM Platoon Ratio	1.00	1.00		1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00		1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	25.6	6.6		13.9	14.6	16.1	16.3	
Incr Delay (d2), s/veh	8.9	0.2		0.5	2.2	0.7	1.8	
Initial Q Delay(d3),s/veh	0.0	0.0		0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	3.3	1.3		2.0	3.0	2.0	4.5	
LnGrp Delay(d),s/veh	34.5	6.8		14.4	16.8	16.7	18.0	
LnGrp LOS	C	A		B	B	B	B	
Approach Vol, veh/h		475		549		452		
Approach Delay, s/veh		16.9		15.4		17.2		
Approach LOS		B		B		B		
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		37.5		22.5	11.9	25.6		
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5		
Max Green Setting (Gmax), s		23.5		18.0	10.5	18.0		
Max Q Clear Time (g_c+I1), s		4.5		6.5	7.7	8.3		
Green Ext Time (p_c), s		4.4		1.2	0.1	3.2		
Intersection Summary								
HCM 2010 Ctrl Delay			16.4					
HCM 2010 LOS			B					
Notes								

Lanes, Volumes, Timings
15: SR-111 & Country Club Dr.

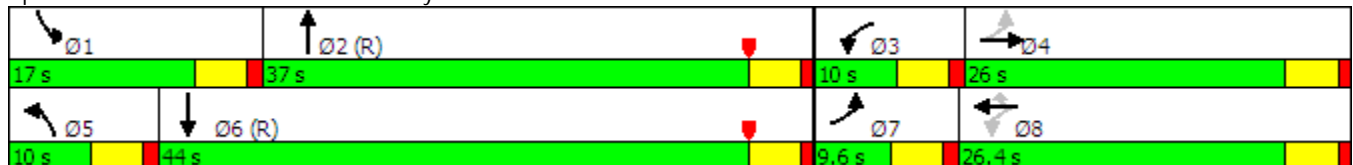
Existing Auto/LSEV AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	5	11	83	13	191	3	1296	3	138	1438	12
Future Volume (vph)	1	5	11	83	13	191	3	1296	3	138	1438	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	30		0	100		0	160		0	190		0
Storage Lanes	1		0	1		1	1		0	2		0
Taper Length (ft)	60			75			60			60		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			45			55			55	
Link Distance (ft)		358			739			1799			632	
Travel Time (s)		8.1			11.2			22.3			7.8	
Confl. Peds. (#/hr)							1					1
Confl. Bikes (#/hr)			2			2			2			3
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)						47%						
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8		8						
Detector Phase	7	4		3	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5		9.5	22.5	22.5	9.5	22.5		9.5	22.5	
Total Split (s)	9.6	26.0		10.0	26.4	26.4	10.0	37.0		17.0	44.0	
Total Split (%)	10.7%	28.9%		11.1%	29.3%	29.3%	11.1%	41.1%		18.9%	48.9%	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5		4.5	4.5	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None	None	None	C-Max		None	C-Max	

Intersection Summary























Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated

Splits and Phases: 15: SR-111 & Country Club Dr.



HCM 2010 Signalized Intersection Summary
 15: SR-111 & Country Club Dr.

Existing Auto/LSEV AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	5	11	83	13	191	3	1296	3	138	1438	12
Future Volume (veh/h)	1	5	11	83	13	191	3	1296	3	138	1438	12
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	1	5	12	87	0	210	3	1364	0	145	1514	13
Adj No. of Lanes	1	1	0	1	0	2	1	3	0	2	3	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	149	27	66	251	0	357	7	3152	0	220	3534	30
Arrive On Green	0.00	0.06	0.06	0.06	0.00	0.11	0.01	1.00	0.00	0.06	0.68	0.68
Sat Flow, veh/h	1774	480	1152	1774	0	3108	1774	5253	0	3442	5199	45
Grp Volume(v), veh/h	1	0	17	87	0	210	3	1364	0	145	987	540
Grp Sat Flow(s),veh/h/ln	1774	0	1632	1774	0	1554	1774	1695	0	1721	1695	1854
Q Serve(g_s), s	0.0	0.0	0.9	4.0	0.0	5.8	0.2	0.0	0.0	3.7	11.8	11.8
Cycle Q Clear(g_c), s	0.0	0.0	0.9	4.0	0.0	5.8	0.2	0.0	0.0	3.7	11.8	11.8
Prop In Lane	1.00		0.71	1.00		1.00	1.00		0.00	1.00		0.02
Lane Grp Cap(c), veh/h	149	0	93	251	0	357	7	3152	0	220	2304	1260
V/C Ratio(X)	0.01	0.00	0.18	0.35	0.00	0.59	0.42	0.43	0.00	0.66	0.43	0.43
Avail Cap(c_a), veh/h	247	0	390	254	0	756	108	3152	0	478	2304	1260
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.93	0.93	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.9	0.0	40.4	35.2	0.0	37.8	44.5	0.0	0.0	41.2	6.5	6.5
Incr Delay (d2), s/veh	0.0	0.0	0.9	0.8	0.0	1.5	32.8	0.4	0.0	3.3	0.6	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.4	2.0	0.0	2.5	0.1	0.1	0.0	1.9	5.7	6.4
LnGrp Delay(d),s/veh	39.9	0.0	41.3	36.0	0.0	39.3	77.3	0.4	0.0	44.5	7.1	7.6
LnGrp LOS	D		D	D		D	E	A		D	A	A
Approach Vol, veh/h		18			297			1367			1672	
Approach Delay, s/veh		41.3			38.4			0.6			10.5	
Approach LOS		D			D			A			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.3	60.3	9.8	9.6	4.9	65.7	4.6	14.8				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	12.5	32.5	5.5	21.5	5.5	39.5	5.1	21.9				
Max Q Clear Time (g_c+I1), s	5.7	2.0	6.0	2.9	2.2	13.8	2.0	7.8				
Green Ext Time (p_c), s	0.2	23.0	0.0	0.8	0.0	20.1	0.0	0.7				
Intersection Summary												
HCM 2010 Ctrl Delay			9.1									
HCM 2010 LOS			A									
Notes												

Lanes, Volumes, Timings
16: SR-111 & Thunderbird Rd.

Existing Auto/LSEV AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	42	1	16	6	0	11	16	1283	12	3	1301	30
Future Volume (vph)	42	1	16	6	0	11	16	1283	12	3	1301	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		50	0		0	210		0	195		135
Storage Lanes	0		1	0		0	1		0	1		1
Taper Length (ft)	60			60			60			60		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		479			372			923			1799	
Travel Time (s)		10.9			8.5			11.4			22.3	
Confl. Peds. (#/hr)			1	1					1			1
Confl. Bikes (#/hr)			2			2			2			2
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Shared Lane Traffic (%)												
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA		Prot	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8								6
Detector Phase	4	4	4	8	8		5	2		1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5		9.5	22.5		9.5	22.5	22.5
Total Split (s)	25.0	25.0	25.0	25.0	25.0		13.0	54.0		11.0	52.0	52.0
Total Split (%)	27.8%	27.8%	27.8%	27.8%	27.8%		14.4%	60.0%		12.2%	57.8%	57.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		4.5	4.5		4.5		4.5	4.5		4.5	4.5	4.5
Lead/Lag							Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	Yes
Recall Mode	Ped	Ped	Ped	None	None		None	C-Max		None	C-Max	C-Max

Intersection Summary

























Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated

Splits and Phases: 16: SR-111 & Thunderbird Rd.



HCM 2010 Signalized Intersection Summary
16: SR-111 & Thunderbird Rd.

Existing Auto/LSEV AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  			  	
Traffic Volume (veh/h)	42	1	16	6	0	11	16	1283	12	3	1301	30
Future Volume (veh/h)	42	1	16	6	0	11	16	1283	12	3	1301	30
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	43	1	16	6	0	11	16	1323	12	3	1341	31
Adj No. of Lanes	0	1	1	0	1	0	1	3	0	1	3	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	158	2	79	68	10	44	32	4129	37	7	3969	1209
Arrive On Green	0.05	0.05	0.05	0.05	0.00	0.05	0.02	0.79	0.79	0.01	1.00	1.00
Sat Flow, veh/h	1538	36	1543	276	196	865	1774	5196	47	1774	5085	1549
Grp Volume(v), veh/h	44	0	16	17	0	0	16	863	472	3	1341	31
Grp Sat Flow(s),veh/h/ln	1574	0	1543	1337	0	0	1774	1695	1853	1774	1695	1549
Q Serve(g_s), s	0.0	0.0	0.9	0.0	0.0	0.0	0.8	6.3	6.3	0.2	0.0	0.0
Cycle Q Clear(g_c), s	2.2	0.0	0.9	2.2	0.0	0.0	0.8	6.3	6.3	0.2	0.0	0.0
Prop In Lane	0.98		1.00	0.35		0.65	1.00		0.03	1.00		1.00
Lane Grp Cap(c), veh/h	160	0	79	123	0	0	32	2694	1473	7	3969	1209
V/C Ratio(X)	0.28	0.00	0.20	0.14	0.00	0.00	0.49	0.32	0.32	0.42	0.34	0.03
Avail Cap(c_a), veh/h	407	0	352	384	0	0	168	2694	1473	128	3969	1209
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.92	0.92	0.92
Uniform Delay (d), s/veh	41.5	0.0	40.9	40.9	0.0	0.0	43.8	2.5	2.5	44.5	0.0	0.0
Incr Delay (d2), s/veh	0.9	0.0	1.2	0.5	0.0	0.0	11.1	0.3	0.6	32.4	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	0.4	0.4	0.0	0.0	0.5	3.0	3.4	0.1	0.1	0.0
LnGrp Delay(d),s/veh	42.5	0.0	42.2	41.4	0.0	0.0	54.8	2.9	3.1	77.0	0.2	0.0
LnGrp LOS	D		D	D			D	A	A	E	A	A
Approach Vol, veh/h		60			17			1351			1375	
Approach Delay, s/veh		42.4			41.4			3.6			0.4	
Approach LOS		D			D			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.9	76.0		9.1	6.1	74.7		9.1				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	6.5	49.5		20.5	8.5	47.5		20.5				
Max Q Clear Time (g_c+I1), s	2.2	8.3		4.2	2.8	2.0		4.2				
Green Ext Time (p_c), s	0.0	26.3		0.2	0.0	27.9		0.2				
Intersection Summary												
HCM 2010 Ctrl Delay			3.1									
HCM 2010 LOS			A									

Lanes, Volumes, Timings
17: SR-111 & Paxton Dr.

Existing Auto/LSEV AM Peak Hour

Lane Group	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	14	14	0	1294	17	7	1435
Future Volume (vph)	14	14	0	1294	17	7	1435
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	60	125		0	195	
Storage Lanes	1	1	1		0	1	
Taper Length (ft)	60		60			60	
Right Turn on Red		Yes			Yes		
Link Speed (mph)	55			55			55
Link Distance (ft)	411			627			554
Travel Time (s)	5.1			7.8			6.9
Confl. Peds. (#/hr)					1		
Confl. Bikes (#/hr)		1			2		
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Shared Lane Traffic (%)							
Turn Type	Prot	Perm	Prot	NA		Prot	NA
Protected Phases	8		5	2		1	6
Permitted Phases		8					
Detector Phase	8	8	5	2		1	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	22.5	22.5	9.5	22.5		9.5	22.5
Total Split (s)	24.0	24.0	10.0	51.0		15.0	56.0
Total Split (%)	26.7%	26.7%	11.1%	56.7%		16.7%	62.2%
Yellow Time (s)	3.5	3.5	3.5	3.5		3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5		4.5	4.5
Lead/Lag			Lead	Lag		Lead	Lag
Lead-Lag Optimize?			Yes	Yes		Yes	Yes
Recall Mode	None	None	None	C-Max		None	C-Max

Intersection Summary














Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Splits and Phases: 17: SR-111 & Paxton Dr.


























HCM 2010 Signalized Intersection Summary
17: SR-111 & Paxton Dr.

Existing Auto/LSEV AM Peak Hour

								
Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT	
Lane Configurations								
Traffic Volume (veh/h)	14	14	0	1294	17	7	1435	
Future Volume (veh/h)	14	14	0	1294	17	7	1435	
Number	3	18		2	12	1	6	
Initial Q (Qb), veh	0	0		0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00	1.00			0.98	1.00		
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00	1.00	
Adj Sat Flow, veh/h/ln	1863	1863		1863	1900	1863	1863	
Adj Flow Rate, veh/h	15	15		1377	18	7	1527	
Adj No. of Lanes	1	1		3	0	1	3	
Peak Hour Factor	0.94	0.94		0.94	0.94	0.94	0.94	
Percent Heavy Veh, %	2	2		2	2	2	2	
Cap, veh/h	52	46		4198	55	16	4428	
Arrive On Green	0.03	0.03		0.81	0.81	0.01	0.87	
Sat Flow, veh/h	1774	1583		5339	68	1774	5253	
Grp Volume(v), veh/h	15	15		903	492	7	1527	
Grp Sat Flow(s),veh/h/ln	1774	1583		1695	1849	1774	1695	
Q Serve(g_s), s	0.7	0.8		6.1	6.1	0.4	5.0	
Cycle Q Clear(g_c), s	0.7	0.8		6.1	6.1	0.4	5.0	
Prop In Lane	1.00	1.00			0.04	1.00		
Lane Grp Cap(c), veh/h	52	46		2752	1501	16	4428	
V/C Ratio(X)	0.29	0.32		0.33	0.33	0.44	0.34	
Avail Cap(c_a), veh/h	384	343		2752	1501	207	4428	
HCM Platoon Ratio	1.00	1.00		1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00		1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	42.8	42.8		2.2	2.2	44.4	1.1	
Incr Delay (d2), s/veh	3.0	4.0		0.3	0.6	18.2	0.2	
Initial Q Delay(d3),s/veh	0.0	0.0		0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	0.4	0.4		2.9	3.3	0.3	2.3	
LnGrp Delay(d),s/veh	45.8	46.8		2.5	2.8	62.6	1.3	
LnGrp LOS	D	D		A	A	E	A	
Approach Vol, veh/h	30			1395			1534	
Approach Delay, s/veh	46.3			2.6			1.6	
Approach LOS	D			A			A	
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	5.3	77.6				82.9		7.1
Change Period (Y+Rc), s	4.5	4.5				4.5		4.5
Max Green Setting (Gmax), s	10.5	46.5				51.5		19.5
Max Q Clear Time (g_c+I1), s	2.4	8.1				7.0		2.8
Green Ext Time (p_c), s	0.0	27.6				30.6		0.0
Intersection Summary								
HCM 2010 Ctrl Delay			2.5					
HCM 2010 LOS			A					
Notes								

Lanes, Volumes, Timings
 18: San Jacinto Dr. & Rancho Las Palmas

Existing Auto/LSEV AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 						 	
Traffic Volume (vph)	49	147	22	78	82	60	26	6	31	75	17	57
Future Volume (vph)	49	147	22	78	82	60	26	6	31	75	17	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	55		0	105		0	0		80	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	70			65			60			60		
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		481			423			425			397	
Travel Time (s)		10.9			9.6			9.7			9.0	
Confl. Peds. (#/hr)	4					4			3	3		
Confl. Bikes (#/hr)			2			2			3			2
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											

Intersection	
Intersection Delay, s/veh	9.9
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations		↵	↕			↵	↕				↵	↕
Traffic Vol, veh/h	0	49	147	22	0	78	82	60	0	26	6	31
Future Vol, veh/h	0	49	147	22	0	78	82	60	0	26	6	31
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	54	162	24	0	86	90	66	0	29	7	34
Number of Lanes	0	1	2	0	0	1	2	0	0	0	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	3	3	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	2	3
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	1	3
HCM Control Delay	9.6	9.6	9.4
HCM LOS	A	A	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	81%	0%	100%	0%	0%	100%	0%	0%	50%
Vol Thru, %	19%	0%	0%	100%	69%	0%	100%	31%	11%
Vol Right, %	0%	100%	0%	0%	31%	0%	0%	69%	38%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	32	31	49	98	71	78	55	87	149
LT Vol	26	0	49	0	0	78	0	0	75
Through Vol	6	0	0	98	49	0	55	27	17
RT Vol	0	31	0	0	22	0	0	60	57
Lane Flow Rate	35	34	54	108	78	86	60	96	164
Geometry Grp	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.066	0.053	0.096	0.177	0.124	0.153	0.099	0.145	0.276
Departure Headway (Hd)	6.76	5.65	6.424	5.918	5.699	6.423	5.917	5.431	6.074
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	530	634	559	607	630	559	606	660	593
Service Time	4.498	3.387	4.151	3.646	3.427	4.152	3.647	3.161	3.804
HCM Lane V/C Ratio	0.066	0.054	0.097	0.178	0.124	0.154	0.099	0.145	0.277
HCM Control Delay	10	8.7	9.8	9.9	9.2	10.3	9.3	9.1	11.1
HCM Lane LOS	A	A	A	A	A	B	A	A	B
HCM 95th-tile Q	0.2	0.2	0.3	0.6	0.4	0.5	0.3	0.5	1.1

Intersection

Intersection Delay, s/veh
 Intersection LOS

Movement	SBU	SBL	SBT	SBR
Lane Configurations			↕	
Traffic Vol, veh/h	0	75	17	57
Future Vol, veh/h	0	75	17	57
Peak Hour Factor	0.92	0.91	0.91	0.91
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	82	19	63
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	3
Conflicting Approach Right	EB
Conflicting Lanes Right	3
HCM Control Delay	11.1
HCM LOS	B

Lanes, Volumes, Timings
19: Bob Hope Dr. & Rancho Las Palmas

Existing Auto/LSEV AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	174	18	64	22	22	32	48	646	36	20	582	180
Future Volume (vph)	174	18	64	22	22	32	48	646	36	20	582	180
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	110		0	0		50	105		80	120		120
Storage Lanes	1		1	0		1	1		1	1		1
Taper Length (ft)	70			60			60			75		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		459			277			813			520	
Travel Time (s)		10.4			6.3			12.3			7.9	
Confl. Peds. (#/hr)	2		1	1		2	2		2	2		2
Confl. Bikes (#/hr)			2			2			5			2
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Shared Lane Traffic (%)												
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	4	4	4	8	8	8	2	2	2	6	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	41.0	41.0	41.0	41.0	41.0	41.0	64.0	64.0	64.0	64.0	64.0	64.0
Total Split (%)	39.0%	39.0%	39.0%	39.0%	39.0%	39.0%	61.0%	61.0%	61.0%	61.0%	61.0%	61.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Ped	Ped	Ped	Ped	Ped	Ped	C-Max	C-Max	C-Max	C-Max	C-Max	C-Max

Intersection Summary
























Area Type: Other
 Cycle Length: 105
 Actuated Cycle Length: 105
 Offset: 44 (42%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 45
 Control Type: Actuated-Coordinated

Splits and Phases: 19: Bob Hope Dr. & Rancho Las Palmas



HCM 2010 Signalized Intersection Summary
 19: Bob Hope Dr. & Rancho Las Palmas

Existing Auto/LSEV AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	174	18	64	22	22	32	48	646	36	20	582	180
Future Volume (veh/h)	174	18	64	22	22	32	48	646	36	20	582	180
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	181	19	67	23	23	33	50	673	38	21	606	188
Adj No. of Lanes	1	1	1	0	1	1	1	2	1	1	2	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	284	340	284	177	161	284	529	2590	1131	607	2590	1143
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.18	1.00	1.00	1.00	0.73	0.73	0.73
Sat Flow, veh/h	1338	1863	1555	687	881	1555	681	3539	1546	735	3539	1562
Grp Volume(v), veh/h	181	19	67	46	0	33	50	673	38	21	606	188
Grp Sat Flow(s),veh/h/ln	1338	1863	1555	1567	0	1555	681	1770	1546	735	1770	1562
Q Serve(g_s), s	13.8	0.9	3.9	0.2	0.0	1.9	0.6	0.0	0.0	0.8	5.8	3.9
Cycle Q Clear(g_c), s	16.0	0.9	3.9	2.2	0.0	1.9	6.5	0.0	0.0	0.8	5.8	3.9
Prop In Lane	1.00		1.00	0.50		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	284	340	284	337	0	284	529	2590	1131	607	2590	1143
V/C Ratio(X)	0.64	0.06	0.24	0.14	0.00	0.12	0.09	0.26	0.03	0.03	0.23	0.16
Avail Cap(c_a), veh/h	506	648	541	591	0	541	529	2590	1131	607	2590	1143
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	0.99	0.99	0.99	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.7	35.5	36.7	36.0	0.0	35.9	0.2	0.0	0.0	3.9	4.6	4.3
Incr Delay (d2), s/veh	2.4	0.1	0.4	0.2	0.0	0.2	0.3	0.2	0.1	0.1	0.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.3	0.5	1.7	1.1	0.0	0.8	0.2	0.1	0.0	0.2	2.9	1.7
LnGrp Delay(d),s/veh	45.1	35.5	37.1	36.2	0.0	36.0	0.6	0.2	0.1	4.0	4.8	4.6
LnGrp LOS	D	D	D	D		D	A	A	A	A	A	A
Approach Vol, veh/h		267			79			761			815	
Approach Delay, s/veh		42.4			36.1			0.3			4.7	
Approach LOS		D			D			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		81.4		23.6		81.4		23.6				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		59.5		36.5		59.5		36.5				
Max Q Clear Time (g_c+I1), s		8.5		18.0		7.8		4.2				
Green Ext Time (p_c), s		13.0		1.2		13.0		1.3				
Intersection Summary												
HCM 2010 Ctrl Delay			9.5									
HCM 2010 LOS			A									

Lanes, Volumes, Timings
20: Bob Hope Dr. & Avenida Las Palmas

Existing Auto/LSEV AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕	↗	↖	↕	↖	↖	↕	↗
Traffic Volume (vph)	63	17	69	25	13	37	84	542	39	42	594	63
Future Volume (vph)	63	17	69	25	13	37	84	542	39	42	594	63
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		25	0		180	100		40	120		120
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	60			60			60			80		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		299			661			491			813	
Travel Time (s)		6.8			15.0			7.4			12.3	
Confl. Peds. (#/hr)	11		23	23		11	15		15	15		15
Confl. Bikes (#/hr)			2			2			5			2
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Shared Lane Traffic (%)												
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	4	4	4	8	8	8	2	2	2	6	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	30.0	30.0	30.0	30.0	30.0	30.0	75.0	75.0	75.0	75.0	75.0	75.0
Total Split (%)	28.6%	28.6%	28.6%	28.6%	28.6%	28.6%	71.4%	71.4%	71.4%	71.4%	71.4%	71.4%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Ped	Ped	Ped	Ped	Ped	Ped	C-Max	C-Max	C-Max	C-Max	C-Max	C-Max

Intersection Summary























Area Type: Other
 Cycle Length: 105
 Actuated Cycle Length: 105
 Offset: 48 (46%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 45
 Control Type: Actuated-Coordinated

Splits and Phases: 20: Bob Hope Dr. & Avenida Las Palmas









HCM 2010 Signalized Intersection Summary
 20: Bob Hope Dr. & Avenida Las Palmas

Existing Auto/LSEV AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	63	17	69	25	13	37	84	542	39	42	594	63
Future Volume (veh/h)	63	17	69	25	13	37	84	542	39	42	594	63
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.96	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	66	18	72	26	14	39	88	565	41	44	619	66
Adj No. of Lanes	0	1	1	0	1	1	1	2	1	1	2	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	61	10	369	57	19	369	572	2376	1027	561	2376	1029
Arrive On Green	0.24	0.24	0.24	0.24	0.24	0.24	0.67	0.67	0.67	1.00	1.00	1.00
Sat Flow, veh/h	0	40	1517	0	79	1517	750	3539	1530	809	3539	1533
Grp Volume(v), veh/h	84	0	72	40	0	39	88	565	41	44	619	66
Grp Sat Flow(s),veh/h/ln	40	0	1517	79	0	1517	750	1770	1530	809	1770	1533
Q Serve(g_s), s	0.0	0.0	4.0	0.0	0.0	2.1	4.6	6.6	0.9	0.6	0.0	0.0
Cycle Q Clear(g_c), s	25.5	0.0	4.0	25.5	0.0	2.1	4.6	6.6	0.9	7.1	0.0	0.0
Prop In Lane	0.79		1.00	0.65		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	71	0	369	76	0	369	572	2376	1027	561	2376	1029
V/C Ratio(X)	1.18	0.00	0.20	0.53	0.00	0.11	0.15	0.24	0.04	0.08	0.26	0.06
Avail Cap(c_a), veh/h	71	0	369	76	0	369	572	2376	1027	561	2376	1029
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.98	0.98	0.98
Uniform Delay (d), s/veh	49.1	0.0	31.6	40.6	0.0	30.9	6.4	6.7	5.8	0.3	0.0	0.0
Incr Delay (d2), s/veh	165.1	0.0	0.3	6.7	0.0	0.1	0.6	0.2	0.1	0.3	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.3	0.0	1.7	1.3	0.0	0.9	1.0	3.2	0.4	0.2	0.1	0.0
LnGrp Delay(d),s/veh	214.2	0.0	31.9	47.3	0.0	31.0	7.0	7.0	5.9	0.6	0.3	0.1
LnGrp LOS	F		C	D		C	A	A	A	A	A	A
Approach Vol, veh/h		156			79			694			729	
Approach Delay, s/veh		130.0			39.3			6.9			0.3	
Approach LOS		F			D			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		75.0		30.0		75.0		30.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		70.5		25.5		70.5		25.5				
Max Q Clear Time (g_c+I1), s		8.6		27.5		9.1		27.5				
Green Ext Time (p_c), s		11.9		0.0		11.9		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			17.1									
HCM 2010 LOS			B									

Lanes, Volumes, Timings
21: Bob Hope Dr. & Commercial Dwy.

Existing Auto/LSEV AM Peak Hour

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕	↖		↕
Traffic Volume (vph)	0	27	620	0	0	735
Future Volume (vph)	0	27	620	0	0	735
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		160	0	
Storage Lanes	0	1		1	0	
Taper Length (ft)	60				60	
Link Speed (mph)	30		45			45
Link Distance (ft)	471		345			491
Travel Time (s)	10.7		5.2			7.4
Confl. Peds. (#/hr)				5	5	
Confl. Bikes (#/hr)		1		3		
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Shared Lane Traffic (%)						
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

Intersection

Int Delay, s/veh 0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↑	↑↑	↑		↑↑
Traffic Vol, veh/h	0	27	620	0	0	735
Future Vol, veh/h	0	27	620	0	0	735
Conflicting Peds, #/hr	0	0	0	5	5	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	160	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	28	633	0	0	750

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	-	321	0 0
Stage 1	-	-	- -
Stage 2	-	-	- -
Critical Hdwy	-	6.94	- -
Critical Hdwy Stg 1	-	-	- -
Critical Hdwy Stg 2	-	-	- -
Follow-up Hdwy	-	3.32	- -
Pot Cap-1 Maneuver	0	675	- - 0 -
Stage 1	0	-	- - 0 -
Stage 2	0	-	- - 0 -
Platoon blocked, %			- -
Mov Cap-1 Maneuver	-	672	- - - -
Mov Cap-2 Maneuver	-	-	- - - -
Stage 1	-	-	- - - -
Stage 2	-	-	- - - -

Approach	WB	NB	SB
HCM Control Delay, s	10.6	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	- 672	-
HCM Lane V/C Ratio	-	- 0.041	-
HCM Control Delay (s)	-	- 10.6	-
HCM Lane LOS	-	- B	-
HCM 95th %tile Q(veh)	-	- 0.1	-

Lanes, Volumes, Timings
22: SR-111 & Bob Hope Dr.

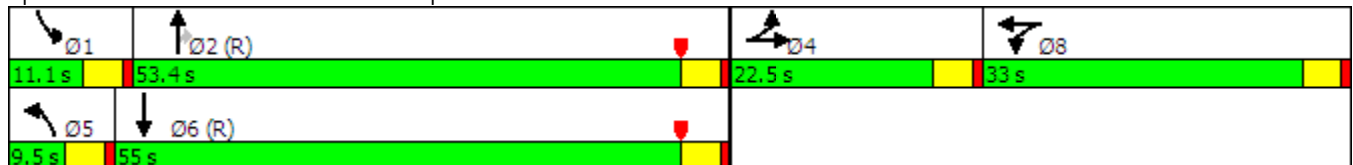
Existing Auto/LSEV AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	16	10	624	8	60	5	1362	485	81	1390	9
Future Volume (vph)	7	16	10	624	8	60	5	1362	485	81	1390	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	225		150	100		240	250		0
Storage Lanes	0		0	1		0	1		1	2		0
Taper Length (ft)	60			80			70			110		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			50			50	
Link Distance (ft)		303			469			677			754	
Travel Time (s)		4.6			7.1			9.2			10.3	
Confl. Peds. (#/hr)						10			8			1
Confl. Bikes (#/hr)			2			2			2			2
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Shared Lane Traffic (%)				25%								
Turn Type	Split	NA		Split	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases									2			
Detector Phase	4	4		8	8		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5		9.5	22.5	22.5	9.5	22.5	
Total Split (s)	22.5	22.5		33.0	33.0		9.5	53.4	53.4	11.1	55.0	
Total Split (%)	18.8%	18.8%		27.5%	27.5%		7.9%	44.5%	44.5%	9.3%	45.8%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None		Ped	Ped		None	C-Max	C-Max	None	C-Max	

Intersection Summary






















Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated

Splits and Phases: 22: SR-111 & Bob Hope Dr.



HCM 2010 Signalized Intersection Summary
 22: SR-111 & Bob Hope Dr.

Existing Auto/LSEV AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	16	10	624	8	60	5	1362	485	81	1390	9
Future Volume (veh/h)	7	16	10	624	8	60	5	1362	485	81	1390	9
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	7	16	10	559	125	62	5	1404	500	84	1433	9
Adj No. of Lanes	0	1	0	2	1	0	1	3	1	2	3	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	10	23	15	660	216	107	11	3036	930	135	3283	21
Arrive On Green	0.03	0.03	0.03	0.19	0.19	0.19	0.01	1.00	1.00	0.04	0.63	0.63
Sat Flow, veh/h	368	842	526	3548	1163	577	1774	5085	1557	3442	5214	33
Grp Volume(v), veh/h	33	0	0	559	0	187	5	1404	500	84	932	510
Grp Sat Flow(s),veh/h/ln	1737	0	0	1774	0	1740	1774	1695	1557	1721	1695	1856
Q Serve(g_s), s	2.3	0.0	0.0	18.3	0.0	11.8	0.3	0.0	0.0	2.9	16.8	16.8
Cycle Q Clear(g_c), s	2.3	0.0	0.0	18.3	0.0	11.8	0.3	0.0	0.0	2.9	16.8	16.8
Prop In Lane	0.21		0.30	1.00		0.33	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	48	0	0	660	0	324	11	3036	930	135	2135	1169
V/C Ratio(X)	0.68	0.00	0.00	0.85	0.00	0.58	0.44	0.46	0.54	0.62	0.44	0.44
Avail Cap(c_a), veh/h	261	0	0	843	0	413	74	3036	930	189	2135	1169
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.69	0.69	0.69	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.8	0.0	0.0	47.2	0.0	44.5	59.0	0.0	0.0	56.8	11.3	11.3
Incr Delay (d2), s/veh	15.7	0.0	0.0	6.5	0.0	1.6	17.5	0.4	1.5	4.7	0.7	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	0.0	9.5	0.0	5.8	0.2	0.1	0.4	1.5	8.0	8.9
LnGrp Delay(d),s/veh	73.5	0.0	0.0	53.7	0.0	46.2	76.5	0.4	1.5	61.4	12.0	12.5
LnGrp LOS	E			D		D	E	A	A	E	B	B
Approach Vol, veh/h		33			746			1909			1526	
Approach Delay, s/veh		73.5			51.8			0.9			14.9	
Approach LOS		E			D			A			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.2	76.1		7.8	5.3	80.1		26.8				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	6.6	48.9		18.0	5.0	50.5		28.5				
Max Q Clear Time (g_c+I1), s	4.9	2.0		4.3	2.3	18.8		20.3				
Green Ext Time (p_c), s	0.0	35.3		0.1	0.0	25.9		2.1				
Intersection Summary												
HCM 2010 Ctrl Delay			15.5									
HCM 2010 LOS			B									
Notes												

Lanes, Volumes, Timings
23: SR-111 & Magnesia Falls Dr.

Existing Auto/LSEV AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	11	43	88	8	52	69	1993	52	33	1878	41
Future Volume (vph)	30	11	43	88	8	52	69	1993	52	33	1878	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		65	90		90	170		0	215		0
Storage Lanes	0		1	1		1	1		0	1		0
Taper Length (ft)	60			60			80			80		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			50			50	
Link Distance (ft)		488			382			582			677	
Travel Time (s)		11.1			8.7			7.9			9.2	
Confl. Peds. (#/hr)							6		1			11
Confl. Bikes (#/hr)			3				2		2			2
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Shared Lane Traffic (%)				46%								
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			8						
Detector Phase	4	4	4	8	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	9.5	22.5		9.5	22.5	
Total Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	13.2	53.0		22.0	61.8	
Total Split (%)	18.8%	18.8%	18.8%	18.8%	18.8%	18.8%	11.0%	44.2%		18.3%	51.5%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.5	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None	None	Ped	Ped	Ped	None	C-Max		None	C-Max	

Intersection Summary






















Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 100
 Control Type: Actuated-Coordinated

Splits and Phases: 23: SR-111 & Magnesia Falls Dr.



HCM 2010 Signalized Intersection Summary
 23: SR-111 & Magnesia Falls Dr.

Existing Auto/LSEV AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	11	43	88	8	52	69	1993	52	33	1878	41
Future Volume (veh/h)	30	11	43	88	8	52	69	1993	52	33	1878	41
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.95	1.00		0.99	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	31	11	45	98	0	54	72	2076	54	34	1956	43
Adj No. of Lanes	0	1	1	2	0	1	1	3	0	1	3	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	59	21	69	224	0	95	92	3638	94	50	3533	78
Arrive On Green	0.04	0.04	0.04	0.06	0.00	0.06	0.05	0.71	0.71	0.06	1.00	1.00
Sat Flow, veh/h	1326	471	1541	3548	0	1510	1774	5095	132	1774	5117	112
Grp Volume(v), veh/h	42	0	45	98	0	54	72	1380	750	34	1295	704
Grp Sat Flow(s),veh/h/ln	1796	0	1541	1774	0	1510	1774	1695	1837	1774	1695	1839
Q Serve(g_s), s	2.7	0.0	3.4	3.2	0.0	4.2	4.8	23.6	23.7	2.3	0.0	0.0
Cycle Q Clear(g_c), s	2.7	0.0	3.4	3.2	0.0	4.2	4.8	23.6	23.7	2.3	0.0	0.0
Prop In Lane	0.74		1.00	1.00		1.00	1.00		0.07	1.00		0.06
Lane Grp Cap(c), veh/h	80	0	69	224	0	95	92	2420	1312	50	2341	1270
V/C Ratio(X)	0.52	0.00	0.66	0.44	0.00	0.57	0.78	0.57	0.57	0.68	0.55	0.55
Avail Cap(c_a), veh/h	269	0	231	532	0	226	129	2420	1312	259	2341	1270
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.84	0.84	0.84
Uniform Delay (d), s/veh	56.1	0.0	56.4	54.1	0.0	54.6	56.2	8.3	8.3	56.1	0.0	0.0
Incr Delay (d2), s/veh	5.2	0.0	10.1	1.3	0.0	5.2	18.5	1.0	1.8	12.7	0.8	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.0	1.7	1.6	0.0	1.9	2.8	11.3	12.5	1.3	0.3	0.5
LnGrp Delay(d),s/veh	61.3	0.0	66.5	55.5	0.0	59.8	74.7	9.3	10.1	68.8	0.8	1.5
LnGrp LOS	E		E	E		E	E	A	B	E	A	A
Approach Vol, veh/h		87			152			2202			2033	
Approach Delay, s/veh		64.0			57.0			11.7			2.2	
Approach LOS		E			E			B			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.9	90.2		9.8	10.7	87.4		12.1				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	17.5	48.5		18.0	8.7	57.3		18.0				
Max Q Clear Time (g_c+I1), s	4.3	25.7		5.4	6.8	2.0		6.2				
Green Ext Time (p_c), s	0.0	21.8		0.2	0.0	49.8		0.3				
Intersection Summary												
HCM 2010 Ctrl Delay			9.9									
HCM 2010 LOS			A									
Notes												

Lanes, Volumes, Timings
24: Monterey Av. & Parkview Dr.

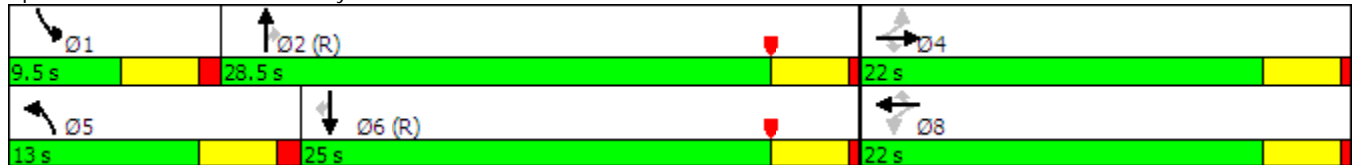
Existing Auto/LSEV AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	137	10	74	20	11	20	69	1168	18	20	1242	115
Future Volume (vph)	137	10	74	20	11	20	69	1168	18	20	1242	115
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	90		90	0		0	145		0	400		100
Storage Lanes	1		1	1		1	1		1	2		1
Taper Length (ft)	60			60			90			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			50			50	
Link Distance (ft)		583			473			600			604	
Travel Time (s)		13.3			10.8			8.2			8.2	
Confl. Peds. (#/hr)	1		3	3		1			1			1
Confl. Bikes (#/hr)			2			2			2			2
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Shared Lane Traffic (%)												
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8			2			6
Detector Phase	4	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.0	22.0	22.0	22.0	22.0	22.0	9.5	22.0	22.0	9.5	22.0	22.0
Total Split (s)	22.0	22.0	22.0	22.0	22.0	22.0	13.0	28.5	28.5	9.5	25.0	25.0
Total Split (%)	36.7%	36.7%	36.7%	36.7%	36.7%	36.7%	21.7%	47.5%	47.5%	15.8%	41.7%	41.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	1.0	0.5	0.5	1.0	0.5	0.5
Lost Time Adjust (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
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.5	4.0	4.0	4.5	4.0	4.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	Ped	Ped	Ped	Ped	Ped	Ped	None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary

Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 34 (57%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated

Splits and Phases: 24: Monterey Av. & Parkview Dr.



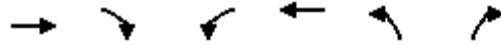
HCM 2010 Signalized Intersection Summary
 24: Monterey Av. & Parkview Dr.

Existing Auto/LSEV AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	137	10	74	20	11	20	69	1168	18	20	1242	115
Future Volume (veh/h)	137	10	74	20	11	20	69	1168	18	20	1242	115
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.98	0.99		0.98	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	140	10	76	20	11	20	70	1192	18	20	1267	117
Adj No. of Lanes	1	1	1	1	1	1	1	3	1	2	3	1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	321	284	237	312	284	237	102	3130	962	81	2958	901
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.06	0.62	0.62	0.02	0.58	0.58
Sat Flow, veh/h	1365	1863	1551	1299	1863	1551	1774	5085	1562	3442	5085	1548
Grp Volume(v), veh/h	140	10	76	20	11	20	70	1192	18	20	1267	117
Grp Sat Flow(s),veh/h/ln	1365	1863	1551	1299	1863	1551	1774	1695	1562	1721	1695	1548
Q Serve(g_s), s	5.8	0.3	2.6	0.8	0.3	0.7	2.3	7.1	0.3	0.3	8.3	2.1
Cycle Q Clear(g_c), s	6.1	0.3	2.6	1.1	0.3	0.7	2.3	7.1	0.3	0.3	8.3	2.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	321	284	237	312	284	237	102	3130	962	81	2958	901
V/C Ratio(X)	0.44	0.04	0.32	0.06	0.04	0.08	0.69	0.38	0.02	0.25	0.43	0.13
Avail Cap(c_a), veh/h	523	559	465	504	559	465	251	3130	962	287	2958	901
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.3	21.7	22.7	22.1	21.7	21.8	27.8	5.8	4.5	28.8	7.0	5.7
Incr Delay (d2), s/veh	0.9	0.0	0.8	0.1	0.1	0.2	8.0	0.4	0.0	1.6	0.5	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	0.1	1.2	0.3	0.2	0.3	1.4	3.3	0.1	0.2	4.0	1.0
LnGrp Delay(d),s/veh	25.2	21.7	23.4	22.2	21.7	22.0	35.7	6.1	4.5	30.3	7.4	6.0
LnGrp LOS	C	C	C	C	C	C	D	A	A	C	A	A
Approach Vol, veh/h		226			51			1280			1404	
Approach Delay, s/veh		24.5			22.0			7.7			7.6	
Approach LOS		C			C			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.9	40.9		13.2	7.9	38.9		13.2				
Change Period (Y+Rc), s	4.5	4.0		4.0	4.5	4.0		4.0				
Max Green Setting (Gmax), s	5.0	24.5		18.0	8.5	21.0		18.0				
Max Q Clear Time (g_c+I1), s	2.3	9.1		8.1	4.3	10.3		3.1				
Green Ext Time (p_c), s	0.0	12.5		0.6	0.0	9.1		0.8				
Intersection Summary												
HCM 2010 Ctrl Delay			9.2									
HCM 2010 LOS			A									

Lanes, Volumes, Timings
 25: San Pablo Ave. & Magnesia Falls Dr.

Existing Auto/LSEV AM Peak Hour



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↑	↑	↑	↑
Traffic Volume (vph)	157	51	142	37	103	132
Future Volume (vph)	157	51	142	37	103	132
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		50	155		200	0
Storage Lanes		1	1		1	1
Taper Length (ft)			120		120	
Link Speed (mph)	35			35	35	
Link Distance (ft)	823			2649	1341	
Travel Time (s)	16.0			51.6	26.1	
Confl. Peds. (#/hr)		3	3		1	1
Confl. Bikes (#/hr)		2				3
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Shared Lane Traffic (%)						
Sign Control	Stop			Stop	Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection	
Intersection Delay, s/veh	10.1
Intersection LOS	B






















Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBU	NBL	NBR
Lane Configurations		↑	↑		↑	↑		↑	↑
Traffic Vol, veh/h	0	157	51	0	142	37	0	103	132
Future Vol, veh/h	0	157	51	0	142	37	0	103	132
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	185	60	0	167	44	0	121	155
Number of Lanes	0	1	1	0	1	1	0	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	2
HCM Control Delay	9.9	10.7	9.8
HCM LOS	A	B	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2
Vol Left, %	100%	0%	0%	0%	100%	0%
Vol Thru, %	0%	0%	100%	0%	0%	100%
Vol Right, %	0%	100%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	103	132	157	51	142	37
LT Vol	103	0	0	0	142	0
Through Vol	0	0	157	0	0	37
RT Vol	0	132	0	51	0	0
Lane Flow Rate	121	155	185	60	167	44
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.209	0.215	0.283	0.08	0.28	0.067
Departure Headway (Hd)	6.196	4.988	5.513	4.806	6.027	5.522
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	576	713	646	738	591	643
Service Time	3.972	2.764	3.292	2.585	3.81	3.305
HCM Lane V/C Ratio	0.21	0.217	0.286	0.081	0.283	0.068
HCM Control Delay	10.6	9.1	10.5	8	11.2	8.7
HCM Lane LOS	B	A	B	A	B	A
HCM 95th-tile Q	0.8	0.8	1.2	0.3	1.1	0.2

Lanes, Volumes, Timings
 26: San Pablo Ave. & College of the Desert (Alumni Dr.)

Existing Auto/LSEV AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	2	14	44	4	55	28	172	20	16	159	19
Future Volume (vph)	3	2	14	44	4	55	28	172	20	16	159	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		100	0		0	0		60	0		135
Storage Lanes	0		1	1		0	1		1	0		1
Taper Length (ft)	60			60			60			60		
Link Speed (mph)		30			30			35				35
Link Distance (ft)		595			218			303				1341
Travel Time (s)		13.5			5.0			5.9				26.1
Confl. Peds. (#/hr)	12						12		10	10		
Confl. Bikes (#/hr)			2			3			4			2
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection	
Intersection Delay, s/veh	9.8
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations			↖	↗		↖	↗			↖	↗	↖
Traffic Vol, veh/h	0	3	2	14	0	44	4	55	0	28	172	20
Future Vol, veh/h	0	3	2	14	0	44	4	55	0	28	172	20
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	3	2	15	0	48	4	60	0	31	189	22
Number of Lanes	0	0	1	1	0	1	1	0	0	1	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	2	2
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	2	3	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	3	2	2
HCM Control Delay	8.5	9	9.9
HCM LOS	A	A	A

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	60%	0%	100%	0%	9%	0%
Vol Thru, %	0%	100%	0%	40%	0%	0%	7%	91%	0%
Vol Right, %	0%	0%	100%	0%	100%	0%	93%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	28	172	20	5	14	44	59	175	19
LT Vol	28	0	0	3	0	44	0	16	0
Through Vol	0	172	0	2	0	0	4	159	0
RT Vol	0	0	20	0	14	0	55	0	19
Lane Flow Rate	31	189	22	5	15	48	65	192	21
Geometry Grp	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.05	0.283	0.029	0.01	0.023	0.085	0.093	0.293	0.027
Departure Headway (Hd)	5.891	5.389	4.686	6.335	5.329	6.325	5.168	5.479	4.73
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	605	663	758	560	664	563	687	652	751
Service Time	3.656	3.154	2.45	4.13	3.124	4.104	2.947	3.246	2.497
HCM Lane V/C Ratio	0.051	0.285	0.029	0.009	0.023	0.085	0.095	0.294	0.028
HCM Control Delay	9	10.3	7.6	9.2	8.3	9.7	8.5	10.5	7.6
HCM Lane LOS	A	B	A	A	A	A	A	B	A
HCM 95th-tile Q	0.2	1.2	0.1	0	0.1	0.3	0.3	1.2	0.1

Intersection

Intersection Delay, s/veh

Intersection LOS

Movement	SBU	SBL	SBT	SBR
Lane Configurations			↖	↗
Traffic Vol, veh/h	0	16	159	19
Future Vol, veh/h	0	16	159	19
Peak Hour Factor	0.92	0.91	0.91	0.91
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	18	175	21
Number of Lanes	0	0	1	1

Approach	SB
Opposing Approach	NB
Opposing Lanes	3
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	10.2
HCM LOS	B

Lanes, Volumes, Timings
27: Portola Av. & Magnesia Falls Dr.

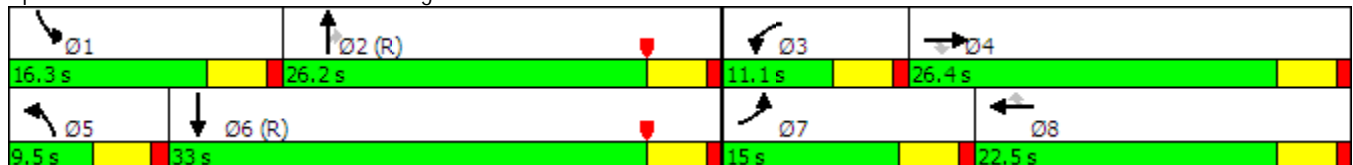
Existing Auto/LSEV AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	161	78	58	23	42	78	15	550	53	70	699	128
Future Volume (vph)	161	78	58	23	42	78	15	550	53	70	699	128
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	230		230	200		200	90		105	355		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	60			60			95			80		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		35			35			50			50	
Link Distance (ft)		2649			517			536			570	
Travel Time (s)		51.6			10.1			7.3			7.8	
Confl. Peds. (#/hr)			20						19			5
Confl. Bikes (#/hr)			2			2			5			2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	15.0	26.4	26.4	11.1	22.5	22.5	9.5	26.2	26.2	16.3	33.0	
Total Split (%)	18.8%	33.0%	33.0%	13.9%	28.1%	28.1%	11.9%	32.8%	32.8%	20.4%	41.3%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (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
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Ped	Ped	None	None	None	None	C-Max	C-Max	None	C-Max	

Intersection Summary

























Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated

Splits and Phases: 27: Portola Av. & Magnesia Falls Dr.



HCM 2010 Signalized Intersection Summary
27: Portola Av. & Magnesia Falls Dr.

Existing Auto/LSEV AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	161	78	58	23	42	78	15	550	53	70	699	128
Future Volume (veh/h)	161	78	58	23	42	78	15	550	53	70	699	128
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.98	1.00		0.96	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	169	82	61	24	44	82	16	579	56	74	736	135
Adj No. of Lanes	1	1	1	1	1	1	1	2	1	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	206	328	266	46	161	134	33	1836	787	96	1648	302
Arrive On Green	0.12	0.18	0.18	0.03	0.09	0.09	0.02	0.52	0.52	0.05	0.55	0.55
Sat Flow, veh/h	1774	1863	1508	1774	1863	1556	1774	3539	1518	1774	2974	545
Grp Volume(v), veh/h	169	82	61	24	44	82	16	579	56	74	438	433
Grp Sat Flow(s),veh/h/ln	1774	1863	1508	1774	1863	1556	1774	1770	1518	1774	1770	1750
Q Serve(g_s), s	7.4	3.0	2.8	1.1	1.8	4.1	0.7	7.5	1.5	3.3	11.7	11.7
Cycle Q Clear(g_c), s	7.4	3.0	2.8	1.1	1.8	4.1	0.7	7.5	1.5	3.3	11.7	11.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.31
Lane Grp Cap(c), veh/h	206	328	266	46	161	134	33	1836	787	96	981	970
V/C Ratio(X)	0.82	0.25	0.23	0.52	0.27	0.61	0.48	0.32	0.07	0.77	0.45	0.45
Avail Cap(c_a), veh/h	233	510	413	146	419	350	111	1836	787	262	981	970
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.6	28.4	28.3	38.5	34.2	35.3	38.9	11.1	9.6	37.4	10.6	10.6
Incr Delay (d2), s/veh	18.7	0.4	0.4	9.0	0.9	4.4	10.5	0.5	0.2	12.3	1.5	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.7	1.6	1.2	0.6	0.9	1.9	0.4	3.7	0.7	1.9	6.1	6.1
LnGrp Delay(d),s/veh	53.3	28.8	28.7	47.4	35.1	39.7	49.3	11.5	9.8	49.6	12.0	12.1
LnGrp LOS	D	C	C	D	D	D	D	B	A	D	B	B
Approach Vol, veh/h		312			150			651			945	
Approach Delay, s/veh		42.0			39.6			12.3			15.0	
Approach LOS		D			D			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.8	46.0	6.6	18.6	6.0	48.8	13.8	11.4				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	11.8	21.7	6.6	21.9	5.0	28.5	10.5	18.0				
Max Q Clear Time (g_c+I1), s	5.3	9.5	3.1	5.0	2.7	13.7	9.4	6.1				
Green Ext Time (p_c), s	0.1	6.6	0.0	1.0	0.0	7.5	0.0	0.8				
Intersection Summary												
HCM 2010 Ctrl Delay			20.0									
HCM 2010 LOS			C									

Lanes, Volumes, Timings
28: El Dorado Dr. & Fred Waring Dr.

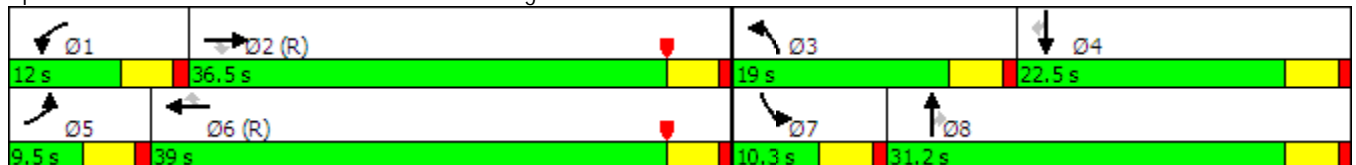
Existing Auto/LSEV AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	972	106	41	941	14	89	10	42	12	12	38
Future Volume (vph)	20	972	106	41	941	14	89	10	42	12	12	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	225		210	290		145	0		125	105		105
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	60			120			60			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		50			50			45			45	
Link Distance (ft)		1266			970			386			401	
Travel Time (s)		17.3			13.2			5.8			6.1	
Confl. Peds. (#/hr)			1			1			1			1
Confl. Bikes (#/hr)			3			3			2			2
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Shared Lane Traffic (%)												
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6			8			4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	9.5	36.5	36.5	12.0	39.0	39.0	19.0	31.2	31.2	10.3	22.5	22.5
Total Split (%)	10.6%	40.6%	40.6%	13.3%	43.3%	43.3%	21.1%	34.7%	34.7%	11.4%	25.0%	25.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (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
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Max	Max	None	Max	Max

Intersection Summary

























Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 65
 Control Type: Actuated-Coordinated

Splits and Phases: 28: El Dorado Dr. & Fred Waring Dr.



HCM 2010 Signalized Intersection Summary
28: El Dorado Dr. & Fred Waring Dr.

Existing Auto/LSEV AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	972	106	41	941	14	89	10	42	12	12	38
Future Volume (veh/h)	20	972	106	41	941	14	89	10	42	12	12	38
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	22	1045	114	44	1012	15	96	11	45	13	13	41
Adj No. of Lanes	1	3	1	1	3	1	1	1	1	1	1	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	42	2293	704	66	2362	725	124	553	463	27	452	378
Arrive On Green	0.02	0.45	0.45	0.04	0.46	0.46	0.07	0.30	0.30	0.02	0.24	0.24
Sat Flow, veh/h	1774	5085	1561	1774	5085	1561	1774	1863	1560	1774	1863	1560
Grp Volume(v), veh/h	22	1045	114	44	1012	15	96	11	45	13	13	41
Grp Sat Flow(s),veh/h/ln	1774	1695	1561	1774	1695	1561	1774	1863	1560	1774	1863	1560
Q Serve(g_s), s	1.1	12.8	3.9	2.2	12.0	0.5	4.8	0.4	1.9	0.7	0.5	1.8
Cycle Q Clear(g_c), s	1.1	12.8	3.9	2.2	12.0	0.5	4.8	0.4	1.9	0.7	0.5	1.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	42	2293	704	66	2362	725	124	553	463	27	452	378
V/C Ratio(X)	0.53	0.46	0.16	0.67	0.43	0.02	0.78	0.02	0.10	0.48	0.03	0.11
Avail Cap(c_a), veh/h	99	2293	704	148	2362	725	286	553	463	114	452	378
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.4	17.1	14.6	42.8	16.1	13.0	41.2	22.4	22.9	43.9	26.0	26.5
Incr Delay (d2), s/veh	10.0	0.7	0.5	11.1	0.6	0.1	10.0	0.1	0.4	12.3	0.1	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	6.1	1.8	1.3	5.7	0.2	2.7	0.2	0.9	0.4	0.3	0.8
LnGrp Delay(d),s/veh	53.4	17.7	15.1	53.9	16.7	13.1	51.1	22.5	23.3	56.2	26.1	27.1
LnGrp LOS	D	B	B	D	B	B	D	C	C	E	C	C
Approach Vol, veh/h		1181			1071			152			67	
Approach Delay, s/veh		18.1			18.2			40.8			32.6	
Approach LOS		B			B			D			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.8	45.1	10.8	26.3	6.6	46.3	5.9	31.2				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	7.5	32.0	14.5	18.0	5.0	34.5	5.8	26.7				
Max Q Clear Time (g_c+I1), s	4.2	14.8	6.8	3.8	3.1	14.0	2.7	3.9				
Green Ext Time (p_c), s	0.0	12.0	0.1	0.2	0.0	13.6	0.0	0.3				
Intersection Summary												
HCM 2010 Ctrl Delay			19.9									
HCM 2010 LOS			B									

Lanes, Volumes, Timings
 29: Dune Palms Rd. & Corporate Center Dr.

Existing Auto/LSEV AM Peak Hour



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	29	33	29	278	323	15
Future Volume (vph)	29	33	29	278	323	15
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	120	0	95			0
Storage Lanes	1	1	1			0
Taper Length (ft)	60		90			
Link Speed (mph)	30			30	30	
Link Distance (ft)	371			267	354	
Travel Time (s)	8.4			6.1	8.0	
Confl. Peds. (#/hr)			4			4
Confl. Bikes (#/hr)		1				2
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Shared Lane Traffic (%)						
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

Intersection

Int Delay, s/veh 1.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	29	33	29	278	323	15
Future Vol, veh/h	29	33	29	278	323	15
Conflicting Peds, #/hr	0	0	4	0	0	4
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	120	0	95	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	35	40	35	335	389	18













Major/Minor	Minor2	Major1		Major2
Conflicting Flow All	807	208	411	0
Stage 1	402	-	-	-
Stage 2	405	-	-	-
Critical Hdwy	6.63	6.93	4.13	-
Critical Hdwy Stg 1	5.83	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-
Follow-up Hdwy	3.519	3.319	2.219	-
Pot Cap-1 Maneuver	335	799	1146	-
Stage 1	645	-	-	-
Stage 2	673	-	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	322	796	1146	-
Mov Cap-2 Maneuver	322	-	-	-
Stage 1	643	-	-	-
Stage 2	650	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.4	0.8	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1146	-	322	796	-	-
HCM Lane V/C Ratio	0.03	-	0.109	0.05	-	-
HCM Control Delay (s)	8.2	-	17.5	9.8	-	-
HCM Lane LOS	A	-	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.4	0.2	-	-

Lanes, Volumes, Timings
30: Monroe St., s/o I-10 EB Ramps

Existing Auto/LSEV AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↑			↑			↑	
Traffic Volume (vph)	0	0	0	0	0	0	0	773	0	0	762	0
Future Volume (vph)	0	0	0	0	0	0	0	773	0	0	762	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		310			328			321			611	
Travel Time (s)		7.0			7.5			7.3			13.9	
Confl. Peds. (#/hr)							4					4
Confl. Bikes (#/hr)									1			1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other
Control Type: Unsignalized

Intersection

Int Delay, s/veh 0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↑			↑			↑	
Traffic Vol, veh/h	0	0	0	0	0	0	0	773	0	0	762	0
Future Vol, veh/h	0	0	0	0	0	0	0	773	0	0	762	0
Conflicting Peds, #/hr	0	0	0	0	0	0	4	0	0	0	0	4
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	840	0	0	828	0

















Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	-	1668	-	-	1668	-	-	0	-	-	-	0
Stage 1	-	828	-	-	840	-	-	-	-	-	-	-
Stage 2	-	840	-	-	828	-	-	-	-	-	-	-
Critical Hdwy	-	6.52	-	-	6.52	-	-	-	-	-	-	-
Critical Hdwy Stg 1	-	5.52	-	-	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	5.52	-	-	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	-	4.018	-	-	4.018	-	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	96	0	0	96	0	0	-	0	0	-	0
Stage 1	0	386	0	0	381	0	0	-	0	0	-	0
Stage 2	0	381	0	0	386	0	0	-	0	0	-	0
Platoon blocked, %								-				-
Mov Cap-1 Maneuver	-	96	-	-	96	-	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	96	-	-	96	-	-	-	-	-	-	-
Stage 1	-	386	-	-	381	-	-	-	-	-	-	-
Stage 2	-	381	-	-	386	-	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	EBLn1	WBLn1	SBT
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	0	0	-
HCM Lane LOS	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-

Lanes, Volumes, Timings
 31: Avenue 44, east of Palo Verde St.

Existing Auto/LSEV AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	132	0	0	150	0	0	0	0	0	0	0
Future Volume (vph)	0	132	0	0	150	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		937			1325			323			354	
Travel Time (s)		14.2			20.1			7.3			8.0	
Confl. Peds. (#/hr)	5		5	5		5						
Confl. Bikes (#/hr)			3			3						
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Shared Lane Traffic (%)												
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

Intersection												
Int Delay, s/veh	0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↑			↑			↑	
Traffic Vol, veh/h	0	132	0	0	150	0	0	0	0	0	0	0
Future Vol, veh/h	0	132	0	0	150	0	0	0	0	0	0	0
Conflicting Peds, #/hr	5	0	5	5	0	5	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	142	0	0	161	0	0	0	0	0	0	0

















Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	-	-	-	0	-	303	-	-	303	-
Stage 1	-	-	-	-	-	-	-	142	-	-	161	-
Stage 2	-	-	-	-	-	-	-	161	-	-	142	-
Critical Hdwy	-	-	-	-	-	-	-	6.52	-	-	6.52	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	5.52	-	-	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	5.52	-	-	5.52	-
Follow-up Hdwy	-	-	-	-	-	-	-	4.018	-	-	4.018	-
Pot Cap-1 Maneuver	0	-	0	0	-	0	0	610	0	0	610	0
Stage 1	0	-	0	0	-	0	0	779	0	0	765	0
Stage 2	0	-	0	0	-	0	0	765	0	0	779	0
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	610	-	-	610	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	610	-	-	610	-
Stage 1	-	-	-	-	-	-	-	779	-	-	765	-
Stage 2	-	-	-	-	-	-	-	765	-	-	779	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	0	-	-	0
HCM Lane LOS	A	-	-	A
HCM 95th %tile Q(veh)	-	-	-	-

Lanes, Volumes, Timings
 32: Dillon Rd., west of SR86S SB Ramps

Existing Auto/LSEV AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	242	0	0	250	0	0	0	0	0	0	0
Future Volume (vph)	0	242	0	0	250	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		360			655			256			320	
Travel Time (s)		8.2			14.9			5.8			7.3	
Confl. Bikes (#/hr)			2			1						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											

Intersection												
Int Delay, s/veh	0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↑			↑			↑	
Traffic Vol, veh/h	0	242	0	0	250	0	0	0	0	0	0	0
Future Vol, veh/h	0	242	0	0	250	0	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	255	0	0	263	0	0	0	0	0	0	0



















Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	-	-	-	0	-	518	-	-	518	-
Stage 1	-	-	-	-	-	-	-	255	-	-	263	-
Stage 2	-	-	-	-	-	-	-	263	-	-	255	-
Critical Hdwy	-	-	-	-	-	-	-	6.52	-	-	6.52	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	5.52	-	-	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	5.52	-	-	5.52	-
Follow-up Hdwy	-	-	-	-	-	-	-	4.018	-	-	4.018	-
Pot Cap-1 Maneuver	0	-	0	0	-	0	0	462	0	0	462	0
Stage 1	0	-	0	0	-	0	0	696	0	0	691	0
Stage 2	0	-	0	0	-	0	0	691	0	0	696	0
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	462	-	-	462	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	462	-	-	462	-
Stage 1	-	-	-	-	-	-	-	696	-	-	691	-
Stage 2	-	-	-	-	-	-	-	691	-	-	696	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	0	-	-	0
HCM Lane LOS	A	-	-	A
HCM 95th %tile Q(veh)	-	-	-	-

Lanes, Volumes, Timings
 33: Tyler St./Magnolia & Avenue 50-Tyler St.

Existing Auto/LSEV AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	167	117	54	165	1	122	0	45	2	0	2
Future Volume (vph)	3	167	117	54	165	1	122	0	45	2	0	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		50	0		0	0		50	0		0
Storage Lanes	0		1	0		0	0		1	0		0
Taper Length (ft)	60			60			60			60		
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		450			459			683			545	
Travel Time (s)		10.2			10.4			15.5			12.4	
Confl. Bikes (#/hr)			2			1			1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

Intersection	
Intersection Delay, s/veh	10.4
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations			↔	↔			↔				↔	↔
Traffic Vol, veh/h	0	3	167	117	0	54	165	1	0	122	0	45
Future Vol, veh/h	0	3	167	117	0	54	165	1	0	122	0	45
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	3	182	127	0	59	179	1	0	133	0	49
Number of Lanes	0	0	1	1	0	0	1	0	0	0	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	2	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	2	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	1	1
HCM Control Delay	9.4	11.7	10.3
HCM LOS	A	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	100%	0%	2%	0%	25%	50%
Vol Thru, %	0%	0%	98%	0%	75%	0%
Vol Right, %	0%	100%	0%	100%	0%	50%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	122	45	170	117	220	4
LT Vol	122	0	3	0	54	2
Through Vol	0	0	167	0	165	0
RT Vol	0	45	0	117	1	2
Lane Flow Rate	133	49	185	127	239	4
Geometry Grp	7	7	7	7	6	6
Degree of Util (X)	0.234	0.07	0.274	0.163	0.363	0.007
Departure Headway (Hd)	6.365	5.153	5.341	4.627	5.472	6.093
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	560	688	669	771	655	591
Service Time	4.149	2.936	3.101	2.386	3.534	4.093
HCM Lane V/C Ratio	0.237	0.071	0.277	0.165	0.365	0.007
HCM Control Delay	11.1	8.3	10.1	8.3	11.7	9.1
HCM Lane LOS	B	A	B	A	B	A
HCM 95th-tile Q	0.9	0.2	1.1	0.6	1.7	0

Intersection

Intersection Delay, s/veh

Intersection LOS

Movement	SBU	SBL	SBT	SBR
Lane Configurations			↕	
Traffic Vol, veh/h	0	2	0	2
Future Vol, veh/h	0	2	0	2
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	2	0	2
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	9.1
HCM LOS	A

Lanes, Volumes, Timings
1: Palm Cyn. Dr. (SR-111) & Tramway Rd.

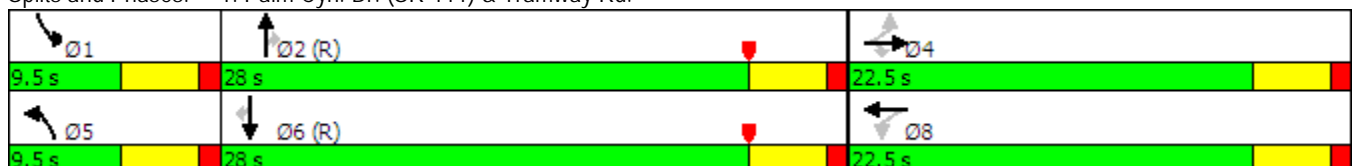
Existing Auto/LSEV PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	21	24	54	43	12	88	45	655	45	46	602	9
Future Volume (vph)	21	24	54	43	12	88	45	655	45	46	602	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		105	0		0	190		155	90		180
Storage Lanes	1		1	0		0	1		1	1		1
Taper Length (ft)	60			60			60			90		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		35			30			45			45	
Link Distance (ft)		417			599			608			491	
Travel Time (s)		8.1			13.6			9.2			7.4	
Confl. Bikes (#/hr)			2			2			2			2
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Shared Lane Traffic (%)												
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8					2			6
Detector Phase	4	4	4	8	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5		9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	22.5	22.5	22.5	22.5	22.5		9.5	28.0	28.0	9.5	28.0	28.0
Total Split (%)	37.5%	37.5%	37.5%	37.5%	37.5%		15.8%	46.7%	46.7%	15.8%	46.7%	46.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5		4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	Ped	Ped		None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary























Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated

Splits and Phases: 1: Palm Cyn. Dr. (SR-111) & Tramway Rd.














HCM 2010 Signalized Intersection Summary
 1: Palm Cyn. Dr. (SR-111) & Tramway Rd.

Existing Auto/LSEV PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	24	54	43	12	88	45	655	45	46	602	9
Future Volume (veh/h)	21	24	54	43	12	88	45	655	45	46	602	9
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	22	26	0	46	13	94	48	697	48	49	640	0
Adj No. of Lanes	1	1	1	0	2	0	1	2	1	1	2	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	194	224	191	230	52	171	81	2152	951	83	2154	964
Arrive On Green	0.12	0.12	0.00	0.12	0.12	0.12	0.05	0.61	0.61	0.05	0.61	0.00
Sat Flow, veh/h	1281	1863	1583	1022	434	1418	1774	3539	1563	1774	3539	1583
Grp Volume(v), veh/h	22	26	0	59	0	94	48	697	48	49	640	0
Grp Sat Flow(s),veh/h/ln	1281	1863	1583	1457	0	1418	1774	1770	1563	1774	1770	1583
Q Serve(g_s), s	1.0	0.7	0.0	1.5	0.0	3.7	1.6	5.8	0.7	1.6	5.2	0.0
Cycle Q Clear(g_c), s	4.7	0.7	0.0	2.2	0.0	3.7	1.6	5.8	0.7	1.6	5.2	0.0
Prop In Lane	1.00		1.00	0.78		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	194	224	191	282	0	171	81	2152	951	83	2154	964
V/C Ratio(X)	0.11	0.12	0.00	0.21	0.00	0.55	0.59	0.32	0.05	0.59	0.30	0.00
Avail Cap(c_a), veh/h	424	559	475	545	0	425	148	2152	951	148	2154	964
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	27.1	23.5	0.0	24.2	0.0	24.9	28.1	5.7	4.8	28.0	5.6	0.0
Incr Delay (d2), s/veh	0.3	0.2	0.0	0.4	0.0	2.8	6.6	0.4	0.1	6.7	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.4	0.0	0.9	0.0	1.6	0.9	2.9	0.3	0.9	2.6	0.0
LnGrp Delay(d),s/veh	27.3	23.8	0.0	24.5	0.0	27.6	34.7	6.1	4.9	34.7	6.0	0.0
LnGrp LOS	C	C		C		C	C	A	A	C	A	
Approach Vol, veh/h		48			153			793			689	
Approach Delay, s/veh		25.4			26.4			7.8			8.0	
Approach LOS		C			C			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.3	41.0		11.7	7.3	41.0		11.7				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	23.5		18.0	5.0	23.5		18.0				
Max Q Clear Time (g_c+I1), s	3.6	7.8		6.7	3.6	7.2		5.7				
Green Ext Time (p_c), s	0.0	7.6		0.8	0.0	7.8		0.8				
Intersection Summary												
HCM 2010 Ctrl Delay			10.1									
HCM 2010 LOS			B									

Lanes, Volumes, Timings
2: Indian Cyn. Dr. & Sunrise Pkwy.

Existing Auto/LSEV PM Peak Hour

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	3	745	2	0	461
Future Volume (vph)	0	3	745	2	0	461
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	150	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				60	
Link Speed (mph)	30		55			55
Link Distance (ft)	322		422			520
Travel Time (s)	7.3		5.2			6.4
Confl. Peds. (#/hr)				1	1	
Confl. Bikes (#/hr)		1		2		
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Shared Lane Traffic (%)						
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

Intersection

Int Delay, s/veh 0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↑↑		↑	↑↑
Traffic Vol, veh/h	0	3	745	2	0	461
Future Vol, veh/h	0	3	745	2	0	461
Conflicting Peds, #/hr	0	0	0	1	1	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	3	819	2	0	507

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1074	411	0	0	822	0
Stage 1	821	-	-	-	-	-
Stage 2	253	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	215	590	-	-	803	-
Stage 1	393	-	-	-	-	-
Stage 2	766	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	215	589	-	-	803	-
Mov Cap-2 Maneuver	319	-	-	-	-	-
Stage 1	393	-	-	-	-	-
Stage 2	766	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	11.1		0		0
HCM LOS	B				

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	- 589	803	-
HCM Lane V/C Ratio	-	- 0.006	-	-
HCM Control Delay (s)	-	- 11.1	0	-
HCM Lane LOS	-	- B	A	-
HCM 95th %tile Q(veh)	-	- 0	0	-

Lanes, Volumes, Timings
3: Sunrise Wy. & San Rafael Dr.

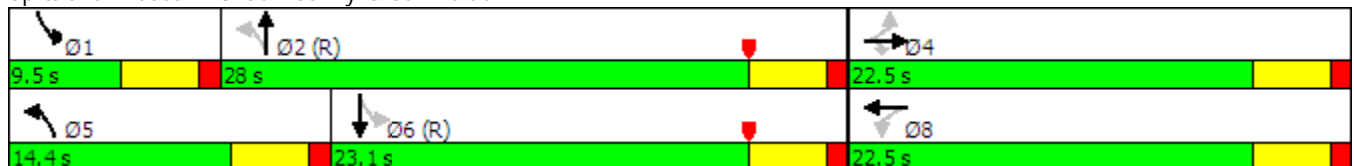
Existing Auto/LSEV PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕		↖	↕		↖	↕	
Traffic Volume (vph)	21	8	174	33	10	3	286	113	58	3	95	21
Future Volume (vph)	21	8	174	33	10	3	286	113	58	3	95	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	85		0	110		0
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	60			60			60			60		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		50			30			45			45	
Link Distance (ft)		620			513			557			480	
Travel Time (s)		8.5			11.7			8.4			7.3	
Confl. Bikes (#/hr)			2			2			3			2
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Shared Lane Traffic (%)												
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8			2			6		
Detector Phase	4	4	4	8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5		9.5	22.5		9.5	22.5	
Total Split (s)	22.5	22.5	22.5	22.5	22.5		14.4	28.0		9.5	23.1	
Total Split (%)	37.5%	37.5%	37.5%	37.5%	37.5%		24.0%	46.7%		15.8%	38.5%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.5	4.5		4.5		4.5	4.5		4.5	4.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	Ped	Ped	Ped	Ped	Ped		None	C-Max		None	C-Max	

Intersection Summary




















Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated

Splits and Phases: 3: Sunrise Wy. & San Rafael Dr.



HCM 2010 Signalized Intersection Summary
3: Sunrise Wy. & San Rafael Dr.

Existing Auto/LSEV PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	8	174	33	10	3	286	113	58	3	95	21
Future Volume (veh/h)	21	8	174	33	10	3	286	113	58	3	95	21
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	22	8	179	34	10	3	295	116	60	3	98	22
Adj No. of Lanes	0	1	1	0	1	0	1	2	0	1	2	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	261	79	237	234	60	13	941	1420	689	749	1491	324
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.11	0.62	0.62	0.00	0.52	0.52
Sat Flow, veh/h	1032	523	1560	862	398	86	1774	2294	1112	1774	2884	628
Grp Volume(v), veh/h	30	0	179	47	0	0	295	88	88	3	59	61
Grp Sat Flow(s),veh/h/ln	1555	0	1560	1345	0	0	1774	1770	1637	1774	1770	1742
Q Serve(g_s), s	0.0	0.0	6.6	0.8	0.0	0.0	4.1	1.2	1.3	0.0	1.0	1.1
Cycle Q Clear(g_c), s	0.8	0.0	6.6	1.6	0.0	0.0	4.1	1.2	1.3	0.0	1.0	1.1
Prop In Lane	0.73		1.00	0.72		0.06	1.00		0.68	1.00		0.36
Lane Grp Cap(c), veh/h	340	0	237	308	0	0	941	1096	1014	749	915	901
V/C Ratio(X)	0.09	0.00	0.76	0.15	0.00	0.00	0.31	0.08	0.09	0.00	0.06	0.07
Avail Cap(c_a), veh/h	562	0	468	502	0	0	1045	1096	1014	890	915	901
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.9	0.0	24.4	22.2	0.0	0.0	4.3	4.6	4.6	6.9	7.2	7.3
Incr Delay (d2), s/veh	0.1	0.0	4.9	0.2	0.0	0.0	0.2	0.1	0.2	0.0	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	3.1	0.7	0.0	0.0	1.9	0.6	0.6	0.0	0.5	0.5
LnGrp Delay(d),s/veh	22.0	0.0	29.2	22.4	0.0	0.0	4.5	4.7	4.8	6.9	7.4	7.4
LnGrp LOS	C		C	C			A	A	A	A	A	A
Approach Vol, veh/h		209			47			471			123	
Approach Delay, s/veh		28.2			22.4			4.6			7.4	
Approach LOS		C			C			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.7	41.6		13.6	10.9	35.5		13.6				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	23.5		18.0	9.9	18.6		18.0				
Max Q Clear Time (g_c+I1), s	2.0	3.3		8.6	6.1	3.1		3.6				
Green Ext Time (p_c), s	0.0	1.4		0.6	0.3	1.3		0.8				
Intersection Summary												
HCM 2010 Ctrl Delay			11.8									
HCM 2010 LOS			B									

Lanes, Volumes, Timings
4: Vista Chino & Gene Autry Tr.

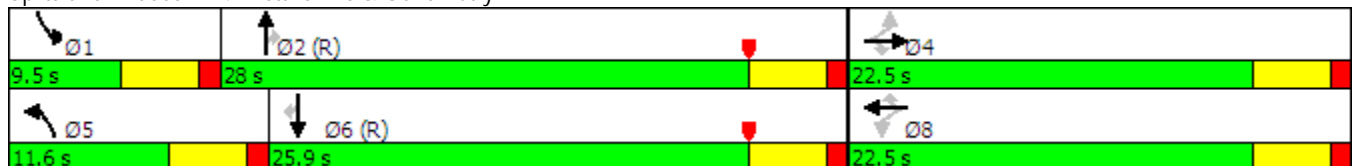
Existing Auto/LSEV PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	193	4	51	8	6	14	121	1053	3	5	718	102
Future Volume (vph)	193	4	51	8	6	14	121	1053	3	5	718	102
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		75	0		75	200		0	215		215
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	60			60			90			200		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			45	
Link Distance (ft)		464			464			442			533	
Travel Time (s)		10.5			10.5			10.0			8.1	
Confl. Bikes (#/hr)			2			2			2			2
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Shared Lane Traffic (%)												
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8			2			6
Detector Phase	4	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	11.6	28.0	28.0	9.5	25.9	25.9
Total Split (%)	37.5%	37.5%	37.5%	37.5%	37.5%	37.5%	19.3%	46.7%	46.7%	15.8%	43.2%	43.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	Ped	Ped	Ped	Ped	Ped	Ped	None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary























Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Splits and Phases: 4: Vista Chino & Gene Autry Tr.



HCM 2010 Signalized Intersection Summary
4: Vista Chino & Gene Autry Tr.

Existing Auto/LSEV PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	193	4	51	8	6	14	121	1053	3	5	718	102
Future Volume (veh/h)	193	4	51	8	6	14	121	1053	3	5	718	102
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	208	4	55	9	6	15	130	1132	3	5	772	110
Adj No. of Lanes	0	1	1	0	1	1	1	2	1	1	2	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	119	1	469	96	41	469	166	1658	726	12	1351	591
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	0.09	0.47	0.47	0.01	0.38	0.38
Sat Flow, veh/h	0	4	1562	0	138	1562	1774	3539	1549	1774	3539	1549
Grp Volume(v), veh/h	212	0	55	15	0	15	130	1132	3	5	772	110
Grp Sat Flow(s),veh/h/ln	4	0	1562	138	0	1562	1774	1770	1549	1774	1770	1549
Q Serve(g_s), s	0.0	0.0	1.5	0.0	0.0	0.4	4.3	15.0	0.1	0.2	10.4	2.8
Cycle Q Clear(g_c), s	18.0	0.0	1.5	18.0	0.0	0.4	4.3	15.0	0.1	0.2	10.4	2.8
Prop In Lane	0.98		1.00	0.60		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	120	0	469	137	0	469	166	1658	726	12	1351	591
V/C Ratio(X)	1.77	0.00	0.12	0.11	0.00	0.03	0.79	0.68	0.00	0.42	0.57	0.19
Avail Cap(c_a), veh/h	120	0	469	137	0	469	210	1658	726	148	1351	591
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.8	0.0	15.2	17.1	0.0	14.8	26.6	12.5	8.5	29.7	14.7	12.3
Incr Delay (d2), s/veh	376.2	0.0	0.1	0.3	0.0	0.0	14.0	2.3	0.0	22.2	1.8	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.5	0.0	0.7	0.2	0.0	0.2	2.7	7.8	0.0	0.2	5.4	1.3
LnGrp Delay(d),s/veh	406.1	0.0	15.3	17.5	0.0	14.9	40.6	14.8	8.5	51.9	16.4	13.0
LnGrp LOS	F		B	B		B	D	B	A	D	B	B
Approach Vol, veh/h		267			30			1265			887	
Approach Delay, s/veh		325.6			16.2			17.4			16.2	
Approach LOS		F			B			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.9	32.6		22.5	10.1	27.4		22.5				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	23.5		18.0	7.1	21.4		18.0				
Max Q Clear Time (g_c+I1), s	2.2	17.0		20.0	6.3	12.4		20.0				
Green Ext Time (p_c), s	0.0	5.4		0.0	0.0	7.2		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			50.6									
HCM 2010 LOS			D									

Lanes, Volumes, Timings
5: Clubhouse View & Vista Chino

Existing Auto/LSEV PM Peak Hour

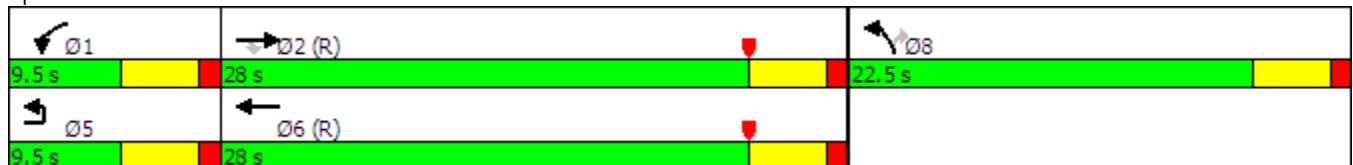


Lane Group	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↘	↑↑	↗	↘	↑↑	↗	↗
Traffic Volume (vph)	0	1236	13	10	766	21	12
Future Volume (vph)	0	1236	13	10	766	21	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	130		0	200		0	50
Storage Lanes	1		1	1		1	1
Taper Length (ft)	60			130		60	
Right Turn on Red			Yes				Yes
Link Speed (mph)		50			50	45	
Link Distance (ft)		501			679	345	
Travel Time (s)		6.8			9.3	5.2	
Confl. Peds. (#/hr)			1	1			
Confl. Bikes (#/hr)			2				1
Peak Hour Factor	0.92	0.88	0.88	0.88	0.88	0.88	0.88
Shared Lane Traffic (%)							
Turn Type	Prot	NA	Perm	Prot	NA	Prot	Perm
Protected Phases	5	2		1	6	8	
Permitted Phases			2				8
Detector Phase	5	2	2	1	6	8	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	22.5
Total Split (s)	9.5	28.0	28.0	9.5	28.0	22.5	22.5
Total Split (%)	15.8%	46.7%	46.7%	15.8%	46.7%	37.5%	37.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		
Recall Mode	None	C-Max	C-Max	None	C-Max	Max	Max

Intersection Summary

















Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 65
 Control Type: Actuated-Coordinated

Splits and Phases: 5: Clubhouse View & Vista Chino



HCM 2010 Signalized Intersection Summary
5: Clubhouse View & Vista Chino

Existing Auto/LSEV PM Peak Hour

								
Movement	EBU	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations								
Traffic Volume (veh/h)	0	1236	13	10	766	21	12	
Future Volume (veh/h)	0	1236	13	10	766	21	12	
Number		2	12	1	6	3	18	
Initial Q (Qb), veh		0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)			0.98	1.00		1.00	1.00	
Parking Bus, Adj		1.00	1.00	1.00	1.00	1.00	1.00	
Adj Sat Flow, veh/h/ln		1863	1863	1863	1863	1863	1863	
Adj Flow Rate, veh/h		1405	15	11	870	24	14	
Adj No. of Lanes		2	1	1	2	1	1	
Peak Hour Factor		0.88	0.88	0.88	0.88	0.88	0.88	
Percent Heavy Veh, %		2	2	2	2	2	2	
Cap, veh/h		1632	713	25	1947	532	475	
Arrive On Green		0.46	0.46	0.01	0.55	0.30	0.30	
Sat Flow, veh/h		3632	1547	1774	3632	1774	1583	
Grp Volume(v), veh/h		1405	15	11	870	24	14	
Grp Sat Flow(s),veh/h/ln		1770	1547	1774	1770	1774	1583	
Q Serve(g_s), s		21.3	0.3	0.4	8.8	0.6	0.4	
Cycle Q Clear(g_c), s		21.3	0.3	0.4	8.8	0.6	0.4	
Prop In Lane			1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h		1632	713	25	1947	532	475	
V/C Ratio(X)		0.86	0.02	0.44	0.45	0.05	0.03	
Avail Cap(c_a), veh/h		1632	713	148	1947	532	475	
HCM Platoon Ratio		1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)		1.00	1.00	1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh		14.5	8.8	29.4	8.1	14.9	14.8	
Incr Delay (d2), s/veh		6.2	0.1	12.0	0.7	0.2	0.1	
Initial Q Delay(d3),s/veh		0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln		11.8	0.1	0.3	4.4	0.3	0.2	
LnGrp Delay(d),s/veh		20.7	8.9	41.3	8.8	15.1	14.9	
LnGrp LOS		C	A	D	A	B	B	
Approach Vol, veh/h		1420			881	38		
Approach Delay, s/veh		20.5			9.2	15.0		
Approach LOS		C			A	B		
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	5.3	32.2				37.5		22.5
Change Period (Y+Rc), s	4.5	4.5				4.5		4.5
Max Green Setting (Gmax), s	5.0	23.5				23.5		18.0
Max Q Clear Time (g_c+I1), s	2.4	23.3				10.8		2.6
Green Ext Time (p_c), s	0.0	0.2				10.1		0.0
Intersection Summary								
HCM 2010 Ctrl Delay			16.2					
HCM 2010 LOS			B					
Notes								

Lanes, Volumes, Timings
6: Sunrise Wy. & N. Riverside Dr.

Existing Auto/LSEV PM Peak Hour



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	8	21	14	641	728	7
Future Volume (vph)	8	21	14	641	728	7
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	220			100
Storage Lanes	1	0	1			1
Taper Length (ft)	60		60			
Link Speed (mph)	30			40	40	
Link Distance (ft)	407			806	363	
Travel Time (s)	9.3			13.7	6.2	
Confl. Peds. (#/hr)		1	14			14
Confl. Bikes (#/hr)		1				3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Shared Lane Traffic (%)						
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection

Int Delay, s/veh 0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W		W	W	W	W
Traffic Vol, veh/h	8	21	14	641	728	7
Future Vol, veh/h	8	21	14	641	728	7
Conflicting Peds, #/hr	0	1	14	0	0	14
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	220	-	-	100
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	22	15	668	758	7

Major/Minor	Minor2	Major1		Major2
Conflicting Flow All	1135	394	772	0
Stage 1	772	-	-	-
Stage 2	363	-	-	-
Critical Hdwy	6.84	6.94	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-
Pot Cap-1 Maneuver	196	605	839	-
Stage 1	416	-	-	-
Stage 2	674	-	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	187	596	838	-
Mov Cap-2 Maneuver	308	-	-	-
Stage 1	410	-	-	-
Stage 2	653	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.1	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	838	-	474	-	-
HCM Lane V/C Ratio	0.017	-	0.064	-	-
HCM Control Delay (s)	9.4	-	13.1	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

Lanes, Volumes, Timings
7: Sunrise Wy. & Mesquite Av.

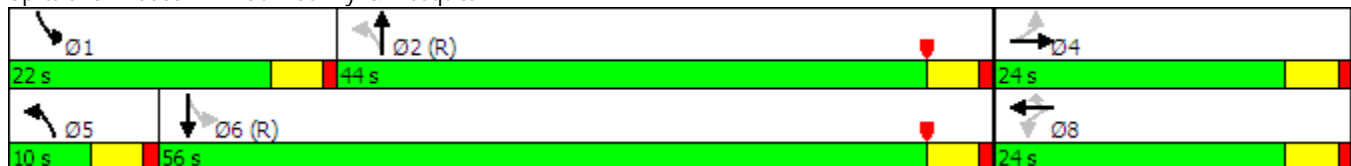
Existing Auto/LSEV PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	58	48	20	15	53	72	15	551	16	65	553	66
Future Volume (vph)	58	48	20	15	53	72	15	551	16	65	553	66
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	85		0	100		0	150		150	150		150
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	60			60			60			60		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			30			40			40	
Link Distance (ft)		440			3092			475			806	
Travel Time (s)		6.7			70.3			8.1			13.7	
Confl. Bikes (#/hr)			2			2			2			3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8	2			6		
Detector Phase	4	4		8	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5	22.5	9.5	22.5		9.5	22.5	
Total Split (s)	24.0	24.0		24.0	24.0	24.0	10.0	44.0		22.0	56.0	
Total Split (%)	26.7%	26.7%		26.7%	26.7%	26.7%	11.1%	48.9%		24.4%	62.2%	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5		4.5	4.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	Ped	Ped		Ped	Ped	Ped	None	C-Max		None	C-Max	

Intersection Summary






















Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 15 (17%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated

Splits and Phases: 7: Sunrise Wy. & Mesquite Av.



HCM 2010 Signalized Intersection Summary
7: Sunrise Wy. & Mesquite Av.

Existing Auto/LSEV PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	58	48	20	15	53	72	15	551	16	65	553	66
Future Volume (veh/h)	58	48	20	15	53	72	15	551	16	65	553	66
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	62	52	22	16	57	77	16	592	17	70	595	71
Adj No. of Lanes	1	1	0	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	179	133	56	170	201	168	619	2446	70	675	2301	274
Arrive On Green	0.11	0.11	0.11	0.11	0.11	0.11	0.02	0.70	0.70	0.05	0.72	0.72
Sat Flow, veh/h	1250	1237	523	1320	1863	1558	1774	3512	101	1774	3177	378
Grp Volume(v), veh/h	62	0	74	16	57	77	16	298	311	70	331	335
Grp Sat Flow(s),veh/h/ln	1250	0	1760	1320	1863	1558	1774	1770	1843	1774	1770	1786
Q Serve(g_s), s	4.3	0.0	3.5	1.0	2.5	4.2	0.2	5.5	5.5	1.0	5.7	5.7
Cycle Q Clear(g_c), s	6.9	0.0	3.5	4.6	2.5	4.2	0.2	5.5	5.5	1.0	5.7	5.7
Prop In Lane	1.00		0.30	1.00		1.00	1.00		0.05	1.00		0.21
Lane Grp Cap(c), veh/h	179	0	190	170	201	168	619	1232	1284	675	1281	1293
V/C Ratio(X)	0.35	0.00	0.39	0.09	0.28	0.46	0.03	0.24	0.24	0.10	0.26	0.26
Avail Cap(c_a), veh/h	316	0	381	314	404	338	695	1232	1284	938	1281	1293
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.1	0.0	37.4	39.5	37.0	37.7	3.8	5.0	5.0	3.3	4.2	4.2
Incr Delay (d2), s/veh	1.1	0.0	1.3	0.2	0.8	2.0	0.0	0.5	0.4	0.1	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	1.8	0.4	1.3	1.9	0.1	2.8	2.9	0.5	2.9	3.0
LnGrp Delay(d),s/veh	41.3	0.0	38.7	39.8	37.7	39.6	3.8	5.5	5.4	3.4	4.7	4.7
LnGrp LOS	D		D	D	D	D	A	A	A	A	A	A
Approach Vol, veh/h		136			150			625			736	
Approach Delay, s/veh		39.9			38.9			5.4			4.6	
Approach LOS		D			D			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.6	67.2		14.2	6.1	69.7		14.2				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	17.5	39.5		19.5	5.5	51.5		19.5				
Max Q Clear Time (g_c+I1), s	3.0	7.5		8.9	2.2	7.7		6.6				
Green Ext Time (p_c), s	0.1	8.7		0.8	0.0	9.2		0.9				
Intersection Summary												
HCM 2010 Ctrl Delay			10.9									
HCM 2010 LOS			B									

Lanes, Volumes, Timings
8: Farrel Dr. & Mesquite Av.

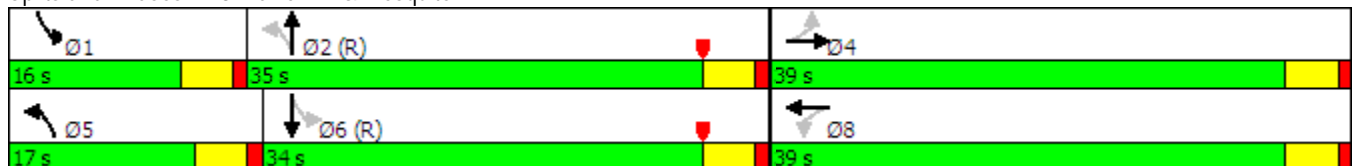
Existing Auto/LSEV PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	53	38	38	9	34	24	43	284	6	14	249	58
Future Volume (vph)	53	38	38	9	34	24	43	284	6	14	249	58
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	90		0	75		0	70		0	0		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	60			30			80			80		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			45			45			30	
Link Distance (ft)		3092			889			512			696	
Travel Time (s)		70.3			13.5			7.8			15.8	
Confl. Bikes (#/hr)			2			2			2			2
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5		9.5	22.5		9.5	22.5	
Total Split (s)	39.0	39.0		39.0	39.0		17.0	35.0		16.0	34.0	
Total Split (%)	43.3%	43.3%		43.3%	43.3%		18.9%	38.9%		17.8%	37.8%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	Ped	Ped		Ped	Ped		None	C-Max		None	C-Max	

Intersection Summary





















Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated

Splits and Phases: 8: Farrel Dr. & Mesquite Av.















HCM 2010 Signalized Intersection Summary
8: Farrel Dr. & Mesquite Av.

Existing Auto/LSEV PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	38	38	9	34	24	43	284	6	14	249	58
Future Volume (veh/h)	53	38	38	9	34	24	43	284	6	14	249	58
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	57	41	41	10	37	26	46	305	6	15	268	62
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	179	165	143	169	191	121	869	2627	52	872	2057	467
Arrive On Green	0.09	0.09	0.09	0.09	0.09	0.09	0.04	0.74	0.74	0.02	0.72	0.72
Sat Flow, veh/h	1334	1785	1544	1311	2071	1305	1774	3549	70	1774	2859	649
Grp Volume(v), veh/h	57	41	41	10	31	32	46	152	159	15	164	166
Grp Sat Flow(s),veh/h/ln	1334	1770	1559	1311	1770	1606	1774	1770	1849	1774	1770	1738
Q Serve(g_s), s	3.7	1.9	2.2	0.6	1.5	1.7	0.6	2.2	2.2	0.2	2.6	2.7
Cycle Q Clear(g_c), s	5.4	1.9	2.2	2.9	1.5	1.7	0.6	2.2	2.2	0.2	2.6	2.7
Prop In Lane	1.00		0.99	1.00		0.81	1.00		0.04	1.00		0.37
Lane Grp Cap(c), veh/h	179	164	144	169	164	148	869	1310	1369	872	1273	1251
V/C Ratio(X)	0.32	0.25	0.29	0.06	0.19	0.22	0.05	0.12	0.12	0.02	0.13	0.13
Avail Cap(c_a), veh/h	567	678	598	550	678	616	1048	1310	1369	1068	1273	1251
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.99	0.99	0.99	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.3	37.9	38.1	39.4	37.7	37.8	2.8	3.3	3.3	3.1	3.9	3.9
Incr Delay (d2), s/veh	1.0	0.8	1.1	0.1	0.6	0.7	0.0	0.2	0.2	0.0	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	1.0	1.0	0.2	0.7	0.8	0.3	1.1	1.2	0.1	1.3	1.3
LnGrp Delay(d),s/veh	41.3	38.7	39.2	39.6	38.3	38.5	2.8	3.5	3.5	3.1	4.1	4.1
LnGrp LOS	D	D	D	D	D	D	A	A	A	A	A	A
Approach Vol, veh/h		139			73			357			345	
Approach Delay, s/veh		39.9			38.6			3.4			4.1	
Approach LOS		D			D			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.1	71.1		12.8	7.9	69.3		12.8				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	11.5	30.5		34.5	12.5	29.5		34.5				
Max Q Clear Time (g_c+I1), s	2.2	4.2		7.4	2.6	4.7		4.9				
Green Ext Time (p_c), s	0.0	3.8		1.0	0.0	3.7		1.0				
Intersection Summary												
HCM 2010 Ctrl Delay			12.0									
HCM 2010 LOS			B									

Lanes, Volumes, Timings
 9: El Cielo Rd. & Mesquite Av.

Existing Auto/LSEV PM Peak Hour

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	127	160	117	130	160	139
Future Volume (vph)	127	160	117	130	160	139
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	250		100	90	
Storage Lanes	1	1		1	1	
Taper Length (ft)	60				60	
Link Speed (mph)	35		45			45
Link Distance (ft)	566		352			331
Travel Time (s)	11.0		5.3			5.0
Confl. Peds. (#/hr)	3	1		1	1	
Confl. Bikes (#/hr)		1		3		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control	Stop		Stop			Stop
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

Intersection	
Intersection Delay, s/veh	10.5
Intersection LOS	B





















Movement	WBU	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Lane Configurations		↙	↗		↑	↗		↙	↑
Traffic Vol, veh/h	0	127	160	0	117	130	0	160	139
Future Vol, veh/h	0	127	160	0	117	130	0	160	139
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	138	174	0	127	141	0	174	151
Number of Lanes	0	1	1	0	1	1	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay	10.7	9.7	11.1
HCM LOS	B	A	B

Lane	NBLn1	NBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	0%	0%	100%	0%	100%	0%
Vol Thru, %	100%	0%	0%	0%	0%	100%
Vol Right, %	0%	100%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	117	130	127	160	160	139
LT Vol	0	0	127	0	160	0
Through Vol	117	0	0	0	0	139
RT Vol	0	130	0	160	0	0
Lane Flow Rate	127	141	138	174	174	151
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.208	0.203	0.252	0.26	0.304	0.243
Departure Headway (Hd)	5.892	5.182	6.583	5.373	6.288	5.782
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	610	694	547	670	572	622
Service Time	3.619	2.91	4.31	3.099	4.013	3.507
HCM Lane V/C Ratio	0.208	0.203	0.252	0.26	0.304	0.243
HCM Control Delay	10.2	9.2	11.5	10	11.7	10.4
HCM Lane LOS	B	A	B	A	B	B
HCM 95th-tile Q	0.8	0.8	1	1	1.3	0.9

Lanes, Volumes, Timings
10: Crossley Rd. & 34th Av.

Existing Auto/LSEV PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	23	0	18	12	0	23	13	263	16	30	215	4
Future Volume (vph)	23	0	18	12	0	23	13	263	16	30	215	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	60		50	70		50
Storage Lanes	0		0	0		0	1		1	1		1
Taper Length (ft)	60			60			60			60		
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		346			491			509			544	
Travel Time (s)		7.9			11.2			7.7			8.2	
Confl. Peds. (#/hr)							3		4	4		3
Confl. Bikes (#/hr)			2			2			2			2
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

















Area Type: Other

Control Type: Unsignalized

Intersection												
Int Delay, s/veh	1.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕	↕	↕	↕	↕
Traffic Vol, veh/h	23	0	18	12	0	23	13	263	16	30	215	4
Future Vol, veh/h	23	0	18	12	0	23	13	263	16	30	215	4
Conflicting Peds, #/hr	0	0	0	0	0	0	3	0	4	4	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	60	-	50	70	-	50
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	24	0	19	12	0	24	13	271	16	31	222	4
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	449	589	114	475	589	140	225	0	0	275	0	0
Stage 1	287	287	-	302	302	-	-	-	-	-	-	-
Stage 2	162	302	-	173	287	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	493	419	917	473	419	882	1341	-	-	1285	-	-
Stage 1	696	673	-	682	663	-	-	-	-	-	-	-
Stage 2	824	663	-	812	673	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	466	402	914	450	402	879	1341	-	-	1285	-	-
Mov Cap-2 Maneuver	466	402	-	450	402	-	-	-	-	-	-	-
Stage 1	687	655	-	673	654	-	-	-	-	-	-	-
Stage 2	794	654	-	776	655	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	11.5			10.8			0.3			0.9		
HCM LOS	B			B								
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1341	-	-	594	662	1285	-	-				
HCM Lane V/C Ratio	0.01	-	-	0.071	0.055	0.024	-	-				
HCM Control Delay (s)	7.7	-	-	11.5	10.8	7.9	-	-				
HCM Lane LOS	A	-	-	B	B	A	-	-				
HCM 95th %tile Q(veh)	0	-	-	0.2	0.2	0.1	-	-				

Lanes, Volumes, Timings
 11: Crossley Rd. & Tahquitz Creek

Existing Auto/LSEV PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	0	0	298	0	0	254	0
Future Volume (vph)	0	0	0	0	0	0	0	298	0	0	254	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		228			675			463			646	
Travel Time (s)		5.2			15.3			7.0			9.8	
Confl. Peds. (#/hr)	4		4	4		4						
Confl. Bikes (#/hr)									4			3
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

Intersection												
Int Delay, s/veh	0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↖				↑↑			↑↑	
Traffic Vol, veh/h	0	0	0	0	0	0	0	298	0	0	254	0
Future Vol, veh/h	0	0	0	0	0	0	0	298	0	0	254	0
Conflicting Peds, #/hr	4	0	4	4	0	4	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	307	0	0	262	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	420	569	135	442	-	-	-	0	-	-	-	0
Stage 1	262	262	-	307	-	-	-	-	-	-	-	-
Stage 2	158	307	-	135	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	-	-	-	-	-	-	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	-	-	-	-	-	-	-	-
Pot Cap-1 Maneuver	517	430	889	499	0	0	0	-	0	0	-	0
Stage 1	720	690	-	678	0	0	0	-	0	0	-	0
Stage 2	828	660	-	854	0	0	0	-	0	0	-	0
Platoon blocked, %												
Mov Cap-1 Maneuver	515	430	886	497	-	-	-	-	-	-	-	-
Mov Cap-2 Maneuver	515	430	-	497	-	-	-	-	-	-	-	-
Stage 1	720	690	-	678	-	-	-	-	-	-	-	-
Stage 2	825	660	-	851	-	-	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	EBLn1	WBLn1	SBT
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	0	0	-
HCM Lane LOS	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-

Lanes, Volumes, Timings
 12: Cathedral Cyn. Dr. & Officer David Vasquez Rd.

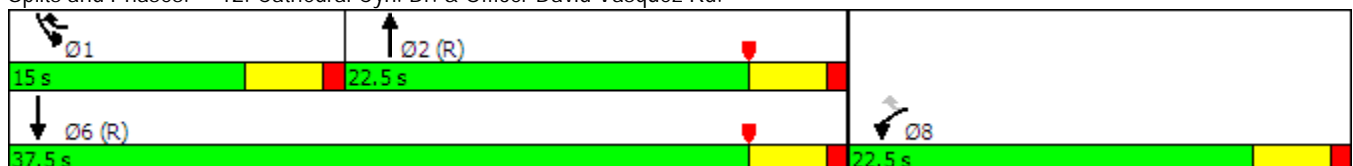
Existing Auto/LSEV PM Peak Hour

	↙ ↘		↑	↗ ↘		↓
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↙↘	↗	↕↔		↗	↕↕
Traffic Volume (vph)	8	40	408	3	23	441
Future Volume (vph)	8	40	408	3	23	441
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	120	120		150	200	
Storage Lanes	1	1		0	1	
Taper Length (ft)	90				80	
Right Turn on Red		Yes		Yes		
Link Speed (mph)	40		40			40
Link Distance (ft)	554		483			555
Travel Time (s)	9.4		8.2			9.5
Confl. Bikes (#/hr)		1		5		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)						
Turn Type	Prot	pm+ov	NA		Prot	NA
Protected Phases	8	1	2		1	6
Permitted Phases		8				
Detector Phase	8	1	2		1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	22.5	9.5	22.5		9.5	22.5
Total Split (s)	22.5	15.0	22.5		15.0	37.5
Total Split (%)	37.5%	25.0%	37.5%		25.0%	62.5%
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5
Lead/Lag		Lead	Lag		Lead	
Lead-Lag Optimize?		Yes	Yes		Yes	
Recall Mode	Ped	None	C-Max		None	C-Max

Intersection Summary















Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated

Splits and Phases: 12: Cathedral Cyn. Dr. & Officer David Vasquez Rd.



HCM 2010 Signalized Intersection Summary
 12: Cathedral Cyn. Dr. & Officer David Vasquez Rd.

Existing Auto/LSEV PM Peak Hour

								
Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations	 		 			 		
Traffic Volume (veh/h)	8	40	408	3	23	441		
Future Volume (veh/h)	8	40	408	3	23	441		
Number	3	18	2	12	1	6		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00		0.98	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863		
Adj Flow Rate, veh/h	8	42	429	3	24	464		
Adj No. of Lanes	2	1	2	0	1	2		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	162	118	2523	18	49	2842		
Arrive On Green	0.05	0.05	0.70	0.70	0.03	0.80		
Sat Flow, veh/h	3442	1583	3695	25	1774	3632		
Grp Volume(v), veh/h	8	42	211	221	24	464		
Grp Sat Flow(s),veh/h/ln	1721	1583	1770	1858	1774	1770		
Q Serve(g_s), s	0.1	1.5	2.4	2.4	0.8	1.8		
Cycle Q Clear(g_c), s	0.1	1.5	2.4	2.4	0.8	1.8		
Prop In Lane	1.00	1.00		0.01	1.00			
Lane Grp Cap(c), veh/h	162	118	1239	1301	49	2842		
V/C Ratio(X)	0.05	0.36	0.17	0.17	0.49	0.16		
Avail Cap(c_a), veh/h	1032	518	1239	1301	310	2842		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	27.3	26.4	3.1	3.1	28.8	1.3		
Incr Delay (d2), s/veh	0.1	1.8	0.3	0.3	7.5	0.1		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.1	0.7	1.3	1.3	0.5	0.9		
LnGrp Delay(d),s/veh	27.4	28.2	3.4	3.3	36.3	1.5		
LnGrp LOS	C	C	A	A	D	A		
Approach Vol, veh/h	50		432			488		
Approach Delay, s/veh	28.1		3.3			3.2		
Approach LOS	C		A			A		
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	6.1	46.5				52.7		7.3
Change Period (Y+Rc), s	4.5	4.5				4.5		4.5
Max Green Setting (Gmax), s	10.5	18.0				33.0		18.0
Max Q Clear Time (g_c+I1), s	2.8	4.4				3.8		3.5
Green Ext Time (p_c), s	0.0	4.5				5.8		0.1
Intersection Summary								
HCM 2010 Ctrl Delay			4.5					
HCM 2010 LOS			A					

Lanes, Volumes, Timings
13: Date Palm Dr. & Perez Rd.

Existing Auto/LSEV PM Peak Hour

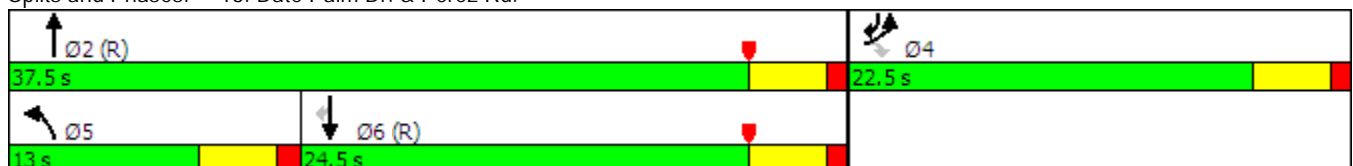


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↖↗	↗	↖	↑↑	↑↑	↗
Traffic Volume (vph)	361	163	173	590	439	335
Future Volume (vph)	361	163	173	590	439	335
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	165	0	160			150
Storage Lanes	1	1	1			1
Taper Length (ft)	60		80			
Right Turn on Red		Yes				Yes
Link Speed (mph)	40			40	40	
Link Distance (ft)	503			488	484	
Travel Time (s)	8.6			8.3	8.3	
Confl. Bikes (#/hr)		1				3
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)						
Turn Type	Prot	Perm	Prot	NA	NA	pm+ov
Protected Phases	4		5	2	6	4
Permitted Phases		4				6
Detector Phase	4	4	5	2	6	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	9.5	22.5	22.5	22.5
Total Split (s)	22.5	22.5	13.0	37.5	24.5	22.5
Total Split (%)	37.5%	37.5%	21.7%	62.5%	40.8%	37.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	Ped	Ped	None	C-Max	C-Max	Ped

Intersection Summary
















Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Splits and Phases: 13: Date Palm Dr. & Perez Rd.



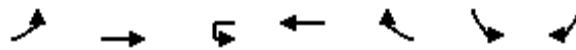
HCM 2010 Signalized Intersection Summary
 13: Date Palm Dr. & Perez Rd.

Existing Auto/LSEV PM Peak Hour

								
Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations	 			 	 			
Traffic Volume (veh/h)	361	163	173	590	439	335		
Future Volume (veh/h)	361	163	173	590	439	335		
Number	7	14	5	2	6	16		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.98		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863		
Adj Flow Rate, veh/h	380	172	182	621	462	353		
Adj No. of Lanes	2	1	1	2	2	1		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	555	255	225	2438	1722	1009		
Arrive On Green	0.16	0.16	0.13	0.69	0.49	0.49		
Sat Flow, veh/h	3442	1583	1774	3632	3632	1548		
Grp Volume(v), veh/h	380	172	182	621	462	353		
Grp Sat Flow(s),veh/h/ln	1721	1583	1774	1770	1770	1548		
Q Serve(g_s), s	6.2	6.1	6.0	4.0	4.6	6.2		
Cycle Q Clear(g_c), s	6.2	6.1	6.0	4.0	4.6	6.2		
Prop In Lane	1.00	1.00	1.00			1.00		
Lane Grp Cap(c), veh/h	555	255	225	2438	1722	1009		
V/C Ratio(X)	0.68	0.67	0.81	0.25	0.27	0.35		
Avail Cap(c_a), veh/h	1032	475	251	2438	1722	1009		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	23.7	23.7	25.5	3.5	9.1	4.8		
Incr Delay (d2), s/veh	1.5	3.1	16.0	0.3	0.4	1.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	3.1	5.4	3.9	2.0	2.3	4.1		
LnGrp Delay(d),s/veh	25.2	26.8	41.5	3.8	9.5	5.8		
LnGrp LOS	C	C	D	A	A	A		
Approach Vol, veh/h	552			803	815			
Approach Delay, s/veh	25.7			12.3	7.9			
Approach LOS	C			B	A			
Timer	1	2	3	4	5	6	7	8
Assigned Phs	2		4		5	6		
Phs Duration (G+Y+Rc), s	45.8		14.2		12.1	33.7		
Change Period (Y+Rc), s	4.5		4.5		4.5	4.5		
Max Green Setting (Gmax), s	33.0		18.0		8.5	20.0		
Max Q Clear Time (g_c+I1), s	6.0		8.2		8.0	8.2		
Green Ext Time (p_c), s	9.5		1.4		0.0	6.2		
Intersection Summary								
HCM 2010 Ctrl Delay			14.1					
HCM 2010 LOS			B					

Lanes, Volumes, Timings
14: Frank Sinatra Dr. & Da Vall Dr.

Existing Auto/LSEV PM Peak Hour



Lane Group	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (vph)	249	296	0	351	331	232	146
Future Volume (vph)	249	296	0	351	331	232	146
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	120		105		75	160	0
Storage Lanes	1		1		1	1	1
Taper Length (ft)	90		55			100	
Right Turn on Red					Yes		Yes
Link Speed (mph)		45		45		45	
Link Distance (ft)		584		653		606	
Travel Time (s)		8.8		9.9		9.2	
Confl. Bikes (#/hr)					2		1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Shared Lane Traffic (%)							19%
Turn Type	Prot	NA	Prot	NA	Perm	Prot	Perm
Protected Phases	5	2	1	6		4	
Permitted Phases					6		4
Detector Phase	5	2	1	6	6	4	4
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	9.5	22.5	22.5	22.5	22.5
Total Split (s)	25.4	68.0	9.5	52.1	52.1	22.5	22.5
Total Split (%)	25.4%	68.0%	9.5%	52.1%	52.1%	22.5%	22.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag	Lag		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		
Recall Mode	None	C-Max	None	C-Max	C-Max	Max	Max

Intersection Summary

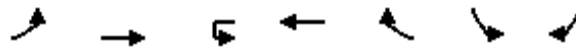
Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Splits and Phases: 14: Frank Sinatra Dr. & Da Vall Dr.



HCM 2010 Signalized Intersection Summary
 14: Frank Sinatra Dr. & Da Vall Dr.

Existing Auto/LSEV PM Peak Hour



Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR	
Lane Configurations								
Traffic Volume (veh/h)	249	296	0	351	331	232	146	
Future Volume (veh/h)	249	296	0	351	331	232	146	
Number	5	2		6	16	7	14	
Initial Q (Qb), veh	0	0		0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00				0.98	1.00	1.00	
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00	1.00	
Adj Sat Flow, veh/h/ln	1863	1863		1863	1863	1863	1863	
Adj Flow Rate, veh/h	259	308		366	345	261	131	
Adj No. of Lanes	1	2		2	1	2	1	
Peak Hour Factor	0.96	0.96		0.96	0.96	0.96	0.96	
Percent Heavy Veh, %	2	2		2	2	2	2	
Cap, veh/h	294	2584		1838	805	639	285	
Arrive On Green	0.17	0.73		0.52	0.52	0.18	0.18	
Sat Flow, veh/h	1774	3632		3632	1549	3548	1583	
Grp Volume(v), veh/h	259	308		366	345	261	131	
Grp Sat Flow(s),veh/h/ln	1774	1770		1770	1549	1774	1583	
Q Serve(g_s), s	14.3	2.6		5.5	13.8	6.5	7.4	
Cycle Q Clear(g_c), s	14.3	2.6		5.5	13.8	6.5	7.4	
Prop In Lane	1.00				1.00	1.00	1.00	
Lane Grp Cap(c), veh/h	294	2584		1838	805	639	285	
V/C Ratio(X)	0.88	0.12		0.20	0.43	0.41	0.46	
Avail Cap(c_a), veh/h	371	2584		1838	805	639	285	
HCM Platoon Ratio	1.00	1.00		1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00		1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	40.8	4.0		12.9	14.9	36.3	36.7	
Incr Delay (d2), s/veh	18.0	0.1		0.2	1.7	1.9	5.3	
Initial Q Delay(d3),s/veh	0.0	0.0		0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	8.4	1.3		2.8	6.2	3.4	7.0	
LnGrp Delay(d),s/veh	58.8	4.1		13.1	16.5	38.2	41.9	
LnGrp LOS	E	A		B	B	D	D	
Approach Vol, veh/h		567		711		392		
Approach Delay, s/veh		29.1		14.8		39.5		
Approach LOS		C		B		D		
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		77.5		22.5	21.1	56.4		
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5		
Max Green Setting (Gmax), s		63.5		18.0	20.9	47.6		
Max Q Clear Time (g_c+I1), s		4.6		9.4	16.3	15.8		
Green Ext Time (p_c), s		6.1		0.9	0.3	5.8		
Intersection Summary								
HCM 2010 Ctrl Delay			25.4					
HCM 2010 LOS			C					
Notes								

Lanes, Volumes, Timings
15: SR-111 & Country Club Dr.

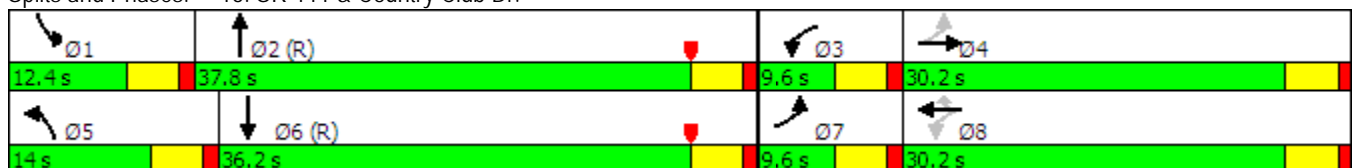
Existing Auto/LSEV PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	20	9	48	3	174	7	1465	78	181	1208	4
Future Volume (vph)	0	20	9	48	3	174	7	1465	78	181	1208	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	30		0	100		0	160		0	190		0
Storage Lanes	1		0	1		1	1		0	2		0
Taper Length (ft)	60			75			60			60		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			45			55			55	
Link Distance (ft)		358			739			1799			632	
Travel Time (s)		8.1			11.2			22.3			7.8	
Confl. Bikes (#/hr)			2			2			2			2
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Shared Lane Traffic (%)						49%						
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8		8						
Detector Phase	7	4		3	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5		9.5	22.5	22.5	9.5	22.5		9.5	22.5	
Total Split (s)	9.6	30.2		9.6	30.2	30.2	14.0	37.8		12.4	36.2	
Total Split (%)	10.7%	33.6%		10.7%	33.6%	33.6%	15.6%	42.0%		13.8%	40.2%	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5		4.5	4.5	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None	None	None	C-Max		None	C-Max	

Intersection Summary























Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated

Splits and Phases: 15: SR-111 & Country Club Dr.



HCM 2010 Signalized Intersection Summary
 15: SR-111 & Country Club Dr.

Existing Auto/LSEV PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	20	9	48	3	174	7	1465	78	181	1208	4
Future Volume (veh/h)	0	20	9	48	3	174	7	1465	78	181	1208	4
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	0	21	9	49	0	181	7	1510	0	187	1245	4
Adj No. of Lanes	1	1	0	1	0	2	1	3	0	2	3	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	148	68	29	203	0	451	16	3205	0	259	3645	12
Arrive On Green	0.00	0.06	0.06	0.04	0.00	0.14	0.02	1.00	0.00	0.08	0.70	0.70
Sat Flow, veh/h	1774	1230	527	1774	0	3119	1774	5253	0	3442	5233	17
Grp Volume(v), veh/h	0	0	30	49	0	181	7	1510	0	187	807	442
Grp Sat Flow(s),veh/h/ln	1774	0	1757	1774	0	1559	1774	1695	0	1721	1695	1859
Q Serve(g_s), s	0.0	0.0	1.5	2.3	0.0	4.7	0.4	0.0	0.0	4.8	8.5	8.5
Cycle Q Clear(g_c), s	0.0	0.0	1.5	2.3	0.0	4.7	0.4	0.0	0.0	4.8	8.5	8.5
Prop In Lane	1.00		0.30	1.00		1.00	1.00		0.00	1.00		0.01
Lane Grp Cap(c), veh/h	148	0	97	203	0	451	16	3205	0	259	2362	1295
V/C Ratio(X)	0.00	0.00	0.31	0.24	0.00	0.40	0.44	0.47	0.00	0.72	0.34	0.34
Avail Cap(c_a), veh/h	247	0	502	234	0	891	187	3205	0	302	2362	1295
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	1.00	0.91	0.91	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	40.9	36.2	0.0	35.0	44.0	0.0	0.0	40.7	5.4	5.4
Incr Delay (d2), s/veh	0.0	0.0	1.8	0.6	0.0	0.6	16.6	0.5	0.0	6.9	0.4	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.8	1.1	0.0	2.1	0.2	0.1	0.0	2.5	4.1	4.6
LnGrp Delay(d),s/veh	0.0	0.0	42.6	36.8	0.0	35.5	60.6	0.5	0.0	47.5	5.8	6.2
LnGrp LOS			D	D		D	E	A		D	A	A
Approach Vol, veh/h		30			230			1517			1436	
Approach Delay, s/veh		42.6			35.8			0.7			11.4	
Approach LOS		D			D			A			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.3	61.2	8.0	9.5	5.3	67.2	0.0	17.5				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	7.9	33.3	5.1	25.7	9.5	31.7	5.1	25.7				
Max Q Clear Time (g_c+I1), s	6.8	2.0	4.3	3.5	2.4	10.5	0.0	6.7				
Green Ext Time (p_c), s	0.1	22.5	0.0	0.8	0.0	16.7	0.0	0.7				
Intersection Summary												
HCM 2010 Ctrl Delay			8.4									
HCM 2010 LOS			A									
Notes												

Lanes, Volumes, Timings
16: SR-111 & Thunderbird Rd.

Existing Auto/LSEV PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	39	0	31	4	0	7	9	1376	4	1	1288	50
Future Volume (vph)	39	0	31	4	0	7	9	1376	4	1	1288	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		50	0		0	210		0	195		135
Storage Lanes	0		1	0		0	1		0	1		1
Taper Length (ft)	60			60			60			60		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		479			372			923			1799	
Travel Time (s)		10.9			8.5			11.4			22.3	
Confl. Bikes (#/hr)			2			2			2			2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA		Prot	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8								6
Detector Phase	4	4	4	8	8		5	2		1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5		9.5	22.5		9.5	22.5	22.5
Total Split (s)	24.0	24.0	24.0	24.0	24.0		11.0	56.0		10.0	55.0	55.0
Total Split (%)	26.7%	26.7%	26.7%	26.7%	26.7%		12.2%	62.2%		11.1%	61.1%	61.1%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		4.5	4.5		4.5		4.5	4.5		4.5	4.5	4.5
Lead/Lag							Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	Yes
Recall Mode	Ped	Ped	Ped	None	None		None	C-Max		None	C-Max	C-Max

Intersection Summary





















Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Splits and Phases: 16: SR-111 & Thunderbird Rd.



HCM 2010 Signalized Intersection Summary
 16: SR-111 & Thunderbird Rd.

Existing Auto/LSEV PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	0	31	4	0	7	9	1376	4	1	1288	50
Future Volume (veh/h)	39	0	31	4	0	7	9	1376	4	1	1288	50
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	41	0	33	4	0	7	9	1448	4	1	1356	53
Adj No. of Lanes	0	1	1	0	1	0	1	3	0	1	3	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	157	0	76	69	11	44	20	4187	12	2	4017	1224
Arrive On Green	0.05	0.00	0.05	0.05	0.00	0.05	0.01	0.80	0.80	0.00	1.00	1.00
Sat Flow, veh/h	1574	0	1552	291	218	890	1774	5236	14	1774	5085	1550
Grp Volume(v), veh/h	41	0	33	11	0	0	9	938	514	1	1356	53
Grp Sat Flow(s),veh/h/ln	1574	0	1552	1399	0	0	1774	1695	1860	1774	1695	1550
Q Serve(g_s), s	0.0	0.0	1.9	0.0	0.0	0.0	0.5	6.9	6.9	0.1	0.0	0.0
Cycle Q Clear(g_c), s	2.0	0.0	1.9	2.0	0.0	0.0	0.5	6.9	6.9	0.1	0.0	0.0
Prop In Lane	1.00		1.00	0.36		0.64	1.00		0.01	1.00		1.00
Lane Grp Cap(c), veh/h	157	0	76	123	0	0	20	2711	1487	2	4017	1224
V/C Ratio(X)	0.26	0.00	0.43	0.09	0.00	0.00	0.45	0.35	0.35	0.41	0.34	0.04
Avail Cap(c_a), veh/h	392	0	336	371	0	0	128	2711	1487	108	4017	1224
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.96	0.96	0.96
Uniform Delay (d), s/veh	41.7	0.0	41.6	41.0	0.0	0.0	44.2	2.5	2.5	44.8	0.0	0.0
Incr Delay (d2), s/veh	0.9	0.0	3.9	0.3	0.0	0.0	15.3	0.4	0.6	81.6	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	0.9	0.3	0.0	0.0	0.3	3.3	3.7	0.1	0.1	0.0
LnGrp Delay(d),s/veh	42.5	0.0	45.5	41.3	0.0	0.0	59.5	2.8	3.1	126.5	0.2	0.1
LnGrp LOS	D		D	D			E	A	A	F	A	A
Approach Vol, veh/h		74			11			1461			1410	
Approach Delay, s/veh		43.8			41.3			3.3			0.3	
Approach LOS		D			D			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.6	76.5		8.9	5.5	75.6		8.9				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.5	51.5		19.5	6.5	50.5		19.5				
Max Q Clear Time (g_c+I1), s	2.1	8.9		4.0	2.5	2.0		4.0				
Green Ext Time (p_c), s	0.0	28.6		0.2	0.0	31.1		0.2				
Intersection Summary												
HCM 2010 Ctrl Delay			3.0									
HCM 2010 LOS			A									

Lanes, Volumes, Timings
17: SR-111 & Paxton Dr.

Existing Auto/LSEV PM Peak Hour

Lane Group	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	4	4	0	1557	9	5	1250
Future Volume (vph)	4	4	0	1557	9	5	1250
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	60	125		0	195	
Storage Lanes	1	1	1		0	1	
Taper Length (ft)	60		60			60	
Right Turn on Red		Yes			Yes		
Link Speed (mph)	55			55			55
Link Distance (ft)	411			627			554
Travel Time (s)	5.1			7.8			6.9
Confl. Bikes (#/hr)		1			2		
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Shared Lane Traffic (%)							
Turn Type	Prot	Perm	Prot	NA		Prot	NA
Protected Phases	8		5	2		1	6
Permitted Phases		8					
Detector Phase	8	8	5	2		1	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	22.5	22.5	9.5	22.5		9.5	22.5
Total Split (s)	23.0	23.0	10.0	52.0		15.0	57.0
Total Split (%)	25.6%	25.6%	11.1%	57.8%		16.7%	63.3%
Yellow Time (s)	3.5	3.5	3.5	3.5		3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5		4.5	4.5
Lead/Lag			Lead	Lag		Lead	Lag
Lead-Lag Optimize?			Yes	Yes		Yes	Yes
Recall Mode	None	None	None	C-Max		None	C-Max

Intersection Summary














Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Splits and Phases: 17: SR-111 & Paxton Dr.

























HCM 2010 Signalized Intersection Summary
17: SR-111 & Paxton Dr.

Existing Auto/LSEV PM Peak Hour

								
Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT	
Lane Configurations								
Traffic Volume (veh/h)	4	4	0	1557	9	5	1250	
Future Volume (veh/h)	4	4	0	1557	9	5	1250	
Number	3	18		2	12	1	6	
Initial Q (Qb), veh	0	0		0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00	1.00			0.98	1.00		
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00	1.00	
Adj Sat Flow, veh/h/ln	1863	1863		1863	1900	1863	1863	
Adj Flow Rate, veh/h	4	4		1573	9	5	1263	
Adj No. of Lanes	1	1		3	0	1	3	
Peak Hour Factor	0.99	0.99		0.99	0.99	0.99	0.99	
Percent Heavy Veh, %	2	2		2	2	2	2	
Cap, veh/h	18	16		4348	25	12	4526	
Arrive On Green	0.01	0.01		0.83	0.83	0.01	0.89	
Sat Flow, veh/h	1774	1583		5385	30	1774	5253	
Grp Volume(v), veh/h	4	4		1022	560	5	1263	
Grp Sat Flow(s),veh/h/ln	1774	1583		1695	1857	1774	1695	
Q Serve(g_s), s	0.2	0.2		6.5	6.5	0.3	3.3	
Cycle Q Clear(g_c), s	0.2	0.2		6.5	6.5	0.3	3.3	
Prop In Lane	1.00	1.00			0.02	1.00		
Lane Grp Cap(c), veh/h	18	16		2825	1547	12	4526	
V/C Ratio(X)	0.22	0.25		0.36	0.36	0.43	0.28	
Avail Cap(c_a), veh/h	365	325		2825	1547	207	4526	
HCM Platoon Ratio	1.00	1.00		1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00		1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	44.2	44.2		1.8	1.8	44.5	0.7	
Incr Delay (d2), s/veh	6.2	8.0		0.4	0.7	23.4	0.2	
Initial Q Delay(d3),s/veh	0.0	0.0		0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	0.1	0.1		3.1	3.5	0.2	1.5	
LnGrp Delay(d),s/veh	50.4	52.2		2.1	2.4	67.9	0.9	
LnGrp LOS	D	D		A	A	E	A	
Approach Vol, veh/h	8			1582			1268	
Approach Delay, s/veh	51.3			2.3			1.1	
Approach LOS	D			A			A	
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	5.1	79.5				84.6		5.4
Change Period (Y+Rc), s	4.5	4.5				4.5		4.5
Max Green Setting (Gmax), s	10.5	47.5				52.5		18.5
Max Q Clear Time (g_c+I1), s	2.3	8.5				5.3		2.2
Green Ext Time (p_c), s	0.0	27.0				30.7		0.0
Intersection Summary								
HCM 2010 Ctrl Delay			1.9					
HCM 2010 LOS			A					
Notes								

Lanes, Volumes, Timings
18: San Jacinto Dr. & Rancho Las Palmas

Existing Auto/LSEV PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 						 	
Traffic Volume (vph)	51	157	34	78	90	55	40	10	34	63	22	55
Future Volume (vph)	51	157	34	78	90	55	40	10	34	63	22	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	55		0	105		0	0		80	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	70			65			60			60		
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		481			423			425			397	
Travel Time (s)		10.9			9.6			9.7			9.0	
Confl. Peds. (#/hr)	3					3			4	4		
Confl. Bikes (#/hr)			2			2			2			2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											

Intersection	
Intersection Delay, s/veh	9.9
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations		↵	↕↕			↵	↕↕				↕	↕
Traffic Vol, veh/h	0	51	157	34	0	78	90	55	0	40	10	34
Future Vol, veh/h	0	51	157	34	0	78	90	55	0	40	10	34
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	54	165	36	0	82	95	58	0	42	11	36
Number of Lanes	0	1	2	0	0	1	2	0	0	0	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	3	3	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	2	3
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	1	3
HCM Control Delay	9.7	9.6	9.6
HCM LOS	A	A	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	80%	0%	100%	0%	0%	100%	0%	0%	45%
Vol Thru, %	20%	0%	0%	100%	61%	0%	100%	35%	16%
Vol Right, %	0%	100%	0%	0%	39%	0%	0%	65%	39%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	50	34	51	105	86	78	60	85	140
LT Vol	40	0	51	0	0	78	0	0	63
Through Vol	10	0	0	105	52	0	60	30	22
RT Vol	0	34	0	0	34	0	0	55	55
Lane Flow Rate	53	36	54	110	91	82	63	89	147
Geometry Grp	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.098	0.056	0.096	0.181	0.142	0.147	0.105	0.137	0.25
Departure Headway (Hd)	6.735	5.632	6.425	5.92	5.642	6.465	5.96	5.502	6.113
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	533	636	558	607	636	555	602	652	588
Service Time	4.471	3.367	4.155	3.65	3.371	4.196	3.691	3.233	3.845
HCM Lane V/C Ratio	0.099	0.057	0.097	0.181	0.143	0.148	0.105	0.137	0.25
HCM Control Delay	10.2	8.7	9.8	10	9.3	10.3	9.4	9.1	10.9
HCM Lane LOS	B	A	A	A	A	B	A	A	B
HCM 95th-tile Q	0.3	0.2	0.3	0.7	0.5	0.5	0.4	0.5	1

Intersection

Intersection Delay, s/veh
 Intersection LOS

Movement	SBU	SBL	SBT	SBR
Lane Configurations			↕	
Traffic Vol, veh/h	0	63	22	55
Future Vol, veh/h	0	63	22	55
Peak Hour Factor	0.92	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	66	23	58
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	3
Conflicting Approach Right	EB
Conflicting Lanes Right	3
HCM Control Delay	10.9
HCM LOS	B

Lanes, Volumes, Timings
19: Bob Hope Dr. & Rancho Las Palmas

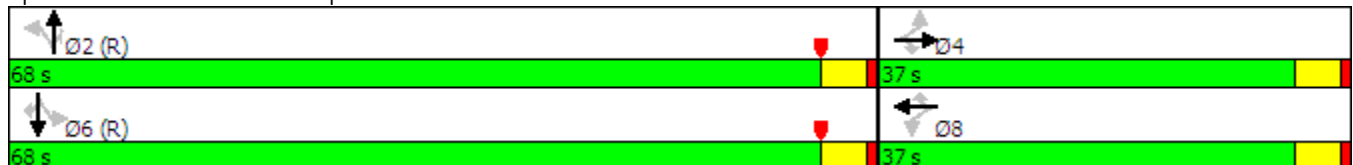
Existing Auto/LSEV PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	170	14	44	24	14	36	30	566	26	24	464	178
Future Volume (vph)	170	14	44	24	14	36	30	566	26	24	464	178
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	110		0	0		50	105		80	120		120
Storage Lanes	1		1	0		1	1		1	1		1
Taper Length (ft)	70			60			60			75		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		459			277			813			520	
Travel Time (s)		10.4			6.3			12.3			7.9	
Confl. Peds. (#/hr)	2		4	4		2	1		4	4		1
Confl. Bikes (#/hr)			2			2			3			2
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Shared Lane Traffic (%)												
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	4	4	4	8	8	8	2	2	2	6	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	37.0	37.0	37.0	37.0	37.0	37.0	68.0	68.0	68.0	68.0	68.0	68.0
Total Split (%)	35.2%	35.2%	35.2%	35.2%	35.2%	35.2%	64.8%	64.8%	64.8%	64.8%	64.8%	64.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Ped	Ped	Ped	Ped	Ped	Ped	C-Max	C-Max	C-Max	C-Max	C-Max	C-Max

Intersection Summary
























Area Type: Other
 Cycle Length: 105
 Actuated Cycle Length: 105
 Offset: 44 (42%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 45
 Control Type: Actuated-Coordinated

Splits and Phases: 19: Bob Hope Dr. & Rancho Las Palmas



HCM 2010 Signalized Intersection Summary
 19: Bob Hope Dr. & Rancho Las Palmas

Existing Auto/LSEV PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	170	14	44	24	14	36	30	566	26	24	464	178
Future Volume (veh/h)	170	14	44	24	14	36	30	566	26	24	464	178
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	0.99		0.98	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	207	17	54	29	17	44	37	690	32	29	566	217
Adj No. of Lanes	1	1	1	0	1	1	1	2	1	1	2	1
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	308	378	315	235	126	315	520	2517	1099	586	2517	1110
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.20	1.00	1.00	1.00	0.71	0.71	0.71
Sat Flow, veh/h	1329	1863	1552	880	618	1552	688	3539	1545	727	3539	1561
Grp Volume(v), veh/h	207	17	54	46	0	44	37	690	32	29	566	217
Grp Sat Flow(s),veh/h/ln	1329	1863	1552	1498	0	1552	688	1770	1545	727	1770	1561
Q Serve(g_s), s	15.9	0.8	3.0	1.2	0.0	2.4	0.5	0.0	0.0	1.3	5.8	4.9
Cycle Q Clear(g_c), s	18.2	0.8	3.0	2.4	0.0	2.4	6.2	0.0	0.0	1.3	5.8	4.9
Prop In Lane	1.00		1.00	0.63		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	308	378	315	360	0	315	520	2517	1099	586	2517	1110
V/C Ratio(X)	0.67	0.04	0.17	0.13	0.00	0.14	0.07	0.27	0.03	0.05	0.22	0.20
Avail Cap(c_a), veh/h	450	577	480	517	0	480	520	2517	1099	586	2517	1110
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	0.99	0.99	0.99	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.8	33.7	34.6	34.2	0.0	34.3	0.2	0.0	0.0	4.6	5.2	5.1
Incr Delay (d2), s/veh	2.5	0.0	0.3	0.2	0.0	0.2	0.3	0.3	0.0	0.2	0.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.0	0.4	1.3	1.1	0.0	1.1	0.1	0.1	0.0	0.3	2.8	2.2
LnGrp Delay(d),s/veh	44.3	33.7	34.8	34.4	0.0	34.5	0.5	0.3	0.0	4.7	5.4	5.5
LnGrp LOS	D	C	C	C		C	A	A	A	A	A	A
Approach Vol, veh/h		278			90			759			812	
Approach Delay, s/veh		41.8			34.5			0.3			5.4	
Approach LOS		D			C			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		79.2		25.8		79.2		25.8				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		63.5		32.5		63.5		32.5				
Max Q Clear Time (g_c+I1), s		8.2		20.2		7.8		4.4				
Green Ext Time (p_c), s		12.9		1.1		12.9		1.3				
Intersection Summary												
HCM 2010 Ctrl Delay			10.0									
HCM 2010 LOS			A									

Lanes, Volumes, Timings
20: Bob Hope Dr. & Avenida Las Palmas

Existing Auto/LSEV PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	7	80	18	11	31	53	529	32	26	540	68
Future Volume (vph)	60	7	80	18	11	31	53	529	32	26	540	68
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		25	0		180	100		40	120		120
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	60			60			60			80		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		299			661			491			813	
Travel Time (s)		6.8			15.0			7.4			12.3	
Confl. Peds. (#/hr)	16		20	20		16	7		4	4		7
Confl. Bikes (#/hr)			2			2			2			2
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Shared Lane Traffic (%)												
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	4	4	4	8	8	8	2	2	2	6	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	33.0	33.0	33.0	33.0	33.0	33.0	72.0	72.0	72.0	72.0	72.0	72.0
Total Split (%)	31.4%	31.4%	31.4%	31.4%	31.4%	31.4%	68.6%	68.6%	68.6%	68.6%	68.6%	68.6%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Ped	Ped	Ped	Ped	Ped	Ped	C-Max	C-Max	C-Max	C-Max	C-Max	C-Max

Intersection Summary























Area Type: Other
 Cycle Length: 105
 Actuated Cycle Length: 105
 Offset: 48 (46%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 45
 Control Type: Actuated-Coordinated

Splits and Phases: 20: Bob Hope Dr. & Avenida Las Palmas



HCM 2010 Signalized Intersection Summary
 20: Bob Hope Dr. & Avenida Las Palmas

Existing Auto/LSEV PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	7	80	18	11	31	53	529	32	26	540	68
Future Volume (veh/h)	60	7	80	18	11	31	53	529	32	26	540	68
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.96	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	62	7	83	19	11	32	55	551	33	27	562	71
Adj No. of Lanes	0	1	1	0	1	1	1	2	1	1	2	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	65	4	415	56	21	415	576	2275	991	545	2275	991
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.64	0.64	0.64	1.00	1.00	1.00
Sat Flow, veh/h	0	15	1528	0	76	1528	789	3539	1541	826	3539	1541
Grp Volume(v), veh/h	69	0	83	30	0	32	55	551	33	27	562	71
Grp Sat Flow(s),veh/h/ln	15	0	1528	76	0	1528	789	1770	1541	826	1770	1541
Q Serve(g_s), s	0.0	0.0	4.4	0.0	0.0	1.6	2.8	6.9	0.8	0.4	0.0	0.0
Cycle Q Clear(g_c), s	28.5	0.0	4.4	28.5	0.0	1.6	2.8	6.9	0.8	7.3	0.0	0.0
Prop In Lane	0.90		1.00	0.63		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	69	0	415	77	0	415	576	2275	991	545	2275	991
V/C Ratio(X)	1.00	0.00	0.20	0.39	0.00	0.08	0.10	0.24	0.03	0.05	0.25	0.07
Avail Cap(c_a), veh/h	69	0	415	77	0	415	576	2275	991	545	2275	991
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.98	0.98	0.98
Uniform Delay (d), s/veh	50.9	0.0	29.5	33.4	0.0	28.5	7.2	7.9	6.8	0.4	0.0	0.0
Incr Delay (d2), s/veh	107.7	0.0	0.2	3.2	0.0	0.1	0.3	0.3	0.1	0.2	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	0.0	1.9	0.9	0.0	0.7	0.7	3.4	0.4	0.1	0.1	0.0
LnGrp Delay(d),s/veh	158.5	0.0	29.7	36.6	0.0	28.5	7.5	8.2	6.9	0.5	0.3	0.1
LnGrp LOS	F		C	D		C	A	A	A	A	A	A
Approach Vol, veh/h		152			62			639			660	
Approach Delay, s/veh		88.2			32.5			8.1			0.3	
Approach LOS		F			C			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		72.0		33.0		72.0		33.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		67.5		28.5		67.5		28.5				
Max Q Clear Time (g_c+I1), s		8.9		30.5		9.3		30.5				
Green Ext Time (p_c), s		10.1		0.0		10.1		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			13.7									
HCM 2010 LOS			B									

Lanes, Volumes, Timings
 21: Bob Hope Dr. & Commercial Dwy.

Existing Auto/LSEV PM Peak Hour



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↖	↕	↗		↕
Traffic Volume (vph)	0	31	539	0	0	648
Future Volume (vph)	0	31	539	0	0	648
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		160	0	
Storage Lanes	0	1		1	0	
Taper Length (ft)	60				60	
Link Speed (mph)	30		45			45
Link Distance (ft)	471		345			491
Travel Time (s)	10.7		5.2			7.4
Confl. Peds. (#/hr)				7	7	
Confl. Bikes (#/hr)		1		2		
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Shared Lane Traffic (%)						
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection

Int Delay, s/veh 0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕↕	↗		↕↕
Traffic Vol, veh/h	0	31	539	0	0	648
Future Vol, veh/h	0	31	539	0	0	648
Conflicting Peds, #/hr	0	0	0	7	7	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	160	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	33	580	0	0	697

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	-	297	0 0
Stage 1	-	-	- -
Stage 2	-	-	- -
Critical Hdwy	-	6.94	- -
Critical Hdwy Stg 1	-	-	- -
Critical Hdwy Stg 2	-	-	- -
Follow-up Hdwy	-	3.32	- -
Pot Cap-1 Maneuver	0	699	- - 0 -
Stage 1	0	-	- - 0 -
Stage 2	0	-	- - 0 -
Platoon blocked, %			- -
Mov Cap-1 Maneuver	-	694	- - - -
Mov Cap-2 Maneuver	-	-	- - - -
Stage 1	-	-	- - - -
Stage 2	-	-	- - - -

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

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	- 694	-
HCM Lane V/C Ratio	-	- 0.048	-
HCM Control Delay (s)	-	- 10.4	-
HCM Lane LOS	-	- B	-
HCM 95th %tile Q(veh)	-	- 0.2	-

Lanes, Volumes, Timings
22: SR-111 & Bob Hope Dr.

Existing Auto/LSEV PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	13	15	582	10	47	15	1537	419	70	1292	8
Future Volume (vph)	7	13	15	582	10	47	15	1537	419	70	1292	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	225		150	100		240	250		0
Storage Lanes	0		0	1		0	1		1	2		0
Taper Length (ft)	60			80			70			110		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			50			50	
Link Distance (ft)		303			469			677			754	
Travel Time (s)		4.6			7.1			9.2			10.3	
Confl. Bikes (#/hr)			2			2			2			3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Shared Lane Traffic (%)				26%								
Turn Type	Split	NA		Split	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases									2			
Detector Phase	4	4		8	8		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5		9.5	22.5	22.5	9.5	22.5	
Total Split (s)	22.5	22.5		30.0	30.0		10.0	44.5	44.5	23.0	57.5	
Total Split (%)	18.8%	18.8%		25.0%	25.0%		8.3%	37.1%	37.1%	19.2%	47.9%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None		Ped	Ped		None	C-Max	C-Max	None	C-Max	

Intersection Summary






















Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated

Splits and Phases: 22: SR-111 & Bob Hope Dr.



HCM 2010 Signalized Intersection Summary
22: SR-111 & Bob Hope Dr.

Existing Auto/LSEV PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	13	15	582	10	47	15	1537	419	70	1292	8
Future Volume (veh/h)	7	13	15	582	10	47	15	1537	419	70	1292	8
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	7	14	16	525	124	49	16	1601	436	73	1346	8
Adj No. of Lanes	0	1	0	2	1	0	1	3	1	2	3	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	9	19	22	616	220	87	31	3096	952	131	3284	20
Arrive On Green	0.03	0.03	0.03	0.17	0.17	0.17	0.03	1.00	1.00	0.04	0.63	0.63
Sat Flow, veh/h	321	642	734	3548	1266	500	1774	5085	1563	3442	5216	31
Grp Volume(v), veh/h	37	0	0	525	0	173	16	1601	436	73	875	479
Grp Sat Flow(s),veh/h/ln	1697	0	0	1774	0	1766	1774	1695	1563	1721	1695	1856
Q Serve(g_s), s	2.6	0.0	0.0	17.2	0.0	10.8	1.1	0.0	0.0	2.5	15.5	15.5
Cycle Q Clear(g_c), s	2.6	0.0	0.0	17.2	0.0	10.8	1.1	0.0	0.0	2.5	15.5	15.5
Prop In Lane	0.19		0.43	1.00		0.28	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	50	0	0	616	0	307	31	3096	952	131	2135	1169
V/C Ratio(X)	0.74	0.00	0.00	0.85	0.00	0.56	0.52	0.52	0.46	0.56	0.41	0.41
Avail Cap(c_a), veh/h	255	0	0	754	0	375	81	3096	952	531	2135	1169
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.70	0.70	0.70	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.8	0.0	0.0	48.1	0.0	45.4	57.4	0.0	0.0	56.7	11.1	11.1
Incr Delay (d2), s/veh	18.9	0.0	0.0	7.9	0.0	1.6	9.4	0.4	1.1	3.7	0.6	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.0	0.0	9.1	0.0	5.4	0.6	0.1	0.3	1.3	7.3	8.2
LnGrp Delay(d),s/veh	76.6	0.0	0.0	56.0	0.0	47.1	66.9	0.4	1.1	60.4	11.7	12.2
LnGrp LOS	E			E		D	E	A	A	E	B	B
Approach Vol, veh/h		37			698			2053			1427	
Approach Delay, s/veh		76.6			53.8			1.1			14.3	
Approach LOS		E			D			A			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.1	77.6		8.0	6.6	80.1		25.3				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	18.5	40.0		18.0	5.5	53.0		25.5				
Max Q Clear Time (g_c+I1), s	4.5	2.0		4.6	3.1	17.5		19.2				
Green Ext Time (p_c), s	0.1	30.6		0.1	0.0	29.0		1.6				
Intersection Summary												
HCM 2010 Ctrl Delay			15.0									
HCM 2010 LOS			B									
Notes												

Lanes, Volumes, Timings
23: SR-111 & Magnesia Falls Dr.

Existing Auto/LSEV PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	24	4	22	69	2	36	40	1945	24	34	2095	30
Future Volume (vph)	24	4	22	69	2	36	40	1945	24	34	2095	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		65	90		90	170		0	215		0
Storage Lanes	0		1	1		1	1		0	1		0
Taper Length (ft)	60			60			80			80		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			50			50	
Link Distance (ft)		488			382			582			677	
Travel Time (s)		11.1			8.7			7.9			9.2	
Confl. Bikes (#/hr)			5			2			2			2
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Shared Lane Traffic (%)				49%								
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			8						
Detector Phase	4	4	4	8	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	9.5	22.5		9.5	22.5	
Total Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	9.8	55.0		20.0	65.2	
Total Split (%)	18.8%	18.8%	18.8%	18.8%	18.8%	18.8%	8.2%	45.8%		16.7%	54.3%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.5	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None	None	Ped	Ped	Ped	None	C-Max		None	C-Max	

Intersection Summary
























Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 100
 Control Type: Actuated-Coordinated

Splits and Phases: 23: SR-111 & Magnesia Falls Dr.



HCM 2010 Signalized Intersection Summary
23: SR-111 & Magnesia Falls Dr.

Existing Auto/LSEV PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	4	22	69	2	36	40	1945	24	34	2095	30
Future Volume (veh/h)	24	4	22	69	2	36	40	1945	24	34	2095	30
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.98	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	26	4	24	75	0	39	43	2091	26	37	2253	32
Adj No. of Lanes	0	1	1	2	0	1	1	3	0	1	3	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	54	8	53	151	0	66	56	3847	48	52	3827	54
Arrive On Green	0.03	0.03	0.03	0.04	0.00	0.04	0.03	0.74	0.74	0.06	1.00	1.00
Sat Flow, veh/h	1547	238	1522	3548	0	1548	1774	5176	64	1774	5165	73
Grp Volume(v), veh/h	30	0	24	75	0	39	43	1369	748	37	1478	807
Grp Sat Flow(s),veh/h/ln	1785	0	1522	1774	0	1548	1774	1695	1850	1774	1695	1848
Q Serve(g_s), s	2.0	0.0	1.9	2.5	0.0	3.0	2.9	20.9	20.9	2.5	0.0	0.0
Cycle Q Clear(g_c), s	2.0	0.0	1.9	2.5	0.0	3.0	2.9	20.9	20.9	2.5	0.0	0.0
Prop In Lane	0.87		1.00	1.00		1.00	1.00		0.03	1.00		0.04
Lane Grp Cap(c), veh/h	62	0	53	151	0	66	56	2520	1375	52	2512	1369
V/C Ratio(X)	0.48	0.00	0.45	0.50	0.00	0.59	0.76	0.54	0.54	0.71	0.59	0.59
Avail Cap(c_a), veh/h	268	0	228	532	0	232	78	2520	1375	229	2512	1369
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.86	0.86	0.86
Uniform Delay (d), s/veh	56.9	0.0	56.8	56.2	0.0	56.4	57.7	6.6	6.6	55.9	0.0	0.0
Incr Delay (d2), s/veh	5.7	0.0	5.9	2.5	0.0	8.3	24.6	0.8	1.5	13.9	0.9	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	0.9	1.3	0.0	1.4	1.8	10.0	11.2	1.4	0.3	0.6
LnGrp Delay(d),s/veh	62.6	0.0	62.7	58.7	0.0	64.7	82.2	7.5	8.2	69.8	0.9	1.6
LnGrp LOS	E		E	E		E	F	A	A	E	A	A
Approach Vol, veh/h		54			114			2160			2322	
Approach Delay, s/veh		62.6			60.8			9.2			2.2	
Approach LOS		E			E			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.0	93.7		8.7	8.3	93.4		9.6				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	15.5	50.5		18.0	5.3	60.7		18.0				
Max Q Clear Time (g_c+I1), s	4.5	22.9		4.0	4.9	2.0		5.0				
Green Ext Time (p_c), s	0.0	26.6		0.1	0.0	54.4		0.2				
Intersection Summary												
HCM 2010 Ctrl Delay			7.6									
HCM 2010 LOS			A									
Notes												

Lanes, Volumes, Timings
24: Monterey Av. & Parkview Dr.

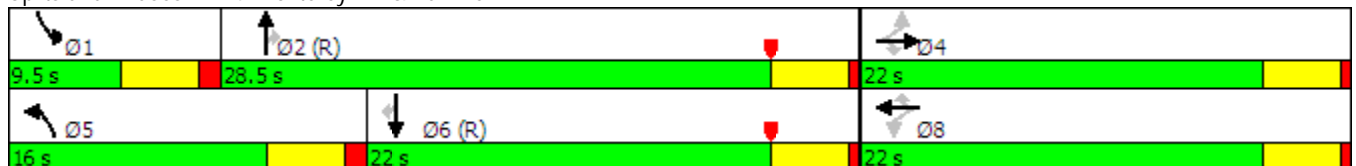
Existing Auto/LSEV PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	176	3	82	12	37	48	97	1119	9	8	1107	106
Future Volume (vph)	176	3	82	12	37	48	97	1119	9	8	1107	106
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	90		90	0		0	145		0	400		100
Storage Lanes	1		1	1		1	1		1	2		1
Taper Length (ft)	60			60			90			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			50			50	
Link Distance (ft)		583			473			600			604	
Travel Time (s)		13.3			10.8			8.2			8.2	
Confl. Bikes (#/hr)			2			2			2			2
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Shared Lane Traffic (%)												
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8			2			6
Detector Phase	4	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.0	22.0	22.0	22.0	22.0	22.0	9.5	22.0	22.0	9.5	22.0	22.0
Total Split (s)	22.0	22.0	22.0	22.0	22.0	22.0	16.0	28.5	28.5	9.5	22.0	22.0
Total Split (%)	36.7%	36.7%	36.7%	36.7%	36.7%	36.7%	26.7%	47.5%	47.5%	15.8%	36.7%	36.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	1.0	0.5	0.5	1.0	0.5	0.5
Lost Time Adjust (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
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.5	4.0	4.0	4.5	4.0	4.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	Ped	Ped	Ped	Ped	Ped	Ped	None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary

























Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 34 (57%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated

Splits and Phases: 24: Monterey Av. & Parkview Dr.



HCM 2010 Signalized Intersection Summary
 24: Monterey Av. & Parkview Dr.

Existing Auto/LSEV PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	176	3	82	12	37	48	97	1119	9	8	1107	106
Future Volume (veh/h)	176	3	82	12	37	48	97	1119	9	8	1107	106
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	198	3	92	13	42	54	109	1257	10	9	1244	119
Adj No. of Lanes	1	1	1	1	1	1	1	3	1	2	3	1
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	369	392	328	391	392	328	142	2897	891	40	2550	777
Arrive On Green	0.21	0.21	0.21	0.21	0.21	0.21	0.08	0.57	0.57	0.01	0.50	0.50
Sat Flow, veh/h	1294	1863	1561	1295	1863	1561	1774	5085	1563	3442	5085	1549
Grp Volume(v), veh/h	198	3	92	13	42	54	109	1257	10	9	1244	119
Grp Sat Flow(s),veh/h/ln	1294	1863	1561	1295	1863	1561	1774	1695	1563	1721	1695	1549
Q Serve(g_s), s	8.8	0.1	3.0	0.5	1.1	1.7	3.6	8.5	0.2	0.2	9.7	2.5
Cycle Q Clear(g_c), s	9.8	0.1	3.0	0.6	1.1	1.7	3.6	8.5	0.2	0.2	9.7	2.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	369	392	328	391	392	328	142	2897	891	40	2550	777
V/C Ratio(X)	0.54	0.01	0.28	0.03	0.11	0.16	0.77	0.43	0.01	0.23	0.49	0.15
Avail Cap(c_a), veh/h	485	559	468	507	559	468	340	2897	891	287	2550	777
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.1	18.7	19.9	19.0	19.1	19.4	27.1	7.4	5.6	29.4	9.9	8.1
Incr Delay (d2), s/veh	1.2	0.0	0.5	0.0	0.1	0.2	8.5	0.5	0.0	2.8	0.7	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	0.0	1.3	0.2	0.6	0.7	2.1	4.1	0.1	0.1	4.7	1.1
LnGrp Delay(d),s/veh	24.3	18.7	20.3	19.0	19.3	19.6	35.6	7.9	5.6	32.2	10.5	8.5
LnGrp LOS	C	B	C	B	B	B	D	A	A	C	B	A
Approach Vol, veh/h		293			109			1376			1372	
Approach Delay, s/veh		23.0			19.4			10.0			10.5	
Approach LOS		C			B			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.2	38.2		16.6	9.3	34.1		16.6				
Change Period (Y+Rc), s	4.5	4.0		4.0	4.5	4.0		4.0				
Max Green Setting (Gmax), s	5.0	24.5		18.0	11.5	18.0		18.0				
Max Q Clear Time (g_c+I1), s	2.2	10.5		11.8	5.6	11.7		3.7				
Green Ext Time (p_c), s	0.0	11.6		0.8	0.1	5.7		1.2				
Intersection Summary												
HCM 2010 Ctrl Delay			11.8									
HCM 2010 LOS			B									

Lanes, Volumes, Timings
 25: San Pablo Ave. & Magnesia Falls Dr.

Existing Auto/LSEV PM Peak Hour

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↙	↑	↖	↗
Traffic Volume (vph)	216	76	166	26	144	136
Future Volume (vph)	216	76	166	26	144	136
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		50	155		200	0
Storage Lanes		1	1		1	1
Taper Length (ft)			120		120	
Link Speed (mph)	35			35	35	
Link Distance (ft)	823			2649	1341	
Travel Time (s)	16.0			51.6	26.1	
Confl. Peds. (#/hr)		1	1		1	1
Confl. Bikes (#/hr)		2				2
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Shared Lane Traffic (%)						
Sign Control	Stop			Stop	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

Intersection	
Intersection Delay, s/veh	10.9
Intersection LOS	B






















Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBU	NBL	NBR
Lane Configurations		↑	↑		↑	↑		↑	↑
Traffic Vol, veh/h	0	216	76	0	166	26	0	144	136
Future Vol, veh/h	0	216	76	0	166	26	0	144	136
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	232	82	0	178	28	0	155	146
Number of Lanes	0	1	1	0	1	1	0	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	2
HCM Control Delay	10.8	11.5	10.6
HCM LOS	B	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2
Vol Left, %	100%	0%	0%	0%	100%	0%
Vol Thru, %	0%	0%	100%	0%	0%	100%
Vol Right, %	0%	100%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	144	136	216	76	166	26
LT Vol	144	0	0	0	166	0
Through Vol	0	0	216	0	0	26
RT Vol	0	136	0	76	0	0
Lane Flow Rate	155	146	232	82	178	28
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.278	0.213	0.368	0.114	0.313	0.045
Departure Headway (Hd)	6.464	5.254	5.71	5.002	6.311	5.804
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	557	686	632	718	571	618
Service Time	4.177	2.968	3.426	2.718	4.035	3.528
HCM Lane V/C Ratio	0.278	0.213	0.367	0.114	0.312	0.045
HCM Control Delay	11.7	9.4	11.7	8.4	11.9	8.8
HCM Lane LOS	B	A	B	A	B	A
HCM 95th-tile Q	1.1	0.8	1.7	0.4	1.3	0.1

Lanes, Volumes, Timings
 26: San Pablo Ave. & College of the Desert (Alumni Dr.)

Existing Auto/LSEV PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	32	1	41	45	5	33	9	190	87	48	160	11
Future Volume (vph)	32	1	41	45	5	33	9	190	87	48	160	11
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		100	0		0	0		60	0		135
Storage Lanes	0		1	1		0	1		1	0		1
Taper Length (ft)	60			60			60			60		
Link Speed (mph)		30			30			35				35
Link Distance (ft)		595			218			303				1341
Travel Time (s)		13.5			5.0			5.9				26.1
Confl. Peds. (#/hr)	6						6		3	3		
Confl. Bikes (#/hr)			2			2			3			2
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											

Intersection	
Intersection Delay, s/veh	11.3
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations			↖	↗		↖	↗			↖	↗	↖
Traffic Vol, veh/h	0	32	1	41	0	45	5	33	0	9	190	87
Future Vol, veh/h	0	32	1	41	0	45	5	33	0	9	190	87
Peak Hour Factor	0.92	0.84	0.84	0.84	0.92	0.84	0.84	0.84	0.92	0.84	0.84	0.84
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	38	1	49	0	54	6	39	0	11	226	104
Number of Lanes	0	0	1	1	0	1	1	0	0	1	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	2	2
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	2	3	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	3	2	2
HCM Control Delay	9.7	10	10.9
HCM LOS	A	A	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	97%	0%	100%	0%	23%	0%
Vol Thru, %	0%	100%	0%	3%	0%	0%	13%	77%	0%
Vol Right, %	0%	0%	100%	0%	100%	0%	87%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	9	190	87	33	41	45	38	208	11
LT Vol	9	0	0	32	0	45	0	48	0
Through Vol	0	190	0	1	0	0	5	160	0
RT Vol	0	0	87	0	41	0	33	0	11
Lane Flow Rate	11	226	104	39	49	54	45	248	13
Geometry Grp	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.019	0.368	0.148	0.077	0.08	0.105	0.075	0.418	0.019
Departure Headway (Hd)	6.36	5.856	5.151	7.085	5.89	7.062	5.944	6.072	5.25
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	563	615	696	506	608	507	602	594	682
Service Time	4.094	3.59	2.884	4.828	3.632	4.807	3.689	3.805	2.983
HCM Lane V/C Ratio	0.02	0.367	0.149	0.077	0.081	0.107	0.075	0.418	0.019
HCM Control Delay	9.2	12	8.8	10.4	9.1	10.6	9.2	13.1	8.1
HCM Lane LOS	A	B	A	B	A	B	A	B	A
HCM 95th-tile Q	0.1	1.7	0.5	0.2	0.3	0.3	0.2	2.1	0.1

Intersection

Intersection Delay, s/veh
 Intersection LOS

Movement	SBU	SBL	SBT	SBR
Lane Configurations			↖	↗
Traffic Vol, veh/h	0	48	160	11
Future Vol, veh/h	0	48	160	11
Peak Hour Factor	0.92	0.84	0.84	0.84
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	57	190	13
Number of Lanes	0	0	1	1

Approach	SB
Opposing Approach	NB
Opposing Lanes	3
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	12.8
HCM LOS	B

Lanes, Volumes, Timings
27: Portola Av. & Magnesia Falls Dr.

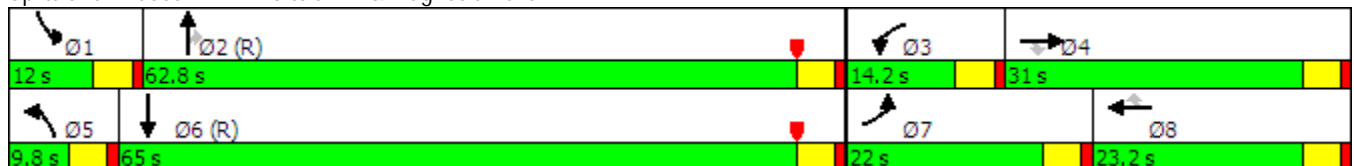
Existing Auto/LSEV PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	219	79	79	9	48	83	42	593	20	70	768	155
Future Volume (vph)	219	79	79	9	48	83	42	593	20	70	768	155
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	230		230	200		200	90		105	355		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	60			60			95			80		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		35			35			50			50	
Link Distance (ft)		2649			517			536			570	
Travel Time (s)		51.6			10.1			7.3			7.8	
Confl. Bikes (#/hr)			4			2			2			2
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Shared Lane Traffic (%)												
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	22.0	31.0	31.0	14.2	23.2	23.2	9.8	62.8	62.8	12.0	65.0	
Total Split (%)	18.3%	25.8%	25.8%	11.8%	19.3%	19.3%	8.2%	52.3%	52.3%	10.0%	54.2%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (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
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Ped	Ped	None	None	None	None	C-Max	C-Max	None	C-Max	

Intersection Summary

























Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated

Splits and Phases: 27: Portola Av. & Magnesia Falls Dr.



HCM 2010 Signalized Intersection Summary
 27: Portola Av. & Magnesia Falls Dr.

Existing Auto/LSEV PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	219	79	79	9	48	83	42	593	20	70	768	155
Future Volume (veh/h)	219	79	79	9	48	83	42	593	20	70	768	155
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	228	82	82	9	50	86	44	618	21	73	800	161
Adj No. of Lanes	1	1	1	1	1	1	1	2	1	1	2	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	254	392	327	19	145	121	57	2041	894	93	1746	351
Arrive On Green	0.14	0.21	0.21	0.01	0.08	0.08	0.03	0.58	0.58	0.05	0.60	0.60
Sat Flow, veh/h	1774	1863	1558	1774	1863	1555	1774	3539	1550	1774	2925	589
Grp Volume(v), veh/h	228	82	82	9	50	86	44	618	21	73	484	477
Grp Sat Flow(s),veh/h/ln	1774	1863	1558	1774	1863	1555	1774	1770	1550	1774	1770	1744
Q Serve(g_s), s	15.2	4.4	5.3	0.6	3.1	6.5	3.0	10.7	0.7	4.9	18.2	18.2
Cycle Q Clear(g_c), s	15.2	4.4	5.3	0.6	3.1	6.5	3.0	10.7	0.7	4.9	18.2	18.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.34
Lane Grp Cap(c), veh/h	254	392	327	19	145	121	57	2041	894	93	1056	1041
V/C Ratio(X)	0.90	0.21	0.25	0.47	0.34	0.71	0.77	0.30	0.02	0.79	0.46	0.46
Avail Cap(c_a), veh/h	259	411	344	143	290	242	78	2041	894	111	1056	1041
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.5	39.1	39.5	59.0	52.4	54.0	57.6	13.0	10.9	56.2	13.4	13.4
Incr Delay (d2), s/veh	30.5	0.3	0.4	16.8	1.4	7.4	26.8	0.4	0.0	26.0	1.4	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.6	2.3	2.3	0.4	1.6	3.0	1.9	5.3	0.3	3.1	9.3	9.2
LnGrp Delay(d),s/veh	81.0	39.4	39.9	75.8	53.8	61.4	84.4	13.4	11.0	82.2	14.9	14.9
LnGrp LOS	F	D	D	E	D	E	F	B	B	F	B	B
Approach Vol, veh/h		392			145			683			1034	
Approach Delay, s/veh		63.7			59.7			17.9			19.6	
Approach LOS		E			E			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.8	73.7	5.8	29.7	8.3	76.1	21.7	13.8				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	7.5	58.3	9.7	26.5	5.3	60.5	17.5	18.7				
Max Q Clear Time (g_c+I1), s	6.9	12.7	2.6	7.3	5.0	20.2	17.2	8.5				
Green Ext Time (p_c), s	0.0	12.8	0.0	1.1	0.0	12.5	0.0	0.9				
Intersection Summary												
HCM 2010 Ctrl Delay			29.3									
HCM 2010 LOS			C									

Lanes, Volumes, Timings
28: El Dorado Dr. & Fred Waring Dr.

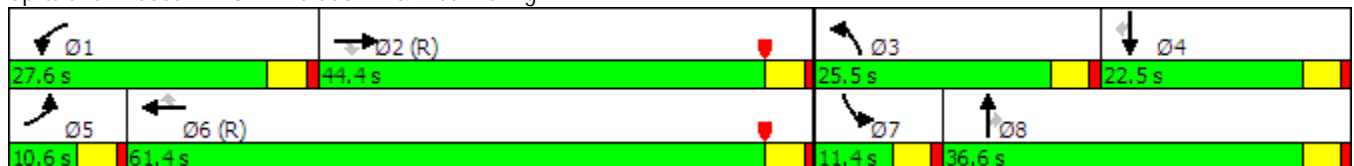
Existing Auto/LSEV PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	1451	98	49	955	12	94	19	75	19	13	30
Future Volume (vph)	22	1451	98	49	955	12	94	19	75	19	13	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	225		210	290		145	0		125	105		105
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	60			120			60			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		50			50			45			45	
Link Distance (ft)		1266			970			386			401	
Travel Time (s)		17.3			13.2			5.8			6.1	
Confl. Bikes (#/hr)			3			2			2			2
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Shared Lane Traffic (%)												
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6			8			4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	10.6	44.4	44.4	27.6	61.4	61.4	25.5	36.6	36.6	11.4	22.5	22.5
Total Split (%)	8.8%	37.0%	37.0%	23.0%	51.2%	51.2%	21.3%	30.5%	30.5%	9.5%	18.8%	18.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (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
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Max	Max	None	Max	Max

Intersection Summary






























Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated

Splits and Phases: 28: El Dorado Dr. & Fred Waring Dr.



HCM 2010 Signalized Intersection Summary
 28: El Dorado Dr. & Fred Waring Dr.

Existing Auto/LSEV PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  						 	
Traffic Volume (veh/h)	22	1451	98	49	955	12	94	19	75	19	13	30
Future Volume (veh/h)	22	1451	98	49	955	12	94	19	75	19	13	30
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	24	1560	105	53	1027	13	101	20	81	20	14	32
Adj No. of Lanes	1	3	1	1	3	1	1	1	1	1	1	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	41	2661	818	69	2742	843	127	498	418	36	403	338
Arrive On Green	0.02	0.52	0.52	0.04	0.54	0.54	0.07	0.27	0.27	0.02	0.22	0.22
Sat Flow, veh/h	1774	5085	1562	1774	5085	1563	1774	1863	1562	1774	1863	1561
Grp Volume(v), veh/h	24	1560	105	53	1027	13	101	20	81	20	14	32
Grp Sat Flow(s),veh/h/ln	1774	1695	1562	1774	1695	1563	1774	1863	1562	1774	1863	1561
Q Serve(g_s), s	1.6	25.3	4.1	3.6	14.0	0.5	6.7	1.0	4.8	1.3	0.7	2.0
Cycle Q Clear(g_c), s	1.6	25.3	4.1	3.6	14.0	0.5	6.7	1.0	4.8	1.3	0.7	2.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	41	2661	818	69	2742	843	127	498	418	36	403	338
V/C Ratio(X)	0.59	0.59	0.13	0.77	0.37	0.02	0.80	0.04	0.19	0.56	0.03	0.09
Avail Cap(c_a), veh/h	90	2661	818	342	2742	843	310	498	418	102	403	338
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.1	19.7	14.6	57.1	16.0	12.8	54.9	32.5	34.0	58.2	37.1	37.6
Incr Delay (d2), s/veh	12.8	1.0	0.3	16.2	0.4	0.0	10.7	0.2	1.0	12.7	0.2	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	12.1	1.9	2.0	6.7	0.2	3.7	0.5	2.2	0.8	0.4	0.9
LnGrp Delay(d),s/veh	70.9	20.6	14.9	73.3	16.4	12.9	65.6	32.7	35.0	71.0	37.3	38.2
LnGrp LOS	E	C	B	E	B	B	E	C	C	E	D	D
Approach Vol, veh/h		1689			1093			202			66	
Approach Delay, s/veh		21.0			19.1			50.1			47.9	
Approach LOS		C			B			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.2	67.3	13.1	30.5	7.3	69.2	6.9	36.6				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	23.1	39.9	21.0	18.0	6.1	56.9	6.9	32.1				
Max Q Clear Time (g_c+I1), s	5.6	27.3	8.7	4.0	3.6	16.0	3.3	6.8				
Green Ext Time (p_c), s	0.1	10.8	0.2	0.4	0.0	27.3	0.0	0.5				
Intersection Summary												
HCM 2010 Ctrl Delay			22.8									
HCM 2010 LOS			C									

Lanes, Volumes, Timings
 29: Dune Palms Rd. & Corporate Center Dr.

Existing Auto/LSEV PM Peak Hour



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	60	42	24	349	351	27
Future Volume (vph)	60	42	24	349	351	27
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	120	0	95			0
Storage Lanes	1	1	1			0
Taper Length (ft)	60		90			
Link Speed (mph)	30			30	30	
Link Distance (ft)	371			267	354	
Travel Time (s)	8.4			6.1	8.0	
Confl. Peds. (#/hr)			6			6
Confl. Bikes (#/hr)		1				2
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Shared Lane Traffic (%)						
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection

Int Delay, s/veh 2.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	60	42	24	349	351	27
Future Vol, veh/h	60	42	24	349	351	27
Conflicting Peds, #/hr	0	0	6	0	0	6
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	120	0	95	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	66	46	26	384	386	30













Major/Minor	Minor2	Major1		Major2
Conflicting Flow All	843	214	421	0
Stage 1	407	-	-	-
Stage 2	436	-	-	-
Critical Hdwy	6.63	6.93	4.13	-
Critical Hdwy Stg 1	5.83	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-
Follow-up Hdwy	3.519	3.319	2.219	-
Pot Cap-1 Maneuver	318	792	1136	-
Stage 1	641	-	-	-
Stage 2	651	-	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	307	787	1136	-
Mov Cap-2 Maneuver	307	-	-	-
Stage 1	637	-	-	-
Stage 2	632	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.8	0.5	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1136	-	307	787	-	-
HCM Lane V/C Ratio	0.023	-	0.215	0.059	-	-
HCM Control Delay (s)	8.2	-	19.9	9.9	-	-
HCM Lane LOS	A	-	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.8	0.2	-	-

Lanes, Volumes, Timings
30: Monroe St., s/o I-10 EB Ramps

Existing Auto/LSEV PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↑			↑			↑	
Traffic Volume (vph)	0	0	0	0	0	0	0	918	0	0	915	0
Future Volume (vph)	0	0	0	0	0	0	0	918	0	0	915	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		310			328			321			611	
Travel Time (s)		7.0			7.5			7.3			13.9	
Confl. Peds. (#/hr)							3					3
Confl. Bikes (#/hr)									1			1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other
Control Type: Unsignalized

Intersection												
Int Delay, s/veh	0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↑			↑			↑	
Traffic Vol, veh/h	0	0	0	0	0	0	0	918	0	0	915	0
Future Vol, veh/h	0	0	0	0	0	0	0	918	0	0	915	0
Conflicting Peds, #/hr	0	0	0	0	0	0	3	0	0	0	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	966	0	0	963	0

















Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	-	1929	-	-	1929	-	-	0	-	-	-	0
Stage 1	-	963	-	-	966	-	-	-	-	-	-	-
Stage 2	-	966	-	-	963	-	-	-	-	-	-	-
Critical Hdwy	-	6.52	-	-	6.52	-	-	-	-	-	-	-
Critical Hdwy Stg 1	-	5.52	-	-	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	5.52	-	-	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	-	4.018	-	-	4.018	-	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	66	0	0	66	0	0	-	0	0	-	0
Stage 1	0	334	0	0	333	0	0	-	0	0	-	0
Stage 2	0	333	0	0	334	0	0	-	0	0	-	0
Platoon blocked, %								-				-
Mov Cap-1 Maneuver	-	66	-	-	66	-	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	66	-	-	66	-	-	-	-	-	-	-
Stage 1	-	334	-	-	333	-	-	-	-	-	-	-
Stage 2	-	333	-	-	334	-	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	EBLn1	WBLn1	SBT
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	0	0	-
HCM Lane LOS	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-

Lanes, Volumes, Timings
 31: Avenue 44, east of Palo Verde St.

Existing Auto/LSEV PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	230	0	0	173	0	0	0	0	0	0	0
Future Volume (vph)	0	230	0	0	173	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		937			1325			323			354	
Travel Time (s)		14.2			20.1			7.3			8.0	
Confl. Peds. (#/hr)	8		16	16		8						
Confl. Bikes (#/hr)			2			4						
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Shared Lane Traffic (%)												
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

Intersection												
Int Delay, s/veh	0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↑			↑			↑	
Traffic Vol, veh/h	0	230	0	0	173	0	0	0	0	0	0	0
Future Vol, veh/h	0	230	0	0	173	0	0	0	0	0	0	0
Conflicting Peds, #/hr	8	0	16	16	0	8	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	258	0	0	194	0	0	0	0	0	0	0

















Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	-	-	-	0	-	452	-	-	452	-
Stage 1	-	-	-	-	-	-	-	258	-	-	194	-
Stage 2	-	-	-	-	-	-	-	194	-	-	258	-
Critical Hdwy	-	-	-	-	-	-	-	6.52	-	-	6.52	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	5.52	-	-	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	5.52	-	-	5.52	-
Follow-up Hdwy	-	-	-	-	-	-	-	4.018	-	-	4.018	-
Pot Cap-1 Maneuver	0	-	0	0	-	0	0	503	0	0	503	0
Stage 1	0	-	0	0	-	0	0	694	0	0	740	0
Stage 2	0	-	0	0	-	0	0	740	0	0	694	0
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	503	-	-	503	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	503	-	-	503	-
Stage 1	-	-	-	-	-	-	-	694	-	-	740	-
Stage 2	-	-	-	-	-	-	-	740	-	-	694	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	0	-	-	0
HCM Lane LOS	A	-	-	A
HCM 95th %tile Q(veh)	-	-	-	-

Lanes, Volumes, Timings
 32: Dillon Rd., west of SR86S SB Ramps

Existing Auto/LSEV PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	349	0	0	439	0	0	0	0	0	0	0
Future Volume (vph)	0	349	0	0	439	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		360			655			256			320	
Travel Time (s)		8.2			14.9			5.8			7.3	
Confl. Bikes (#/hr)			2			1						
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Shared Lane Traffic (%)												
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											

Intersection												
Int Delay, s/veh	0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↑			↑			↑	
Traffic Vol, veh/h	0	349	0	0	439	0	0	0	0	0	0	0
Future Vol, veh/h	0	349	0	0	439	0	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	397	0	0	499	0	0	0	0	0	0	0



















Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	-	-	-	0	-	896	-	-	896	-
Stage 1	-	-	-	-	-	-	-	397	-	-	499	-
Stage 2	-	-	-	-	-	-	-	499	-	-	397	-
Critical Hdwy	-	-	-	-	-	-	-	6.52	-	-	6.52	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	5.52	-	-	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	5.52	-	-	5.52	-
Follow-up Hdwy	-	-	-	-	-	-	-	4.018	-	-	4.018	-
Pot Cap-1 Maneuver	0	-	0	0	-	0	0	280	0	0	280	0
Stage 1	0	-	0	0	-	0	0	603	0	0	544	0
Stage 2	0	-	0	0	-	0	0	544	0	0	603	0
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	280	-	-	280	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	280	-	-	280	-
Stage 1	-	-	-	-	-	-	-	603	-	-	544	-
Stage 2	-	-	-	-	-	-	-	544	-	-	603	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	0	-	-	0
HCM Lane LOS	A	-	-	A
HCM 95th %tile Q(veh)	-	-	-	-

Lanes, Volumes, Timings
 33: Tyler St./Magnolia & Avenue 50-Tyler St.

Existing Auto/LSEV PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	242	164	96	304	0	153	0	67	1	0	0
Future Volume (vph)	0	242	164	96	304	0	153	0	67	1	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		50	0		0	0		50	0		0
Storage Lanes	0		1	0		0	0		1	0		0
Taper Length (ft)	60			60			60			60		
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		450			459			683			545	
Travel Time (s)		10.2			10.4			15.5			12.4	
Confl. Bikes (#/hr)			2			1			1			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

Intersection	
Intersection Delay, s/veh	15.4
Intersection LOS	C

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations			↔	↔			↔				↔	↔
Traffic Vol, veh/h	0	0	242	164	0	96	304	0	0	153	0	67
Future Vol, veh/h	0	0	242	164	0	96	304	0	0	153	0	67
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	255	173	0	101	320	0	0	161	0	71
Number of Lanes	0	0	1	1	0	0	1	0	0	0	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	2	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	2	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	1	1
HCM Control Delay	11.5	21.2	12.2
HCM LOS	B	C	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	100%	0%	0%	0%	24%	100%
Vol Thru, %	0%	0%	100%	0%	76%	0%
Vol Right, %	0%	100%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	153	67	242	164	400	1
LT Vol	153	0	0	0	96	1
Through Vol	0	0	242	0	304	0
RT Vol	0	67	0	164	0	0
Lane Flow Rate	161	71	255	173	421	1
Geometry Grp	7	7	7	7	6	6
Degree of Util (X)	0.323	0.118	0.417	0.248	0.692	0.002
Departure Headway (Hd)	7.231	6.009	5.887	5.177	5.914	7.588
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	498	596	611	694	611	470
Service Time	4.973	3.75	3.622	2.912	3.945	5.655
HCM Lane V/C Ratio	0.323	0.119	0.417	0.249	0.689	0.002
HCM Control Delay	13.4	9.6	12.8	9.6	21.2	10.7
HCM Lane LOS	B	A	B	A	C	B
HCM 95th-tile Q	1.4	0.4	2.1	1	5.5	0

Intersection

Intersection Delay, s/veh
 Intersection LOS

Movement	SBU	SBL	SBT	SBR
Lane Configurations			↕	
Traffic Vol, veh/h	0	1	0	0
Future Vol, veh/h	0	1	0	0
Peak Hour Factor	0.92	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	1	0	0
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	10.7
HCM LOS	B

PEDESTRIAN LEVEL OF SERVICE WORKSHEETS

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	48.1	61.3	73.3	59.9
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	4	4	6	5
Number of Right-Turn Islands	1	0	0	1
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	35	30	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	30.0	30.0	30.0	30.0
Pedestrian Compliance Code	Fair	Fair	Fair	Fair
Pedestrian Crosswalk Score	2.35	2.19	2.75	2.67
Pedestrian Crosswalk LOS	B	B	C	B

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	48.0	24.0	61.2	61.2
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	4	2	5	5
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	50	30	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	30.0	30.0	30.0	30.0
Pedestrian Compliance Code	Fair	Fair	Fair	Fair
Pedestrian Crosswalk Score	2.30	1.73	2.48	2.38
Pedestrian Crosswalk LOS	B	A	B	B

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	37.9	37.9	73.0	73.0
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	3	3	6	6
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	30	30	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	30.0	30.0	30.0	30.0
Pedestrian Compliance Code	Fair	Fair	Fair	Fair
Pedestrian Crosswalk Score	2.02	1.95	2.74	2.89
Pedestrian Crosswalk LOS	B	A	B	C

Approach	EB	WB	NB
Crosswalk Length (ft)	72.0	60.0	37.9
Crosswalk Width (ft)	12.0	12.0	12.0
Total Number of Lanes Crossed	6	5	3
Number of Right-Turn Islands	0	0	0
Type of Control	None	None	None
Corresponding Signal Phase	6	8	2
Effective Walk Time (s)	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0
85th percentile speed (mph)	50	50	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-
Pedestrian Delay (s/p)	30.0	30.0	30.0
Pedestrian Compliance Code	Fair	Fair	Fair
Pedestrian Crosswalk Score	2.90	2.82	1.98
Pedestrian Crosswalk LOS	C	C	A

Approach

Approach Direction	NB
Median Present?	No
Approach Delay(s)	6.2
Level of Service	B

Crosswalk

Length (ft)	64
Lanes Crossed	4
Veh Vol Crossed	1553
Ped Vol Crossed	0
Yield Rate(%)	65
Ped Platooning	No
Critical Headway (s)	21.29
Prob of Delayed X-ing	1.00
Prob of Blocked Lane	0.90
Delay for adq Gap	22521.30
Avg Ped Delay (s)	6.20

Approach

Approach Direction	SB
Median Present?	No
Approach Delay(s)	6.2
Level of Service	B

Crosswalk

Length (ft)	64
Lanes Crossed	4
Veh Vol Crossed	1553
Ped Vol Crossed	0
Yield Rate(%)	65
Ped Platooning	No
Critical Headway (s)	21.29
Prob of Delayed X-ing	1.00
Prob of Blocked Lane	0.90
Delay for adq Gap	22521.30
Avg Ped Delay (s)	6.20

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	36.0	60.0	61.2	61.2
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	3	5	5	5
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	45	30	40	40
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	30.0	30.0	30.0	30.0
Pedestrian Compliance Code	Fair	Fair	Fair	Fair
Pedestrian Crosswalk Score	2.11	2.36	2.65	2.72
Pedestrian Crosswalk LOS	B	B	B	B

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	60.0	60.0	60.0	60.0
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	5	5	5	5
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	45	45	30
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	30.0	30.0	30.0	30.0
Pedestrian Compliance Code	Fair	Fair	Fair	Fair
Pedestrian Crosswalk Score	2.36	2.36	2.51	2.46
Pedestrian Crosswalk LOS	B	B	B	B

Approach

Approach Direction	NB	
Median Present?	Yes	
Approach Delay(s)	16.4	
Level of Service	C	

Crosswalk

Length (ft)	32	32
Lanes Crossed	2	2
Veh Vol Crossed	314	293
Ped Vol Crossed	0	0
Yield Rate(%)	65	65
Ped Platooning	No	No
Critical Headway (s)	12.14	12.14
Prob of Delayed X-ing	0.65	0.63
Prob of Blocked Lane	0.41	0.39
Delay for adq Gap	14.47	13.67
Avg Ped Delay (s)	8.29	8.06

Approach

Approach Direction	SB	
Median Present?	Yes	
Approach Delay(s)	16.4	
Level of Service	C	

Crosswalk

Length (ft)	32	32
Lanes Crossed	2	2
Veh Vol Crossed	293	314
Ped Vol Crossed	0	0
Yield Rate(%)	65	65
Ped Platooning	No	No
Critical Headway (s)	12.14	12.14
Prob of Delayed X-ing	0.63	0.65
Prob of Blocked Lane	0.39	0.41
Delay for adq Gap	13.67	14.47
Avg Ped Delay (s)	8.06	8.29

Approach	WB	NB	SB
Crosswalk Length (ft)	48.1	60.0	60.0
Crosswalk Width (ft)	12.0	12.0	12.0
Total Number of Lanes Crossed	4	4	5
Number of Right-Turn Islands	0	0	0
Type of Control	None	None	None
Corresponding Signal Phase	2	6	8
Effective Walk Time (s)	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0
85th percentile speed (mph)	40	40	40
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-
Pedestrian Delay (s/p)	30.0	30.0	30.0
Pedestrian Compliance Code	Fair	Fair	Fair
Pedestrian Crosswalk Score	2.15	2.38	2.51
Pedestrian Crosswalk LOS	B	B	B

Approach	EB	NB	SB
Crosswalk Length (ft)	62.2	60.0	70.6
Crosswalk Width (ft)	12.0	12.0	12.0
Total Number of Lanes Crossed	5	5	5
Number of Right-Turn Islands	0	0	0
Type of Control	None	None	None
Corresponding Signal Phase	6	4	2
Effective Walk Time (s)	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0
85th percentile speed (mph)	40	40	40
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-
Pedestrian Delay (s/p)	30.0	30.0	30.0
Pedestrian Compliance Code	Fair	Fair	Fair
Pedestrian Crosswalk Score	2.59	2.66	2.77
Pedestrian Crosswalk LOS	B	B	C

Approach	EB	WB	SB
Crosswalk Length (ft)	60.0	72.0	61.2
Crosswalk Width (ft)	12.0	12.0	12.0
Total Number of Lanes Crossed	5	6	5
Number of Right-Turn Islands	0	0	0
Type of Control	None	None	None
Corresponding Signal Phase	4	2	6
Effective Walk Time (s)	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0
85th percentile speed (mph)	45	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-
Pedestrian Delay (s/p)	30.0	30.0	30.0
Pedestrian Compliance Code	Fair	Fair	Fair
Pedestrian Crosswalk Score	2.59	2.71	2.54
Pedestrian Crosswalk LOS	B	B	B

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	43.7	92.3	140.8	96.0
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	3	5	7	8
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	45	55	55
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	45.0	45.0	45.0	45.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	1.97	2.44	3.37	3.46
Pedestrian Crosswalk LOS	A	B	C	C

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	38.0	24.1	85.0	95.9
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	3	2	7	8
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	30	55	55
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	45.0	45.0	45.0	45.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	1.98	1.74	3.30	3.35
Pedestrian Crosswalk LOS	A	A	C	C

Approach	WB	NB	SB
Crosswalk Length (ft)	41.5	84.0	84.1
Crosswalk Width (ft)	12.0	12.0	12.0
Total Number of Lanes Crossed	3	7	7
Number of Right-Turn Islands	0	0	0
Type of Control	None	None	None
Corresponding Signal Phase	2	6	8
Effective Walk Time (s)	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0
85th percentile speed (mph)	55	55	55
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-
Pedestrian Delay (s/p)	45.0	45.0	45.0
Pedestrian Compliance Code	Poor	Poor	Poor
Pedestrian Crosswalk Score	1.98	3.35	3.35
Pedestrian Crosswalk LOS	A	C	C

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	61.2	49.5	73.0	72.0
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	5	3	6	6
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	30	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	52.5	52.5	52.5	52.5
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.42	2.01	2.82	2.88
Pedestrian Crosswalk LOS	B	B	C	C

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	37.9	37.9	73.0	73.0
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	3	3	6	6
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	30	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	52.5	52.5	52.5	52.5
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.06	2.02	2.81	2.81
Pedestrian Crosswalk LOS	B	B	C	C

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	44.2	60.3	96.0	85.1
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	2	5	8	7
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	45	45	50	50
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	52.5	52.5	52.5	52.5
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	1.77	2.70	3.55	3.31
Pedestrian Crosswalk LOS	A	B	D	C

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	48.0	60.1	83.9	84.9
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	3	5	7	7
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	30	50	50
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	52.5	52.5	52.5	52.5
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.02	2.37	3.61	3.58
Pedestrian Crosswalk LOS	B	B	D	D

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	49.6	61.1	107.1	108.7
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	4	5	8	9
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	30	50	50
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	30.0	30.0	30.0	30.0
Pedestrian Compliance Code	Fair	Fair	Fair	Fair
Pedestrian Crosswalk Score	2.23	2.31	3.26	3.34
Pedestrian Crosswalk LOS	B	B	C	C

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	48.0	49.5	73.0	61.2
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	4	4	6	5
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	35	35	50	50
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	35.0	35.0	35.0	35.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.28	2.23	2.85	2.88
Pedestrian Crosswalk LOS	B	B	C	C

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	96.0	96.0	61.2	61.2
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	8	8	5	5
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	4	8	2	6
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	50	50	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	32.5	32.5	32.5	32.5
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	3.20	3.16	2.39	2.33
Pedestrian Crosswalk LOS	C	C	B	B

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	48.1	61.3	73.3	59.9
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	4	4	6	5
Number of Right-Turn Islands	1	0	0	1
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	35	30	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	30.0	30.0	30.0	30.0
Pedestrian Compliance Code	Fair	Fair	Fair	Fair
Pedestrian Crosswalk Score	2.34	2.19	2.82	2.73
Pedestrian Crosswalk LOS	B	B	C	B

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	48.0	24.0	61.2	61.2
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	4	2	5	5
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	50	30	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	30.0	30.0	30.0	30.0
Pedestrian Compliance Code	Fair	Fair	Fair	Fair
Pedestrian Crosswalk Score	2.34	1.77	2.52	2.37
Pedestrian Crosswalk LOS	B	A	B	B

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	37.9	37.9	73.0	73.0
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	3	3	6	6
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	30	30	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	30.0	30.0	30.0	30.0
Pedestrian Compliance Code	Fair	Fair	Fair	Fair
Pedestrian Crosswalk Score	2.10	1.95	2.79	2.99
Pedestrian Crosswalk LOS	B	A	C	C

Approach	EB	WB	NB
Crosswalk Length (ft)	72.0	60.0	37.9
Crosswalk Width (ft)	12.0	12.0	12.0
Total Number of Lanes Crossed	6	5	3
Number of Right-Turn Islands	0	0	0
Type of Control	None	None	None
Corresponding Signal Phase	6	8	2
Effective Walk Time (s)	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0
85th percentile speed (mph)	50	50	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-
Pedestrian Delay (s/p)	30.0	30.0	30.0
Pedestrian Compliance Code	Fair	Fair	Fair
Pedestrian Crosswalk Score	3.07	3.04	1.97
Pedestrian Crosswalk LOS	C	C	A

Approach

Approach Direction	NB
Median Present?	No
Approach Delay(s)	6.2
Level of Service	B

Crosswalk

Length (ft)	64
Lanes Crossed	4
Veh Vol Crossed	1553
Ped Vol Crossed	0
Yield Rate(%)	65
Ped Platooning	No
Critical Headway (s)	21.29
Prob of Delayed X-ing	1.00
Prob of Blocked Lane	0.90
Delay for adq Gap	22521.30
Avg Ped Delay (s)	6.20

Approach

Approach Direction	SB
Median Present?	No
Approach Delay(s)	6.2
Level of Service	B

Crosswalk

Length (ft)	64
Lanes Crossed	4
Veh Vol Crossed	1553
Ped Vol Crossed	0
Yield Rate(%)	65
Ped Platooning	No
Critical Headway (s)	21.29
Prob of Delayed X-ing	1.00
Prob of Blocked Lane	0.90
Delay for adq Gap	22521.30
Avg Ped Delay (s)	6.20

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	36.0	60.0	61.2	61.2
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	3	5	5	5
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	45	30	40	40
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	30.0	30.0	30.0	30.0
Pedestrian Compliance Code	Fair	Fair	Fair	Fair
Pedestrian Crosswalk Score	2.07	2.35	2.62	2.67
Pedestrian Crosswalk LOS	B	B	B	B

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	60.0	60.0	60.0	60.0
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	5	5	5	5
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	45	45	30
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	30.0	30.0	30.0	30.0
Pedestrian Compliance Code	Fair	Fair	Fair	Fair
Pedestrian Crosswalk Score	2.35	2.33	2.49	2.44
Pedestrian Crosswalk LOS	B	B	B	B

Approach

Approach Direction	NB	
Median Present?	Yes	
Approach Delay(s)	16.4	
Level of Service	C	

Crosswalk

Length (ft)	32	32
Lanes Crossed	2	2
Veh Vol Crossed	314	293
Ped Vol Crossed	0	0
Yield Rate(%)	65	65
Ped Platooning	No	No
Critical Headway (s)	12.14	12.14
Prob of Delayed X-ing	0.65	0.63
Prob of Blocked Lane	0.41	0.39
Delay for adq Gap	14.47	13.67
Avg Ped Delay (s)	8.29	8.06

Approach

Approach Direction	SB	
Median Present?	Yes	
Approach Delay(s)	16.4	
Level of Service	C	

Crosswalk

Length (ft)	32	32
Lanes Crossed	2	2
Veh Vol Crossed	293	314
Ped Vol Crossed	0	0
Yield Rate(%)	65	65
Ped Platooning	No	No
Critical Headway (s)	12.14	12.14
Prob of Delayed X-ing	0.63	0.65
Prob of Blocked Lane	0.39	0.41
Delay for adq Gap	13.67	14.47
Avg Ped Delay (s)	8.06	8.29

Approach	WB	NB	SB
Crosswalk Length (ft)	48.1	60.0	60.0
Crosswalk Width (ft)	12.0	12.0	12.0
Total Number of Lanes Crossed	4	4	5
Number of Right-Turn Islands	0	0	0
Type of Control	None	None	None
Corresponding Signal Phase	2	6	8
Effective Walk Time (s)	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0
85th percentile speed (mph)	40	40	40
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-
Pedestrian Delay (s/p)	30.0	30.0	30.0
Pedestrian Compliance Code	Fair	Fair	Fair
Pedestrian Crosswalk Score	2.15	2.42	2.54
Pedestrian Crosswalk LOS	B	B	B

Approach	EB	NB	SB
Crosswalk Length (ft)	62.2	60.0	70.6
Crosswalk Width (ft)	12.0	12.0	12.0
Total Number of Lanes Crossed	5	5	5
Number of Right-Turn Islands	0	0	0
Type of Control	None	None	None
Corresponding Signal Phase	6	4	2
Effective Walk Time (s)	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0
85th percentile speed (mph)	40	40	40
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-
Pedestrian Delay (s/p)	30.0	30.0	30.0
Pedestrian Compliance Code	Fair	Fair	Fair
Pedestrian Crosswalk Score	2.58	2.67	2.77
Pedestrian Crosswalk LOS	B	B	C

Approach	EB	WB	SB
Crosswalk Length (ft)	60.0	72.0	61.2
Crosswalk Width (ft)	12.0	12.0	12.0
Total Number of Lanes Crossed	5	6	5
Number of Right-Turn Islands	0	0	0
Type of Control	None	None	None
Corresponding Signal Phase	4	2	6
Effective Walk Time (s)	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0
85th percentile speed (mph)	45	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-
Pedestrian Delay (s/p)	30.0	30.0	30.0
Pedestrian Compliance Code	Fair	Fair	Fair
Pedestrian Crosswalk Score	2.61	2.75	2.59
Pedestrian Crosswalk LOS	B	C	B

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	43.7	92.3	140.8	96.0
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	3	5	7	8
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	45	55	55
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	45.0	45.0	45.0	45.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	1.96	2.46	3.34	3.43
Pedestrian Crosswalk LOS	A	B	C	C

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	38.0	24.1	85.0	95.9
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	3	2	7	8
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	30	55	55
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	45.0	45.0	45.0	45.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	1.99	1.73	3.33	3.38
Pedestrian Crosswalk LOS	A	A	C	C

Approach	WB	NB	SB
Crosswalk Length (ft)	41.5	84.0	84.1
Crosswalk Width (ft)	12.0	12.0	12.0
Total Number of Lanes Crossed	3	7	7
Number of Right-Turn Islands	0	0	0
Type of Control	None	None	None
Corresponding Signal Phase	2	6	8
Effective Walk Time (s)	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0
85th percentile speed (mph)	55	55	55
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-
Pedestrian Delay (s/p)	45.0	45.0	45.0
Pedestrian Compliance Code	Poor	Poor	Poor
Pedestrian Crosswalk Score	1.96	3.33	3.33
Pedestrian Crosswalk LOS	A	C	C

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	61.2	49.5	73.0	72.0
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	5	3	6	6
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	30	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	50.0	50.0	50.0	50.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.42	2.01	2.81	2.89
Pedestrian Crosswalk LOS	B	B	C	C

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	37.9	37.9	73.0	73.0
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	3	3	6	6
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	30	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	50.0	50.0	50.0	50.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.05	2.00	2.78	2.79
Pedestrian Crosswalk LOS	B	A	C	C

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	44.2	60.3	96.0	85.1
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	2	5	8	7
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	45	45	50	50
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	50.0	50.0	50.0	50.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	1.78	2.66	3.56	3.32
Pedestrian Crosswalk LOS	A	B	D	C

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	48.0	60.1	83.9	84.9
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	3	5	7	7
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	30	50	50
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	50.0	50.0	50.0	50.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.00	2.35	3.66	3.65
Pedestrian Crosswalk LOS	A	B	D	D

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	49.6	61.1	107.1	108.7
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	4	5	8	9
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	30	50	50
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	30.0	30.0	30.0	30.0
Pedestrian Compliance Code	Fair	Fair	Fair	Fair
Pedestrian Crosswalk Score	2.26	2.32	3.27	3.36
Pedestrian Crosswalk LOS	B	B	C	C

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	48.0	49.5	73.0	61.2
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	4	4	6	5
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	35	35	50	50
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	35.0	35.0	35.0	35.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.31	2.22	2.88	2.94
Pedestrian Crosswalk LOS	B	B	C	C

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	96.0	96.0	61.2	61.2
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	8	8	5	5
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	4	8	2	6
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	50	50	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	32.5	32.5	32.5	32.5
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	3.30	3.28	2.41	2.33
Pedestrian Crosswalk LOS	C	C	B	B

BICYCLE LEVEL OF SERVICE WORKSHEETS

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	110	140	631	577
Effct. Green for Bike (s)	18.0	18.0	28.4	25.5
Cross Street Width (ft)	77.0	65.0	64.0	64.0
Through Lanes Number	1	2	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	6.0	2.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	600	600	947	850
Bicycle Delay (s/bike)	14.7	14.7	8.3	9.9
Bicycle Compliance	Fair	Fair	Good	Good
Bicycle LOS Score	1.95	2.56	3.06	3.01
Bicycle LOS	A	B	C	C

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	191	29	348	145
Effct. Green for Bike (s)	18.0	18.0	31.0	20.8
Cross Street Width (ft)	68.0	80.0	35.0	63.0
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	5.0	2.0	5.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	600	600	1033	693
Bicycle Delay (s/bike)	14.7	14.7	7.0	12.8
Bicycle Compliance	Fair	Fair	Good	Fair
Bicycle LOS Score	2.92	2.08	2.27	1.89
Bicycle LOS	C	B	B	A

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	123	17	937	910
Effct. Green for Bike (s)	18.0	18.0	31.1	23.7
Cross Street Width (ft)	72.9	90.0	40.0	42.0
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	600	600	1037	790
Bicycle Delay (s/bike)	14.7	14.7	7.0	11.0
Bicycle Compliance	Fair	Fair	Good	Fair
Bicycle LOS Score	2.88	2.96	2.94	2.95
Bicycle LOS	C	C	C	C

Approach	EB	WB	NB
Bicycle Flow Rate (bike/h)	0	0	0
Total Flow Rate (veh/h)	882	769	47
Effct. Green for Bike (s)	31.1	33.0	18.0
Cross Street Width (ft)	78.0	78.0	82.0
Through Lanes Number	2	2	1
Through Lane Width (ft)	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	7.0	8.0
Curb Is Present?	Yes	Yes	Yes
On Street Parking?	No	No	No
Bicycle Lane Capacity (bike/h)	1037	1100	600
Bicycle Delay (s/bike)	7.0	6.1	14.7
Bicycle Compliance	Good	Good	Fair
Bicycle LOS Score	3.48	2.21	1.50
Bicycle LOS	C	B	A

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	190	168	676	821
Effct. Green for Bike (s)	18.0	18.0	26.7	28.8
Cross Street Width (ft)	69.0	69.0	64.0	40.0
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	3.0	0.0	2.0	8.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	600	600	890	960
Bicycle Delay (s/bike)	14.7	14.7	9.2	8.1
Bicycle Compliance	Fair	Fair	Good	Good
Bicycle LOS Score	2.61	2.89	2.99	1.46
Bicycle LOS	B	C	C	A

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	175	106	381	393
Effct. Green for Bike (s)	18.0	18.0	28.5	28.5
Cross Street Width (ft)	64.0	64.0	64.0	64.0
Through Lanes Number	2	2	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	3.0	3.0	3.0	2.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	600	600	950	950
Bicycle Delay (s/bike)	14.7	14.7	8.3	8.3
Bicycle Compliance	Fair	Fair	Good	Good
Bicycle LOS Score	2.36	2.30	2.53	2.76
Bicycle LOS	B	B	B	C

Approach	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0
Total Flow Rate (veh/h)	56	372	420
Effct. Green for Bike (s)	18.0	26.5	33.0
Cross Street Width (ft)	70.0	49.0	49.0
Through Lanes Number	2	2	2
Through Lane Width (ft)	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	5.0	5.0
Paved Shoulder Width (ft)	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes
On Street Parking?	No	No	No
Bicycle Lane Capacity (bike/h)	600	883	1100
Bicycle Delay (s/bike)	14.7	9.4	6.1
Bicycle Compliance	Fair	Good	Good
Bicycle LOS Score	2.68	1.54	1.58
Bicycle LOS	B	A	A

Approach	EB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0
Total Flow Rate (veh/h)	639	668	893
Effct. Green for Bike (s)	18.0	33.0	21.6
Cross Street Width (ft)	68.0	76.0	76.0
Through Lanes Number	2	2	2
Through Lane Width (ft)	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes
On Street Parking?	No	No	No
Bicycle Lane Capacity (bike/h)	600	1100	720
Bicycle Delay (s/bike)	14.7	6.1	12.3
Bicycle Compliance	Fair	Good	Fair
Bicycle LOS Score	3.13	3.27	3.46
Bicycle LOS	C	C	C

Approach	EB	WB	SB
Bicycle Flow Rate (bike/h)	0	0	0
Total Flow Rate (veh/h)	475	549	456
Effct. Green for Bike (s)	33.0	21.2	18.0
Cross Street Width (ft)	70.0	70.0	68.0
Through Lanes Number	2	2	2
Through Lane Width (ft)	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0
Curb Is Present?	No	No	No
On Street Parking?	No	No	No
Bicycle Lane Capacity (bike/h)	1100	707	600
Bicycle Delay (s/bike)	6.1	12.5	14.7
Bicycle Compliance	Good	Fair	Fair
Bicycle LOS Score	3.02	3.08	2.98
Bicycle LOS	C	C	C

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	18	302	1370	1672
Effct. Green for Bike (s)	6.7	9.5	55.9	67.3
Cross Street Width (ft)	140.8	96.0	92.3	74.0
Through Lanes Number	1	1	3	3
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	3.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	149	211	1242	1496
Bicycle Delay (s/bike)	38.5	36.0	6.5	2.9
Bicycle Compliance	Poor	Poor	Good	Good
Bicycle LOS Score	3.74	3.53	3.73	3.29
Bicycle LOS	D	D	D	C

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	60	17	1351	1375
Effct. Green for Bike (s)	18.0	18.0	60.8	60.5
Cross Street Width (ft)	96.0	107.0	38.0	120.0
Through Lanes Number	1	1	3	3
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	8.0	4.0	5.0	4.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	400	400	1351	1344
Bicycle Delay (s/bike)	28.8	28.8	4.7	4.8
Bicycle Compliance	Fair	Fair	Good	Good
Bicycle LOS Score	1.73	2.69	2.13	3.62
Bicycle LOS	A	B	B	D

Approach	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0
Total Flow Rate (veh/h)	30	1395	1534
Effct. Green for Bike (s)	8.4	76.1	78.4
Cross Street Width (ft)	84.1	41.5	84.0
Through Lanes Number	1	3	3
Through Lane Width (ft)	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0
Curb Is Present?	No	No	No
On Street Parking?	No	No	No
Bicycle Lane Capacity (bike/h)	187	1691	1742
Bicycle Delay (s/bike)	37.0	1.1	0.7
Bicycle Compliance	Poor	Good	Good
Bicycle LOS Score	2.90	2.96	3.69
Bicycle LOS	C	C	D

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	267	79	761	815
Effct. Green for Bike (s)	21.3	21.3	74.7	74.7
Cross Street Width (ft)	86.0	86.0	60.0	68.0
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	406	406	1423	1423
Bicycle Delay (s/bike)	33.4	33.4	4.4	4.4
Bicycle Compliance	Poor	Poor	Good	Good
Bicycle LOS Score	3.32	3.01	3.11	3.27
Bicycle LOS	C	C	C	C

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	156	79	694	729
Effct. Green for Bike (s)	18.0	18.0	78.0	78.0
Cross Street Width (ft)	86.0	86.0	62.0	62.0
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	343	343	1486	1486
Bicycle Delay (s/bike)	36.0	36.0	3.5	3.5
Bicycle Compliance	Poor	Poor	Good	Good
Bicycle LOS Score	3.13	3.01	3.08	3.11
Bicycle LOS	C	C	C	C

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	33	713	1909	1526
Effct. Green for Bike (s)	7.0	22.5	53.9	63.8
Cross Street Width (ft)	106.0	99.0	80.0	38.0
Through Lanes Number	1	1	3	3
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	7.0	7.0	0.0	3.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	133	429	1027	1215
Bicycle Delay (s/bike)	45.7	32.4	12.4	8.1
Bicycle Compliance	Poor	Poor	Fair	Good
Bicycle LOS Score	2.06	3.07	3.83	2.66
Bicycle LOS	B	C	D	B

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	87	154	2202	2033
Effct. Green for Bike (s)	7.9	18.0	59.7	55.1
Cross Street Width (ft)	88.0	98.0	58.0	42.0
Through Lanes Number	1	1	3	3
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	5.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	150	343	1137	1050
Bicycle Delay (s/bike)	44.9	36.0	9.8	11.9
Bicycle Compliance	Poor	Poor	Good	Fair
Bicycle LOS Score	3.05	3.31	3.66	2.57
Bicycle LOS	C	C	D	B

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	226	51	1280	1404
Effct. Green for Bike (s)	18.0	18.0	32.1	27.3
Cross Street Width (ft)	99.0	99.0	81.0	68.0
Through Lanes Number	1	1	3	3
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	3.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	600	600	1070	910
Bicycle Delay (s/bike)	14.7	14.7	6.5	8.9
Bicycle Compliance	Fair	Fair	Good	Good
Bicycle LOS Score	3.45	3.16	3.18	3.37
Bicycle LOS	C	C	C	C

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	312	150	651	945
Effct. Green for Bike (s)	18.6	9.5	28.3	36.2
Cross Street Width (ft)	76.0	76.0	79.0	57.0
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	2.0	2.0	2.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	531	271	809	1034
Bicycle Delay (s/bike)	18.9	26.1	12.4	8.2
Bicycle Compliance	Fair	Fair	Fair	Good
Bicycle LOS Score	3.24	2.86	3.20	3.10
Bicycle LOS	C	C	C	C

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	1181	1071	152	67
Effct. Green for Bike (s)	22.3	26.1	26.1	20.0
Cross Street Width (ft)	70.0	82.0	102.0	105.0
Through Lanes Number	3	3	1	1
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	5.0	0.0	3.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	686	803	803	615
Bicycle Delay (s/bike)	14.0	11.6	11.6	15.6
Bicycle Compliance	Fair	Fair	Fair	Fair
Bicycle LOS Score	3.28	2.65	3.37	2.96
Bicycle LOS	C	B	C	C

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	105	153	793	699
Effct. Green for Bike (s)	18.0	18.0	26.4	26.4
Cross Street Width (ft)	77.0	65.0	64.0	64.0
Through Lanes Number	1	2	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	6.0	2.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	600	600	880	880
Bicycle Delay (s/bike)	14.7	14.7	9.4	9.4
Bicycle Compliance	Fair	Fair	Good	Good
Bicycle LOS Score	1.95	2.57	3.19	3.12
Bicycle LOS	A	B	C	C

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	209	47	471	123
Effct. Green for Bike (s)	18.0	18.0	31.1	19.2
Cross Street Width (ft)	68.0	80.0	35.0	63.0
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	5.0	2.0	5.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	600	600	1037	640
Bicycle Delay (s/bike)	14.7	14.7	7.0	13.9
Bicycle Compliance	Fair	Fair	Good	Fair
Bicycle LOS Score	2.94	2.11	2.38	1.87
Bicycle LOS	C	B	B	A

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	267	30	1265	887
Effct. Green for Bike (s)	18.0	18.0	31.1	23.7
Cross Street Width (ft)	73.0	90.0	40.0	42.0
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	600	600	1037	790
Bicycle Delay (s/bike)	14.7	14.7	7.0	11.0
Bicycle Compliance	Fair	Fair	Good	Fair
Bicycle LOS Score	3.12	2.99	3.22	2.93
Bicycle LOS	C	C	C	C

Approach	EB	WB	NB
Bicycle Flow Rate (bike/h)	0	0	0
Total Flow Rate (veh/h)	1420	881	38
Effct. Green for Bike (s)	31.1	33.0	18.0
Cross Street Width (ft)	78.0	78.0	82.0
Through Lanes Number	2	2	1
Through Lane Width (ft)	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	7.0	8.0
Curb Is Present?	Yes	Yes	Yes
On Street Parking?	No	No	No
Bicycle Lane Capacity (bike/h)	1037	1100	600
Bicycle Delay (s/bike)	7.0	6.1	14.7
Bicycle Compliance	Good	Good	Fair
Bicycle LOS Score	3.92	2.30	1.48
Bicycle LOS	D	B	A

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	136	150	625	736
Effct. Green for Bike (s)	18.0	18.0	26.2	30.9
Cross Street Width (ft)	69.0	69.0	64.0	40.0
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	3.0	0.0	2.0	8.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	600	600	873	1030
Bicycle Delay (s/bike)	14.7	14.7	9.5	7.1
Bicycle Compliance	Fair	Fair	Good	Good
Bicycle LOS Score	2.52	2.86	2.95	1.39
Bicycle LOS	B	C	C	A

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	139	73	357	345
Effct. Green for Bike (s)	18.0	18.0	30.8	26.3
Cross Street Width (ft)	64.0	64.0	64.0	64.0
Through Lanes Number	2	2	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	3.0	3.0	3.0	2.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	600	600	1027	877
Bicycle Delay (s/bike)	14.7	14.7	7.1	9.5
Bicycle Compliance	Fair	Fair	Good	Good
Bicycle LOS Score	2.33	2.28	2.51	2.72
Bicycle LOS	B	B	B	B

Approach	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0
Total Flow Rate (veh/h)	50	432	488
Effct. Green for Bike (s)	18.0	26.5	33.0
Cross Street Width (ft)	70.0	49.0	49.0
Through Lanes Number	2	2	2
Through Lane Width (ft)	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	5.0	5.0
Paved Shoulder Width (ft)	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes
On Street Parking?	No	No	No
Bicycle Lane Capacity (bike/h)	600	883	1100
Bicycle Delay (s/bike)	14.7	9.4	6.1
Bicycle Compliance	Fair	Good	Good
Bicycle LOS Score	2.67	1.59	1.64
Bicycle LOS	B	A	A

Approach	EB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0
Total Flow Rate (veh/h)	552	803	815
Effct. Green for Bike (s)	18.0	33.0	18.9
Cross Street Width (ft)	68.0	76.0	76.0
Through Lanes Number	2	2	2
Through Lane Width (ft)	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes
On Street Parking?	No	No	No
Bicycle Lane Capacity (bike/h)	600	1100	630
Bicycle Delay (s/bike)	14.7	6.1	14.1
Bicycle Compliance	Fair	Good	Fair
Bicycle LOS Score	3.06	3.38	3.39
Bicycle LOS	C	C	C

Approach	EB	WB	SB
Bicycle Flow Rate (bike/h)	0	0	0
Total Flow Rate (veh/h)	567	711	394
Effct. Green for Bike (s)	33.0	18.1	18.0
Cross Street Width (ft)	70.0	70.0	68.0
Through Lanes Number	2	2	2
Through Lane Width (ft)	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0
Curb Is Present?	No	No	No
On Street Parking?	No	No	No
Bicycle Lane Capacity (bike/h)	1100	603	600
Bicycle Delay (s/bike)	6.1	14.6	14.7
Bicycle Compliance	Good	Fair	Fair
Bicycle LOS Score	3.10	3.22	2.93
Bicycle LOS	C	C	C

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	30	231	1597	1436
Effct. Green for Bike (s)	6.7	12.6	55.7	69.0
Cross Street Width (ft)	140.8	96.0	92.3	74.0
Through Lanes Number	1	1	3	3
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	3.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	149	280	1238	1533
Bicycle Delay (s/bike)	38.5	33.3	6.5	2.5
Bicycle Compliance	Poor	Poor	Good	Good
Bicycle LOS Score	3.76	3.41	3.85	3.16
Bicycle LOS	D	C	D	C

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	74	11	1461	1410
Effct. Green for Bike (s)	18.0	18.0	60.9	60.7
Cross Street Width (ft)	96.0	107.0	38.0	120.0
Through Lanes Number	1	1	3	3
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	8.0	4.0	5.0	4.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	400	400	1353	1349
Bicycle Delay (s/bike)	28.8	28.8	4.7	4.8
Bicycle Compliance	Fair	Fair	Good	Good
Bicycle LOS Score	1.76	2.68	2.19	3.64
Bicycle LOS	A	B	B	D

Approach	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0
Total Flow Rate (veh/h)	8	1582	1268
Effct. Green for Bike (s)	8.1	82.4	84.6
Cross Street Width (ft)	84.1	41.5	84.0
Through Lanes Number	1	3	3
Through Lane Width (ft)	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0
Curb Is Present?	No	No	No
On Street Parking?	No	No	No
Bicycle Lane Capacity (bike/h)	180	1831	1880
Bicycle Delay (s/bike)	37.3	0.3	0.2
Bicycle Compliance	Poor	Good	Good
Bicycle LOS Score	2.86	3.06	3.54
Bicycle LOS	C	C	D

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	278	90	759	812
Effct. Green for Bike (s)	22.4	22.4	68.6	68.6
Cross Street Width (ft)	86.0	86.0	60.0	68.0
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	448	448	1372	1372
Bicycle Delay (s/bike)	30.1	30.1	4.9	4.9
Bicycle Compliance	Poor	Poor	Good	Good
Bicycle LOS Score	3.33	3.02	3.10	3.27
Bicycle LOS	C	C	C	C

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	152	62	639	660
Effct. Green for Bike (s)	18.0	18.0	73.0	73.0
Cross Street Width (ft)	86.0	86.0	62.0	62.0
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	360	360	1460	1460
Bicycle Delay (s/bike)	33.6	33.6	3.6	3.6
Bicycle Compliance	Poor	Poor	Good	Good
Bicycle LOS Score	3.13	2.98	3.04	3.05
Bicycle LOS	C	C	C	C

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	37	665	2053	1427
Effct. Green for Bike (s)	6.9	21.2	51.5	58.2
Cross Street Width (ft)	106.0	99.0	80.0	38.0
Through Lanes Number	1	1	3	3
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	7.0	7.0	0.0	3.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	138	424	1030	1164
Bicycle Delay (s/bike)	43.3	31.0	11.8	8.7
Bicycle Compliance	Poor	Poor	Fair	Good
Bicycle LOS Score	2.06	2.99	3.91	2.60
Bicycle LOS	B	C	D	B

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	54	115	2160	2322
Effct. Green for Bike (s)	7.2	18.0	57.5	57.2
Cross Street Width (ft)	88.0	98.0	58.0	42.0
Through Lanes Number	1	1	3	3
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	5.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	144	360	1150	1144
Bicycle Delay (s/bike)	43.1	33.6	9.0	9.2
Bicycle Compliance	Poor	Poor	Good	Good
Bicycle LOS Score	3.00	3.25	3.63	2.73
Bicycle LOS	C	C	D	B

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	293	109	1376	1372
Effct. Green for Bike (s)	18.0	18.0	32.1	23.4
Cross Street Width (ft)	99.0	99.0	81.0	68.0
Through Lanes Number	1	1	3	3
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	3.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	600	600	1070	780
Bicycle Delay (s/bike)	14.7	14.7	6.5	11.2
Bicycle Compliance	Fair	Fair	Good	Fair
Bicycle LOS Score	3.56	3.25	3.23	3.35
Bicycle LOS	D	C	C	C

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	392	145	683	1034
Effct. Green for Bike (s)	20.1	8.1	28.4	31.4
Cross Street Width (ft)	76.0	76.0	79.0	57.0
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	2.0	2.0	2.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	574	231	811	897
Bicycle Delay (s/bike)	17.8	27.4	12.4	10.6
Bicycle Compliance	Fair	Fair	Fair	Fair
Bicycle LOS Score	3.37	2.85	3.22	3.18
Bicycle LOS	C	C	C	C

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	1689	1093	202	66
Effct. Green for Bike (s)	22.8	24.7	25.6	19.9
Cross Street Width (ft)	70.0	82.0	102.0	105.0
Through Lanes Number	3	3	1	1
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	5.0	0.0	3.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	702	760	788	612
Bicycle Delay (s/bike)	13.7	12.5	11.9	15.6
Bicycle Compliance	Fair	Fair	Fair	Fair
Bicycle LOS Score	3.56	2.66	3.45	2.95
Bicycle LOS	D	B	C	C

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APPENDIX 6:
2040 CORRIDOR DEMAND

Appendix Table 6-1

Palm Springs North CV Link 2040 Corridor Demand - Preferred Scenario, Rancho Mirage Termini

Peak Periods	Home Based						Non-Home Based						All Purposes						
	Work		Shop		Other		Other		Work		Bike		Walk		Bike	Walk	Total		
	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	Total
Intratrips	32	21	7	4	3	6	31	22	31	72	49	41	1	1	3	140	96	88	324
Palm Springs Central	29	14	5	4	4	4	23	16	15	4	4	6	1	1	2	61	39	32	132
Cathedral City	28	14	6	3	3	3	22	16	16	1	1	1	0	1	1	54	35	27	116
Rancho Mirage	4	1	2	1	0	1	3	1	5	1	0	1	0	0	1	9	2	10	21
Palm Desert	4	1	1	1	0	1	3	0	2	1	0	0	0	0	1	9	1	5	15
Indian Wells	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	3	0	1	4
La Quinta	1	0	1	0	0	0	1	0	1	0	0	0	0	0	2	2	0	2	4
Indio	1	0	1	0	0	0	2	0	1	0	0	0	0	0	3	3	0	2	5
Coachella	1	0	0	0	0	0	1	0	1	0	0	0	0	0	2	2	0	1	3
County Areas																			
Northwest	8	1	1	1	0	0	5	1	1	0	0	0	0	0	0	14	2	2	18
North w/DHS	8	7	1	1	0	0	5	4	1	0	0	0	0	0	0	14	11	2	27
Northeast	1	0	0	0	0	0	1	0	0	0	0	0	0	0	2	2	0	0	2
Southeast	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1	0	0	1
Off-Peak Periods																			
Intratrips	14	9	4	4	15	10	8	36	25	25	44	45	2	3	8	130	91	90	311
Palm Springs Central	12	7	3	3	11	9	4	27	17	13	4	6	1	3	4	55	40	30	125
Cathedral City	11	7	4	4	6	5	3	22	14	11	1	1	1	1	3	41	28	22	91
Rancho Mirage	2	0	1	1	1	0	1	3	1	3	0	1	0	0	1	6	1	7	14
Palm Desert	1	0	1	1	1	0	1	3	0	1	0	0	0	0	1	5	0	4	9
Indian Wells	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
La Quinta	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	2	0	1	3
Indio	1	0	0	1	0	0	0	2	0	1	0	0	0	0	0	4	0	1	5
Coachella	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	3	0	0	3
County Areas																			
Northwest	3	1	0	2	0	0	5	1	1	1	0	0	1	0	1	11	2	2	15
North w/DHS	3	3	1	2	3	0	5	4	1	1	0	0	0	0	0	10	10	2	22
Northeast	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2	0	0	2
Southeast	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1	0	0	1

Corridor Segment Peak Periods 314 186 172 672
 Corridor Segment Off-Peak Periods 271 172 160 603
 Corridor Segment Daily 585 358 332 1,275

Appendix Table 6-2

Palm Springs North CV Link 2040 Corridor Demand - Alternative 1, with City of Rancho Mirage Linkage

Peak Periods	Home Based												Non-Home Based						All Purposes					
	Work			Shop			Other			Other			Work			Bike		LSEV		Walk		Total		
	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	Total		
Intratrips	32	21	7	4	3	6	31	22	31	72	49	41	1	1	3	140	96	88	324					
Palm Springs Central	29	14	5	4	4	4	23	16	15	4	4	6	1	1	2	61	39	32	132					
Cathedral City	28	14	6	3	3	3	22	16	16	1	1	1	0	1	1	54	35	27	116					
Rancho Mirage	7	5	3	1	1	1	5	5	6	1	1	1	0	1	1	14	13	12	39					
Palm Desert	7	4	1	1	0	1	5	3	2	1	0	0	0	0	1	14	7	5	26					
Indian Wells	2	1	0	1	0	0	2	1	1	0	0	0	0	0	0	5	2	1	8					
La Quinta	1	1	1	0	0	0	1	1	1	0	0	0	0	0	2	2	2	2	6					
Indio	2	1	1	0	0	0	3	1	1	0	0	0	0	0	5	2	2	2	9					
Coachella	1	0	0	0	0	0	2	1	1	0	0	0	0	0	3	1	1	1	5					
County Areas																								
Northwest	8	1	1	1	0	0	5	1	1	0	0	0	0	0	0	14	2	2	18					
North w/DHS	8	7	1	1	0	0	5	4	1	0	0	0	0	0	0	14	11	2	27					
Northeast	1	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	2					
Southeast	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1					
Off-Peak Periods																								
Intratrips	14	9	4	4	15	10	8	36	25	25	44	45	2	3	8	130	91	90	311					
Palm Springs Central	12	7	3	3	11	9	4	27	17	13	4	6	1	3	4	55	40	30	125					
Cathedral City	11	7	4	4	6	5	3	22	14	11	1	1	1	1	3	41	28	22	91					
Rancho Mirage	3	3	1	2	2	1	1	5	5	4	0	1	0	1	1	10	10	8	28					
Palm Desert	2	1	1	2	2	1	1	5	3	1	0	0	0	0	1	9	5	4	18					
Indian Wells	0	0	0	0	0	0	0	1	1	1	0	0	0	0	1	1	1	1	3					
La Quinta	0	0	0	1	0	0	0	1	1	1	0	0	0	0	2	2	1	1	4					
Indio	1	0	0	1	0	0	0	3	1	1	0	0	0	0	5	1	1	1	7					
Coachella	1	0	0	1	0	0	2	1	1	0	0	0	0	0	4	1	1	0	5					
County Areas																								
Northwest	3	1	0	2	0	0	5	1	1	1	0	0	1	0	1	11	2	2	15					
North w/DHS	3	3	1	2	3	0	5	4	1	1	0	0	0	0	10	10	10	2	22					
Northeast	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	2					
Southeast	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1					

Corridor Segment Peak Periods 329 210 174 713
 Corridor Segment Off-Peak Periods 281 190 161 632
 Corridor Segment Daily 610 400 335 1,345

Appendix Table 6-3

Palm Springs North CV Link 2040 Corridor Demand - Alternative 2, Rancho Mirage/Indian Wells Termini

Peak Periods	Home Based												Non-Home Based						All Purposes					
	Work			Shop			Other			Other			Work			Bike		LSEV		Walk		Total		
	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	Total		
Intratrips	32	21	7	4	3	6	31	22	31	72	49	41	1	1	3	140	96	88	324					
Palm Springs Central	29	14	5	4	4	4	23	16	15	4	4	6	1	1	2	61	39	32	132					
Cathedral City	28	14	6	3	3	3	22	16	16	1	1	1	0	1	1	54	35	27	116					
Rancho Mirage	4	1	2	1	0	1	3	1	5	1	0	1	0	0	1	9	2	10	21					
Palm Desert	4	1	1	1	0	1	3	0	2	1	0	0	0	0	1	9	1	5	15					
Indian Wells	1	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	0	1	3					
La Quinta	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	2					
Indio	1	0	1	0	0	0	1	0	1	0	0	0	0	0	2	0	0	2	4					
Coachella	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	0	1	2					
County Areas	8	1	1	1	0	0	5	1	1	0	0	0	0	0	0	14	2	2	18					
Northwest	8	7	1	1	0	0	5	4	1	0	0	0	0	0	14	11	2	27						
North w/DHS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
Northeast	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
Southeast	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
Off-Peak Periods	14	9	4	4	15	10	8	36	25	25	25	45	2	3	8	130	91	90	311					
Intratrips	12	7	3	3	11	9	4	27	17	13	13	6	1	3	4	55	40	30	125					
Palm Springs Central	11	7	4	6	5	3	22	14	11	1	1	1	1	1	3	41	28	22	91					
Cathedral City	2	0	1	1	1	0	3	0	3	1	1	1	0	0	1	6	1	7	14					
Rancho Mirage	1	0	1	1	1	0	3	0	1	0	0	0	0	0	1	5	0	4	9					
Palm Desert	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1					
Indian Wells	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1					
La Quinta	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1					
Indio	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	1	0	1	2					
Coachella	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1					
County Areas	3	1	0	2	0	0	5	1	1	1	0	0	1	0	1	11	2	2	15					
Northwest	3	3	1	2	3	0	5	4	1	0	0	0	0	0	10	10	2	22						
North w/DHS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
Northeast	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
Southeast	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					

Corridor Segment Peak Periods 306 186 172 664
 Corridor Segment Off-Peak Periods 260 172 160 592
 Corridor Segment Daily 566 358 332 1,256

Appendix Table 6-4

Palm Springs Central CV Link 2040 Corridor Demand - Preferred Scenario, Rancho Mirage Termini

Peak Periods	Home Based						Non-Home Based						All Purposes						
	Work		Shop		Other		Other		Work		Bike		Walk		Total				
	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	Total			
Intratrips	23	17	20	5	9	29	26	43	121	35	46	112	1	3	10	90	118	292	500
Palm Springs North	29	14	5	4	4	4	23	16	15	4	4	6	1	1	2	61	39	32	132
Cathedral City	44	30	11	6	8	9	38	40	41	4	7	10	1	3	4	93	88	75	256
Rancho Mirage	5	1	2	1	0	2	4	1	6	1	0	1	0	0	1	11	2	12	25
Palm Desert	4	1	3	1	0	1	4	1	5	1	0	1	0	0	2	10	2	12	24
Indian Wells	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	1	2
La Quinta	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	2
Indio	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	3	0	0	3
Coachella	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	2
County Areas																			
Northwest	2	0	0	1	0	0	2	0	1	0	0	0	0	0	0	5	0	1	6
North w/DHS	10	3	1	2	0	1	7	3	1	0	0	0	0	0	0	19	6	3	28
Northeast	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	2
Southeast	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1
Off-Peak Periods																			
Intratrips	11	9	13	18	20	42	34	42	103	32	47	127	1	7	24	96	125	309	530
Palm Springs North	12	7	3	11	9	4	27	17	13	4	4	6	1	3	4	55	40	30	125
Cathedral City	18	13	7	16	13	10	43	38	32	4	7	10	2	5	9	83	76	68	227
Rancho Mirage	2	0	1	1	0	1	5	1	5	1	0	1	0	0	2	9	1	10	20
Palm Desert	2	0	2	1	0	1	4	1	3	0	0	1	0	0	2	7	1	9	17
Indian Wells	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	1	2
La Quinta	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2	0	0	2
Indio	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	3	0	0	3
Coachella	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2	0	0	2
County Areas																			
Northwest	1	0	0	1	0	0	2	1	1	0	0	0	0	0	0	4	1	1	6
North w/DHS	3	0	0	5	1	1	7	3	1	0	0	0	0	0	0	15	4	2	21
Northeast	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2	0	0	2
Southeast	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2	0	0	2

Corridor Segment Peak Periods 300 255 428 983
 Corridor Segment Off-Peak Periods 281 248 430 959
 Corridor Segment Daily 581 503 858 1,942

Appendix Table 6-5

Palm Springs Central CV Link 2040 Corridor Demand - Alternative 1, with City of Rancho Mirage Linkage

Peak Periods	Home Based						Non-Home Based						All Purposes								
	Work		Shop		Other		Other		Work		Bike		Walk		Bike		Walk		Total		
	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk
Intratrips	23	17	20	5	9	29	26	43	121	35	46	112	1	3	10	90	118	292	500		
Palm Springs North	29	14	5	4	4	4	23	16	15	4	4	6	1	1	2	61	39	32	132		
Cathedral City	44	30	11	6	8	9	38	40	41	4	7	10	1	3	4	93	88	75	256		
Rancho Mirage	10	7	3	1	1	2	8	9	8	1	1	1	0	1	1	20	19	15	54		
Palm Desert	8	7	4	1	1	1	7	7	6	1	1	1	0	1	2	17	17	14	48		
Indian Wells	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1	1	1	3		
La Quinta	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	2		
Indio	2	1	0	1	0	0	2	1	0	0	0	0	0	0	0	5	2	0	7		
Coachella	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	2		
County Areas																					
Northwest	2	0	0	1	0	0	2	0	1	0	0	0	0	0	0	5	0	1	6		
North w/DHS	10	3	1	2	0	1	7	3	1	0	0	0	0	0	0	19	6	3	28		
Northeast	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	2		
Southeast	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1		
Off-Peak Periods																					
Intratrips	11	9	13	18	20	42	34	42	103	32	47	127	1	7	24	96	125	309	530		
Palm Springs North	12	7	3	11	9	4	27	17	13	4	4	6	1	3	4	55	40	30	125		
Cathedral City	18	13	7	16	13	10	43	38	32	4	7	10	2	5	9	83	76	68	227		
Rancho Mirage	4	3	1	2	3	1	10	9	7	1	1	1	0	1	2	17	17	12	46		
Palm Desert	3	3	2	2	1	1	7	5	4	0	0	1	0	1	2	12	10	10	32		
Indian Wells	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1	1	1	3		
La Quinta	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2	0	0	2		
Indio	1	0	0	1	0	0	2	1	0	0	0	0	0	0	0	4	1	0	5		
Coachella	0	0	0	1	0	0	2	1	0	0	0	0	0	0	0	3	1	0	4		
County Areas																					
Northwest	1	0	0	1	0	0	2	1	1	0	0	0	0	0	0	4	1	1	6		
North w/DHS	3	0	0	5	1	1	7	3	1	0	0	0	0	0	0	15	4	2	21		
Northeast	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2	0	0	2		
Southeast	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2	0	0	2		

Corridor Segment Peak Periods 318 290 433 1,041
 Corridor Segment Off-Peak Periods 296 276 433 1,005
 Corridor Segment Daily 614 566 866 2,046

Appendix Table 6-6

Palm Springs Central CV Link 2040 Corridor Demand - Alternative 2, Rancho Mirage/Indian Wells Termini

Peak Periods	Home Based						Non-Home Based						All Purposes						
	Work		Shop		Other		Other		Work		Bike		Walk		Bike	Walk	Total		
	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV				Walk	Total
Intratrips	23	17	20	5	9	29	26	43	121	35	46	112	1	3	10	90	118	292	500
Palm Springs North	29	14	5	4	4	4	23	16	15	4	4	6	1	1	2	61	39	32	132
Cathedral City	44	30	11	6	8	9	38	40	41	4	7	10	1	3	4	93	88	75	256
Rancho Mirage	5	1	2	1	0	2	4	1	6	1	0	1	0	0	1	11	2	12	25
Palm Desert	4	1	3	1	0	1	4	1	5	1	0	1	0	0	2	10	2	12	24
Indian Wells	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1
La Quinta	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Indio	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	2
Coachella	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
County Areas																			
Northwest	2	0	0	1	0	0	2	0	1	0	0	0	0	0	0	5	0	1	6
North w/DHS	10	3	1	2	0	1	7	3	1	0	0	0	0	0	0	19	6	3	28
Northeast	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Southeast	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Off-Peak Periods																			
Intratrips	11	9	13	18	20	42	34	42	103	32	47	127	1	7	24	96	125	309	530
Palm Springs North	12	7	3	11	9	4	27	17	13	4	4	6	1	3	4	55	40	30	125
Cathedral City	18	13	7	16	13	10	43	38	32	4	7	10	2	5	9	83	76	68	227
Rancho Mirage	2	0	1	1	0	1	5	1	5	1	0	1	0	0	2	9	1	10	20
Palm Desert	2	0	2	1	0	1	4	1	3	0	0	1	0	0	2	7	1	9	17
Indian Wells	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1
La Quinta	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Indio	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1
Coachella	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1
County Areas																			
Northwest	1	0	0	1	0	0	2	1	1	0	0	0	0	0	0	4	1	1	6
North w/DHS	3	0	0	5	1	1	7	3	1	0	0	0	0	0	0	15	4	2	21
Northeast	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Southeast	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Corridor Segment Peak Periods 291 255 428 974
 Corridor Segment Off-Peak Periods 271 248 430 949
 Corridor Segment Daily 562 503 858 1,923

Appendix Table 6-7

Cathedral City CV Link 2040 Corridor Demand - Preferred Scenario, Rancho Mirage Termini

Peak Periods	Work						Home Based						Non-Home Based						All Purposes															
	Work		Shop		Other		Bike		LSEV		Walk		Bike		LSEV		Walk		Other		Bike		LSEV		Walk		Bike		LSEV		Walk		Total	
	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	Total			
Intratrips	38	20	12	8	5	17	81	53	130	36	22	37	1	1	3	164	101	199	464															
Palm Springs North	28	14	6	3	3	3	22	16	16	1	1	1	0	1	1	54	35	27	116															
Palm Springs Central	44	30	11	6	8	9	38	40	41	4	7	10	1	3	4	93	88	75	256															
Rancho Mirage	20	3	3	3	1	3	22	4	14	2	0	2	1	0	1	48	8	23	79															
Palm Desert	16	2	3	1	0	1	12	2	6	1	0	1	1	0	1	31	4	12	47															
Indian Wells	1	0	1	0	0	0	1	0	2	0	0	0	0	0	0	2	0	4	6															
La Quinta	1	0	1	0	0	0	2	0	1	0	0	0	0	0	0	3	0	2	5															
Indio	3	0	1	1	0	1	3	1	2	1	2	1	0	0	0	7	1	4	12															
Coachella	1	0	1	1	0	0	3	0	2	0	0	0	0	0	0	5	0	3	8															
County Areas																																		
Northwest	2	1	1	1	0	0	3	1	1	0	0	0	0	0	0	6	2	2	10															
North w/DHS	5	7	0	1	0	0	5	5	2	0	0	0	0	0	0	11	12	2	25															
Northeast	1	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2	0	1	3															
Southeast	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
Pass Through Trips	24	4	10	6	0	5	25	3	23	4	0	3	0	0	0	57	7	44	108															
Off-Peak Periods																																		
Intratrips	18	9	8	29	16	23	78	47	89	33	21	42	1	1	8	159	94	170	423															
Palm Springs North	11	7	4	6	5	3	22	14	11	1	1	1	1	1	3	41	28	22	91															
Palm Springs Central	18	13	7	16	13	10	43	38	32	4	7	10	2	5	9	83	76	68	227															
Rancho Mirage	9	1	2	8	1	3	24	4	11	2	0	2	1	0	2	44	6	20	70															
Palm Desert	6	1	2	3	0	1	12	2	5	1	0	1	1	0	2	23	3	11	37															
Indian Wells	1	0	1	0	0	0	1	0	2	0	0	0	0	0	1	2	0	4	6															
La Quinta	1	0	0	1	0	0	2	0	1	0	0	0	0	0	0	4	0	1	5															
Indio	1	0	1	1	0	0	3	0	1	0	0	0	0	0	0	5	0	2	7															
Coachella	1	0	0	1	0	0	3	0	1	0	0	0	0	0	0	5	0	1	6															
County Areas																																		
Northwest	1	0	0	1	0	0	2	1	1	0	0	0	0	0	0	4	1	1	6															
North w/DHS	2	3	0	2	3	0	4	5	1	0	0	0	0	0	0	8	11	1	20															
Northeast	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	3	0	1	4															
Southeast	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
Pass Through Trips	10	0	5	11	0	4	26	3	16	1	0	3	0	0	6	49	3	32	84															

Corridor Segment Peak Periods 483 258 398 1,139
 Corridor Segment Off-Peak Periods 430 222 334 986
 Corridor Segment Daily 913 480 732 2,125

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Appendix Table 6-8

Cathedral City CV Link 2040 Corridor Demand - Alternative 1, with City of Rancho Mirage Linkage

Peak Periods	Work						Home Based						Non-Home Based						All Purposes							
	Work		Shop		Other		Bike		LSEV		Walk		Bike		LSEV		Walk		Bike		LSEV		Walk		Total	
	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	Total	
Intratrips	38	20	12	8	5	17	81	53	130	36	22	37	1	1	3	164	101	199	164	101	199	464				
Palm Springs North	28	14	6	3	3	3	22	16	16	1	1	1	0	1	1	54	35	27	54	35	27	116				
Palm Springs Central	44	30	11	6	8	9	38	40	41	4	7	10	1	3	4	93	88	75	93	88	75	256				
Rancho Mirage	39	18	4	6	4	4	43	26	19	3	3	2	1	1	1	92	52	30	92	52	30	174				
Palm Desert	31	14	4	2	1	1	23	13	8	1	1	1	1	1	1	58	30	15	58	30	15	103				
Indian Wells	1	1	1	0	0	0	2	3	3	0	0	0	0	0	0	3	4	5	3	4	5	12				
La Quinta	2	1	1	0	0	0	3	1	1	0	0	0	0	0	0	5	2	2	5	2	2	9				
Indio	5	3	1	1	0	1	6	4	3	0	0	0	0	0	0	12	7	5	12	7	5	24				
Coachella	2	1	1	1	0	0	5	3	2	0	0	0	0	0	0	8	4	3	8	4	3	15				
County Areas																										
Northwest	2	1	1	1	0	0	3	1	1	0	0	0	0	0	0	6	2	2	6	2	2	10				
North w/DHS	5	7	0	1	0	0	5	5	2	0	0	0	0	0	0	11	12	2	11	12	2	25				
Northeast	1	0	0	0	0	0	2	0	1	0	0	0	0	0	0	3	0	1	3	0	1	4				
Southeast	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Pass Through Trips	42	27	13	6	3	5	40	30	27	4	3	3	0	3	5	90	64	51	90	64	51	205				
Off-Peak Periods																										
Intratrips	18	9	8	29	16	23	78	47	89	33	21	42	1	1	8	159	94	170	159	94	170	423				
Palm Springs North	11	7	4	6	5	3	22	14	11	1	1	1	1	1	3	41	28	22	41	28	22	91				
Palm Springs Central	18	13	7	16	13	10	43	38	32	4	7	10	2	5	9	83	76	68	83	76	68	227				
Rancho Mirage	17	8	3	16	8	4	47	26	15	4	3	2	2	1	3	86	46	27	86	46	27	159				
Palm Desert	11	5	2	5	3	1	23	12	6	1	1	1	1	1	2	41	22	12	41	22	12	75				
Indian Wells	1	1	1	0	0	0	2	3	2	0	0	0	0	0	1	3	4	4	3	4	4	11				
La Quinta	1	0	0	1	0	0	4	1	1	0	0	0	0	0	0	6	1	1	6	1	1	8				
Indio	2	1	1	1	0	0	5	3	1	0	0	0	0	0	0	8	4	2	8	4	2	14				
Coachella	1	0	0	1	0	0	5	3	1	0	0	0	0	0	0	7	3	1	7	3	1	11				
County Areas																										
Northwest	1	0	0	1	0	0	2	1	1	0	0	0	0	0	0	4	1	1	4	1	1	6				
North w/DHS	2	3	0	2	3	0	4	5	1	0	0	0	0	0	0	8	11	1	8	11	1	20				
Northeast	1	0	0	1	0	0	2	0	1	0	0	0	0	0	0	4	0	1	4	0	1	5				
Southeast	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Pass Through Trips	15	10	5	15	6	4	42	29	20	1	1	3	0	3	6	80	45	36	80	45	36	161				

Corridor Segment Peak Periods 599 401 417 1,417
 Corridor Segment Off-Peak Periods 530 335 346 1,211
 Corridor Segment Daily 1,129 736 763 2,628

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Appendix Table 6-9

Cathedral City CV Link 2040 Corridor Demand - Alternative 2, Rancho Mirage/Indian Wells Termini

Peak Periods	Home Based						Non-Home Based						All Purposes						
	Work			Shop			Other			Other			Work			Bike	LSEV	Walk	Total
	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk				
Intratrips	38	20	12	8	5	17	81	53	130	36	22	37	1	1	3	164	101	199	464
Palm Springs North	28	14	6	3	3	3	22	16	16	1	1	1	0	1	1	54	35	27	116
Palm Springs Central	44	30	11	6	8	9	38	40	41	4	7	10	1	3	4	93	88	75	256
Rancho Mirage	20	3	3	3	1	3	22	4	14	2	0	2	1	0	1	48	8	23	79
Palm Desert	16	2	3	1	0	1	12	2	6	1	0	1	1	0	1	31	4	12	47
Indian Wells	0	0	1	0	0	0	1	0	2	0	0	0	0	0	1	1	0	4	5
La Quinta	1	0	1	0	0	0	1	0	1	0	0	0	0	0	0	2	0	2	4
Indio	2	0	1	0	0	1	2	0	2	0	0	0	0	0	0	4	0	4	8
Coachella	1	0	1	0	0	0	2	0	1	0	0	0	0	0	0	3	0	2	5
County Areas																			
Northwest	2	1	1	1	0	0	3	1	1	0	0	0	0	0	0	6	2	2	10
North w/DHS	5	7	0	1	0	0	5	5	2	0	0	0	0	0	0	11	12	2	25
Northeast	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	1	2
Southeast	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass Through Trips	20	4	10	4	0	5	18	3	23	4	0	3	0	0	5	46	7	44	97
Off-Peak Periods																			
Intratrips	18	9	8	29	16	23	78	47	89	33	21	42	1	1	8	159	94	170	423
Palm Springs North	11	7	4	6	5	3	22	14	11	1	1	1	1	1	3	41	28	22	91
Palm Springs Central	18	13	7	16	13	10	43	38	32	4	7	10	2	5	9	83	76	68	227
Rancho Mirage	9	1	2	8	1	3	24	4	11	2	0	2	1	0	2	44	6	20	70
Palm Desert	6	1	2	3	0	1	12	2	5	1	0	1	1	0	2	23	3	11	37
Indian Wells	0	0	1	0	0	0	1	0	1	0	0	0	0	0	1	1	0	3	4
La Quinta	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	2	0	1	3
Indio	1	0	1	0	0	0	2	0	1	0	0	0	0	0	0	3	0	2	5
Coachella	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	2	0	1	3
County Areas																			
Northwest	1	0	0	1	0	0	2	1	1	0	0	0	0	0	0	4	1	1	6
North w/DHS	2	3	0	2	3	0	4	5	1	0	0	0	0	0	0	8	11	1	20
Northeast	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	1	2
Southeast	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass Through Trips	7	0	5	4	0	4	19	3	16	1	0	3	0	0	6	39	3	32	74

Corridor Segment Peak Periods 464 257 397 1,118
 Corridor Segment Off-Peak Periods 410 222 333 965
 Corridor Segment Daily 874 479 730 2,083

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Appendix Table 6-10

Rancho Mirage CV Link 2040 Corridor Demand - Preferred Scenario, Rancho Mirage Termini

Peak Periods	Work						Home Based						Non-Home Based						All Purposes						
	Work		Shop		Other		Other		Shop		Other		Other		Work		Bike		LSEV		Walk		Total		
	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	Total
Intratrips	6	1	7	2	1	11	7	3	41	22	7	65	0	0	5	37	12	129	178						
Palm Springs North	4	1	2	1	0	1	3	1	5	1	0	1	0	0	1	9	2	10	21						
Palm Springs Central	5	1	2	1	0	2	4	1	6	1	0	1	0	0	1	11	2	12	25						
Cathedral City	20	3	3	3	1	3	22	4	14	2	0	2	1	0	1	48	8	23	79						
Palm Desert	24	3	4	5	1	5	28	5	15	4	1	5	1	0	3	62	10	32	104						
Indian Wells	1	0	1	1	0	1	1	1	4	0	0	1	0	0	1	3	1	8	12						
La Quinta	2	1	2	1	0	1	2	1	3	0	0	0	0	0	1	5	2	7	14						
Indio	5	1	1	1	0	1	4	1	2	0	0	0	0	0	1	10	2	5	17						
Coachella	2	0	1	1	0	1	2	0	1	0	0	0	0	0	0	5	0	3	8						
County Areas																									
Northwest	1	0	1	1	0	1	1	0	1	0	0	0	0	0	0	3	0	3	6						
North w/DHS	2	1	0	1	0	1	1	1	1	0	0	0	0	0	0	4	2	2	8						
Northwest	1	0	0	1	0	1	2	0	1	0	0	0	0	0	0	4	0	2	6						
Southeast	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	1	2						
Pass Through Trips	37	4	13	7	0	4	39	4	25	3	0	2	1	0	5	83	8	46	137						
Off-Peak Periods																									
Intratrips	3	1	5	5	2	15	10	3	38	20	7	75	1	1	11	39	14	144	197						
Palm Springs North	2	0	1	1	0	1	3	0	3	0	0	1	0	0	1	6	1	7	14						
Palm Springs Central	2	0	1	1	0	1	5	1	5	1	0	1	0	0	2	9	1	10	20						
Cathedral City	9	1	2	8	1	3	24	4	11	2	0	2	1	0	2	44	6	20	70						
Palm Desert	10	1	2	14	2	5	33	5	14	4	1	5	2	1	5	63	10	31	104						
Indian Wells	1	0	1	1	0	1	2	1	3	0	0	1	0	0	1	4	1	7	12						
La Quinta	1	0	1	1	0	1	2	1	2	0	0	0	0	0	1	4	1	5	10						
Indio	2	0	1	2	0	1	3	1	2	0	0	0	0	0	1	7	1	5	13						
Coachella	1	0	1	3	0	1	2	0	1	0	0	0	0	0	0	6	0	3	9						
County Areas																									
Northwest	0	0	0	1	0	1	1	0	1	0	0	0	0	0	0	2	0	2	4						
North w/DHS	1	0	0	2	1	1	2	1	1	0	0	0	0	0	1	5	2	3	10						
Northwest	1	0	0	1	0	1	2	0	1	0	0	0	0	0	0	4	0	2	6						
Southeast	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2	0	0	2						
Pass Through Trips	16	1	7	15	0	3	39	3	18	1	0	2	1	0	6	67	4	34	105						

Corridor Segment Peak Periods 285 49 283 617
 Corridor Segment Off-Peak Periods 262 41 273 576
 Corridor Segment Daily 547 90 556 1,193

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Appendix Table 6-11

Rancho Mirage CV Link 2040 Corridor Demand - Alternative 1, with City of Rancho Mirage Linkage

Peak Periods	Work						Home Based						Non-Home Based						All Purposes																
	Work		Shop		Other		Other		Walk		Bike		LSEV		Walk		Bike		LSEV		Walk		Bike		LSEV		Walk		Total						
	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	Total				
Intratrips	11	9	9	3	4	14	13	18	54	43	46	86	0	1	6	70	78	169	317																
Palm Springs North	7	5	3	1	1	1	5	6	6	1	1	1	0	1	1	14	13	12	39																
Palm Springs Central	10	7	3	1	1	2	8	9	8	1	1	1	0	1	1	20	19	15	54																
Cathedral City	39	18	4	6	4	4	43	26	19	3	3	2	1	1	1	92	52	30	174																
Palm Desert	48	22	5	10	7	6	55	31	20	7	5	7	2	3	4	122	68	42	232																
Indian Wells	2	3	1	1	1	1	2	4	5	0	0	1	0	1	1	5	9	9	23																
La Quinta	4	4	2	1	1	1	4	4	4	0	0	0	0	0	1	9	9	8	26																
Indio	10	5	1	1	1	1	7	4	3	0	0	0	0	0	1	18	10	6	34																
Coachella	4	1	1	1	1	1	3	1	1	0	0	0	0	0	0	8	3	3	14																
County Areas																																			
Northwest	1	0	1	1	0	1	1	0	1	0	0	0	0	0	0	3	0	3	6																
North w/DHS	3	4	0	1	1	1	2	4	1	0	0	0	0	0	0	6	9	2	17																
Northeast	2	0	0	1	0	1	3	1	1	0	0	0	0	0	0	6	1	2	9																
Southeast	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	2	0	1	3																
Pass Through Trips	66	35	15	8	2	4	66	40	30	3	2	2	1	2	5	139	79	53	271																
Off-Peak Periods																																			
Intratrips	6	5	6	10	10	20	19	22	50	40	46	100	1	4	15	76	87	191	354																
Palm Springs North	3	3	1	2	1	1	5	5	4	0	0	1	0	1	1	10	10	8	28																
Palm Springs Central	4	3	1	2	3	1	10	9	7	1	1	1	0	1	2	17	17	12	46																
Cathedral City	17	8	3	16	8	4	47	26	15	4	3	2	2	2	3	86	46	27	159																
Palm Desert	19	9	3	27	14	6	65	35	18	7	5	7	4	4	7	122	67	41	230																
Indian Wells	1	1	1	1	1	1	3	4	4	0	0	1	0	1	1	5	7	8	20																
La Quinta	2	1	1	2	1	1	4	4	3	0	0	0	0	0	1	8	6	6	20																
Indio	4	3	1	4	1	1	6	4	2	0	0	0	0	0	1	14	8	5	27																
Coachella	1	1	1	5	3	1	3	1	1	0	0	0	0	0	0	9	5	3	17																
County Areas																																			
Northwest	0	0	0	1	0	1	1	0	1	0	0	0	0	0	0	2	0	2	4																
North w/DHS	1	1	0	3	4	1	3	4	1	0	0	0	0	0	1	7	9	3	19																
Northeast	1	0	0	2	0	1	3	1	1	0	0	0	0	0	0	6	1	2	9																
Southeast	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2	0	0	2																
Pass Through Trips	24	11	7	19	5	3	66	37	20	1	1	2	1	2	6	109	52	36	197																

Corridor Segment Peak Periods 514 350 355 1,219
 Corridor Segment Off-Peak Periods 473 315 344 1,132
 Corridor Segment Daily 987 665 699 2,351

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Appendix Table 6-12

Rancho Mirage CV Link 2040 Corridor Demand - Alternative 2, Rancho Mirage/Indian Wells Termini

Peak Periods	Work						Home Based						Non-Home Based						All Purposes					
	Work		Shop		Other		Other		Shop		Other		Other		Work		Bike		LSEV		Walk		Total	
	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk
Intratrips	6	1	7	2	1	11	7	3	41	2	1	11	22	7	65	0	0	5	37	12	129	178		
Palm Springs North	4	1	2	1	0	1	3	1	5	1	0	1	1	0	1	0	0	1	9	2	10	21		
Palm Springs Central	5	1	2	1	0	2	4	1	6	1	0	1	1	0	1	0	0	11	2	12	25			
Cathedral City	20	3	3	3	1	3	22	4	14	2	0	2	2	0	2	1	0	48	8	23	79			
Palm Desert	24	3	4	5	1	5	28	5	15	4	1	5	4	1	5	1	0	62	10	32	104			
Indian Wells	1	0	1	0	0	1	1	0	3	0	0	1	0	0	1	0	0	2	0	7	9			
La Quinta	2	0	1	0	0	1	2	0	2	0	0	0	0	0	0	0	0	4	0	5	9			
Indio	4	1	1	0	0	1	3	0	2	0	0	0	0	0	0	0	0	7	1	5	13			
Coachella	2	0	1	0	0	1	1	0	1	0	0	0	0	0	0	0	0	3	0	3	6			
County Areas																								
Northwest	1	0	1	1	0	1	1	0	1	0	1	0	0	0	0	0	0	0	3	0	3	6		
North w/DHS	2	1	0	1	0	1	1	1	1	1	1	0	0	0	0	0	0	4	2	2	8			
Northeast	1	0	0	1	0	1	2	0	1	0	1	0	0	0	0	0	0	4	0	2	6			
Southeast	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1	0	1	2			
Pass Through Trips	31	4	13	3	0	4	29	3	24	3	24	3	0	2	1	0	0	67	7	45	119			
Off-Peak Periods																								
Intratrips	3	1	5	5	2	15	10	3	38	2	2	15	20	7	75	1	1	11	39	14	144	197		
Palm Springs North	2	0	1	1	0	1	3	1	3	0	1	3	0	0	1	0	0	6	1	7	14			
Palm Springs Central	2	0	1	1	0	1	5	1	5	1	0	1	1	0	1	0	0	9	1	10	20			
Cathedral City	9	1	2	8	1	3	24	4	11	2	2	2	2	0	2	1	0	44	6	20	70			
Palm Desert	10	1	2	14	2	5	33	5	14	4	1	5	4	1	5	2	1	63	10	31	104			
Indian Wells	0	0	1	0	0	1	1	0	2	0	0	1	0	0	1	0	0	1	0	6	7			
La Quinta	1	0	1	1	0	1	2	0	2	0	0	2	0	0	0	0	0	4	0	5	9			
Indio	2	0	1	2	0	1	2	0	1	0	0	0	0	0	0	0	0	6	0	4	10			
Coachella	0	0	1	2	0	1	1	0	1	0	0	0	0	0	0	0	0	3	0	3	6			
County Areas																								
Northwest	0	0	0	1	0	1	1	0	1	0	1	0	0	0	0	0	0	0	2	0	2	4		
North w/DHS	1	0	0	2	1	1	2	1	1	1	1	0	0	0	0	0	0	5	2	3	10			
Northeast	0	0	0	1	0	1	1	0	1	0	1	0	0	0	0	0	0	2	0	2	4			
Southeast	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Pass Through Trips	10	1	7	5	0	3	30	3	17	1	0	2	1	0	0	0	0	52	4	33	89			

Corridor Segment Peak Periods 262 44 279 585
 Corridor Segment Off-Peak Periods 236 38 270 544
 Corridor Segment Daily 498 82 549 1,129

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Appendix Table 6-13

Palm Desert CV Link 2040 Corridor Demand - Preferred Scenario, Rancho Mirage Termini

Peak Periods	Work						Home Based						Non-Home Based						All Purposes							
	Work		Shop		Other		Shop		Other		Other		Work		Bike		Walk		Bike		Walk		Total			
	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	Total	
Intratrips	33	31	10	6	7	12	41	44	54	51	55	58	1	1	7	132	138	141	132	138	141	132	138	141	411	
Palm Springs North	4	1	1	1	0	1	3	0	2	1	0	0	0	0	1	9	1	5	9	1	5	9	1	5	15	
Palm Springs Central	4	1	3	1	0	1	4	1	5	1	0	1	0	0	2	10	2	12	10	2	12	10	2	12	24	
Cathedral City	16	2	3	1	0	1	12	2	6	1	0	1	1	0	1	31	4	12	31	4	12	31	4	12	47	
Rancho Mirage	24	3	4	5	1	5	28	5	15	4	1	5	1	0	3	62	10	32	62	10	32	62	10	32	104	
Indian Wells	18	12	4	3	4	5	24	23	22	2	3	4	1	3	4	48	45	39	48	45	39	48	45	39	132	
La Quinta	28	13	2	4	3	1	31	16	6	2	1	0	1	1	1	66	34	10	66	34	10	66	34	10	110	
Indio	40	18	2	3	3	1	19	10	5	0	0	0	0	0	1	62	31	9	62	31	9	62	31	9	102	
Coachella	13	7	1	2	1	1	6	4	2	0	0	0	0	0	0	21	12	4	21	12	4	21	12	4	37	
County Areas																										
Northwest	1	0	1	1	0	1	1	0	1	0	0	0	0	0	0	3	0	3	3	0	3	0	3	0	3	6
North w/DHS	2	1	1	1	0	1	3	1	2	0	0	0	0	0	0	6	2	4	6	2	4	6	2	4	12	
Northeast	3	1	1	0	1	1	5	1	2	0	0	0	0	0	0	8	3	4	8	3	4	8	3	4	15	
Southeast	1	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2	0	1	2	0	1	2	0	1	3	
Pass Through Trips	23	2	11	8	0	5	30	4	23	0	0	1	0	0	4	60	6	39	60	6	39	60	6	39	105	
Off-Peak Periods																										
Intratrips	15	14	7	19	20	15	47	49	46	46	51	66	3	4	14	130	138	148	130	138	148	130	138	148	416	
Palm Springs North	1	0	1	1	0	1	3	0	1	0	0	0	0	0	1	5	0	4	5	0	4	5	0	4	9	
Palm Springs Central	2	0	2	1	0	1	4	1	3	0	0	1	0	0	2	7	1	9	7	1	9	7	1	9	17	
Cathedral City	6	1	2	3	0	1	12	2	5	1	0	1	1	0	2	23	3	11	23	3	11	23	3	11	37	
Rancho Mirage	10	1	2	14	2	5	33	5	14	4	1	5	2	1	5	63	10	31	63	10	31	63	10	31	104	
Indian Wells	7	5	3	10	8	6	29	26	20	2	3	4	1	4	6	49	46	39	49	46	39	49	46	39	134	
La Quinta	11	5	1	9	4	1	31	14	4	2	1	0	1	1	1	54	25	7	54	25	7	54	25	7	86	
Indio	16	8	1	7	4	1	21	10	4	0	0	0	0	0	1	44	22	7	44	22	7	44	22	7	73	
Coachella	5	3	1	8	5	1	4	3	1	0	0	0	0	0	0	17	11	3	17	11	3	17	11	3	31	
County Areas																										
Northwest	1	0	1	1	0	1	1	0	1	0	0	0	0	0	0	3	0	3	3	0	3	0	3	0	3	6
North w/DHS	1	0	0	2	1	1	3	1	2	0	0	0	0	0	1	6	2	4	6	2	4	6	2	4	12	
Northeast	1	0	0	2	1	1	5	1	2	0	0	0	0	0	0	8	2	3	8	2	3	8	2	3	13	
Southeast	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	2	1	0	2	1	0	2	1	0	3	
Pass Through Trips	12	0	6	18	0	4	30	3	17	0	0	1	0	0	4	73	3	28	73	3	28	73	3	28	104	

Corridor Segment Peak Periods 520 288 315 1,123
 Corridor Segment Off-Peak Periods 484 264 297 1,045
 Corridor Segment Daily 1,004 552 612 2,168

Appendix Table 6-14

Palm Desert CV Link 2040 Corridor Demand - Alternative 1, with City of Rancho Mirage Linkage

Peak Periods	Work						Home Based						Non-Home Based						All Purposes											
	Work		Shop		Other		Shop		Other		Other		Other		Work		Bike		Walk		Bike		Walk		Bike		Walk		Total	
	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk
Intratrips	33	31	10	6	7	12	41	44	54	51	55	58	1	1	7	132	138	141	411											
Palm Springs North	7	4	1	1	0	1	5	3	2	1	0	0	0	0	1	14	7	5	26											
Palm Springs Central	8	7	4	1	1	1	7	7	6	1	1	1	0	1	2	17	17	14	48											
Cathedral City	31	14	4	2	1	1	23	13	8	1	1	1	1	1	1	58	30	15	103											
Rancho Mirage	48	22	5	10	7	6	55	31	20	7	5	7	2	3	4	122	68	42	232											
Indian Wells	18	12	4	3	4	5	24	23	22	2	3	4	1	3	4	48	45	39	132											
La Quinta	28	13	2	4	3	1	31	16	6	2	1	0	1	1	1	66	34	10	110											
Indio	40	18	2	3	3	1	19	10	5	0	0	0	0	0	1	62	31	9	102											
Coachella	13	7	1	2	1	1	6	4	2	0	0	0	0	0	0	21	12	4	37											
County Areas																														
Northwest	1	0	1	1	0	1	2	1	1	0	0	0	0	0	0	4	1	3	8											
North w/DHS	4	5	1	1	1	1	5	5	3	0	0	0	0	0	10	11	5	26												
Northeast	3	1	1	0	1	1	5	1	2	0	0	0	0	0	8	3	4	15												
Southeast	1	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	1	3												
Pass Through Trips	40	23	11	8	4	5	49	30	28	0	0	1	0	1	4	89	54	45	188											
Off-Peak Periods																														
Intratrips	15	14	7	19	20	15	47	49	46	46	51	66	3	4	14	130	138	148	416											
Palm Springs North	2	1	1	2	1	1	5	3	1	0	0	0	0	0	1	9	5	4	18											
Palm Springs Central	3	3	2	2	1	1	7	5	4	0	0	1	0	1	2	12	10	10	32											
Cathedral City	11	5	2	5	3	1	23	12	6	1	1	1	1	1	2	41	22	12	75											
Rancho Mirage	19	9	3	27	14	6	65	35	18	7	5	7	4	4	7	122	67	41	230											
Indian Wells	7	5	3	10	8	6	29	26	20	2	3	4	1	4	49	46	39	134												
La Quinta	11	5	1	9	4	1	31	14	4	2	1	0	1	1	54	25	7	86												
Indio	16	8	1	7	4	1	21	10	4	0	0	0	0	0	44	22	7	73												
Coachella	5	3	1	8	5	1	4	3	1	0	0	0	0	0	17	11	3	31												
County Areas																														
Northwest	1	0	1	2	1	1	2	1	1	0	0	0	0	0	5	2	3	10												
North w/DHS	2	1	0	3	4	1	6	7	2	0	0	1	0	1	11	12	4	27												
Northeast	1	0	0	2	1	1	5	1	2	0	0	0	0	0	8	2	3	13												
Southeast	0	0	0	1	1	0	1	0	0	0	0	0	0	0	2	1	0	3												
Pass Through Trips	16	8	6	23	6	4	48	30	19	0	0	1	0	1	74	39	30	143												

Corridor Segment Peak Periods 653 451 337 1,441
 Corridor Segment Off-Peak Periods 578 402 311 1,291
 Corridor Segment Daily 1,231 853 648 2,732

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Appendix Table 6-15

Palm Desert CV Link 2040 Corridor Demand - Alternative 2, Rancho Mirage/Indian Wells Termini

Peak Periods	Work						Home Based						Non-Home Based						All Purposes			
	Work		Shop		Other		Shop		Other		Other		Other		Work		Bike		Walk		Total	
	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	Total
Intratrips	33	31	10	6	7	12	41	44	54	51	55	58	1	1	7	132	138	141	132	138	141	411
Palm Springs North	4	1	1	1	0	1	3	0	2	1	0	0	0	0	1	9	1	5	9	1	5	15
Palm Springs Central	4	1	3	1	0	1	4	1	5	1	0	1	0	0	2	10	2	12	10	2	12	24
Cathedral City	16	2	3	1	0	1	12	2	6	1	0	1	1	0	1	31	4	12	31	4	12	47
Rancho Mirage	24	3	4	5	1	5	28	5	15	4	1	5	1	0	3	62	10	32	62	10	32	104
Indian Wells	9	2	3	2	1	4	12	3	17	1	0	3	1	0	3	25	6	30	25	6	30	61
La Quinta	14	2	2	2	0	1	16	2	5	1	0	0	1	0	1	34	4	9	34	4	9	47
Indio	20	3	2	2	0	1	10	2	4	0	0	0	0	0	1	32	5	8	32	5	8	45
Coachella	7	1	1	1	0	1	3	1	2	0	0	0	0	0	1	11	2	4	11	2	4	17
County Areas																						
Northwest	1	0	1	1	0	1	1	0	1	0	0	0	0	0	0	3	0	3	3	0	3	6
North w/DHS	2	1	1	1	0	1	3	1	2	0	0	0	0	0	0	6	2	4	6	2	4	12
Northeast	2	0	1	0	0	1	3	0	2	0	0	0	0	0	0	5	0	4	5	0	4	9
Southeast	1	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2	0	1	2	0	1	3
Pass Through Trips	16	1	10	0	0	5	18	0	20	0	0	1	0	0	4	41	1	35	41	1	35	77
Off-Peak Periods																						
Intratrips	15	14	7	19	20	15	47	49	46	46	51	66	3	4	14	130	138	148	130	138	148	416
Palm Springs North	1	0	1	1	0	1	3	0	1	0	0	0	0	0	1	5	0	4	5	0	4	9
Palm Springs Central	2	0	2	1	0	1	4	1	3	0	0	1	0	0	2	7	1	9	7	1	9	17
Cathedral City	6	1	2	3	0	1	12	2	5	1	0	1	1	0	2	23	3	11	23	3	11	37
Rancho Mirage	10	1	2	14	2	5	33	5	14	4	1	5	2	1	5	63	10	31	63	10	31	104
Indian Wells	4	1	2	5	1	5	15	4	15	1	0	3	1	1	5	26	7	30	26	7	30	63
La Quinta	6	1	1	5	1	1	16	2	3	1	0	0	1	0	1	29	4	6	29	4	6	39
Indio	8	1	1	4	1	1	11	2	3	0	0	0	0	0	1	23	4	6	23	4	6	33
Coachella	3	0	1	4	1	1	2	0	1	0	0	0	0	0	9	1	3	9	1	3	13	
County Areas																						
Northwest	1	0	1	1	0	1	1	0	1	0	0	0	0	0	0	3	0	3	3	0	3	6
North w/DHS	1	0	0	2	1	1	3	1	2	0	0	0	0	0	1	6	2	4	6	2	4	12
Northeast	1	0	0	1	0	1	3	0	2	0	0	0	0	0	0	5	0	3	5	0	3	8
Southeast	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2	0	0	2	0	0	2
Pass Through Trips	4	0	6	5	0	4	17	0	14	0	0	1	0	0	4	52	0	25	52	0	25	77

Corridor Segment Peak Periods 403 175 300 878
 Corridor Segment Off-Peak Periods 383 170 283 836
 Corridor Segment Daily 786 345 583 1,714

Appendix Table 6-16

Indian Wells CV Link 2040 Corridor Demand - Preferred Scenario, Rancho Mirage Termini

Peak Periods	Work						Home Based						Non-Home Based						All Purposes							
	Work		Shop		Other		Bike		LSEV		Walk		Bike		LSEV		Walk		Bike		LSEV		Walk		Total	
	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	Total	
Intratrips	1	1	2	2	0	1	3	7	17	8	16	35	0	0	0	0	0	0	2	11	25	59	95			
Palm Springs North	1	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3	0	1	4			
Palm Springs Central	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	1	2			
Cathedral City	1	0	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0	1	2	0	0	4	6			
Rancho Mirage	1	0	1	1	0	1	1	1	4	0	0	1	0	0	0	0	0	1	3	1	1	8	12			
Palm Desert	18	12	4	3	4	5	24	23	22	2	3	4	1	3	4	48	45	39	132							
La Quinta	8	5	2	1	1	1	10	10	10	1	1	1	0	1	1	20	18	15	53							
Indio	13	9	4	1	1	1	13	13	13	1	1	1	0	1	1	28	25	20	73							
Coachella	4	3	1	0	0	0	4	4	4	0	0	0	0	0	0	8	7	6	21							
County Areas	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Northwest	1	0	0	0	0	0	1	0	2	0	0	0	0	0	0	2	0	2	4							
North w/DHS	2	0	0	0	0	0	4	1	1	0	0	0	0	0	0	6	1	1	8							
Northeast	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1							
Southeast	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1							
Pass Through Trips	102	40	14	15	7	7	83	33	29	2	1	0	1	1	194	75	47	316								
Off-Peak Periods	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	Total	
Intratrips	1	1	1	1	3	4	3	7	17	7	17	43	0	0	0	12	29	71	112							
Palm Springs North	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	1	2							
Palm Springs Central	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	1	2							
Cathedral City	1	0	1	0	0	0	1	0	2	0	0	0	0	0	1	2	0	4	6							
Rancho Mirage	1	0	1	1	0	1	2	1	3	0	0	1	0	0	4	1	7	12								
Palm Desert	7	5	3	10	8	6	29	26	20	2	3	4	1	4	49	46	39	134								
La Quinta	3	3	1	2	1	1	13	10	8	1	1	1	1	1	20	16	14	50								
Indio	5	4	2	1	1	1	14	12	10	1	1	1	1	1	22	19	16	57								
Coachella	1	1	1	1	1	1	4	3	2	0	0	0	0	0	6	5	5	16								
County Areas	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
Northwest	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2								
North w/DHS	1	0	0	0	0	0	5	1	1	0	0	0	0	0	7	1	1	9								
Northeast	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0								
Southeast	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0								
Pass Through Trips	42	16	7	42	14	6	82	29	19	2	1	0	1	1	157	47	30	234								

Corridor Segment Peak Periods 326 197 204 727
 Corridor Segment Off-Peak Periods 283 164 191 636
 Corridor Segment Daily 609 361 395 1,363

Appendix Table 6-17

Indian Wells CV Link 2040 Corridor Demand - Alternative 1, with City of Rancho Mirage Linkage

Peak Periods	Work						Home Based						Non-Home Based						All Purposes														
	Work		Shop		Other		Bike		LSEV		Walk		Bike		LSEV		Walk		Bike		LSEV		Walk		Bike		LSEV		Walk		Total		
	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	Total		
Intratrips	1	1	2	0	1	3	2	7	17	8	16	35	0	0	0	0	0	0	0	0	0	0	0	2	11	25	59	95					
Palm Springs North	2	1	0	1	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	2	1	1	8				
Palm Springs Central	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	3				
Cathedral City	1	1	1	0	0	0	2	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	4	5	12					
Rancho Mirage	2	3	1	1	1	1	2	4	5	0	0	1	0	1	1	1	1	1	1	1	0	0	1	5	9	9	9	23					
Palm Desert	18	12	4	3	4	5	24	23	22	2	3	4	1	3	4	1	3	4	48	45	39	132											
La Quinta	8	5	2	1	1	1	10	10	10	1	1	1	1	1	1	0	1	1	20	18	15	53											
Indio	13	9	4	1	1	1	13	13	13	1	1	1	1	1	1	0	1	1	28	25	20	73											
Coachella	4	3	1	0	0	0	4	4	4	0	0	0	0	0	0	0	0	0	8	7	6	21											
County Areas																																	
Northwest	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
North w/DHS	1	0	0	0	0	0	2	1	2	0	0	0	0	0	0	0	0	0	3	1	2	6											
Northeast	2	0	0	0	0	0	4	1	1	0	0	0	0	0	0	0	0	0	6	1	1	8											
Southeast	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1											
Pass Through Trips	117	56	14	15	10	7	99	51	32	2	1	0	1	1	1	1	1	4	219	109	51	379											
Off-Peak Periods																																	
Intratrips	1	1	1	1	3	4	3	7	17	7	17	43	0	1	6	12	29	71	112														
Palm Springs North	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	1	1	1	3											
Palm Springs Central	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	1	1	1	3											
Cathedral City	1	1	1	0	0	0	2	3	2	0	0	0	0	0	0	0	0	0	3	4	4	11											
Rancho Mirage	1	1	1	1	1	1	3	4	4	0	0	1	0	1	1	5	7	8	20														
Palm Desert	7	5	3	10	8	6	29	26	20	2	3	4	1	4	4	49	46	39	134														
La Quinta	3	3	1	2	1	1	13	10	8	1	1	1	1	1	3	20	16	14	50														
Indio	5	4	2	1	1	1	14	12	10	1	1	1	1	1	2	22	19	16	57														
Coachella	1	1	1	1	1	1	4	3	2	0	0	0	0	0	1	6	5	5	16														
County Areas																																	
Northwest	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
North w/DHS	0	0	0	0	0	0	2	1	1	0	0	0	0	0	0	2	1	1	4														
Northeast	1	0	0	1	0	0	5	1	1	0	0	0	0	0	0	7	1	1	9														
Southeast	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1											
Pass Through Trips	46	22	7	47	19	6	98	48	20	2	1	0	1	1	4	158	72	31	261														

Corridor Segment Peak Periods 357 247 210 814
 Corridor Segment Off-Peak Periods 287 202 193 680
 Corridor Segment Daily 644 449 403 1,494

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Appendix Table 6-18

Indian Wells CV Link 2040 Corridor Demand - Alternative 2, Rancho Mirage/Indian Wells Termini

Peak Periods	Work						Home Based						Non-Home Based						All Purposes							
	Work		Shop		Other		Bike		LSEV		Walk		Bike		LSEV		Walk		Bike		LSEV		Walk		Total	
	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	Total	
Intratrips	1	0	2	0	0	2	1	1	13	4	2	26	0	0	0	0	0	0	2	6	3	45	54			
Palm Springs North	1	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2	0	0	1	3			
Palm Springs Central	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1			
Cathedral City	0	0	1	0	0	0	1	0	2	0	0	0	0	0	0	0	0	1	1	0	4	5				
Rancho Mirage	1	0	1	0	0	1	1	0	3	0	1	0	0	0	0	0	0	1	2	0	7	9				
Palm Desert	9	2	3	2	1	4	12	3	17	1	0	3	1	0	0	0	0	3	25	6	30	61				
La Quinta	4	1	2	1	0	1	5	2	8	1	0	1	0	0	0	0	0	1	11	3	13	27				
Indio	7	1	3	1	0	1	7	2	10	1	0	1	0	0	0	0	0	1	16	3	16	35				
Coachella	2	0	1	0	0	0	2	1	3	0	0	0	0	0	0	0	0	1	4	1	5	10				
County Areas																										
Northwest	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
North w/DHS	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1	0	2			
Northeast	1	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	3	0	1	4				
Southeast	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1			
Pass Through Trips	56	7	13	5	0	7	45	5	25	1	0	0	1	0	0	0	0	4	109	12	42	163				
Off-Peak Periods																										
Intratrips	1	0	1	1	0	3	2	1	13	4	3	32	0	0	0	0	0	5	8	4	54	66				
Palm Springs North	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1			
Palm Springs Central	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1			
Cathedral City	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1	1	0	3	4				
Rancho Mirage	0	0	1	0	0	1	1	0	2	0	0	1	0	0	0	0	0	1	1	0	6	7				
Palm Desert	4	1	2	5	1	5	15	4	15	1	0	3	1	1	1	1	1	5	26	7	30	63				
La Quinta	2	0	1	1	0	1	7	2	6	1	0	1	1	0	0	0	0	2	12	2	11	25				
Indio	3	1	2	1	0	1	7	2	8	1	0	1	1	0	0	0	0	2	13	3	14	30				
Coachella	1	0	1	1	0	1	2	0	2	0	0	0	0	0	0	0	0	1	4	0	5	9				
County Areas																										
Northwest	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
North w/DHS	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2				
Northeast	1	0	0	1	0	0	3	0	1	0	0	0	0	0	0	0	0	0	5	0	1	6				
Southeast	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0				
Pass Through Trips	21	2	7	19	3	6	45	4	16	1	0	0	1	0	0	0	0	4	98	6	27	131				

Corridor Segment Peak Periods 180 28 167 375
 Corridor Segment Off-Peak Periods 169 22 155 345
 Corridor Segment Daily 349 50 322 720

Appendix Table 6-19

La Quinta CV Link 2040 Corridor Demand - Preferred Scenario, Rancho Mirage Termini

Peak Periods	Work						Home Based						Non-Home Based						All Purposes			
	Work		Shop		Other		Other		Shop		Other		Other		Work		Bike		Walk		Total	
	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	Total
Intratrips	16	13	4	4	4	7	29	26	36	43	35	30	1	0	0	1	93	78	78	78	249	
Palm Springs North	1	0	1	0	0	0	1	0	1	0	0	0	0	0	0	0	2	0	2	0	4	
Palm Springs Central	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	2	0	2	
Cathedral City	1	0	1	0	0	0	2	0	1	0	0	0	0	0	0	0	3	0	3	0	5	
Rancho Mirage	2	1	2	1	0	1	2	1	3	0	0	0	0	0	0	1	5	2	7	7	14	
Palm Desert	28	13	2	4	3	1	31	16	6	2	1	0	1	1	1	66	34	10	34	110		
Indian Wells	8	5	2	1	1	1	10	10	10	1	1	1	0	1	1	20	18	15	15	53		
Indio	52	26	8	7	7	7	60	40	38	0	1	2	0	1	119	75	57	57	251			
Coachella	14	7	1	1	1	1	9	5	4	0	0	0	0	0	24	13	7	7	44			
County Areas																						
Northwest	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	2		
North w/DHS	2	0	1	0	0	0	2	0	2	0	0	0	0	0	0	4	0	0	4	7		
Northeast	5	1	1	1	1	1	12	4	4	0	0	0	0	0	0	18	6	6	6	30		
Southeast	2	0	0	0	0	0	3	1	1	0	0	0	0	0	0	5	1	1	1	7		
Pass Through Trips	94	43	15	12	6	7	73	43	46	2	2	2	0	2	5	174	90	68	68	332		
Off-Peak Periods																						
Intratrips	8	5	2	15	13	10	32	27	28	39	34	35	1	1	4	95	80	79	80	254		
Palm Springs North	0	0	0	1	0	0	1	0	1	0	0	0	0	0	0	2	0	1	2	3		
Palm Springs Central	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2	0	0	2	2		
Cathedral City	1	0	0	1	0	0	2	0	1	0	0	0	0	0	0	4	0	0	4	5		
Rancho Mirage	1	0	1	1	0	1	2	1	2	0	0	0	0	0	1	4	1	5	5	10		
Palm Desert	11	5	1	9	4	1	31	14	4	2	1	0	1	1	1	54	25	7	25	86		
Indian Wells	3	3	1	2	1	1	13	10	8	1	1	1	1	1	3	20	16	14	16	50		
Indio	21	12	5	21	16	7	68	39	25	0	1	2	0	1	110	69	43	43	222			
Coachella	5	3	1	4	5	1	10	5	2	0	0	0	0	0	19	13	5	5	37			
County Areas																						
Northwest	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	2		
North w/DHS	1	0	0	1	0	0	2	0	1	0	0	0	0	0	0	4	0	0	4	5		
Northeast	2	0	0	3	1	1	13	3	2	0	0	0	0	0	18	4	4	3	18	25		
Southeast	1	0	0	1	1	0	3	1	1	0	0	0	0	0	5	2	2	1	5	8		
Pass Through Trips	38	19	9	33	13	7	76	39	32	2	2	2	2	2	8	145	62	51	62	258		

Corridor Segment Peak Periods 536 317 257 1,110
 Corridor Segment Off-Peak Periods 483 272 212 967
 Corridor Segment Daily 1,019 589 469 2,077

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Appendix Table 6-20

La Quinta CV Link 2040 Corridor Demand - Alternative 1, with City of Rancho Mirage Linkage

Peak Periods	Work						Home Based						Non-Home Based						All Purposes											
	Work		Shop		Other		Other		Walk		Bike		LSEV		Walk		Bike		LSEV		Walk		Bike		LSEV		Walk		Total	
	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk
Intratrips	16	13	4	4	4	7	29	26	36	43	35	30	1	0	1	93	78	78	249											
Palm Springs North	1	1	1	0	0	0	1	1	1	0	0	0	0	0	0	2	2	2	6											
Palm Springs Central	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	2											
Cathedral City	2	1	1	0	0	0	3	1	1	0	0	0	0	0	0	5	2	2	9											
Rancho Mirage	4	4	2	1	1	1	4	4	4	0	0	0	0	0	1	9	9	8	26											
Palm Desert	28	13	2	4	3	1	31	16	6	2	1	0	1	1	66	34	10	110												
Indian Wells	8	5	2	1	1	1	10	10	10	1	1	1	0	1	20	18	15	53												
Indio	52	26	8	7	7	7	60	40	38	0	1	2	0	1	119	75	57	251												
Coachella	14	7	1	1	1	1	9	5	4	0	0	0	0	0	24	13	7	44												
County Areas																														
Northwest	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	1	2											
North w/DHS	3	1	1	0	0	0	4	1	2	0	0	0	0	0	7	2	3	12												
Northeast	5	1	1	1	1	1	12	4	4	0	0	0	0	0	18	6	6	30												
Southeast	2	0	0	0	0	0	3	1	1	0	0	0	0	0	5	1	1	7												
Pass Through Trips	106	54	15	12	8	7	86	56	48	2	2	2	0	2	194	114	70	378												
Off-Peak Periods																														
Intratrips	8	5	2	15	13	10	32	27	28	39	34	35	1	1	4	95	80	79	254											
Palm Springs North	0	0	0	1	0	0	1	1	1	0	0	0	0	0	0	2	1	1	4											
Palm Springs Central	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2	0	0	2											
Cathedral City	1	0	0	1	0	0	4	1	1	0	0	0	0	0	6	1	1	8												
Rancho Mirage	2	1	1	2	1	1	4	4	3	0	0	0	0	0	8	6	6	20												
Palm Desert	11	5	1	9	4	1	31	14	4	2	1	0	1	1	54	25	7	86												
Indian Wells	3	3	1	2	1	1	13	10	8	1	1	1	1	1	20	16	14	50												
Indio	21	12	5	21	16	7	68	39	25	0	1	2	0	1	110	69	43	222												
Coachella	5	3	1	4	5	1	10	5	2	0	0	0	0	0	19	13	5	37												
County Areas																														
Northwest	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2												
North w/DHS	1	0	0	1	0	0	4	1	1	0	0	0	0	0	6	1	1	8												
Northeast	2	0	0	3	1	1	13	3	2	0	0	0	0	0	18	4	3	25												
Southeast	1	0	0	1	1	0	3	1	1	0	0	0	0	0	5	2	1	8												
Pass Through Trips	41	24	9	37	17	7	88	53	32	2	2	2	2	2	143	81	51	275												

Corridor Segment Peak Periods 565 354 260 1,179
 Corridor Segment Off-Peak Periods 489 299 213 1,001
 Corridor Segment Daily 1,054 653 473 2,180

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Appendix Table 6-21

La Quinta CV Link 2040 Corridor Demand - Alternative 2, Rancho Mirage/Indian Wells Termini

Peak Periods	Work						Home Based						Non-Home Based						All Purposes											
	Work		Shop		Other		Other		Walk		Bike		LSEV		Walk		Bike		LSEV		Walk		Bike		LSEV		Walk		Total	
	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Total
Intratrips	16	13	4	4	4	7	29	26	36	43	35	30	1	0	1	93	78	78	249											
Palm Springs North	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2											
Palm Springs Central	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0											
Cathedral City	1	0	1	0	0	0	1	0	1	0	0	0	0	0	0	2	0	2	4											
Rancho Mirage	2	0	1	0	0	1	2	0	2	0	0	0	0	0	1	4	0	5	9											
Palm Desert	14	2	2	2	0	1	16	2	5	1	0	0	1	0	1	34	4	9	47											
Indian Wells	4	1	2	1	0	1	5	2	8	1	0	1	0	0	1	11	3	13	27											
Indio	52	26	8	7	7	7	60	40	38	0	1	2	0	1	2	119	75	57	251											
Coachella	14	7	1	1	1	1	9	5	4	0	0	0	0	0	1	24	13	7	44											
County Areas	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1											
Northwest	1	0	1	0	0	0	2	0	1	0	0	0	0	0	0	3	0	2	5											
North w/DHS	5	1	1	1	1	1	12	4	4	0	0	0	0	0	18	6	6	30												
Northeast	2	0	0	0	0	0	3	1	1	0	0	0	0	0	5	1	1	7												
Southeast	52	7	14	5	0	7	40	8	38	2	0	2	0	0	99	15	59	173												
Pass Through Trips	8	5	2	15	13	10	32	27	28	39	34	35	1	1	4	95	80	79	254											
Off-Peak Periods	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1											
Intratrips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0											
Palm Springs North	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0											
Palm Springs Central	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0											
Cathedral City	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	2	0	1	3											
Rancho Mirage	1	0	1	1	0	1	2	0	2	0	0	0	0	0	1	4	0	5	9											
Palm Desert	6	1	1	5	1	1	16	2	3	1	0	0	1	0	1	29	4	6	39											
Indian Wells	2	0	1	1	0	1	7	2	6	1	0	1	1	0	2	12	2	11	25											
Indio	21	12	5	21	16	7	68	39	25	0	1	2	0	1	4	110	69	43	222											
Coachella	5	3	1	4	5	1	10	5	2	0	0	0	0	0	1	19	13	5	37											
County Areas	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1											
Northwest	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	2	0	1	3											
North w/DHS	2	0	0	3	1	1	13	3	2	0	0	0	0	0	18	4	3	25												
Northeast	1	0	0	1	1	0	3	1	1	0	0	0	0	0	5	2	1	8												
Southeast	20	2	9	16	2	7	41	6	26	2	0	2	2	0	7	92	8	44	144											

Corridor Segment Peak Periods 412 195 242 849
 Corridor Segment Off-Peak Periods 388 182 201 771
 Corridor Segment Daily 800 377 443 1,620

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Appendix Table 6-22

Indio CV Link 2040 Corridor Demand - Preferred Scenario, Rancho Mirage Termini

Peak Periods	Work						Home Based						Non-Home Based						All Purposes															
	LSEV		Walk		Bike		Shop		Other		Walk		Bike		LSEV		Other		Walk		Bike		LSEV		Walk		Bike		LSEV		Walk		Total	
	Bike	LSEV	Walk	Bike	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	Total	
Intratrips	44	43	14	14	6	8	14	71	79	116	32	34	34	34	1	1	3	154	165	181	500													
Palm Springs North	1	0	1	0	0	0	0	2	0	1	0	0	0	0	0	0	0	3	0	2	5													
Palm Springs Central	1	0	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	3	0	1	4													
Cathedral City	3	0	1	1	1	0	1	3	1	2	0	0	0	0	0	0	7	1	4	12														
Rancho Mirage	5	1	1	1	1	0	1	4	1	2	0	0	0	0	0	0	10	2	5	17														
Palm Desert	40	18	2	3	3	3	1	19	10	5	0	0	0	0	0	0	62	31	9	102														
Indian Wells	13	9	4	1	1	1	1	13	13	13	1	1	1	1	0	1	28	25	20	73														
La Quinta	52	26	8	7	7	7	7	60	40	38	0	1	2	0	0	1	119	75	57	251														
Coachella	85	42	13	6	5	5	5	80	53	51	0	1	3	0	1	4	171	102	76	349														
County Areas	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	1	2														
Northwest	2	0	1	0	0	0	0	2	0	2	0	0	0	0	0	0	4	0	3	7														
North w/DHS	5	1	1	1	1	1	1	5	1	4	0	0	0	0	0	0	11	3	6	20														
Northeast	4	1	1	0	0	0	0	2	1	1	0	0	0	0	0	0	6	2	2	10														
Southeast	39	17	5	5	2	2	3	33	14	18	0	0	0	0	0	0	75	31	25	131														
Pass Through Trips	20	20	9	9	24	25	19	71	75	81	28	31	37	1	1	7	144	152	153	449														
Off-Peak Periods	1	0	0	1	0	0	0	2	0	1	0	0	0	0	0	0	4	0	1	5														
Intratrips	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	3	0	0	3														
Palm Springs North	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	5	0	2	7														
Palm Springs Central	1	0	1	1	1	0	0	3	0	1	0	0	0	0	0	0	7	1	5	13														
Cathedral City	2	0	1	2	2	0	1	3	1	2	0	0	0	0	0	0	44	22	7	73														
Rancho Mirage	16	8	1	7	4	4	1	21	10	4	0	0	0	0	0	1	22	19	16	57														
Palm Desert	5	4	2	1	1	1	1	14	12	10	1	1	1	1	1	2	22	19	16	57														
Indian Wells	21	12	5	21	16	7	7	68	39	25	0	1	2	0	1	4	110	69	43	222														
La Quinta	34	17	8	15	12	5	5	90	51	33	0	1	3	0	3	6	139	84	55	278														
Coachella	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1														
County Areas	1	0	0	1	0	0	0	2	0	1	0	0	0	0	0	0	4	0	1	5														
Northwest	2	0	1	2	3	1	1	6	1	3	0	0	0	0	0	0	10	4	5	19														
North w/DHS	1	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	3	0	1	4														
Northeast	1	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	6	0	1	8														
Southeast	15	7	4	23	13	4	4	32	12	9	0	0	0	0	0	2	68	19	15	102														
Pass Through Trips	654	437	392	1,483																														
Corridor Segment Peak Periods	564	370	304	1,238																														
Corridor Segment Off-Peak Periods	1,218	807	696	2,721																														
Corridor Segment Daily																																		

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Appendix Table 6-23

Indio CV Link 2040 Corridor Demand - Alternative 1, with City of Rancho Mirage Linkage

Peak Periods	Home Based						Non-Home Based						All Purposes						
	Work			Shop			Other			Other			Work			All Purposes			
	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	Total
Intratrips	44	43	14	6	8	14	71	79	116	32	34	34	1	1	3	154	165	181	500
Palm Springs North	2	1	1	0	0	0	3	1	1	0	0	0	0	0	0	5	2	2	9
Palm Springs Central	2	1	0	1	0	0	2	1	1	0	0	0	0	0	0	5	2	1	8
Cathedral City	5	3	1	1	0	1	6	4	3	0	0	0	0	0	0	12	7	5	24
Rancho Mirage	10	5	1	1	1	1	7	4	3	0	0	0	0	0	1	18	10	6	34
Palm Desert	40	18	2	3	3	1	19	10	5	0	0	0	0	0	1	62	31	9	102
Indian Wells	13	9	4	1	1	1	13	13	13	1	1	1	0	1	1	28	25	20	73
La Quinta	52	26	8	7	7	7	60	40	38	0	1	2	0	1	2	119	75	57	251
Coachella	85	42	13	6	5	5	80	53	51	0	1	3	0	1	4	171	102	76	349
County Areas	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	1	2
Northwest	4	1	1	0	0	0	4	3	2	0	0	0	0	0	0	8	4	3	15
North w/DHS	5	1	1	1	1	1	5	1	4	0	0	0	0	0	0	11	3	6	20
Northeast	4	1	1	0	0	0	2	1	1	0	0	0	0	0	0	6	2	2	10
Southeast	4	1	1	0	0	0	2	1	1	0	0	0	0	0	0	6	2	2	10
Pass Through Trips	42	19	5	5	3	3	38	19	18	0	0	0	0	0	2	80	38	25	143
Off-Peak Periods	20	20	9	24	25	19	71	75	81	28	31	37	1	1	7	144	152	153	449
Intratrips	1	0	0	1	0	0	3	1	1	0	0	0	0	0	0	5	1	1	7
Palm Springs North	1	0	0	1	0	0	2	1	0	0	0	0	0	0	0	4	1	0	5
Palm Springs Central	2	1	1	1	0	0	5	3	1	0	0	0	0	0	0	8	4	2	14
Cathedral City	4	3	1	4	1	1	6	4	2	0	0	0	0	0	1	14	8	5	27
Rancho Mirage	16	8	1	7	4	1	21	10	4	0	0	0	0	0	1	44	22	7	73
Palm Desert	5	4	2	1	1	1	14	12	10	1	1	1	1	1	2	22	19	16	57
Indian Wells	21	12	5	21	16	7	68	39	25	0	1	2	0	1	4	110	69	43	222
La Quinta	34	17	8	15	12	5	90	51	33	0	1	3	0	3	6	139	84	55	278
Coachella	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1
County Areas	2	1	0	1	0	0	4	3	1	0	0	0	0	0	0	7	4	1	12
Northwest	2	0	1	2	3	1	6	1	3	0	0	0	0	0	0	10	4	5	19
North w/DHS	1	0	0	0	0	0	2	0	1	0	0	0	0	0	0	3	0	1	4
Northeast	15	8	4	25	16	4	37	18	9	0	0	0	0	0	2	61	26	15	102
Southeast	15	8	4	25	16	4	37	18	9	0	0	0	0	0	2	61	26	15	102
Pass Through Trips	15	8	4	25	16	4	37	18	9	0	0	0	0	0	2	61	26	15	102

Corridor Segment Peak Periods 680 466 394 1,540
 Corridor Segment Off-Peak Periods 572 394 304 1,270
 Corridor Segment Daily 1,252 860 698 2,810

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Appendix Table 6-24

Indio CV Link 2040 Corridor Demand - Alternative 2, Rancho Mirage/Indian Wells Termini

Peak Periods	Home Based						Non-Home Based						All Purposes						
	Work		Shop		Other		Other		Work		Work		Bike	LSEV	Walk	Total			
	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk							
Intratrips	44	43	14	6	8	14	71	79	116	32	34	34	1	1	3	154	165	181	500
Palm Springs North	1	0	1	0	0	0	1	0	1	0	0	0	0	0	0	2	0	2	4
Palm Springs Central	1	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2	0	2	3
Cathedral City	2	0	1	0	0	1	2	0	2	0	0	0	0	0	0	4	0	4	8
Rancho Mirage	4	1	1	0	0	1	3	0	2	0	0	0	0	0	1	7	1	5	13
Palm Desert	20	3	2	2	0	1	10	2	4	0	0	0	0	0	1	32	5	8	45
Indian Wells	7	1	3	1	0	1	7	2	10	1	0	1	0	0	1	16	3	16	35
La Quinta	52	26	8	7	7	7	60	40	38	0	1	2	0	1	2	119	75	57	251
Coachella	85	42	13	6	5	5	80	53	51	0	1	3	0	1	4	171	102	76	349
County Areas																			
Northwest	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1
North w/DHS	2	0	1	0	0	0	2	0	1	0	0	0	0	0	0	4	0	2	6
Northeast	5	1	1	1	1	1	5	1	4	0	0	0	0	0	0	11	3	6	20
Southeast	4	1	1	0	0	0	2	1	1	0	0	0	0	0	0	6	2	2	10
Pass Through Trips	29	8	5	2	1	3	23	8	16	0	0	0	0	0	2	55	16	23	94
Off-Peak Periods																			
Intratrips	20	20	9	24	25	19	71	75	81	28	31	37	1	1	7	144	152	153	449
Palm Springs North	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	1	2
Palm Springs Central	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1
Cathedral City	1	0	1	0	0	0	2	0	1	0	0	0	0	0	0	3	0	2	5
Rancho Mirage	2	0	1	2	0	1	2	0	1	0	0	0	0	0	1	6	0	4	10
Palm Desert	8	1	1	4	1	1	11	2	3	0	0	0	0	0	1	23	4	6	33
Indian Wells	3	1	2	1	0	1	7	2	8	1	0	1	1	0	2	13	3	14	30
La Quinta	21	12	5	21	16	7	68	39	25	0	1	2	0	1	4	110	69	43	222
Coachella	34	17	8	15	12	5	90	51	33	0	1	3	0	3	6	139	84	55	278
County Areas																			
Northwest	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
North w/DHS	1	0	0	0	0	0	2	0	1	0	0	0	0	0	0	3	0	1	4
Northeast	2	0	1	2	3	1	6	1	3	0	0	0	0	0	0	10	4	5	19
Southeast	1	0	0	0	0	0	2	0	1	0	0	0	0	0	0	3	0	1	4
Pass Through Trips	10	3	4	13	7	4	23	6	9	0	0	0	0	0	2	54	9	15	78

Corridor Segment Peak Periods 583 372 384 1,339
 Corridor Segment Off-Peak Periods 510 325 300 1,135
 Corridor Segment Daily 1,093 697 684 2,474

R:\UXR\jobs\09100-09500\092721RVTAM\FromTPPS2040\CV Link Demand.xlsx]J-2

Appendix Table 6-25

Coachella CV Link 2040 Corridor Demand - Preferred Scenario, Rancho Mirage Termini

Peak Periods	Home Based						Non-Home Based						All Purposes			
	Work		Shop		Other		Other		Work		Bike		Walk		Total	
	Bike	LSEV	Bike	LSEV	Bike	LSEV	Bike	LSEV	Bike	LSEV	Bike	LSEV	Bike	LSEV	Walk	Total
Intratrips	89	46	31	0	0	17	101	68	180	47	29	54	1	1	9	686
Palm Springs North	1	0	0	0	0	0	1	0	1	0	0	0	0	0	0	3
Palm Springs Central	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2
Cathedral City	1	0	1	0	0	0	3	0	2	0	0	0	0	0	0	8
Rancho Mirage	2	0	1	0	1	1	2	0	1	0	0	0	0	0	0	8
Palm Desert	13	7	1	1	1	1	6	4	2	0	0	0	0	0	4	37
Indian Wells	4	3	1	0	0	0	4	4	4	0	0	0	0	0	1	21
La Quinta	14	7	1	1	1	1	9	5	4	0	0	0	0	1	7	44
Indio	85	42	13	6	5	5	80	53	51	0	1	3	0	1	4	349
County Areas																
Northwest	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
North w/DHS	2	0	1	0	0	0	3	0	2	0	0	0	0	0	0	8
Northeast	7	3	3	0	1	1	8	5	8	0	0	0	0	1	13	36
Southeast	22	5	4	1	1	1	19	7	13	0	0	1	0	0	20	75
Off-Peak Periods																
Intratrips	41	21	21	26	14	21	108	65	131	43	27	62	3	4	19	606
Palm Springs North	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	3
Palm Springs Central	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2
Cathedral City	1	0	0	1	0	0	3	0	1	0	0	0	0	0	0	6
Rancho Mirage	1	0	1	3	0	1	2	0	1	0	0	0	0	0	3	9
Palm Desert	5	3	1	8	5	1	4	3	1	0	0	0	0	0	3	31
Indian Wells	1	1	1	1	1	1	4	3	2	0	0	0	0	1	5	16
La Quinta	5	3	1	4	5	1	10	5	2	0	0	0	0	1	5	37
Indio	34	17	8	15	12	5	90	51	33	0	1	3	0	3	6	278
County Areas																
Northwest	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
North w/DHS	1	0	0	1	0	0	3	0	2	0	0	0	0	0	2	7
Northeast	3	1	1	1	1	1	8	4	6	0	0	0	0	1	9	26
Southeast	9	3	2	4	3	1	22	7	8	0	0	1	0	1	13	61

Corridor Segment Peak Periods 547 304 427 1,278
 Corridor Segment Off-Peak Periods 471 262 350 1,083
 Corridor Segment Daily 1,018 566 777 2,361

Appendix Table 6-26

Coachella CV Link 2040 Corridor Demand - Alternative 1, with City of Rancho Mirage Linkage

Peak Periods	Home Based						Non-Home Based						All Purposes						
	Work		Shop		Other		Other		Work		Bike		Walk		Bike	Walk	Total		
	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	Bike	LSEV	Walk	LSEV	Walk					
Intratrips	89	46	31	8	5	17	101	68	180	47	29	54	1	1	9	246	149	291	686
Palm Springs North	1	0	0	0	0	0	2	1	1	0	0	0	0	0	0	3	1	1	5
Palm Springs Central	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	2
Cathedral City	2	1	1	1	0	0	5	3	2	0	0	0	0	0	0	8	4	3	15
Rancho Mirage	4	1	1	1	1	1	3	1	1	0	0	0	0	0	0	8	3	3	14
Palm Desert	13	7	1	2	1	1	6	4	2	0	0	0	0	0	0	21	12	4	37
Indian Wells	4	3	1	0	0	0	4	4	4	0	0	0	0	0	1	8	7	6	21
La Quinta	14	7	1	1	1	1	9	5	4	0	0	0	0	0	1	24	13	7	44
Indio	85	42	13	6	5	5	80	53	51	0	1	3	0	1	4	171	102	76	349
County Areas																			
Northwest	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1
North w/DHS	3	1	1	0	0	0	5	1	2	0	0	0	0	0	0	8	2	3	13
Northeast	7	3	3	0	0	1	8	5	8	0	0	0	0	0	1	15	8	13	36
Southeast	22	5	4	1	1	1	19	7	13	0	0	1	0	0	1	42	13	20	75
Off-Peak Periods																			
Intratrips	41	21	21	26	14	21	108	65	131	43	27	62	3	4	19	221	131	254	606
Palm Springs North	1	0	0	1	0	0	2	1	0	0	0	0	0	0	0	4	1	0	5
Palm Springs Central	0	0	0	1	0	0	2	1	0	0	0	0	0	0	0	3	1	0	4
Cathedral City	1	0	0	1	0	0	5	3	1	0	0	0	0	0	0	7	3	1	11
Rancho Mirage	1	1	1	5	3	1	3	1	1	0	0	0	0	0	0	9	5	3	17
Palm Desert	5	3	1	8	5	1	4	3	1	0	0	0	0	0	0	17	11	3	31
Indian Wells	1	1	1	1	1	1	4	3	2	0	0	0	0	0	1	6	5	5	16
La Quinta	5	3	1	4	5	1	10	5	2	0	0	0	0	0	1	19	13	5	37
Indio	34	17	8	15	12	5	90	51	33	0	1	3	0	3	6	139	84	55	278
County Areas																			
Northwest	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1
North w/DHS	1	0	0	1	0	0	5	1	2	0	0	0	0	0	0	7	1	2	10
Northeast	3	1	1	1	0	1	8	4	6	0	0	0	0	0	1	12	5	9	26
Southeast	9	3	2	4	3	1	22	7	8	0	0	1	0	0	1	35	13	13	61

Corridor Segment Peak Periods 557 314 427 1,298
 Corridor Segment Off-Peak Periods 480 273 350 1,103
 Corridor Segment Daily 1,037 587 777 2,401

Appendix Table 6-27

Coachella CV Link 2040 Corridor Demand - Alternative 2, Rancho Mirage/Indian Wells Termini

Peak Periods	Home Based						Non-Home Based						All Purposes			
	Work		Shop		Other		Other		Work		Bike		Walk		Total	
	Bike	LSEV	Bike	LSEV	Bike	LSEV	Bike	LSEV	Bike	LSEV	Bike	LSEV	Bike	LSEV	Walk	Total
Intratrips	89	46	31	0	0	17	101	68	180	47	29	54	1	1	9	686
Palm Springs North	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2
Palm Springs Central	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cathedral City	1	0	1	0	0	0	2	0	1	0	0	0	0	0	0	5
Rancho Mirage	2	0	1	0	0	1	1	0	1	0	0	0	0	0	0	6
Palm Desert	7	1	1	1	0	1	3	1	2	0	0	0	0	0	4	17
Indian Wells	2	0	1	0	0	0	2	1	3	0	0	0	0	0	1	10
La Quinta	14	7	1	1	1	1	9	5	4	0	0	0	0	1	7	44
Indio	85	42	13	6	5	5	80	53	51	0	1	3	0	1	4	349
County Areas																
Northwest	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
North w/DHS	1	0	1	0	0	0	2	0	1	0	0	0	0	0	0	5
Northeast	7	3	3	0	0	1	8	5	8	0	0	0	0	1	13	36
Southeast	22	5	4	1	1	1	19	7	13	0	0	1	0	0	20	75
Off-Peak Periods																
Intratrips	41	21	21	26	14	21	108	65	131	43	27	62	3	4	19	606
Palm Springs North	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Palm Springs Central	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Cathedral City	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	3
Rancho Mirage	0	0	1	2	0	1	1	0	1	0	0	0	0	0	0	6
Palm Desert	3	0	1	4	1	1	2	0	1	0	0	0	0	0	3	13
Indian Wells	1	0	1	1	0	1	2	0	2	0	0	0	0	1	5	9
La Quinta	5	3	1	4	5	1	10	5	2	0	0	0	0	1	5	37
Indio	34	17	8	15	12	5	90	51	33	0	1	3	0	3	6	278
County Areas																
Northwest	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
North w/DHS	0	0	0	0	0	0	2	0	1	0	0	0	0	0	1	3
Northeast	3	1	1	1	0	1	8	4	6	0	0	0	0	1	9	26
Southeast	9	3	2	4	3	1	22	7	8	0	0	1	0	0	13	61

Corridor Segment Peak Periods 523 288 424 1,235
 Corridor Segment Off-Peak Periods 448 247 349 1,044
 Corridor Segment Daily 971 535 773 2,279

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APPENDIX 7:
TRAFFIC SIGNAL WARRANTS

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **2040 Preferred Conditions - Weekday AM Peak Hour**

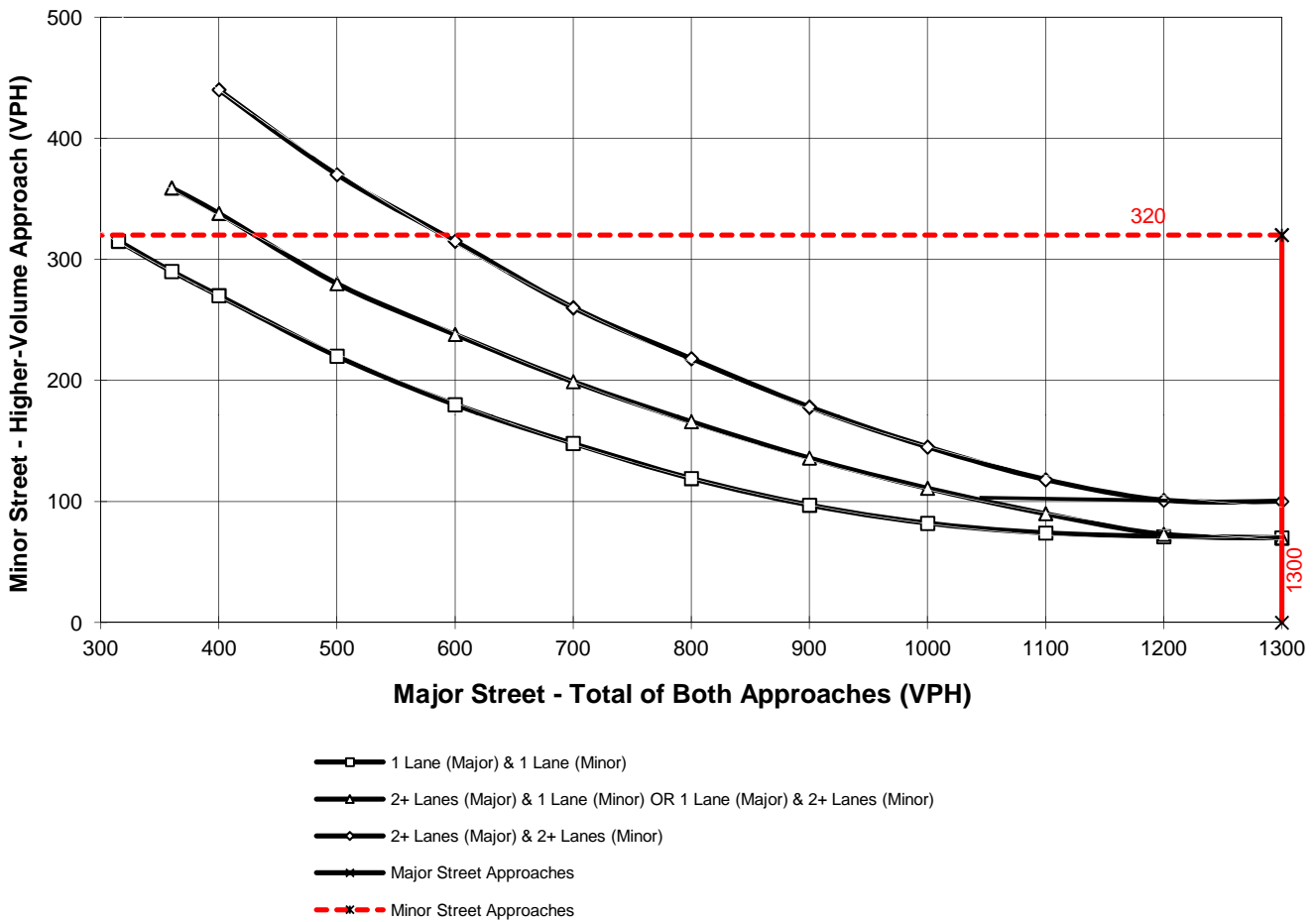
Major Street Name = **Indian Cyn. Dr.**

Total of Both Approaches (VPH) = **2,220**
 Number of Approach Lanes Major Street = **2**

Minor Street Name = **Sunrise Pkwy.**

High Volume Approach (VPH) = **320**
 Number of Approach Lanes Minor Street = **1**

WARRANTED FOR A SIGNAL



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane



Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **2040 Preferred Conditions - Weekday PM Peak Hour**

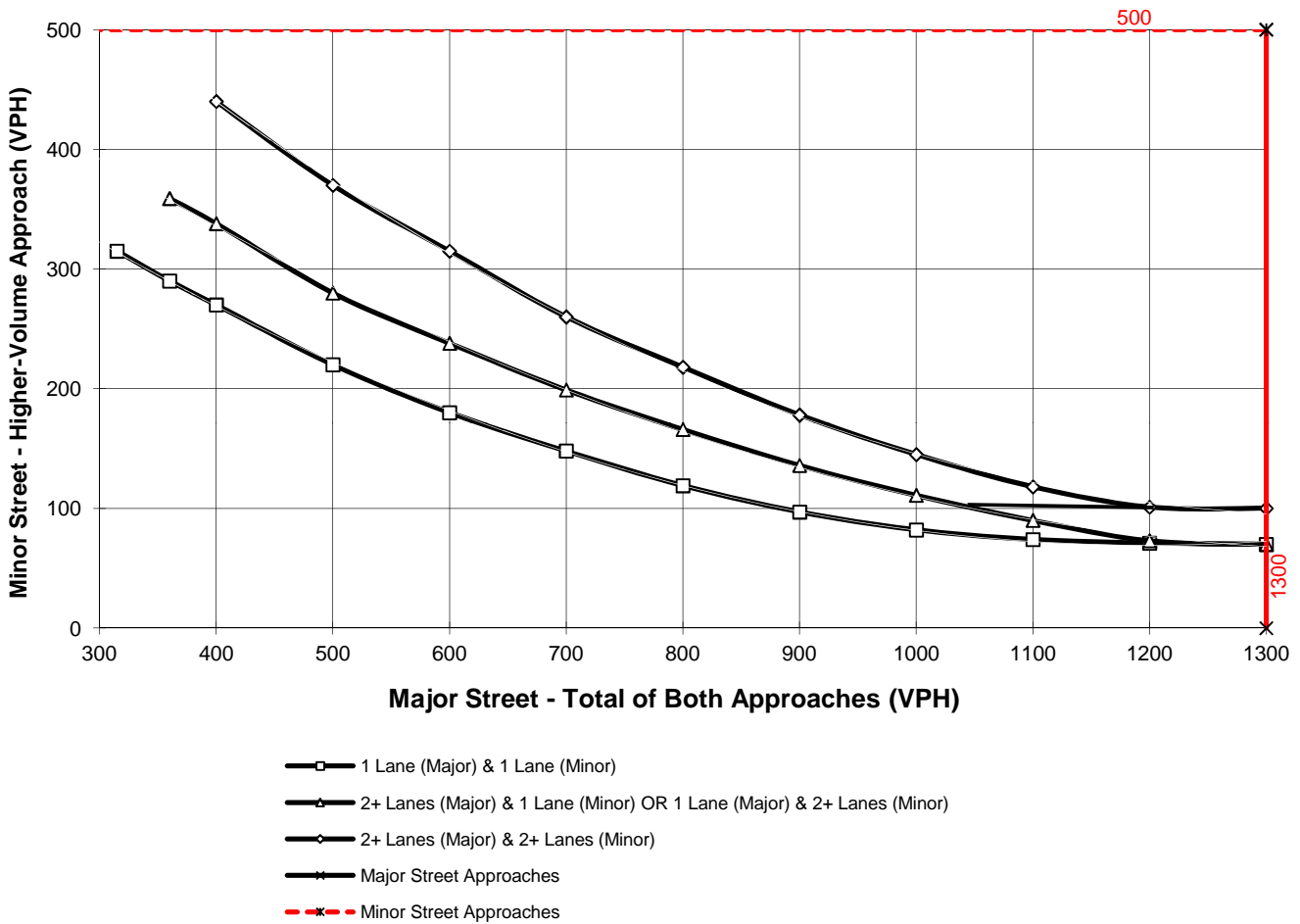
Major Street Name = **Indian Cyn. Dr.**

Total of Both Approaches (VPH) = **3,141**
 Number of Approach Lanes Major Street = **2**

Minor Street Name = **Sunrise Pkwy.**

High Volume Approach (VPH) = **1,200**
 Number of Approach Lanes Minor Street = **1**

WARRANTED FOR A SIGNAL



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane



Figure 4C-3. Warrant 3, Peak Hour

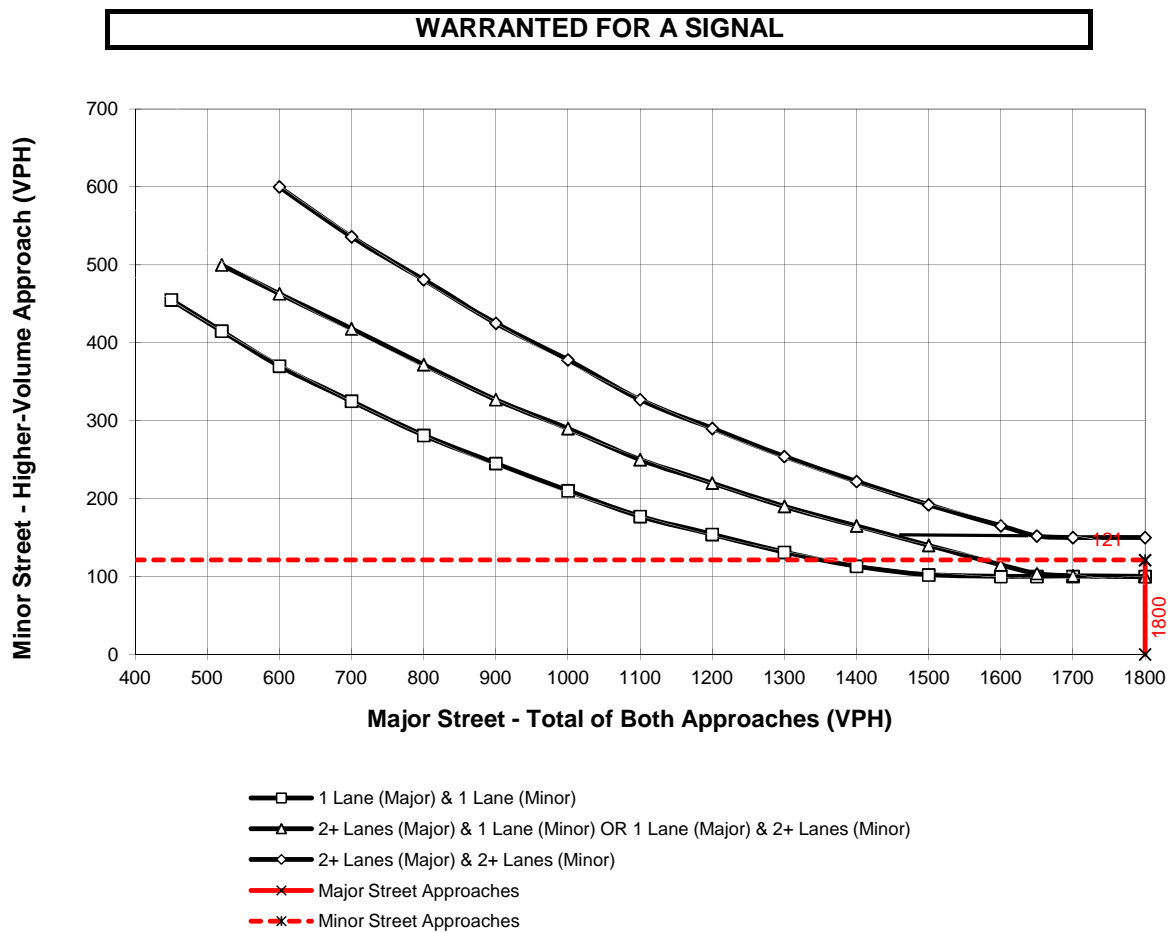
Traffic Conditions = **2040 Preferred Conditions - Weekday AM Peak Hour**

Major Street Name = **Sunrise Wy.**

Total of Both Approaches (VPH) = **1,803**
 Number of Approach Lanes on Major Street = **2**

Minor Street Name = **N. Riverside Dr.**

High Volume Approach (VPH) = **121**
 Number of Approach Lanes On Minor Street = **1**



*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-3. Warrant 3, Peak Hour

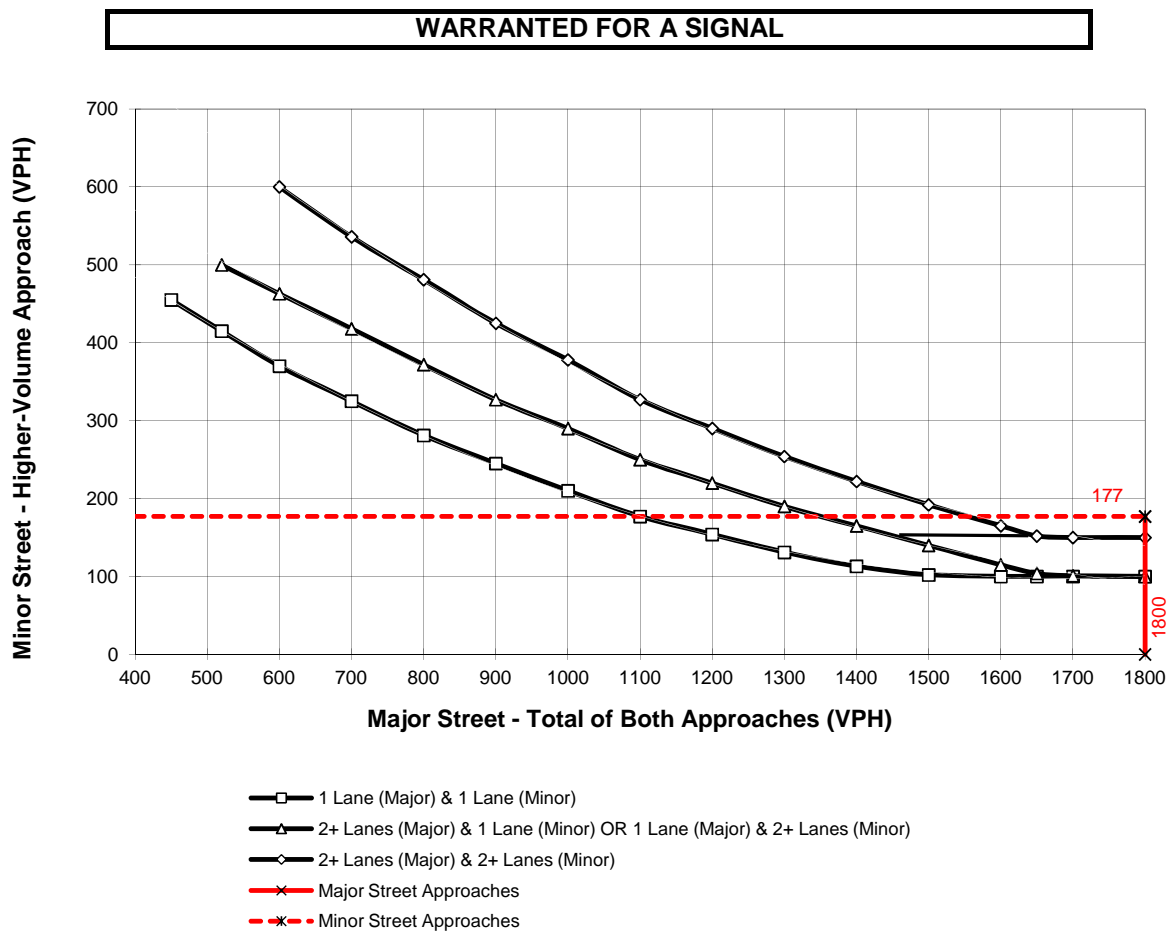
Traffic Conditions = **2040 Preferred Conditions - Weekday PM Peak Hour**

Major Street Name = **Sunrise Wy.**

Total of Both Approaches (VPH) = **2,116**
 Number of Approach Lanes on Major Street = **2**

Minor Street Name = **N. Riverside Dr.**

High Volume Approach (VPH) = **177**
 Number of Approach Lanes On Minor Street = **1**



*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **2040 Preferred Conditions - Weekday AM Peak Hour**

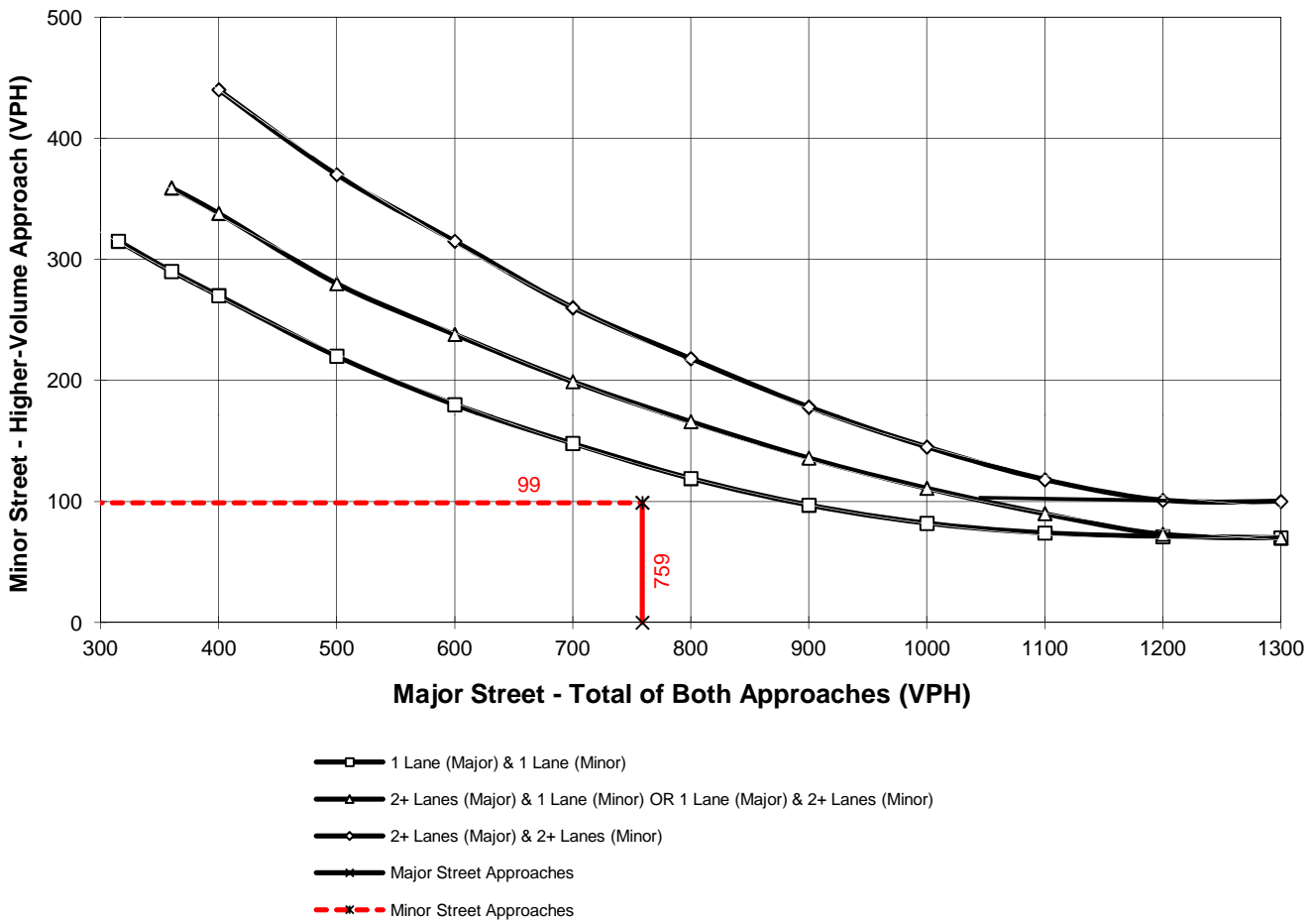
Major Street Name = **Crossley Rd.**

Total of Both Approaches (VPH) = **759**
 Number of Approach Lanes Major Street = **2**

Minor Street Name = **34th Av.**

High Volume Approach (VPH) = **99**
 Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane



Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **2040 Preferred Conditions - Weekday PM Peak Hour**

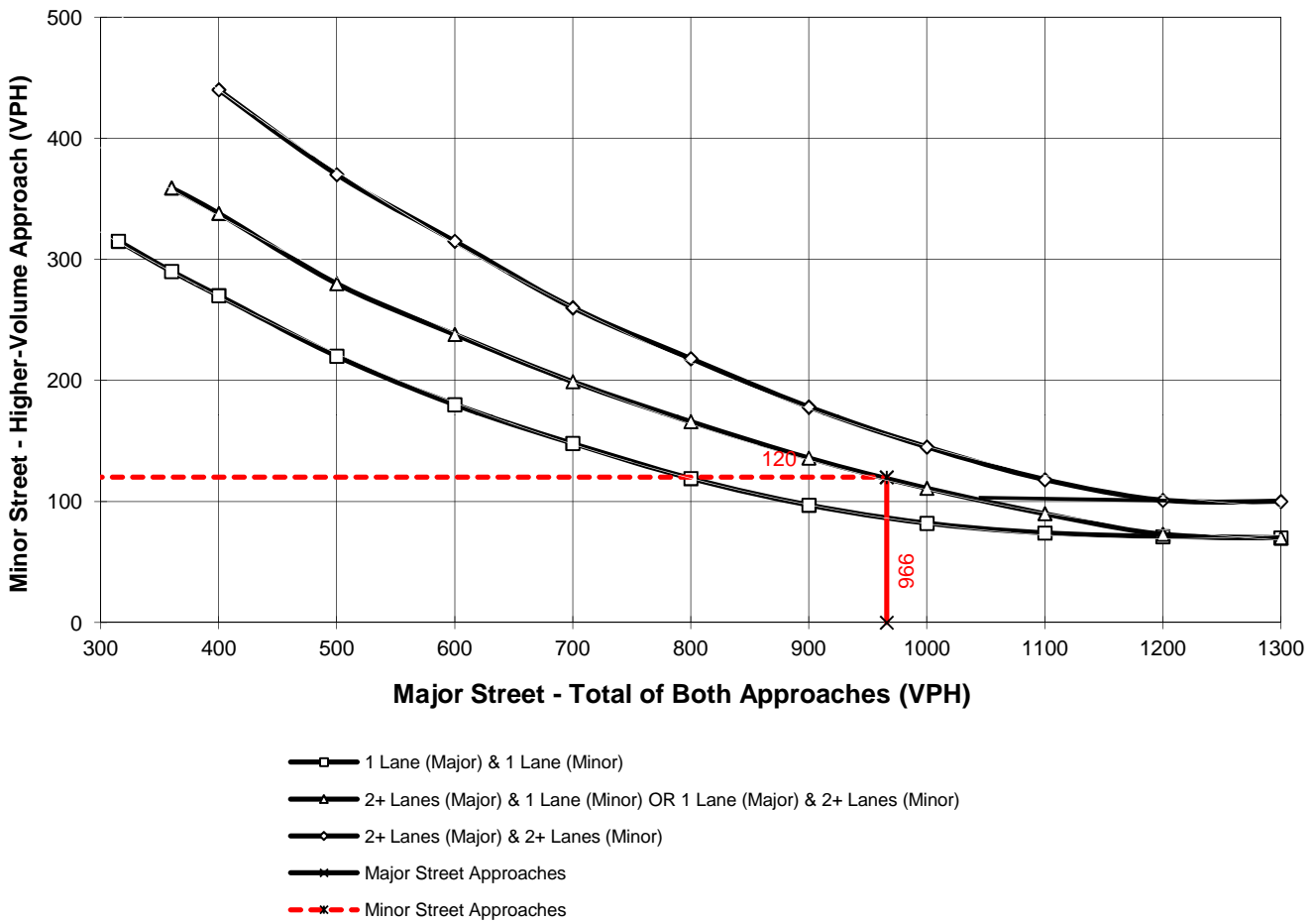
Major Street Name = **Crossley Rd.**

Total of Both Approaches (VPH) = **966**
 Number of Approach Lanes Major Street = **2**

Minor Street Name = **34th Av.**

High Volume Approach (VPH) = **120**
 Number of Approach Lanes Minor Street = **1**

WARRANTED FOR A SIGNAL



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane



Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **2040 Preferred Conditions - Weekday AM Peak Hour**

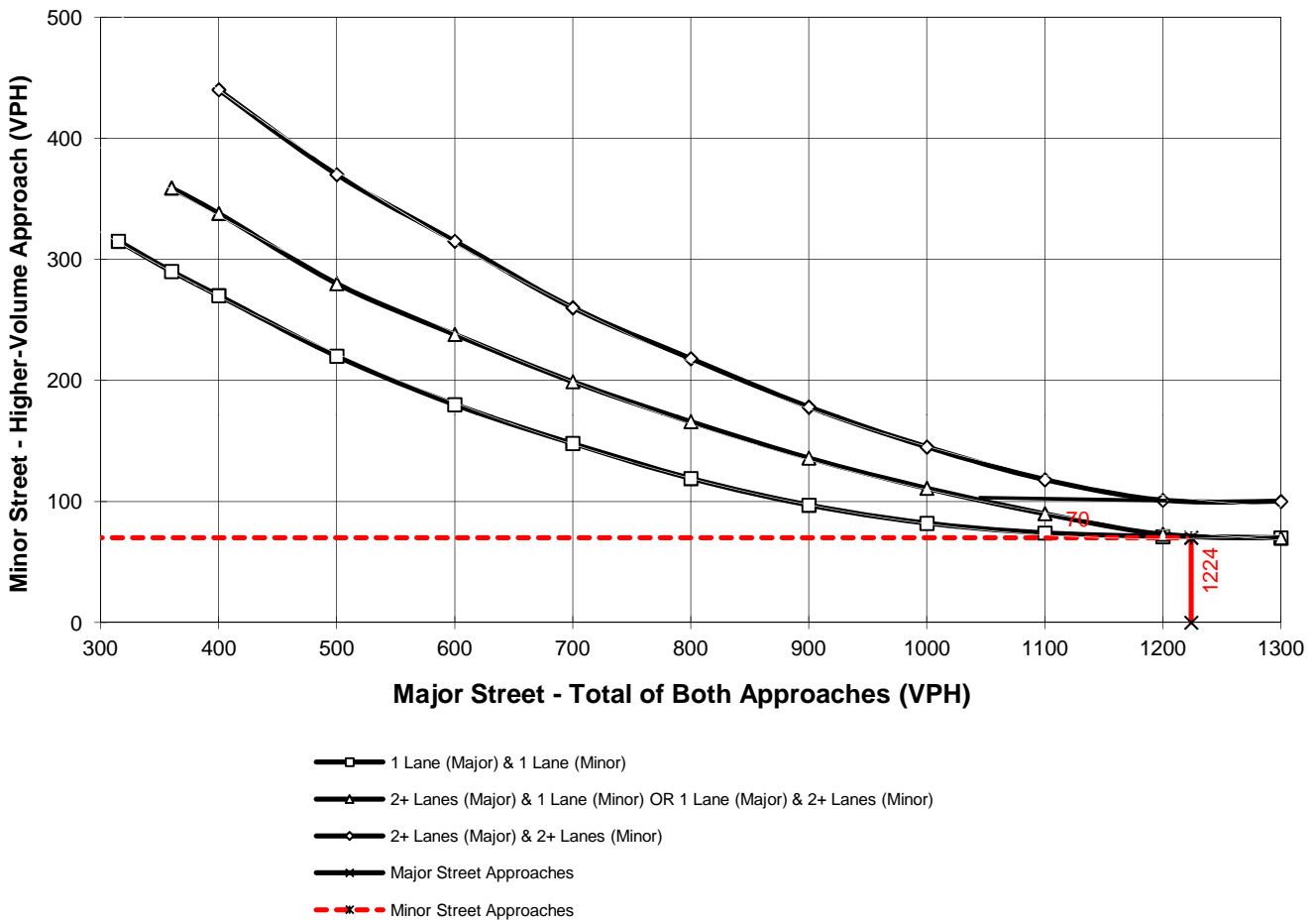
Major Street Name = **Dune Palms Rd.**

Total of Both Approaches (VPH) = **1,224**
 Number of Approach Lanes Major Street = **2**

Minor Street Name = **Corporate Ctr. Dr.**

High Volume Approach (VPH) = **70**
 Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane



Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **2040 Preferred Conditions - Weekday PM Peak Hour**

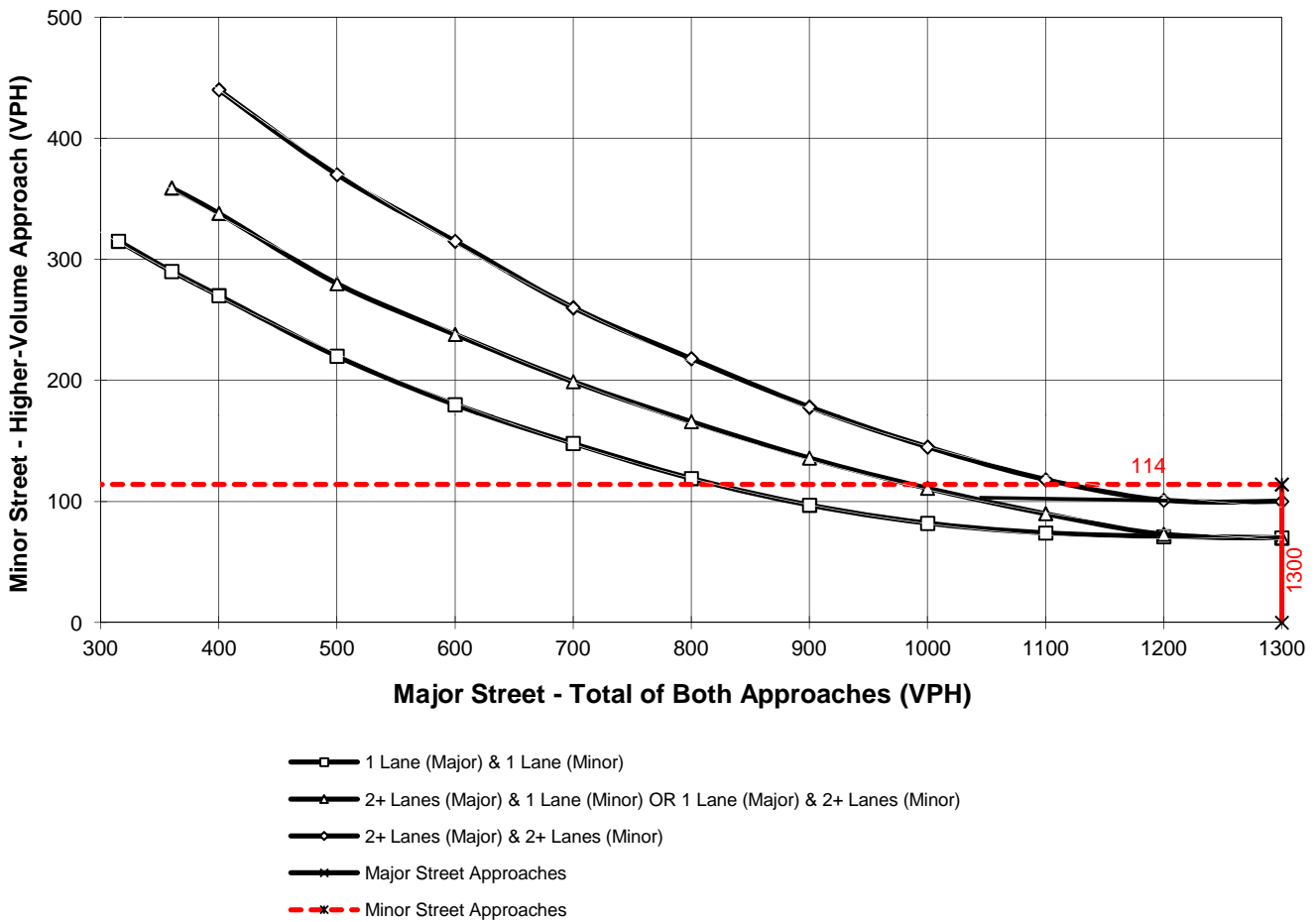
Major Street Name = **Dune Palms Rd.**

Total of Both Approaches (VPH) = **1,628**
 Number of Approach Lanes Major Street = **2**

Minor Street Name = **Corporate Ctr. Dr.**

High Volume Approach (VPH) = **114**
 Number of Approach Lanes Minor Street = **1**

WARRANTED FOR A SIGNAL



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane



Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **2040 Preferred Conditions - Weekday AM Peak Hour**

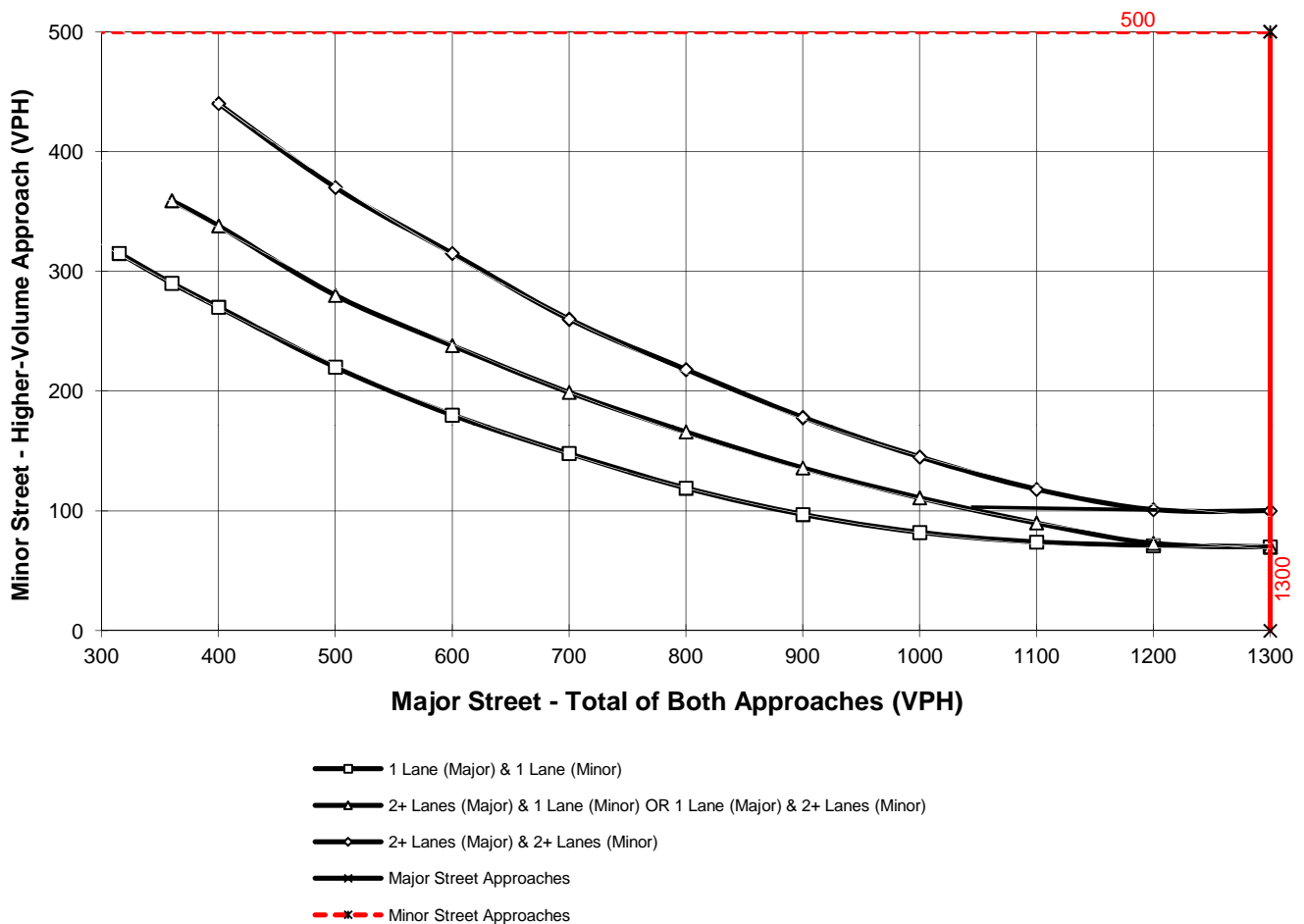
Major Street Name = **Avenue 50**

Total of Both Approaches (VPH) = **2,516**
 Number of Approach Lanes Major Street = **2**

Minor Street Name = **Tyler St.**

High Volume Approach (VPH) = **521**
 Number of Approach Lanes Minor Street = **1**

WARRANTED FOR A SIGNAL



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane



Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **2040 Preferred Conditions - Weekday PM Peak Hour**

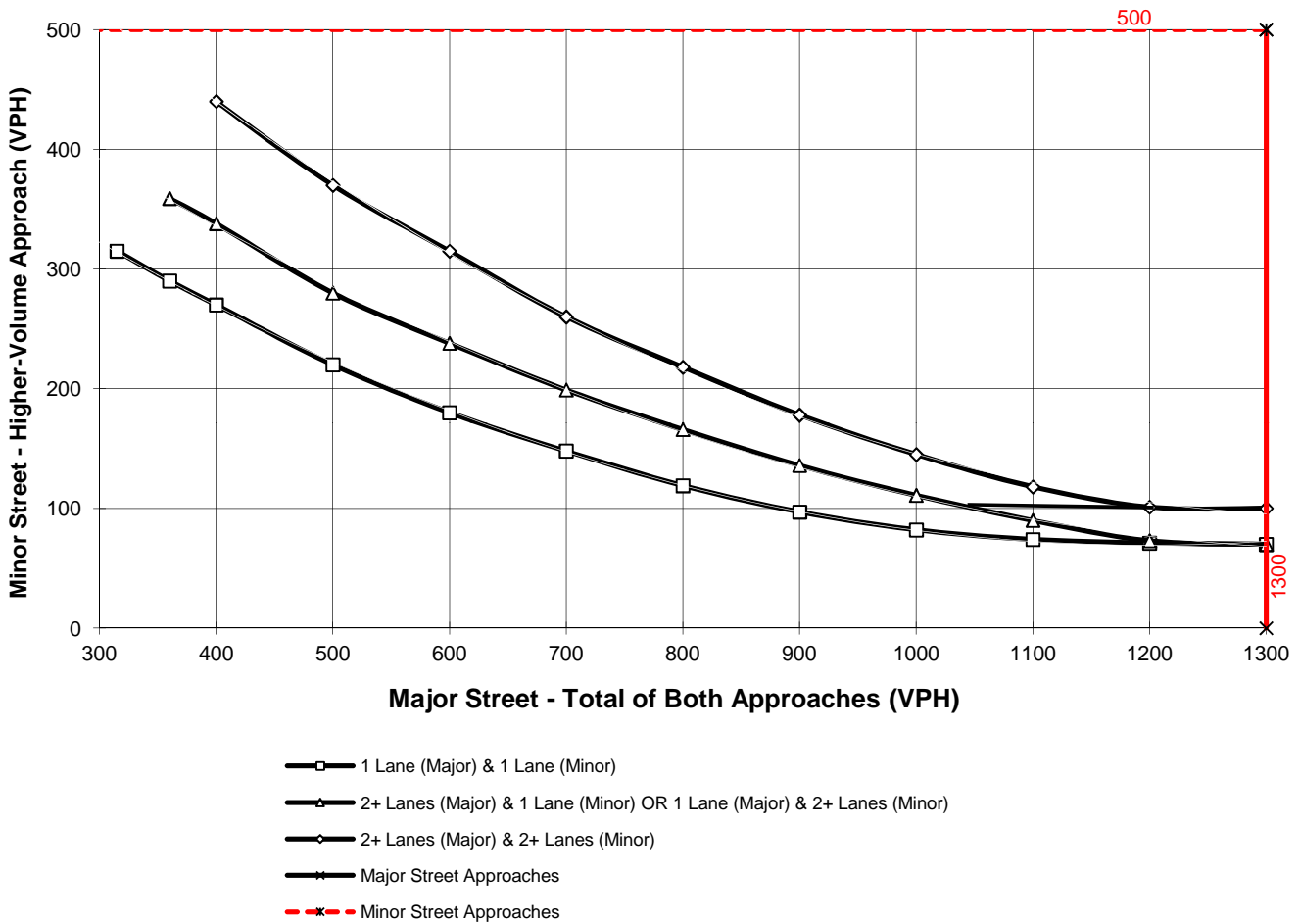
Major Street Name = **Avenue 50**

Total of Both Approaches (VPH) = **3,691**
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **Tyler St.**

High Volume Approach (VPH) = **511**
 Number of Approach Lanes Minor Street = **1**

WARRANTED FOR A SIGNAL



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane



Figure 4F-1. Guidelines for the Installation of Pedestrian Hybrid Beacons on Low-Speed Roadways

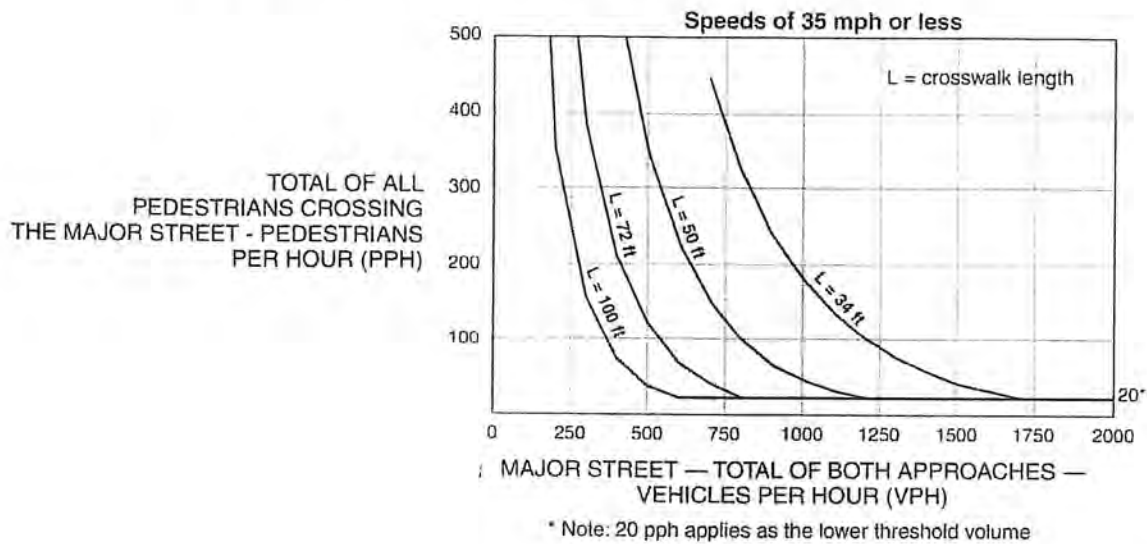
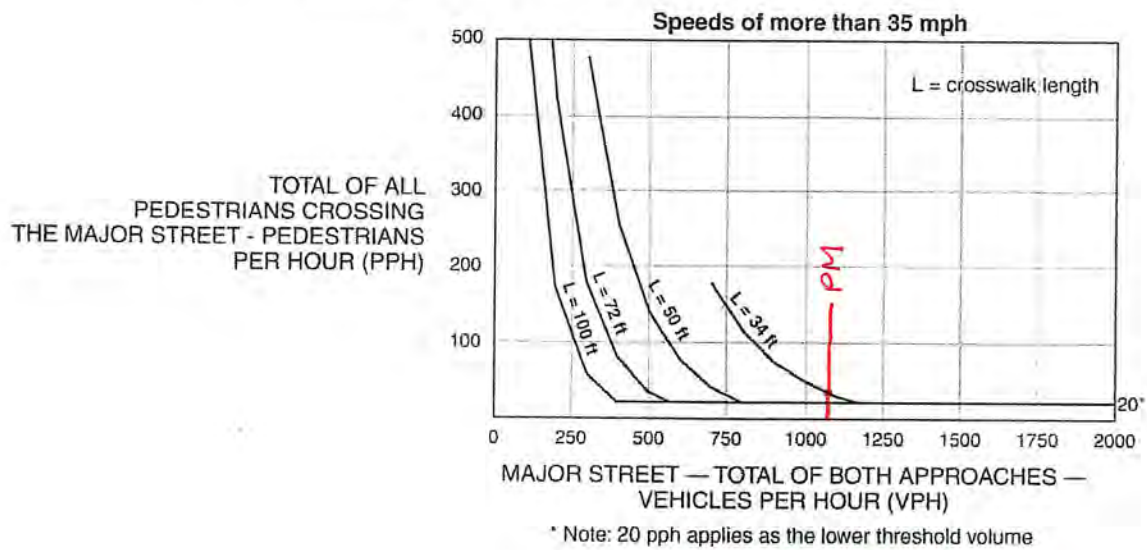


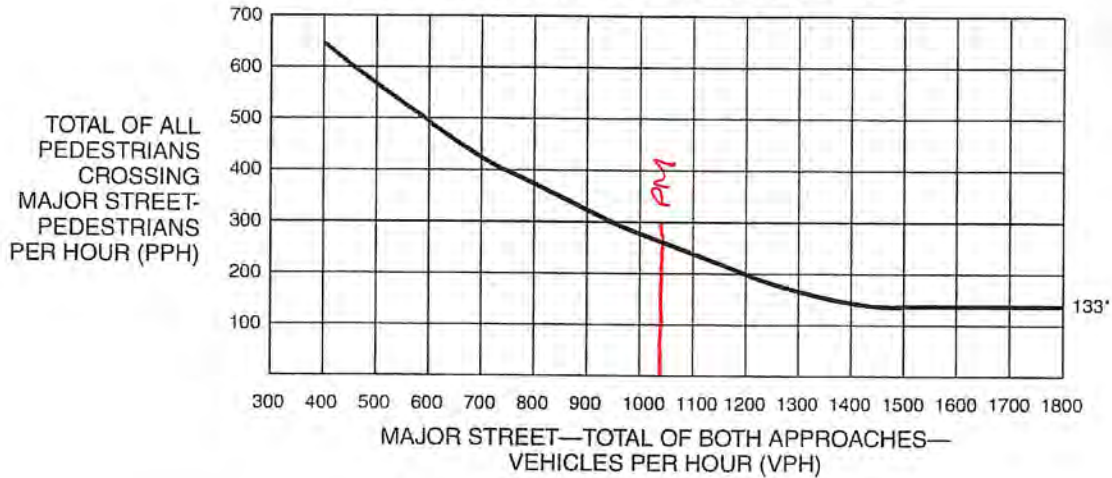
Figure 4F-2. Guidelines for the Installation of Pedestrian Hybrid Beacons on High-Speed Roadways



L = 34' (twice)

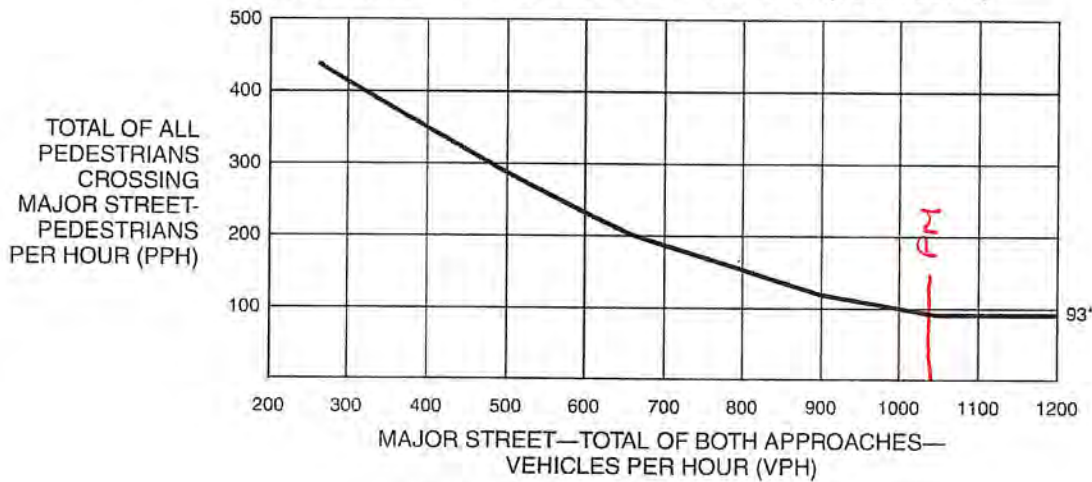
PM crossing vol = 15 ped + 19 bike (SBL) = 34

Figure 4C-7. Warrant 4, Pedestrian Peak Hour



*Note: 133 pph applies as the lower threshold volume.

Figure 4C-8. Warrant 4, Pedestrian Peak Hour (70% Factor)



*Note: 93 pph applies as the lower threshold volume.

PM Ped vol = 22 ped + 13 LSEV + 53 bike = 88 per hour

Avenue 44 Pedestrian Crossing (#31)

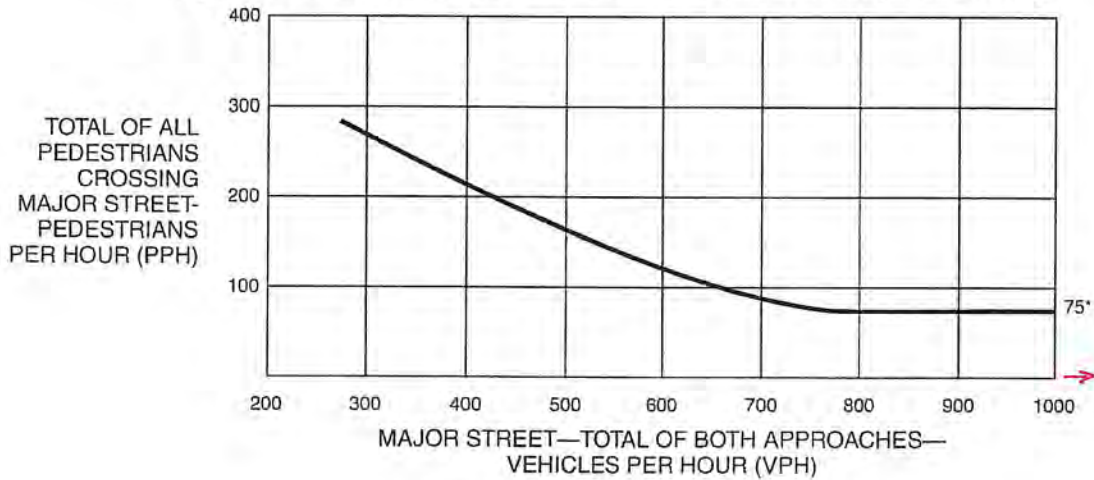
California MUTCD 2014 Edition
(FHWA's MUTCD 2009 Edition, including Revisions 1 & 2, as amended for use in California)

Figure 4C-5. Warrant 4, Pedestrian Four-Hour Volume



*Note: 107 pph applies as the lower threshold volume.

Figure 4C-6. Warrant 4, Pedestrian Four-Hour Volume (70% Factor)



*Note: 75 pph applies as the lower threshold volume.

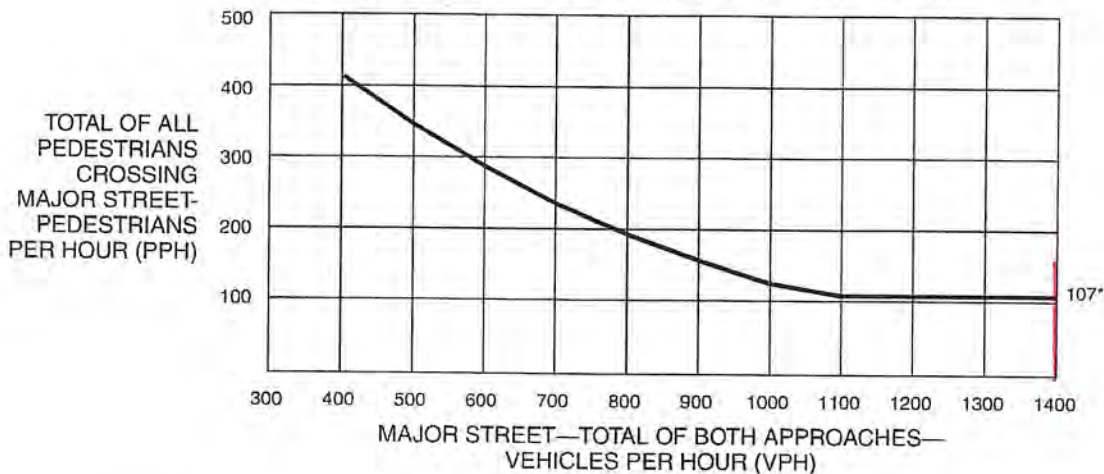
ped vol = 88 per hour (peak)
4-hr vol = 314
*.7 * 314 = 219*

Warrant 4 is satisfied

Dillon Road Pedestrian Crossing (#32)

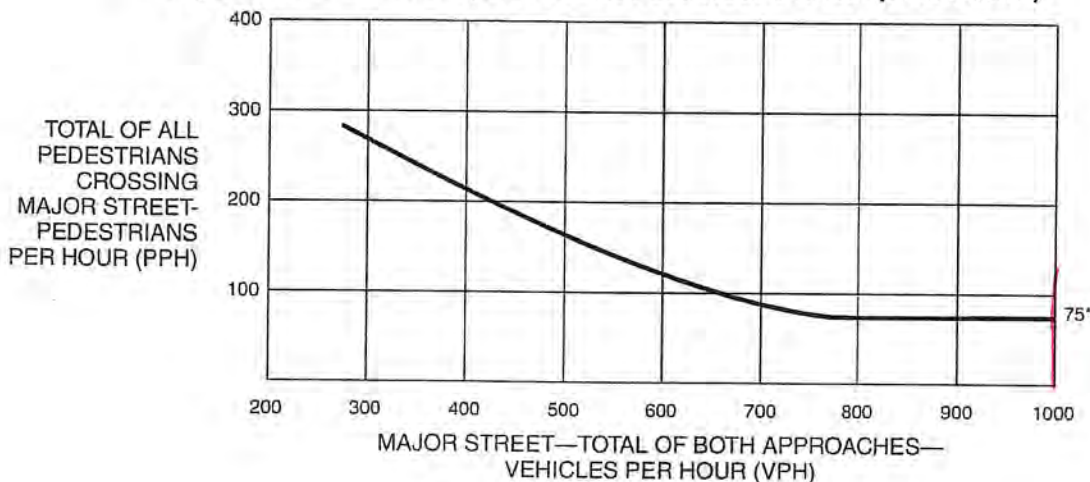
California MUTCD 2014 Edition
(FHWA's MUTCD 2009 Edition, including Revisions 1 & 2, as amended for use in California)

Figure 4C-5. Warrant 4, Pedestrian Four-Hour Volume



*Note: 107 pph applies as the lower threshold volume.

Figure 4C-6. Warrant 4, Pedestrian Four-Hour Volume (70% Factor)



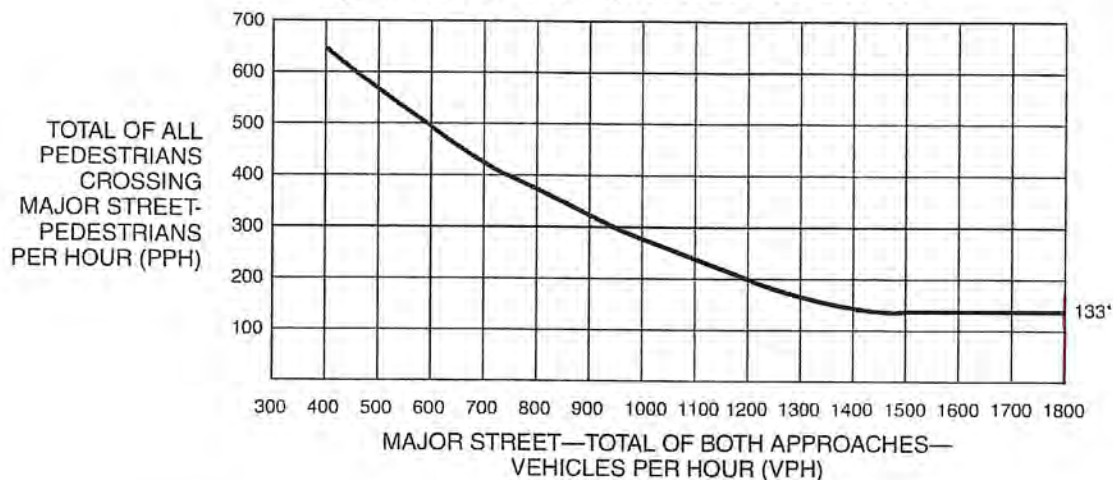
*Note: 75 pph applies as the lower threshold volume.

PM Ped vol = 22 ped + 12 LSEV + 51 bike = 85 per hour

Dillon Road Pedestrian Crossing (#32)

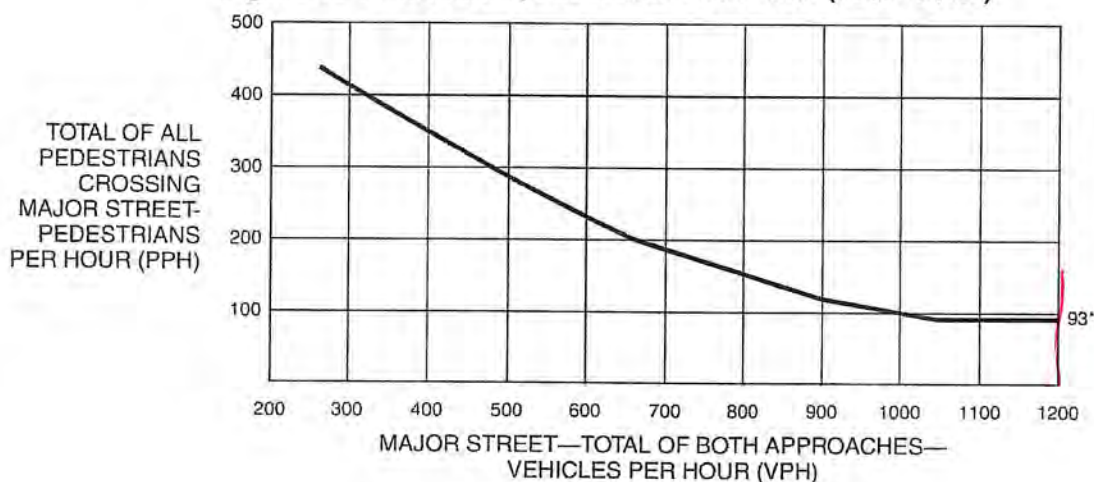
California MUTCD 2014 Edition
(FHWA's MUTCD 2009 Edition, including Revisions 1 & 2, as amended for use in California)

Figure 4C-7. Warrant 4, Pedestrian Peak Hour



*Note: 133 pph applies as the lower threshold volume.

Figure 4C-8. Warrant 4, Pedestrian Peak Hour (70% Factor)



*Note: 93 pph applies as the lower threshold volume.

ped vol = 85 per hour (peak)

4-hr vol = 304

*.7 * 304 = 213*

warrant 4 is satisfied

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APPENDIX 8:
LOS ANALYSIS OF 2040 PROPOSED SCENARIO

AUTO/LSEV LEVEL OF SERVICE WORKSHEETS

Lanes, Volumes, Timings
1: Palm Cyn. Dr. (SR-111) & Tramway Rd.

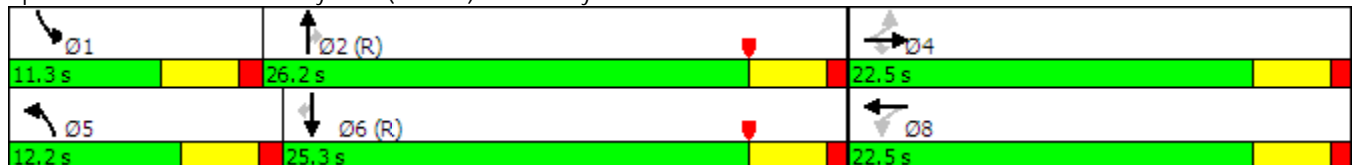
2040 Auto/LSEV AM Peak Hour (Proposed)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	75	74	129	43	120	134	145	530	68	74	921	176
Future Volume (vph)	75	74	129	43	120	134	145	530	68	74	921	176
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		105	0		0	190		155	90		180
Storage Lanes	1		1	0		0	1		1	1		1
Taper Length (ft)	60			60			60			90		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		35			30			45			45	
Link Distance (ft)		417			599			608			491	
Travel Time (s)		8.1			13.6			9.2			7.4	
Confl. Peds. (#/hr)	3						3			4		
Confl. Bikes (#/hr)			9				8			3		4
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Shared Lane Traffic (%)												
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8					2			6
Detector Phase	4	4	4	8	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5		9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	22.5	22.5	22.5	22.5	22.5		12.2	26.2	26.2	11.3	25.3	25.3
Total Split (%)	37.5%	37.5%	37.5%	37.5%	37.5%		20.3%	43.7%	43.7%	18.8%	42.2%	42.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5		4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	Ped	Ped		None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary























Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Splits and Phases: 1: Palm Cyn. Dr. (SR-111) & Tramway Rd.





















HCM 2010 Signalized Intersection Summary
1: Palm Cyn. Dr. (SR-111) & Tramway Rd.

2040 Auto/LSEV AM Peak Hour (Proposed)

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	75	74	129	43	120	134	145	530	68	74	921	176
Future Volume (veh/h)	75	74	129	43	120	134	145	530	68	74	921	176
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	77	76	0	44	122	137	148	541	69	76	940	0
Adj No. of Lanes	1	1	1	0	2	0	1	2	1	1	2	1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	262	395	336	138	307	298	187	1780	784	106	1619	724
Arrive On Green	0.21	0.21	0.00	0.21	0.21	0.21	0.11	0.50	0.50	0.06	0.46	0.00
Sat Flow, veh/h	1113	1863	1583	295	1444	1406	1774	3539	1559	1774	3539	1583
Grp Volume(v), veh/h	77	76	0	166	0	137	148	541	69	76	940	0
Grp Sat Flow(s),veh/h/ln	1113	1863	1583	1739	0	1406	1774	1770	1559	1774	1770	1583
Q Serve(g_s), s	3.9	2.0	0.0	0.4	0.0	5.1	4.9	5.4	1.4	2.5	11.8	0.0
Cycle Q Clear(g_c), s	9.0	2.0	0.0	4.7	0.0	5.1	4.9	5.4	1.4	2.5	11.8	0.0
Prop In Lane	1.00		1.00	0.27		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	262	395	336	445	0	298	187	1780	784	106	1619	724
V/C Ratio(X)	0.29	0.19	0.00	0.37	0.00	0.46	0.79	0.30	0.09	0.72	0.58	0.00
Avail Cap(c_a), veh/h	359	559	475	592	0	422	228	1780	784	201	1619	724
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	24.6	19.4	0.0	20.4	0.0	20.6	26.2	8.7	7.8	27.7	12.0	0.0
Incr Delay (d2), s/veh	0.6	0.2	0.0	0.5	0.0	1.1	14.3	0.4	0.2	8.6	1.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	1.1	0.0	2.4	0.0	2.1	3.1	2.7	0.6	1.5	6.1	0.0
LnGrp Delay(d),s/veh	25.2	19.6	0.0	21.0	0.0	21.7	40.5	9.2	8.0	36.3	13.6	0.0
LnGrp LOS	C	B		C		C	D	A	A	D	B	
Approach Vol, veh/h		153			303			758			1016	
Approach Delay, s/veh		22.4			21.3			15.2			15.3	
Approach LOS		C			C			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.1	34.7		17.2	10.8	31.9		17.2				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	6.8	21.7		18.0	7.7	20.8		18.0				
Max Q Clear Time (g_c+I1), s	4.5	7.4		11.0	6.9	13.8		7.1				
Green Ext Time (p_c), s	0.0	8.1		1.5	0.0	4.8		1.9				
Intersection Summary												
HCM 2010 Ctrl Delay			16.6									
HCM 2010 LOS			B									

Lanes, Volumes, Timings
 2: Indian Cyn. Dr. & Sunrise Pkwy.

2040 Auto/LSEV AM Peak Hour (Proposed)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	79	156	85	123	84	113	66	798	176	188	922	70
Future Volume (vph)	79	156	85	123	84	113	66	798	176	188	922	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	150		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	60			25			25			60		
Link Speed (mph)		30			30			55				55
Link Distance (ft)		316			322			422				520
Travel Time (s)		7.2			7.3			5.2				6.4
Confl. Peds. (#/hr)			1			11			4			
Confl. Bikes (#/hr)			12			12			3			3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											

Intersection

Int Delay, s/veh 1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↕	↕	
Traffic Vol, veh/h	79	156	85	123	84	113	66	798	176	188	922	70
Future Vol, veh/h	79	156	85	123	84	113	66	798	176	188	922	70
Conflicting Peds, #/hr	0	0	1	0	0	11	0	0	4	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	86	170	92	134	91	123	72	867	191	204	1002	76

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2083	2655	540	2107	2598	544	1078	0	0	1063	0	0
Stage 1	1449	1449	-	1111	1111	-	-	-	-	-	-	-
Stage 2	634	1206	-	996	1487	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	~ 31	~ 23	486	~ 29	~ 25	483	643	-	-	651	-	-
Stage 1	138	194	-	223	283	-	-	-	-	-	-	-
Stage 2	434	255	-	262	186	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	-	~ 11	486	-	~ 12	476	642	-	-	644	-	-
Mov Cap-2 Maneuver	-	~ 11	-	-	~ 12	-	-	-	-	-	-	-
Stage 1	98	~ 133	-	158	201	-	-	-	-	-	-	-
Stage 2	124	181	-	-	127	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			0.7	2.1
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	642	-	-	-	644	-	-
HCM Lane V/C Ratio	0.112	-	-	-	0.317	-	-
HCM Control Delay (s)	11.3	-	-	-	13.2	-	-
HCM Lane LOS	B	-	-	-	B	-	-
HCM 95th %tile Q(veh)	0.4	-	-	-	1.4	-	-

Notes

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

Lanes, Volumes, Timings
3: Sunrise Wy. & San Rafael Dr.

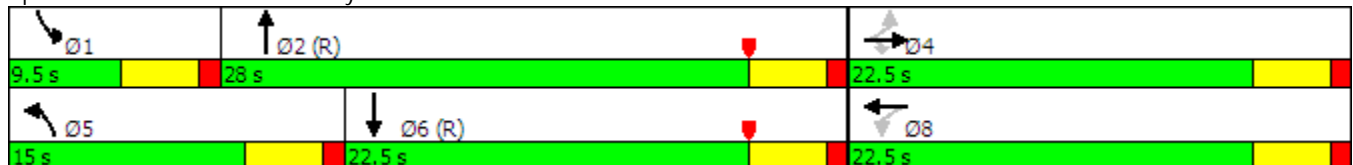
2040 Auto/LSEV AM Peak Hour (Proposed)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	101	21	179	104	34	31	252	544	71	12	417	104
Future Volume (vph)	101	21	179	104	34	31	252	544	71	12	417	104
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	85		0	110		0
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	60			60			60			60		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		50			30			45			45	
Link Distance (ft)		620			513			557			480	
Travel Time (s)		8.5			11.7			8.4			7.3	
Confl. Peds. (#/hr)	1		1	1		1			4			5
Confl. Bikes (#/hr)			2			2			6			5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8								
Detector Phase	4	4	4	8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5		9.5	22.5		9.5	22.5	
Total Split (s)	22.5	22.5	22.5	22.5	22.5		15.0	28.0		9.5	22.5	
Total Split (%)	37.5%	37.5%	37.5%	37.5%	37.5%		25.0%	46.7%		15.8%	37.5%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.5	4.5		4.5		4.5	4.5		4.5	4.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	Ped	Ped	Ped	Ped	Ped		None	C-Max		None	C-Max	

Intersection Summary




















Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Splits and Phases: 3: Sunrise Wy. & San Rafael Dr.



HCM 2010 Signalized Intersection Summary
3: Sunrise Wy. & San Rafael Dr.

2040 Auto/LSEV AM Peak Hour (Proposed)

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	101	21	179	104	34	31	252	544	71	12	417	104
Future Volume (veh/h)	101	21	179	104	34	31	252	544	71	12	417	104
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	106	22	188	109	36	33	265	573	75	13	439	109
Adj No. of Lanes	0	1	1	0	1	0	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	357	64	363	220	72	44	310	1650	215	29	1030	254
Arrive On Green	0.23	0.23	0.23	0.23	0.23	0.23	0.17	0.53	0.53	0.02	0.37	0.37
Sat Flow, veh/h	1061	276	1559	532	308	191	1774	3137	409	1774	2805	690
Grp Volume(v), veh/h	128	0	188	178	0	0	265	323	325	13	276	272
Grp Sat Flow(s),veh/h/ln	1337	0	1559	1031	0	0	1774	1770	1777	1774	1770	1725
Q Serve(g_s), s	0.0	0.0	6.3	5.9	0.0	0.0	8.7	6.3	6.4	0.4	7.0	7.1
Cycle Q Clear(g_c), s	4.8	0.0	6.3	10.7	0.0	0.0	8.7	6.3	6.4	0.4	7.0	7.1
Prop In Lane	0.83		1.00	0.61		0.19	1.00		0.23	1.00		0.40
Lane Grp Cap(c), veh/h	421	0	363	337	0	0	310	931	935	29	650	634
V/C Ratio(X)	0.30	0.00	0.52	0.53	0.00	0.00	0.85	0.35	0.35	0.45	0.42	0.43
Avail Cap(c_a), veh/h	515	0	468	426	0	0	310	931	935	148	650	634
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.5	0.0	20.1	22.5	0.0	0.0	24.0	8.2	8.2	29.2	14.2	14.3
Incr Delay (d2), s/veh	0.4	0.0	1.1	1.3	0.0	0.0	20.0	1.0	1.0	10.7	2.0	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.0	2.8	2.9	0.0	0.0	6.0	3.3	3.3	0.3	3.7	3.7
LnGrp Delay(d),s/veh	19.9	0.0	21.2	23.8	0.0	0.0	44.0	9.3	9.3	39.9	16.2	16.4
LnGrp LOS	B		C	C			D	A	A	D	B	B
Approach Vol, veh/h		316			178			913			561	
Approach Delay, s/veh		20.7			23.8			19.3			16.9	
Approach LOS		C			C			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.5	36.1		18.5	15.0	26.5		18.5				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	23.5		18.0	10.5	18.0		18.0				
Max Q Clear Time (g_c+I1), s	2.4	8.4		8.3	10.7	9.1		12.7				
Green Ext Time (p_c), s	0.0	6.0		1.7	0.0	4.3		1.2				
Intersection Summary												
HCM 2010 Ctrl Delay			19.3									
HCM 2010 LOS			B									

Lanes, Volumes, Timings
4: Vista Chino & Gene Autry Tr.

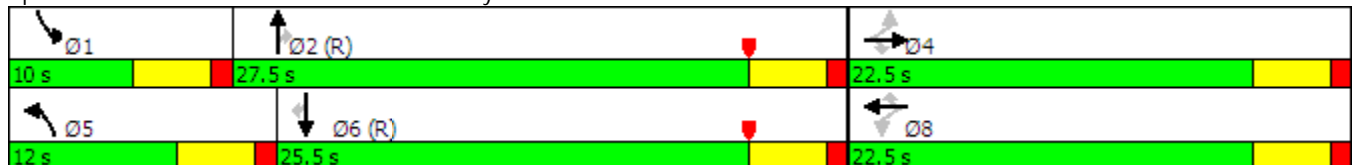
2040 Auto/LSEV AM Peak Hour (Proposed)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	153	28	112	15	28	54	127	998	79	79	899	113
Future Volume (vph)	153	28	112	15	28	54	127	998	79	79	899	113
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		75	0		75	200		0	215		215
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	60			60			90			200		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			45	
Link Distance (ft)		464			464			442			533	
Travel Time (s)		10.5			10.5			10.0			8.1	
Confl. Peds. (#/hr)			1			13			4			2
Confl. Bikes (#/hr)			4			16			5			4
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Shared Lane Traffic (%)												
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8			2			6
Detector Phase	4	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	12.0	27.5	27.5	10.0	25.5	25.5
Total Split (%)	37.5%	37.5%	37.5%	37.5%	37.5%	37.5%	20.0%	45.8%	45.8%	16.7%	42.5%	42.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	Ped	Ped	Ped	Ped	Ped	Ped	None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary























Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Splits and Phases: 4: Vista Chino & Gene Autry Tr.



HCM 2010 Signalized Intersection Summary
4: Vista Chino & Gene Autry Tr.

2040 Auto/LSEV AM Peak Hour (Proposed)

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	153	28	112	15	28	54	127	998	79	79	899	113
Future Volume (veh/h)	153	28	112	15	28	54	127	998	79	79	899	113
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.98	1.00		0.96	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	158	29	115	15	29	56	131	1029	81	81	927	116
Adj No. of Lanes	0	1	1	0	1	1	1	2	1	1	2	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	111	11	467	80	117	458	167	1463	635	110	1348	587
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	0.09	0.41	0.41	0.06	0.38	0.38
Sat Flow, veh/h	0	38	1558	0	391	1526	1774	3539	1537	1774	3539	1541
Grp Volume(v), veh/h	187	0	115	44	0	56	131	1029	81	81	927	116
Grp Sat Flow(s),veh/h/ln	38	0	1558	391	0	1526	1774	1770	1537	1774	1770	1541
Q Serve(g_s), s	0.0	0.0	3.3	0.0	0.0	1.6	4.3	14.4	2.0	2.7	13.2	3.0
Cycle Q Clear(g_c), s	18.0	0.0	3.3	18.0	0.0	1.6	4.3	14.4	2.0	2.7	13.2	3.0
Prop In Lane	0.84		1.00	0.34		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	122	0	467	198	0	458	167	1463	635	110	1348	587
V/C Ratio(X)	1.53	0.00	0.25	0.22	0.00	0.12	0.78	0.70	0.13	0.74	0.69	0.20
Avail Cap(c_a), veh/h	122	0	467	198	0	458	222	1463	635	163	1348	587
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.3	0.0	15.9	16.7	0.0	15.3	26.6	14.6	10.9	27.7	15.6	12.4
Incr Delay (d2), s/veh	276.0	0.0	0.3	0.6	0.0	0.1	12.4	2.9	0.4	9.3	2.9	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.4	0.0	1.5	0.5	0.0	0.7	2.7	7.6	0.9	1.6	7.0	1.4
LnGrp Delay(d),s/veh	304.4	0.0	16.1	17.3	0.0	15.4	39.0	17.4	11.3	37.0	18.5	13.2
LnGrp LOS	F		B	B		B	D	B	B	D	B	B
Approach Vol, veh/h		302			100			1241			1124	
Approach Delay, s/veh		194.6			16.2			19.3			19.3	
Approach LOS		F			B			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.2	29.3		22.5	10.2	27.3		22.5				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.5	23.0		18.0	7.5	21.0		18.0				
Max Q Clear Time (g_c+I1), s	4.7	16.4		20.0	6.3	15.2		20.0				
Green Ext Time (p_c), s	0.0	5.5		0.0	0.0	5.0		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			38.3									
HCM 2010 LOS			D									

Lanes, Volumes, Timings
5: Clubhouse View & Vista Chino

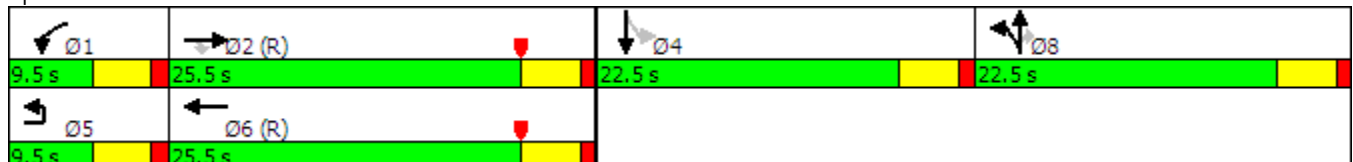
2040 Auto/LSEV AM Peak Hour (Proposed)

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	1	0	954	37	18	1013	0	34	9	17	0	10
Future Volume (vph)	1	0	954	37	18	1013	0	34	9	17	0	10
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		130		0	200		0	0		50	0	
Storage Lanes		1		1	1		0	0		0	0	
Taper Length (ft)		60			130			60			60	
Right Turn on Red				Yes			Yes			Yes		
Link Speed (mph)			50			50			45			30
Link Distance (ft)			501			679			345			209
Travel Time (s)			6.8			9.3			5.2			4.8
Confl. Peds. (#/hr)				2						16		
Confl. Bikes (#/hr)				3						16		
Peak Hour Factor	0.97	0.92	0.97	0.97	0.97	0.97	0.92	0.97	0.92	0.97	0.92	0.92
Shared Lane Traffic (%)												
Turn Type	Prot		NA	Perm	Prot	NA		Split	NA	Perm		NA
Protected Phases	5		2		1	6		8	8			4
Permitted Phases				2						8	4	
Detector Phase	5		2	2	1	6		8	8	8	4	4
Switch Phase												
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5		22.5	22.5	9.5	22.5		22.5	22.5	22.5	22.5	22.5
Total Split (s)	9.5		25.5	25.5	9.5	25.5		22.5	22.5	22.5	22.5	22.5
Total Split (%)	11.9%		31.9%	31.9%	11.9%	31.9%		28.1%	28.1%	28.1%	28.1%	28.1%
Yellow Time (s)	3.5		3.5	3.5	3.5	3.5		3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5		4.5	4.5	4.5	4.5		4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead		Lag	Lag	Lead	Lag						
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes						
Recall Mode	None		C-Max	C-Max	None	C-Max		Max	Max	Max	None	None

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated

Splits and Phases: 5: Clubhouse View & Vista Chino























Lanes, Volumes, Timings
 5: Clubhouse View & Vista Chino

2040 Auto/LSEV AM Peak Hour (Proposed)

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	0
Future Volume (vph)	0
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Right Turn on Red	Yes
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	0.92
Shared Lane Traffic (%)	
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	
Intersection Summary	

HCM 2010 Signalized Intersection Summary
5: Clubhouse View & Vista Chino



















2040 Auto/LSEV AM Peak Hour (Proposed)

												
Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	1	0	954	37	18	1013	0	34	9	17	0	10
Future Volume (veh/h)	1	0	954	37	18	1013	0	34	9	17	0	10
Number		5	2	12	1	6	16	3	8	18	7	4
Initial Q (Qb), veh		0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00		0.98	1.00		1.00	1.00		0.95	1.00	
Parking Bus, Adj		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln		0	1863	1863	1863	1863	0	1900	1863	1863	1900	1863
Adj Flow Rate, veh/h		0	984	38	19	1044	0	35	10	18	0	11
Adj No. of Lanes		0	2	1	1	2	0	0	1	1	0	1
Peak Hour Factor		0.92	0.97	0.97	0.97	0.97	0.92	0.97	0.92	0.97	0.92	0.92
Percent Heavy Veh, %		0	2	2	2	2	0	2	2	2	2	2
Cap, veh/h		0	1822	796	38	2098	0	314	90	339	0	25
Arrive On Green		0.00	0.51	0.51	0.02	0.59	0.00	0.22	0.22	0.22	0.00	0.01
Sat Flow, veh/h		0	3632	1545	1774	3632	0	1395	398	1507	0	1863
Grp Volume(v), veh/h		0	984	38	19	1044	0	45	0	18	0	11
Grp Sat Flow(s),veh/h/ln		0	1770	1545	1774	1770	0	1793	0	1507	0	1863
Q Serve(g_s), s		0.0	14.9	1.0	0.8	13.6	0.0	1.6	0.0	0.7	0.0	0.5
Cycle Q Clear(g_c), s		0.0	14.9	1.0	0.8	13.6	0.0	1.6	0.0	0.7	0.0	0.5
Prop In Lane		0.00		1.00	1.00		0.00	0.78		1.00	0.00	
Lane Grp Cap(c), veh/h		0	1822	796	38	2098	0	403	0	339	0	25
V/C Ratio(X)		0.00	0.54	0.05	0.50	0.50	0.00	0.11	0.00	0.05	0.00	0.44
Avail Cap(c_a), veh/h		0	1822	796	111	2098	0	403	0	339	0	419
HCM Platoon Ratio		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh		0.0	13.0	9.6	38.7	9.4	0.0	24.6	0.0	24.3	0.0	39.2
Incr Delay (d2), s/veh		0.0	1.2	0.1	9.7	0.8	0.0	0.6	0.0	0.3	0.0	11.4
Initial Q Delay(d3),s/veh		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		0.0	7.5	0.4	0.5	6.8	0.0	0.9	0.0	0.3	0.0	0.3
LnGrp Delay(d),s/veh		0.0	14.2	9.8	48.4	10.3	0.0	25.2	0.0	24.6	0.0	50.5
LnGrp LOS			B	A	D	B		C		C		D
Approach Vol, veh/h			1022			1063			63			11
Approach Delay, s/veh			14.0			10.9			25.0			50.5
Approach LOS			B			B			C			D
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	6.2	45.7		5.6		51.9		22.5				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	5.0	21.0		18.0		21.0		18.0				
Max Q Clear Time (g_c+I1), s	2.8	16.9		2.5		15.6		3.6				
Green Ext Time (p_c), s	0.0	3.4		0.0		4.5		0.1				
Intersection Summary												
HCM 2010 Ctrl Delay			13.0									
HCM 2010 LOS			B									
Notes												

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	0
Future Volume (veh/h)	0
Number	14
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Adj Sat Flow, veh/h/ln	1900
Adj Flow Rate, veh/h	0
Adj No. of Lanes	0
Peak Hour Factor	0.92
Percent Heavy Veh, %	2
Cap, veh/h	0
Arrive On Green	0.00
Sat Flow, veh/h	0
Grp Volume(v), veh/h	0
Grp Sat Flow(s),veh/h/ln	0
Q Serve(g_s), s	0.0
Cycle Q Clear(g_c), s	0.0
Prop In Lane	0.00
Lane Grp Cap(c), veh/h	0
V/C Ratio(X)	0.00
Avail Cap(c_a), veh/h	0
HCM Platoon Ratio	1.00
Upstream Filter(l)	0.00
Uniform Delay (d), s/veh	0.0
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.0
LnGrp Delay(d),s/veh	0.0
LnGrp LOS	
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer	

Lanes, Volumes, Timings
6: Sunrise Wy. & N. Riverside Dr.

2040 Auto/LSEV AM Peak Hour (Proposed)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	10	96	0	10	0	67	816	0	1	904	15
Future Volume (vph)	15	10	96	0	10	0	67	816	0	1	904	15
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	220		0	0		100
Storage Lanes	0		0	0		0	1		0	0		1
Taper Length (ft)	60			60			60			60		
Link Speed (mph)		30			30			40				40
Link Distance (ft)		407			301			806				363
Travel Time (s)		9.3			6.8			13.7				6.2
Confl. Peds. (#/hr)			3						27			12
Confl. Bikes (#/hr)			2						1			2
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free				Free

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection												
Int Delay, s/veh	3.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕			↕	↕
Traffic Vol, veh/h	15	10	96	0	10	0	67	816	0	1	904	15
Future Vol, veh/h	15	10	96	0	10	0	67	816	0	1	904	15
Conflicting Peds, #/hr	0	0	3	0	0	0	0	0	27	0	0	12
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	220	-	-	-	-	100
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	10	100	0	10	0	70	850	0	1	942	16
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1526	1946	486	1471	1946	425	954	0	-	850	0	0
Stage 1	956	956	-	990	990	-	-	-	-	-	-	-
Stage 2	570	990	-	481	956	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	81	64	527	89	64	578	716	-	0	784	-	-
Stage 1	277	335	-	264	323	-	-	-	0	-	-	-
Stage 2	474	323	-	535	335	-	-	-	0	-	-	-
Platoon blocked, %								-			-	
Mov Cap-1 Maneuver	64	57	519	57	57	578	714	-	-	784	-	-
Mov Cap-2 Maneuver	64	57	-	57	57	-	-	-	-	-	-	-
Stage 1	247	330	-	238	291	-	-	-	-	-	-	-
Stage 2	412	291	-	416	330	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	48			81.8			0.8			0		
HCM LOS	E			F								
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	714	-	203	57	784	-	-					
HCM Lane V/C Ratio	0.098	-	0.621	0.183	0.001	-	-					
HCM Control Delay (s)	10.6	-	48	81.8	9.6	-	-					
HCM Lane LOS	B	-	E	F	A	-	-					
HCM 95th %tile Q(veh)	0.3	-	3.6	0.6	0	-	-					

Lanes, Volumes, Timings
7: Sunrise Wy. & Mesquite Av.

2040 Auto/LSEV AM Peak Hour (Proposed)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	106	76	25	36	66	131	32	682	37	94	715	94
Future Volume (vph)	106	76	25	36	66	131	32	682	37	94	715	94
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	85		0	100		0	150		150	150		150
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	60			60			60			60		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			30			40			40	
Link Distance (ft)		440			3092			475			806	
Travel Time (s)		6.7			70.3			8.1			13.7	
Confl. Peds. (#/hr)	3		2	2		3			31			8
Confl. Bikes (#/hr)			3			4			3			2
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8	2			6		
Detector Phase	4	4		8	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5	22.5	9.5	22.5		9.5	22.5	
Total Split (s)	29.0	29.0		29.0	29.0	29.0	12.0	46.0		15.0	49.0	
Total Split (%)	32.2%	32.2%		32.2%	32.2%	32.2%	13.3%	51.1%		16.7%	54.4%	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5		4.5	4.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	Ped	Ped		Ped	Ped	Ped	None	C-Max		None	C-Max	

Intersection Summary






















Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 15 (17%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated

Splits and Phases: 7: Sunrise Wy. & Mesquite Av.



HCM 2010 Signalized Intersection Summary
7: Sunrise Wy. & Mesquite Av.

2040 Auto/LSEV AM Peak Hour (Proposed)

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	106	76	25	36	66	131	32	682	37	94	715	94
Future Volume (veh/h)	106	76	25	36	66	131	32	682	37	94	715	94
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	108	78	26	37	67	134	33	696	38	96	730	96
Adj No. of Lanes	1	1	0	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	232	218	73	223	306	254	498	2165	118	559	2052	270
Arrive On Green	0.16	0.16	0.16	0.05	0.05	0.05	0.03	0.64	0.64	0.05	0.65	0.65
Sat Flow, veh/h	1172	1330	443	1280	1863	1547	1774	3407	186	1774	3134	412
Grp Volume(v), veh/h	108	0	104	37	67	134	33	361	373	96	412	414
Grp Sat Flow(s),veh/h/ln	1172	0	1773	1280	1863	1547	1774	1770	1824	1774	1770	1777
Q Serve(g_s), s	7.9	0.0	4.7	2.5	3.1	7.6	0.6	8.4	8.4	1.6	9.4	9.4
Cycle Q Clear(g_c), s	11.0	0.0	4.7	7.2	3.1	7.6	0.6	8.4	8.4	1.6	9.4	9.4
Prop In Lane	1.00		0.25	1.00		1.00	1.00		0.10	1.00		0.23
Lane Grp Cap(c), veh/h	232	0	291	223	306	254	498	1124	1159	559	1158	1163
V/C Ratio(X)	0.47	0.00	0.36	0.17	0.22	0.53	0.07	0.32	0.32	0.17	0.36	0.36
Avail Cap(c_a), veh/h	359	0	483	362	507	421	591	1124	1159	676	1158	1163
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.99	0.99	0.99	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.5	0.0	33.4	41.3	37.0	39.2	5.4	7.5	7.5	5.2	7.0	7.0
Incr Delay (d2), s/veh	1.5	0.0	0.7	0.3	0.4	1.7	0.1	0.8	0.7	0.1	0.9	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	0.0	2.3	0.9	1.6	3.4	0.3	4.4	4.5	0.8	4.9	4.9
LnGrp Delay(d),s/veh	39.0	0.0	34.1	41.6	37.4	40.8	5.5	8.3	8.3	5.3	7.9	7.9
LnGrp LOS	D		C	D	D	D	A	A	A	A	A	A
Approach Vol, veh/h		212			238			767			922	
Approach Delay, s/veh		36.6			40.0			8.1			7.6	
Approach LOS		D			D			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.0	61.7		19.3	7.3	63.4		19.3				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	10.5	41.5		24.5	7.5	44.5		24.5				
Max Q Clear Time (g_c+I1), s	3.6	10.4		13.0	2.6	11.4		9.6				
Green Ext Time (p_c), s	0.1	11.5		1.5	0.0	11.7		1.6				
Intersection Summary												
HCM 2010 Ctrl Delay			14.3									
HCM 2010 LOS			B									

Lanes, Volumes, Timings
8: Farrel Dr. & Mesquite Av.

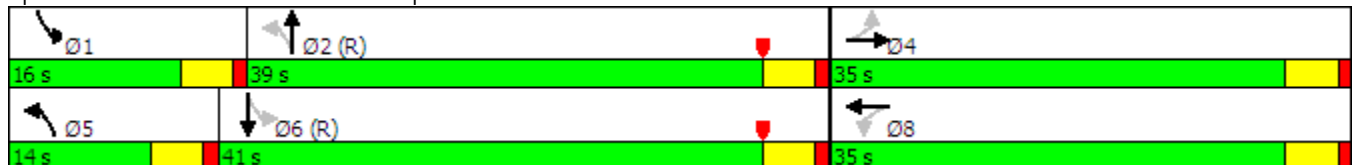
2040 Auto/LSEV AM Peak Hour (Proposed)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	87	147	51	89	93	57	34	319	79	55	293	62
Future Volume (vph)	87	147	51	89	93	57	34	319	79	55	293	62
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	90		0	75		0	70		0	0		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	60			30			80			80		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			45			45			30	
Link Distance (ft)		3092			889			512			696	
Travel Time (s)		70.3			13.5			7.8			15.8	
Confl. Peds. (#/hr)	21		20	20		21			9			10
Confl. Bikes (#/hr)			14			13			7			7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5		9.5	22.5		9.5	22.5	
Total Split (s)	35.0	35.0		35.0	35.0		14.0	39.0		16.0	41.0	
Total Split (%)	38.9%	38.9%		38.9%	38.9%		15.6%	43.3%		17.8%	45.6%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	Ped	Ped		Ped	Ped		None	C-Max		None	C-Max	

Intersection Summary





















Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated

Splits and Phases: 8: Farrel Dr. & Mesquite Av.















HCM 2010 Signalized Intersection Summary
8: Farrel Dr. & Mesquite Av.

2040 Auto/LSEV AM Peak Hour (Proposed)

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	87	147	51	89	93	57	34	319	79	55	293	62
Future Volume (veh/h)	87	147	51	89	93	57	34	319	79	55	293	62
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.94	0.98		0.94	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	95	160	55	97	101	62	37	347	86	60	318	67
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	261	506	166	233	420	235	708	1715	419	683	1803	374
Arrive On Green	0.06	0.06	0.06	0.20	0.20	0.20	0.03	0.61	0.61	0.04	0.62	0.62
Sat Flow, veh/h	1190	2577	844	1138	2141	1195	1774	2809	686	1774	2908	604
Grp Volume(v), veh/h	95	107	108	97	82	81	37	217	216	60	192	193
Grp Sat Flow(s),veh/h/ln	1190	1770	1652	1138	1770	1566	1774	1770	1726	1774	1770	1742
Q Serve(g_s), s	7.0	5.2	5.6	7.3	3.5	4.0	0.7	4.9	5.0	1.1	4.2	4.3
Cycle Q Clear(g_c), s	11.0	5.2	5.6	12.9	3.5	4.0	0.7	4.9	5.0	1.1	4.2	4.3
Prop In Lane	1.00		0.51	1.00		0.76	1.00		0.40	1.00		0.35
Lane Grp Cap(c), veh/h	261	347	324	233	347	308	708	1080	1054	683	1097	1080
V/C Ratio(X)	0.36	0.31	0.33	0.42	0.24	0.26	0.05	0.20	0.21	0.09	0.17	0.18
Avail Cap(c_a), veh/h	431	600	560	395	600	531	835	1080	1054	834	1097	1080
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.9	36.3	36.4	36.9	30.5	30.7	5.9	7.8	7.8	5.7	7.3	7.3
Incr Delay (d2), s/veh	0.8	0.5	0.6	1.2	0.3	0.5	0.0	0.4	0.4	0.1	0.3	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	2.6	2.6	2.4	1.7	1.8	0.3	2.5	2.5	0.5	2.1	2.1
LnGrp Delay(d),s/veh	41.7	36.7	37.0	38.1	30.8	31.1	5.9	8.2	8.2	5.8	7.6	7.7
LnGrp LOS	D	D	D	D	C	C	A	A	A	A	A	A
Approach Vol, veh/h		310			260			470			445	
Approach Delay, s/veh		38.4			33.6			8.0			7.4	
Approach LOS		D			C			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.4	59.4		22.2	7.5	60.3		22.2				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	11.5	34.5		30.5	9.5	36.5		30.5				
Max Q Clear Time (g_c+I1), s	3.1	7.0		13.0	2.7	6.3		14.9				
Green Ext Time (p_c), s	0.1	5.1		2.7	0.0	5.2		2.6				
Intersection Summary												
HCM 2010 Ctrl Delay				18.7								
HCM 2010 LOS				B								

Lanes, Volumes, Timings
 9: El Cielo Rd. & Mesquite Av.

2040 Auto/LSEV AM Peak Hour (Proposed)

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	131	171	158	193	118	170
Future Volume (vph)	131	171	158	193	118	170
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	250		100	90	
Storage Lanes	1	1		1	1	
Taper Length (ft)	60				60	
Link Speed (mph)	35		45			45
Link Distance (ft)	566		352			331
Travel Time (s)	11.0		5.3			5.0
Confl. Peds. (#/hr)	39			6	6	
Confl. Bikes (#/hr)		3		4		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Shared Lane Traffic (%)						
Sign Control	Stop		Stop			Stop

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection	
Intersection Delay, s/veh	10.7
Intersection LOS	B





















Movement	WBU	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Lane Configurations		↘	↗		↑	↗		↘	↑
Traffic Vol, veh/h	0	131	171	0	158	193	0	118	170
Future Vol, veh/h	0	131	171	0	158	193	0	118	170
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.92	0.97	0.97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	135	176	0	163	199	0	122	175
Number of Lanes	0	1	1	0	1	1	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay	10.9	10.3	11
HCM LOS	B	B	B

Lane	NBLn1	NBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	0%	0%	100%	0%	100%	0%
Vol Thru, %	100%	0%	0%	0%	0%	100%
Vol Right, %	0%	100%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	158	193	131	171	118	170
LT Vol	0	0	131	0	118	0
Through Vol	158	0	0	0	0	170
RT Vol	0	193	0	171	0	0
Lane Flow Rate	163	199	135	176	122	175
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.266	0.285	0.252	0.269	0.217	0.288
Departure Headway (Hd)	5.872	5.163	6.714	5.502	6.416	5.909
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	612	696	536	654	561	608
Service Time	3.601	2.891	4.444	3.232	4.146	3.639
HCM Lane V/C Ratio	0.266	0.286	0.252	0.269	0.217	0.288
HCM Control Delay	10.7	9.9	11.7	10.3	10.9	11
HCM Lane LOS	B	A	B	B	B	B
HCM 95th-tile Q	1.1	1.2	1	1.1	0.8	1.2

Lanes, Volumes, Timings
10: Crossley Rd. & 34th Av.

2040 Auto/LSEV AM Peak Hour (Proposed)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	36	2	47	62	2	35	51	309	54	32	287	26
Future Volume (vph)	36	2	47	62	2	35	51	309	54	32	287	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	60		50	70		50
Storage Lanes	0		0	0		0	1		1	1		1
Taper Length (ft)	60			60			60			60		
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		346			491			509			544	
Travel Time (s)		7.9			11.2			7.7			8.2	
Confl. Peds. (#/hr)	8		1	1		8			4			8
Confl. Bikes (#/hr)			2			7			13			8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection

Int Delay, s/veh 3.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕	↕	↕	↕	↕
Traffic Vol, veh/h	36	2	47	62	2	35	51	309	54	32	287	26
Future Vol, veh/h	36	2	47	62	2	35	51	309	54	32	287	26
Conflicting Peds, #/hr	8	0	1	1	0	8	0	0	4	0	0	8
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	60	-	50	70	-	50
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	39	2	51	67	2	38	55	336	59	35	312	28

















Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	678	841	165	679	841	180	320	0	0	340	0	0
Stage 1	390	390	-	451	451	-	-	-	-	-	-	-
Stage 2	288	451	-	228	390	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	338	300	850	338	300	832	1237	-	-	1216	-	-
Stage 1	606	606	-	557	569	-	-	-	-	-	-	-
Stage 2	695	569	-	754	606	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	298	275	843	297	275	823	1236	-	-	1207	-	-
Mov Cap-2 Maneuver	298	275	-	297	275	-	-	-	-	-	-	-
Stage 1	575	584	-	530	542	-	-	-	-	-	-	-
Stage 2	626	542	-	685	584	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	14.7	18	1	0.7
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1236	-	-	462	383	1207	-	-
HCM Lane V/C Ratio	0.045	-	-	0.2	0.281	0.029	-	-
HCM Control Delay (s)	8	-	-	14.7	18	8.1	-	-
HCM Lane LOS	A	-	-	B	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.7	1.1	0.1	-	-

Lanes, Volumes, Timings
 11: Crossley Rd. & Tahquitz Creek

2040 Auto/LSEV AM Peak Hour (Proposed)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	12	0	0	0	11	0	346	0	0	323	0
Future Volume (vph)	0	12	0	0	0	11	0	346	0	0	323	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		228			675			463			646	
Travel Time (s)		5.2			15.3			7.0			9.8	
Confl. Peds. (#/hr)	17		25	25		17			1			
Confl. Bikes (#/hr)			16			16			15			8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕				↕			↕	
Traffic Vol, veh/h	0	12	0	0	0	11	0	346	0	0	323	0
Future Vol, veh/h	0	12	0	0	0	11	0	346	0	0	323	0
Conflicting Peds, #/hr	17	0	25	25	0	17	0	0	1	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	13	0	0	0	12	0	376	0	0	351	0
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	556	727	201	583	-	205	-	0	-	-	-	0
Stage 1	351	351	-	376	-	-	-	-	-	-	-	-
Stage 2	205	376	-	207	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	-	6.94	-	-	-	-	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	-	3.32	-	-	-	-	-	-
Pot Cap-1 Maneuver	414	349	806	396	0	802	0	-	0	0	-	0
Stage 1	639	631	-	617	0	-	0	-	0	0	-	0
Stage 2	778	615	-	776	0	-	0	-	0	0	-	0
Platoon blocked, %								-				-
Mov Cap-1 Maneuver	401	349	787	376	-	789	-	-	-	-	-	-
Mov Cap-2 Maneuver	401	349	-	376	-	-	-	-	-	-	-	-
Stage 1	639	631	-	617	-	-	-	-	-	-	-	-
Stage 2	754	615	-	742	-	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	15.7			9.6			0			0		
HCM LOS	C			A								
Minor Lane/Major Mvmt	NBT	EBLn1	WBLn1	SBT								
Capacity (veh/h)	-	349	789	-								
HCM Lane V/C Ratio	-	0.037	0.015	-								
HCM Control Delay (s)	-	15.7	9.6	-								
HCM Lane LOS	-	C	A	-								
HCM 95th %tile Q(veh)	-	0.1	0	-								

12: Cathedral Cyn. Dr. & Officer David Vasquez Rd.

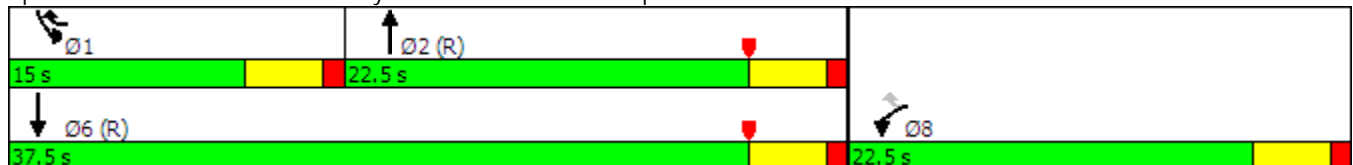


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↖↗	↖	↕↔		↖	↕↕
Traffic Volume (vph)	13	92	381	7	173	417
Future Volume (vph)	13	92	381	7	173	417
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	120	120		150	200	
Storage Lanes	1	1		0	1	
Taper Length (ft)	90				80	
Right Turn on Red		Yes		Yes		
Link Speed (mph)	40		40			40
Link Distance (ft)	554		483			555
Travel Time (s)	9.4		8.2			9.5
Confl. Peds. (#/hr)		41		18		
Confl. Bikes (#/hr)		1		2		
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Shared Lane Traffic (%)						
Turn Type	Prot	pm+ov	NA		Prot	NA
Protected Phases	8	1	2		1	6
Permitted Phases		8				
Detector Phase	8	1	2		1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	22.5	9.5	22.5		9.5	22.5
Total Split (s)	22.5	15.0	22.5		15.0	37.5
Total Split (%)	37.5%	25.0%	37.5%		25.0%	62.5%
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5
Lead/Lag		Lead	Lag		Lead	
Lead-Lag Optimize?		Yes	Yes		Yes	
Recall Mode	Ped	None	C-Max		None	C-Max







Intersection Summary

Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Splits and Phases: 12: Cathedral Cyn. Dr. & Officer David Vasquez Rd.



HCM 2010 Signalized Intersection Summary 2040 Auto/LSEV AM Peak Hour (Proposed)
 12: Cathedral Cyn. Dr. & Officer David Vasquez Rd.

								
Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations	↰↰	↱	↕↰		↱	↕↕		
Traffic Volume (veh/h)	13	92	381	7	173	417		
Future Volume (veh/h)	13	92	381	7	173	417		
Number	3	18	2	12	1	6		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00		0.96	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863		
Adj Flow Rate, veh/h	14	98	405	7	184	444		
Adj No. of Lanes	2	1	2	0	1	2		
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	260	325	2027	35	230	2741		
Arrive On Green	0.08	0.08	0.57	0.57	0.13	0.77		
Sat Flow, veh/h	3442	1583	3650	61	1774	3632		
Grp Volume(v), veh/h	14	98	201	211	184	444		
Grp Sat Flow(s),veh/h/ln	1721	1583	1770	1849	1774	1770		
Q Serve(g_s), s	0.2	3.1	3.3	3.3	6.0	1.9		
Cycle Q Clear(g_c), s	0.2	3.1	3.3	3.3	6.0	1.9		
Prop In Lane	1.00	1.00		0.03	1.00			
Lane Grp Cap(c), veh/h	260	325	1008	1054	230	2741		
V/C Ratio(X)	0.05	0.30	0.20	0.20	0.80	0.16		
Avail Cap(c_a), veh/h	1032	680	1008	1054	310	2741		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	25.7	20.2	6.3	6.3	25.4	1.7		
Incr Delay (d2), s/veh	0.1	0.5	0.4	0.4	10.2	0.1		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.1	1.4	1.7	1.8	3.6	1.0		
LnGrp Delay(d),s/veh	25.8	20.7	6.7	6.7	35.5	1.9		
LnGrp LOS	C	C	A	A	D	A		
Approach Vol, veh/h	112		412			628		
Approach Delay, s/veh	21.4		6.7			11.7		
Approach LOS	C		A			B		
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	12.3	38.7				51.0		9.0
Change Period (Y+Rc), s	4.5	4.5				4.5		4.5
Max Green Setting (Gmax), s	10.5	18.0				33.0		18.0
Max Q Clear Time (g_c+I1), s	8.0	5.3				3.9		5.1
Green Ext Time (p_c), s	0.1	4.1				5.5		0.2
Intersection Summary								
HCM 2010 Ctrl Delay			10.9					
HCM 2010 LOS			B					

Lanes, Volumes, Timings
13: Date Palm Dr. & Perez Rd.

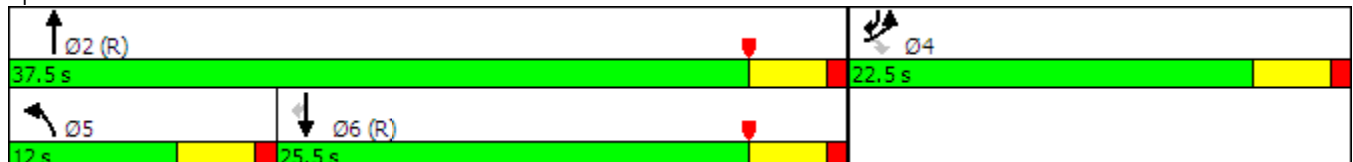
2040 Auto/LSEV AM Peak Hour (Proposed)

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	426	207	139	639	955	432
Future Volume (vph)	426	207	139	639	955	432
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	165	0	160			150
Storage Lanes	1	1	1			1
Taper Length (ft)	60		80			
Right Turn on Red		Yes				Yes
Link Speed (mph)	40			40	40	
Link Distance (ft)	503			488	484	
Travel Time (s)	8.6			8.3	8.3	
Confl. Peds. (#/hr)		50				7
Confl. Bikes (#/hr)		3				7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Turn Type	Prot	Perm	Prot	NA	NA	pm+ov
Protected Phases	4		5	2	6	4
Permitted Phases		4				6
Detector Phase	4	4	5	2	6	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	9.5	22.5	22.5	22.5
Total Split (s)	22.5	22.5	12.0	37.5	25.5	22.5
Total Split (%)	37.5%	37.5%	20.0%	62.5%	42.5%	37.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	Ped	Ped	None	C-Max	C-Max	Ped

Intersection Summary
















Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Splits and Phases: 13: Date Palm Dr. & Perez Rd.



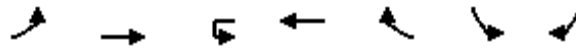
HCM 2010 Signalized Intersection Summary
 13: Date Palm Dr. & Perez Rd.

2040 Auto/LSEV AM Peak Hour (Proposed)

									
Movement	EBL	EBR	NBL	NBT	SBT	SBR			
Lane Configurations	 			 	 				
Traffic Volume (veh/h)	426	207	139	639	955	432			
Future Volume (veh/h)	426	207	139	639	955	432			
Number	7	14	5	2	6	16			
Initial Q (Qb), veh	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.97			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863			
Adj Flow Rate, veh/h	463	225	151	695	1038	470			
Adj No. of Lanes	2	1	1	2	2	1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	2	2	2	2			
Cap, veh/h	669	308	190	2320	1675	1033			
Arrive On Green	0.19	0.19	0.11	0.66	0.47	0.47			
Sat Flow, veh/h	3442	1583	1774	3632	3632	1532			
Grp Volume(v), veh/h	463	225	151	695	1038	470			
Grp Sat Flow(s),veh/h/ln	1721	1583	1774	1770	1770	1532			
Q Serve(g_s), s	7.5	8.0	5.0	5.0	13.1	8.8			
Cycle Q Clear(g_c), s	7.5	8.0	5.0	5.0	13.1	8.8			
Prop In Lane	1.00	1.00	1.00			1.00			
Lane Grp Cap(c), veh/h	669	308	190	2320	1675	1033			
V/C Ratio(X)	0.69	0.73	0.79	0.30	0.62	0.46			
Avail Cap(c_a), veh/h	1032	475	222	2320	1675	1033			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	22.5	22.7	26.1	4.4	11.8	4.8			
Incr Delay (d2), s/veh	1.3	3.3	15.5	0.3	1.7	1.4			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	3.7	7.0	3.3	2.5	6.7	6.3			
LnGrp Delay(d),s/veh	23.8	26.0	41.7	4.8	13.5	6.2			
LnGrp LOS	C	C	D	A	B	A			
Approach Vol, veh/h	688			846	1508				
Approach Delay, s/veh	24.5			11.4	11.2				
Approach LOS	C			B	B				
Timer	1	2	3	4	5	6	7	8	
Assigned Phs	2		4		5	6			
Phs Duration (G+Y+Rc), s	43.8		16.2		10.9	32.9			
Change Period (Y+Rc), s	4.5		4.5		4.5	4.5			
Max Green Setting (Gmax), s	33.0		18.0		7.5	21.0			
Max Q Clear Time (g_c+I1), s	7.0		10.0		7.0	15.1			
Green Ext Time (p_c), s	16.0		1.7		0.0	4.9			
Intersection Summary									
HCM 2010 Ctrl Delay			14.3						
HCM 2010 LOS			B						

Lanes, Volumes, Timings
14: Frank Sinatra Dr. & Da Vall Dr.

2040 Auto/LSEV AM Peak Hour (Proposed)

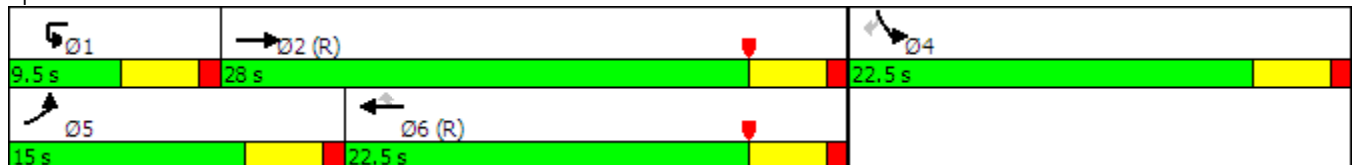


Lane Group	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑↑	↗	↑↑	↖	↖↗	↖
Traffic Volume (vph)	183	486	1	394	269	435	223
Future Volume (vph)	183	486	1	394	269	435	223
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	120		105		75	160	0
Storage Lanes	1		1		1	1	1
Taper Length (ft)	90		55			100	
Right Turn on Red					Yes		Yes
Link Speed (mph)		45		45		45	
Link Distance (ft)		584		653		606	
Travel Time (s)		8.8		9.9		9.2	
Confl. Peds. (#/hr)					3		11
Confl. Bikes (#/hr)					5		2
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Shared Lane Traffic (%)							10%
Turn Type	Prot	NA	Prot	NA	Perm	Prot	Perm
Protected Phases	5	2	1	6		4	
Permitted Phases					6		4
Detector Phase	5	2	1	6	6	4	4
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	9.5	22.5	22.5	22.5	22.5
Total Split (s)	15.0	28.0	9.5	22.5	22.5	22.5	22.5
Total Split (%)	25.0%	46.7%	15.8%	37.5%	37.5%	37.5%	37.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag	Lag		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		
Recall Mode	None	C-Max	None	C-Max	C-Max	Max	Max

Intersection Summary

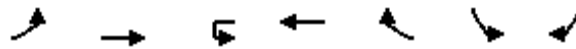
Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Splits and Phases: 14: Frank Sinatra Dr. & Da Vall Dr.



HCM 2010 Signalized Intersection Summary
 14: Frank Sinatra Dr. & Da Vall Dr.

2040 Auto/LSEV AM Peak Hour (Proposed)



Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR	
Lane Configurations								
Traffic Volume (veh/h)	183	486	1	394	269	435	223	
Future Volume (veh/h)	183	486	1	394	269	435	223	
Number	5	2		6	16	7	14	
Initial Q (Qb), veh	0	0		0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00				0.97	1.00	1.00	
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00	1.00	
Adj Sat Flow, veh/h/ln	1863	1863		1863	1863	1863	1863	
Adj Flow Rate, veh/h	191	506		410	280	456	228	
Adj No. of Lanes	1	2		2	1	2	1	
Peak Hour Factor	0.96	0.96		0.96	0.96	0.96	0.96	
Percent Heavy Veh, %	2	2		2	2	2	2	
Cap, veh/h	237	1947		1207	524	1064	475	
Arrive On Green	0.13	0.55		0.34	0.34	0.30	0.30	
Sat Flow, veh/h	1774	3632		3632	1536	3548	1583	
Grp Volume(v), veh/h	191	506		410	280	456	228	
Grp Sat Flow(s),veh/h/ln	1774	1770		1770	1536	1774	1583	
Q Serve(g_s), s	6.3	4.5		5.2	8.8	6.2	7.1	
Cycle Q Clear(g_c), s	6.3	4.5		5.2	8.8	6.2	7.1	
Prop In Lane	1.00				1.00	1.00	1.00	
Lane Grp Cap(c), veh/h	237	1947		1207	524	1064	475	
V/C Ratio(X)	0.80	0.26		0.34	0.53	0.43	0.48	
Avail Cap(c_a), veh/h	310	1947		1207	524	1064	475	
HCM Platoon Ratio	1.00	1.00		1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00		1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	25.2	7.1		14.7	15.9	16.9	17.2	
Incr Delay (d2), s/veh	11.0	0.3		0.8	3.9	1.3	3.4	
Initial Q Delay(d3),s/veh	0.0	0.0		0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	3.8	2.3		2.6	4.3	3.2	6.9	
LnGrp Delay(d),s/veh	36.2	7.4		15.5	19.8	18.1	20.6	
LnGrp LOS	D	A		B	B	B	C	
Approach Vol, veh/h		697		690		684		
Approach Delay, s/veh		15.3		17.2		19.0		
Approach LOS		B		B		B		
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		37.5		22.5	12.5	25.0		
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5		
Max Green Setting (Gmax), s		23.5		18.0	10.5	18.0		
Max Q Clear Time (g_c+I1), s		6.5		9.1	8.3	10.8		
Green Ext Time (p_c), s		6.2		1.7	0.1	3.7		
Intersection Summary								
HCM 2010 Ctrl Delay				17.2				
HCM 2010 LOS				B				
Notes								

Lanes, Volumes, Timings
15: SR-111 & Country Club Dr.

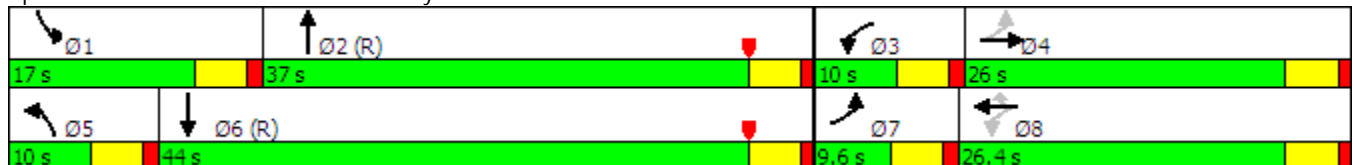
2040 Auto/LSEV AM Peak Hour (Proposed)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	16	161	142	92	201	229	37	1426	6	318	1582	176
Future Volume (vph)	16	161	142	92	201	229	37	1426	6	318	1582	176
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	30		0	100		0	160		0	190		0
Storage Lanes	1		0	1		1	1		0	2		0
Taper Length (ft)	60			75			60			60		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			45			55			55	
Link Distance (ft)		358			739			1799			632	
Travel Time (s)		8.1			11.2			22.3			7.8	
Confl. Peds. (#/hr)						9						8
Confl. Bikes (#/hr)			2			3			8			3
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)						13%						
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8		8						
Detector Phase	7	4		3	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5		9.5	22.5	22.5	9.5	22.5		9.5	22.5	
Total Split (s)	9.6	26.0		10.0	26.4	26.4	10.0	37.0		17.0	44.0	
Total Split (%)	10.7%	28.9%		11.1%	29.3%	29.3%	11.1%	41.1%		18.9%	48.9%	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5		4.5	4.5	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None	None	None	C-Max		None	C-Max	

Intersection Summary























Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated

Splits and Phases: 15: SR-111 & Country Club Dr.



HCM 2010 Signalized Intersection Summary
15: SR-111 & Country Club Dr.

2040 Auto/LSEV AM Peak Hour (Proposed)

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	161	142	92	201	229	37	1426	6	318	1582	176
Future Volume (veh/h)	16	161	142	92	201	229	37	1426	6	318	1582	176
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	1.00		0.97	1.00		1.00	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	17	169	149	97	234	226	39	1501	0	335	1665	185
Adj No. of Lanes	1	1	0	1	1	1	1	3	0	2	3	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	244	190	168	214	463	384	61	2096	0	412	2303	255
Arrive On Green	0.02	0.21	0.21	0.06	0.25	0.25	0.07	0.82	0.00	0.12	0.50	0.50
Sat Flow, veh/h	1774	908	800	1774	1863	1543	1774	5253	0	3442	4631	513
Grp Volume(v), veh/h	17	0	318	97	234	226	39	1501	0	335	1218	632
Grp Sat Flow(s),veh/h/ln	1774	0	1708	1774	1863	1543	1774	1695	0	1721	1695	1753
Q Serve(g_s), s	0.7	0.0	16.3	3.8	9.7	11.6	1.9	11.4	0.0	8.5	25.4	25.5
Cycle Q Clear(g_c), s	0.7	0.0	16.3	3.8	9.7	11.6	1.9	11.4	0.0	8.5	25.4	25.5
Prop In Lane	1.00		0.47	1.00		1.00	1.00		0.00	1.00		0.29
Lane Grp Cap(c), veh/h	244	0	358	214	463	384	61	2096	0	412	1686	872
V/C Ratio(X)	0.07	0.00	0.89	0.45	0.50	0.59	0.64	0.72	0.00	0.81	0.72	0.73
Avail Cap(c_a), veh/h	311	0	408	219	463	384	108	2096	0	478	1686	872
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	0.90	0.90	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.2	0.0	34.5	26.6	29.0	29.7	41.3	5.6	0.0	38.6	17.7	17.8
Incr Delay (d2), s/veh	0.1	0.0	18.9	1.5	0.9	2.3	9.4	1.9	0.0	9.1	2.7	5.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	9.6	1.9	5.1	5.2	1.1	5.1	0.0	4.6	12.5	13.6
LnGrp Delay(d),s/veh	27.3	0.0	53.4	28.0	29.9	32.1	50.7	7.6	0.0	47.7	20.5	23.0
LnGrp LOS	C		D	C	C	C	D	A		D	C	C
Approach Vol, veh/h		335			557			1540			2185	
Approach Delay, s/veh		52.1			30.5			8.7			25.4	
Approach LOS		D			C			A			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.3	41.6	9.7	23.4	7.6	49.3	6.2	26.9				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	12.5	32.5	5.5	21.5	5.5	39.5	5.1	21.9				
Max Q Clear Time (g_c+I1), s	10.5	13.4	5.8	18.3	3.9	27.5	2.7	13.6				
Green Ext Time (p_c), s	0.2	17.2	0.0	0.6	0.0	11.1	0.0	2.7				
Intersection Summary												
HCM 2010 Ctrl Delay			22.4									
HCM 2010 LOS			C									
Notes												

Lanes, Volumes, Timings
16: SR-111 & Thunderbird Rd.

2040 Auto/LSEV AM Peak Hour (Proposed)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	4	26	10	4	16	24	1412	37	9	1432	42
Future Volume (vph)	60	4	26	10	4	16	24	1412	37	9	1432	42
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		50	0		0	210		0	195		135
Storage Lanes	0		1	0		0	1		0	1		1
Taper Length (ft)	60			60			60			60		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		479			372			923			1799	
Travel Time (s)		10.9			8.5			11.4			22.3	
Confl. Peds. (#/hr)			3	3					1			9
Confl. Bikes (#/hr)			2			2			9			9
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Shared Lane Traffic (%)												
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA		Prot	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8								6
Detector Phase	4	4	4	8	8		5	2		1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5		9.5	22.5		9.5	22.5	22.5
Total Split (s)	25.0	25.0	25.0	25.0	25.0		13.0	54.0		11.0	52.0	52.0
Total Split (%)	27.8%	27.8%	27.8%	27.8%	27.8%		14.4%	60.0%		12.2%	57.8%	57.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		4.5	4.5		4.5		4.5	4.5		4.5	4.5	4.5
Lead/Lag							Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	Yes
Recall Mode	Ped	Ped	Ped	None	None		None	C-Max		None	C-Max	C-Max

Intersection Summary





















Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Splits and Phases: 16: SR-111 & Thunderbird Rd.



HCM 2010 Signalized Intersection Summary
16: SR-111 & Thunderbird Rd.

2040 Auto/LSEV AM Peak Hour (Proposed)

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	4	26	10	4	16	24	1412	37	9	1432	42
Future Volume (veh/h)	60	4	26	10	4	16	24	1412	37	9	1432	42
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.97	0.99		0.97	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	62	4	27	10	4	16	25	1456	38	9	1476	43
Adj No. of Lanes	0	1	1	0	1	0	1	3	0	1	3	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	183	7	108	71	28	52	46	3912	102	20	3832	1157
Arrive On Green	0.07	0.07	0.07	0.07	0.07	0.07	0.03	0.77	0.77	0.02	1.00	1.00
Sat Flow, veh/h	1489	96	1535	245	397	734	1774	5093	133	1774	5085	1535
Grp Volume(v), veh/h	66	0	27	30	0	0	25	969	525	9	1476	43
Grp Sat Flow(s),veh/h/ln	1585	0	1535	1377	0	0	1774	1695	1835	1774	1695	1535
Q Serve(g_s), s	0.0	0.0	1.5	0.0	0.0	0.0	1.3	8.4	8.4	0.5	0.0	0.0
Cycle Q Clear(g_c), s	3.3	0.0	1.5	3.3	0.0	0.0	1.3	8.4	8.4	0.5	0.0	0.0
Prop In Lane	0.94		1.00	0.33		0.53	1.00		0.07	1.00		1.00
Lane Grp Cap(c), veh/h	190	0	108	151	0	0	46	2604	1410	20	3832	1157
V/C Ratio(X)	0.35	0.00	0.25	0.20	0.00	0.00	0.55	0.37	0.37	0.45	0.39	0.04
Avail Cap(c_a), veh/h	409	0	350	387	0	0	168	2604	1410	128	3832	1157
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.68	0.68	0.68
Uniform Delay (d), s/veh	40.4	0.0	39.6	39.6	0.0	0.0	43.3	3.4	3.4	43.7	0.0	0.0
Incr Delay (d2), s/veh	1.1	0.0	1.2	0.6	0.0	0.0	9.7	0.4	0.8	10.6	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	0.7	0.7	0.0	0.0	0.7	3.9	4.4	0.3	0.1	0.0
LnGrp Delay(d),s/veh	41.5	0.0	40.7	40.2	0.0	0.0	53.1	3.8	4.1	54.3	0.2	0.0
LnGrp LOS	D		D	D			D	A	A	D	A	A
Approach Vol, veh/h		93			30			1519			1528	
Approach Delay, s/veh		41.3			40.2			4.7			0.5	
Approach LOS		D			D			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.5	73.6		10.9	6.8	72.3		10.9				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	6.5	49.5		20.5	8.5	47.5		20.5				
Max Q Clear Time (g_c+I1), s	2.5	10.4		5.3	3.3	2.0		5.3				
Green Ext Time (p_c), s	0.0	28.7		0.4	0.0	32.0		0.4				
Intersection Summary												
HCM 2010 Ctrl Delay			4.1									
HCM 2010 LOS			A									

Lanes, Volumes, Timings
17: SR-111 & Paxton Dr.

2040 Auto/LSEV AM Peak Hour (Proposed)

Lane Group	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	51	62	1	1424	112	58	1579
Future Volume (vph)	51	62	1	1424	112	58	1579
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	60	125		0	195	
Storage Lanes	1	1	1		0	1	
Taper Length (ft)	60		60			60	
Right Turn on Red		Yes			Yes		
Link Speed (mph)	55			55			55
Link Distance (ft)	411			627			554
Travel Time (s)	5.1			7.8			6.9
Confl. Peds. (#/hr)					1		
Confl. Bikes (#/hr)		8			2		
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Shared Lane Traffic (%)							
Turn Type	Prot	Perm	Prot	NA		Prot	NA
Protected Phases	8		5	2		1	6
Permitted Phases		8					
Detector Phase	8	8	5	2		1	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	22.5	22.5	9.5	22.5		9.5	22.5
Total Split (s)	24.0	24.0	10.0	51.0		15.0	56.0
Total Split (%)	26.7%	26.7%	11.1%	56.7%		16.7%	62.2%
Yellow Time (s)	3.5	3.5	3.5	3.5		3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5		4.5	4.5
Lead/Lag			Lead	Lag		Lead	Lag
Lead-Lag Optimize?			Yes	Yes		Yes	Yes
Recall Mode	None	None	None	C-Max		None	C-Max

Intersection Summary














Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Splits and Phases: 17: SR-111 & Paxton Dr.























HCM 2010 Signalized Intersection Summary
 17: SR-111 & Paxton Dr.

2040 Auto/LSEV AM Peak Hour (Proposed)

								
Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT	
Lane Configurations								
Traffic Volume (veh/h)	51	62	1	1424	112	58	1579	
Future Volume (veh/h)	51	62	1	1424	112	58	1579	
Number	3	18		2	12	1	6	
Initial Q (Qb), veh	0	0		0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00	1.00			0.98	1.00		
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00	1.00	
Adj Sat Flow, veh/h/ln	1863	1863		1863	1900	1863	1863	
Adj Flow Rate, veh/h	54	66		1515	119	62	1680	
Adj No. of Lanes	1	1		3	0	1	3	
Peak Hour Factor	0.94	0.94		0.94	0.94	0.94	0.94	
Percent Heavy Veh, %	2	2		2	2	2	2	
Cap, veh/h	110	99		3565	280	80	4260	
Arrive On Green	0.06	0.06		0.74	0.74	0.05	0.84	
Sat Flow, veh/h	1774	1583		4967	377	1774	5253	
Grp Volume(v), veh/h	54	66		1070	564	62	1680	
Grp Sat Flow(s),veh/h/ln	1774	1583		1695	1786	1774	1695	
Q Serve(g_s), s	2.6	3.7		10.7	10.7	3.1	7.2	
Cycle Q Clear(g_c), s	2.6	3.7		10.7	10.7	3.1	7.2	
Prop In Lane	1.00	1.00			0.21	1.00		
Lane Grp Cap(c), veh/h	110	99		2518	1327	80	4260	
V/C Ratio(X)	0.49	0.67		0.42	0.43	0.78	0.39	
Avail Cap(c_a), veh/h	384	343		2518	1327	207	4260	
HCM Platoon Ratio	1.00	1.00		1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00		1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	40.8	41.3		4.4	4.4	42.5	1.8	
Incr Delay (d2), s/veh	3.3	7.6		0.5	1.0	14.6	0.3	
Initial Q Delay(d3),s/veh	0.0	0.0		0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	1.4	1.8		5.1	5.5	1.9	3.4	
LnGrp Delay(d),s/veh	44.1	48.9		4.9	5.4	57.2	2.0	
LnGrp LOS	D	D		A	A	E	A	
Approach Vol, veh/h	120		1634		1742			
Approach Delay, s/veh	46.8		5.0		4.0			
Approach LOS	D		A		A			
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	8.6	71.3				79.9		10.1
Change Period (Y+Rc), s	4.5	4.5				4.5		4.5
Max Green Setting (Gmax), s	10.5	46.5				51.5		19.5
Max Q Clear Time (g_c+I1), s	5.1	12.7				9.2		5.7
Green Ext Time (p_c), s	0.0	28.1				33.7		0.2
Intersection Summary								
HCM 2010 Ctrl Delay			6.0					
HCM 2010 LOS			A					
Notes								

Lanes, Volumes, Timings
 18: San Jacinto Dr. & Rancho Las Palmas

2040 Auto/LSEV AM Peak Hour (Proposed)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	54	162	37	86	91	66	55	10	38	83	19	63
Future Volume (vph)	54	162	37	86	91	66	55	10	38	83	19	63
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	55		0	105		0	0		80	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	70			65			60			60		
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		481			423			425			397	
Travel Time (s)		10.9			9.6			9.7			9.0	
Confl. Peds. (#/hr)	6					6			4	4		
Confl. Bikes (#/hr)			3			2			4			2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											

Intersection	
Intersection Delay, s/veh	10.7
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations		↵	↕↗			↵	↕↗				↕↗	↕↗
Traffic Vol, veh/h	0	54	162	37	0	86	91	66	0	55	10	38
Future Vol, veh/h	0	54	162	37	0	86	91	66	0	55	10	38
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	59	176	40	0	93	99	72	0	60	11	41
Number of Lanes	0	1	2	0	0	1	2	0	0	0	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	3	3	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	2	3
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	1	3
HCM Control Delay	10.3	10.2	10.3
HCM LOS	B	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	85%	0%	100%	0%	0%	100%	0%	0%	50%
Vol Thru, %	15%	0%	0%	100%	59%	0%	100%	31%	12%
Vol Right, %	0%	100%	0%	0%	41%	0%	0%	69%	38%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	65	38	54	108	91	86	61	96	165
LT Vol	55	0	54	0	0	86	0	0	83
Through Vol	10	0	0	108	54	0	61	30	19
RT Vol	0	38	0	0	37	0	0	66	63
Lane Flow Rate	71	41	59	117	99	93	66	105	179
Geometry Grp	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.138	0.068	0.11	0.204	0.164	0.176	0.115	0.168	0.319
Departure Headway (Hd)	7.057	5.929	6.754	6.247	5.959	6.779	6.272	5.785	6.408
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	507	602	530	574	600	528	570	619	560
Service Time	4.815	3.686	4.503	3.996	3.707	4.529	4.022	3.535	4.158
HCM Lane V/C Ratio	0.14	0.068	0.111	0.204	0.165	0.176	0.116	0.17	0.32
HCM Control Delay	11	9.1	10.3	10.6	9.9	11	9.8	9.7	12.2
HCM Lane LOS	B	A	B	B	A	B	A	A	B
HCM 95th-tile Q	0.5	0.2	0.4	0.8	0.6	0.6	0.4	0.6	1.4

Intersection

Intersection Delay, s/veh
 Intersection LOS

Movement	SBU	SBL	SBT	SBR
Lane Configurations			↕	
Traffic Vol, veh/h	0	83	19	63
Future Vol, veh/h	0	83	19	63
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	90	21	68
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	3
Conflicting Approach Right	EB
Conflicting Lanes Right	3
HCM Control Delay	12.2
HCM LOS	B

Lanes, Volumes, Timings
 19: Bob Hope Dr. & Rancho Las Palmas

2040 Auto/LSEV AM Peak Hour (Proposed)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	192	20	72	25	25	36	54	713	40	26	1039	198
Future Volume (vph)	192	20	72	25	25	36	54	713	40	26	1039	198
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	110		0	0		50	105		80	120		120
Storage Lanes	1		1	0		1	1		1	1		1
Taper Length (ft)	70			60			60			75		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		459			277			813			520	
Travel Time (s)		10.4			6.3			12.3			7.9	
Confl. Peds. (#/hr)	4		1	1		4	7		6	6		7
Confl. Bikes (#/hr)			3			2			15			13
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Shared Lane Traffic (%)												
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	4	4	4	8	8	8	2	2	2	6	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	41.0	41.0	41.0	41.0	41.0	41.0	64.0	64.0	64.0	64.0	64.0	64.0
Total Split (%)	39.0%	39.0%	39.0%	39.0%	39.0%	39.0%	61.0%	61.0%	61.0%	61.0%	61.0%	61.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Ped	Ped	Ped	Ped	Ped	Ped	C-Max	C-Max	C-Max	C-Max	C-Max	C-Max

Intersection Summary
























Area Type: Other
 Cycle Length: 105
 Actuated Cycle Length: 105
 Offset: 44 (42%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 50
 Control Type: Actuated-Coordinated

Splits and Phases: 19: Bob Hope Dr. & Rancho Las Palmas



HCM 2010 Signalized Intersection Summary
 19: Bob Hope Dr. & Rancho Las Palmas

2040 Auto/LSEV AM Peak Hour (Proposed)

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	192	20	72	25	25	36	54	713	40	26	1039	198
Future Volume (veh/h)	192	20	72	25	25	36	54	713	40	26	1039	198
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	0.99		0.98	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	200	21	75	26	26	38	56	743	42	27	1082	206
Adj No. of Lanes	1	1	1	0	1	1	1	2	1	1	2	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	304	375	312	190	174	312	319	2524	1092	557	2524	1108
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.20	1.00	1.00	1.00	0.71	0.71	0.71
Sat Flow, veh/h	1326	1863	1550	689	866	1552	427	3539	1532	685	3539	1553
Grp Volume(v), veh/h	200	21	75	52	0	38	56	743	42	27	1082	206
Grp Sat Flow(s),veh/h/ln	1326	1863	1550	1555	0	1552	427	1770	1532	685	1770	1553
Q Serve(g_s), s	15.3	1.0	4.3	0.5	0.0	2.1	3.0	0.0	0.0	1.2	13.3	4.6
Cycle Q Clear(g_c), s	17.8	1.0	4.3	2.5	0.0	2.1	16.3	0.0	0.0	1.2	13.3	4.6
Prop In Lane	1.00		1.00	0.50		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	304	375	312	364	0	312	319	2524	1092	557	2524	1108
V/C Ratio(X)	0.66	0.06	0.24	0.14	0.00	0.12	0.18	0.29	0.04	0.05	0.43	0.19
Avail Cap(c_a), veh/h	498	648	539	587	0	539	319	2524	1092	557	2524	1108
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	0.98	0.98	0.98	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.8	33.9	35.2	34.5	0.0	34.3	1.4	0.0	0.0	4.5	6.2	5.0
Incr Delay (d2), s/veh	2.4	0.1	0.4	0.2	0.0	0.2	1.2	0.3	0.1	0.2	0.5	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.8	0.5	1.9	1.3	0.0	0.9	0.4	0.1	0.0	0.3	6.6	2.1
LnGrp Delay(d),s/veh	44.3	33.9	35.6	34.6	0.0	34.5	2.6	0.3	0.1	4.7	6.8	5.4
LnGrp LOS	D	C	D	C		C	A	A	A	A	A	A
Approach Vol, veh/h		296			90			841			1315	
Approach Delay, s/veh		41.3			34.6			0.4			6.5	
Approach LOS		D			C			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		79.4		25.6		79.4		25.6				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		59.5		36.5		59.5		36.5				
Max Q Clear Time (g_c+I1), s		18.3		19.8		15.3		4.5				
Green Ext Time (p_c), s		21.1		1.3		21.8		1.5				
Intersection Summary												
HCM 2010 Ctrl Delay			9.5									
HCM 2010 LOS			A									

Lanes, Volumes, Timings
20: Bob Hope Dr. & Avenida Las Palmas

2040 Auto/LSEV AM Peak Hour (Proposed)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕	↗	↖	↕↕	↗	↖	↕↕	↗
Traffic Volume (vph)	70	20	78	93	16	116	94	574	63	57	1021	70
Future Volume (vph)	70	20	78	93	16	116	94	574	63	57	1021	70
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		25	0		180	100		40	120		120
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	60			60			60			80		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		299			661			491			813	
Travel Time (s)		6.8			15.0			7.4			12.3	
Confl. Peds. (#/hr)	13		25	25		13	20		19	19		20
Confl. Bikes (#/hr)			3			2			16			12
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Shared Lane Traffic (%)												
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	4	4	4	8	8	8	2	2	2	6	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	30.0	30.0	30.0	30.0	30.0	30.0	75.0	75.0	75.0	75.0	75.0	75.0
Total Split (%)	28.6%	28.6%	28.6%	28.6%	28.6%	28.6%	71.4%	71.4%	71.4%	71.4%	71.4%	71.4%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Ped	Ped	Ped	Ped	Ped	Ped	C-Max	C-Max	C-Max	C-Max	C-Max	C-Max

Intersection Summary























Area Type: Other
 Cycle Length: 105
 Actuated Cycle Length: 105
 Offset: 48 (46%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Splits and Phases: 20: Bob Hope Dr. & Avenida Las Palmas



HCM 2010 Signalized Intersection Summary
20: Bob Hope Dr. & Avenida Las Palmas

2040 Auto/LSEV AM Peak Hour (Proposed)

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	20	78	93	16	116	94	574	63	57	1021	70
Future Volume (veh/h)	70	20	78	93	16	116	94	574	63	57	1021	70
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.96	1.00		0.96	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	73	21	81	97	17	121	98	598	66	59	1064	73
Adj No. of Lanes	0	1	1	0	1	1	1	2	1	1	2	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	61	10	367	63	6	368	398	2376	1017	532	2376	1019
Arrive On Green	0.24	0.24	0.24	0.24	0.24	0.24	0.67	0.67	0.67	1.00	1.00	1.00
Sat Flow, veh/h	0	42	1512	0	26	1514	491	3539	1515	766	3539	1518
Grp Volume(v), veh/h	94	0	81	114	0	121	98	598	66	59	1064	73
Grp Sat Flow(s),veh/h/ln	42	0	1512	26	0	1514	491	1770	1515	766	1770	1518
Q Serve(g_s), s	0.0	0.0	4.5	0.0	0.0	6.9	8.6	7.0	1.6	0.9	0.0	0.0
Cycle Q Clear(g_c), s	25.5	0.0	4.5	25.5	0.0	6.9	8.6	7.0	1.6	7.9	0.0	0.0
Prop In Lane	0.78		1.00	0.85		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	71	0	367	70	0	368	398	2376	1017	532	2376	1019
V/C Ratio(X)	1.32	0.00	0.22	1.64	0.00	0.33	0.25	0.25	0.06	0.11	0.45	0.07
Avail Cap(c_a), veh/h	71	0	367	70	0	368	398	2376	1017	532	2376	1019
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91
Uniform Delay (d), s/veh	48.9	0.0	31.8	50.2	0.0	32.7	7.1	6.8	5.9	0.4	0.0	0.0
Incr Delay (d2), s/veh	214.8	0.0	0.3	341.9	0.0	0.5	1.5	0.3	0.1	0.4	0.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.3	0.0	1.9	8.6	0.0	2.9	1.3	3.5	0.7	0.2	0.2	0.0
LnGrp Delay(d),s/veh	263.7	0.0	32.1	392.1	0.0	33.2	8.5	7.1	6.0	0.8	0.6	0.1
LnGrp LOS	F		C	F		C	A	A	A	A	A	A
Approach Vol, veh/h		175			235			762			1196	
Approach Delay, s/veh		156.5			207.3			7.2			0.5	
Approach LOS		F			F			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		75.0		30.0		75.0		30.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		70.5		25.5		70.5		25.5				
Max Q Clear Time (g_c+I1), s		10.6		27.5		9.9		27.5				
Green Ext Time (p_c), s		22.0		0.0		22.1		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			34.7									
HCM 2010 LOS			C									

Lanes, Volumes, Timings
 21: Bob Hope Dr. & Commercial Dwy.

2040 Auto/LSEV AM Peak Hour (Proposed)



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↖	↕	↗		↕
Traffic Volume (vph)	0	39	659	41	0	1273
Future Volume (vph)	0	39	659	41	0	1273
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		160	0	
Storage Lanes	0	1		1	0	
Taper Length (ft)	60				60	
Link Speed (mph)	30		45			45
Link Distance (ft)	471		345			491
Travel Time (s)	10.7		5.2			7.4
Confl. Peds. (#/hr)				9	9	
Confl. Bikes (#/hr)		1		14		
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Shared Lane Traffic (%)						
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection

Int Delay, s/veh 0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↑	↑↑	↑		↑↑
Traffic Vol, veh/h	0	39	659	41	0	1273
Future Vol, veh/h	0	39	659	41	0	1273
Conflicting Peds, #/hr	0	0	0	9	9	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	160	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	40	672	42	0	1299

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	-	345	0 0
Stage 1	-	-	- -
Stage 2	-	-	- -
Critical Hdwy	-	6.94	- -
Critical Hdwy Stg 1	-	-	- -
Critical Hdwy Stg 2	-	-	- -
Follow-up Hdwy	-	3.32	- -
Pot Cap-1 Maneuver	0	651	- - 0 -
Stage 1	0	-	- - 0 -
Stage 2	0	-	- - 0 -
Platoon blocked, %			- -
Mov Cap-1 Maneuver	-	645	- -
Mov Cap-2 Maneuver	-	-	- -
Stage 1	-	-	- -
Stage 2	-	-	- -

Approach	WB	NB	SB
HCM Control Delay, s	10.9	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	- 645	-
HCM Lane V/C Ratio	-	- 0.062	-
HCM Control Delay (s)	-	- 10.9	-
HCM Lane LOS	-	- B	-
HCM 95th %tile Q(veh)	-	- 0.2	-

Lanes, Volumes, Timings
22: SR-111 & Bob Hope Dr.

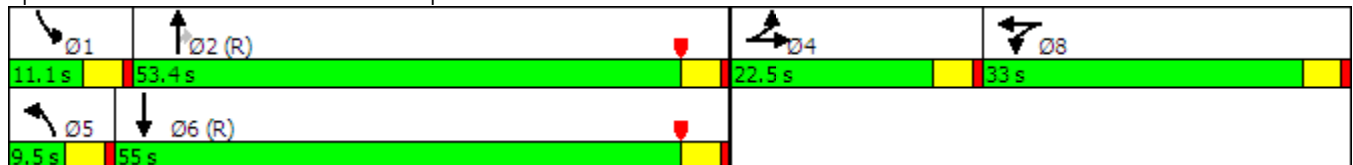
2040 Auto/LSEV AM Peak Hour (Proposed)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	18	11	834	17	194	6	1880	510	156	1529	12
Future Volume (vph)	8	18	11	834	17	194	6	1880	510	156	1529	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	225		150	100		240	250		0
Storage Lanes	0		0	1		0	1		1	2		0
Taper Length (ft)	60			80			70			110		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			50			50	
Link Distance (ft)		303			469			677			754	
Travel Time (s)		4.6			7.1			9.2			10.3	
Confl. Peds. (#/hr)			7			12			13			2
Confl. Bikes (#/hr)			2			3			14			3
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Shared Lane Traffic (%)				15%								
Turn Type	Split	NA		Split	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases									2			
Detector Phase	4	4		8	8		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5		9.5	22.5	22.5	9.5	22.5	
Total Split (s)	22.5	22.5		33.0	33.0		9.5	53.4	53.4	11.1	55.0	
Total Split (%)	18.8%	18.8%		27.5%	27.5%		7.9%	44.5%	44.5%	9.3%	45.8%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None		Ped	Ped		None	C-Max	C-Max	None	C-Max	

Intersection Summary






















Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 110
 Control Type: Actuated-Coordinated

Splits and Phases: 22: SR-111 & Bob Hope Dr.



HCM 2010 Signalized Intersection Summary
 22: SR-111 & Bob Hope Dr.

2040 Auto/LSEV AM Peak Hour (Proposed)

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	18	11	834	17	194	6	1880	510	156	1529	12
Future Volume (veh/h)	8	18	11	834	17	194	6	1880	510	156	1529	12
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.93	1.00		0.97	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	8	19	11	789	117	200	6	1938	526	161	1576	12
Adj No. of Lanes	0	1	0	2	1	0	1	3	1	2	3	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	11	26	15	839	143	245	13	2688	816	189	2999	23
Arrive On Green	0.03	0.03	0.03	0.24	0.24	0.24	0.02	1.00	1.00	0.06	0.58	0.58
Sat Flow, veh/h	361	856	496	3548	606	1036	1774	5085	1544	3442	5205	40
Grp Volume(v), veh/h	38	0	0	789	0	317	6	1938	526	161	1026	562
Grp Sat Flow(s),veh/h/ln	1713	0	0	1774	0	1643	1774	1695	1544	1721	1695	1855
Q Serve(g_s), s	2.6	0.0	0.0	26.2	0.0	21.9	0.4	0.0	0.0	5.6	22.1	22.1
Cycle Q Clear(g_c), s	2.6	0.0	0.0	26.2	0.0	21.9	0.4	0.0	0.0	5.6	22.1	22.1
Prop In Lane	0.21		0.29	1.00		0.63	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	51	0	0	839	0	388	13	2688	816	189	1953	1068
V/C Ratio(X)	0.74	0.00	0.00	0.94	0.00	0.82	0.45	0.72	0.64	0.85	0.53	0.53
Avail Cap(c_a), veh/h	257	0	0	843	0	390	74	2688	816	189	1953	1068
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.09	0.09	0.09	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.7	0.0	0.0	45.0	0.0	43.3	58.8	0.0	0.0	56.2	15.5	15.5
Incr Delay (d2), s/veh	18.7	0.0	0.0	18.2	0.0	12.6	2.1	0.2	0.4	29.0	1.0	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.0	0.0	14.9	0.0	11.3	0.2	0.0	0.1	3.4	10.5	11.8
LnGrp Delay(d),s/veh	76.5	0.0	0.0	63.2	0.0	56.0	60.9	0.2	0.4	85.2	16.5	17.3
LnGrp LOS	E			E		E	E	A	A	F	B	B
Approach Vol, veh/h		38			1106			2470			1749	
Approach Delay, s/veh		76.5			61.1			0.3			23.1	
Approach LOS		E			E			A			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.1	67.9		8.1	5.4	73.6		32.9				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	6.6	48.9		18.0	5.0	50.5		28.5				
Max Q Clear Time (g_c+I1), s	7.6	2.0		4.6	2.4	24.1		28.2				
Green Ext Time (p_c), s	0.0	41.7		0.1	0.0	24.6		0.2				
Intersection Summary												
HCM 2010 Ctrl Delay			20.8									
HCM 2010 LOS			C									
Notes												

Lanes, Volumes, Timings
23: SR-111 & Magnesia Falls Dr.

2040 Auto/LSEV AM Peak Hour (Proposed)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	33	33	48	164	20	168	77	2194	419	358	1970	46
Future Volume (vph)	33	33	48	164	20	168	77	2194	419	358	1970	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		65	90		90	170		0	215		0
Storage Lanes	0		1	1		1	1		0	1		0
Taper Length (ft)	60			60			80			80		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			50			50	
Link Distance (ft)		488			382			582			677	
Travel Time (s)		11.1			8.7			7.9			9.2	
Confl. Peds. (#/hr)							12		5			15
Confl. Bikes (#/hr)			3			2			11			11
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Shared Lane Traffic (%)				44%								
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			8						
Detector Phase	4	4	4	8	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	9.5	22.5		9.5	22.5	
Total Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	13.2	53.0		22.0	61.8	
Total Split (%)	18.8%	18.8%	18.8%	18.8%	18.8%	18.8%	11.0%	44.2%		18.3%	51.5%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.5	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None	None	Ped	Ped	Ped	None	C-Max		None	C-Max	

Intersection Summary
























Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 120
 Control Type: Actuated-Coordinated

Splits and Phases: 23: SR-111 & Magnesia Falls Dr.



HCM 2010 Signalized Intersection Summary
23: SR-111 & Magnesia Falls Dr.

2040 Auto/LSEV AM Peak Hour (Proposed)

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	33	48	164	20	168	77	2194	419	358	1970	46
Future Volume (veh/h)	33	33	48	164	20	168	77	2194	419	358	1970	46
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.96	1.00		0.98	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	34	34	50	186	0	175	80	2285	436	373	2052	48
Adj No. of Lanes	0	1	1	2	0	1	1	3	0	1	3	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	50	50	85	481	0	206	101	2216	402	259	3077	72
Arrive On Green	0.05	0.05	0.05	0.14	0.00	0.14	0.06	0.51	0.51	0.29	1.00	1.00
Sat Flow, veh/h	909	909	1545	3548	0	1518	1774	4314	783	1774	5107	119
Grp Volume(v), veh/h	68	0	50	186	0	175	80	1770	951	373	1361	739
Grp Sat Flow(s),veh/h/ln	1817	0	1545	1774	0	1518	1774	1695	1706	1774	1695	1836
Q Serve(g_s), s	4.4	0.0	3.8	5.7	0.0	13.5	5.3	61.7	61.7	17.5	0.0	0.0
Cycle Q Clear(g_c), s	4.4	0.0	3.8	5.7	0.0	13.5	5.3	61.7	61.7	17.5	0.0	0.0
Prop In Lane	0.50		1.00	1.00		1.00	1.00		0.46	1.00		0.06
Lane Grp Cap(c), veh/h	100	0	85	481	0	206	101	1742	877	259	2043	1106
V/C Ratio(X)	0.68	0.00	0.59	0.39	0.00	0.85	0.79	1.02	1.08	1.44	0.67	0.67
Avail Cap(c_a), veh/h	273	0	232	532	0	228	129	1742	877	259	2043	1106
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.73	0.73	0.73
Uniform Delay (d), s/veh	55.7	0.0	55.4	47.3	0.0	50.7	55.9	29.2	29.2	42.5	0.0	0.0
Incr Delay (d2), s/veh	7.9	0.0	6.3	0.5	0.0	23.6	22.1	25.7	55.9	214.2	1.3	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	0.0	1.8	2.8	0.0	7.0	3.2	35.0	42.6	23.9	0.4	0.7
LnGrp Delay(d),s/veh	63.6	0.0	61.7	47.8	0.0	74.3	78.0	54.9	85.1	256.7	1.3	2.4
LnGrp LOS	E		E	D		E	E	F	F	F	A	A
Approach Vol, veh/h		118			361			2801			2473	
Approach Delay, s/veh		62.8			60.7			65.8			40.1	
Approach LOS		E			E			E			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	22.0	66.2		11.1	11.3	76.8		20.8				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	17.5	48.5		18.0	8.7	57.3		18.0				
Max Q Clear Time (g_c+I1), s	19.5	63.7		6.4	7.3	2.0		15.5				
Green Ext Time (p_c), s	0.0	0.0		0.3	0.0	53.4		0.3				
Intersection Summary												
HCM 2010 Ctrl Delay			54.4									
HCM 2010 LOS			D									
Notes												

Lanes, Volumes, Timings
24: Monterey Av. & Parkview Dr.

2040 Auto/LSEV AM Peak Hour (Proposed)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	155	26	175	68	17	22	126	1286	82	22	1368	131
Future Volume (vph)	155	26	175	68	17	22	126	1286	82	22	1368	131
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	90		90	0		0	145		0	400		100
Storage Lanes	1		1	1		1	1		1	2		1
Taper Length (ft)	60			60			90			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			50			50	
Link Distance (ft)		583			473			600			604	
Travel Time (s)		13.3			10.8			8.2			8.2	
Confl. Peds. (#/hr)	17		9	9		17			5			5
Confl. Bikes (#/hr)			10			9			6			9
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Shared Lane Traffic (%)												
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8			2			6
Detector Phase	4	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.0	22.0	22.0	22.0	22.0	22.0	9.5	22.0	22.0	9.5	22.0	22.0
Total Split (s)	22.0	22.0	22.0	22.0	22.0	22.0	13.0	28.5	28.5	9.5	25.0	25.0
Total Split (%)	36.7%	36.7%	36.7%	36.7%	36.7%	36.7%	21.7%	47.5%	47.5%	15.8%	41.7%	41.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	1.0	0.5	0.5	1.0	0.5	0.5
Lost Time Adjust (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
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.5	4.0	4.0	4.5	4.0	4.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	Ped	Ped	Ped	Ped	Ped	Ped	None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary

























Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 34 (57%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Splits and Phases: 24: Monterey Av. & Parkview Dr.



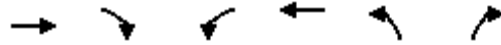
HCM 2010 Signalized Intersection Summary
 24: Monterey Av. & Parkview Dr.

2040 Auto/LSEV AM Peak Hour (Proposed)

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	155	26	175	68	17	22	126	1286	82	22	1368	131
Future Volume (veh/h)	155	26	175	68	17	22	126	1286	82	22	1368	131
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.95	0.98		0.95	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	158	27	179	69	17	22	129	1312	84	22	1396	134
Adj No. of Lanes	1	1	1	1	1	1	1	3	1	2	3	1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	379	377	305	339	377	305	165	2867	878	88	2524	761
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.20	0.09	0.56	0.56	0.03	0.50	0.50
Sat Flow, veh/h	1331	1863	1509	1150	1863	1510	1774	5085	1556	3442	5085	1533
Grp Volume(v), veh/h	158	27	179	69	17	22	129	1312	84	22	1396	134
Grp Sat Flow(s),veh/h/ln	1331	1863	1509	1150	1863	1510	1774	1695	1556	1721	1695	1533
Q Serve(g_s), s	6.5	0.7	6.4	3.1	0.4	0.7	4.3	9.1	1.5	0.4	11.4	2.9
Cycle Q Clear(g_c), s	6.9	0.7	6.4	3.8	0.4	0.7	4.3	9.1	1.5	0.4	11.4	2.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	379	377	305	339	377	305	165	2867	878	88	2524	761
V/C Ratio(X)	0.42	0.07	0.59	0.20	0.05	0.07	0.78	0.46	0.10	0.25	0.55	0.18
Avail Cap(c_a), veh/h	509	559	453	451	559	453	251	2867	878	287	2524	761
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.1	19.4	21.7	20.9	19.3	19.4	26.6	7.7	6.0	28.7	10.5	8.3
Incr Delay (d2), s/veh	0.7	0.1	1.8	0.3	0.0	0.1	8.5	0.5	0.2	1.5	0.9	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	0.4	2.8	1.0	0.2	0.3	2.5	4.3	0.7	0.2	5.5	1.3
LnGrp Delay(d),s/veh	22.8	19.5	23.5	21.2	19.3	19.5	35.1	8.2	6.2	30.1	11.4	8.8
LnGrp LOS	C	B	C	C	B	B	D	A	A	C	B	A
Approach Vol, veh/h		364			108			1525			1552	
Approach Delay, s/veh		22.9			20.6			10.4			11.4	
Approach LOS		C			C			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.0	37.8		16.1	10.1	33.8		16.1				
Change Period (Y+Rc), s	4.5	4.0		4.0	4.5	4.0		4.0				
Max Green Setting (Gmax), s	5.0	24.5		18.0	8.5	21.0		18.0				
Max Q Clear Time (g_c+I1), s	2.4	11.1		8.9	6.3	13.4		5.8				
Green Ext Time (p_c), s	0.0	11.7		1.2	0.1	6.9		1.4				
Intersection Summary												
HCM 2010 Ctrl Delay			12.4									
HCM 2010 LOS			B									

Lanes, Volumes, Timings
 25: San Pablo Ave. & Magnesia Falls Dr.

2040 Auto/LSEV AM Peak Hour (Proposed)



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↑	↑	↑	↑
Traffic Volume (vph)	176	147	165	94	144	151
Future Volume (vph)	176	147	165	94	144	151
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		50	155		200	0
Storage Lanes		1	1		1	1
Taper Length (ft)			120		120	
Link Speed (mph)	35			35	35	
Link Distance (ft)	823			2649	1341	
Travel Time (s)	16.0			51.6	26.1	
Confl. Peds. (#/hr)		11	11		7	7
Confl. Bikes (#/hr)		15				10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control	Stop			Stop	Stop	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

Intersection	
Intersection Delay, s/veh	11
Intersection LOS	B

Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBU	NBL	NBR
Lane Configurations		↑	↗		↖	↑		↘	↗
Traffic Vol, veh/h	0	176	147	0	165	94	0	144	151
Future Vol, veh/h	0	176	147	0	165	94	0	144	151
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	191	160	0	179	102	0	157	164
Number of Lanes	0	1	1	0	1	1	0	1	1






















Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	2
HCM Control Delay	10.5	11.4	11.1
HCM LOS	B	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2
Vol Left, %	100%	0%	0%	0%	100%	0%
Vol Thru, %	0%	0%	100%	0%	0%	100%
Vol Right, %	0%	100%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	144	151	176	147	165	94
LT Vol	144	0	0	0	165	0
Through Vol	0	0	176	0	0	94
RT Vol	0	151	0	147	0	0
Lane Flow Rate	157	164	191	160	179	102
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.291	0.25	0.313	0.23	0.321	0.169
Departure Headway (Hd)	6.69	5.479	5.895	5.186	6.445	5.938
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	538	657	610	692	558	605
Service Time	4.419	3.207	3.625	2.916	4.176	3.669
HCM Lane V/C Ratio	0.292	0.25	0.313	0.231	0.321	0.169
HCM Control Delay	12.2	10	11.3	9.5	12.2	9.9
HCM Lane LOS	B	A	B	A	B	A
HCM 95th-tile Q	1.2	1	1.3	0.9	1.4	0.6

Lanes, Volumes, Timings

2040 Auto/LSEV AM Peak Hour (Proposed)

26: San Pablo Ave. & College of the Desert (Alumni Dr.)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	96	26	166	49	17	61	146	193	22	18	181	165
Future Volume (vph)	96	26	166	49	17	61	146	193	22	18	181	165
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		100	0		0	0		60	0		135
Storage Lanes	0		1	1		0	1		1	0		1
Taper Length (ft)	60			60			60			60		
Link Speed (mph)		30			30			35				35
Link Distance (ft)		595			218			303				1341
Travel Time (s)		13.5			5.0			5.9				26.1
Confl. Peds. (#/hr)	38						38		44	44		
Confl. Bikes (#/hr)			4				3		20			18
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											

26: San Pablo Ave. & College of the Desert (Alumni Dr.)

Intersection	
Intersection Delay, s/veh	14.3
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations			↔	↔		↔	↔			↔	↔	↔
Traffic Vol, veh/h	0	96	26	166	0	49	17	61	0	146	193	22
Future Vol, veh/h	0	96	26	166	0	49	17	61	0	146	193	22
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	104	28	180	0	53	18	66	0	159	210	24
Number of Lanes	0	0	1	1	0	1	1	0	0	1	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	2	2
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	2	3	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	3	2	2
HCM Control Delay	13.8	12.4	15
HCM LOS	B	B	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	79%	0%	100%	0%	9%	0%
Vol Thru, %	0%	100%	0%	21%	0%	0%	22%	91%	0%
Vol Right, %	0%	0%	100%	0%	100%	0%	78%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	146	193	22	122	166	49	78	199	165
LT Vol	146	0	0	96	0	49	0	18	0
Through Vol	0	193	0	26	0	0	17	181	0
RT Vol	0	0	22	0	166	0	61	0	165
Lane Flow Rate	159	210	24	133	180	53	85	216	179
Geometry Grp	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.349	0.431	0.044	0.298	0.349	0.129	0.18	0.45	0.335
Departure Headway (Hd)	7.912	7.401	6.687	8.083	6.97	8.715	7.643	7.484	6.722
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	454	487	534	444	514	411	468	480	534
Service Time	5.668	5.158	4.443	5.842	4.73	6.485	5.413	5.24	4.478
HCM Lane V/C Ratio	0.35	0.431	0.045	0.3	0.35	0.129	0.182	0.45	0.335
HCM Control Delay	14.9	15.7	9.8	14.3	13.5	12.8	12.1	16.3	12.9
HCM Lane LOS	B	C	A	B	B	B	B	C	B
HCM 95th-tile Q	1.5	2.1	0.1	1.2	1.6	0.4	0.6	2.3	1.5

26: San Pablo Ave. & College of the Desert (Alumni Dr.)

Intersection

Intersection Delay, s/veh
 Intersection LOS

Movement	SBU	SBL	SBT	SBR
Lane Configurations			↖	↗
Traffic Vol, veh/h	0	18	181	165
Future Vol, veh/h	0	18	181	165
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	20	197	179
Number of Lanes	0	0	1	1

Approach	SB
Opposing Approach	NB
Opposing Lanes	3
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	14.8
HCM LOS	B

Lanes, Volumes, Timings
27: Portola Av. & Magnesia Falls Dr.

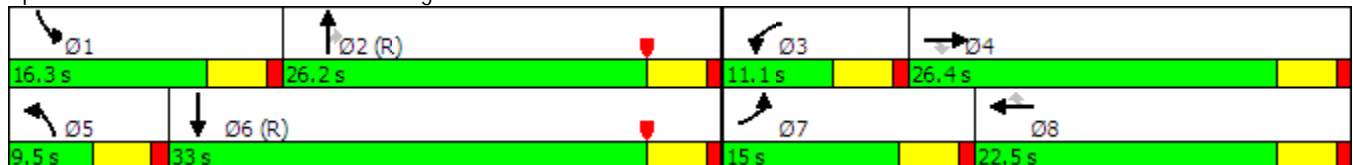
2040 Auto/LSEV AM Peak Hour (Proposed)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	179	94	64	50	57	98	17	659	211	177	916	141
Future Volume (vph)	179	94	64	50	57	98	17	659	211	177	916	141
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	230		230	200		200	90		105	355		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	60			60			95			80		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		35			35			50			50	
Link Distance (ft)		2649			517			536			570	
Travel Time (s)		51.6			10.1			7.3			7.8	
Confl. Peds. (#/hr)			22						21			6
Confl. Bikes (#/hr)			12			11			5			3
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	15.0	26.4	26.4	11.1	22.5	22.5	9.5	26.2	26.2	16.3	33.0	
Total Split (%)	18.8%	33.0%	33.0%	13.9%	28.1%	28.1%	11.9%	32.8%	32.8%	20.4%	41.3%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (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
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Ped	Ped	None	None	None	None	C-Max	C-Max	None	C-Max	

Intersection Summary

























Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated

Splits and Phases: 27: Portola Av. & Magnesia Falls Dr.



HCM 2010 Signalized Intersection Summary
 27: Portola Av. & Magnesia Falls Dr.

2040 Auto/LSEV AM Peak Hour (Proposed)

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	179	94	64	50	57	98	17	659	211	177	916	141
Future Volume (veh/h)	179	94	64	50	57	98	17	659	211	177	916	141
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.94	1.00		0.96	1.00		0.95	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	188	99	67	53	60	103	18	694	222	186	964	148
Adj No. of Lanes	1	1	1	1	1	1	1	2	1	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	225	347	277	77	192	157	37	1484	631	224	1608	247
Arrive On Green	0.13	0.19	0.19	0.04	0.10	0.10	0.02	0.42	0.42	0.13	0.52	0.52
Sat Flow, veh/h	1774	1863	1488	1774	1863	1527	1774	3539	1506	1774	3064	470
Grp Volume(v), veh/h	188	99	67	53	60	103	18	694	222	186	557	555
Grp Sat Flow(s),veh/h/ln	1774	1863	1488	1774	1863	1527	1774	1770	1506	1774	1770	1764
Q Serve(g_s), s	8.3	3.7	3.1	2.4	2.4	5.2	0.8	11.3	8.0	8.2	17.4	17.5
Cycle Q Clear(g_c), s	8.3	3.7	3.1	2.4	2.4	5.2	0.8	11.3	8.0	8.2	17.4	17.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.27
Lane Grp Cap(c), veh/h	225	347	277	77	192	157	37	1484	631	224	929	926
V/C Ratio(X)	0.84	0.29	0.24	0.69	0.31	0.66	0.49	0.47	0.35	0.83	0.60	0.60
Avail Cap(c_a), veh/h	233	510	407	146	419	344	111	1484	631	262	929	926
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.1	28.0	27.7	37.7	33.3	34.5	38.8	16.8	15.8	34.1	13.2	13.2
Incr Delay (d2), s/veh	22.0	0.4	0.4	10.5	0.9	4.6	9.9	1.1	1.5	17.5	2.9	2.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.4	1.9	1.3	1.4	1.3	2.4	0.5	5.7	3.6	5.1	9.2	9.2
LnGrp Delay(d),s/veh	56.1	28.4	28.2	48.3	34.2	39.1	48.7	17.8	17.4	51.6	16.0	16.1
LnGrp LOS	E	C	C	D	C	D	D	B	B	D	B	B
Approach Vol, veh/h		354			216			934			1298	
Approach Delay, s/veh		43.1			40.0			18.3			21.1	
Approach LOS		D			D			B			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.6	38.0	8.0	19.4	6.1	46.5	14.6	12.7				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	11.8	21.7	6.6	21.9	5.0	28.5	10.5	18.0				
Max Q Clear Time (g_c+I1), s	10.2	13.3	4.4	5.7	2.8	19.5	10.3	7.2				
Green Ext Time (p_c), s	0.1	6.2	0.0	1.2	0.0	6.6	0.0	1.0				
Intersection Summary												
HCM 2010 Ctrl Delay			24.4									
HCM 2010 LOS			C									

Lanes, Volumes, Timings
28: El Dorado Dr. & Fred Waring Dr.

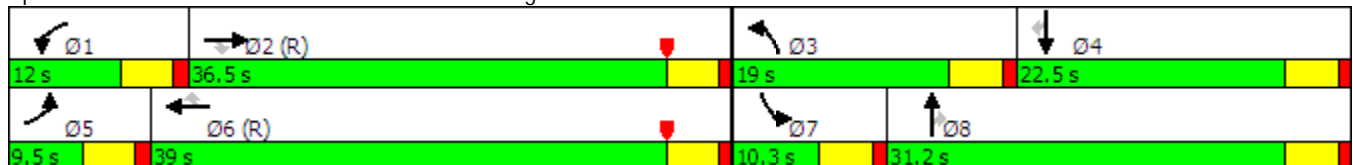
2040 Auto/LSEV AM Peak Hour (Proposed)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑↑	↗	↘	↑↑↑	↗	↘	↑	↗	↘	↑	↗
Traffic Volume (vph)	22	1410	216	97	1629	19	222	11	98	29	14	42
Future Volume (vph)	22	1410	216	97	1629	19	222	11	98	29	14	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	225		210	290		145	0		125	105		105
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	60			120			60			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		50			50			45			45	
Link Distance (ft)		1266			970			386			401	
Travel Time (s)		17.3			13.2			5.8			6.1	
Confl. Peds. (#/hr)			3			2			2			2
Confl. Bikes (#/hr)			6			3			4			2
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Shared Lane Traffic (%)												
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6			8			4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	9.5	36.5	36.5	12.0	39.0	39.0	19.0	31.2	31.2	10.3	22.5	22.5
Total Split (%)	10.6%	40.6%	40.6%	13.3%	43.3%	43.3%	21.1%	34.7%	34.7%	11.4%	25.0%	25.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (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
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Max	Max	None	Max	Max

Intersection Summary

























Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated

Splits and Phases: 28: El Dorado Dr. & Fred Waring Dr.



HCM 2010 Signalized Intersection Summary
28: El Dorado Dr. & Fred Waring Dr.

2040 Auto/LSEV AM Peak Hour (Proposed)

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	1410	216	97	1629	19	222	11	98	29	14	42
Future Volume (veh/h)	22	1410	216	97	1629	19	222	11	98	29	14	42
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	24	1516	232	104	1752	20	239	12	105	31	15	45
Adj No. of Lanes	1	3	1	1	3	1	1	1	1	1	1	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	44	1891	578	131	2140	656	273	604	505	53	373	311
Arrive On Green	0.03	0.37	0.37	0.07	0.42	0.42	0.15	0.32	0.32	0.03	0.20	0.20
Sat Flow, veh/h	1774	5085	1555	1774	5085	1560	1774	1863	1557	1774	1863	1556
Grp Volume(v), veh/h	24	1516	232	104	1752	20	239	12	105	31	15	45
Grp Sat Flow(s),veh/h/ln	1774	1695	1555	1774	1695	1560	1774	1863	1557	1774	1863	1556
Q Serve(g_s), s	1.2	24.0	9.9	5.2	27.4	0.7	11.9	0.4	4.4	1.6	0.6	2.1
Cycle Q Clear(g_c), s	1.2	24.0	9.9	5.2	27.4	0.7	11.9	0.4	4.4	1.6	0.6	2.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	44	1891	578	131	2140	656	273	604	505	53	373	311
V/C Ratio(X)	0.54	0.80	0.40	0.79	0.82	0.03	0.87	0.02	0.21	0.58	0.04	0.14
Avail Cap(c_a), veh/h	99	1891	578	148	2140	656	286	604	505	114	373	311
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.4	25.3	20.9	41.0	23.0	15.3	37.2	20.7	22.0	43.1	29.0	29.7
Incr Delay (d2), s/veh	9.8	3.7	2.1	22.5	3.6	0.1	23.9	0.1	0.9	9.7	0.2	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	11.9	4.6	3.4	13.5	0.3	7.6	0.2	2.0	0.9	0.3	1.0
LnGrp Delay(d),s/veh	53.2	29.0	22.9	63.5	26.7	15.4	61.2	20.8	23.0	52.8	29.2	30.6
LnGrp LOS	D	C	C	E	C	B	E	C	C	D	C	C
Approach Vol, veh/h		1772			1876			356			91	
Approach Delay, s/veh		28.5			28.6			48.5			38.0	
Approach LOS		C			C			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.2	38.0	18.4	22.5	6.8	42.4	7.2	33.7				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	7.5	32.0	14.5	18.0	5.0	34.5	5.8	26.7				
Max Q Clear Time (g_c+I1), s	7.2	26.0	13.9	4.1	3.2	29.4	3.6	6.4				
Green Ext Time (p_c), s	0.0	5.8	0.0	0.4	0.0	4.9	0.0	0.5				
Intersection Summary												
HCM 2010 Ctrl Delay			30.5									
HCM 2010 LOS			C									

Lanes, Volumes, Timings
 29: Dune Palms Rd. & Corporate Center Dr.

2040 Auto/LSEV AM Peak Hour (Proposed)



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	33	37	33	319	854	18
Future Volume (vph)	33	37	33	319	854	18
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	120	0	95			0
Storage Lanes	1	1	1			0
Taper Length (ft)	60		90			
Link Speed (mph)	30			30	30	
Link Distance (ft)	371			267	354	
Travel Time (s)	8.4			6.1	8.0	
Confl. Peds. (#/hr)						8
Confl. Bikes (#/hr)		4				5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection

Int Delay, s/veh 1.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↘	↗	↘	↗	↕	↕
Traffic Vol, veh/h	33	37	33	319	854	18
Future Vol, veh/h	33	37	33	319	854	18
Conflicting Peds, #/hr	0	0	0	0	0	8
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	120	0	95	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	36	40	36	347	928	20

















Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	1364	482	956 0
Stage 1	946	-	- -
Stage 2	418	-	- -
Critical Hdwy	6.63	6.93	4.13 -
Critical Hdwy Stg 1	5.83	-	- -
Critical Hdwy Stg 2	5.43	-	- -
Follow-up Hdwy	3.519	3.319	2.219 -
Pot Cap-1 Maneuver	150	531	717 -
Stage 1	339	-	- -
Stage 2	663	-	- -
Platoon blocked, %			- -
Mov Cap-1 Maneuver	140	527	717 -
Mov Cap-2 Maneuver	140	-	- -
Stage 1	336	-	- -
Stage 2	625	-	- -

Approach	EB	NB	SB
HCM Control Delay, s	25.1	1	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	717	-	140	527	-	-
HCM Lane V/C Ratio	0.05	-	0.256	0.076	-	-
HCM Control Delay (s)	10.3	-	39.3	12.4	-	-
HCM Lane LOS	B	-	E	B	-	-
HCM 95th %tile Q(veh)	0.2	-	1	0.2	-	-

Lanes, Volumes, Timings
 30: Monroe St., s/o I-10 EB Ramps

2040 Auto/LSEV AM Peak Hour (Proposed)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	0	0	856	0	0	845	0
Future Volume (vph)	0	0	0	0	0	0	0	856	0	0	845	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		310			328			321			611	
Travel Time (s)		7.0			7.5			7.3			13.9	
Confl. Peds. (#/hr)							12					12
Confl. Bikes (#/hr)									11			11
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	













Intersection Summary

Area Type: Other
 Control Type: Unsignalized

Intersection												
Int Delay, s/veh	0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↑			↑			↑	
Traffic Vol, veh/h	0	0	0	0	0	0	0	856	0	0	845	0
Future Vol, veh/h	0	0	0	0	0	0	0	856	0	0	845	0
Conflicting Peds, #/hr	0	0	0	0	0	0	12	0	0	0	0	12
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	930	0	0	918	0
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	1848	-	-	1848	-	-	0	-	-	-	0
Stage 1	-	918	-	-	930	-	-	-	-	-	-	-
Stage 2	-	930	-	-	918	-	-	-	-	-	-	-
Critical Hdwy	-	6.52	-	-	6.52	-	-	-	-	-	-	-
Critical Hdwy Stg 1	-	5.52	-	-	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	5.52	-	-	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	-	4.018	-	-	4.018	-	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	75	0	0	75	0	0	-	0	0	-	0
Stage 1	0	350	0	0	346	0	0	-	0	0	-	0
Stage 2	0	346	0	0	350	0	0	-	0	0	-	0
Platoon blocked, %								-				
Mov Cap-1 Maneuver	-	75	-	-	75	-	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	75	-	-	75	-	-	-	-	-	-	-
Stage 1	-	350	-	-	346	-	-	-	-	-	-	-
Stage 2	-	346	-	-	350	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			0			0		
HCM LOS	A			A								
Minor Lane/Major Mvmt	NBT	EBLn1	WBLn1	SBT								
Capacity (veh/h)	-	-	-	-								
HCM Lane V/C Ratio	-	-	-	-								
HCM Control Delay (s)	-	0	0	-								
HCM Lane LOS	-	A	A	-								
HCM 95th %tile Q(veh)	-	-	-	-								

Lanes, Volumes, Timings
 31: Avenue 44, east of Palo Verde St.

2040 Auto/LSEV AM Peak Hour (Proposed)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↑			↑			↑	
Traffic Volume (vph)	0	267	0	0	466	0	0	0	0	0	0	0
Future Volume (vph)	0	267	0	0	466	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		937			1325			323			354	
Travel Time (s)		14.2			20.1			7.3			8.0	
Confl. Peds. (#/hr)			9			9			3			4
Confl. Bikes (#/hr)			10			10			1			1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Shared Lane Traffic (%)												
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

Intersection												
Int Delay, s/veh	0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↑			↑			↑	
Traffic Vol, veh/h	0	267	0	0	466	0	0	0	0	0	0	0
Future Vol, veh/h	0	267	0	0	466	0	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	9	0	0	9	0	0	3	0	0	4
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	287	0	0	501	0	0	0	0	0	0	0













Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	-	-	-	0	-	788	-	-	788	-
Stage 1	-	-	-	-	-	-	-	287	-	-	501	-
Stage 2	-	-	-	-	-	-	-	501	-	-	287	-
Critical Hdwy	-	-	-	-	-	-	-	6.52	-	-	6.52	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	5.52	-	-	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	5.52	-	-	5.52	-
Follow-up Hdwy	-	-	-	-	-	-	-	4.018	-	-	4.018	-
Pot Cap-1 Maneuver	0	-	0	0	-	0	0	323	0	0	323	0
Stage 1	0	-	0	0	-	0	0	674	0	0	543	0
Stage 2	0	-	0	0	-	0	0	543	0	0	674	0
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	323	-	-	323	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	323	-	-	323	-
Stage 1	-	-	-	-	-	-	-	674	-	-	543	-
Stage 2	-	-	-	-	-	-	-	543	-	-	674	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	0	-	-	0
HCM Lane LOS	A	-	-	A
HCM 95th %tile Q(veh)	-	-	-	-

Lanes, Volumes, Timings
 32: Dillon Rd., west of SR86S SB Ramps

2040 Auto/LSEV AM Peak Hour (Proposed)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↑			↑			↑	
Traffic Volume (vph)	0	2020	0	0	1610	0	0	0	0	0	0	0
Future Volume (vph)	0	2020	0	0	1610	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		360			655			256			320	
Travel Time (s)		8.2			14.9			5.8			7.3	
Confl. Bikes (#/hr)			3			2			1			1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											

Intersection												
Int Delay, s/veh	0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↑			↑			↑	
Traffic Vol, veh/h	0	2020	0	0	1610	0	0	0	0	0	0	0
Future Vol, veh/h	0	2020	0	0	1610	0	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	2126	0	0	1695	0	0	0	0	0	0	0



















Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	-	-	-	0	-	3821	-	-	3821	-
Stage 1	-	-	-	-	-	-	-	2126	-	-	1695	-
Stage 2	-	-	-	-	-	-	-	1695	-	-	2126	-
Critical Hdwy	-	-	-	-	-	-	-	6.52	-	-	6.52	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	5.52	-	-	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	5.52	-	-	5.52	-
Follow-up Hdwy	-	-	-	-	-	-	-	4.018	-	-	4.018	-
Pot Cap-1 Maneuver	0	-	0	0	-	0	0	4	0	0	4	0
Stage 1	0	-	0	0	-	0	0	90	0	0	148	0
Stage 2	0	-	0	0	-	0	0	148	0	0	90	0
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	4	-	-	4	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	4	-	-	4	-
Stage 1	-	-	-	-	-	-	-	90	-	-	148	-
Stage 2	-	-	-	-	-	-	-	148	-	-	90	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	0	-	-	0
HCM Lane LOS	A	-	-	A
HCM 95th %tile Q(veh)	-	-	-	-

Lanes, Volumes, Timings
 33: Tyler St./Magnolia & Avenue 50-Tyler St.

2040 Auto/LSEV AM Peak Hour (Proposed)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	839	129	184	1360	1	270	0	251	2	0	2
Future Volume (vph)	3	839	129	184	1360	1	270	0	251	2	0	2
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		50	0		0	0		50	0		0
Storage Lanes	0		1	0		0	0		1	0		0
Taper Length (ft)	60			60			60			60		
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		450			459			683			545	
Travel Time (s)		10.2			10.4			15.5			12.4	
Confl. Peds. (#/hr)			5	5					1			
Confl. Bikes (#/hr)			8			1			5			1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											

Intersection	
Intersection Delay, s/veh	681.1
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations			↔	↔			↔				↔	↔
Traffic Vol, veh/h	0	3	839	129	0	184	1360	1	0	270	0	251
Future Vol, veh/h	0	3	839	129	0	184	1360	1	0	270	0	251
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	3	912	140	0	200	1478	1	0	293	0	273
Number of Lanes	0	0	1	1	0	0	1	0	0	0	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	2	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	2	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	1	1
HCM Control Delay	362.5	1103.3	27.8
HCM LOS	F	F	D

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	100%	0%	0%	0%	12%	50%
Vol Thru, %	0%	0%	100%	0%	88%	0%
Vol Right, %	0%	100%	0%	100%	0%	50%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	270	251	842	129	1545	4
LT Vol	270	0	3	0	184	2
Through Vol	0	0	839	0	1360	0
RT Vol	0	251	0	129	1	2
Lane Flow Rate	293	273	915	140	1679	4
Geometry Grp	7	7	7	7	6	6
Degree of Util (X)	0.668	0.53	1.851	0.256	3.401	0.012
Departure Headway (Hd)	10.809	9.484	9.825	9.072	8.247	17.626
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	337	385	384	400	453	204
Service Time	8.509	7.184	7.525	6.772	6.247	15.626
HCM Lane V/C Ratio	0.869	0.709	2.383	0.35	3.706	0.02
HCM Control Delay	32.8	22.4	415.8	14.9	1103.3	20.8
HCM Lane LOS	D	C	F	B	F	C
HCM 95th-tile Q	4.5	3	44.7	1	135.1	0

Intersection

Intersection Delay, s/veh

Intersection LOS

Movement	SBU	SBL	SBT	SBR
Lane Configurations			↕	
Traffic Vol, veh/h	0	2	0	2
Future Vol, veh/h	0	2	0	2
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	2	0	2
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	20.8
HCM LOS	C

Lanes, Volumes, Timings
1: Palm Cyn. Dr. (SR-111) & Tramway Rd.

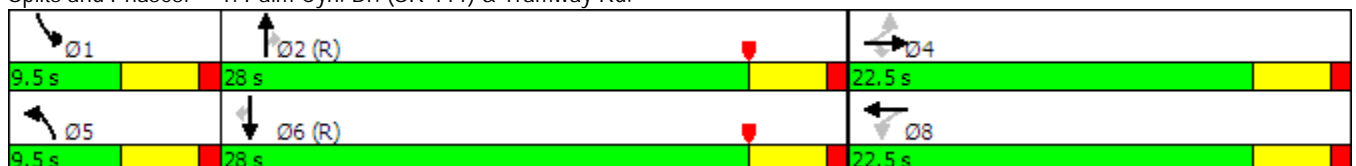
2040 Auto/LSEV PM Peak Hour (Proposed)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	135	134	148	48	70	126	109	1529	90	146	994	117
Future Volume (vph)	135	134	148	48	70	126	109	1529	90	146	994	117
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		105	0		0	190		155	90		180
Storage Lanes	1		1	0		0	1		1	1		1
Taper Length (ft)	60			60			60			90		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		35			30			45			45	
Link Distance (ft)		417			599			608			491	
Travel Time (s)		8.1			13.6			9.2			7.4	
Confl. Bikes (#/hr)			5			10			2			2
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Shared Lane Traffic (%)												
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8					2			6
Detector Phase	4	4	4	8	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5		9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	22.5	22.5	22.5	22.5	22.5		9.5	28.0	28.0	9.5	28.0	28.0
Total Split (%)	37.5%	37.5%	37.5%	37.5%	37.5%		15.8%	46.7%	46.7%	15.8%	46.7%	46.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5		4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	Ped	Ped		None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary























Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated

Splits and Phases: 1: Palm Cyn. Dr. (SR-111) & Tramway Rd.





















HCM 2010 Signalized Intersection Summary
 1: Palm Cyn. Dr. (SR-111) & Tramway Rd.

2040 Auto/LSEV PM Peak Hour (Proposed)

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	135	134	148	48	70	126	109	1529	90	146	994	117
Future Volume (veh/h)	135	134	148	48	70	126	109	1529	90	146	994	117
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	144	143	0	51	74	134	116	1627	96	155	1057	0
Adj No. of Lanes	1	1	1	0	2	0	1	2	1	1	2	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	318	463	394	202	259	351	148	1568	692	148	1568	701
Arrive On Green	0.25	0.25	0.00	0.25	0.25	0.25	0.08	0.44	0.44	0.08	0.44	0.00
Sat Flow, veh/h	1169	1863	1583	472	1040	1411	1774	3539	1563	1774	3539	1583
Grp Volume(v), veh/h	144	143	0	125	0	134	116	1627	96	155	1057	0
Grp Sat Flow(s),veh/h/ln	1169	1863	1583	1513	0	1411	1774	1770	1563	1774	1770	1583
Q Serve(g_s), s	7.0	3.7	0.0	0.6	0.0	4.7	3.8	26.6	2.2	5.0	14.2	0.0
Cycle Q Clear(g_c), s	11.7	3.7	0.0	4.3	0.0	4.7	3.8	26.6	2.2	5.0	14.2	0.0
Prop In Lane	1.00		1.00	0.41		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	318	463	394	461	0	351	148	1568	692	148	1568	701
V/C Ratio(X)	0.45	0.31	0.00	0.27	0.00	0.38	0.78	1.04	0.14	1.05	0.67	0.00
Avail Cap(c_a), veh/h	379	559	475	540	0	423	148	1568	692	148	1568	701
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	23.6	18.3	0.0	18.3	0.0	18.7	27.0	16.7	9.9	27.5	13.3	0.0
Incr Delay (d2), s/veh	1.0	0.4	0.0	0.3	0.0	0.7	23.6	33.1	0.4	87.5	2.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	2.0	0.0	1.7	0.0	1.9	2.8	20.1	1.0	6.0	7.4	0.0
LnGrp Delay(d),s/veh	24.6	18.7	0.0	18.6	0.0	19.4	50.6	49.8	10.3	115.1	15.6	0.0
LnGrp LOS	C	B		B		B	D	F	B	F	B	
Approach Vol, veh/h		287			259			1839			1212	
Approach Delay, s/veh		21.7			19.0			47.8			28.3	
Approach LOS		C			B			D			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.5	31.1		19.4	9.5	31.1		19.4				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	23.5		18.0	5.0	23.5		18.0				
Max Q Clear Time (g_c+I1), s	7.0	28.6		13.7	5.8	16.2		6.7				
Green Ext Time (p_c), s	0.0	0.0		1.2	0.0	6.7		2.3				
Intersection Summary												
HCM 2010 Ctrl Delay			37.1									
HCM 2010 LOS			D									

Lanes, Volumes, Timings
2: Indian Cyn. Dr. & Sunrise Pkwy.

2040 Auto/LSEV PM Peak Hour (Proposed)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	116	152	92	288	547	365	220	1319	192	186	1011	213
Future Volume (vph)	116	152	92	288	547	365	220	1319	192	186	1011	213
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	150		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	60			25			25			60		
Link Speed (mph)		30			30			55				55
Link Distance (ft)		316			322			422				520
Travel Time (s)		7.2			7.3			5.2				6.4
Confl. Bikes (#/hr)			15			15			3			2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free				Free

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection												
Int Delay, s/veh	1.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	116	152	92	288	547	365	220	1319	192	186	1011	213
Future Vol, veh/h	116	152	92	288	547	365	220	1319	192	186	1011	213
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	126	165	100	313	595	397	239	1434	209	202	1099	232

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	3111	3740	665	3052	3751	821	1330	0	0	1642	0	0
Stage 1	1619	1619	-	2016	2016	-	-	-	-	-	-	-
Stage 2	1492	2121	-	1036	1735	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	~ 5	~ 4	403	~ 5	~ 4	~ 318	515	-	-	390	-	-
Stage 1	~ 108	~ 160	-	~ 60	~ 101	-	-	-	-	-	-	-
Stage 2	129	~ 89	-	~ 248	~ 140	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	0	403	-	0	~ 318	515	-	-	390	-	-
Mov Cap-2 Maneuver	-	0	-	-	0	-	-	-	-	-	-	-
Stage 1	~ 108	~ 77	-	~ 60	0	-	-	-	-	-	-	-
Stage 2	-	0	-	-	~ 67	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			2.3	3.1
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	515	-	-	-	390	-	-
HCM Lane V/C Ratio	0.464	-	-	-	0.518	-	-
HCM Control Delay (s)	17.9	-	-	-	23.7	-	-
HCM Lane LOS	C	-	-	-	C	-	-
HCM 95th %tile Q(veh)	2.4	-	-	-	2.9	-	-

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

Lanes, Volumes, Timings
3: Sunrise Wy. & San Rafael Dr.

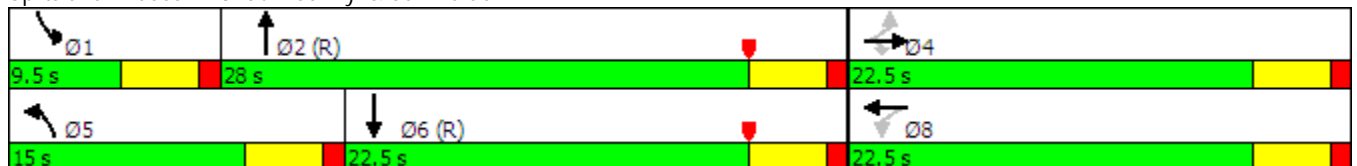
2040 Auto/LSEV PM Peak Hour (Proposed)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	38	27	231	86	38	18	355	657	164	25	539	44
Future Volume (vph)	38	27	231	86	38	18	355	657	164	25	539	44
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	85		0	110		0
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	60			60			60			60		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		50			30			45			45	
Link Distance (ft)		620			513			557			480	
Travel Time (s)		8.5			11.7			8.4			7.3	
Confl. Bikes (#/hr)			2			2			7			6
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Shared Lane Traffic (%)												
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8								
Detector Phase	4	4	4	8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5		9.5	22.5		9.5	22.5	
Total Split (s)	22.5	22.5	22.5	22.5	22.5		15.0	28.0		9.5	22.5	
Total Split (%)	37.5%	37.5%	37.5%	37.5%	37.5%		25.0%	46.7%		15.8%	37.5%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.5	4.5		4.5		4.5	4.5		4.5	4.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	Ped	Ped	Ped	Ped	Ped		None	C-Max		None	C-Max	

Intersection Summary




















Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 65
 Control Type: Actuated-Coordinated

Splits and Phases: 3: Sunrise Wy. & San Rafael Dr.



HCM 2010 Signalized Intersection Summary
3: Sunrise Wy. & San Rafael Dr.

2040 Auto/LSEV PM Peak Hour (Proposed)

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	27	231	86	38	18	355	657	164	25	539	44
Future Volume (veh/h)	38	27	231	86	38	18	355	657	164	25	539	44
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	39	28	238	89	39	19	366	677	169	26	556	45
Adj No. of Lanes	0	1	1	0	1	0	1	2	0	1	2	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	257	161	310	228	92	33	310	1528	381	52	1331	107
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.20	0.17	0.55	0.55	0.03	0.40	0.40
Sat Flow, veh/h	819	812	1561	664	464	167	1774	2792	696	1774	3313	268
Grp Volume(v), veh/h	67	0	238	147	0	0	366	429	417	26	296	305
Grp Sat Flow(s),veh/h/ln	1631	0	1561	1295	0	0	1774	1770	1719	1774	1770	1811
Q Serve(g_s), s	0.0	0.0	8.7	4.3	0.0	0.0	10.5	8.7	8.7	0.9	7.2	7.3
Cycle Q Clear(g_c), s	1.8	0.0	8.7	6.2	0.0	0.0	10.5	8.7	8.7	0.9	7.2	7.3
Prop In Lane	0.58		1.00	0.61		0.13	1.00		0.41	1.00		0.15
Lane Grp Cap(c), veh/h	418	0	310	353	0	0	310	969	941	52	711	727
V/C Ratio(X)	0.16	0.00	0.77	0.42	0.00	0.00	1.18	0.44	0.44	0.50	0.42	0.42
Avail Cap(c_a), veh/h	573	0	468	485	0	0	310	969	941	148	711	727
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.0	0.0	22.7	21.7	0.0	0.0	24.8	8.1	8.1	28.7	12.9	12.9
Incr Delay (d2), s/veh	0.2	0.0	4.3	0.8	0.0	0.0	108.8	1.5	1.5	7.3	1.8	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	4.1	2.3	0.0	0.0	14.5	4.6	4.5	0.5	3.8	3.9
LnGrp Delay(d),s/veh	20.2	0.0	27.0	22.5	0.0	0.0	133.5	9.6	9.6	35.9	14.7	14.7
LnGrp LOS	C		C	C			F	A	A	D	B	B
Approach Vol, veh/h		305			147			1212			627	
Approach Delay, s/veh		25.5			22.5			47.0			15.6	
Approach LOS		C			C			D			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.3	37.3		16.4	15.0	28.6		16.4				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	23.5		18.0	10.5	18.0		18.0				
Max Q Clear Time (g_c+I1), s	2.9	10.7		10.7	12.5	9.3		8.2				
Green Ext Time (p_c), s	0.0	6.6		1.3	0.0	5.1		1.5				
Intersection Summary												
HCM 2010 Ctrl Delay			34.0									
HCM 2010 LOS			C									

Lanes, Volumes, Timings
4: Vista Chino & Gene Autry Tr.

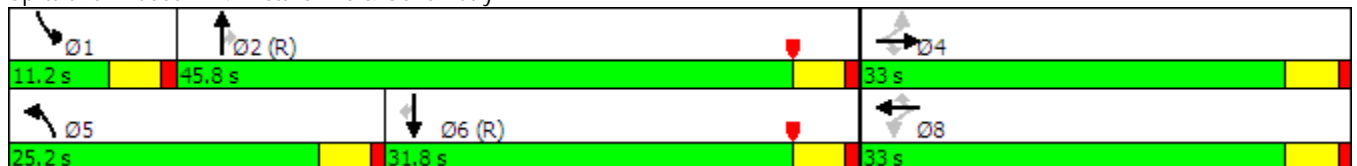
2040 Auto/LSEV PM Peak Hour (Proposed)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	213	58	60	35	115	44	294	1159	67	72	791	202
Future Volume (vph)	213	58	60	35	115	44	294	1159	67	72	791	202
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		75	0		75	200		0	215		215
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	60			60			90			200		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			45	
Link Distance (ft)		464			464			442			533	
Travel Time (s)		10.5			10.5			10.0			8.1	
Confl. Bikes (#/hr)			5			21			6			3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Shared Lane Traffic (%)												
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8			2			6
Detector Phase	4	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	33.0	33.0	33.0	33.0	33.0	33.0	25.2	45.8	45.8	11.2	31.8	31.8
Total Split (%)	36.7%	36.7%	36.7%	36.7%	36.7%	36.7%	28.0%	50.9%	50.9%	12.4%	35.3%	35.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	Ped	Ped	Ped	Ped	Ped	Ped	None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated

Splits and Phases: 4: Vista Chino & Gene Autry Tr.



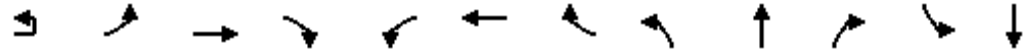
HCM 2010 Signalized Intersection Summary
4: Vista Chino & Gene Autry Tr.

2040 Auto/LSEV PM Peak Hour (Proposed)

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	213	58	60	35	115	44	294	1159	67	72	791	202
Future Volume (veh/h)	213	58	60	35	115	44	294	1159	67	72	791	202
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	229	62	65	38	124	47	316	1246	72	77	851	217
Adj No. of Lanes	0	1	1	0	1	1	1	2	1	1	2	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	71	0	494	49	132	488	353	1691	738	99	1183	517
Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.32	0.20	0.48	0.48	0.06	0.33	0.33
Sat Flow, veh/h	0	0	1559	0	417	1541	1774	3539	1544	1774	3539	1546
Grp Volume(v), veh/h	291	0	65	162	0	47	316	1246	72	77	851	217
Grp Sat Flow(s),veh/h/ln	0	0	1559	417	0	1541	1774	1770	1544	1774	1770	1546
Q Serve(g_s), s	0.0	0.0	2.7	0.0	0.0	1.9	15.6	25.5	2.3	3.9	19.0	9.8
Cycle Q Clear(g_c), s	28.5	0.0	2.7	28.5	0.0	1.9	15.6	25.5	2.3	3.9	19.0	9.8
Prop In Lane	0.79		1.00	0.23		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	71	0	494	181	0	488	353	1691	738	99	1183	517
V/C Ratio(X)	4.07	0.00	0.13	0.89	0.00	0.10	0.89	0.74	0.10	0.78	0.72	0.42
Avail Cap(c_a), veh/h	71	0	494	181	0	488	408	1691	738	132	1183	517
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.0	0.0	21.9	25.7	0.0	21.7	35.1	18.9	12.9	41.9	26.3	23.2
Incr Delay (d2), s/veh	1414.6	0.0	0.1	38.3	0.0	0.1	19.7	2.9	0.3	18.8	3.8	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	29.9	0.0	1.2	4.9	0.0	0.8	9.6	13.1	1.0	2.4	9.8	4.5
LnGrp Delay(d),s/veh	1459.6	0.0	22.0	64.0	0.0	21.8	54.8	21.9	13.1	60.7	30.1	25.7
LnGrp LOS	F		C	E		C	D	C	B	E	C	C
Approach Vol, veh/h		356			209			1634			1145	
Approach Delay, s/veh		1197.2			54.5			27.9			31.3	
Approach LOS		F			D			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.5	47.5		33.0	22.4	34.6		33.0				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	6.7	41.3		28.5	20.7	27.3		28.5				
Max Q Clear Time (g_c+I1), s	5.9	27.5		30.5	17.6	21.0		30.5				
Green Ext Time (p_c), s	0.0	11.2		0.0	0.3	5.6		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			155.2									
HCM 2010 LOS			F									

Lanes, Volumes, Timings
5: Clubhouse View & Vista Chino

2040 Auto/LSEV PM Peak Hour (Proposed)

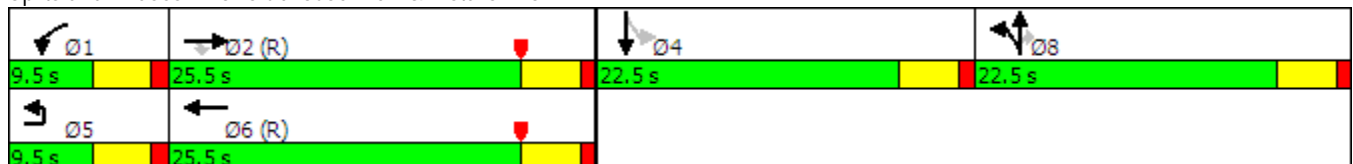


Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↰		↕↕	↗	↖	↕↕			↕	↗		↕↕
Traffic Volume (vph)	1	0	1538	19	31	1964	0	32	11	18	0	12
Future Volume (vph)	1	0	1538	19	31	1964	0	32	11	18	0	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		130		0	200		0	0		50	0	
Storage Lanes		1		1	1		0	0		0	0	
Taper Length (ft)		60			130			60			60	
Right Turn on Red				Yes			Yes			Yes		
Link Speed (mph)			50			50			45			30
Link Distance (ft)			501			679			345			209
Travel Time (s)			6.8			9.3			5.2			4.8
Confl. Bikes (#/hr)				3			2			21		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Turn Type	Prot		NA	Perm	Prot	NA		Split	NA	Perm		NA
Protected Phases	5		2		1	6		8	8			4
Permitted Phases				2						8	4	
Detector Phase	5		2	2	1	6		8	8	8	4	4
Switch Phase												
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5		22.5	22.5	9.5	22.5		22.5	22.5	22.5	22.5	22.5
Total Split (s)	9.5		25.5	25.5	9.5	25.5		22.5	22.5	22.5	22.5	22.5
Total Split (%)	11.9%		31.9%	31.9%	11.9%	31.9%		28.1%	28.1%	28.1%	28.1%	28.1%
Yellow Time (s)	3.5		3.5	3.5	3.5	3.5		3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5		4.5	4.5	4.5	4.5		4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead		Lag	Lag	Lead	Lag						
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes						
Recall Mode	None		C-Max	C-Max	None	C-Max		Max	Max	Max	None	None

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 120
 Control Type: Actuated-Coordinated





















Splits and Phases: 5: Clubhouse View & Vista Chino



Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	0
Future Volume (vph)	0
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Right Turn on Red	Yes
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Bikes (#/hr)	20
Peak Hour Factor	0.92
Shared Lane Traffic (%)	
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	
Intersection Summary	

HCM 2010 Signalized Intersection Summary
5: Clubhouse View & Vista Chino




















2040 Auto/LSEV PM Peak Hour (Proposed)

												
Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	1	0	1538	19	31	1964	0	32	11	18	0	12
Future Volume (veh/h)	1	0	1538	19	31	1964	0	32	11	18	0	12
Number		5	2	12	1	6	16	3	8	18	7	4
Initial Q (Qb), veh		0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00		0.98	1.00		1.00	1.00		0.97	1.00	
Parking Bus, Adj		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln		0	1863	1863	1863	1863	0	1900	1863	1863	1900	1863
Adj Flow Rate, veh/h		0	1672	21	34	2135	0	35	12	20	0	13
Adj No. of Lanes		0	2	1	1	2	0	0	1	1	0	1
Peak Hour Factor		0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %		0	2	2	2	2	0	2	2	2	2	2
Cap, veh/h		0	1774	776	59	2090	0	301	103	345	0	29
Arrive On Green		0.00	0.50	0.50	0.03	0.59	0.00	0.22	0.22	0.22	0.00	0.02
Sat Flow, veh/h		0	3632	1548	1774	3632	0	1337	459	1531	0	1863
Grp Volume(v), veh/h		0	1672	21	34	2135	0	47	0	20	0	13
Grp Sat Flow(s),veh/h/ln		0	1770	1548	1774	1770	0	1796	0	1531	0	1863
Q Serve(g_s), s		0.0	35.7	0.5	1.5	47.2	0.0	1.7	0.0	0.8	0.0	0.6
Cycle Q Clear(g_c), s		0.0	35.7	0.5	1.5	47.2	0.0	1.7	0.0	0.8	0.0	0.6
Prop In Lane		0.00		1.00	1.00		0.00	0.74		1.00	0.00	
Lane Grp Cap(c), veh/h		0	1774	776	59	2090	0	404	0	345	0	29
V/C Ratio(X)		0.00	0.94	0.03	0.58	1.02	0.00	0.12	0.00	0.06	0.00	0.45
Avail Cap(c_a), veh/h		0	1774	776	111	2090	0	404	0	345	0	419
HCM Platoon Ratio		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh		0.0	18.9	10.1	38.1	16.4	0.0	24.7	0.0	24.3	0.0	39.0
Incr Delay (d2), s/veh		0.0	11.5	0.1	8.7	25.3	0.0	0.6	0.0	0.3	0.0	10.3
Initial Q Delay(d3),s/veh		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		0.0	20.0	0.2	0.9	30.0	0.0	0.9	0.0	0.4	0.0	0.4
LnGrp Delay(d),s/veh		0.0	30.4	10.2	46.8	41.7	0.0	25.3	0.0	24.7	0.0	49.3
LnGrp LOS			C	B	D	F		C		C		D
Approach Vol, veh/h			1693			2169			67			13
Approach Delay, s/veh			30.1			41.8			25.1			49.3
Approach LOS			C			D			C			D
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	7.2	44.6		5.8		51.7		22.5				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	5.0	21.0		18.0		21.0		18.0				
Max Q Clear Time (g_c+I1), s	3.5	37.7		2.6		49.2		3.7				
Green Ext Time (p_c), s	0.0	0.0		0.0		0.0		0.2				
Intersection Summary												
HCM 2010 Ctrl Delay			36.5									
HCM 2010 LOS			D									
Notes												

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	0
Future Volume (veh/h)	0
Number	14
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Adj Sat Flow, veh/h/ln	1900
Adj Flow Rate, veh/h	0
Adj No. of Lanes	0
Peak Hour Factor	0.92
Percent Heavy Veh, %	2
Cap, veh/h	0
Arrive On Green	0.00
Sat Flow, veh/h	0
Grp Volume(v), veh/h	0
Grp Sat Flow(s),veh/h/ln	0
Q Serve(g_s), s	0.0
Cycle Q Clear(g_c), s	0.0
Prop In Lane	0.00
Lane Grp Cap(c), veh/h	0
V/C Ratio(X)	0.00
Avail Cap(c_a), veh/h	0
HCM Platoon Ratio	1.00
Upstream Filter(l)	0.00
Uniform Delay (d), s/veh	0.0
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.0
LnGrp Delay(d),s/veh	0.0
LnGrp LOS	
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer	

Lanes, Volumes, Timings
6: Sunrise Wy. & N. Riverside Dr.

2040 Auto/LSEV PM Peak Hour (Proposed)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	12	140	0	12	0	157	904	0	0	1020	35
Future Volume (vph)	25	12	140	0	12	0	157	904	0	0	1020	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	220		0	0		100
Storage Lanes	0		0	0		0	1		0	0		1
Taper Length (ft)	60			60			60			60		
Link Speed (mph)		30			30			40				40
Link Distance (ft)		407			301			806				363
Travel Time (s)		9.3			6.8			13.7				6.2
Confl. Bikes (#/hr)			2						1			2
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free				Free
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											

HCM 2010 TWSC
6: Sunrise Wy. & N. Riverside Dr.

2040 Auto/LSEV PM Peak Hour (Proposed)

Intersection												
Int Delay, s/veh	4.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕			↕	↕
Traffic Vol, veh/h	25	12	140	0	12	0	157	904	0	0	1020	35
Future Vol, veh/h	25	12	140	0	12	0	157	904	0	0	1020	35
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	220	-	-	-	-	100
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	26	13	146	0	13	0	164	942	0	0	1063	36
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1867	2332	531	1807	2332	471	1063	0	-	-	-	0
Stage 1	1063	1063	-	1269	1269	-	-	-	-	-	-	-
Stage 2	804	1269	-	538	1063	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	-	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	-	-	-
Pot Cap-1 Maneuver	45	36	493	50	36	539	651	-	0	0	-	-
Stage 1	238	298	-	178	238	-	-	-	0	0	-	-
Stage 2	343	238	-	495	298	-	-	-	0	0	-	-
Platoon blocked, %								-			-	
Mov Cap-1 Maneuver	32	27	493	26	27	539	651	-	-	-	-	-
Mov Cap-2 Maneuver	107	113	-	80	82	-	-	-	-	-	-	-
Stage 1	178	298	-	133	178	-	-	-	-	-	-	-
Stage 2	239	178	-	334	298	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	38.4			56.6			1.8			0		
HCM LOS	E			F								
Minor Lane/Major Mvmt	NBL	NBT	EBLn1WBLn1	SBT	SBR							
Capacity (veh/h)	651	-	284	82	-							
HCM Lane V/C Ratio	0.251	-	0.649	0.152	-							
HCM Control Delay (s)	12.4	-	38.4	56.6	-							
HCM Lane LOS	B	-	E	F	-							
HCM 95th %tile Q(veh)	1	-	4.2	0.5	-							

Lanes, Volumes, Timings
7: Sunrise Wy. & Mesquite Av.

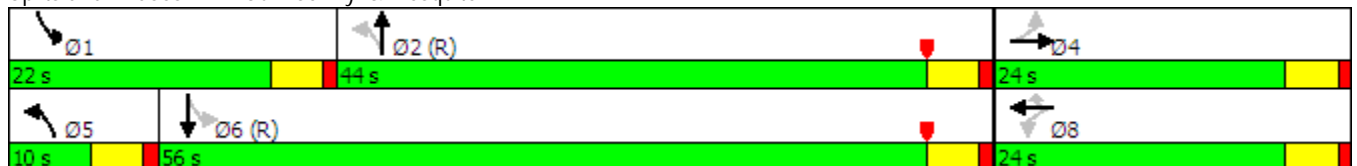
2040 Auto/LSEV PM Peak Hour (Proposed)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	64	95	22	77	116	227	17	840	80	218	913	73
Future Volume (vph)	64	95	22	77	116	227	17	840	80	218	913	73
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	85		0	100		0	150		150	150		150
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	60			60			60			60		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			30			40			40	
Link Distance (ft)		440			3092			475			806	
Travel Time (s)		6.7			70.3			8.1			13.7	
Confl. Bikes (#/hr)			2			3			3			2
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8	2			6		
Detector Phase	4	4		8	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5	22.5	9.5	22.5		9.5	22.5	
Total Split (s)	24.0	24.0		24.0	24.0	24.0	10.0	44.0		22.0	56.0	
Total Split (%)	26.7%	26.7%		26.7%	26.7%	26.7%	11.1%	48.9%		24.4%	62.2%	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5		4.5	4.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	Ped	Ped		Ped	Ped	Ped	None	C-Max		None	C-Max	

Intersection Summary






















Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 15 (17%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Splits and Phases: 7: Sunrise Wy. & Mesquite Av.



HCM 2010 Signalized Intersection Summary
7: Sunrise Wy. & Mesquite Av.

2040 Auto/LSEV PM Peak Hour (Proposed)

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	64	95	22	77	116	227	17	840	80	218	913	73
Future Volume (veh/h)	64	95	22	77	116	227	17	840	80	218	913	73
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	69	102	24	83	125	244	18	903	86	234	982	78
Adj No. of Lanes	1	1	0	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	206	274	65	241	352	294	376	1911	182	456	2126	169
Arrive On Green	0.19	0.19	0.19	0.06	0.06	0.06	0.02	0.59	0.59	0.08	0.64	0.64
Sat Flow, veh/h	1009	1454	342	1260	1863	1559	1774	3262	311	1774	3316	263
Grp Volume(v), veh/h	69	0	126	83	125	244	18	490	499	234	524	536
Grp Sat Flow(s),veh/h/ln	1009	0	1796	1260	1863	1559	1774	1770	1803	1774	1770	1810
Q Serve(g_s), s	5.8	0.0	5.5	5.8	5.8	13.9	0.4	14.3	14.3	4.3	13.6	13.6
Cycle Q Clear(g_c), s	11.6	0.0	5.5	11.3	5.8	13.9	0.4	14.3	14.3	4.3	13.6	13.6
Prop In Lane	1.00		0.19	1.00		1.00	1.00		0.17	1.00		0.15
Lane Grp Cap(c), veh/h	206	0	339	241	352	294	376	1037	1056	456	1135	1160
V/C Ratio(X)	0.34	0.00	0.37	0.34	0.36	0.83	0.05	0.47	0.47	0.51	0.46	0.46
Avail Cap(c_a), veh/h	234	0	389	276	404	338	448	1037	1056	667	1135	1160
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.86	0.86	0.86	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.0	0.0	31.9	42.2	36.9	40.8	7.5	10.7	10.7	7.7	8.2	8.2
Incr Delay (d2), s/veh	1.0	0.0	0.7	0.7	0.5	12.5	0.1	1.5	1.5	0.9	1.4	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	2.8	2.1	3.0	7.0	0.2	7.4	7.5	2.2	7.0	7.1
LnGrp Delay(d),s/veh	38.0	0.0	32.5	43.0	37.5	53.2	7.5	12.2	12.2	8.6	9.6	9.6
LnGrp LOS	D		C	D	D	D	A	B	B	A	A	A
Approach Vol, veh/h		195			452			1007			1294	
Approach Delay, s/veh		34.5			47.0			12.1			9.4	
Approach LOS		C			D			B			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.3	57.2		21.5	6.3	62.2		21.5				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	17.5	39.5		19.5	5.5	51.5		19.5				
Max Q Clear Time (g_c+I1), s	6.3	16.3		13.6	2.4	15.6		15.9				
Green Ext Time (p_c), s	0.5	14.1		1.5	0.0	18.0		1.1				
Intersection Summary												
HCM 2010 Ctrl Delay			17.7									
HCM 2010 LOS			B									

Lanes, Volumes, Timings
8: Farrel Dr. & Mesquite Av.

2040 Auto/LSEV PM Peak Hour (Proposed)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	248	55	158	357	118	131	412	139	115	459	65
Future Volume (vph)	60	248	55	158	357	118	131	412	139	115	459	65
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	90		0	75		0	70		0	0		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	60			30			80			80		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			45			45			30	
Link Distance (ft)		3092			889			512			696	
Travel Time (s)		70.3			13.5			7.8			15.8	
Confl. Bikes (#/hr)			15			15			4			4
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5		9.5	22.5		9.5	22.5	
Total Split (s)	39.0	39.0		39.0	39.0		17.0	35.0		16.0	34.0	
Total Split (%)	43.3%	43.3%		43.3%	43.3%		18.9%	38.9%		17.8%	37.8%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	Ped	Ped		Ped	Ped		None	C-Max		None	C-Max	

Intersection Summary





















Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated

Splits and Phases: 8: Farrel Dr. & Mesquite Av.















HCM 2010 Signalized Intersection Summary
8: Farrel Dr. & Mesquite Av.

2040 Auto/LSEV PM Peak Hour (Proposed)

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	248	55	158	357	118	131	412	139	115	459	65
Future Volume (veh/h)	60	248	55	158	357	118	131	412	139	115	459	65
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	65	267	59	170	384	127	141	443	149	124	494	70
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	247	894	194	314	809	264	509	1257	419	489	1485	210
Arrive On Green	0.10	0.10	0.10	0.31	0.31	0.31	0.06	0.48	0.48	0.06	0.48	0.48
Sat Flow, veh/h	885	2880	625	1050	2609	850	1774	2599	866	1774	3109	439
Grp Volume(v), veh/h	65	162	164	170	259	252	141	300	292	124	280	284
Grp Sat Flow(s),veh/h/ln	885	1770	1735	1050	1770	1689	1774	1770	1696	1774	1770	1778
Q Serve(g_s), s	6.3	7.6	7.9	13.5	10.6	10.9	3.6	9.5	9.7	3.2	8.8	8.9
Cycle Q Clear(g_c), s	17.2	7.6	7.9	21.4	10.6	10.9	3.6	9.5	9.7	3.2	8.8	8.9
Prop In Lane	1.00		0.36	1.00		0.50	1.00		0.51	1.00		0.25
Lane Grp Cap(c), veh/h	247	549	538	314	549	524	509	856	820	489	845	850
V/C Ratio(X)	0.26	0.30	0.30	0.54	0.47	0.48	0.28	0.35	0.36	0.25	0.33	0.33
Avail Cap(c_a), veh/h	312	678	665	390	678	648	646	856	820	616	845	850
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.87	0.87	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.8	31.3	31.4	32.4	25.1	25.2	10.9	14.5	14.5	11.1	14.6	14.6
Incr Delay (d2), s/veh	0.5	0.3	0.3	1.5	0.6	0.7	0.3	1.1	1.2	0.3	1.1	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	3.8	3.8	4.0	5.3	5.1	1.7	4.9	4.7	1.6	4.5	4.6
LnGrp Delay(d),s/veh	41.3	31.5	31.7	33.9	25.7	25.9	11.2	15.6	15.7	11.3	15.6	15.7
LnGrp LOS	D	C	C	C	C	C	B	B	B	B	B	B
Approach Vol, veh/h		391			681			733			688	
Approach Delay, s/veh		33.2			27.8			14.8			14.9	
Approach LOS		C			C			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.6	48.0		32.4	10.1	47.5		32.4				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	11.5	30.5		34.5	12.5	29.5		34.5				
Max Q Clear Time (g_c+I1), s	5.2	11.7		19.2	5.6	10.9		23.4				
Green Ext Time (p_c), s	0.1	6.8		5.4	0.2	6.7		4.5				
Intersection Summary												
HCM 2010 Ctrl Delay				21.3								
HCM 2010 LOS				C								

Lanes, Volumes, Timings
 9: El Cielo Rd. & Mesquite Av.

2040 Auto/LSEV PM Peak Hour (Proposed)

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	386	306	215	346	236	285
Future Volume (vph)	386	306	215	346	236	285
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	250		100	90	
Storage Lanes	1	1		1	1	
Taper Length (ft)	60				60	
Link Speed (mph)	35		45			45
Link Distance (ft)	566		352			331
Travel Time (s)	11.0		5.3			5.0
Confl. Peds. (#/hr)	49			7	7	
Confl. Bikes (#/hr)		3		6		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control	Stop		Stop			Stop
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

Intersection	
Intersection Delay, s/veh	34.1
Intersection LOS	D





















Movement	WBU	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Lane Configurations		↘	↗		↕	↗		↘	↕
Traffic Vol, veh/h	0	386	306	0	215	346	0	236	285
Future Vol, veh/h	0	386	306	0	215	346	0	236	285
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	420	333	0	234	376	0	257	310
Number of Lanes	0	1	1	0	1	1	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay	46.4	26.6	26
HCM LOS	E	D	D

Lane	NBLn1	NBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	0%	0%	100%	0%	100%	0%
Vol Thru, %	100%	0%	0%	0%	0%	100%
Vol Right, %	0%	100%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	215	346	386	306	236	285
LT Vol	0	0	386	0	236	0
Through Vol	215	0	0	0	0	285
RT Vol	0	346	0	306	0	0
Lane Flow Rate	234	376	420	333	257	310
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.527	0.772	0.971	0.656	0.614	0.697
Departure Headway (Hd)	8.111	7.387	8.33	7.1	8.617	8.1
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	444	489	436	509	418	446
Service Time	5.858	5.134	6.073	4.843	6.366	5.849
HCM Lane V/C Ratio	0.527	0.769	0.963	0.654	0.615	0.695
HCM Control Delay	19.6	31	65.4	22.4	24.2	27.5
HCM Lane LOS	C	D	F	C	C	D
HCM 95th-tile Q	3	6.8	11.8	4.7	4	5.3

Lanes, Volumes, Timings
10: Crossley Rd. & 34th Av.

2040 Auto/LSEV PM Peak Hour (Proposed)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	26	2	44	86	3	31	59	453	175	34	240	5
Future Volume (vph)	26	2	44	86	3	31	59	453	175	34	240	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	60		50	70		50
Storage Lanes	0		0	0		0	1		1	1		1
Taper Length (ft)	60			60			60			60		
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		346			491			509			544	
Travel Time (s)		7.9			11.2			7.7			8.2	
Confl. Bikes (#/hr)			2			6			13			8
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	

















Intersection Summary

Area Type: Other
Control Type: Unsignalized

Intersection												
Int Delay, s/veh	4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↗	↗↗	↗	↗	↗↗	↗
Traffic Vol, veh/h	26	2	44	86	3	31	59	453	175	34	240	5
Future Vol, veh/h	26	2	44	86	3	31	59	453	175	34	240	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	60	-	50	70	-	50
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	27	2	45	89	3	32	61	467	180	35	247	5
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	675	907	124	784	907	234	247	0	0	467	0	0
Stage 1	318	318	-	589	589	-	-	-	-	-	-	-
Stage 2	357	589	-	195	318	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	340	274	904	283	274	768	1316	-	-	1091	-	-
Stage 1	668	652	-	461	494	-	-	-	-	-	-	-
Stage 2	633	494	-	788	652	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	304	253	904	251	253	768	1316	-	-	1091	-	-
Mov Cap-2 Maneuver	304	253	-	251	253	-	-	-	-	-	-	-
Stage 1	637	631	-	440	471	-	-	-	-	-	-	-
Stage 2	575	471	-	722	631	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	13.3			24.7			0.7			1		
HCM LOS	B			C								
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1316	-	-	507	304	1091	-	-				
HCM Lane V/C Ratio	0.046	-	-	0.146	0.407	0.032	-	-				
HCM Control Delay (s)	7.9	-	-	13.3	24.7	8.4	-	-				
HCM Lane LOS	A	-	-	B	C	A	-	-				
HCM 95th %tile Q(veh)	0.1	-	-	0.5	1.9	0.1	-	-				

Lanes, Volumes, Timings
 11: Crossley Rd. & Tahquitz Creek

2040 Auto/LSEV PM Peak Hour (Proposed)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	13	0	0	0	12	0	770	0	0	280	0
Future Volume (vph)	0	13	0	0	0	12	0	770	0	0	280	0
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		228			675			463			646	
Travel Time (s)		5.2			15.3			7.0			9.8	
Confl. Bikes (#/hr)			19			19			5			3
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											

Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔				↑↑			↑↑	
Traffic Vol, veh/h	0	13	0	0	0	12	0	770	0	0	280	0
Future Vol, veh/h	0	13	0	0	0	12	0	770	0	0	280	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	13	0	0	0	12	0	794	0	0	289	0
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	686	1083	144	945	-	397	-	0	-	-	-	0
Stage 1	289	289	-	794	-	-	-	-	-	-	-	-
Stage 2	397	794	-	151	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	-	6.94	-	-	-	-	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	-	3.32	-	-	-	-	-	-
Pot Cap-1 Maneuver	334	216	877	217	0	602	0	-	0	0	-	0
Stage 1	694	672	-	348	0	-	0	-	0	0	-	0
Stage 2	600	398	-	836	0	-	0	-	0	0	-	0
Platoon blocked, %												
Mov Cap-1 Maneuver	327	216	877	207	-	602	-	-	-	-	-	-
Mov Cap-2 Maneuver	327	216	-	207	-	-	-	-	-	-	-	-
Stage 1	694	672	-	348	-	-	-	-	-	-	-	-
Stage 2	588	398	-	819	-	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	22.8			11.1			0			0		
HCM LOS	C			B								
Minor Lane/Major Mvmt	NBT	EBLn1	WBLn1	SBT								
Capacity (veh/h)	-	216	602	-								
HCM Lane V/C Ratio	-	0.062	0.021	-								
HCM Control Delay (s)	-	22.8	11.1	-								
HCM Lane LOS	-	C	B	-								
HCM 95th %tile Q(veh)	-	0.2	0.1	-								

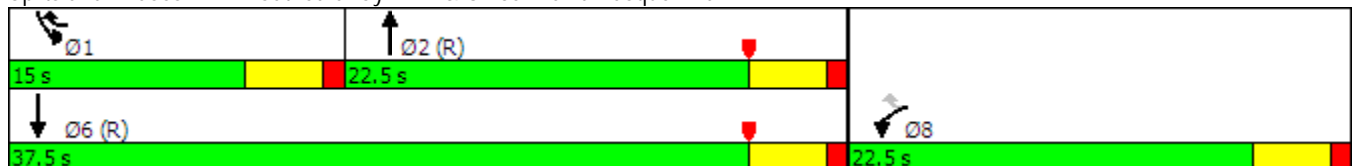
12: Cathedral Cyn. Dr. & Officer David Vasquez Rd.

	↙ ↘		↑	↗ ↘		↓
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↙↘	↗	↕↔		↗	↕↕
Traffic Volume (vph)	28	416	449	7	193	486
Future Volume (vph)	28	416	449	7	193	486
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	120	120		150	200	
Storage Lanes	1	1		0	1	
Taper Length (ft)	90				80	
Right Turn on Red		Yes		Yes		
Link Speed (mph)	40		40			40
Link Distance (ft)	554		483			555
Travel Time (s)	9.4		8.2			9.5
Confl. Bikes (#/hr)		1		5		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)						
Turn Type	Prot	pm+ov	NA		Prot	NA
Protected Phases	8	1	2		1	6
Permitted Phases		8				
Detector Phase	8	1	2		1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	22.5	9.5	22.5		9.5	22.5
Total Split (s)	22.5	15.0	22.5		15.0	37.5
Total Split (%)	37.5%	25.0%	37.5%		25.0%	62.5%
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5
Lead/Lag		Lead	Lag		Lead	
Lead-Lag Optimize?		Yes	Yes		Yes	
Recall Mode	Ped	None	C-Max		None	C-Max















Intersection Summary

Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Splits and Phases: 12: Cathedral Cyn. Dr. & Officer David Vasquez Rd.



HCM 2010 Signalized Intersection Summary 2040 Auto/LSEV PM Peak Hour (Proposed)
 12: Cathedral Cyn. Dr. & Officer David Vasquez Rd.

								
Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations	 		 			 		
Traffic Volume (veh/h)	28	416	449	7	193	486		
Future Volume (veh/h)	28	416	449	7	193	486		
Number	3	18	2	12	1	6		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00		0.97	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863		
Adj Flow Rate, veh/h	29	438	473	7	203	512		
Adj No. of Lanes	2	1	2	0	1	2		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	919	646	1309	19	250	2063		
Arrive On Green	0.27	0.27	0.37	0.37	0.14	0.58		
Sat Flow, veh/h	3442	1583	3662	53	1774	3632		
Grp Volume(v), veh/h	29	438	234	246	203	512		
Grp Sat Flow(s),veh/h/ln	1721	1583	1770	1852	1774	1770		
Q Serve(g_s), s	0.4	13.6	5.8	5.8	6.7	4.2		
Cycle Q Clear(g_c), s	0.4	13.6	5.8	5.8	6.7	4.2		
Prop In Lane	1.00	1.00		0.03	1.00			
Lane Grp Cap(c), veh/h	919	646	649	679	250	2063		
V/C Ratio(X)	0.03	0.68	0.36	0.36	0.81	0.25		
Avail Cap(c_a), veh/h	1032	698	649	679	310	2063		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	16.2	14.5	13.9	13.9	25.0	6.1		
Incr Delay (d2), s/veh	0.0	2.4	1.6	1.5	12.4	0.3		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.2	6.3	3.1	3.2	4.1	2.1		
LnGrp Delay(d),s/veh	16.3	16.9	15.4	15.4	37.3	6.4		
LnGrp LOS	B	B	B	B	D	A		
Approach Vol, veh/h	467		480			715		
Approach Delay, s/veh	16.9		15.4			15.2		
Approach LOS	B		B			B		
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	13.0	26.5				39.5		20.5
Change Period (Y+Rc), s	4.5	4.5				4.5		4.5
Max Green Setting (Gmax), s	10.5	18.0				33.0		18.0
Max Q Clear Time (g_c+I1), s	8.7	7.8				6.2		15.6
Green Ext Time (p_c), s	0.1	4.2				6.5		0.5
Intersection Summary								
HCM 2010 Ctrl Delay			15.7					
HCM 2010 LOS			B					

Lanes, Volumes, Timings
13: Date Palm Dr. & Perez Rd.

2040 Auto/LSEV PM Peak Hour (Proposed)

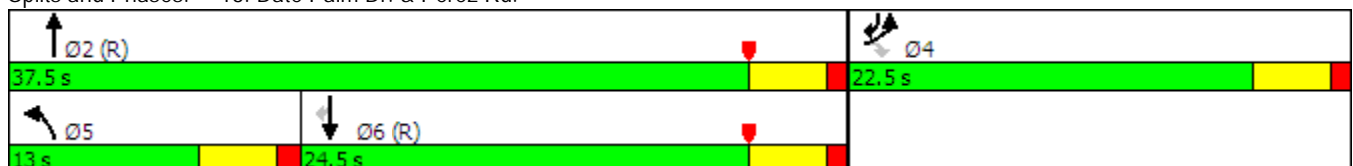


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↖↗	↗	↖	↑↑	↑↑	↗
Traffic Volume (vph)	729	189	192	1201	912	659
Future Volume (vph)	729	189	192	1201	912	659
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	165	0	160			150
Storage Lanes	1	1	1			1
Taper Length (ft)	60		80			
Right Turn on Red		Yes				Yes
Link Speed (mph)	40			40	40	
Link Distance (ft)	503			488	484	
Travel Time (s)	8.6			8.3	8.3	
Confl. Bikes (#/hr)		3				6
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)						
Turn Type	Prot	Perm	Prot	NA	NA	pm+ov
Protected Phases	4		5	2	6	4
Permitted Phases		4				6
Detector Phase	4	4	5	2	6	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	9.5	22.5	22.5	22.5
Total Split (s)	22.5	22.5	13.0	37.5	24.5	22.5
Total Split (%)	37.5%	37.5%	21.7%	62.5%	40.8%	37.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	Ped	Ped	None	C-Max	C-Max	Ped

Intersection Summary
















Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Splits and Phases: 13: Date Palm Dr. & Perez Rd.



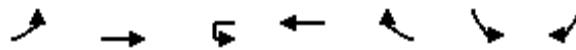
HCM 2010 Signalized Intersection Summary
 13: Date Palm Dr. & Perez Rd.

2040 Auto/LSEV PM Peak Hour (Proposed)

								
Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations	 			 	 			
Traffic Volume (veh/h)	729	189	192	1201	912	659		
Future Volume (veh/h)	729	189	192	1201	912	659		
Number	7	14	5	2	6	16		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.97		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863		
Adj Flow Rate, veh/h	767	199	202	1264	960	694		
Adj No. of Lanes	2	1	1	2	2	1		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	916	421	247	2067	1309	992		
Arrive On Green	0.27	0.27	0.14	0.58	0.37	0.37		
Sat Flow, veh/h	3442	1583	1774	3632	3632	1542		
Grp Volume(v), veh/h	767	199	202	1264	960	694		
Grp Sat Flow(s),veh/h/ln	1721	1583	1774	1770	1770	1542		
Q Serve(g_s), s	12.6	6.3	6.6	13.9	14.1	17.9		
Cycle Q Clear(g_c), s	12.6	6.3	6.6	13.9	14.1	17.9		
Prop In Lane	1.00	1.00	1.00			1.00		
Lane Grp Cap(c), veh/h	916	421	247	2067	1309	992		
V/C Ratio(X)	0.84	0.47	0.82	0.61	0.73	0.70		
Avail Cap(c_a), veh/h	1032	475	251	2067	1309	992		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	20.8	18.5	25.1	8.1	16.3	7.2		
Incr Delay (d2), s/veh	5.6	0.8	18.6	1.4	3.7	4.1		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	6.7	5.8	4.5	7.1	7.5	12.5		
LnGrp Delay(d),s/veh	26.4	19.3	43.7	9.4	20.0	11.3		
LnGrp LOS	C	B	D	A	C	B		
Approach Vol, veh/h	966			1466	1654			
Approach Delay, s/veh	24.9			14.2	16.4			
Approach LOS	C			B	B			
Timer	1	2	3	4	5	6	7	8
Assigned Phs	2		4		5	6		
Phs Duration (G+Y+Rc), s	39.5		20.5		12.8	26.7		
Change Period (Y+Rc), s	4.5		4.5		4.5	4.5		
Max Green Setting (Gmax), s	33.0		18.0		8.5	20.0		
Max Q Clear Time (g_c+I1), s	15.9		14.6		8.6	19.9		
Green Ext Time (p_c), s	14.6		1.3		0.0	0.1		
Intersection Summary								
HCM 2010 Ctrl Delay			17.6					
HCM 2010 LOS			B					

Lanes, Volumes, Timings
14: Frank Sinatra Dr. & Da Vall Dr.

2040 Auto/LSEV PM Peak Hour (Proposed)



Lane Group	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑↑	↗	↑↑	↖	↖↗	↖
Traffic Volume (vph)	274	701	1	859	830	420	162
Future Volume (vph)	274	701	1	859	830	420	162
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	120		105		75	160	0
Storage Lanes	1		1		1	1	1
Taper Length (ft)	90		55			100	
Right Turn on Red					Yes		Yes
Link Speed (mph)		45		45		45	
Link Distance (ft)		584		653		606	
Travel Time (s)		8.8		9.9		9.2	
Confl. Bikes (#/hr)					4		2
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Shared Lane Traffic (%)							10%
Turn Type	Prot	NA	Prot	NA	Perm	Prot	Perm
Protected Phases	5	2	1	6		4	
Permitted Phases					6		4
Detector Phase	5	2	1	6	6	4	4
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	9.5	22.5	22.5	22.5	22.5
Total Split (s)	25.4	68.0	9.5	52.1	52.1	22.5	22.5
Total Split (%)	25.4%	68.0%	9.5%	52.1%	52.1%	22.5%	22.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag	Lag		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		
Recall Mode	None	C-Max	None	C-Max	C-Max	Max	Max

Intersection Summary

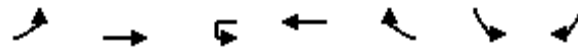
Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated

Splits and Phases: 14: Frank Sinatra Dr. & Da Vall Dr.



HCM 2010 Signalized Intersection Summary
 14: Frank Sinatra Dr. & Da Vall Dr.

2040 Auto/LSEV PM Peak Hour (Proposed)



Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR	
Lane Configurations								
Traffic Volume (veh/h)	274	701	1	859	830	420	162	
Future Volume (veh/h)	274	701	1	859	830	420	162	
Number	5	2		6	16	7	14	
Initial Q (Qb), veh	0	0		0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00				0.98	1.00	1.00	
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00	1.00	
Adj Sat Flow, veh/h/ln	1863	1863		1863	1863	1863	1863	
Adj Flow Rate, veh/h	285	730		895	865	438	169	
Adj No. of Lanes	1	2		2	1	2	1	
Peak Hour Factor	0.96	0.96		0.96	0.96	0.96	0.96	
Percent Heavy Veh, %	2	2		2	2	2	2	
Cap, veh/h	319	2584		1789	782	639	285	
Arrive On Green	0.18	0.73		0.51	0.51	0.18	0.18	
Sat Flow, veh/h	1774	3632		3632	1547	3548	1583	
Grp Volume(v), veh/h	285	730		895	865	438	169	
Grp Sat Flow(s),veh/h/ln	1774	1770		1770	1547	1774	1583	
Q Serve(g_s), s	15.7	7.0		16.7	50.5	11.5	9.8	
Cycle Q Clear(g_c), s	15.7	7.0		16.7	50.5	11.5	9.8	
Prop In Lane	1.00				1.00	1.00	1.00	
Lane Grp Cap(c), veh/h	319	2584		1789	782	639	285	
V/C Ratio(X)	0.89	0.28		0.50	1.11	0.69	0.59	
Avail Cap(c_a), veh/h	371	2584		1789	782	639	285	
HCM Platoon Ratio	1.00	1.00		1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00		1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	40.1	4.6		16.4	24.7	38.4	37.6	
Incr Delay (d2), s/veh	21.1	0.3		1.0	65.3	5.9	8.8	
Initial Q Delay(d3),s/veh	0.0	0.0		0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	9.6	3.4		8.3	35.7	6.2	9.2	
LnGrp Delay(d),s/veh	61.2	4.9		17.4	90.1	44.3	46.4	
LnGrp LOS	E	A		B	F	D	D	
Approach Vol, veh/h		1015		1760		607		
Approach Delay, s/veh		20.7		53.1		44.9		
Approach LOS		C		D		D		
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		77.5		22.5	22.5	55.0		
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5		
Max Green Setting (Gmax), s		63.5		18.0	20.9	47.6		
Max Q Clear Time (g_c+I1), s		9.0		13.5	17.7	52.5		
Green Ext Time (p_c), s		25.9		1.0	0.3	0.0		
Intersection Summary								
HCM 2010 Ctrl Delay			41.9					
HCM 2010 LOS			D					
Notes								

Lanes, Volumes, Timings
15: SR-111 & Country Club Dr.

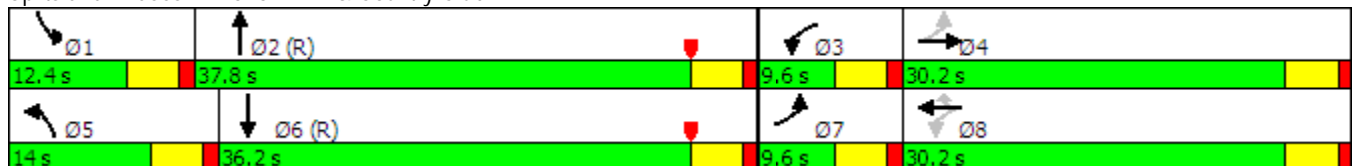
2040 Auto/LSEV PM Peak Hour (Proposed)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	48	428	115	52	133	426	153	1760	86	272	1329	245
Future Volume (vph)	48	428	115	52	133	426	153	1760	86	272	1329	245
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	30		0	100		0	160		0	190		0
Storage Lanes	1		0	1		1	1		0	2		0
Taper Length (ft)	60			75			60			60		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			45			55			55	
Link Distance (ft)		358			739			1799			632	
Travel Time (s)		8.1			11.2			22.3			7.8	
Confl. Bikes (#/hr)			2			4			9			2
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Shared Lane Traffic (%)						37%						
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8		8						
Detector Phase	7	4		3	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5		9.5	22.5	22.5	9.5	22.5		9.5	22.5	
Total Split (s)	9.6	30.2		9.6	30.2	30.2	14.0	37.8		12.4	36.2	
Total Split (%)	10.7%	33.6%		10.7%	33.6%	33.6%	15.6%	42.0%		13.8%	40.2%	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5		4.5	4.5	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None	None	None	C-Max		None	C-Max	

Intersection Summary























Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 100
 Control Type: Actuated-Coordinated

Splits and Phases: 15: SR-111 & Country Club Dr.



HCM 2010 Signalized Intersection Summary
15: SR-111 & Country Club Dr.

2040 Auto/LSEV PM Peak Hour (Proposed)

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	48	428	115	52	133	426	153	1760	86	272	1329	245
Future Volume (veh/h)	48	428	115	52	133	426	153	1760	86	272	1329	245
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	49	441	119	54	364	288	158	1814	0	280	1370	253
Adj No. of Lanes	1	1	0	1	1	1	1	3	0	2	3	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	239	402	109	153	535	448	187	1960	0	302	1581	292
Arrive On Green	0.04	0.29	0.29	0.04	0.29	0.29	0.21	0.77	0.00	0.09	0.37	0.37
Sat Flow, veh/h	1774	1409	380	1774	1863	1559	1774	5253	0	3442	4299	793
Grp Volume(v), veh/h	49	0	560	54	364	288	158	1814	0	280	1080	543
Grp Sat Flow(s),veh/h/ln	1774	0	1789	1774	1863	1559	1774	1695	0	1721	1695	1702
Q Serve(g_s), s	1.7	0.0	25.7	1.9	15.6	14.5	7.7	25.7	0.0	7.3	26.6	26.7
Cycle Q Clear(g_c), s	1.7	0.0	25.7	1.9	15.6	14.5	7.7	25.7	0.0	7.3	26.6	26.7
Prop In Lane	1.00		0.21	1.00		1.00	1.00		0.00	1.00		0.47
Lane Grp Cap(c), veh/h	239	0	511	153	535	448	187	1960	0	302	1247	626
V/C Ratio(X)	0.21	0.00	1.10	0.35	0.68	0.64	0.84	0.93	0.00	0.93	0.87	0.87
Avail Cap(c_a), veh/h	269	0	511	181	535	448	187	1960	0	302	1247	626
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	0.80	0.80	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.5	0.0	32.2	24.7	28.4	28.0	34.8	9.3	0.0	40.8	26.4	26.4
Incr Delay (d2), s/veh	0.4	0.0	68.5	1.4	3.5	3.1	23.6	7.5	0.0	33.2	8.2	15.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	22.4	1.0	8.5	6.6	4.9	12.4	0.0	4.9	13.9	15.1
LnGrp Delay(d),s/veh	22.9	0.0	100.7	26.1	31.9	31.1	58.4	16.7	0.0	74.0	34.6	41.4
LnGrp LOS	C		F	C	C	C	E	B		E	C	D
Approach Vol, veh/h		609			706			1972			1903	
Approach Delay, s/veh		94.4			31.1			20.1			42.4	
Approach LOS		F			C			C			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.4	39.2	8.2	30.2	14.0	37.6	8.0	30.4				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	7.9	33.3	5.1	25.7	9.5	31.7	5.1	25.7				
Max Q Clear Time (g_c+I1), s	9.3	27.7	3.9	27.7	9.7	28.7	3.7	17.6				
Green Ext Time (p_c), s	0.0	5.4	0.0	0.0	0.0	3.0	0.0	4.2				
Intersection Summary												
HCM 2010 Ctrl Delay			38.5									
HCM 2010 LOS			D									
Notes												

Lanes, Volumes, Timings
16: SR-111 & Thunderbird Rd.

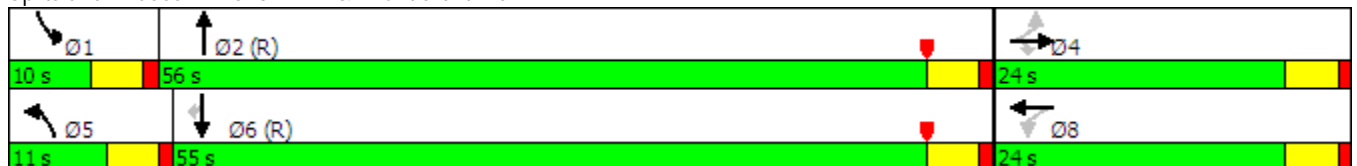
2040 Auto/LSEV PM Peak Hour (Proposed)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	57	17	67	22	21	27	33	1811	30	4	1416	96
Future Volume (vph)	57	17	67	22	21	27	33	1811	30	4	1416	96
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		50	0		0	210		0	195		135
Storage Lanes	0		1	0		0	1		0	1		1
Taper Length (ft)	60			60			60			60		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		479			372			923			1799	
Travel Time (s)		10.9			8.5			11.4			22.3	
Confl. Bikes (#/hr)			2			2			9			9
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA		Prot	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8								6
Detector Phase	4	4	4	8	8		5	2		1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5		9.5	22.5		9.5	22.5	22.5
Total Split (s)	24.0	24.0	24.0	24.0	24.0		11.0	56.0		10.0	55.0	55.0
Total Split (%)	26.7%	26.7%	26.7%	26.7%	26.7%		12.2%	62.2%		11.1%	61.1%	61.1%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		4.5	4.5		4.5		4.5	4.5		4.5	4.5	4.5
Lead/Lag							Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	Yes
Recall Mode	Ped	Ped	Ped	None	None		None	C-Max		None	C-Max	C-Max

Intersection Summary

























Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Splits and Phases: 16: SR-111 & Thunderbird Rd.



HCM 2010 Signalized Intersection Summary
 16: SR-111 & Thunderbird Rd.

2040 Auto/LSEV PM Peak Hour (Proposed)

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  			  	
Traffic Volume (veh/h)	57	17	67	22	21	27	33	1811	30	4	1416	96
Future Volume (veh/h)	57	17	67	22	21	27	33	1811	30	4	1416	96
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	60	18	71	23	22	28	35	1906	32	4	1491	101
Adj No. of Lanes	0	1	1	0	1	0	1	3	0	1	3	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	170	41	144	74	51	45	57	3872	65	9	3687	1120
Arrive On Green	0.09	0.09	0.09	0.09	0.09	0.09	0.03	0.75	0.75	0.01	1.00	1.00
Sat Flow, veh/h	1067	446	1557	234	550	488	1774	5149	86	1774	5085	1544
Grp Volume(v), veh/h	78	0	71	73	0	0	35	1255	683	4	1491	101
Grp Sat Flow(s),veh/h/ln	1513	0	1557	1273	0	0	1774	1695	1845	1774	1695	1544
Q Serve(g_s), s	0.0	0.0	3.9	1.3	0.0	0.0	1.8	13.1	13.1	0.2	0.0	0.0
Cycle Q Clear(g_c), s	4.3	0.0	3.9	5.6	0.0	0.0	1.8	13.1	13.1	0.2	0.0	0.0
Prop In Lane	0.77		1.00	0.32		0.38	1.00		0.05	1.00		1.00
Lane Grp Cap(c), veh/h	211	0	144	170	0	0	57	2550	1388	9	3687	1120
V/C Ratio(X)	0.37	0.00	0.49	0.43	0.00	0.00	0.61	0.49	0.49	0.43	0.40	0.09
Avail Cap(c_a), veh/h	390	0	337	361	0	0	128	2550	1388	108	3687	1120
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.32	0.32	0.32
Uniform Delay (d), s/veh	38.9	0.0	38.8	39.2	0.0	0.0	43.0	4.4	4.4	44.4	0.0	0.0
Incr Delay (d2), s/veh	1.1	0.0	2.6	1.7	0.0	0.0	10.0	0.7	1.3	9.6	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.0	1.8	1.8	0.0	0.0	1.0	6.2	6.9	0.1	0.0	0.0
LnGrp Delay(d),s/veh	40.0	0.0	41.4	40.9	0.0	0.0	53.0	5.1	5.6	54.0	0.1	0.1
LnGrp LOS	D		D	D			D	A	A	D	A	A
Approach Vol, veh/h		149			73			1973			1596	
Approach Delay, s/veh		40.7			40.9			6.1			0.2	
Approach LOS		D			D			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.0	72.2		12.8	7.4	69.7		12.8				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.5	51.5		19.5	6.5	50.5		19.5				
Max Q Clear Time (g_c+I1), s	2.2	15.1		6.3	3.8	2.0		7.6				
Green Ext Time (p_c), s	0.0	30.9		0.8	0.0	39.2		0.8				
Intersection Summary												
HCM 2010 Ctrl Delay			5.7									
HCM 2010 LOS			A									

Lanes, Volumes, Timings
17: SR-111 & Paxton Dr.

2040 Auto/LSEV PM Peak Hour (Proposed)

Lane Group	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	123	137	1	1778	140	79	1375
Future Volume (vph)	123	137	1	1778	140	79	1375
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	60	125		0	195	
Storage Lanes	1	1	1		0	1	
Taper Length (ft)	60		60			60	
Right Turn on Red		Yes			Yes		
Link Speed (mph)	55			55			55
Link Distance (ft)	411			627			554
Travel Time (s)	5.1			7.8			6.9
Confl. Bikes (#/hr)		9			2		
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Shared Lane Traffic (%)							
Turn Type	Prot	Perm	Prot	NA		Prot	NA
Protected Phases	8		5	2		1	6
Permitted Phases		8					
Detector Phase	8	8	5	2		1	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	22.5	22.5	9.5	22.5		9.5	22.5
Total Split (s)	23.0	23.0	10.0	52.0		15.0	57.0
Total Split (%)	25.6%	25.6%	11.1%	57.8%		16.7%	63.3%
Yellow Time (s)	3.5	3.5	3.5	3.5		3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5		4.5	4.5
Lead/Lag			Lead	Lag		Lead	Lag
Lead-Lag Optimize?			Yes	Yes		Yes	Yes
Recall Mode	None	None	None	C-Max		None	C-Max

Intersection Summary














Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 65
 Control Type: Actuated-Coordinated

Splits and Phases: 17: SR-111 & Paxton Dr.























HCM 2010 Signalized Intersection Summary
17: SR-111 & Paxton Dr.

2040 Auto/LSEV PM Peak Hour (Proposed)

								
Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT	
Lane Configurations								
Traffic Volume (veh/h)	123	137	1	1778	140	79	1375	
Future Volume (veh/h)	123	137	1	1778	140	79	1375	
Number	3	18		2	12	1	6	
Initial Q (Qb), veh	0	0		0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00	1.00			0.98	1.00		
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00	1.00	
Adj Sat Flow, veh/h/ln	1863	1863		1863	1900	1863	1863	
Adj Flow Rate, veh/h	124	138		1796	141	80	1389	
Adj No. of Lanes	1	1		3	0	1	3	
Peak Hour Factor	0.99	0.99		0.99	0.99	0.99	0.99	
Percent Heavy Veh, %	2	2		2	2	2	2	
Cap, veh/h	199	178		3263	255	103	4006	
Arrive On Green	0.11	0.11		0.68	0.68	0.06	0.79	
Sat Flow, veh/h	1774	1583		4969	376	1774	5253	
Grp Volume(v), veh/h	124	138		1267	670	80	1389	
Grp Sat Flow(s),veh/h/ln	1774	1583		1695	1787	1774	1695	
Q Serve(g_s), s	6.0	7.6		17.2	17.3	4.0	7.2	
Cycle Q Clear(g_c), s	6.0	7.6		17.2	17.3	4.0	7.2	
Prop In Lane	1.00	1.00			0.21	1.00		
Lane Grp Cap(c), veh/h	199	178		2304	1214	103	4006	
V/C Ratio(X)	0.62	0.78		0.55	0.55	0.78	0.35	
Avail Cap(c_a), veh/h	365	325		2304	1214	207	4006	
HCM Platoon Ratio	1.00	1.00		1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00		1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	38.1	38.9		7.4	7.4	41.8	2.8	
Incr Delay (d2), s/veh	3.2	7.1		0.9	1.8	11.7	0.2	
Initial Q Delay(d3),s/veh	0.0	0.0		0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	3.1	3.7		8.2	9.0	2.3	3.3	
LnGrp Delay(d),s/veh	41.3	46.0		8.3	9.2	53.5	3.0	
LnGrp LOS	D	D		A	A	D	A	
Approach Vol, veh/h	262		1937		1469			
Approach Delay, s/veh	43.8		8.6		5.8			
Approach LOS	D		A		A			
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	9.7	65.7				75.4		14.6
Change Period (Y+Rc), s	4.5	4.5				4.5		4.5
Max Green Setting (Gmax), s	10.5	47.5				52.5		18.5
Max Q Clear Time (g_c+I1), s	6.0	19.3				9.2		9.6
Green Ext Time (p_c), s	0.1	24.1				34.5		0.5
Intersection Summary								
HCM 2010 Ctrl Delay			10.0					
HCM 2010 LOS			A					
Notes								

Lanes, Volumes, Timings
 18: San Jacinto Dr. & Rancho Las Palmas

2040 Auto/LSEV PM Peak Hour (Proposed)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	57	173	56	86	119	61	93	11	38	70	26	61
Future Volume (vph)	57	173	56	86	119	61	93	11	38	70	26	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	55		0	105		0	0		80	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	70			65			60			60		
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		481			423			425			397	
Travel Time (s)		10.9			9.6			9.7			9.0	
Confl. Peds. (#/hr)	5					5			5	5		
Confl. Bikes (#/hr)			3			3			3			3
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											

Intersection	
Intersection Delay, s/veh	11
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations		↶	↷			↶	↷				↶	↷
Traffic Vol, veh/h	0	57	173	56	0	86	119	61	0	93	11	38
Future Vol, veh/h	0	57	173	56	0	86	119	61	0	93	11	38
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	60	182	59	0	91	125	64	0	98	12	40
Number of Lanes	0	1	2	0	0	1	2	0	0	0	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	3	3	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	2	3
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	1	3
HCM Control Delay	10.7	10.5	11.3
HCM LOS	B	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	89%	0%	100%	0%	0%	100%	0%	0%	45%
Vol Thru, %	11%	0%	0%	100%	51%	0%	100%	39%	17%
Vol Right, %	0%	100%	0%	0%	49%	0%	0%	61%	39%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	104	38	57	115	114	86	79	101	157
LT Vol	93	0	57	0	0	86	0	0	70
Through Vol	11	0	0	115	58	0	79	40	26
RT Vol	0	38	0	0	56	0	0	61	61
Lane Flow Rate	109	40	60	121	120	91	84	106	165
Geometry Grp	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.219	0.067	0.115	0.216	0.202	0.175	0.15	0.177	0.304
Departure Headway (Hd)	7.198	6.045	6.927	6.419	6.068	6.968	6.46	6.029	6.631
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	497	590	516	557	589	513	553	592	540
Service Time	4.966	3.812	4.689	4.18	3.83	4.731	4.223	3.792	4.396
HCM Lane V/C Ratio	0.219	0.068	0.116	0.217	0.204	0.177	0.152	0.179	0.306
HCM Control Delay	12	9.3	10.6	11	10.4	11.2	10.4	10.1	12.3
HCM Lane LOS	B	A	B	B	B	B	B	B	B
HCM 95th-tile Q	0.8	0.2	0.4	0.8	0.7	0.6	0.5	0.6	1.3

Intersection

Intersection Delay, s/veh
 Intersection LOS

Movement	SBU	SBL	SBT	SBR
Lane Configurations			↕	
Traffic Vol, veh/h	0	70	26	61
Future Vol, veh/h	0	70	26	61
Peak Hour Factor	0.92	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	74	27	64
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	3
Conflicting Approach Right	EB
Conflicting Lanes Right	3
HCM Control Delay	12.3
HCM LOS	B

Lanes, Volumes, Timings
19: Bob Hope Dr. & Rancho Las Palmas

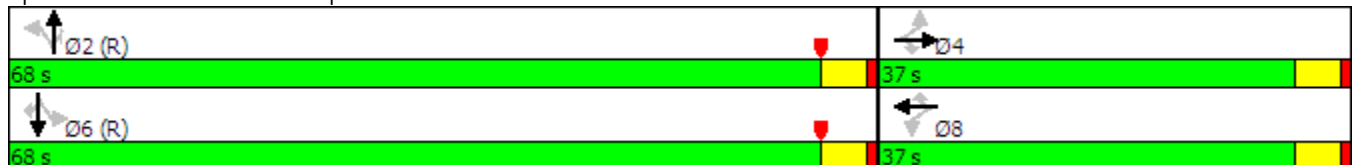
2040 Auto/LSEV PM Peak Hour (Proposed)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	187	16	50	38	16	43	48	1258	35	27	1169	196
Future Volume (vph)	187	16	50	38	16	43	48	1258	35	27	1169	196
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	110		0	0		50	105		80	120		120
Storage Lanes	1		1	0		1	1		1	1		1
Taper Length (ft)	70			60			60			75		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		459			277			813			520	
Travel Time (s)		10.4			6.3			12.3			7.9	
Confl. Peds. (#/hr)	4		4	4		4	7		9	9		7
Confl. Bikes (#/hr)			3			2			14			14
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	4	4	4	8	8	8	2	2	2	6	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	37.0	37.0	37.0	37.0	37.0	37.0	68.0	68.0	68.0	68.0	68.0	68.0
Total Split (%)	35.2%	35.2%	35.2%	35.2%	35.2%	35.2%	64.8%	64.8%	64.8%	64.8%	64.8%	64.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Ped	Ped	Ped	Ped	Ped	Ped	C-Max	C-Max	C-Max	C-Max	C-Max	C-Max

Intersection Summary

Area Type: Other
 Cycle Length: 105
 Actuated Cycle Length: 105
 Offset: 44 (42%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Splits and Phases: 19: Bob Hope Dr. & Rancho Las Palmas



HCM 2010 Signalized Intersection Summary
 19: Bob Hope Dr. & Rancho Las Palmas

2040 Auto/LSEV PM Peak Hour (Proposed)

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	187	16	50	38	16	43	48	1258	35	27	1169	196
Future Volume (veh/h)	187	16	50	38	16	43	48	1258	35	27	1169	196
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	0.99		0.98	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	203	17	54	41	17	47	52	1367	38	29	1271	213
Adj No. of Lanes	1	1	1	0	1	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	305	389	324	263	100	324	260	2497	1079	338	2497	1094
Arrive On Green	0.21	0.21	0.21	0.21	0.21	0.21	1.00	1.00	1.00	0.71	0.71	0.71
Sat Flow, veh/h	1326	1863	1550	980	477	1552	354	3539	1530	381	3539	1551
Grp Volume(v), veh/h	203	17	54	58	0	47	52	1367	38	29	1271	213
Grp Sat Flow(s),veh/h/ln	1326	1863	1550	1457	0	1552	354	1770	1530	381	1770	1551
Q Serve(g_s), s	15.6	0.8	3.0	2.4	0.0	2.6	4.6	0.0	0.0	2.5	17.3	4.9
Cycle Q Clear(g_c), s	18.8	0.8	3.0	3.2	0.0	2.6	21.9	0.0	0.0	2.5	17.3	4.9
Prop In Lane	1.00		1.00	0.71		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	305	389	324	363	0	324	260	2497	1079	338	2497	1094
V/C Ratio(X)	0.67	0.04	0.17	0.16	0.00	0.14	0.20	0.55	0.04	0.09	0.51	0.19
Avail Cap(c_a), veh/h	438	577	480	508	0	480	260	2497	1079	338	2497	1094
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	0.87	0.87	0.87	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.9	33.2	34.0	34.1	0.0	33.9	2.6	0.0	0.0	4.9	7.1	5.3
Incr Delay (d2), s/veh	2.5	0.0	0.2	0.2	0.0	0.2	1.5	0.8	0.1	0.5	0.7	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.9	0.4	1.3	1.4	0.0	1.1	0.5	0.3	0.0	0.3	8.6	2.2
LnGrp Delay(d),s/veh	44.4	33.2	34.3	34.3	0.0	34.1	4.1	0.8	0.1	5.4	7.9	5.7
LnGrp LOS	D	C	C	C		C	A	A	A	A	A	A
Approach Vol, veh/h		274			105			1457			1513	
Approach Delay, s/veh		41.7			34.2			0.9			7.5	
Approach LOS		D			C			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		78.6		26.4		78.6		26.4				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		63.5		32.5		63.5		32.5				
Max Q Clear Time (g_c+I1), s		23.9		20.8		19.3		5.2				
Green Ext Time (p_c), s		31.1		1.1		33.8		1.4				
Intersection Summary												
HCM 2010 Ctrl Delay			8.2									
HCM 2010 LOS			A									

Lanes, Volumes, Timings
20: Bob Hope Dr. & Avenida Las Palmas

2040 Auto/LSEV PM Peak Hour (Proposed)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕	↗	↖	↕	↗	↖	↕	↗
Traffic Volume (vph)	66	9	89	91	20	261	87	1039	181	71	1141	75
Future Volume (vph)	66	9	89	91	20	261	87	1039	181	71	1141	75
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		25	0		180	100		40	120		120
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	60			60			60			80		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		299			661			491			813	
Travel Time (s)		6.8			15.0			7.4			12.3	
Confl. Peds. (#/hr)	18		22	22		18	13		9	9		13
Confl. Bikes (#/hr)			3			2			14			14
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Shared Lane Traffic (%)												
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	4	4	4	8	8	8	2	2	2	6	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	33.0	33.0	33.0	33.0	33.0	33.0	72.0	72.0	72.0	72.0	72.0	72.0
Total Split (%)	31.4%	31.4%	31.4%	31.4%	31.4%	31.4%	68.6%	68.6%	68.6%	68.6%	68.6%	68.6%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Ped	Ped	Ped	Ped	Ped	Ped	C-Max	C-Max	C-Max	C-Max	C-Max	C-Max

Intersection Summary























Area Type: Other
 Cycle Length: 105
 Actuated Cycle Length: 105
 Offset: 48 (46%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Splits and Phases: 20: Bob Hope Dr. & Avenida Las Palmas



HCM 2010 Signalized Intersection Summary
 20: Bob Hope Dr. & Avenida Las Palmas

2040 Auto/LSEV PM Peak Hour (Proposed)

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	66	9	89	91	20	261	87	1039	181	71	1141	75
Future Volume (veh/h)	66	9	89	91	20	261	87	1039	181	71	1141	75
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.96	1.00		0.96	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	69	9	93	95	21	272	91	1082	189	74	1189	78
Adj No. of Lanes	0	1	1	0	1	1	1	2	1	1	2	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	65	5	413	62	8	414	348	2275	979	279	2275	979
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.64	0.64	0.64	1.00	1.00	1.00
Sat Flow, veh/h	0	17	1523	0	29	1524	435	3539	1523	434	3539	1523
Grp Volume(v), veh/h	78	0	93	116	0	272	91	1082	189	74	1189	78
Grp Sat Flow(s),veh/h/ln	17	0	1523	29	0	1524	435	1770	1523	434	1770	1523
Q Serve(g_s), s	0.0	0.0	5.0	0.0	0.0	16.6	9.9	16.5	5.3	6.0	0.0	0.0
Cycle Q Clear(g_c), s	28.5	0.0	5.0	28.5	0.0	16.6	9.9	16.5	5.3	22.5	0.0	0.0
Prop In Lane	0.88		1.00	0.82		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	69	0	413	70	0	414	348	2275	979	279	2275	979
V/C Ratio(X)	1.13	0.00	0.22	1.65	0.00	0.66	0.26	0.48	0.19	0.26	0.52	0.08
Avail Cap(c_a), veh/h	69	0	413	70	0	414	348	2275	979	279	2275	979
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.86	0.86	0.86
Uniform Delay (d), s/veh	50.6	0.0	29.7	49.3	0.0	33.9	8.5	9.6	7.6	2.7	0.0	0.0
Incr Delay (d2), s/veh	146.7	0.0	0.3	348.2	0.0	3.8	1.8	0.7	0.4	2.0	0.7	0.1
Initial Q Delay(d3),s/veh	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	0.0	2.1	8.8	0.0	7.4	1.4	8.2	2.3	0.8	0.2	0.0
LnGrp Delay(d),s/veh	197.5	0.0	30.0	397.6	0.0	37.7	10.3	10.4	8.1	4.7	0.7	0.1
LnGrp LOS	F		C	F		D	B	B	A	A	A	A
Approach Vol, veh/h		171			388			1362			1341	
Approach Delay, s/veh		106.4			145.3			10.0			0.9	
Approach LOS		F			F			B			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		72.0		33.0		72.0		33.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		67.5		28.5		67.5		28.5				
Max Q Clear Time (g_c+I1), s		18.5		30.5		24.5		30.5				
Green Ext Time (p_c), s		33.1		0.0		30.3		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			27.4									
HCM 2010 LOS			C									

Lanes, Volumes, Timings
 21: Bob Hope Dr. & Commercial Dwy.

2040 Auto/LSEV PM Peak Hour (Proposed)



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↖	↕	↗		↕
Traffic Volume (vph)	0	70	1402	60	0	1482
Future Volume (vph)	0	70	1402	60	0	1482
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		160	0	
Storage Lanes	0	1		1	0	
Taper Length (ft)	60				60	
Link Speed (mph)	30		45			45
Link Distance (ft)	471		345			491
Travel Time (s)	10.7		5.2			7.4
Confl. Peds. (#/hr)				12	12	
Confl. Bikes (#/hr)		1		15		
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Shared Lane Traffic (%)						
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection

Int Delay, s/veh 0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕↕	↗		↕↕
Traffic Vol, veh/h	0	70	1402	60	0	1482
Future Vol, veh/h	0	70	1402	60	0	1482
Conflicting Peds, #/hr	0	0	0	12	12	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	160	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	75	1508	65	0	1594

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	-	766	0 0
Stage 1	-	-	- -
Stage 2	-	-	- -
Critical Hdwy	-	6.94	- -
Critical Hdwy Stg 1	-	-	- -
Critical Hdwy Stg 2	-	-	- -
Follow-up Hdwy	-	3.32	- -
Pot Cap-1 Maneuver	0	345	- - 0 -
Stage 1	0	-	- - 0 -
Stage 2	0	-	- - 0 -
Platoon blocked, %			- -
Mov Cap-1 Maneuver	-	341	- - - -
Mov Cap-2 Maneuver	-	-	- - - -
Stage 1	-	-	- - - -
Stage 2	-	-	- - - -

Approach	WB	NB	SB
HCM Control Delay, s	18.5	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	- 341	-
HCM Lane V/C Ratio	-	- 0.221	-
HCM Control Delay (s)	-	- 18.5	-
HCM Lane LOS	-	- C	-
HCM 95th %tile Q(veh)	-	- 0.8	-

Lanes, Volumes, Timings
22: SR-111 & Bob Hope Dr.

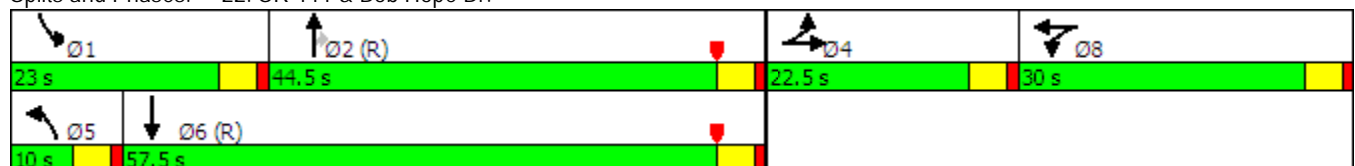
2040 Auto/LSEV PM Peak Hour (Proposed)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↗	↕		↖	↑↑↑	↗	↖	↑↑↑	
Traffic Volume (vph)	8	22	17	857	22	303	17	1932	575	684	1522	12
Future Volume (vph)	8	22	17	857	22	303	17	1932	575	684	1522	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	225		150	100		240	250		0
Storage Lanes	0		0	1		0	1		1	2		0
Taper Length (ft)	60			80			70			110		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			50				50
Link Distance (ft)		303			469			677				754
Travel Time (s)		4.6			7.1			9.2				10.3
Confl. Bikes (#/hr)			2			3			15			5
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Shared Lane Traffic (%)				10%								
Turn Type	Split	NA		Split	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases									2			
Detector Phase	4	4		8	8		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5		9.5	22.5	22.5	9.5	22.5	
Total Split (s)	22.5	22.5		30.0	30.0		10.0	44.5	44.5	23.0	57.5	
Total Split (%)	18.8%	18.8%		25.0%	25.0%		8.3%	37.1%	37.1%	19.2%	47.9%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None		Ped	Ped		None	C-Max	C-Max	None	C-Max	

Intersection Summary






















Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 120
 Control Type: Actuated-Coordinated

Splits and Phases: 22: SR-111 & Bob Hope Dr.



HCM 2010 Signalized Intersection Summary
 22: SR-111 & Bob Hope Dr.

2040 Auto/LSEV PM Peak Hour (Proposed)

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	22	17	857	22	303	17	1932	575	684	1522	12
Future Volume (veh/h)	8	22	17	857	22	303	17	1932	575	684	1522	12
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	8	23	18	857	73	316	18	2012	599	712	1585	12
Adj No. of Lanes	0	1	0	2	1	0	1	3	1	2	3	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	10	30	23	754	64	278	33	2271	693	531	3029	23
Arrive On Green	0.04	0.04	0.04	0.21	0.21	0.21	0.04	0.89	0.89	0.15	0.58	0.58
Sat Flow, veh/h	281	807	632	3548	302	1307	1774	5085	1553	3442	5205	39
Grp Volume(v), veh/h	49	0	0	857	0	389	18	2012	599	712	1032	565
Grp Sat Flow(s),veh/h/ln	1720	0	0	1774	0	1609	1774	1695	1553	1721	1695	1855
Q Serve(g_s), s	3.4	0.0	0.0	25.5	0.0	25.5	1.2	24.3	21.7	18.5	22.0	22.0
Cycle Q Clear(g_c), s	3.4	0.0	0.0	25.5	0.0	25.5	1.2	24.3	21.7	18.5	22.0	22.0
Prop In Lane	0.16		0.37	1.00		0.81	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	63	0	0	754	0	342	33	2271	693	531	1973	1079
V/C Ratio(X)	0.77	0.00	0.00	1.14	0.00	1.14	0.54	0.89	0.86	1.34	0.52	0.52
Avail Cap(c_a), veh/h	258	0	0	754	0	342	81	2271	693	531	1973	1079
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.09	0.09	0.09	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.3	0.0	0.0	47.2	0.0	47.3	57.2	4.9	4.7	50.8	15.1	15.1
Incr Delay (d2), s/veh	17.8	0.0	0.0	77.3	0.0	91.6	1.2	0.5	1.5	166.2	1.0	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.0	0.0	20.6	0.0	20.0	0.6	10.1	8.2	21.0	10.5	11.7
LnGrp Delay(d),s/veh	75.1	0.0	0.0	124.5	0.0	138.8	58.5	5.4	6.2	216.9	16.1	16.9
LnGrp LOS	E			F		F	E	A	A	F	B	B
Approach Vol, veh/h		49			1246			2629			2309	
Approach Delay, s/veh		75.1			129.0			5.9			78.2	
Approach LOS		E			F			A			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	23.0	58.1		8.9	6.8	74.3		30.0				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	18.5	40.0		18.0	5.5	53.0		25.5				
Max Q Clear Time (g_c+I1), s	20.5	26.3		5.4	3.2	24.0		27.5				
Green Ext Time (p_c), s	0.0	13.2		0.1	0.0	27.2		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			57.9									
HCM 2010 LOS			E									
Notes												

Lanes, Volumes, Timings
23: SR-111 & Magnesia Falls Dr.

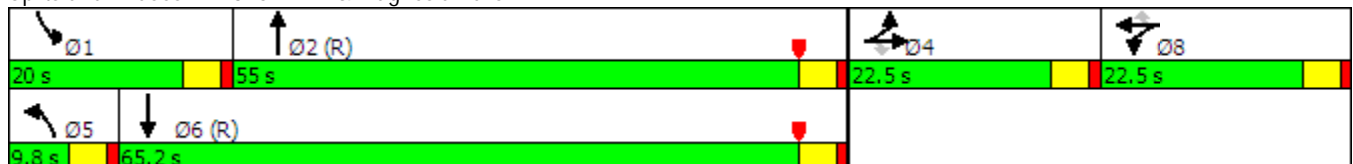
2040 Auto/LSEV PM Peak Hour (Proposed)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	27	37	26	262	19	375	44	2123	439	297	2116	33
Future Volume (vph)	27	37	26	262	19	375	44	2123	439	297	2116	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		65	90		90	170		0	215		0
Storage Lanes	0		1	1		1	1		0	1		0
Taper Length (ft)	60			60			80			80		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			50			50	
Link Distance (ft)		488			382			582			677	
Travel Time (s)		11.1			8.7			7.9			9.2	
Confl. Bikes (#/hr)			6			2			13			12
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Shared Lane Traffic (%)				47%								
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			8						
Detector Phase	4	4	4	8	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	9.5	22.5		9.5	22.5	
Total Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	9.8	55.0		20.0	65.2	
Total Split (%)	18.8%	18.8%	18.8%	18.8%	18.8%	18.8%	8.2%	45.8%		16.7%	54.3%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.5	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None	None	Ped	Ped	Ped	None	C-Max		None	C-Max	

Intersection Summary























Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 120
 Control Type: Actuated-Coordinated

Splits and Phases: 23: SR-111 & Magnesia Falls Dr.



HCM 2010 Signalized Intersection Summary
 23: SR-111 & Magnesia Falls Dr.

2040 Auto/LSEV PM Peak Hour (Proposed)

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	37	26	262	19	375	44	2123	439	297	2116	33
Future Volume (veh/h)	27	37	26	262	19	375	44	2123	439	297	2116	33
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.99	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	29	40	28	296	0	403	47	2283	472	319	2275	35
Adj No. of Lanes	0	1	1	2	0	1	1	3	0	1	3	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	41	57	82	532	0	234	60	2201	430	229	3157	48
Arrive On Green	0.05	0.05	0.05	0.15	0.00	0.15	0.03	0.52	0.52	0.26	1.00	1.00
Sat Flow, veh/h	767	1058	1525	3548	0	1560	1774	4257	831	1774	5157	79
Grp Volume(v), veh/h	69	0	28	296	0	403	47	1791	964	319	1494	816
Grp Sat Flow(s),veh/h/ln	1824	0	1525	1774	0	1560	1774	1695	1699	1774	1695	1846
Q Serve(g_s), s	4.5	0.0	2.1	9.3	0.0	18.0	3.2	62.0	62.0	15.5	0.0	0.0
Cycle Q Clear(g_c), s	4.5	0.0	2.1	9.3	0.0	18.0	3.2	62.0	62.0	15.5	0.0	0.0
Prop In Lane	0.42		1.00	1.00		1.00	1.00		0.49	1.00		0.04
Lane Grp Cap(c), veh/h	98	0	82	532	0	234	60	1753	878	229	2076	1130
V/C Ratio(X)	0.70	0.00	0.34	0.56	0.00	1.72	0.78	1.02	1.10	1.39	0.72	0.72
Avail Cap(c_a), veh/h	274	0	229	532	0	234	78	1753	878	229	2076	1130
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.66	0.66	0.66
Uniform Delay (d), s/veh	55.8	0.0	54.7	47.3	0.0	51.0	57.5	29.0	29.0	44.5	0.0	0.0
Incr Delay (d2), s/veh	8.8	0.0	2.4	1.3	0.0	342.6	30.1	27.1	60.7	193.3	1.5	2.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	0.0	1.0	4.7	0.0	30.0	2.1	35.6	43.8	19.8	0.4	0.8
LnGrp Delay(d),s/veh	64.6	0.0	57.2	48.6	0.0	393.6	87.6	56.1	89.7	237.8	1.5	2.7
LnGrp LOS	E		E	D		F	F	F	F	F	A	A
Approach Vol, veh/h		97			699			2802			2629	
Approach Delay, s/veh		62.5			247.5			68.2			30.5	
Approach LOS		E			F			E			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	20.0	66.5		11.0	8.6	78.0		22.5				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	15.5	50.5		18.0	5.3	60.7		18.0				
Max Q Clear Time (g_c+I1), s	17.5	64.0		6.5	5.2	2.0		20.0				
Green Ext Time (p_c), s	0.0	0.0		0.3	0.0	57.2		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			72.3									
HCM 2010 LOS			E									
Notes												

Lanes, Volumes, Timings
24: Monterey Av. & Parkview Dr.

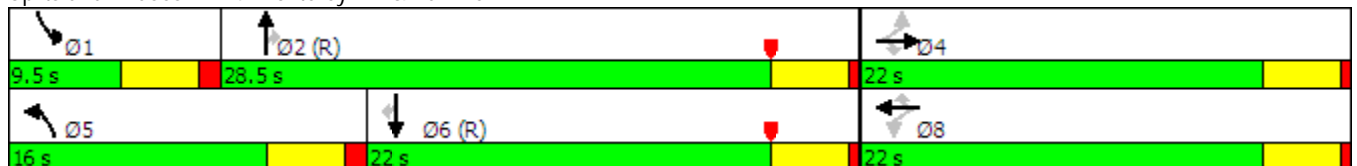
2040 Auto/LSEV PM Peak Hour (Proposed)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	198	16	250	37	46	53	374	1937	110	10	1253	121
Future Volume (vph)	198	16	250	37	46	53	374	1937	110	10	1253	121
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	90		90	0		0	145		0	400		100
Storage Lanes	1		1	1		1	1		1	2		1
Taper Length (ft)	60			60			90			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			50			50	
Link Distance (ft)		583			473			600			604	
Travel Time (s)		13.3			10.8			8.2			8.2	
Confl. Bikes (#/hr)			9			9			7			11
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8			2			6
Detector Phase	4	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.0	22.0	22.0	22.0	22.0	22.0	9.5	22.0	22.0	9.5	22.0	22.0
Total Split (s)	22.0	22.0	22.0	22.0	22.0	22.0	16.0	28.5	28.5	9.5	22.0	22.0
Total Split (%)	36.7%	36.7%	36.7%	36.7%	36.7%	36.7%	26.7%	47.5%	47.5%	15.8%	36.7%	36.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	1.0	0.5	0.5	1.0	0.5	0.5
Lost Time Adjust (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
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.5	4.0	4.0	4.5	4.0	4.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	Ped	Ped	Ped	Ped	Ped	Ped	None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary

























Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 34 (57%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated

Splits and Phases: 24: Monterey Av. & Parkview Dr.



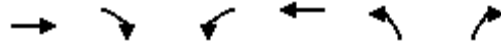
HCM 2010 Signalized Intersection Summary
 24: Monterey Av. & Parkview Dr.

2040 Auto/LSEV PM Peak Hour (Proposed)

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	198	16	250	37	46	53	374	1937	110	10	1253	121
Future Volume (veh/h)	198	16	250	37	46	53	374	1937	110	10	1253	121
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.99	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	215	17	272	40	50	58	407	2105	120	11	1362	132
Adj No. of Lanes	1	1	1	1	1	1	1	3	1	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	393	437	364	367	437	364	340	2763	847	48	1859	561
Arrive On Green	0.23	0.23	0.23	0.23	0.23	0.23	0.19	0.54	0.54	0.01	0.37	0.37
Sat Flow, veh/h	1280	1863	1551	1086	1863	1551	1774	5085	1560	3442	5085	1534
Grp Volume(v), veh/h	215	17	272	40	50	58	407	2105	120	11	1362	132
Grp Sat Flow(s),veh/h/ln	1280	1863	1551	1086	1863	1551	1774	1695	1560	1721	1695	1534
Q Serve(g_s), s	9.5	0.4	9.8	1.8	1.3	1.8	11.5	19.4	2.3	0.2	13.9	3.6
Cycle Q Clear(g_c), s	10.8	0.4	9.8	2.2	1.3	1.8	11.5	19.4	2.3	0.2	13.9	3.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	393	437	364	367	437	364	340	2763	847	48	1859	561
V/C Ratio(X)	0.55	0.04	0.75	0.11	0.11	0.16	1.20	0.76	0.14	0.23	0.73	0.24
Avail Cap(c_a), veh/h	477	559	465	438	559	465	340	2763	847	287	1859	561
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.3	17.7	21.3	18.6	18.1	18.3	24.3	10.7	6.8	29.3	16.5	13.2
Incr Delay (d2), s/veh	1.2	0.0	4.9	0.1	0.1	0.2	113.7	2.0	0.4	2.4	2.6	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	0.2	4.6	0.5	0.7	0.8	16.3	9.5	1.0	0.1	6.9	1.7
LnGrp Delay(d),s/veh	23.5	17.8	26.2	18.7	18.2	18.5	138.0	12.7	7.1	31.6	19.1	14.2
LnGrp LOS	C	B	C	B	B	B	F	B	A	C	B	B
Approach Vol, veh/h		504			148			2632			1505	
Approach Delay, s/veh		24.8			18.4			31.8			18.8	
Approach LOS		C			B			C			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.3	36.6		18.1	16.0	25.9		18.1				
Change Period (Y+Rc), s	4.5	4.0		4.0	4.5	4.0		4.0				
Max Green Setting (Gmax), s	5.0	24.5		18.0	11.5	18.0		18.0				
Max Q Clear Time (g_c+I1), s	2.2	21.4		12.8	13.5	15.9		4.2				
Green Ext Time (p_c), s	0.0	3.1		1.3	0.0	2.0		2.2				
Intersection Summary												
HCM 2010 Ctrl Delay			26.6									
HCM 2010 LOS			C									

Lanes, Volumes, Timings
 25: San Pablo Ave. & Magnesia Falls Dr.

2040 Auto/LSEV PM Peak Hour (Proposed)



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↖	↑	↘	↗
Traffic Volume (vph)	242	119	189	37	184	157
Future Volume (vph)	242	119	189	37	184	157
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		50	155		200	0
Storage Lanes		1	1		1	1
Taper Length (ft)			120		120	
Link Speed (mph)	35			35	35	
Link Distance (ft)	823			2649	1341	
Travel Time (s)	16.0			51.6	26.1	
Confl. Peds. (#/hr)		11	11		7	8
Confl. Bikes (#/hr)		15				10
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Shared Lane Traffic (%)						
Sign Control	Stop			Stop	Stop	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

Intersection	
Intersection Delay, s/veh	12.2
Intersection LOS	B

Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBU	NBL	NBR
Lane Configurations		↑	↗		↖	↑		↖	↗
Traffic Vol, veh/h	0	242	119	0	189	37	0	184	157
Future Vol, veh/h	0	242	119	0	189	37	0	184	157
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	260	128	0	203	40	0	198	169
Number of Lanes	0	1	1	0	1	1	0	1	1






















Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	2
HCM Control Delay	12	12.7	12
HCM LOS	B	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2
Vol Left, %	100%	0%	0%	0%	100%	0%
Vol Thru, %	0%	0%	100%	0%	0%	100%
Vol Right, %	0%	100%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	184	157	242	119	189	37
LT Vol	184	0	0	0	189	0
Through Vol	0	0	242	0	0	37
RT Vol	0	157	0	119	0	0
Lane Flow Rate	198	169	260	128	203	40
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.372	0.26	0.435	0.189	0.377	0.068
Departure Headway (Hd)	6.763	5.55	6.02	5.31	6.676	6.168
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	532	647	598	676	539	581
Service Time	4.499	3.286	3.754	3.044	4.413	3.905
HCM Lane V/C Ratio	0.372	0.261	0.435	0.189	0.377	0.069
HCM Control Delay	13.5	10.2	13.3	9.3	13.4	9.4
HCM Lane LOS	B	B	B	A	B	A
HCM 95th-tile Q	1.7	1	2.2	0.7	1.7	0.2

Lanes, Volumes, Timings

2040 Auto/LSEV PM Peak Hour (Proposed)

26: San Pablo Ave. & College of the Desert (Alumni Dr.)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	161	4	201	50	22	37	80	214	96	53	184	132
Future Volume (vph)	161	4	201	50	22	37	80	214	96	53	184	132
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		100	0		0	0		60	0		135
Storage Lanes	0		1	1		0	1		1	0		1
Taper Length (ft)	60			60			60			60		
Link Speed (mph)		30			30			35				35
Link Distance (ft)		595			218			303				1341
Travel Time (s)		13.5			5.0			5.9				26.1
Confl. Peds. (#/hr)	35						35		46	46		
Confl. Bikes (#/hr)			4				2		20			20
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											

26: San Pablo Ave. & College of the Desert (Alumni Dr.)

Intersection	
Intersection Delay, s/veh	16.1
Intersection LOS	C

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations			↔	↔		↔	↔			↔	↔	↔
Traffic Vol, veh/h	0	161	4	201	0	50	22	37	0	80	214	96
Future Vol, veh/h	0	161	4	201	0	50	22	37	0	80	214	96
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	175	4	218	0	54	24	40	0	87	233	104
Number of Lanes	0	0	1	1	0	1	1	0	0	1	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	2	2
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	2	3	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	3	2	2
HCM Control Delay	16.1	13	15.5
HCM LOS	C	B	C

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	98%	0%	100%	0%	22%	0%
Vol Thru, %	0%	100%	0%	2%	0%	0%	37%	78%	0%
Vol Right, %	0%	0%	100%	0%	100%	0%	63%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	80	214	96	165	201	50	59	237	132
LT Vol	80	0	0	161	0	50	0	53	0
Through Vol	0	214	0	4	0	0	22	184	0
RT Vol	0	0	96	0	201	0	37	0	132
Lane Flow Rate	87	233	104	179	218	54	64	258	143
Geometry Grp	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.2	0.501	0.204	0.416	0.433	0.139	0.147	0.566	0.282
Departure Headway (Hd)	8.27	7.758	7.041	8.341	7.131	9.211	8.247	7.911	7.079
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	433	463	508	430	502	388	433	456	505
Service Time	6.041	5.529	4.812	6.109	4.899	7.003	6.037	5.683	4.85
HCM Lane V/C Ratio	0.201	0.503	0.205	0.416	0.434	0.139	0.148	0.566	0.283
HCM Control Delay	13.1	18.1	11.6	17	15.3	13.5	12.5	20.6	12.6
HCM Lane LOS	B	C	B	C	C	B	B	C	B
HCM 95th-tile Q	0.7	2.7	0.8	2	2.2	0.5	0.5	3.4	1.1

Intersection

Intersection Delay, s/veh

Intersection LOS

Movement	SBU	SBL	SBT	SBR
Lane Configurations			↖	↗
Traffic Vol, veh/h	0	53	184	132
Future Vol, veh/h	0	53	184	132
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	58	200	143
Number of Lanes	0	0	1	1

Approach	SB
Opposing Approach	NB
Opposing Lanes	3
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	17.7
HCM LOS	C

Lanes, Volumes, Timings
27: Portola Av. & Magnesia Falls Dr.

2040 Auto/LSEV PM Peak Hour (Proposed)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	242	97	87	59	64	342	47	1653	67	97	1403	171
Future Volume (vph)	242	97	87	59	64	342	47	1653	67	97	1403	171
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	230		230	200		200	90		105	355		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	60			60			95			80		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		35			35			50			50	
Link Distance (ft)		2649			517			536			570	
Travel Time (s)		51.6			10.1			7.3			7.8	
Confl. Bikes (#/hr)			15			12			2			3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Shared Lane Traffic (%)												
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	22.0	31.0	31.0	14.2	23.2	23.2	9.8	62.8	62.8	12.0	65.0	
Total Split (%)	18.3%	25.8%	25.8%	11.8%	19.3%	19.3%	8.2%	52.3%	52.3%	10.0%	54.2%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (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
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Ped	Ped	None	None	None	None	C-Max	C-Max	None	C-Max	

Intersection Summary

























Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 120
 Control Type: Actuated-Coordinated

Splits and Phases: 27: Portola Av. & Magnesia Falls Dr.



HCM 2010 Signalized Intersection Summary
 27: Portola Av. & Magnesia Falls Dr.

2040 Auto/LSEV PM Peak Hour (Proposed)

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	242	97	87	59	64	342	47	1653	67	97	1403	171
Future Volume (veh/h)	242	97	87	59	64	342	47	1653	67	97	1403	171
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	252	101	91	61	67	356	49	1722	70	101	1461	178
Adj No. of Lanes	1	1	1	1	1	1	1	2	1	1	2	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	259	479	397	79	290	240	63	1719	753	111	1627	196
Arrive On Green	0.15	0.26	0.26	0.04	0.16	0.16	0.04	0.49	0.49	0.06	0.51	0.51
Sat Flow, veh/h	1774	1863	1544	1774	1863	1537	1774	3539	1549	1774	3172	382
Grp Volume(v), veh/h	252	101	91	61	67	356	49	1722	70	101	808	831
Grp Sat Flow(s),veh/h/ln	1774	1863	1544	1774	1863	1537	1774	1770	1549	1774	1770	1785
Q Serve(g_s), s	17.0	5.1	5.6	4.1	3.8	18.7	3.3	58.3	2.9	6.8	49.1	50.9
Cycle Q Clear(g_c), s	17.0	5.1	5.6	4.1	3.8	18.7	3.3	58.3	2.9	6.8	49.1	50.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.21
Lane Grp Cap(c), veh/h	259	479	397	79	290	240	63	1719	753	111	908	916
V/C Ratio(X)	0.97	0.21	0.23	0.78	0.23	1.49	0.78	1.00	0.09	0.91	0.89	0.91
Avail Cap(c_a), veh/h	259	479	397	143	290	240	78	1719	753	111	908	916
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.0	35.0	35.2	56.8	44.4	50.7	57.4	30.8	16.6	55.9	26.2	26.6
Incr Delay (d2), s/veh	48.6	0.2	0.3	15.0	0.4	239.7	31.6	22.1	0.2	58.2	12.8	14.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.8	2.7	2.4	2.3	2.0	23.9	2.2	33.7	1.3	5.1	27.0	28.6
LnGrp Delay(d),s/veh	99.6	35.2	35.5	71.7	44.8	290.4	89.0	52.9	16.9	114.1	39.0	41.0
LnGrp LOS	F	D	D	E	D	F	F	F	B	F	D	D
Approach Vol, veh/h		444			484			1841			1740	
Approach Delay, s/veh		71.8			228.8			52.5			44.3	
Approach LOS		E			F			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.0	62.8	9.8	35.4	8.8	66.0	22.0	23.2				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	7.5	58.3	9.7	26.5	5.3	60.5	17.5	18.7				
Max Q Clear Time (g_c+I1), s	8.8	60.3	6.1	7.6	5.3	52.9	19.0	20.7				
Green Ext Time (p_c), s	0.0	0.0	0.0	2.4	0.0	7.3	0.0	0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			70.2									
HCM 2010 LOS			E									

Lanes, Volumes, Timings
28: El Dorado Dr. & Fred Waring Dr.

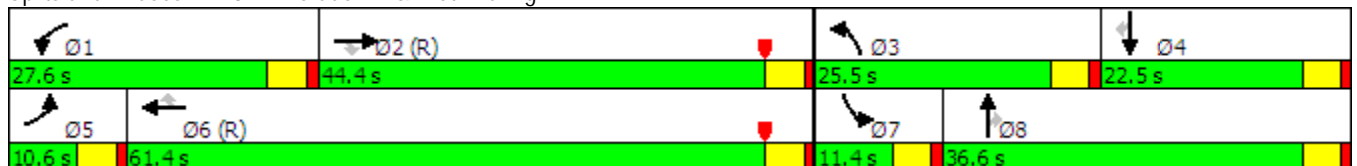
2040 Auto/LSEV PM Peak Hour (Proposed)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	1674	407	337	1673	40	304	21	384	36	15	33
Future Volume (vph)	25	1674	407	337	1673	40	304	21	384	36	15	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	225		210	290		145	0		125	105		105
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	60			120			60			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		50			50			45			45	
Link Distance (ft)		1266			970			386			401	
Travel Time (s)		17.3			13.2			5.8			6.1	
Confl. Bikes (#/hr)			7			2			4			2
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Shared Lane Traffic (%)												
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6			8			4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	10.6	44.4	44.4	27.6	61.4	61.4	25.5	36.6	36.6	11.4	22.5	22.5
Total Split (%)	8.8%	37.0%	37.0%	23.0%	51.2%	51.2%	21.3%	30.5%	30.5%	9.5%	18.8%	18.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (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
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Max	Max	None	Max	Max

Intersection Summary

























Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 120
 Control Type: Actuated-Coordinated

Splits and Phases: 28: El Dorado Dr. & Fred Waring Dr.



HCM 2010 Signalized Intersection Summary
 28: El Dorado Dr. & Fred Waring Dr.

2040 Auto/LSEV PM Peak Hour (Proposed)

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	1674	407	337	1673	40	304	21	384	36	15	33
Future Volume (veh/h)	25	1674	407	337	1673	40	304	21	384	36	15	33
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	27	1800	438	362	1799	43	327	23	413	39	16	35
Adj No. of Lanes	1	3	1	1	3	1	1	1	1	1	1	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	44	1691	518	342	2544	782	310	549	460	54	279	234
Arrive On Green	0.02	0.33	0.33	0.19	0.50	0.50	0.17	0.29	0.29	0.03	0.15	0.15
Sat Flow, veh/h	1774	5085	1557	1774	5085	1563	1774	1863	1560	1774	1863	1560
Grp Volume(v), veh/h	27	1800	438	362	1799	43	327	23	413	39	16	35
Grp Sat Flow(s),veh/h/ln	1774	1695	1557	1774	1695	1563	1774	1863	1560	1774	1863	1560
Q Serve(g_s), s	1.8	39.9	31.4	23.1	32.8	1.7	21.0	1.1	30.5	2.6	0.9	2.3
Cycle Q Clear(g_c), s	1.8	39.9	31.4	23.1	32.8	1.7	21.0	1.1	30.5	2.6	0.9	2.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	44	1691	518	342	2544	782	310	549	460	54	279	234
V/C Ratio(X)	0.62	1.06	0.85	1.06	0.71	0.05	1.05	0.04	0.90	0.73	0.06	0.15
Avail Cap(c_a), veh/h	90	1691	518	342	2544	782	310	549	460	102	279	234
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.0	40.0	37.2	48.5	23.2	15.4	49.5	30.2	40.6	57.7	43.7	44.3
Incr Delay (d2), s/veh	13.2	41.4	15.6	65.4	1.7	0.1	65.8	0.1	23.1	16.8	0.4	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	25.1	15.6	17.5	15.7	0.8	15.9	0.6	16.1	1.5	0.5	1.1
LnGrp Delay(d),s/veh	71.1	81.4	52.8	113.9	24.9	15.5	115.3	30.4	63.7	74.5	44.1	45.7
LnGrp LOS	E	F	D	F	C	B	F	C	E	E	D	D
Approach Vol, veh/h		2265			2204			763			90	
Approach Delay, s/veh		75.8			39.3			84.8			57.9	
Approach LOS		E			D			F			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	27.6	44.4	25.5	22.5	7.5	64.5	8.1	39.9				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	23.1	39.9	21.0	18.0	6.1	56.9	6.9	32.1				
Max Q Clear Time (g_c+I1), s	25.1	41.9	23.0	4.3	3.8	34.8	4.6	32.5				
Green Ext Time (p_c), s	0.0	0.0	0.0	1.5	0.0	20.9	0.0	0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			61.7									
HCM 2010 LOS			E									

Lanes, Volumes, Timings
 29: Dune Palms Rd. & Corporate Center Dr.

2040 Auto/LSEV PM Peak Hour (Proposed)



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	67	47	28	982	585	33
Future Volume (vph)	67	47	28	982	585	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	120	0	95			0
Storage Lanes	1	1	1			0
Taper Length (ft)	60		90			
Link Speed (mph)	30			30	30	
Link Distance (ft)	371			267	354	
Travel Time (s)	8.4			6.1	8.0	
Confl. Bikes (#/hr)		4				5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

Intersection

Int Delay, s/veh 13.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↖	↗	↖	↗	↕	↕
Traffic Vol, veh/h	67	47	28	982	585	33
Future Vol, veh/h	67	47	28	982	585	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	120	0	95	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	73	51	30	1067	636	36

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	1782	336	672 0
Stage 1	654	-	- -
Stage 2	1128	-	- -
Critical Hdwy	7.33	6.93	4.13 -
Critical Hdwy Stg 1	6.53	-	- -
Critical Hdwy Stg 2	6.13	-	- -
Follow-up Hdwy	3.519	3.319	2.219 -
Pot Cap-1 Maneuver	~ 57	661	917 -
Stage 1	423	-	- -
Stage 2	247	-	- -
Platoon blocked, %			- -
Mov Cap-1 Maneuver	~ 56	661	917 -
Mov Cap-2 Maneuver	~ 56	-	- -
Stage 1	409	-	- -
Stage 2	239	-	- -

Approach	EB	NB	SB
HCM Control Delay, s	205.7	0.3	0
HCM LOS	F		













Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	917	-	56	661	-	-
HCM Lane V/C Ratio	0.033	-	1.3	0.077	-	-
HCM Control Delay (s)	9.1	-\$	342.3	10.9	-	-
HCM Lane LOS	A	-	F	B	-	-
HCM 95th %tile Q(veh)	0.1	-	6.4	0.2	-	-

Notes

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

Lanes, Volumes, Timings
30: Monroe St., s/o I-10 EB Ramps

2040 Auto/LSEV PM Peak Hour (Proposed)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↑			↑			↑	
Traffic Volume (vph)	0	0	0	0	0	0	0	1077	0	0	1116	0
Future Volume (vph)	0	0	0	0	0	0	0	1077	0	0	1116	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		310			328			321			611	
Travel Time (s)		7.0			7.5			7.3			13.9	
Confl. Peds. (#/hr)							12					12
Confl. Bikes (#/hr)									13			13
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	

















Intersection Summary

Area Type: Other
Control Type: Unsignalized

Intersection												
Int Delay, s/veh	0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↑			↑			↑	
Traffic Vol, veh/h	0	0	0	0	0	0	0	1077	0	0	1116	0
Future Vol, veh/h	0	0	0	0	0	0	0	1077	0	0	1116	0
Conflicting Peds, #/hr	0	0	0	0	0	0	12	0	0	0	0	12
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	1134	0	0	1175	0
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	2309	-	-	2309	-	-	0	-	-	-	0
Stage 1	-	1175	-	-	1134	-	-	-	-	-	-	-
Stage 2	-	1134	-	-	1175	-	-	-	-	-	-	-
Critical Hdwy	-	6.52	-	-	6.52	-	-	-	-	-	-	-
Critical Hdwy Stg 1	-	5.52	-	-	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	5.52	-	-	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	-	4.018	-	-	4.018	-	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	38	0	0	38	0	0	-	0	0	-	0
Stage 1	0	265	0	0	278	0	0	-	0	0	-	0
Stage 2	0	278	0	0	265	0	0	-	0	0	-	0
Platoon blocked, %								-				
Mov Cap-1 Maneuver	-	38	-	-	38	-	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	38	-	-	38	-	-	-	-	-	-	-
Stage 1	-	265	-	-	278	-	-	-	-	-	-	-
Stage 2	-	278	-	-	265	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			0			0		
HCM LOS	A			A								
Minor Lane/Major Mvmt	NBT	EBLn1	WBLn1	SBT								
Capacity (veh/h)	-	-	-	-								
HCM Lane V/C Ratio	-	-	-	-								
HCM Control Delay (s)	-	0	0	-								
HCM Lane LOS	-	A	A	-								
HCM 95th %tile Q(veh)	-	-	-	-								

Lanes, Volumes, Timings
 31: Avenue 44, east of Palo Verde St.

2040 Auto/LSEV PM Peak Hour (Proposed)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	377	0	0	668	0	0	0	0	0	0	0
Future Volume (vph)	0	377	0	0	668	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		937			1325			323			354	
Travel Time (s)		14.2			20.1			7.3			8.0	
Confl. Bikes (#/hr)			10			12			1			1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											

Intersection												
Int Delay, s/veh	0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↑			↑			↑	
Traffic Vol, veh/h	0	377	0	0	668	0	0	0	0	0	0	0
Future Vol, veh/h	0	377	0	0	668	0	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	410	0	0	726	0	0	0	0	0	0	0













Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	-	-	-	0	-	1136	-	-	1136	-
Stage 1	-	-	-	-	-	-	-	410	-	-	726	-
Stage 2	-	-	-	-	-	-	-	726	-	-	410	-
Critical Hdwy	-	-	-	-	-	-	-	6.52	-	-	6.52	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	5.52	-	-	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	5.52	-	-	5.52	-
Follow-up Hdwy	-	-	-	-	-	-	-	4.018	-	-	4.018	-
Pot Cap-1 Maneuver	0	-	0	0	-	0	0	202	0	0	202	0
Stage 1	0	-	0	0	-	0	0	595	0	0	430	0
Stage 2	0	-	0	0	-	0	0	430	0	0	595	0
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	202	-	-	202	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	202	-	-	202	-
Stage 1	-	-	-	-	-	-	-	595	-	-	430	-
Stage 2	-	-	-	-	-	-	-	430	-	-	595	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	0	-	-	0
HCM Lane LOS	A	-	-	A
HCM 95th %tile Q(veh)	-	-	-	-

Lanes, Volumes, Timings
 32: Dillon Rd., west of SR86S SB Ramps



















2040 Auto/LSEV PM Peak Hour (Proposed)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↑			↑			↑	
Traffic Volume (vph)	0	2510	0	0	1790	0	0	0	0	0	0	0
Future Volume (vph)	0	2510	0	0	1790	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		360			655			256			320	
Travel Time (s)		8.2			14.9			5.8			7.3	
Confl. Bikes (#/hr)			3			2			1			1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											

Intersection												
Int Delay, s/veh	0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↑			↑			↑	
Traffic Vol, veh/h	0	2510	0	0	1790	0	0	0	0	0	0	0
Future Vol, veh/h	0	2510	0	0	1790	0	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	2728	0	0	1946	0	0	0	0	0	0	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	-	-	-	0	-	4674	-	-	4674	-
Stage 1	-	-	-	-	-	-	-	2728	-	-	1946	-
Stage 2	-	-	-	-	-	-	-	1946	-	-	2728	-
Critical Hdwy	-	-	-	-	-	-	-	6.52	-	-	6.52	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	5.52	-	-	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	5.52	-	-	5.52	-
Follow-up Hdwy	-	-	-	-	-	-	-	4.018	-	-	4.018	-
Pot Cap-1 Maneuver	0	-	0	0	-	0	0	1	0	0	1	0
Stage 1	0	-	0	0	-	0	0	44	0	0	111	0
Stage 2	0	-	0	0	-	0	0	111	0	0	44	0
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	1	-	-	1	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	1	-	-	1	-
Stage 1	-	-	-	-	-	-	-	44	-	-	111	-
Stage 2	-	-	-	-	-	-	-	111	-	-	44	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			0			0		
HCM LOS	A			A			A			A		
Minor Lane/Major Mvmt	NBLn1	EBT	WBT	SBLn1								
Capacity (veh/h)	-	-	-	-								
HCM Lane V/C Ratio	-	-	-	-								
HCM Control Delay (s)	0	-	-	0								
HCM Lane LOS	A	-	-	A								
HCM 95th %tile Q(veh)	-	-	-	-								

Lanes, Volumes, Timings
 33: Tyler St./Magnolia & Avenue 50-Tyler St.

2040 Auto/LSEV PM Peak Hour (Proposed)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	1810	314	306	1259	1	221	0	290	1	0	1
Future Volume (vph)	1	1810	314	306	1259	1	221	0	290	1	0	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		50	0		0	0		50	0		0
Storage Lanes	0		1	0		0	0		1	0		0
Taper Length (ft)	60			60			60			60		
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		450			459			683			545	
Travel Time (s)		10.2			10.4			15.5			12.4	
Confl. Bikes (#/hr)			8			1			6			1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

Intersection	
Intersection Delay, s/veh	958.7
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations			↶	↷			↕				↶	↷
Traffic Vol, veh/h	0	1	1810	314	0	306	1259	1	0	221	0	290
Future Vol, veh/h	0	1	1810	314	0	306	1259	1	0	221	0	290
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1	1905	331	0	322	1325	1	0	233	0	305
Number of Lanes	0	0	1	1	0	0	1	0	0	0	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	2	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	2	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	1	1
HCM Control Delay	1105.3	1067.2	20.1
HCM LOS	F	F	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	100%	0%	0%	0%	20%	50%
Vol Thru, %	0%	0%	100%	0%	80%	0%
Vol Right, %	0%	100%	0%	100%	0%	50%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	221	290	1811	314	1566	2
LT Vol	221	0	1	0	306	1
Through Vol	0	0	1810	0	1259	0
RT Vol	0	290	0	314	1	1
Lane Flow Rate	233	305	1906	331	1648	2
Geometry Grp	7	7	7	7	6	6
Degree of Util (X)	0.529	0.593	3.817	0.598	3.318	0.006
Departure Headway (Hd)	8.508	7.164	9.603	8.854	8.75	18.453
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	426	507	400	413	429	195
Service Time	6.208	4.864	7.303	6.554	6.75	16.453
HCM Lane V/C Ratio	0.547	0.602	4.765	0.801	3.841	0.01
HCM Control Delay	20.4	19.8	1292.8	23.9	1067.2	21.6
HCM Lane LOS	C	C	F	C	F	C
HCM 95th-tile Q	3	3.8	136	3.8	123.4	0

Intersection

Intersection Delay, s/veh
 Intersection LOS

Movement	SBU	SBL	SBT	SBR
Lane Configurations			↕	
Traffic Vol, veh/h	0	1	0	1
Future Vol, veh/h	0	1	0	1
Peak Hour Factor	0.92	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	1	0	1
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	21.6
HCM LOS	C

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WITH IMPROVEMENTS

Lanes, Volumes, Timings
1: Palm Cyn. Dr. (SR-111) & Tramway Rd.

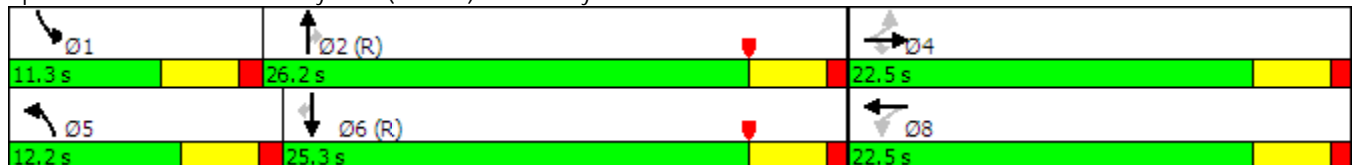
2040 Auto/LSEV AM Peak Hour (Proposed)
With Project Improvements

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	75	74	129	43	120	134	145	530	68	74	921	176
Future Volume (vph)	75	74	129	43	120	134	145	530	68	74	921	176
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		105	0		0	190		155	90		180
Storage Lanes	1		1	0		0	1		1	1		1
Taper Length (ft)	60			60			60			90		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		35			30			45			45	
Link Distance (ft)		417			599			608			491	
Travel Time (s)		8.1			13.6			9.2			7.4	
Confl. Peds. (#/hr)	3						3			4		
Confl. Bikes (#/hr)			9				8			3		4
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Shared Lane Traffic (%)												
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8					2			6
Detector Phase	4	4	4	8	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5		9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	22.5	22.5	22.5	22.5	22.5		12.2	26.2	26.2	11.3	25.3	25.3
Total Split (%)	37.5%	37.5%	37.5%	37.5%	37.5%		20.3%	43.7%	43.7%	18.8%	42.2%	42.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5		4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	Ped	Ped		None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary























Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Splits and Phases: 1: Palm Cyn. Dr. (SR-111) & Tramway Rd.



HCM 2010 Signalized Intersection Summary
1: Palm Cyn. Dr. (SR-111) & Tramway Rd.

2040 Auto/LSEV AM Peak Hour (Proposed)
With Project Improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	75	74	129	43	120	134	145	530	68	74	921	176
Future Volume (veh/h)	75	74	129	43	120	134	145	530	68	74	921	176
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	77	76	0	44	122	137	148	541	69	76	940	0
Adj No. of Lanes	1	1	1	0	2	0	1	2	1	1	2	1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	262	395	336	138	307	298	187	1780	784	106	1619	724
Arrive On Green	0.21	0.21	0.00	0.21	0.21	0.21	0.11	0.50	0.50	0.06	0.46	0.00
Sat Flow, veh/h	1113	1863	1583	295	1444	1406	1774	3539	1559	1774	3539	1583
Grp Volume(v), veh/h	77	76	0	166	0	137	148	541	69	76	940	0
Grp Sat Flow(s),veh/h/ln	1113	1863	1583	1739	0	1406	1774	1770	1559	1774	1770	1583
Q Serve(g_s), s	3.9	2.0	0.0	0.4	0.0	5.1	4.9	5.4	1.4	2.5	11.8	0.0
Cycle Q Clear(g_c), s	9.0	2.0	0.0	4.7	0.0	5.1	4.9	5.4	1.4	2.5	11.8	0.0
Prop In Lane	1.00		1.00	0.27		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	262	395	336	445	0	298	187	1780	784	106	1619	724
V/C Ratio(X)	0.29	0.19	0.00	0.37	0.00	0.46	0.79	0.30	0.09	0.72	0.58	0.00
Avail Cap(c_a), veh/h	359	559	475	592	0	422	228	1780	784	201	1619	724
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	24.6	19.4	0.0	20.4	0.0	20.6	26.2	8.7	7.8	27.7	12.0	0.0
Incr Delay (d2), s/veh	0.6	0.2	0.0	0.5	0.0	1.1	14.3	0.4	0.2	8.6	1.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	1.1	0.0	2.4	0.0	2.1	3.1	2.7	0.6	1.5	6.1	0.0
LnGrp Delay(d),s/veh	25.2	19.6	0.0	21.0	0.0	21.7	40.5	9.2	8.0	36.3	13.6	0.0
LnGrp LOS	C	B		C		C	D	A	A	D	B	
Approach Vol, veh/h		153			303			758			1016	
Approach Delay, s/veh		22.4			21.3			15.2			15.3	
Approach LOS		C			C			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.1	34.7		17.2	10.8	31.9		17.2				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	6.8	21.7		18.0	7.7	20.8		18.0				
Max Q Clear Time (g_c+I1), s	4.5	7.4		11.0	6.9	13.8		7.1				
Green Ext Time (p_c), s	0.0	8.1		1.5	0.0	4.8		1.9				
Intersection Summary												
HCM 2010 Ctrl Delay			16.6									
HCM 2010 LOS			B									

Lanes, Volumes, Timings
2: Indian Cyn. Dr. & Sunrise Pkwy.

2040 Auto/LSEV PM Peak Hour (Proposed)
With Additional Improvements

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	79	156	85	123	84	113	66	798	176	188	922	70
Future Volume (vph)	79	156	85	123	84	113	66	798	176	188	922	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	150		0	150		0	150		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	60			60			25			60		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		338			322			422			520	
Travel Time (s)		7.7			7.3			5.2			6.4	
Confl. Peds. (#/hr)			1			11			4			
Confl. Bikes (#/hr)			12			12			3			3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA		Prot	NA	
Protected Phases	7	4		3	8	1	5	2		1	6	
Permitted Phases						8						
Detector Phase	7	4		3	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5		22.5	22.5	9.5	9.5	22.5		9.5	22.5	
Total Split (s)	18.0	23.0		23.2	28.2	29.0	15.2	44.8		29.0	58.6	
Total Split (%)	15.0%	19.2%		19.3%	23.5%	24.2%	12.7%	37.3%		24.2%	48.8%	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5		4.5	4.5	
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	Ped		None	Ped	None	None	C-Max		None	C-Max	

Intersection Summary






















Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated

Splits and Phases: 2: Indian Cyn. Dr. & Sunrise Pkwy.



HCM 2010 Signalized Intersection Summary
2: Indian Cyn. Dr. & Sunrise Pkwy.

2040 Auto/LSEV PM Peak Hour (Proposed)
With Additional Improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	79	156	85	123	84	113	66	798	176	188	922	70
Future Volume (veh/h)	79	156	85	123	84	113	66	798	176	188	922	70
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.95	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	86	170	92	134	91	123	72	867	191	204	1002	76
Adj No. of Lanes	1	2	0	1	2	1	1	3	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	109	257	131	164	516	428	92	2126	466	234	1968	149
Arrive On Green	0.06	0.11	0.11	0.09	0.15	0.15	0.05	0.51	0.51	0.13	0.59	0.59
Sat Flow, veh/h	1774	2237	1141	1774	3539	1501	1774	4163	912	1774	3331	253
Grp Volume(v), veh/h	86	132	130	134	91	123	72	705	353	204	532	546
Grp Sat Flow(s),veh/h/ln	1774	1770	1609	1774	1770	1501	1774	1695	1685	1774	1770	1814
Q Serve(g_s), s	5.7	8.6	9.3	8.9	2.7	7.7	4.8	15.4	15.6	13.5	21.1	21.1
Cycle Q Clear(g_c), s	5.7	8.6	9.3	8.9	2.7	7.7	4.8	15.4	15.6	13.5	21.1	21.1
Prop In Lane	1.00		0.71	1.00		1.00	1.00		0.54	1.00		0.14
Lane Grp Cap(c), veh/h	109	203	185	164	516	428	92	1731	860	234	1046	1072
V/C Ratio(X)	0.79	0.65	0.70	0.82	0.18	0.29	0.78	0.41	0.41	0.87	0.51	0.51
Avail Cap(c_a), veh/h	200	273	248	276	699	506	158	1731	860	362	1046	1072
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.5	50.8	51.1	53.5	44.9	34.1	56.2	18.1	18.2	51.1	14.4	14.4
Incr Delay (d2), s/veh	11.9	3.5	5.6	9.5	0.2	0.4	13.3	0.7	1.4	13.3	1.8	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	4.4	4.4	4.8	1.3	3.2	2.7	7.3	7.6	7.5	10.7	11.0
LnGrp Delay(d),s/veh	67.4	54.3	56.7	63.0	45.1	34.4	69.5	18.8	19.6	64.3	16.1	16.1
LnGrp LOS	E	D	E	E	D	C	E	B	B	E	B	B
Approach Vol, veh/h		348			348			1130			1282	
Approach Delay, s/veh		58.4			48.2			22.3			23.8	
Approach LOS		E			D			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.4	65.8	15.6	18.3	10.7	75.4	11.9	22.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	24.5	40.3	18.7	18.5	10.7	54.1	13.5	23.7				
Max Q Clear Time (g_c+I1), s	15.5	17.6	10.9	11.3	6.8	23.1	7.7	9.7				
Green Ext Time (p_c), s	0.3	13.6	0.2	1.5	0.0	16.1	0.1	2.2				
Intersection Summary												
HCM 2010 Ctrl Delay			29.9									
HCM 2010 LOS			C									

Lanes, Volumes, Timings
3: Sunrise Wy. & San Rafael Dr.

2040 Auto/LSEV AM Peak Hour (Proposed)
With Project Improvements

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗		↔		↖	↕		↖	↕	
Traffic Volume (vph)	101	21	179	104	34	31	252	544	71	12	417	104
Future Volume (vph)	101	21	179	104	34	31	252	544	71	12	417	104
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	85		0	110		0
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	60			60			60			60		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		50			30			45			45	
Link Distance (ft)		620			513			557			480	
Travel Time (s)		8.5			11.7			8.4			7.3	
Confl. Peds. (#/hr)	1		1	1		1			4			5
Confl. Bikes (#/hr)			2			2			6			5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8								
Detector Phase	4	4	4	8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5		9.5	22.5		9.5	22.5	
Total Split (s)	22.5	22.5	22.5	22.5	22.5		15.0	28.0		9.5	22.5	
Total Split (%)	37.5%	37.5%	37.5%	37.5%	37.5%		25.0%	46.7%		15.8%	37.5%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.5	4.5		4.5		4.5	4.5		4.5	4.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	Ped	Ped	Ped	Ped	Ped		None	C-Max		None	C-Max	

Intersection Summary




















Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Splits and Phases: 3: Sunrise Wy. & San Rafael Dr.



HCM 2010 Signalized Intersection Summary
3: Sunrise Wy. & San Rafael Dr.

2040 Auto/LSEV AM Peak Hour (Proposed)
With Project Improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	101	21	179	104	34	31	252	544	71	12	417	104
Future Volume (veh/h)	101	21	179	104	34	31	252	544	71	12	417	104
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	106	22	188	109	36	33	265	573	75	13	439	109
Adj No. of Lanes	0	1	1	0	1	0	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	357	64	363	220	72	44	310	1650	215	29	1030	254
Arrive On Green	0.23	0.23	0.23	0.23	0.23	0.23	0.17	0.53	0.53	0.02	0.37	0.37
Sat Flow, veh/h	1061	276	1559	532	308	191	1774	3137	409	1774	2805	690
Grp Volume(v), veh/h	128	0	188	178	0	0	265	323	325	13	276	272
Grp Sat Flow(s),veh/h/ln	1337	0	1559	1031	0	0	1774	1770	1777	1774	1770	1725
Q Serve(g_s), s	0.0	0.0	6.3	5.9	0.0	0.0	8.7	6.3	6.4	0.4	7.0	7.1
Cycle Q Clear(g_c), s	4.8	0.0	6.3	10.7	0.0	0.0	8.7	6.3	6.4	0.4	7.0	7.1
Prop In Lane	0.83		1.00	0.61		0.19	1.00		0.23	1.00		0.40
Lane Grp Cap(c), veh/h	421	0	363	337	0	0	310	931	935	29	650	634
V/C Ratio(X)	0.30	0.00	0.52	0.53	0.00	0.00	0.85	0.35	0.35	0.45	0.42	0.43
Avail Cap(c_a), veh/h	515	0	468	426	0	0	310	931	935	148	650	634
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.5	0.0	20.1	22.5	0.0	0.0	24.0	8.2	8.2	29.2	14.2	14.3
Incr Delay (d2), s/veh	0.4	0.0	1.1	1.3	0.0	0.0	20.0	1.0	1.0	10.7	2.0	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.0	2.8	2.9	0.0	0.0	6.0	3.3	3.3	0.3	3.7	3.7
LnGrp Delay(d),s/veh	19.9	0.0	21.2	23.8	0.0	0.0	44.0	9.3	9.3	39.9	16.2	16.4
LnGrp LOS	B		C	C			D	A	A	D	B	B
Approach Vol, veh/h		316			178			913			561	
Approach Delay, s/veh		20.7			23.8			19.3			16.9	
Approach LOS		C			C			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.5	36.1		18.5	15.0	26.5		18.5				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	23.5		18.0	10.5	18.0		18.0				
Max Q Clear Time (g_c+I1), s	2.4	8.4		8.3	10.7	9.1		12.7				
Green Ext Time (p_c), s	0.0	6.0		1.7	0.0	4.3		1.2				
Intersection Summary												
HCM 2010 Ctrl Delay			19.3									
HCM 2010 LOS			B									

Lanes, Volumes, Timings
4: Vista Chino & Gene Autry Tr.

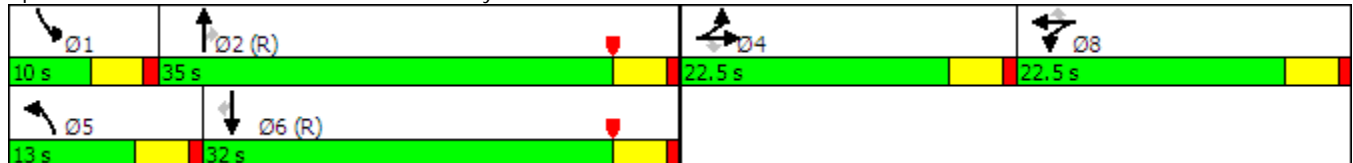
2040 Auto/LSEV PM Peak Hour (Proposed)
With Additional Improvements

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	153	28	112	15	28	54	127	998	79	79	899	113
Future Volume (vph)	153	28	112	15	28	54	127	998	79	79	899	113
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		75	0		75	200		0	215		215
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	60			60			90			200		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			45	
Link Distance (ft)		464			464			442			533	
Travel Time (s)		10.5			10.5			10.0			8.1	
Confl. Peds. (#/hr)			1			13			4			2
Confl. Bikes (#/hr)			4			16			5			4
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Shared Lane Traffic (%)												
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	4	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	13.0	35.0	35.0	10.0	32.0	32.0
Total Split (%)	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	14.4%	38.9%	38.9%	11.1%	35.6%	35.6%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	Ped	Ped	Ped	Ped	Ped	Ped	None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary























Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated

Splits and Phases: 4: Vista Chino & Gene Autry Tr.



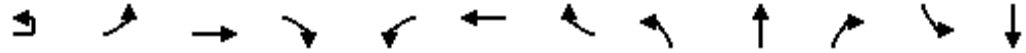
HCM 2010 Signalized Intersection Summary
4: Vista Chino & Gene Autry Tr.

2040 Auto/LSEV PM Peak Hour (Proposed)
With Additional Improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	153	28	112	15	28	54	127	998	79	79	899	113
Future Volume (veh/h)	153	28	112	15	28	54	127	998	79	79	899	113
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.90	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	158	29	115	15	29	56	131	1029	81	81	927	116
Adj No. of Lanes	0	1	1	0	1	1	1	2	1	1	2	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	201	37	206	50	96	113	162	1872	815	104	1757	766
Arrive On Green	0.13	0.13	0.13	0.08	0.08	0.08	0.09	0.53	0.53	0.06	0.50	0.50
Sat Flow, veh/h	1510	277	1550	624	1207	1423	1774	3539	1540	1774	3539	1544
Grp Volume(v), veh/h	187	0	115	44	0	56	131	1029	81	81	927	116
Grp Sat Flow(s),veh/h/ln	1787	0	1550	1832	0	1423	1774	1770	1540	1774	1770	1544
Q Serve(g_s), s	9.1	0.0	6.3	2.0	0.0	3.4	6.5	17.4	2.4	4.1	16.1	3.7
Cycle Q Clear(g_c), s	9.1	0.0	6.3	2.0	0.0	3.4	6.5	17.4	2.4	4.1	16.1	3.7
Prop In Lane	0.84		1.00	0.34		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	238	0	206	145	0	113	162	1872	815	104	1757	766
V/C Ratio(X)	0.79	0.00	0.56	0.30	0.00	0.50	0.81	0.55	0.10	0.78	0.53	0.15
Avail Cap(c_a), veh/h	357	0	310	366	0	285	168	1872	815	108	1757	766
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.8	0.0	36.5	39.1	0.0	39.7	40.1	14.1	10.5	41.8	15.5	12.3
Incr Delay (d2), s/veh	6.6	0.0	2.3	1.2	0.0	3.3	24.4	1.2	0.2	29.0	1.1	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	0.0	2.8	1.1	0.0	1.4	4.3	8.7	1.0	2.8	8.1	1.7
LnGrp Delay(d),s/veh	44.3	0.0	38.9	40.2	0.0	43.0	64.5	15.2	10.8	70.8	16.6	12.8
LnGrp LOS	D		D	D		D	E	B	B	E	B	B
Approach Vol, veh/h		302			100			1241			1124	
Approach Delay, s/veh		42.2			41.8			20.1			20.1	
Approach LOS		D			D			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.8	52.1		16.5	12.7	49.2		11.6				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.5	30.5		18.0	8.5	27.5		18.0				
Max Q Clear Time (g_c+I1), s	6.1	19.4		11.1	8.5	18.1		5.4				
Green Ext Time (p_c), s	0.0	8.8		0.8	0.0	7.6		0.3				
Intersection Summary												
HCM 2010 Ctrl Delay			23.3									
HCM 2010 LOS			C									
Notes												

Lanes, Volumes, Timings
5: Clubhouse View/CV Link Path & Vista Chino

2040 Auto/LSEV AM Peak Hour (Proposed)
With Project Improvements

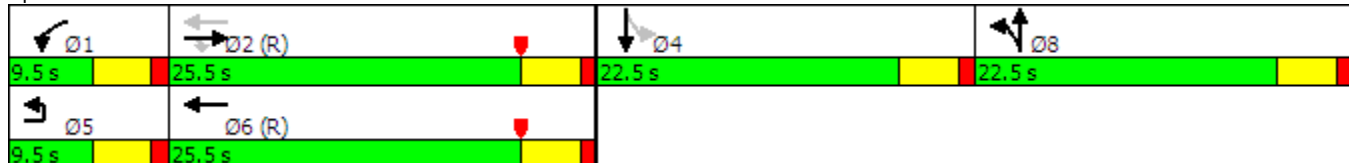


Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↔		↑↑	↗	↖	↑↑		↖	↗			↕
Traffic Volume (vph)	1	0	954	37	18	1013	0	34	9	17	0	10
Future Volume (vph)	1	0	954	37	18	1013	0	34	9	17	0	10
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		130		0	200		0	0		50	0	
Storage Lanes		1		1	1		0	1		0	0	
Taper Length (ft)		60			130			60				60
Right Turn on Red				Yes			Yes			Yes		
Link Speed (mph)			50			50			45			25
Link Distance (ft)			501			679			345			296
Travel Time (s)			6.8			9.3			5.2			8.1
Confl. Peds. (#/hr)				2			1			16		
Confl. Bikes (#/hr)				3			2			16		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Shared Lane Traffic (%)												
Turn Type	Prot		NA	Perm	Prot	NA		Split	NA			NA
Protected Phases	5		2		1	6		8	8			4
Permitted Phases				2		2						4
Detector Phase	5		2	2	1	6		8	8			4
Switch Phase												
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0		5.0	5.0			5.0
Minimum Split (s)	9.5		22.5	22.5	9.5	22.5		22.5	22.5			22.5
Total Split (s)	9.5		25.5	25.5	9.5	25.5		22.5	22.5			22.5
Total Split (%)	11.9%		31.9%	31.9%	11.9%	31.9%		28.1%	28.1%			28.1%
Yellow Time (s)	3.5		3.5	3.5	3.5	3.5		3.5	3.5			3.5
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0		1.0	1.0			1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0		0.0	0.0			0.0
Total Lost Time (s)	4.5		4.5	4.5	4.5	4.5		4.5	4.5			4.5
Lead/Lag	Lead		Lag	Lag	Lead	Lag						
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes						
Recall Mode	None		C-Max	C-Max	None	C-Max		Max	Max			None

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 0 (0%), Referenced to phase 2:EBWB and 6:WBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated





















Splits and Phases: 5: Clubhouse View/CV Link Path & Vista Chino



Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	0
Future Volume (vph)	0
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Right Turn on Red	Yes
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	15
Peak Hour Factor	0.97
Shared Lane Traffic (%)	
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	
Intersection Summary	

HCM 2010 Signalized Intersection Summary
 5: Clubhouse View/CV Link Path & Vista Chino

2040 Auto/LSEV AM Peak Hour (Proposed)
 With Project Improvements

												
Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	1	0	954	37	18	1013	0	34	9	17	0	10
Future Volume (veh/h)	1	0	954	37	18	1013	0	34	9	17	0	10
Number		5	2	12	1	6	16	3	8	18	7	4
Initial Q (Qb), veh		0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00		0.98	1.00		1.00	1.00		0.95	1.00	
Parking Bus, Adj		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln		0	1863	1863	1863	1863	0	1863	1863	1900	1900	1863
Adj Flow Rate, veh/h		0	984	38	19	1044	0	35	9	18	0	10
Adj No. of Lanes		0	2	1	1	2	0	1	1	0	0	1
Peak Hour Factor		0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %		0	2	2	2	2	0	2	2	2	2	2
Cap, veh/h		0	1826	797	38	2102	0	399	121	241	0	23
Arrive On Green		0.00	0.52	0.52	0.02	0.59	0.00	0.22	0.22	0.22	0.00	0.01
Sat Flow, veh/h		0	3632	1545	1774	3632	0	1774	537	1073	0	1863
Grp Volume(v), veh/h		0	984	38	19	1044	0	35	0	27	0	10
Grp Sat Flow(s),veh/h/ln		0	1770	1545	1774	1770	0	1774	0	1610	0	1863
Q Serve(g_s), s		0.0	14.9	1.0	0.8	13.6	0.0	1.2	0.0	1.1	0.0	0.4
Cycle Q Clear(g_c), s		0.0	14.9	1.0	0.8	13.6	0.0	1.2	0.0	1.1	0.0	0.4
Prop In Lane		0.00		1.00	1.00		0.00	1.00		0.67	0.00	
Lane Grp Cap(c), veh/h		0	1826	797	38	2102	0	399	0	362	0	23
V/C Ratio(X)		0.00	0.54	0.05	0.50	0.50	0.00	0.09	0.00	0.07	0.00	0.43
Avail Cap(c_a), veh/h		0	1826	797	111	2102	0	399	0	362	0	419
HCM Platoon Ratio		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh		0.0	13.0	9.6	38.7	9.4	0.0	24.5	0.0	24.4	0.0	39.2
Incr Delay (d2), s/veh		0.0	1.1	0.1	9.7	0.8	0.0	0.4	0.0	0.4	0.0	12.1
Initial Q Delay(d3),s/veh		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		0.0	7.5	0.4	0.5	6.8	0.0	0.7	0.0	0.5	0.0	0.3
LnGrp Delay(d),s/veh		0.0	14.1	9.7	48.4	10.2	0.0	24.9	0.0	24.8	0.0	51.3
LnGrp LOS			B	A	D	B		C		C		D
Approach Vol, veh/h			1022			1063			62			10
Approach Delay, s/veh			14.0			10.9			24.9			51.3
Approach LOS			B			B			C			D
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	6.2	45.8		5.5		52.0		22.5				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	5.0	21.0		18.0		21.0		18.0				
Max Q Clear Time (g_c+I1), s	2.8	16.9		2.4		15.6		3.2				
Green Ext Time (p_c), s	0.0	3.5		0.0		4.5		0.1				
Intersection Summary												
HCM 2010 Ctrl Delay			12.9									
HCM 2010 LOS			B									
Notes												

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	0
Future Volume (veh/h)	0
Number	14
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Adj Sat Flow, veh/h/ln	1900
Adj Flow Rate, veh/h	0
Adj No. of Lanes	0
Peak Hour Factor	0.97
Percent Heavy Veh, %	2
Cap, veh/h	0
Arrive On Green	0.00
Sat Flow, veh/h	0
Grp Volume(v), veh/h	0
Grp Sat Flow(s),veh/h/ln	0
Q Serve(g_s), s	0.0
Cycle Q Clear(g_c), s	0.0
Prop In Lane	0.00
Lane Grp Cap(c), veh/h	0
V/C Ratio(X)	0.00
Avail Cap(c_a), veh/h	0
HCM Platoon Ratio	1.00
Upstream Filter(l)	0.00
Uniform Delay (d), s/veh	0.0
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.0
LnGrp Delay(d),s/veh	0.0
LnGrp LOS	
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer	

Lanes, Volumes, Timings
6: Sunrise Wy. & N. Riverside Dr.

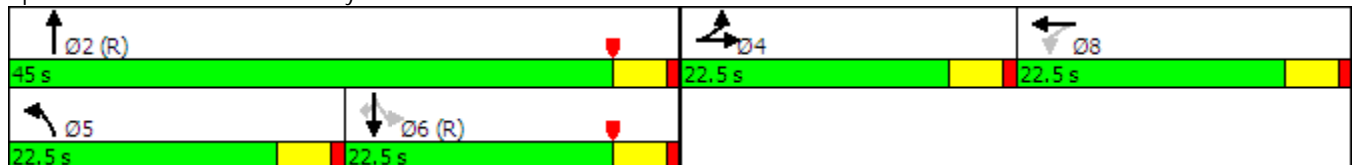
2040 Auto/LSEV AM Peak Hour (Proposed)
With Project Improvements

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	10	96	0	10	0	67	816	0	1	904	15
Future Volume (vph)	15	10	96	0	10	0	67	816	0	1	904	15
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	220		0	0		100
Storage Lanes	0		0	0		0	1		0	0		1
Taper Length (ft)	60			60			60			60		
Right Turn on Red			Yes			Yes			Yes			No
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		407			314			806			363	
Travel Time (s)		9.3			7.1			13.7			6.2	
Confl. Peds. (#/hr)			3						27			12
Confl. Bikes (#/hr)			2						1			2
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Shared Lane Traffic (%)												
Turn Type	Split	NA			NA		Prot	NA		Perm	NA	Perm
Protected Phases	4	4			8		5	2			6	
Permitted Phases				8						6		6
Detector Phase	4	4		8	8		5	2		6	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	22.5
Total Split (s)	22.5	22.5		22.5	22.5		22.5	45.0		22.5	22.5	22.5
Total Split (%)	25.0%	25.0%		25.0%	25.0%		25.0%	50.0%		25.0%	25.0%	25.0%
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)		0.0			0.0		0.0	0.0			0.0	0.0
Total Lost Time (s)		4.5			4.5		4.5	4.5			4.5	4.5
Lead/Lag							Lead			Lag	Lag	Lag
Lead-Lag Optimize?							Yes			Yes	Yes	Yes
Recall Mode	Min	Min		None	None		None	C-Max		C-Max	C-Max	C-Max

Intersection Summary



















Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow
 Natural Cycle: 100
 Control Type: Actuated-Coordinated

Splits and Phases: 6: Sunrise Wy. & N. Riverside Dr.



HCM 2010 Signalized Intersection Summary
6: Sunrise Wy. & N. Riverside Dr.

2040 Auto/LSEV AM Peak Hour (Proposed)
With Project Improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	10	96	0	10	0	67	816	0	1	904	15
Future Volume (veh/h)	15	10	96	0	10	0	67	816	0	1	904	15
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	0	1900	1863	1863
Adj Flow Rate, veh/h	16	10	100	0	10	0	70	850	0	1	942	16
Adj No. of Lanes	0	1	0	0	1	0	1	2	0	0	2	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	0	2	2	2
Cap, veh/h	21	13	131	0	23	0	91	2598	0	40	2198	972
Arrive On Green	0.10	0.10	0.10	0.00	0.01	0.00	0.10	1.00	0.00	0.63	0.63	0.63
Sat Flow, veh/h	202	126	1263	0	1863	0	1774	3632	0	0	3472	1535
Grp Volume(v), veh/h	126	0	0	0	10	0	70	850	0	506	437	16
Grp Sat Flow(s),veh/h/ln	1592	0	0	0	1863	0	1774	1770	0	1862	1610	1535
Q Serve(g_s), s	6.9	0.0	0.0	0.0	0.5	0.0	3.5	0.0	0.0	0.0	12.3	0.3
Cycle Q Clear(g_c), s	6.9	0.0	0.0	0.0	0.5	0.0	3.5	0.0	0.0	12.3	12.3	0.3
Prop In Lane	0.13		0.79	0.00		0.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	165	0	0	0	23	0	91	2598	0	1219	1019	972
V/C Ratio(X)	0.76	0.00	0.00	0.00	0.44	0.00	0.77	0.33	0.00	0.41	0.43	0.02
Avail Cap(c_a), veh/h	318	0	0	0	373	0	355	2598	0	1219	1019	972
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.00	1.00	0.00	0.94	0.94	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.3	0.0	0.0	0.0	44.1	0.0	39.9	0.0	0.0	8.3	8.3	6.1
Incr Delay (d2), s/veh	7.1	0.0	0.0	0.0	12.6	0.0	12.3	0.3	0.0	1.0	1.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	0.0	0.0	0.0	0.3	0.0	2.0	0.1	0.0	6.7	5.8	0.2
LnGrp Delay(d),s/veh	46.4	0.0	0.0	0.0	56.7	0.0	52.2	0.3	0.0	9.4	9.6	6.2
LnGrp LOS	D				E		D	A		A	A	A
Approach Vol, veh/h		126			10			920			959	
Approach Delay, s/veh		46.4			56.7			4.3			9.4	
Approach LOS		D			E			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		70.6		13.8	9.1	61.5		5.6				
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s		40.5		18.0	18.0	18.0		18.0				
Max Q Clear Time (g_c+I1), s		2.0		8.9	5.5	14.3		2.5				
Green Ext Time (p_c), s		16.1		0.4	0.1	3.0		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			9.6									
HCM 2010 LOS			A									

Lanes, Volumes, Timings
7: Sunrise Wy. & Mesquite Av.

2040 Auto/LSEV AM Peak Hour (Proposed)
With Project Improvements

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	106	76	25	36	66	131	32	682	37	94	715	94
Future Volume (vph)	106	76	25	36	66	131	32	682	37	94	715	94
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	85		0	100		0	150		150	150		150
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	60			60			60			60		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			30			40			40	
Link Distance (ft)		440			1356			475			806	
Travel Time (s)		6.7			30.8			8.1			13.7	
Confl. Peds. (#/hr)	3		2	2		3			31			8
Confl. Bikes (#/hr)			3			4			3			2
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8	2			6		
Detector Phase	4	4		8	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5	22.5	9.5	22.5		9.5	22.5	
Total Split (s)	29.0	29.0		29.0	29.0	29.0	12.0	46.0		15.0	49.0	
Total Split (%)	32.2%	32.2%		32.2%	32.2%	32.2%	13.3%	51.1%		16.7%	54.4%	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5		4.5	4.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	Ped	Ped		Ped	Ped	Ped	None	C-Max		None	C-Max	

Intersection Summary






















Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 15 (17%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated

Splits and Phases: 7: Sunrise Wy. & Mesquite Av.



HCM 2010 Signalized Intersection Summary
7: Sunrise Wy. & Mesquite Av.

2040 Auto/LSEV AM Peak Hour (Proposed)
With Project Improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	106	76	25	36	66	131	32	682	37	94	715	94
Future Volume (veh/h)	106	76	25	36	66	131	32	682	37	94	715	94
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	108	78	26	37	67	134	33	696	38	96	730	96
Adj No. of Lanes	1	1	0	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	232	215	72	220	301	250	556	2174	119	561	2060	271
Arrive On Green	0.16	0.16	0.16	0.16	0.16	0.16	0.03	0.64	0.64	0.10	1.00	1.00
Sat Flow, veh/h	1172	1330	443	1280	1863	1547	1774	3407	186	1774	3134	412
Grp Volume(v), veh/h	108	0	104	37	67	134	33	361	373	96	412	414
Grp Sat Flow(s),veh/h/ln	1172	0	1773	1280	1863	1547	1774	1770	1824	1774	1770	1777
Q Serve(g_s), s	7.9	0.0	4.7	2.4	2.8	7.2	0.6	8.4	8.4	1.6	0.0	0.0
Cycle Q Clear(g_c), s	10.8	0.0	4.7	7.1	2.8	7.2	0.6	8.4	8.4	1.6	0.0	0.0
Prop In Lane	1.00		0.25	1.00		1.00	1.00		0.10	1.00		0.23
Lane Grp Cap(c), veh/h	232	0	286	220	301	250	556	1129	1164	561	1163	1168
V/C Ratio(X)	0.46	0.00	0.36	0.17	0.22	0.54	0.06	0.32	0.32	0.17	0.35	0.35
Avail Cap(c_a), veh/h	362	0	483	362	507	421	649	1129	1164	678	1163	1168
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.89	0.89	0.89
Uniform Delay (d), s/veh	37.5	0.0	33.6	36.8	32.8	34.6	5.0	7.4	7.4	4.8	0.0	0.0
Incr Delay (d2), s/veh	1.4	0.0	0.8	0.4	0.4	1.8	0.0	0.7	0.7	0.1	0.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	0.0	2.4	0.9	1.5	3.2	0.3	4.2	4.4	0.7	0.2	0.2
LnGrp Delay(d),s/veh	39.0	0.0	34.4	37.1	33.2	36.4	5.1	8.2	8.1	4.9	0.8	0.8
LnGrp LOS	D		C	D	C	D	A	A	A	A	A	A
Approach Vol, veh/h		212			238			767			922	
Approach Delay, s/veh		36.7			35.6			8.0			1.2	
Approach LOS		D			D			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.0	61.9		19.0	7.3	63.7		19.0				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	10.5	41.5		24.5	7.5	44.5		24.5				
Max Q Clear Time (g_c+I1), s	3.6	10.4		12.8	2.6	2.0		9.2				
Green Ext Time (p_c), s	0.1	11.5		1.5	0.0	12.5		1.7				
Intersection Summary												
HCM 2010 Ctrl Delay			11.0									
HCM 2010 LOS			B									

Lanes, Volumes, Timings
8: Farrel Dr. & Mesquite Av.

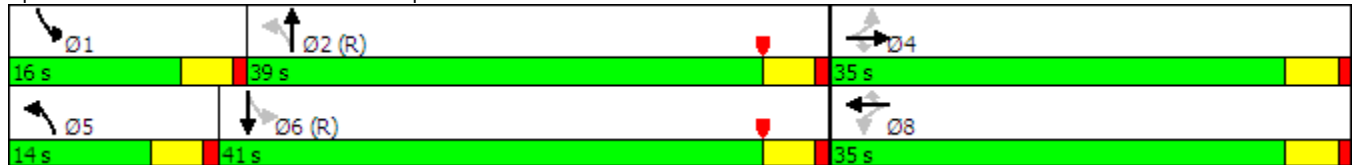
2040 Auto/LSEV AM Peak Hour (Proposed)
With Project Improvements

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	87	147	51	89	93	57	34	319	79	55	293	62
Future Volume (vph)	87	147	51	89	93	57	34	319	79	55	293	62
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	90		50	75		50	70		0	0		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	60			30			80			80		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			45			45			30	
Link Distance (ft)		1736			889			512			696	
Travel Time (s)		39.5			13.5			7.8			15.8	
Confl. Peds. (#/hr)	21		20	20		21			9			10
Confl. Bikes (#/hr)			14			13			7			7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8	2			6		
Detector Phase	4	4	4	8	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	9.5	22.5		9.5	22.5	
Total Split (s)	35.0	35.0	35.0	35.0	35.0	35.0	14.0	39.0		16.0	41.0	
Total Split (%)	38.9%	38.9%	38.9%	38.9%	38.9%	38.9%	15.6%	43.3%		17.8%	45.6%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	Ped	Ped	Ped	Ped	Ped	Ped	None	C-Max		None	C-Max	

Intersection Summary























Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated

Splits and Phases: 8: Farrel Dr. & Mesquite Av.



HCM 2010 Signalized Intersection Summary
8: Farrel Dr. & Mesquite Av.

2040 Auto/LSEV AM Peak Hour (Proposed)
With Project Improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	87	147	51	89	93	57	34	319	79	55	293	62
Future Volume (veh/h)	87	147	51	89	93	57	34	319	79	55	293	62
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.94	0.98		0.94	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	95	160	55	97	101	62	37	347	86	60	318	67
Adj No. of Lanes	1	1	1	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	267	378	303	226	378	303	699	1692	413	675	1780	369
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.20	0.03	0.60	0.60	0.04	0.61	0.61
Sat Flow, veh/h	1191	1863	1493	1140	1863	1495	1774	2802	684	1774	2901	602
Grp Volume(v), veh/h	95	160	55	97	101	62	37	217	216	60	192	193
Grp Sat Flow(s),veh/h/ln	1191	1863	1493	1140	1863	1495	1774	1770	1716	1774	1770	1733
Q Serve(g_s), s	6.6	6.7	2.7	7.3	4.1	3.1	0.7	5.0	5.1	1.1	4.2	4.4
Cycle Q Clear(g_c), s	10.7	6.7	2.7	14.0	4.1	3.1	0.7	5.0	5.1	1.1	4.2	4.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.40	1.00		0.35
Lane Grp Cap(c), veh/h	267	378	303	226	378	303	699	1069	1036	675	1086	1063
V/C Ratio(X)	0.36	0.42	0.18	0.43	0.27	0.20	0.05	0.20	0.21	0.09	0.18	0.18
Avail Cap(c_a), veh/h	429	631	506	381	631	507	827	1069	1036	826	1086	1063
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.7	31.3	29.7	37.4	30.2	29.8	6.1	8.0	8.1	6.0	7.5	7.6
Incr Delay (d2), s/veh	0.8	0.8	0.3	1.3	0.4	0.3	0.0	0.4	0.5	0.1	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	3.5	1.2	2.4	2.1	1.3	0.3	2.5	2.5	0.5	2.1	2.2
LnGrp Delay(d),s/veh	35.5	32.0	30.0	38.7	30.6	30.2	6.1	8.5	8.5	6.0	7.9	7.9
LnGrp LOS	D	C	C	D	C	C	A	A	A	A	A	A
Approach Vol, veh/h		310			260			470			445	
Approach Delay, s/veh		32.7			33.5			8.3			7.7	
Approach LOS		C			C			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.4	58.8		22.8	7.5	59.7		22.8				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	11.5	34.5		30.5	9.5	36.5		30.5				
Max Q Clear Time (g_c+I1), s	3.1	7.1		12.7	2.7	6.4		16.0				
Green Ext Time (p_c), s	0.1	5.1		2.4	0.0	5.2		2.2				
Intersection Summary												
HCM 2010 Ctrl Delay			17.6									
HCM 2010 LOS			B									

Lanes, Volumes, Timings
 9: El Cielo Rd. & Mesquite Av.

2040 Auto/LSEV AM Peak Hour (Proposed)
 With Project Improvements



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	131	171	158	193	118	170
Future Volume (vph)	131	171	158	193	118	170
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	250		100	90	
Storage Lanes	1	1		1	1	
Taper Length (ft)	60				60	
Link Speed (mph)	35		45			45
Link Distance (ft)	566		352			331
Travel Time (s)	11.0		5.3			5.0
Confl. Peds. (#/hr)	39			6	6	
Confl. Bikes (#/hr)		3		4		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Shared Lane Traffic (%)						
Sign Control	Stop		Stop			Stop

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

Intersection	
Intersection Delay, s/veh	10.7
Intersection LOS	B

Movement	WBU	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Lane Configurations		↘	↗		↕	↗		↘	↕
Traffic Vol, veh/h	0	131	171	0	158	193	0	118	170
Future Vol, veh/h	0	131	171	0	158	193	0	118	170
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.92	0.97	0.97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	135	176	0	163	199	0	122	175
Number of Lanes	0	1	1	0	1	1	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay	10.9	10.3	11
HCM LOS	B	B	B

Lane	NBLn1	NBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	0%	0%	100%	0%	100%	0%
Vol Thru, %	100%	0%	0%	0%	0%	100%
Vol Right, %	0%	100%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	158	193	131	171	118	170
LT Vol	0	0	131	0	118	0
Through Vol	158	0	0	0	0	170
RT Vol	0	193	0	171	0	0
Lane Flow Rate	163	199	135	176	122	175
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.266	0.285	0.252	0.269	0.217	0.288
Departure Headway (Hd)	5.872	5.163	6.714	5.502	6.416	5.909
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	612	696	536	654	561	608
Service Time	3.601	2.891	4.444	3.232	4.146	3.639
HCM Lane V/C Ratio	0.266	0.286	0.252	0.269	0.217	0.288
HCM Control Delay	10.7	9.9	11.7	10.3	10.9	11
HCM Lane LOS	B	A	B	B	B	B
HCM 95th-tile Q	1.1	1.2	1	1.1	0.8	1.2

Lanes, Volumes, Timings
10: Crossley Rd. & 34th Av.

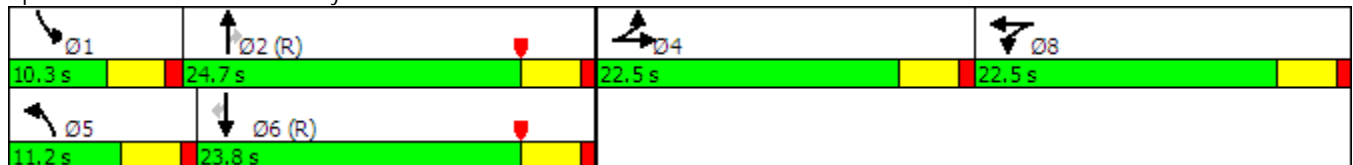
2040 Auto/LSEV AM Peak Hour (Proposed)
With Project Improvements

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	36	2	47	62	2	35	51	309	54	32	287	26
Future Volume (vph)	36	2	47	62	2	35	51	309	54	32	287	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	60		50	70		50
Storage Lanes	0		0	0		0	1		1	1		1
Taper Length (ft)	60			60			60			60		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		346			491			509			544	
Travel Time (s)		7.9			11.2			7.7			8.2	
Confl. Peds. (#/hr)	8		1	1		8			4			8
Confl. Bikes (#/hr)			2			7			13			8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Turn Type	Split	NA		Split	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases									2			6
Detector Phase	4	4		8	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5		22.5	22.5		9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	22.5	22.5		22.5	22.5		11.2	24.7	24.7	10.3	23.8	23.8
Total Split (%)	28.1%	28.1%		28.1%	28.1%		14.0%	30.9%	30.9%	12.9%	29.8%	29.8%
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5			4.5		4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary





















Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated

Splits and Phases: 10: Crossley Rd. & 34th Av.



HCM 2010 Signalized Intersection Summary
10: Crossley Rd. & 34th Av.

2040 Auto/LSEV AM Peak Hour (Proposed)
With Project Improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	2	47	62	2	35	51	309	54	32	287	26
Future Volume (veh/h)	36	2	47	62	2	35	51	309	54	32	287	26
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.95	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	39	2	51	67	2	38	55	336	59	35	312	28
Adj No. of Lanes	0	1	0	0	1	0	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	59	3	77	99	3	56	78	1982	858	60	1945	842
Arrive On Green	0.09	0.09	0.09	0.10	0.10	0.10	0.04	0.56	0.56	0.03	0.55	0.55
Sat Flow, veh/h	687	35	899	1044	31	592	1774	3539	1533	1774	3539	1532
Grp Volume(v), veh/h	92	0	0	107	0	0	55	336	59	35	312	28
Grp Sat Flow(s),veh/h/ln	1621	0	0	1668	0	0	1774	1770	1533	1774	1770	1532
Q Serve(g_s), s	4.4	0.0	0.0	5.0	0.0	0.0	2.4	3.7	1.4	1.6	3.5	0.7
Cycle Q Clear(g_c), s	4.4	0.0	0.0	5.0	0.0	0.0	2.4	3.7	1.4	1.6	3.5	0.7
Prop In Lane	0.42		0.55	0.63		0.36	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	139	0	0	159	0	0	78	1982	858	60	1945	842
V/C Ratio(X)	0.66	0.00	0.00	0.67	0.00	0.00	0.70	0.17	0.07	0.58	0.16	0.03
Avail Cap(c_a), veh/h	365	0	0	375	0	0	149	1982	858	129	1945	842
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.4	0.0	0.0	35.0	0.0	0.0	37.7	8.6	8.1	38.1	8.9	8.3
Incr Delay (d2), s/veh	5.2	0.0	0.0	4.9	0.0	0.0	10.9	0.2	0.2	8.7	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	0.0	0.0	2.5	0.0	0.0	1.4	1.8	0.6	0.9	1.7	0.3
LnGrp Delay(d),s/veh	40.6	0.0	0.0	39.9	0.0	0.0	48.6	8.7	8.2	46.8	9.1	8.3
LnGrp LOS	D			D			D	A	A	D	A	A
Approach Vol, veh/h		92			107			450			375	
Approach Delay, s/veh		40.6			39.9			13.5			12.5	
Approach LOS		D			D			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.2	49.3		11.4	8.0	48.5		12.1				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.8	20.2		18.0	6.7	19.3		18.0				
Max Q Clear Time (g_c+I1), s	3.6	5.7		6.4	4.4	5.5		7.0				
Green Ext Time (p_c), s	0.0	3.6		0.3	0.0	3.5		0.3				
Intersection Summary												
HCM 2010 Ctrl Delay			18.4									
HCM 2010 LOS			B									

Lanes, Volumes, Timings
11: Crossley Rd. & Tahquitz Creek

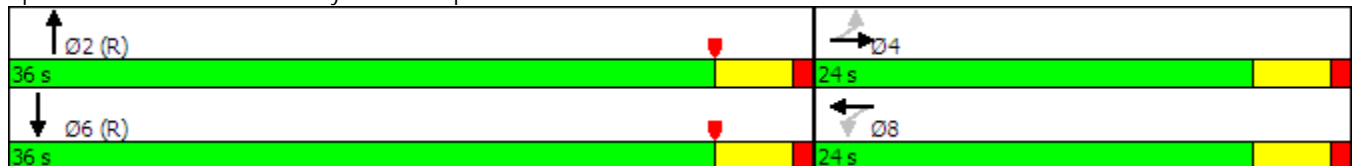
2040 Auto/LSEV AM Peak Hour (Proposed)
With Project Improvements

	↖	→	↘	↙	←	↖	↙	↑	↘	↘	↓	↙
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	0	12	0	0	0	11	0	346	0	0	323	0
Future Volume (vph)	0	12	0	0	0	11	0	346	0	0	323	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		218			675			463			646	
Travel Time (s)		5.0			15.3			7.0			9.8	
Confl. Peds. (#/hr)	17		25	25		17			1			
Confl. Bikes (#/hr)			16			16			15			8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Turn Type		NA			NA			NA			NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8								
Detector Phase	4	4		8	8			2			6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0			5.0			5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5			22.5			22.5	
Total Split (s)	24.0	24.0		24.0	24.0			36.0			36.0	
Total Split (%)	40.0%	40.0%		40.0%	40.0%			60.0%			60.0%	
Yellow Time (s)	3.5	3.5		3.5	3.5			3.5			3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0			1.0			1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Ped	Ped		Ped	Ped			C-Max			C-Max	

Intersection Summary

















Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 15 (25%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 45
 Control Type: Actuated-Coordinated

Splits and Phases: 11: Crossley Rd. & Tahquitz Creek



HCM 2010 Signalized Intersection Summary
 11: Crossley Rd. & Tahquitz Creek

2040 Auto/LSEV AM Peak Hour (Proposed)
 With Project Improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	12	0	0	0	11	0	346	0	0	323	0
Future Volume (veh/h)	0	12	0	0	0	11	0	346	0	0	323	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.90	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	0	1863	0	0	1863	0
Adj Flow Rate, veh/h	0	13	0	0	0	12	0	376	0	0	351	0
Adj No. of Lanes	0	1	0	0	1	0	0	2	0	0	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	0	0	2	0
Cap, veh/h	0	228	0	0	0	175	0	2575	0	0	2575	0
Arrive On Green	0.00	0.12	0.00	0.00	0.00	0.12	0.00	0.73	0.00	0.00	0.73	0.00
Sat Flow, veh/h	0	1863	0	0	0	1428	0	3725	0	0	3725	0
Grp Volume(v), veh/h	0	13	0	0	0	12	0	376	0	0	351	0
Grp Sat Flow(s),veh/h/ln	0	1863	0	0	0	1428	0	1770	0	0	1770	0
Q Serve(g_s), s	0.0	0.4	0.0	0.0	0.0	0.4	0.0	1.9	0.0	0.0	1.8	0.0
Cycle Q Clear(g_c), s	0.0	0.4	0.0	0.0	0.0	0.4	0.0	1.9	0.0	0.0	1.8	0.0
Prop In Lane	0.00		0.00	0.00		1.00	0.00		0.00	0.00		0.00
Lane Grp Cap(c), veh/h	0	228	0	0	0	175	0	2575	0	0	2575	0
V/C Ratio(X)	0.00	0.06	0.00	0.00	0.00	0.07	0.00	0.15	0.00	0.00	0.14	0.00
Avail Cap(c_a), veh/h	0	605	0	0	0	464	0	2575	0	0	2575	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	23.3	0.0	0.0	0.0	23.3	0.0	2.5	0.0	0.0	2.5	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.0	0.0	0.2	0.0	0.1	0.0	0.0	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.2	0.0	0.0	0.0	0.2	0.0	1.0	0.0	0.0	0.9	0.0
LnGrp Delay(d),s/veh	0.0	23.4	0.0	0.0	0.0	23.5	0.0	2.6	0.0	0.0	2.6	0.0
LnGrp LOS		C				C		A			A	
Approach Vol, veh/h		13			12			376			351	
Approach Delay, s/veh		23.4			23.5			2.6			2.6	
Approach LOS		C			C			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		48.2		11.8		48.2		11.8				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		31.5		19.5		31.5		19.5				
Max Q Clear Time (g_c+I1), s		3.9		2.4		3.8		2.4				
Green Ext Time (p_c), s		4.6		0.1		4.6		0.1				
Intersection Summary												
HCM 2010 Ctrl Delay			3.3									
HCM 2010 LOS			A									
Notes												

Lanes, Volumes, Timings
 12: Cathedral Cyn. Dr. & Officer David Vasquez Rd.

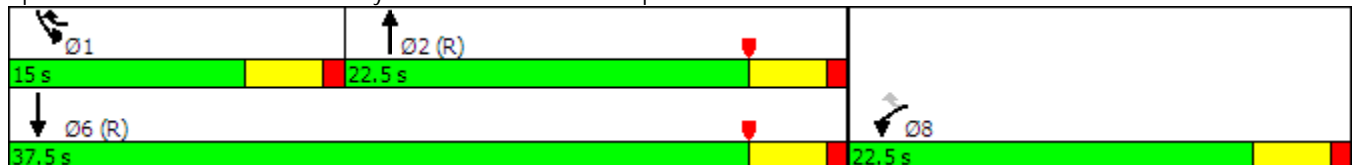
2040 Auto/LSEV AM Peak Hour (Proposed)
 With Project Improvements

	↙	↖	↑	↗	↘	↓
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↙↘	↖	↕↔		↘	↕↕
Traffic Volume (vph)	13	92	381	7	173	417
Future Volume (vph)	13	92	381	7	173	417
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	120	120		150	200	
Storage Lanes	1	1		0	1	
Taper Length (ft)	90				80	
Right Turn on Red		Yes		Yes		
Link Speed (mph)	40		40			40
Link Distance (ft)	554		483			555
Travel Time (s)	9.4		8.2			9.5
Confl. Peds. (#/hr)		41		18		
Confl. Bikes (#/hr)		1		2		
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Shared Lane Traffic (%)						
Turn Type	Prot	pm+ov	NA		Prot	NA
Protected Phases	8	1	2		1	6
Permitted Phases		8				
Detector Phase	8	1	2		1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	22.5	9.5	22.5		9.5	22.5
Total Split (s)	22.5	15.0	22.5		15.0	37.5
Total Split (%)	37.5%	25.0%	37.5%		25.0%	62.5%
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5
Lead/Lag		Lead	Lag		Lead	
Lead-Lag Optimize?		Yes	Yes		Yes	
Recall Mode	Ped	None	C-Max		None	C-Max

Intersection Summary












Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Splits and Phases: 12: Cathedral Cyn. Dr. & Officer David Vasquez Rd.



HCM 2010 Signalized Intersection Summary
 12: Cathedral Cyn. Dr. & Officer David Vasquez Rd.

2040 Auto/LSEV AM Peak Hour (Proposed)
 With Project Improvements

								
Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations								
Traffic Volume (veh/h)	13	92	381	7	173	417		
Future Volume (veh/h)	13	92	381	7	173	417		
Number	3	18	2	12	1	6		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00		0.96	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863		
Adj Flow Rate, veh/h	14	98	405	7	184	444		
Adj No. of Lanes	2	1	2	0	1	2		
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	260	325	2027	35	230	2741		
Arrive On Green	0.08	0.08	0.57	0.57	0.13	0.77		
Sat Flow, veh/h	3442	1583	3650	61	1774	3632		
Grp Volume(v), veh/h	14	98	201	211	184	444		
Grp Sat Flow(s),veh/h/ln	1721	1583	1770	1849	1774	1770		
Q Serve(g_s), s	0.2	3.1	3.3	3.3	6.0	1.9		
Cycle Q Clear(g_c), s	0.2	3.1	3.3	3.3	6.0	1.9		
Prop In Lane	1.00	1.00		0.03	1.00			
Lane Grp Cap(c), veh/h	260	325	1008	1054	230	2741		
V/C Ratio(X)	0.05	0.30	0.20	0.20	0.80	0.16		
Avail Cap(c_a), veh/h	1032	680	1008	1054	310	2741		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	25.7	20.2	6.3	6.3	25.4	1.7		
Incr Delay (d2), s/veh	0.1	0.5	0.4	0.4	10.2	0.1		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.1	1.4	1.7	1.8	3.6	1.0		
LnGrp Delay(d),s/veh	25.8	20.7	6.7	6.7	35.5	1.9		
LnGrp LOS	C	C	A	A	D	A		
Approach Vol, veh/h	112		412			628		
Approach Delay, s/veh	21.4		6.7			11.7		
Approach LOS	C		A			B		
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	12.3	38.7				51.0		9.0
Change Period (Y+Rc), s	4.5	4.5				4.5		4.5
Max Green Setting (Gmax), s	10.5	18.0				33.0		18.0
Max Q Clear Time (g_c+I1), s	8.0	5.3				3.9		5.1
Green Ext Time (p_c), s	0.1	4.1				5.5		0.2
Intersection Summary								
HCM 2010 Ctrl Delay			10.9					
HCM 2010 LOS			B					

Lanes, Volumes, Timings
13: Date Palm Dr. & Perez Rd.

2040 Auto/LSEV AM Peak Hour (Proposed)
With Project Improvements

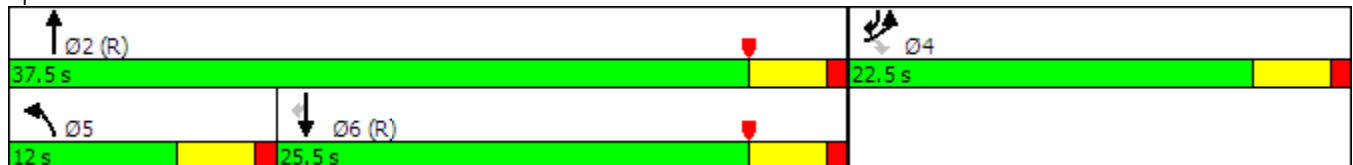


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↖↗	↗	↖	↑↑	↑↑	↗
Traffic Volume (vph)	426	207	139	639	955	432
Future Volume (vph)	426	207	139	639	955	432
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	165	0	160			150
Storage Lanes	1	1	1			1
Taper Length (ft)	60		80			
Right Turn on Red		Yes				Yes
Link Speed (mph)	40			40	40	
Link Distance (ft)	503			488	484	
Travel Time (s)	8.6			8.3	8.3	
Confl. Peds. (#/hr)		50				7
Confl. Bikes (#/hr)		3				7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Turn Type	Prot	Perm	Prot	NA	NA	pm+ov
Protected Phases	4		5	2	6	4
Permitted Phases		4				6
Detector Phase	4	4	5	2	6	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	9.5	22.5	22.5	22.5
Total Split (s)	22.5	22.5	12.0	37.5	25.5	22.5
Total Split (%)	37.5%	37.5%	20.0%	62.5%	42.5%	37.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	Ped	Ped	None	C-Max	C-Max	Ped

Intersection Summary













Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Splits and Phases: 13: Date Palm Dr. & Perez Rd.



HCM 2010 Signalized Intersection Summary
 13: Date Palm Dr. & Perez Rd.

2040 Auto/LSEV AM Peak Hour (Proposed)
 With Project Improvements

									
Movement	EBL	EBR	NBL	NBT	SBT	SBR			
Lane Configurations									
Traffic Volume (veh/h)	426	207	139	639	955	432			
Future Volume (veh/h)	426	207	139	639	955	432			
Number	7	14	5	2	6	16			
Initial Q (Qb), veh	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.97			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863			
Adj Flow Rate, veh/h	463	225	151	695	1038	470			
Adj No. of Lanes	2	1	1	2	2	1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	2	2	2	2			
Cap, veh/h	669	308	190	2320	1675	1033			
Arrive On Green	0.19	0.19	0.11	0.66	0.47	0.47			
Sat Flow, veh/h	3442	1583	1774	3632	3632	1532			
Grp Volume(v), veh/h	463	225	151	695	1038	470			
Grp Sat Flow(s),veh/h/ln	1721	1583	1774	1770	1770	1532			
Q Serve(g_s), s	7.5	8.0	5.0	5.0	13.1	8.8			
Cycle Q Clear(g_c), s	7.5	8.0	5.0	5.0	13.1	8.8			
Prop In Lane	1.00	1.00	1.00			1.00			
Lane Grp Cap(c), veh/h	669	308	190	2320	1675	1033			
V/C Ratio(X)	0.69	0.73	0.79	0.30	0.62	0.46			
Avail Cap(c_a), veh/h	1032	475	222	2320	1675	1033			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	22.5	22.7	26.1	4.4	11.8	4.8			
Incr Delay (d2), s/veh	1.3	3.3	15.5	0.3	1.7	1.4			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	3.7	7.0	3.3	2.5	6.7	6.3			
LnGrp Delay(d),s/veh	23.8	26.0	41.7	4.8	13.5	6.2			
LnGrp LOS	C	C	D	A	B	A			
Approach Vol, veh/h	688			846	1508				
Approach Delay, s/veh	24.5			11.4	11.2				
Approach LOS	C			B	B				
Timer	1	2	3	4	5	6	7	8	
Assigned Phs	2		4		5	6			
Phs Duration (G+Y+Rc), s	43.8		16.2		10.9	32.9			
Change Period (Y+Rc), s	4.5		4.5		4.5	4.5			
Max Green Setting (Gmax), s	33.0		18.0		7.5	21.0			
Max Q Clear Time (g_c+I1), s	7.0		10.0		7.0	15.1			
Green Ext Time (p_c), s	16.0		1.7		0.0	4.9			
Intersection Summary									
HCM 2010 Ctrl Delay			14.3						
HCM 2010 LOS			B						

Lanes, Volumes, Timings
22: SR-111 & Bob Hope Dr.

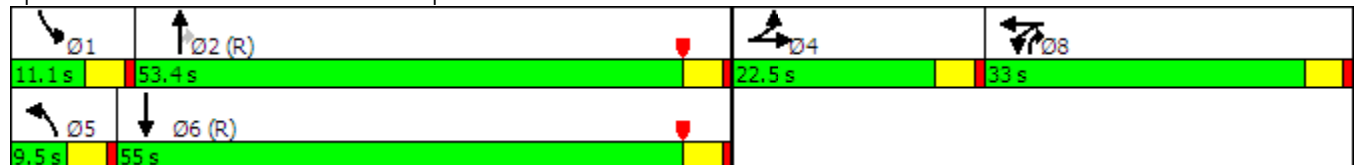
2040 Auto/LSEV PM Peak Hour (Proposed)
With Additional Improvements

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	18	11	834	17	194	6	1880	510	156	1529	12
Future Volume (vph)	8	18	11	834	17	194	6	1880	510	156	1529	12
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	225		150	100		240	250		0
Storage Lanes	0		0	1		0	1		1	2		0
Taper Length (ft)	60			80			70			110		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			50			50	
Link Distance (ft)		303			469			677			754	
Travel Time (s)		4.6			7.1			9.2			10.3	
Confl. Peds. (#/hr)			7			12			13			2
Confl. Bikes (#/hr)			2			3			14			3
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Shared Lane Traffic (%)				15%								
Turn Type	Split	NA		Split	NA		Prot	NA	pm+ov	Prot	NA	
Protected Phases	4	4		8	8		5	2	8	1	6	
Permitted Phases									2			
Detector Phase	4	4		8	8		5	2	8	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5		9.5	22.5	22.5	9.5	22.5	
Total Split (s)	22.5	22.5		33.0	33.0		9.5	53.4	33.0	11.1	55.0	
Total Split (%)	18.8%	18.8%		27.5%	27.5%		7.9%	44.5%	27.5%	9.3%	45.8%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		Ped	Ped		None	C-Max		Ped	None	C-Max

Intersection Summary






















Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 110
 Control Type: Actuated-Coordinated

Splits and Phases: 22: SR-111 & Bob Hope Dr.



HCM 2010 Signalized Intersection Summary
22: SR-111 & Bob Hope Dr.

2040 Auto/LSEV PM Peak Hour (Proposed)
With Additional Improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	18	11	834	17	194	6	1880	510	156	1529	12
Future Volume (veh/h)	8	18	11	834	17	194	6	1880	510	156	1529	12
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.93	1.00		0.97	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	8	19	11	789	117	200	6	1938	526	161	1576	12
Adj No. of Lanes	0	1	0	2	1	0	1	3	1	2	3	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	11	26	15	839	143	245	13	2688	1190	189	2999	23
Arrive On Green	0.03	0.03	0.03	0.24	0.24	0.24	0.02	1.00	1.00	0.06	0.58	0.58
Sat Flow, veh/h	361	856	496	3548	606	1036	1774	5085	1544	3442	5205	40
Grp Volume(v), veh/h	38	0	0	789	0	317	6	1938	526	161	1026	562
Grp Sat Flow(s),veh/h/ln	1713	0	0	1774	0	1643	1774	1695	1544	1721	1695	1855
Q Serve(g_s), s	2.6	0.0	0.0	26.2	0.0	21.9	0.4	0.0	0.0	5.6	22.1	22.1
Cycle Q Clear(g_c), s	2.6	0.0	0.0	26.2	0.0	21.9	0.4	0.0	0.0	5.6	22.1	22.1
Prop In Lane	0.21		0.29	1.00		0.63	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	51	0	0	839	0	388	13	2688	1190	189	1953	1068
V/C Ratio(X)	0.74	0.00	0.00	0.94	0.00	0.82	0.45	0.72	0.44	0.85	0.53	0.53
Avail Cap(c_a), veh/h	257	0	0	843	0	390	74	2688	1190	189	1953	1068
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.09	0.09	0.09	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.7	0.0	0.0	45.0	0.0	43.3	58.8	0.0	0.0	56.2	15.5	15.5
Incr Delay (d2), s/veh	18.7	0.0	0.0	18.2	0.0	12.6	2.1	0.2	0.1	29.0	1.0	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.0	0.0	14.9	0.0	11.3	0.2	0.0	0.0	3.4	10.5	11.8
LnGrp Delay(d),s/veh	76.5	0.0	0.0	63.2	0.0	56.0	60.9	0.2	0.1	85.2	16.5	17.3
LnGrp LOS	E			E		E	E	A	A	F	B	B
Approach Vol, veh/h		38			1106			2470			1749	
Approach Delay, s/veh		76.5			61.1			0.3			23.1	
Approach LOS		E			E			A			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.1	67.9		8.1	5.4	73.6		32.9				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	6.6	48.9		18.0	5.0	50.5		28.5				
Max Q Clear Time (g_c+I1), s	7.6	2.0		4.6	2.4	24.1		28.2				
Green Ext Time (p_c), s	0.0	41.7		0.1	0.0	24.6		0.2				
Intersection Summary												
HCM 2010 Ctrl Delay			20.8									
HCM 2010 LOS			C									
Notes												

Lanes, Volumes, Timings
23: SR-111 & Magnesia Falls Dr.

2040 Auto/LSEV PM Peak Hour (Proposed)
With Additional Improvements

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	33	33	48	164	20	168	77	2194	419	358	1970	46
Future Volume (vph)	33	33	48	164	20	168	77	2194	419	358	1970	46
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		65	90		90	170		0	215		0
Storage Lanes	0		1	1		1	1		0	1		0
Taper Length (ft)	60			60			80			80		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			50			50	
Link Distance (ft)		488			382			582			677	
Travel Time (s)		11.1			8.7			7.9			9.2	
Confl. Peds. (#/hr)						12			5			15
Confl. Bikes (#/hr)			3			2			11			11
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Shared Lane Traffic (%)				44%								
Turn Type	Split	NA	Perm	Split	NA	pm+ov	Prot	NA		Prot	NA	
Protected Phases	4	4		8	8	1	5	2		1	6	
Permitted Phases			4			8						
Detector Phase	4	4	4	8	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	9.5	9.5	22.5		9.5	22.5	
Total Split (s)	22.5	22.5	22.5	22.5	22.5	22.0	13.2	53.0		22.0	61.8	
Total Split (%)	18.8%	18.8%	18.8%	18.8%	18.8%	18.3%	11.0%	44.2%		18.3%	51.5%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.5	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5	
Lead/Lag						Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?						Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	None	None	Ped	Ped	None	None	C-Max		None	C-Max	

Intersection Summary
























Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 26 (22%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 120
 Control Type: Actuated-Coordinated

Splits and Phases: 23: SR-111 & Magnesia Falls Dr.



HCM 2010 Signalized Intersection Summary
23: SR-111 & Magnesia Falls Dr.

2040 Auto/LSEV PM Peak Hour (Proposed)
With Additional Improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	33	48	164	20	168	77	2194	419	358	1970	46
Future Volume (veh/h)	33	33	48	164	20	168	77	2194	419	358	1970	46
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.96	1.00		0.98	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	34	34	50	186	0	175	80	2285	436	373	2052	48
Adj No. of Lanes	0	1	1	2	0	1	1	3	0	1	3	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	50	50	85	436	0	417	101	2270	412	259	3141	73
Arrive On Green	0.05	0.05	0.05	0.12	0.00	0.12	0.06	0.53	0.53	0.29	1.00	1.00
Sat Flow, veh/h	909	909	1545	3548	0	1513	1774	4314	783	1774	5107	119
Grp Volume(v), veh/h	68	0	50	186	0	175	80	1770	951	373	1361	739
Grp Sat Flow(s),veh/h/ln	1817	0	1545	1774	0	1513	1774	1695	1706	1774	1695	1836
Q Serve(g_s), s	4.4	0.0	3.8	5.8	0.0	11.5	5.3	62.1	63.1	17.5	0.0	0.0
Cycle Q Clear(g_c), s	4.4	0.0	3.8	5.8	0.0	11.5	5.3	62.1	63.1	17.5	0.0	0.0
Prop In Lane	0.50		1.00	1.00		1.00	1.00		0.46	1.00		0.06
Lane Grp Cap(c), veh/h	100	0	85	436	0	417	101	1784	898	259	2085	1129
V/C Ratio(X)	0.68	0.00	0.59	0.43	0.00	0.42	0.79	0.99	1.06	1.44	0.65	0.65
Avail Cap(c_a), veh/h	273	0	232	532	0	458	129	1784	898	259	2085	1129
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.73	0.73	0.73
Uniform Delay (d), s/veh	55.7	0.0	55.4	48.7	0.0	36.3	55.9	28.2	28.4	42.5	0.0	0.0
Incr Delay (d2), s/veh	7.9	0.0	6.3	0.7	0.0	0.7	22.1	19.6	46.8	214.2	1.2	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	0.0	1.8	2.9	0.0	4.9	3.2	33.6	41.1	23.9	0.3	0.7
LnGrp Delay(d),s/veh	63.6	0.0	61.7	49.4	0.0	36.9	78.0	47.8	75.2	256.7	1.2	2.2
LnGrp LOS	E		E	D		D	E	D	F	F	A	A
Approach Vol, veh/h		118			361			2801			2473	
Approach Delay, s/veh		62.8			43.3			57.9			40.0	
Approach LOS		E			D			E			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	22.0	67.6		11.1	11.3	78.3		19.3				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	17.5	48.5		18.0	8.7	57.3		18.0				
Max Q Clear Time (g_c+I1), s	19.5	65.1		6.4	7.3	2.0		13.5				
Green Ext Time (p_c), s	0.0	0.0		0.3	0.0	53.4		0.6				
Intersection Summary												
HCM 2010 Ctrl Delay			49.4									
HCM 2010 LOS			D									
Notes												

Lanes, Volumes, Timings
24: Monterey Av. & Parkview Dr.

2040 Auto/LSEV AM Peak Hour (Proposed)
With Project Improvements

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	155	26	175	68	17	22	126	1286	82	22	1368	131
Future Volume (vph)	155	26	175	68	17	22	126	1286	82	22	1368	131
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	90		90	0		0	145		0	400		100
Storage Lanes	1		1	1		1	1		1	2		1
Taper Length (ft)	60			60			90			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			50			50	
Link Distance (ft)		583			473			600			604	
Travel Time (s)		13.3			10.8			8.2			8.2	
Confl. Peds. (#/hr)	17		9	9		17			5			5
Confl. Bikes (#/hr)			10			9			6			9
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Shared Lane Traffic (%)												
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8			2			6
Detector Phase	4	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.0	22.0	22.0	22.0	22.0	22.0	9.5	22.0	22.0	9.5	22.0	22.0
Total Split (s)	22.0	22.0	22.0	22.0	22.0	22.0	13.0	28.5	28.5	9.5	25.0	25.0
Total Split (%)	36.7%	36.7%	36.7%	36.7%	36.7%	36.7%	21.7%	47.5%	47.5%	15.8%	41.7%	41.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	1.0	0.5	0.5	1.0	0.5	0.5
Lost Time Adjust (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
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.5	4.0	4.0	4.5	4.0	4.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	Ped	Ped	Ped	Ped	Ped	Ped	None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary

























Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 34 (57%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Splits and Phases: 24: Monterey Av. & Parkview Dr.



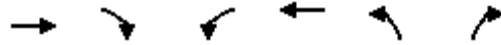
HCM 2010 Signalized Intersection Summary
 24: Monterey Av. & Parkview Dr.

2040 Auto/LSEV AM Peak Hour (Proposed)
 With Project Improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	155	26	175	68	17	22	126	1286	82	22	1368	131
Future Volume (veh/h)	155	26	175	68	17	22	126	1286	82	22	1368	131
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.95	0.98		0.95	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	158	27	179	69	17	22	129	1312	84	22	1396	134
Adj No. of Lanes	1	1	1	1	1	1	1	3	1	2	3	1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	379	377	305	339	377	305	165	2867	878	88	2524	761
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.20	0.09	0.56	0.56	0.03	0.50	0.50
Sat Flow, veh/h	1331	1863	1509	1150	1863	1510	1774	5085	1556	3442	5085	1533
Grp Volume(v), veh/h	158	27	179	69	17	22	129	1312	84	22	1396	134
Grp Sat Flow(s),veh/h/ln	1331	1863	1509	1150	1863	1510	1774	1695	1556	1721	1695	1533
Q Serve(g_s), s	6.5	0.7	6.4	3.1	0.4	0.7	4.3	9.1	1.5	0.4	11.4	2.9
Cycle Q Clear(g_c), s	6.9	0.7	6.4	3.8	0.4	0.7	4.3	9.1	1.5	0.4	11.4	2.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	379	377	305	339	377	305	165	2867	878	88	2524	761
V/C Ratio(X)	0.42	0.07	0.59	0.20	0.05	0.07	0.78	0.46	0.10	0.25	0.55	0.18
Avail Cap(c_a), veh/h	509	559	453	451	559	453	251	2867	878	287	2524	761
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.1	19.4	21.7	20.9	19.3	19.4	26.6	7.7	6.0	28.7	10.5	8.3
Incr Delay (d2), s/veh	0.7	0.1	1.8	0.3	0.0	0.1	8.5	0.5	0.2	1.5	0.9	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	0.4	2.8	1.0	0.2	0.3	2.5	4.3	0.7	0.2	5.5	1.3
LnGrp Delay(d),s/veh	22.8	19.5	23.5	21.2	19.3	19.5	35.1	8.2	6.2	30.1	11.4	8.8
LnGrp LOS	C	B	C	C	B	B	D	A	A	C	B	A
Approach Vol, veh/h		364			108			1525			1552	
Approach Delay, s/veh		22.9			20.6			10.4			11.4	
Approach LOS		C			C			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.0	37.8		16.1	10.1	33.8		16.1				
Change Period (Y+Rc), s	4.5	4.0		4.0	4.5	4.0		4.0				
Max Green Setting (Gmax), s	5.0	24.5		18.0	8.5	21.0		18.0				
Max Q Clear Time (g_c+I1), s	2.4	11.1		8.9	6.3	13.4		5.8				
Green Ext Time (p_c), s	0.0	11.7		1.2	0.1	6.9		1.4				
Intersection Summary												
HCM 2010 Ctrl Delay			12.4									
HCM 2010 LOS			B									

Lanes, Volumes, Timings
 25: San Pablo Ave. & Magnesia Falls Dr.

2040 Auto/LSEV AM Peak Hour (Proposed)
 With Project Improvements



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↑	↑	↑	↑
Traffic Volume (vph)	176	147	165	94	144	151
Future Volume (vph)	176	147	165	94	144	151
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		50	155		200	0
Storage Lanes		1	1		1	1
Taper Length (ft)			120		120	
Link Speed (mph)	35			35	35	
Link Distance (ft)	823			2649	1341	
Travel Time (s)	16.0			51.6	26.1	
Confl. Peds. (#/hr)		11	11		7	7
Confl. Bikes (#/hr)		15				10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control	Stop			Stop	Stop	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

Intersection	
Intersection Delay, s/veh	11
Intersection LOS	B

Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBU	NBL	NBR
Lane Configurations		↑	↗		↖	↑		↖	↗
Traffic Vol, veh/h	0	176	147	0	165	94	0	144	151
Future Vol, veh/h	0	176	147	0	165	94	0	144	151
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	191	160	0	179	102	0	157	164
Number of Lanes	0	1	1	0	1	1	0	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	2
HCM Control Delay	10.5	11.4	11.1
HCM LOS	B	B	B






















Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2
Vol Left, %	100%	0%	0%	0%	100%	0%
Vol Thru, %	0%	0%	100%	0%	0%	100%
Vol Right, %	0%	100%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	144	151	176	147	165	94
LT Vol	144	0	0	0	165	0
Through Vol	0	0	176	0	0	94
RT Vol	0	151	0	147	0	0
Lane Flow Rate	157	164	191	160	179	102
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.291	0.25	0.313	0.23	0.321	0.169
Departure Headway (Hd)	6.69	5.479	5.895	5.186	6.445	5.938
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	538	657	610	692	558	605
Service Time	4.419	3.207	3.625	2.916	4.176	3.669
HCM Lane V/C Ratio	0.292	0.25	0.313	0.231	0.321	0.169
HCM Control Delay	12.2	10	11.3	9.5	12.2	9.9
HCM Lane LOS	B	A	B	A	B	A
HCM 95th-tile Q	1.2	1	1.3	0.9	1.4	0.6

Lanes, Volumes, Timings

2040 Auto/LSEV AM Peak Hour (Proposed)

26: San Pablo Ave. & College of the Desert (Alumni Dr.)

With Project Improvements

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	96	26	166	49	17	61	146	193	22	18	181	165
Future Volume (vph)	96	26	166	49	17	61	146	193	22	18	181	165
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		100	0		0	0		60	0		135
Storage Lanes	0		1	1		0	1		1	0		1
Taper Length (ft)	60			60			60			60		
Link Speed (mph)		30			30			35				35
Link Distance (ft)		595			218			303				1341
Travel Time (s)		13.5			5.0			5.9				26.1
Confl. Peds. (#/hr)	38						38			44	44	
Confl. Bikes (#/hr)			4				3			20		18
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection	
Intersection Delay, s/veh	14.3
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations			↔	↔		↔	↔			↔	↔	↔
Traffic Vol, veh/h	0	96	26	166	0	49	17	61	0	146	193	22
Future Vol, veh/h	0	96	26	166	0	49	17	61	0	146	193	22
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	104	28	180	0	53	18	66	0	159	210	24
Number of Lanes	0	0	1	1	0	1	1	0	0	1	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	2	2
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	2	3	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	3	2	2
HCM Control Delay	13.8	12.4	15
HCM LOS	B	B	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	79%	0%	100%	0%	9%	0%
Vol Thru, %	0%	100%	0%	21%	0%	0%	22%	91%	0%
Vol Right, %	0%	0%	100%	0%	100%	0%	78%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	146	193	22	122	166	49	78	199	165
LT Vol	146	0	0	96	0	49	0	18	0
Through Vol	0	193	0	26	0	0	17	181	0
RT Vol	0	0	22	0	166	0	61	0	165
Lane Flow Rate	159	210	24	133	180	53	85	216	179
Geometry Grp	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.349	0.431	0.044	0.298	0.349	0.129	0.18	0.45	0.335
Departure Headway (Hd)	7.912	7.401	6.687	8.083	6.97	8.715	7.643	7.484	6.722
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	454	487	534	444	514	411	468	480	534
Service Time	5.668	5.158	4.443	5.842	4.73	6.485	5.413	5.24	4.478
HCM Lane V/C Ratio	0.35	0.431	0.045	0.3	0.35	0.129	0.182	0.45	0.335
HCM Control Delay	14.9	15.7	9.8	14.3	13.5	12.8	12.1	16.3	12.9
HCM Lane LOS	B	C	A	B	B	B	B	C	B
HCM 95th-tile Q	1.5	2.1	0.1	1.2	1.6	0.4	0.6	2.3	1.5

Intersection

Intersection Delay, s/veh
 Intersection LOS

Movement	SBU	SBL	SBT	SBR
Lane Configurations			↶	↷
Traffic Vol, veh/h	0	18	181	165
Future Vol, veh/h	0	18	181	165
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	20	197	179
Number of Lanes	0	0	1	1

Approach	SB
Opposing Approach	NB
Opposing Lanes	3
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	14.8
HCM LOS	B

Lanes, Volumes, Timings
27: Portola Av. & Magnesia Falls Dr.

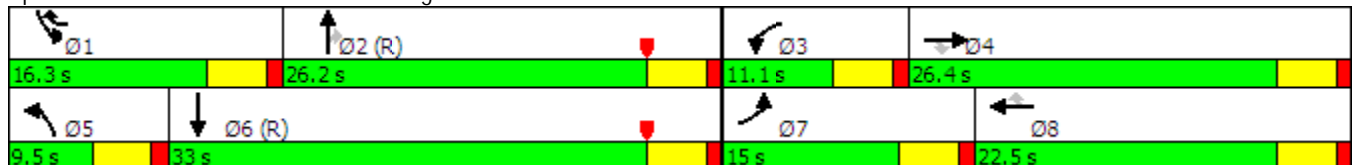
2040 Auto/LSEV PM Peak Hour (Proposed)
With Additional Improvements

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	179	94	64	50	57	98	17	659	211	177	916	141
Future Volume (vph)	179	94	64	50	57	98	17	659	211	177	916	141
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	230		230	200		200	90		105	355		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	60			60			95			80		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		35			35			50			50	
Link Distance (ft)		2649			517			536			570	
Travel Time (s)		51.6			10.1			7.3			7.8	
Confl. Peds. (#/hr)			22						21			6
Confl. Bikes (#/hr)			12			11			5			3
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Turn Type	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8	1	5	2		1	6	
Permitted Phases			4			8			2			
Detector Phase	7	4	4	3	8	1	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	9.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	15.0	26.4	26.4	11.1	22.5	16.3	9.5	26.2	26.2	16.3	33.0	33.0
Total Split (%)	18.8%	33.0%	33.0%	13.9%	28.1%	20.4%	11.9%	32.8%	32.8%	20.4%	41.3%	41.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (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
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Ped	Ped	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary

























Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated

Splits and Phases: 27: Portola Av. & Magnesia Falls Dr.



HCM 2010 Signalized Intersection Summary
27: Portola Av. & Magnesia Falls Dr.

2040 Auto/LSEV PM Peak Hour (Proposed)
With Additional Improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	179	94	64	50	57	98	17	659	211	177	916	141
Future Volume (veh/h)	179	94	64	50	57	98	17	659	211	177	916	141
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.94	1.00		0.96	1.00		0.95	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	188	99	67	53	60	103	18	694	222	186	964	148
Adj No. of Lanes	1	1	1	1	1	1	1	2	1	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	225	332	265	77	177	344	37	1512	644	224	1632	250
Arrive On Green	0.13	0.18	0.18	0.04	0.09	0.09	0.02	0.43	0.43	0.13	0.53	0.53
Sat Flow, veh/h	1774	1863	1485	1774	1863	1524	1774	3539	1507	1774	3064	470
Grp Volume(v), veh/h	188	99	67	53	60	103	18	694	222	186	557	555
Grp Sat Flow(s),veh/h/ln	1774	1863	1485	1774	1863	1524	1774	1770	1507	1774	1770	1764
Q Serve(g_s), s	8.3	3.7	3.1	2.4	2.4	4.5	0.8	11.2	7.9	8.2	17.1	17.2
Cycle Q Clear(g_c), s	8.3	3.7	3.1	2.4	2.4	4.5	0.8	11.2	7.9	8.2	17.1	17.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.27
Lane Grp Cap(c), veh/h	225	332	265	77	177	344	37	1512	644	224	943	940
V/C Ratio(X)	0.84	0.30	0.25	0.69	0.34	0.30	0.49	0.46	0.34	0.83	0.59	0.59
Avail Cap(c_a), veh/h	233	510	406	146	419	543	111	1512	644	262	943	940
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.1	28.5	28.3	37.7	33.9	26.0	38.8	16.3	15.4	34.1	12.7	12.7
Incr Delay (d2), s/veh	22.0	0.5	0.5	10.5	1.1	0.5	9.9	1.0	1.5	17.5	2.7	2.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.4	1.9	1.3	1.4	1.3	1.9	0.5	5.6	3.5	5.1	9.1	9.0
LnGrp Delay(d),s/veh	56.1	29.0	28.8	48.3	35.0	26.5	48.7	17.3	16.9	51.6	15.4	15.5
LnGrp LOS	E	C	C	D	C	C	D	B	B	D	B	B
Approach Vol, veh/h		354			216			934			1298	
Approach Delay, s/veh		43.4			34.2			17.8			20.6	
Approach LOS		D			C			B			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.6	38.7	8.0	18.8	6.1	47.1	14.6	12.1				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	11.8	21.7	6.6	21.9	5.0	28.5	10.5	18.0				
Max Q Clear Time (g_c+I1), s	10.2	13.2	4.4	5.7	2.8	19.2	10.3	6.5				
Green Ext Time (p_c), s	0.1	6.3	0.0	1.2	0.0	6.8	0.0	1.1				
Intersection Summary												
HCM 2010 Ctrl Delay			23.6									
HCM 2010 LOS			C									

Lanes, Volumes, Timings
28: El Dorado Dr. & Fred Waring Dr.

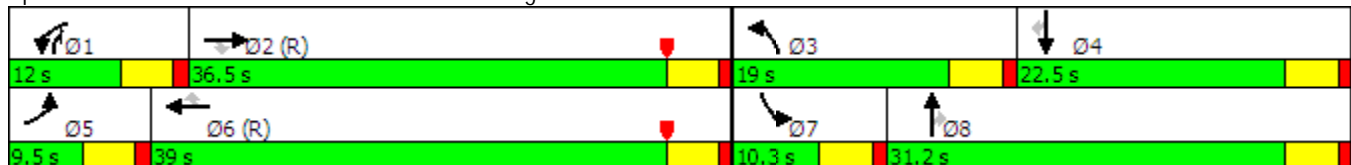
2040 Auto/LSEV PM Peak Hour (Proposed)
With Additional Improvements

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑	↗	↖	↑↑↑	↗	↖	↑	↗	↖	↑	↗
Traffic Volume (vph)	22	1410	216	97	1629	19	222	11	98	29	14	42
Future Volume (vph)	22	1410	216	97	1629	19	222	11	98	29	14	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	225		210	290		145	0		125	105		105
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	60			120			60			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		50			50			45			45	
Link Distance (ft)		1266			970			386			401	
Travel Time (s)		17.3			13.2			5.8			6.1	
Confl. Peds. (#/hr)			3			2			2			2
Confl. Bikes (#/hr)			6			3			4			2
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Shared Lane Traffic (%)												
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8	1	7	4	
Permitted Phases			2			6			8			4
Detector Phase	5	2	2	1	6	6	3	8	1	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	9.5	9.5	22.5	22.5
Total Split (s)	9.5	36.5	36.5	12.0	39.0	39.0	19.0	31.2	12.0	10.3	22.5	22.5
Total Split (%)	10.6%	40.6%	40.6%	13.3%	43.3%	43.3%	21.1%	34.7%	13.3%	11.4%	25.0%	25.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (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
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Max	None	None	Max	Max

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 10.8 (12%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated

Splits and Phases: 28: El Dorado Dr. & Fred Waring Dr.



HCM 2010 Signalized Intersection Summary
28: El Dorado Dr. & Fred Waring Dr.

2040 Auto/LSEV PM Peak Hour (Proposed)
With Additional Improvements

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	1410	216	97	1629	19	222	11	98	29	14	42
Future Volume (veh/h)	22	1410	216	97	1629	19	222	11	98	29	14	42
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	24	1516	232	104	1752	20	239	12	105	31	15	45
Adj No. of Lanes	1	3	1	1	3	1	1	1	1	1	1	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	44	1890	578	131	2139	656	274	557	582	99	373	311
Arrive On Green	0.03	0.37	0.37	0.07	0.42	0.42	0.15	0.30	0.30	0.06	0.20	0.20
Sat Flow, veh/h	1774	5085	1555	1774	5085	1560	1774	1863	1557	1774	1863	1556
Grp Volume(v), veh/h	24	1516	232	104	1752	20	239	12	105	31	15	45
Grp Sat Flow(s),veh/h/ln	1774	1695	1555	1774	1695	1560	1774	1863	1557	1774	1863	1556
Q Serve(g_s), s	1.2	24.0	9.9	5.2	27.4	0.7	11.8	0.4	4.1	1.5	0.6	2.1
Cycle Q Clear(g_c), s	1.2	24.0	9.9	5.2	27.4	0.7	11.8	0.4	4.1	1.5	0.6	2.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	44	1890	578	131	2139	656	274	557	582	99	373	311
V/C Ratio(X)	0.54	0.80	0.40	0.79	0.82	0.03	0.87	0.02	0.18	0.31	0.04	0.14
Avail Cap(c_a), veh/h	99	1890	578	148	2139	656	286	557	582	114	373	311
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.4	25.3	20.9	41.0	23.1	15.3	37.2	22.3	19.0	40.9	29.0	29.7
Incr Delay (d2), s/veh	9.8	3.7	2.1	22.5	3.7	0.1	23.7	0.1	0.7	1.8	0.2	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	11.9	4.6	3.4	13.5	0.3	7.6	0.2	1.9	0.8	0.3	1.0
LnGrp Delay(d),s/veh	53.2	29.0	23.0	63.5	26.7	15.4	60.9	22.3	19.7	42.7	29.2	30.6
LnGrp LOS	D	C	C	E	C	B	E	C	B	D	C	C
Approach Vol, veh/h		1772			1876			356			91	
Approach Delay, s/veh		28.6			28.6			47.4			34.5	
Approach LOS		C			C			D			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.2	37.9	18.4	22.5	6.8	42.3	9.5	31.4				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	7.5	32.0	14.5	18.0	5.0	34.5	5.8	26.7				
Max Q Clear Time (g_c+I1), s	7.2	26.0	13.8	4.1	3.2	29.4	3.5	6.1				
Green Ext Time (p_c), s	0.0	5.8	0.0	0.4	0.0	4.9	0.0	0.5				
Intersection Summary												
HCM 2010 Ctrl Delay			30.4									
HCM 2010 LOS			C									
Notes												

Lanes, Volumes, Timings
 29: Dune Palms Rd. & Corporate Center Dr.

2040 Auto/LSEV PM Peak Hour (Proposed)
 With Additional Improvements



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↕	↗	↖	↑	↑↓	
Traffic Volume (vph)	33	37	33	319	854	18
Future Volume (vph)	33	37	33	319	854	18
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	120	0	95			0
Storage Lanes	1	1	1			0
Taper Length (ft)	60		90			
Right Turn on Red		Yes				Yes
Link Speed (mph)	30			30	30	
Link Distance (ft)	371			267	354	
Travel Time (s)	8.4			6.1	8.0	
Confl. Peds. (#/hr)			8			8
Confl. Bikes (#/hr)		2				8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Turn Type	Prot	Perm	Prot	NA	NA	
Protected Phases	4		5	2	6	
Permitted Phases		4				
Detector Phase	4	4	5	2	6	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	
Total Split (s)	22.5	22.5	22.5	47.5	25.0	
Total Split (%)	32.1%	32.1%	32.1%	67.9%	35.7%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None	None	Max	C-Max	Max	

Intersection Summary













Area Type: Other
 Cycle Length: 70
 Actuated Cycle Length: 70
 Offset: 0 (0%), Referenced to phase 2:NBT, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated

Splits and Phases: 29: Dune Palms Rd. & Corporate Center Dr.















HCM 2010 Signalized Intersection Summary
 29: Dune Palms Rd. & Corporate Center Dr.

2040 Auto/LSEV PM Peak Hour (Proposed)
 With Additional Improvements

								
Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations								
Traffic Volume (veh/h)	33	37	33	319	854	18		
Future Volume (veh/h)	33	37	33	319	854	18		
Number	7	14	5	2	6	16		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.97		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900		
Adj Flow Rate, veh/h	36	40	36	347	928	20		
Adj No. of Lanes	1	1	1	1	2	0		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	98	87	456	1521	1752	38		
Arrive On Green	0.06	0.06	0.26	0.82	0.49	0.49		
Sat Flow, veh/h	1774	1583	1774	1863	3633	76		
Grp Volume(v), veh/h	36	40	36	347	464	484		
Grp Sat Flow(s),veh/h/ln	1774	1583	1774	1863	1770	1846		
Q Serve(g_s), s	1.4	1.7	1.1	2.9	12.6	12.6		
Cycle Q Clear(g_c), s	1.4	1.7	1.1	2.9	12.6	12.6		
Prop In Lane	1.00	1.00	1.00			0.04		
Lane Grp Cap(c), veh/h	98	87	456	1521	876	914		
V/C Ratio(X)	0.37	0.46	0.08	0.23	0.53	0.53		
Avail Cap(c_a), veh/h	456	407	456	1521	876	914		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	31.9	32.1	19.7	1.5	12.1	12.1		
Incr Delay (d2), s/veh	2.3	3.7	0.3	0.3	2.3	2.2		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.7	1.6	0.6	1.6	6.6	6.9		
LnGrp Delay(d),s/veh	34.2	35.8	20.1	1.8	14.4	14.3		
LnGrp LOS	C	D	C	A	B	B		
Approach Vol, veh/h	76			383	948			
Approach Delay, s/veh	35.0			3.5	14.3			
Approach LOS	D			A	B			
Timer	1	2	3	4	5	6	7	8
Assigned Phs	2		4		5	6		
Phs Duration (G+Y+Rc), s	61.6		8.4		22.5	39.1		
Change Period (Y+Rc), s	4.5		4.5		4.5	4.5		
Max Green Setting (Gmax), s	43.0		18.0		18.0	20.5		
Max Q Clear Time (g_c+I1), s	4.9		3.7		3.1	14.6		
Green Ext Time (p_c), s	10.8		0.1		0.0	3.8		
Intersection Summary								
HCM 2010 Ctrl Delay			12.5					
HCM 2010 LOS			B					

Lanes, Volumes, Timings
 30: Monroe St., s/o I-10 EB Ramps

2040 Auto/LSEV AM Peak Hour (Proposed)
 With Project Improvements

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↑			↑			↑	
Traffic Volume (vph)	0	0	0	0	0	0	0	856	0	0	845	0
Future Volume (vph)	0	0	0	0	0	0	0	856	0	0	845	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		310			328			321			611	
Travel Time (s)		7.0			7.5			7.3			13.9	
Confl. Peds. (#/hr)							12					12
Confl. Bikes (#/hr)									11			11
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

Intersection												
Int Delay, s/veh	0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↑			↑			↑	
Traffic Vol, veh/h	0	0	0	0	0	0	0	856	0	0	845	0
Future Vol, veh/h	0	0	0	0	0	0	0	856	0	0	845	0
Conflicting Peds, #/hr	0	0	0	0	0	0	12	0	0	0	0	12
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	930	0	0	918	0
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	1848	-	-	1848	-	-	0	-	-	-	0
Stage 1	-	918	-	-	930	-	-	-	-	-	-	-
Stage 2	-	930	-	-	918	-	-	-	-	-	-	-
Critical Hdwy	-	6.52	-	-	6.52	-	-	-	-	-	-	-
Critical Hdwy Stg 1	-	5.52	-	-	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	5.52	-	-	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	-	4.018	-	-	4.018	-	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	75	0	0	75	0	0	-	0	0	-	0
Stage 1	0	350	0	0	346	0	0	-	0	0	-	0
Stage 2	0	346	0	0	350	0	0	-	0	0	-	0
Platoon blocked, %								-				
Mov Cap-1 Maneuver	-	75	-	-	75	-	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	75	-	-	75	-	-	-	-	-	-	-
Stage 1	-	350	-	-	346	-	-	-	-	-	-	-
Stage 2	-	346	-	-	350	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			0			0		
HCM LOS	A			A								
Minor Lane/Major Mvmt	NBT	EBLn1	WBLn1	SBT								
Capacity (veh/h)	-	-	-	-								
HCM Lane V/C Ratio	-	-	-	-								
HCM Control Delay (s)	-	0	0	-								
HCM Lane LOS	-	A	A	-								
HCM 95th %tile Q(veh)	-	-	-	-								

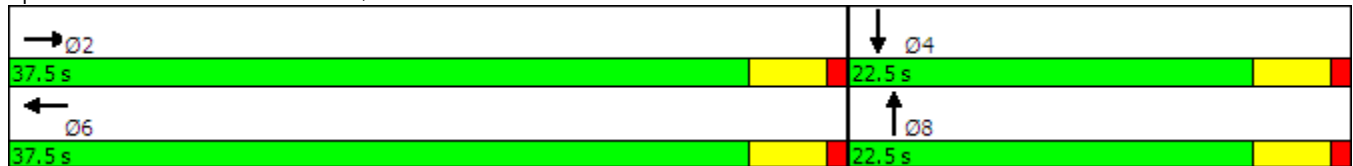
Lanes, Volumes, Timings
31: Avenue 44, east of Palo Verde St.

2040 Auto/LSEV AM Peak Hour (Proposed)
With Project Improvements

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↑			↑			↑	
Traffic Volume (vph)	0	267	0	0	466	0	0	0	0	0	0	0
Future Volume (vph)	0	267	0	0	466	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		937			1325			323			354	
Travel Time (s)		14.2			20.1			7.3			8.0	
Confl. Peds. (#/hr)			9			9			3			4
Confl. Bikes (#/hr)			10			10			1			1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Shared Lane Traffic (%)												
Turn Type		NA			NA							
Protected Phases		2			6			8			4	
Permitted Phases												
Detector Phase		2			6			8			4	
Switch Phase												
Minimum Initial (s)		5.0			5.0			5.0			5.0	
Minimum Split (s)		22.5			22.5			22.5			22.5	
Total Split (s)		37.5			37.5			22.5			22.5	
Total Split (%)		62.5%			62.5%			37.5%			37.5%	
Yellow Time (s)		3.5			3.5			3.5			3.5	
All-Red Time (s)		1.0			1.0			1.0			1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode		Max			Max			Ped			Ped	













Intersection Summary	
Area Type:	Other
Cycle Length:	60
Actuated Cycle Length:	60
Natural Cycle:	45
Control Type:	Actuated-Uncoordinated

Splits and Phases: 31: Avenue 44, east of Palo Verde St.



HCM 2010 Signalized Intersection Summary
31: Avenue 44, east of Palo Verde St.

2040 Auto/LSEV AM Peak Hour (Proposed)
With Project Improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↑			↑			↑	
Traffic Volume (veh/h)	0	267	0	0	466	0	0	0	0	0	0	0
Future Volume (veh/h)	0	267	0	0	466	0	0	0	0	0	0	0
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	0	0	1863	0	0	1863	0	0	1863	0
Adj Flow Rate, veh/h	0	287	0	0	501	0	0	0	0	0	0	0
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	2	0	0	2	0	0	2	0	0	2	0
Cap, veh/h	0	1639	0	0	1639	0	0	5	0	0	5	0
Arrive On Green	0.00	0.88	0.00	0.00	0.88	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Sat Flow, veh/h	0	1863	0	0	1863	0	0	-83824	0	0	-83824	0
Grp Volume(v), veh/h	0	287	0	0	501	0	0	0	0	0	0	0
Grp Sat Flow(s),veh/h/ln	0	1863	0	0	1863	0	0	1863	0	0	1863	0
Q Serve(g_s), s	0.0	0.8	0.0	0.0	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.8	0.0	0.0	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	0.00		0.00	0.00		0.00	0.00		0.00	0.00		0.00
Lane Grp Cap(c), veh/h	0	1639	0	0	1639	0	0	5	0	0	5	0
V/C Ratio(X)	0.00	0.18	0.00	0.00	0.31	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h	0	1639	0	0	1639	0	0	894	0	0	894	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.3	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.5	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LnGrp Delay(d),s/veh	0.0	0.6	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LnGrp LOS		A			A							
Approach Vol, veh/h		287			501			0			0	
Approach Delay, s/veh		0.6			0.9			0.0			0.0	
Approach LOS		A			A							
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		37.5		0.0		37.5		0.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		33.0		18.0		33.0		18.0				
Max Q Clear Time (g_c+I1), s		2.8		0.0		3.7		0.0				
Green Ext Time (p_c), s		4.8		0.0		4.8		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay				0.7								
HCM 2010 LOS				A								

Lanes, Volumes, Timings
32: Dillon Rd., west of SR86S SB Ramps

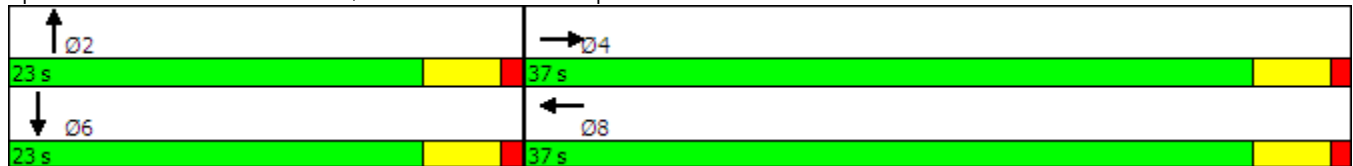
2040 Auto/LSEV PM Peak Hour (Proposed)
With Additional Improvements

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑			↑			↑	
Traffic Volume (vph)	0	2020	0	0	1610	0	0	0	0	0	0	0
Future Volume (vph)	0	2020	0	0	1610	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		360			655			256			320	
Travel Time (s)		8.2			14.9			5.8			7.3	
Confl. Bikes (#/hr)			3			2			1			1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Turn Type		NA			NA							
Protected Phases		4			8			2			6	
Permitted Phases												
Detector Phase		4			8			2			6	
Switch Phase												
Minimum Initial (s)		5.0			5.0			5.0			5.0	
Minimum Split (s)		9.5			9.5			22.5			22.5	
Total Split (s)		37.0			37.0			23.0			23.0	
Total Split (%)		61.7%			61.7%			38.3%			38.3%	
Yellow Time (s)		3.5			3.5			3.5			3.5	
All-Red Time (s)		1.0			1.0			1.0			1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode		Max			Max			Ped			Ped	

Intersection Summary













Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 59.5
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated

Splits and Phases: 32: Dillon Rd., west of SR86S SB Ramps



HCM 2010 Signalized Intersection Summary
 32: Dillon Rd., west of SR86S SB Ramps

2040 Auto/LSEV PM Peak Hour (Proposed)
 With Additional Improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑			↑			↑	
Traffic Volume (veh/h)	0	2020	0	0	1610	0	0	0	0	0	0	0
Future Volume (veh/h)	0	2020	0	0	1610	0	0	0	0	0	0	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	0	0	1863	0	0	1863	0	0	1863	0
Adj Flow Rate, veh/h	0	2126	0	0	1695	0	0	0	0	0	0	0
Adj No. of Lanes	0	2	0	0	2	0	0	1	0	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	2	0	0	2	0	0	2	0	0	2	0
Cap, veh/h	0	3109	0	0	3109	0	0	5	0	0	5	0
Arrive On Green	0.00	0.88	0.00	0.00	0.88	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Sat Flow, veh/h	0	3725	0	0	3725	0	0	-83824	0	0	-83824	0
Grp Volume(v), veh/h	0	2126	0	0	1695	0	0	0	0	0	0	0
Grp Sat Flow(s),veh/h/ln	0	1770	0	0	1770	0	0	1863	0	0	1863	0
Q Serve(g_s), s	0.0	6.8	0.0	0.0	4.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	6.8	0.0	0.0	4.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	0.00		0.00	0.00		0.00	0.00		0.00	0.00		0.00
Lane Grp Cap(c), veh/h	0	3109	0	0	3109	0	0	5	0	0	5	0
V/C Ratio(X)	0.00	0.68	0.00	0.00	0.55	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h	0	3109	0	0	3109	0	0	931	0	0	931	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.7	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.2	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.2	0.0	0.0	1.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LnGrp Delay(d),s/veh	0.0	1.9	0.0	0.0	1.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LnGrp LOS		A			A							
Approach Vol, veh/h		2126			1695			0			0	
Approach Delay, s/veh		1.9			1.2			0.0			0.0	
Approach LOS		A			A							
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		0.0		37.0		0.0		37.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.5		32.5		18.5		32.5				
Max Q Clear Time (g_c+I1), s		0.0		8.8		0.0		6.1				
Green Ext Time (p_c), s		0.0		23.1		0.0		25.6				
Intersection Summary												
HCM 2010 Ctrl Delay				1.6								
HCM 2010 LOS				A								

Lanes, Volumes, Timings
 33: Tyler St./Magnolia & Avenue 50-Tyler St.

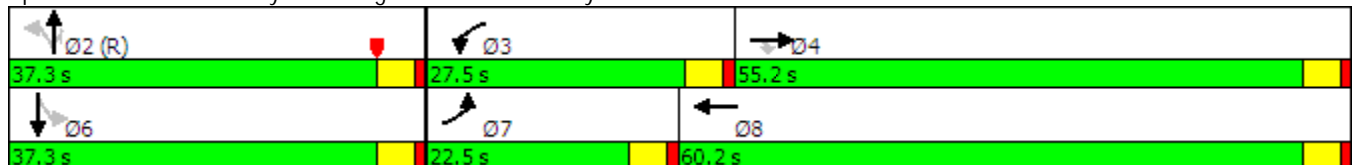
2040 Auto/LSEV PM Peak Hour (Proposed)
 With Additional Improvements

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	839	129	184	1360	1	270	0	251	2	0	2
Future Volume (vph)	3	839	129	184	1360	1	270	0	251	2	0	2
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	50		50	150		0	0		50	0		0
Storage Lanes	1		1	1		0	0		1	0		0
Taper Length (ft)	60			60			60			60		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		450			459			683			545	
Travel Time (s)		10.2			10.4			15.5			12.4	
Confl. Peds. (#/hr)			5	5					1			
Confl. Bikes (#/hr)			8			1			5			1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Turn Type	Prot	NA	Perm	Prot	NA		Perm	NA	Perm	Perm	NA	
Protected Phases	7	4		3	8			2				6
Permitted Phases			4				2		2	6		
Detector Phase	7	4	4	3	8		2	2	2	6		6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0		5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5		22.5	22.5	22.5	22.5		22.5
Total Split (s)	22.5	55.2	55.2	27.5	60.2		37.3	37.3	37.3	37.3		37.3
Total Split (%)	18.8%	46.0%	46.0%	22.9%	50.2%		31.1%	31.1%	31.1%	31.1%		31.1%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5	3.5		3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0			0.0	0.0			0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5		4.5		4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Recall Mode	None	None	None	None	None		C-Max	C-Max	C-Max	Max		Max

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBTL, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated

Splits and Phases: 33: Tyler St./Magnolia & Avenue 50-Tyler St.



HCM 2010 Signalized Intersection Summary
 33: Tyler St./Magnolia & Avenue 50-Tyler St.

2040 Auto/LSEV PM Peak Hour (Proposed)
 With Additional Improvements

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	839	129	184	1360	1	270	0	251	2	0	2
Future Volume (veh/h)	3	839	129	184	1360	1	270	0	251	2	0	2
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1900	1863	1863	1900	1863	1900
Adj Flow Rate, veh/h	3	912	140	200	1478	1	293	0	273	2	0	2
Adj No. of Lanes	1	2	1	1	2	0	0	1	1	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	74	1341	579	230	1695	1	458	0	590	106	14	75
Arrive On Green	0.04	0.38	0.38	0.13	0.47	0.47	0.38	0.00	0.38	0.38	0.00	0.38
Sat Flow, veh/h	1774	3539	1529	1774	3629	2	1050	0	1558	161	37	198
Grp Volume(v), veh/h	3	912	140	200	721	758	293	0	273	4	0	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1529	1774	1770	1862	1050	0	1558	396	0	0
Q Serve(g_s), s	0.2	25.9	7.5	13.3	43.9	43.9	0.0	0.0	15.8	0.1	0.0	0.0
Cycle Q Clear(g_c), s	0.2	25.9	7.5	13.3	43.9	43.9	34.2	0.0	15.8	34.3	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	0.50		0.50
Lane Grp Cap(c), veh/h	74	1341	579	230	827	870	458	0	590	195	0	0
V/C Ratio(X)	0.04	0.68	0.24	0.87	0.87	0.87	0.64	0.00	0.46	0.02	0.00	0.00
Avail Cap(c_a), veh/h	266	1495	646	340	827	870	458	0	590	195	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	55.2	31.2	25.5	51.2	28.7	28.7	33.8	0.0	28.1	27.5	0.0	0.0
Incr Delay (d2), s/veh	0.2	1.1	0.2	14.6	10.1	9.6	6.7	0.0	2.6	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	12.9	3.2	7.4	23.7	24.9	9.6	0.0	7.2	0.1	0.0	0.0
LnGrp Delay(d),s/veh	55.4	32.3	25.7	65.8	38.8	38.4	40.5	0.0	30.7	27.7	0.0	0.0
LnGrp LOS	E	C	C	E	D	D	D		C	C		
Approach Vol, veh/h		1055			1679			566				4
Approach Delay, s/veh		31.5			41.8			35.8				27.7
Approach LOS		C			D			D				C
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		49.9	20.1	50.0		49.9	9.5	60.6				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		32.8	23.0	50.7		32.8	18.0	55.7				
Max Q Clear Time (g_c+I1), s		36.2	15.3	27.9		36.3	2.2	45.9				
Green Ext Time (p_c), s		0.0	0.3	17.6		0.0	0.0	8.7				
Intersection Summary												
HCM 2010 Ctrl Delay			37.5									
HCM 2010 LOS			D									

Lanes, Volumes, Timings
1: Palm Cyn. Dr. (SR-111) & Tramway Rd.

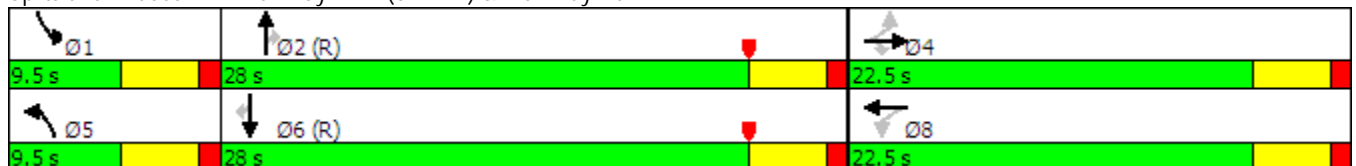
2040 Auto/LSEV PM Peak Hour (Proposed)
With Project Improvements

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	135	134	148	48	70	126	109	1529	90	146	994	117
Future Volume (vph)	135	134	148	48	70	126	109	1529	90	146	994	117
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		105	0		0	190		155	90		180
Storage Lanes	1		1	0		0	1		1	1		1
Taper Length (ft)	60			60			60			90		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		35			30			45			45	
Link Distance (ft)		417			599			608			491	
Travel Time (s)		8.1			13.6			9.2			7.4	
Confl. Bikes (#/hr)			5			10			2			2
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Shared Lane Traffic (%)												
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8					2			6
Detector Phase	4	4	4	8	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5		9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	22.5	22.5	22.5	22.5	22.5		9.5	28.0	28.0	9.5	28.0	28.0
Total Split (%)	37.5%	37.5%	37.5%	37.5%	37.5%		15.8%	46.7%	46.7%	15.8%	46.7%	46.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5		4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	Ped	Ped		None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary























Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated

Splits and Phases: 1: Palm Cyn. Dr. (SR-111) & Tramway Rd.



HCM 2010 Signalized Intersection Summary
1: Palm Cyn. Dr. (SR-111) & Tramway Rd.

2040 Auto/LSEV PM Peak Hour (Proposed)
With Project Improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	135	134	148	48	70	126	109	1529	90	146	994	117
Future Volume (veh/h)	135	134	148	48	70	126	109	1529	90	146	994	117
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	144	143	0	51	74	134	116	1627	96	155	1057	0
Adj No. of Lanes	1	1	1	0	2	0	1	2	1	1	2	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	318	463	394	202	259	351	148	1568	692	148	1568	701
Arrive On Green	0.25	0.25	0.00	0.25	0.25	0.25	0.08	0.44	0.44	0.08	0.44	0.00
Sat Flow, veh/h	1169	1863	1583	472	1040	1411	1774	3539	1563	1774	3539	1583
Grp Volume(v), veh/h	144	143	0	125	0	134	116	1627	96	155	1057	0
Grp Sat Flow(s),veh/h/ln	1169	1863	1583	1513	0	1411	1774	1770	1563	1774	1770	1583
Q Serve(g_s), s	7.0	3.7	0.0	0.6	0.0	4.7	3.8	26.6	2.2	5.0	14.2	0.0
Cycle Q Clear(g_c), s	11.7	3.7	0.0	4.3	0.0	4.7	3.8	26.6	2.2	5.0	14.2	0.0
Prop In Lane	1.00		1.00	0.41		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	318	463	394	461	0	351	148	1568	692	148	1568	701
V/C Ratio(X)	0.45	0.31	0.00	0.27	0.00	0.38	0.78	1.04	0.14	1.05	0.67	0.00
Avail Cap(c_a), veh/h	379	559	475	540	0	423	148	1568	692	148	1568	701
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	23.6	18.3	0.0	18.3	0.0	18.7	27.0	16.7	9.9	27.5	13.3	0.0
Incr Delay (d2), s/veh	1.0	0.4	0.0	0.3	0.0	0.7	23.6	33.1	0.4	87.5	2.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	2.0	0.0	1.7	0.0	1.9	2.8	20.1	1.0	6.0	7.4	0.0
LnGrp Delay(d),s/veh	24.6	18.7	0.0	18.6	0.0	19.4	50.6	49.8	10.3	115.1	15.6	0.0
LnGrp LOS	C	B		B		B	D	F	B	F	B	
Approach Vol, veh/h		287			259			1839			1212	
Approach Delay, s/veh		21.7			19.0			47.8			28.3	
Approach LOS		C			B			D			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.5	31.1		19.4	9.5	31.1		19.4				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	23.5		18.0	5.0	23.5		18.0				
Max Q Clear Time (g_c+I1), s	7.0	28.6		13.7	5.8	16.2		6.7				
Green Ext Time (p_c), s	0.0	0.0		1.2	0.0	6.7		2.3				
Intersection Summary												
HCM 2010 Ctrl Delay			37.1									
HCM 2010 LOS			D									

Lanes, Volumes, Timings
2: Indian Cyn. Dr. & Sunrise Pkwy.

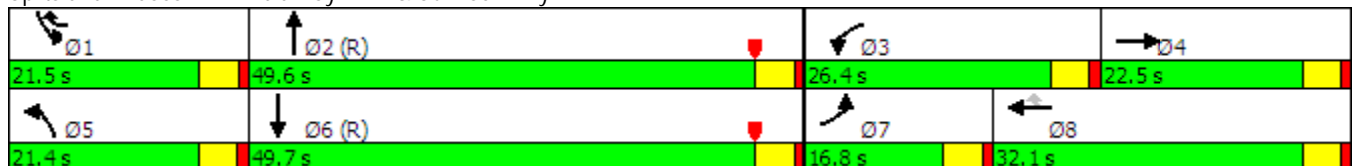
2040 Auto/LSEV PM Peak Hour (Proposed)
With Additional Improvements

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	116	152	92	288	547	365	220	1319	192	186	1011	213
Future Volume (vph)	116	152	92	288	547	365	220	1319	192	186	1011	213
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	150		0	150		0	150		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	60			60			25			60		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		338			322			422			520	
Travel Time (s)		7.7			7.3			5.2			6.4	
Confl. Bikes (#/hr)			15			15			3			2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA		Prot	NA	
Protected Phases	7	4		3	8	1	5	2		1	6	
Permitted Phases						8						
Detector Phase	7	4		3	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5		22.5	22.5	9.5	9.5	22.5		9.5	22.5	
Total Split (s)	16.8	22.5		26.4	32.1	21.5	21.4	49.6		21.5	49.7	
Total Split (%)	14.0%	18.8%		22.0%	26.8%	17.9%	17.8%	41.3%		17.9%	41.4%	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5		4.5	4.5	
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	Ped		None	Ped	None	None	C-Max		None	C-Max	

Intersection Summary






















Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 120
 Control Type: Actuated-Coordinated

Splits and Phases: 2: Indian Cyn. Dr. & Sunrise Pkwy.



HCM 2010 Signalized Intersection Summary
2: Indian Cyn. Dr. & Sunrise Pkwy.

2040 Auto/LSEV PM Peak Hour (Proposed)
With Additional Improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	116	152	92	288	547	365	220	1319	192	186	1011	213
Future Volume (veh/h)	116	152	92	288	547	365	220	1319	192	186	1011	213
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.97	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	126	165	100	313	595	397	239	1434	209	202	1099	232
Adj No. of Lanes	1	2	0	1	2	1	1	3	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	152	286	162	324	814	559	250	1814	264	229	1143	240
Arrive On Green	0.09	0.13	0.13	0.18	0.23	0.23	0.14	0.41	0.41	0.13	0.39	0.39
Sat Flow, veh/h	1774	2145	1218	1774	3539	1541	1774	4476	652	1774	2905	610
Grp Volume(v), veh/h	126	134	131	313	595	397	239	1086	557	202	667	664
Grp Sat Flow(s),veh/h/ln	1774	1770	1593	1774	1770	1541	1774	1695	1737	1774	1770	1746
Q Serve(g_s), s	8.4	8.5	9.3	21.0	18.7	26.7	16.1	33.6	33.7	13.4	44.1	44.7
Cycle Q Clear(g_c), s	8.4	8.5	9.3	21.0	18.7	26.7	16.1	33.6	33.7	13.4	44.1	44.7
Prop In Lane	1.00		0.76	1.00		1.00	1.00		0.38	1.00		0.35
Lane Grp Cap(c), veh/h	152	236	212	324	814	559	250	1374	704	229	696	687
V/C Ratio(X)	0.83	0.57	0.62	0.97	0.73	0.71	0.96	0.79	0.79	0.88	0.96	0.97
Avail Cap(c_a), veh/h	182	265	239	324	814	559	250	1374	704	251	696	687
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.0	48.8	49.1	48.7	42.8	33.2	51.2	31.2	31.2	51.4	35.4	35.6
Incr Delay (d2), s/veh	22.9	2.2	3.9	41.0	3.4	4.2	44.9	4.7	8.9	27.0	25.3	27.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	4.3	4.3	13.9	9.5	12.0	10.9	16.6	17.8	8.3	26.4	26.5
LnGrp Delay(d),s/veh	76.9	51.0	53.0	89.7	46.1	37.4	96.1	35.9	40.1	78.3	60.7	62.7
LnGrp LOS	E	D	D	F	D	D	F	D	D	E	E	E
Approach Vol, veh/h		391			1305			1882			1533	
Approach Delay, s/veh		60.0			53.9			44.8			63.9	
Approach LOS		E			D			D			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.0	53.1	26.4	20.5	21.4	51.7	14.8	32.1				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	17.0	45.1	21.9	18.0	16.9	45.2	12.3	27.6				
Max Q Clear Time (g_c+I1), s	15.4	35.7	23.0	11.3	18.1	46.7	10.4	28.7				
Green Ext Time (p_c), s	0.1	8.5	0.0	3.8	0.0	0.0	0.1	0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			54.0									
HCM 2010 LOS			D									

Lanes, Volumes, Timings
3: Sunrise Wy. & San Rafael Dr.

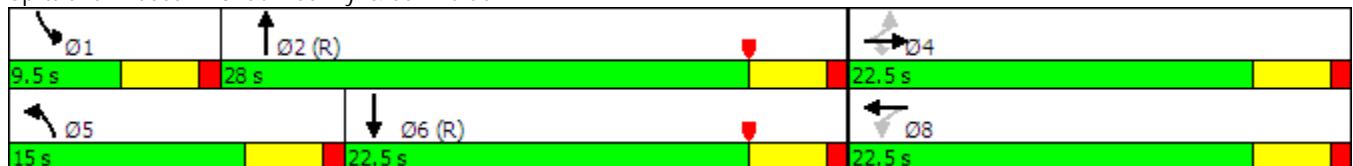
2040 Auto/LSEV PM Peak Hour (Proposed)
With Project Improvements

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕		↗	↕↔		↗	↕↔	
Traffic Volume (vph)	38	27	231	86	38	18	355	657	164	25	539	44
Future Volume (vph)	38	27	231	86	38	18	355	657	164	25	539	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	85		0	110		0
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	60			60			60			60		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		50			30			45			45	
Link Distance (ft)		620			513			557			480	
Travel Time (s)		8.5			11.7			8.4			7.3	
Confl. Bikes (#/hr)			2			2			7			6
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Shared Lane Traffic (%)												
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8								
Detector Phase	4	4	4	8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5		9.5	22.5		9.5	22.5	
Total Split (s)	22.5	22.5	22.5	22.5	22.5		15.0	28.0		9.5	22.5	
Total Split (%)	37.5%	37.5%	37.5%	37.5%	37.5%		25.0%	46.7%		15.8%	37.5%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.5	4.5		4.5		4.5	4.5		4.5	4.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	Ped	Ped	Ped	Ped	Ped		None	C-Max		None	C-Max	

Intersection Summary




















Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 65
 Control Type: Actuated-Coordinated

Splits and Phases: 3: Sunrise Wy. & San Rafael Dr.



HCM 2010 Signalized Intersection Summary
3: Sunrise Wy. & San Rafael Dr.

2040 Auto/LSEV PM Peak Hour (Proposed)
With Project Improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	27	231	86	38	18	355	657	164	25	539	44
Future Volume (veh/h)	38	27	231	86	38	18	355	657	164	25	539	44
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	39	28	238	89	39	19	366	677	169	26	556	45
Adj No. of Lanes	0	1	1	0	1	0	1	2	0	1	2	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	257	161	310	228	92	33	310	1528	381	52	1331	107
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.20	0.17	0.55	0.55	0.03	0.40	0.40
Sat Flow, veh/h	819	812	1561	664	464	167	1774	2792	696	1774	3313	268
Grp Volume(v), veh/h	67	0	238	147	0	0	366	429	417	26	296	305
Grp Sat Flow(s),veh/h/ln	1631	0	1561	1295	0	0	1774	1770	1719	1774	1770	1811
Q Serve(g_s), s	0.0	0.0	8.7	4.3	0.0	0.0	10.5	8.7	8.7	0.9	7.2	7.3
Cycle Q Clear(g_c), s	1.8	0.0	8.7	6.2	0.0	0.0	10.5	8.7	8.7	0.9	7.2	7.3
Prop In Lane	0.58		1.00	0.61		0.13	1.00		0.41	1.00		0.15
Lane Grp Cap(c), veh/h	418	0	310	353	0	0	310	969	941	52	711	727
V/C Ratio(X)	0.16	0.00	0.77	0.42	0.00	0.00	1.18	0.44	0.44	0.50	0.42	0.42
Avail Cap(c_a), veh/h	573	0	468	485	0	0	310	969	941	148	711	727
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.0	0.0	22.7	21.7	0.0	0.0	24.8	8.1	8.1	28.7	12.9	12.9
Incr Delay (d2), s/veh	0.2	0.0	4.3	0.8	0.0	0.0	108.8	1.5	1.5	7.3	1.8	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	4.1	2.3	0.0	0.0	14.5	4.6	4.5	0.5	3.8	3.9
LnGrp Delay(d),s/veh	20.2	0.0	27.0	22.5	0.0	0.0	133.5	9.6	9.6	35.9	14.7	14.7
LnGrp LOS	C		C	C			F	A	A	D	B	B
Approach Vol, veh/h		305			147			1212			627	
Approach Delay, s/veh		25.5			22.5			47.0			15.6	
Approach LOS		C			C			D			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.3	37.3		16.4	15.0	28.6		16.4				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	23.5		18.0	10.5	18.0		18.0				
Max Q Clear Time (g_c+I1), s	2.9	10.7		10.7	12.5	9.3		8.2				
Green Ext Time (p_c), s	0.0	6.6		1.3	0.0	5.1		1.5				
Intersection Summary												
HCM 2010 Ctrl Delay			34.0									
HCM 2010 LOS			C									

Lanes, Volumes, Timings
4: Vista Chino & Gene Autry Tr.

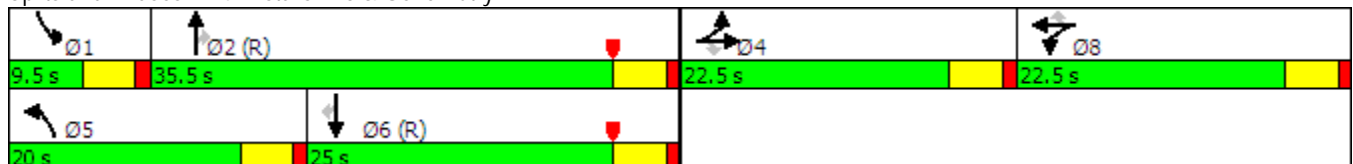
2040 Auto/LSEV PM Peak Hour (Proposed)
With Additional Improvements

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	213	58	60	35	115	44	294	1159	67	72	791	202
Future Volume (vph)	213	58	60	35	115	44	294	1159	67	72	791	202
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		75	0		75	200		0	215		215
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	60			60			90			200		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			45	
Link Distance (ft)		464			464			442			533	
Travel Time (s)		10.5			10.5			10.0			8.1	
Confl. Bikes (#/hr)			5			21			6			3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Shared Lane Traffic (%)												
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	4	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	20.0	35.5	35.5	9.5	25.0	25.0
Total Split (%)	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	22.2%	39.4%	39.4%	10.6%	27.8%	27.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	Ped	Ped	Ped	Ped	Ped	Ped	None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary























Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated

Splits and Phases: 4: Vista Chino & Gene Autry Tr.



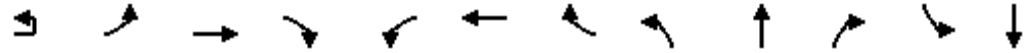
HCM 2010 Signalized Intersection Summary
4: Vista Chino & Gene Autry Tr.

2040 Auto/LSEV PM Peak Hour (Proposed)
With Additional Improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	213	58	60	35	115	44	294	1159	67	72	791	202
Future Volume (veh/h)	213	58	60	35	115	44	294	1159	67	72	791	202
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.95	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	229	62	65	38	124	47	316	1246	72	77	851	217
Adj No. of Lanes	0	1	1	0	1	1	1	2	1	1	2	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	260	70	286	49	160	171	306	1580	689	99	1167	510
Arrive On Green	0.18	0.18	0.18	0.11	0.11	0.11	0.17	0.45	0.45	0.06	0.33	0.33
Sat Flow, veh/h	1410	382	1555	432	1409	1499	1774	3539	1544	1774	3539	1546
Grp Volume(v), veh/h	291	0	65	162	0	47	316	1246	72	77	851	217
Grp Sat Flow(s),veh/h/ln	1792	0	1555	1841	0	1499	1774	1770	1544	1774	1770	1546
Q Serve(g_s), s	14.2	0.0	3.2	7.7	0.0	2.6	15.5	27.1	2.4	3.9	19.1	9.8
Cycle Q Clear(g_c), s	14.2	0.0	3.2	7.7	0.0	2.6	15.5	27.1	2.4	3.9	19.1	9.8
Prop In Lane	0.79		1.00	0.23		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	330	0	286	210	0	171	306	1580	689	99	1167	510
V/C Ratio(X)	0.88	0.00	0.23	0.77	0.00	0.28	1.03	0.79	0.10	0.78	0.73	0.43
Avail Cap(c_a), veh/h	358	0	311	368	0	300	306	1580	689	99	1167	510
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.8	0.0	31.3	38.8	0.0	36.5	37.3	21.3	14.5	42.0	26.6	23.5
Incr Delay (d2), s/veh	20.6	0.0	0.4	6.0	0.0	0.9	60.6	4.1	0.3	32.3	4.0	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.9	0.0	1.4	4.3	0.0	1.1	12.7	14.0	1.1	2.8	10.0	4.6
LnGrp Delay(d),s/veh	56.4	0.0	31.7	44.7	0.0	37.3	97.9	25.4	14.8	74.2	30.6	26.1
LnGrp LOS	E		C	D		D	F	C	B	E	C	C
Approach Vol, veh/h		356			209			1634			1145	
Approach Delay, s/veh		51.8			43.1			38.9			32.7	
Approach LOS		D			D			D			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.5	44.7		21.1	20.0	34.2		14.7				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	31.0		18.0	15.5	20.5		18.0				
Max Q Clear Time (g_c+I1), s	5.9	29.1		16.2	17.5	21.1		9.7				
Green Ext Time (p_c), s	0.0	1.8		0.4	0.0	0.0		0.6				
Intersection Summary												
HCM 2010 Ctrl Delay			38.4									
HCM 2010 LOS			D									
Notes												

Lanes, Volumes, Timings
5: Clubhouse View/CV Link Path & Vista Chino

2040 Auto/LSEV PM Peak Hour (Proposed)
With Project Improvements

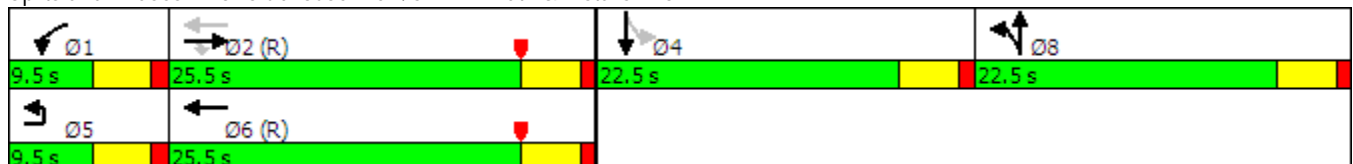


Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↔		↑↑	↗	↖	↑↑		↖	↗			↕
Traffic Volume (vph)	1	0	1538	19	31	1964	0	32	11	18	0	12
Future Volume (vph)	1	0	1538	19	31	1964	0	32	11	18	0	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		130		0	200		0	0		50	0	
Storage Lanes		1		1	1		0	1		0	0	
Taper Length (ft)		60			130			60				60
Right Turn on Red				Yes			Yes			Yes		
Link Speed (mph)			50			50			45			25
Link Distance (ft)			501			679			345			296
Travel Time (s)			6.8			9.3			5.2			8.1
Confl. Bikes (#/hr)				3			2			21		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Turn Type	Prot		NA	Perm	Prot	NA		Split	NA			NA
Protected Phases	5		2		1	6		8	8			4
Permitted Phases				2		2						4
Detector Phase	5		2	2	1	6		8	8			4
Switch Phase												
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0		5.0	5.0			5.0
Minimum Split (s)	9.5		22.5	22.5	9.5	22.5		22.5	22.5			22.5
Total Split (s)	9.5		25.5	25.5	9.5	25.5		22.5	22.5			22.5
Total Split (%)	11.9%		31.9%	31.9%	11.9%	31.9%		28.1%	28.1%			28.1%
Yellow Time (s)	3.5		3.5	3.5	3.5	3.5		3.5	3.5			3.5
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0		1.0	1.0			1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0		0.0	0.0			0.0
Total Lost Time (s)	4.5		4.5	4.5	4.5	4.5		4.5	4.5			4.5
Lead/Lag	Lead		Lag	Lag	Lead	Lag						
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes						
Recall Mode	None		C-Max	C-Max	None	C-Max		Max	Max			None

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 0 (0%), Referenced to phase 2:EBWB and 6:WBT, Start of Yellow
 Natural Cycle: 120
 Control Type: Actuated-Coordinated





















Splits and Phases: 5: Clubhouse View/CV Link Path & Vista Chino



Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	0
Future Volume (vph)	0
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Right Turn on Red	Yes
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Bikes (#/hr)	20
Peak Hour Factor	0.92
Shared Lane Traffic (%)	
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	
Intersection Summary	

HCM 2010 Signalized Intersection Summary
5: Clubhouse View/CV Link Path & Vista Chino

2040 Auto/LSEV PM Peak Hour (Proposed)
With Project Improvements

												
Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	1	0	1538	19	31	1964	0	32	11	18	0	12
Future Volume (veh/h)	1	0	1538	19	31	1964	0	32	11	18	0	12
Number		5	2	12	1	6	16	3	8	18	7	4
Initial Q (Qb), veh		0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00		0.98	1.00		1.00	1.00		0.97	1.00	
Parking Bus, Adj		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln		0	1863	1863	1863	1863	0	1863	1863	1900	1900	1863
Adj Flow Rate, veh/h		0	1672	21	34	2135	0	35	12	20	0	13
Adj No. of Lanes		0	2	1	1	2	0	1	1	0	0	1
Peak Hour Factor		0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %		0	2	2	2	2	0	2	2	2	2	2
Cap, veh/h		0	1774	776	59	2090	0	399	138	231	0	29
Arrive On Green		0.00	0.50	0.50	0.03	0.59	0.00	0.22	0.22	0.22	0.00	0.02
Sat Flow, veh/h		0	3632	1548	1774	3632	0	1774	615	1026	0	1863
Grp Volume(v), veh/h		0	1672	21	34	2135	0	35	0	32	0	13
Grp Sat Flow(s),veh/h/ln		0	1770	1548	1774	1770	0	1774	0	1641	0	1863
Q Serve(g_s), s		0.0	35.7	0.5	1.5	47.2	0.0	1.2	0.0	1.2	0.0	0.6
Cycle Q Clear(g_c), s		0.0	35.7	0.5	1.5	47.2	0.0	1.2	0.0	1.2	0.0	0.6
Prop In Lane		0.00		1.00	1.00		0.00	1.00		0.63	0.00	
Lane Grp Cap(c), veh/h		0	1774	776	59	2090	0	399	0	369	0	29
V/C Ratio(X)		0.00	0.94	0.03	0.58	1.02	0.00	0.09	0.00	0.09	0.00	0.45
Avail Cap(c_a), veh/h		0	1774	776	111	2090	0	399	0	369	0	419
HCM Platoon Ratio		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh		0.0	18.9	10.1	38.1	16.4	0.0	24.5	0.0	24.5	0.0	39.0
Incr Delay (d2), s/veh		0.0	11.5	0.1	8.7	25.3	0.0	0.4	0.0	0.5	0.0	10.3
Initial Q Delay(d3),s/veh		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		0.0	20.0	0.2	0.9	30.0	0.0	0.7	0.0	0.6	0.0	0.4
LnGrp Delay(d),s/veh		0.0	30.4	10.2	46.8	41.7	0.0	24.9	0.0	25.0	0.0	49.3
LnGrp LOS			C	B	D	F		C		C		D
Approach Vol, veh/h			1693			2169			67			13
Approach Delay, s/veh			30.1			41.8			25.0			49.3
Approach LOS			C			D			C			D
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	7.2	44.6		5.8		51.7		22.5				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	5.0	21.0		18.0		21.0		18.0				
Max Q Clear Time (g_c+I1), s	3.5	37.7		2.6		49.2		3.2				
Green Ext Time (p_c), s	0.0	0.0		0.0		0.0		0.1				
Intersection Summary												
HCM 2010 Ctrl Delay			36.5									
HCM 2010 LOS			D									
Notes												

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	0
Future Volume (veh/h)	0
Number	14
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Adj Sat Flow, veh/h/ln	1900
Adj Flow Rate, veh/h	0
Adj No. of Lanes	0
Peak Hour Factor	0.92
Percent Heavy Veh, %	2
Cap, veh/h	0
Arrive On Green	0.00
Sat Flow, veh/h	0
Grp Volume(v), veh/h	0
Grp Sat Flow(s),veh/h/ln	0
Q Serve(g_s), s	0.0
Cycle Q Clear(g_c), s	0.0
Prop In Lane	0.00
Lane Grp Cap(c), veh/h	0
V/C Ratio(X)	0.00
Avail Cap(c_a), veh/h	0
HCM Platoon Ratio	1.00
Upstream Filter(l)	0.00
Uniform Delay (d), s/veh	0.0
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.0
LnGrp Delay(d),s/veh	0.0
LnGrp LOS	
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer	

Lanes, Volumes, Timings
6: Sunrise Wy. & N. Riverside Dr.

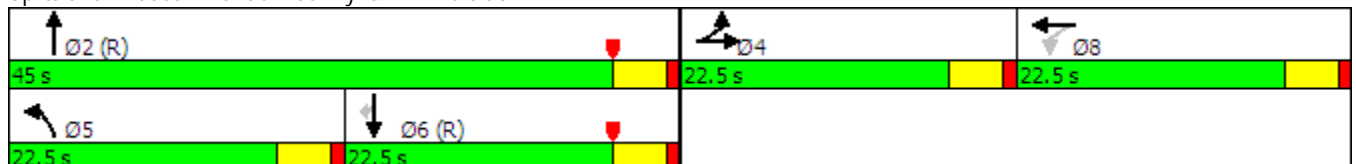
2040 Auto/LSEV PM Peak Hour (Proposed)
With Project Improvements

	↖	→	↘	↙	←	↖	↙	↑	↘	↘	↓	↙
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↖	↕			↕	↖
Traffic Volume (vph)	25	12	140	0	12	0	157	904	0	0	1020	35
Future Volume (vph)	25	12	140	0	12	0	157	904	0	0	1020	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	220		0	0		100
Storage Lanes	0		0	0		0	1		0	0		1
Taper Length (ft)	60			60			60			60		
Right Turn on Red			Yes			Yes			Yes			No
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		407			314			806			363	
Travel Time (s)		9.3			7.1			13.7			6.2	
Confl. Bikes (#/hr)			2						1			2
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Shared Lane Traffic (%)												
Turn Type	Split	NA			NA		Prot	NA			NA	Perm
Protected Phases	4	4			8		5	2			6	
Permitted Phases				8								6
Detector Phase	4	4		8	8		5	2			6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0			5.0	5.0
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5			22.5	22.5
Total Split (s)	22.5	22.5		22.5	22.5		22.5	45.0			22.5	22.5
Total Split (%)	25.0%	25.0%		25.0%	25.0%		25.0%	50.0%			25.0%	25.0%
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5			3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0			1.0	1.0
Lost Time Adjust (s)		0.0			0.0		0.0	0.0			0.0	0.0
Total Lost Time (s)		4.5			4.5		4.5	4.5			4.5	4.5
Lead/Lag							Lead				Lag	Lag
Lead-Lag Optimize?							Yes				Yes	Yes
Recall Mode	Min	Min		None	None		None	C-Max			C-Max	C-Max

Intersection Summary



















Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 100
 Control Type: Actuated-Coordinated

Splits and Phases: 6: Sunrise Wy. & N. Riverside Dr.



HCM 2010 Signalized Intersection Summary
6: Sunrise Wy. & N. Riverside Dr.

2040 Auto/LSEV PM Peak Hour (Proposed)
With Project Improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	12	140	0	12	0	157	904	0	0	1020	35
Future Volume (veh/h)	25	12	140	0	12	0	157	904	0	0	1020	35
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	0	0	1863	1863
Adj Flow Rate, veh/h	26	12	146	0	12	0	164	942	0	0	1062	36
Adj No. of Lanes	0	1	0	0	1	0	1	2	0	0	2	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	0	0	2	2
Cap, veh/h	32	15	177	0	27	0	197	2465	0	0	1894	829
Arrive On Green	0.14	0.14	0.14	0.00	0.01	0.00	0.22	1.00	0.00	0.00	0.54	0.54
Sat Flow, veh/h	227	105	1273	0	1863	0	1774	3632	0	0	3632	1549
Grp Volume(v), veh/h	184	0	0	0	12	0	164	942	0	0	1062	36
Grp Sat Flow(s),veh/h/ln	1604	0	0	0	1863	0	1774	1770	0	0	1770	1549
Q Serve(g_s), s	10.0	0.0	0.0	0.0	0.6	0.0	7.9	0.0	0.0	0.0	17.9	1.0
Cycle Q Clear(g_c), s	10.0	0.0	0.0	0.0	0.6	0.0	7.9	0.0	0.0	0.0	17.9	1.0
Prop In Lane	0.14		0.79	0.00		0.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	223	0	0	0	27	0	197	2465	0	0	1894	829
V/C Ratio(X)	0.82	0.00	0.00	0.00	0.45	0.00	0.83	0.38	0.00	0.00	0.56	0.04
Avail Cap(c_a), veh/h	321	0	0	0	373	0	355	2465	0	0	1894	829
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.00	1.00	0.00	0.85	0.85	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	37.7	0.0	0.0	0.0	44.0	0.0	34.2	0.0	0.0	0.0	13.9	10.0
Incr Delay (d2), s/veh	11.0	0.0	0.0	0.0	11.2	0.0	7.5	0.4	0.0	0.0	1.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	0.0	0.0	0.0	0.4	0.0	4.2	0.1	0.0	0.0	9.0	0.4
LnGrp Delay(d),s/veh	48.7	0.0	0.0	0.0	55.2	0.0	41.7	0.4	0.0	0.0	15.1	10.0
LnGrp LOS	D				E		D	A			B	B
Approach Vol, veh/h		184			12			1106			1098	
Approach Delay, s/veh		48.7			55.2			6.5			14.9	
Approach LOS		D			E			A			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		67.2		17.0	14.5	52.7		5.8				
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s		40.5		18.0	18.0	18.0		18.0				
Max Q Clear Time (g_c+I1), s		2.0		12.0	9.9	19.9		2.6				
Green Ext Time (p_c), s		20.2		0.5	0.2	0.0		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			13.8									
HCM 2010 LOS			B									

Lanes, Volumes, Timings
7: Sunrise Wy. & Mesquite Av.

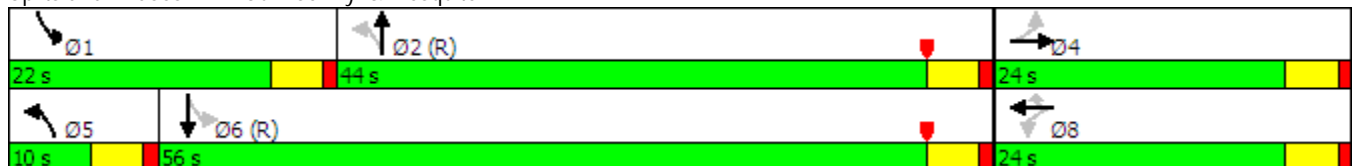
2040 Auto/LSEV PM Peak Hour (Proposed)
With Project Improvements

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	64	95	22	77	116	227	17	840	80	218	913	73
Future Volume (vph)	64	95	22	77	116	227	17	840	80	218	913	73
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	85		0	100		0	150		150	150		150
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	60			60			60			60		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			30			40			40	
Link Distance (ft)		440			1356			475			806	
Travel Time (s)		6.7			30.8			8.1			13.7	
Confl. Bikes (#/hr)			2			3			3			2
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8	2			6		
Detector Phase	4	4		8	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5	22.5	9.5	22.5		9.5	22.5	
Total Split (s)	24.0	24.0		24.0	24.0	24.0	10.0	44.0		22.0	56.0	
Total Split (%)	26.7%	26.7%		26.7%	26.7%	26.7%	11.1%	48.9%		24.4%	62.2%	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5		4.5	4.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	Ped	Ped		Ped	Ped	Ped	None	C-Max		None	C-Max	

Intersection Summary






















Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 15 (17%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Splits and Phases: 7: Sunrise Wy. & Mesquite Av.



HCM 2010 Signalized Intersection Summary
7: Sunrise Wy. & Mesquite Av.

2040 Auto/LSEV PM Peak Hour (Proposed)
With Project Improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	64	95	22	77	116	227	17	840	80	218	913	73
Future Volume (veh/h)	64	95	22	77	116	227	17	840	80	218	913	73
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	69	102	24	83	125	244	18	903	86	234	982	78
Adj No. of Lanes	1	1	0	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	208	270	64	237	346	290	426	1910	182	461	2135	170
Arrive On Green	0.19	0.19	0.19	0.19	0.19	0.19	0.02	0.59	0.59	0.16	1.00	1.00
Sat Flow, veh/h	1009	1454	342	1260	1863	1559	1774	3262	311	1774	3316	263
Grp Volume(v), veh/h	69	0	126	83	125	244	18	490	499	234	524	536
Grp Sat Flow(s),veh/h/ln	1009	0	1796	1260	1863	1559	1774	1770	1803	1774	1770	1810
Q Serve(g_s), s	5.8	0.0	5.5	5.6	5.3	13.6	0.4	14.3	14.3	4.6	0.0	0.0
Cycle Q Clear(g_c), s	11.0	0.0	5.5	11.1	5.3	13.6	0.4	14.3	14.3	4.6	0.0	0.0
Prop In Lane	1.00		0.19	1.00		1.00	1.00		0.17	1.00		0.15
Lane Grp Cap(c), veh/h	208	0	334	237	346	290	426	1036	1056	461	1140	1165
V/C Ratio(X)	0.33	0.00	0.38	0.35	0.36	0.84	0.04	0.47	0.47	0.51	0.46	0.46
Avail Cap(c_a), veh/h	240	0	389	276	404	338	499	1036	1056	667	1140	1165
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.80	0.80	0.80
Uniform Delay (d), s/veh	36.8	0.0	32.1	36.9	32.0	35.4	7.1	10.7	10.7	6.9	0.0	0.0
Incr Delay (d2), s/veh	0.9	0.0	0.7	0.9	0.6	15.4	0.0	1.5	1.5	0.7	1.1	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	2.8	2.0	2.8	7.1	0.2	7.4	7.5	2.3	0.3	0.3
LnGrp Delay(d),s/veh	37.7	0.0	32.8	37.8	32.6	50.7	7.1	12.2	12.2	7.6	1.1	1.0
LnGrp LOS	D		C	D	C	D	A	B	B	A	A	A
Approach Vol, veh/h		195			452			1007			1294	
Approach Delay, s/veh		34.5			43.4			12.1			2.2	
Approach LOS		C			D			B			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.6	57.2		21.2	6.3	62.5		21.2				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	17.5	39.5		19.5	5.5	51.5		19.5				
Max Q Clear Time (g_c+I1), s	6.6	16.3		13.0	2.4	2.0		15.6				
Green Ext Time (p_c), s	0.5	14.1		1.6	0.0	20.5		1.1				
Intersection Summary												
HCM 2010 Ctrl Delay			14.1									
HCM 2010 LOS			B									

Lanes, Volumes, Timings
8: Farrel Dr. & Mesquite Av.

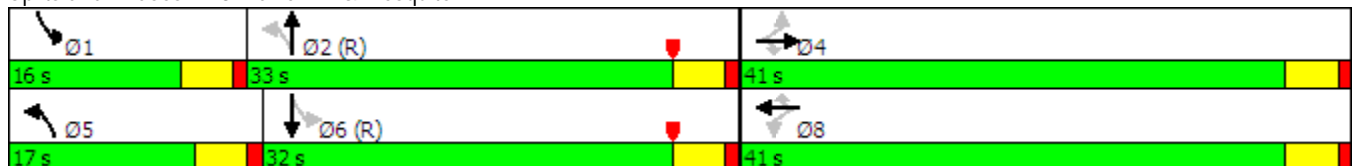
2040 Auto/LSEV PM Peak Hour (Proposed)
With Project Improvements

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	248	55	158	357	118	131	412	139	115	459	65
Future Volume (vph)	60	248	55	158	357	118	131	412	139	115	459	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	90		50	75		50	70		0	0		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	60			30			80			80		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			45			45			30	
Link Distance (ft)		1736			889			512			696	
Travel Time (s)		39.5			13.5			7.8			15.8	
Confl. Bikes (#/hr)			15			15			4			4
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Shared Lane Traffic (%)												
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8	2			6		
Detector Phase	4	4	4	8	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	9.5	22.5		9.5	22.5	
Total Split (s)	41.0	41.0	41.0	41.0	41.0	41.0	17.0	33.0		16.0	32.0	
Total Split (%)	45.6%	45.6%	45.6%	45.6%	45.6%	45.6%	18.9%	36.7%		17.8%	35.6%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	Ped	Ped	Ped	Ped	Ped	Ped	None	C-Max		None	C-Max	

Intersection Summary























Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated

Splits and Phases: 8: Farrel Dr. & Mesquite Av.















HCM 2010 Signalized Intersection Summary
8: Farrel Dr. & Mesquite Av.

2040 Auto/LSEV PM Peak Hour (Proposed)
With Project Improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	248	55	158	357	118	131	412	139	115	459	65
Future Volume (veh/h)	60	248	55	158	357	118	131	412	139	115	459	65
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	65	267	59	170	384	127	141	443	149	124	494	70
Adj No. of Lanes	1	1	1	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	220	618	513	311	618	513	489	1195	398	468	1412	199
Arrive On Green	0.33	0.33	0.33	0.33	0.33	0.33	0.06	0.46	0.46	0.06	0.45	0.45
Sat Flow, veh/h	885	1863	1548	1050	1863	1548	1774	2593	863	1774	3105	438
Grp Volume(v), veh/h	65	267	59	170	384	127	141	301	291	124	281	283
Grp Sat Flow(s),veh/h/ln	885	1863	1548	1050	1863	1548	1774	1770	1686	1774	1770	1773
Q Serve(g_s), s	6.0	10.1	2.4	13.6	15.6	5.4	3.7	9.9	10.1	3.3	9.2	9.3
Cycle Q Clear(g_c), s	21.6	10.1	2.4	23.6	15.6	5.4	3.7	9.9	10.1	3.3	9.2	9.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.51	1.00		0.25
Lane Grp Cap(c), veh/h	220	618	513	311	618	513	489	815	777	468	805	806
V/C Ratio(X)	0.30	0.43	0.11	0.55	0.62	0.25	0.29	0.37	0.37	0.26	0.35	0.35
Avail Cap(c_a), veh/h	285	755	628	388	755	628	622	815	777	593	805	806
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.4	23.5	20.9	32.7	25.3	21.9	11.9	15.8	15.8	12.1	15.9	15.9
Incr Delay (d2), s/veh	0.7	0.5	0.1	1.5	1.1	0.2	0.3	1.3	1.4	0.3	1.2	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	5.3	1.0	4.0	8.2	2.3	1.8	5.1	5.0	1.6	4.8	4.8
LnGrp Delay(d),s/veh	35.2	23.9	21.0	34.2	26.4	22.2	12.2	17.1	17.2	12.4	17.1	17.1
LnGrp LOS	D	C	C	C	C	C	B	B	B	B	B	B
Approach Vol, veh/h		391			681			733			688	
Approach Delay, s/veh		25.4			27.6			16.2			16.3	
Approach LOS		C			C			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.7	46.0		34.3	10.2	45.4		34.3				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	11.5	28.5		36.5	12.5	27.5		36.5				
Max Q Clear Time (g_c+I1), s	5.3	12.1		23.6	5.7	11.3		25.6				
Green Ext Time (p_c), s	0.1	6.4		4.6	0.2	6.3		4.2				
Intersection Summary												
HCM 2010 Ctrl Delay			20.8									
HCM 2010 LOS			C									

Lanes, Volumes, Timings
 9: El Cielo Rd. & Mesquite Av.

2040 Auto/LSEV PM Peak Hour (Proposed)
 With Project Improvements

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	386	306	215	346	236	285
Future Volume (vph)	386	306	215	346	236	285
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	250		100	90	
Storage Lanes	1	1		1	1	
Taper Length (ft)	60				60	
Link Speed (mph)	35		45			45
Link Distance (ft)	566		352			331
Travel Time (s)	11.0		5.3			5.0
Confl. Peds. (#/hr)	49			7	7	
Confl. Bikes (#/hr)		3		6		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control	Stop		Stop			Stop

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

Intersection	
Intersection Delay, s/veh	34.1
Intersection LOS	D

Movement	WBU	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Lane Configurations		↘	↗		↕	↗		↘	↕
Traffic Vol, veh/h	0	386	306	0	215	346	0	236	285
Future Vol, veh/h	0	386	306	0	215	346	0	236	285
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	420	333	0	234	376	0	257	310
Number of Lanes	0	1	1	0	1	1	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay	46.4	26.6	26
HCM LOS	E	D	D

Lane	NBLn1	NBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	0%	0%	100%	0%	100%	0%
Vol Thru, %	100%	0%	0%	0%	0%	100%
Vol Right, %	0%	100%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	215	346	386	306	236	285
LT Vol	0	0	386	0	236	0
Through Vol	215	0	0	0	0	285
RT Vol	0	346	0	306	0	0
Lane Flow Rate	234	376	420	333	257	310
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.527	0.772	0.971	0.656	0.614	0.697
Departure Headway (Hd)	8.111	7.387	8.33	7.1	8.617	8.1
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	444	489	436	509	418	446
Service Time	5.858	5.134	6.073	4.843	6.366	5.849
HCM Lane V/C Ratio	0.527	0.769	0.963	0.654	0.615	0.695
HCM Control Delay	19.6	31	65.4	22.4	24.2	27.5
HCM Lane LOS	C	D	F	C	C	D
HCM 95th-tile Q	3	6.8	11.8	4.7	4	5.3

Lanes, Volumes, Timings
10: Crossley Rd. & 34th Av.

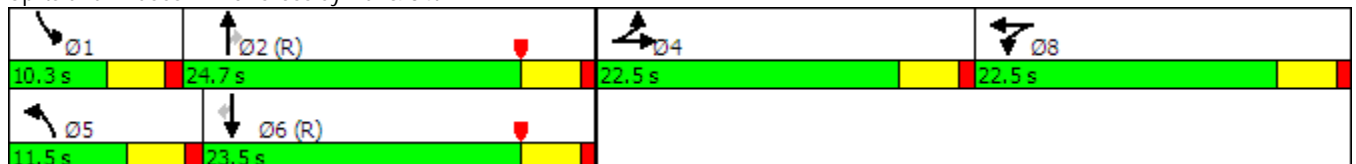
2040 Auto/LSEV PM Peak Hour (Proposed)
With Project Improvements

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	26	2	44	86	3	31	59	453	175	34	240	5
Future Volume (vph)	26	2	44	86	3	31	59	453	175	34	240	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	60		50	70		50
Storage Lanes	0		0	0		0	1		1	1		1
Taper Length (ft)	60			60			60			60		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		346			491			509			544	
Travel Time (s)		7.9			11.2			7.7			8.2	
Confl. Bikes (#/hr)			2			6			13			8
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Shared Lane Traffic (%)												
Turn Type	Split	NA		Split	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases									2			6
Detector Phase	4	4		8	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5		22.5	22.5		9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	22.5	22.5		22.5	22.5		11.5	24.7	24.7	10.3	23.5	23.5
Total Split (%)	28.1%	28.1%		28.1%	28.1%		14.4%	30.9%	30.9%	12.9%	29.4%	29.4%
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5			4.5		4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary





















Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated

Splits and Phases: 10: Crossley Rd. & 34th Av.



HCM 2010 Signalized Intersection Summary
 10: Crossley Rd. & 34th Av.

2040 Auto/LSEV PM Peak Hour (Proposed)
 With Project Improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	2	44	86	3	31	59	453	175	34	240	5
Future Volume (veh/h)	26	2	44	86	3	31	59	453	175	34	240	5
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	27	2	45	89	3	32	61	467	180	35	247	5
Adj No. of Lanes	0	1	0	0	1	0	1	2	1	1	2	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	35	3	58	116	4	42	82	2082	905	60	2038	889
Arrive On Green	0.06	0.06	0.06	0.09	0.09	0.09	0.05	0.59	0.59	0.03	0.58	0.58
Sat Flow, veh/h	596	44	994	1227	41	441	1774	3539	1539	1774	3539	1544
Grp Volume(v), veh/h	74	0	0	124	0	0	61	467	180	35	247	5
Grp Sat Flow(s),veh/h/ln	1635	0	0	1710	0	0	1774	1770	1539	1774	1770	1544
Q Serve(g_s), s	3.6	0.0	0.0	5.7	0.0	0.0	2.7	5.0	4.4	1.6	2.5	0.1
Cycle Q Clear(g_c), s	3.6	0.0	0.0	5.7	0.0	0.0	2.7	5.0	4.4	1.6	2.5	0.1
Prop In Lane	0.36		0.61	0.72		0.26	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	96	0	0	161	0	0	82	2082	905	60	2038	889
V/C Ratio(X)	0.77	0.00	0.00	0.77	0.00	0.00	0.74	0.22	0.20	0.58	0.12	0.01
Avail Cap(c_a), veh/h	368	0	0	385	0	0	155	2082	905	129	2038	889
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.1	0.0	0.0	35.4	0.0	0.0	37.7	7.8	7.7	38.1	7.7	7.2
Incr Delay (d2), s/veh	12.4	0.0	0.0	7.4	0.0	0.0	12.2	0.2	0.5	8.7	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.0	0.0	3.0	0.0	0.0	1.6	2.5	2.0	0.9	1.3	0.1
LnGrp Delay(d),s/veh	49.6	0.0	0.0	42.8	0.0	0.0	49.9	8.1	8.2	46.8	7.9	7.2
LnGrp LOS	D			D			D	A	A	D	A	A
Approach Vol, veh/h		74			124			708			287	
Approach Delay, s/veh		49.6			42.8			11.7			12.6	
Approach LOS		D			D			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.2	51.6		9.2	8.2	50.6		12.1				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.8	20.2		18.0	7.0	19.0		18.0				
Max Q Clear Time (g_c+I1), s	3.6	7.0		5.6	4.7	4.5		7.7				
Green Ext Time (p_c), s	0.0	4.1		0.2	0.0	4.3		0.4				
Intersection Summary												
HCM 2010 Ctrl Delay				17.5								
HCM 2010 LOS				B								

Lanes, Volumes, Timings
 11: Crossley Rd. & Tahquitz Creek

2040 Auto/LSEV PM Peak Hour (Proposed)
 With Project Improvements

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	13	0	0	0	12	0	770	0	0	280	0
Future Volume (vph)	0	13	0	0	0	12	0	770	0	0	280	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		218			675			463			646	
Travel Time (s)		5.0			15.3			7.0			9.8	
Confl. Bikes (#/hr)			19			19			5			3
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Shared Lane Traffic (%)												
Turn Type		NA			NA			NA			NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8								
Detector Phase	4	4		8	8			2			6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0			5.0			5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5			22.5			22.5	
Total Split (s)	23.0	23.0		23.0	23.0			37.0			37.0	
Total Split (%)	38.3%	38.3%		38.3%	38.3%			61.7%			61.7%	
Yellow Time (s)	3.5	3.5		3.5	3.5			3.5			3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0			1.0			1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Ped	Ped		Ped	Ped			C-Max			C-Max	

Intersection Summary

















Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 15 (25%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 45
 Control Type: Actuated-Coordinated

Splits and Phases: 11: Crossley Rd. & Tahquitz Creek



HCM 2010 Signalized Intersection Summary
 11: Crossley Rd. & Tahquitz Creek

2040 Auto/LSEV PM Peak Hour (Proposed)
 With Project Improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	13	0	0	0	12	0	770	0	0	280	0
Future Volume (veh/h)	0	13	0	0	0	12	0	770	0	0	280	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.94	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	0	1863	0	0	1863	0
Adj Flow Rate, veh/h	0	13	0	0	0	12	0	794	0	0	289	0
Adj No. of Lanes	0	1	0	0	1	0	0	2	0	0	2	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	0	0	2	0
Cap, veh/h	0	53	0	0	0	42	0	2908	0	0	2908	0
Arrive On Green	0.00	0.03	0.00	0.00	0.00	0.03	0.00	0.82	0.00	0.00	0.82	0.00
Sat Flow, veh/h	0	1863	0	0	0	1484	0	3725	0	0	3725	0
Grp Volume(v), veh/h	0	13	0	0	0	12	0	794	0	0	289	0
Grp Sat Flow(s),veh/h/ln	0	1863	0	0	0	1484	0	1770	0	0	1770	0
Q Serve(g_s), s	0.0	0.4	0.0	0.0	0.0	0.5	0.0	3.1	0.0	0.0	1.0	0.0
Cycle Q Clear(g_c), s	0.0	0.4	0.0	0.0	0.0	0.5	0.0	3.1	0.0	0.0	1.0	0.0
Prop In Lane	0.00		0.00	0.00		1.00	0.00		0.00	0.00		0.00
Lane Grp Cap(c), veh/h	0	53	0	0	0	42	0	2908	0	0	2908	0
V/C Ratio(X)	0.00	0.25	0.00	0.00	0.00	0.28	0.00	0.27	0.00	0.00	0.10	0.00
Avail Cap(c_a), veh/h	0	574	0	0	0	458	0	2908	0	0	2908	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	28.5	0.0	0.0	0.0	28.6	0.0	1.2	0.0	0.0	1.0	0.0
Incr Delay (d2), s/veh	0.0	2.4	0.0	0.0	0.0	3.6	0.0	0.2	0.0	0.0	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.2	0.0	0.0	0.0	0.2	0.0	1.5	0.0	0.0	0.5	0.0
LnGrp Delay(d),s/veh	0.0	30.9	0.0	0.0	0.0	32.2	0.0	1.5	0.0	0.0	1.1	0.0
LnGrp LOS		C				C		A			A	
Approach Vol, veh/h		13			12			794			289	
Approach Delay, s/veh		30.9			32.2			1.5			1.1	
Approach LOS		C			C			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		53.8		6.2		53.8		6.2				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		32.5		18.5		32.5		18.5				
Max Q Clear Time (g_c+I1), s		5.1		2.4		3.0		2.5				
Green Ext Time (p_c), s		7.6		0.1		7.7		0.1				
Intersection Summary												
HCM 2010 Ctrl Delay				2.0								
HCM 2010 LOS				A								
Notes												

Lanes, Volumes, Timings
 12: Cathedral Cyn. Dr. & Officer David Vasquez Rd.

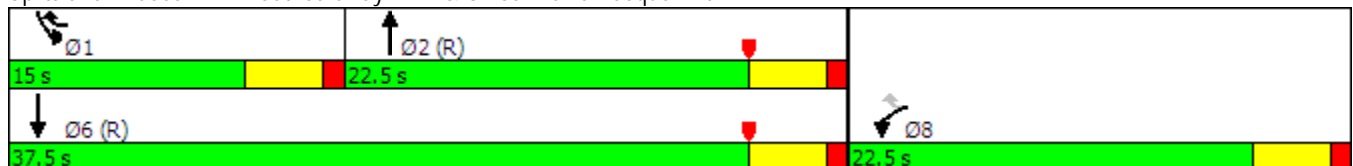
2040 Auto/LSEV PM Peak Hour (Proposed)
 With Project Improvements

	↙	↖	↑	↗	↘	↓
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↙↙	↖	↕↕		↘	↕↕
Traffic Volume (vph)	28	416	449	7	193	486
Future Volume (vph)	28	416	449	7	193	486
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	120	120		150	200	
Storage Lanes	1	1		0	1	
Taper Length (ft)	90				80	
Right Turn on Red		Yes		Yes		
Link Speed (mph)	40		40			40
Link Distance (ft)	554		483			555
Travel Time (s)	9.4		8.2			9.5
Confl. Bikes (#/hr)		1		5		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)						
Turn Type	Prot	pm+ov	NA		Prot	NA
Protected Phases	8	1	2		1	6
Permitted Phases		8				
Detector Phase	8	1	2		1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	22.5	9.5	22.5		9.5	22.5
Total Split (s)	22.5	15.0	22.5		15.0	37.5
Total Split (%)	37.5%	25.0%	37.5%		25.0%	62.5%
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5
Lead/Lag		Lead	Lag		Lead	
Lead-Lag Optimize?		Yes	Yes		Yes	
Recall Mode	Ped	None	C-Max		None	C-Max

Intersection Summary












Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Splits and Phases: 12: Cathedral Cyn. Dr. & Officer David Vasquez Rd.



HCM 2010 Signalized Intersection Summary
 12: Cathedral Cyn. Dr. & Officer David Vasquez Rd.

2040 Auto/LSEV PM Peak Hour (Proposed)
 With Project Improvements

								
Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations								
Traffic Volume (veh/h)	28	416	449	7	193	486		
Future Volume (veh/h)	28	416	449	7	193	486		
Number	3	18	2	12	1	6		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00		0.97	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863		
Adj Flow Rate, veh/h	29	438	473	7	203	512		
Adj No. of Lanes	2	1	2	0	1	2		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	919	646	1309	19	250	2063		
Arrive On Green	0.27	0.27	0.37	0.37	0.14	0.58		
Sat Flow, veh/h	3442	1583	3662	53	1774	3632		
Grp Volume(v), veh/h	29	438	234	246	203	512		
Grp Sat Flow(s),veh/h/ln	1721	1583	1770	1852	1774	1770		
Q Serve(g_s), s	0.4	13.6	5.8	5.8	6.7	4.2		
Cycle Q Clear(g_c), s	0.4	13.6	5.8	5.8	6.7	4.2		
Prop In Lane	1.00	1.00		0.03	1.00			
Lane Grp Cap(c), veh/h	919	646	649	679	250	2063		
V/C Ratio(X)	0.03	0.68	0.36	0.36	0.81	0.25		
Avail Cap(c_a), veh/h	1032	698	649	679	310	2063		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	16.2	14.5	13.9	13.9	25.0	6.1		
Incr Delay (d2), s/veh	0.0	2.4	1.6	1.5	12.4	0.3		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.2	6.3	3.1	3.2	4.1	2.1		
LnGrp Delay(d),s/veh	16.3	16.9	15.4	15.4	37.3	6.4		
LnGrp LOS	B	B	B	B	D	A		
Approach Vol, veh/h	467		480			715		
Approach Delay, s/veh	16.9		15.4			15.2		
Approach LOS	B		B			B		
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	13.0	26.5				39.5		20.5
Change Period (Y+Rc), s	4.5	4.5				4.5		4.5
Max Green Setting (Gmax), s	10.5	18.0				33.0		18.0
Max Q Clear Time (g_c+I1), s	8.7	7.8				6.2		15.6
Green Ext Time (p_c), s	0.1	4.2				6.5		0.5
Intersection Summary								
HCM 2010 Ctrl Delay			15.7					
HCM 2010 LOS			B					

Lanes, Volumes, Timings
13: Date Palm Dr. & Perez Rd.

2040 Auto/LSEV PM Peak Hour (Proposed)
With Project Improvements

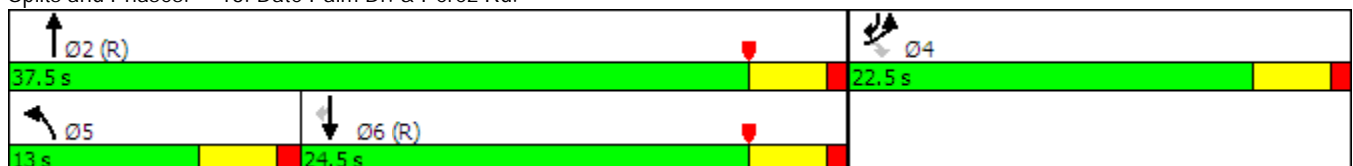


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↖↗	↗	↖	↑↑	↑↑	↗
Traffic Volume (vph)	729	189	192	1201	912	659
Future Volume (vph)	729	189	192	1201	912	659
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	165	0	160			150
Storage Lanes	1	1	1			1
Taper Length (ft)	60		80			
Right Turn on Red		Yes				Yes
Link Speed (mph)	40			40	40	
Link Distance (ft)	503			488	484	
Travel Time (s)	8.6			8.3	8.3	
Confl. Bikes (#/hr)		3				6
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)						
Turn Type	Prot	Perm	Prot	NA	NA	pm+ov
Protected Phases	4		5	2	6	4
Permitted Phases		4				6
Detector Phase	4	4	5	2	6	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	9.5	22.5	22.5	22.5
Total Split (s)	22.5	22.5	13.0	37.5	24.5	22.5
Total Split (%)	37.5%	37.5%	21.7%	62.5%	40.8%	37.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	Ped	Ped	None	C-Max	C-Max	Ped

Intersection Summary
















Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Splits and Phases: 13: Date Palm Dr. & Perez Rd.



HCM 2010 Signalized Intersection Summary
 13: Date Palm Dr. & Perez Rd.

2040 Auto/LSEV PM Peak Hour (Proposed)
 With Project Improvements

								
Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations	 			 	 			
Traffic Volume (veh/h)	729	189	192	1201	912	659		
Future Volume (veh/h)	729	189	192	1201	912	659		
Number	7	14	5	2	6	16		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.97		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863		
Adj Flow Rate, veh/h	767	199	202	1264	960	694		
Adj No. of Lanes	2	1	1	2	2	1		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	916	421	247	2067	1309	992		
Arrive On Green	0.27	0.27	0.14	0.58	0.37	0.37		
Sat Flow, veh/h	3442	1583	1774	3632	3632	1542		
Grp Volume(v), veh/h	767	199	202	1264	960	694		
Grp Sat Flow(s),veh/h/ln	1721	1583	1774	1770	1770	1542		
Q Serve(g_s), s	12.6	6.3	6.6	13.9	14.1	17.9		
Cycle Q Clear(g_c), s	12.6	6.3	6.6	13.9	14.1	17.9		
Prop In Lane	1.00	1.00	1.00			1.00		
Lane Grp Cap(c), veh/h	916	421	247	2067	1309	992		
V/C Ratio(X)	0.84	0.47	0.82	0.61	0.73	0.70		
Avail Cap(c_a), veh/h	1032	475	251	2067	1309	992		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	20.8	18.5	25.1	8.1	16.3	7.2		
Incr Delay (d2), s/veh	5.6	0.8	18.6	1.4	3.7	4.1		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	6.7	5.8	4.5	7.1	7.5	12.5		
LnGrp Delay(d),s/veh	26.4	19.3	43.7	9.4	20.0	11.3		
LnGrp LOS	C	B	D	A	C	B		
Approach Vol, veh/h	966			1466	1654			
Approach Delay, s/veh	24.9			14.2	16.4			
Approach LOS	C			B	B			
Timer	1	2	3	4	5	6	7	8
Assigned Phs	2		4		5	6		
Phs Duration (G+Y+Rc), s	39.5		20.5		12.8	26.7		
Change Period (Y+Rc), s	4.5		4.5		4.5	4.5		
Max Green Setting (Gmax), s	33.0		18.0		8.5	20.0		
Max Q Clear Time (g_c+I1), s	15.9		14.6		8.6	19.9		
Green Ext Time (p_c), s	14.6		1.3		0.0	0.1		
Intersection Summary								
HCM 2010 Ctrl Delay			17.6					
HCM 2010 LOS			B					

Lanes, Volumes, Timings
22: SR-111 & Bob Hope Dr.

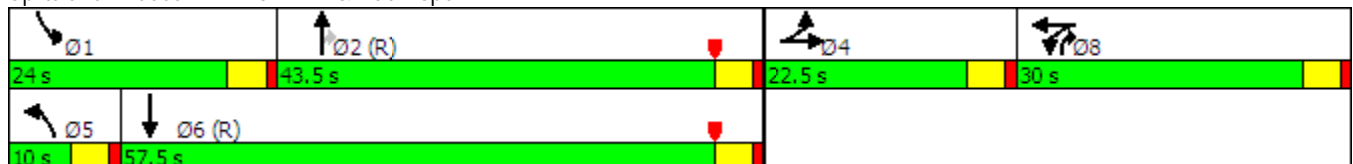
2040 Auto/LSEV PM Peak Hour (Proposed)
With Additional Improvements

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	22	17	857	22	303	17	1932	575	684	1522	12
Future Volume (vph)	8	22	17	857	22	303	17	1932	575	684	1522	12
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	225		150	100		240	250		0
Storage Lanes	0		0	1		0	1		1	2		0
Taper Length (ft)	60			80			70			110		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			50				50
Link Distance (ft)		303			469			677				754
Travel Time (s)		4.6			7.1			9.2				10.3
Confl. Bikes (#/hr)			2			3			15			5
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Shared Lane Traffic (%)				10%								
Turn Type	Split	NA		Split	NA		Prot	NA	pm+ov	Prot	NA	
Protected Phases	4	4		8	8		5	2	8	1	6	
Permitted Phases									2			
Detector Phase	4	4		8	8		5	2	8	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5		9.5	22.5	22.5	9.5	22.5	
Total Split (s)	22.5	22.5		30.0	30.0		10.0	43.5	30.0	24.0	57.5	
Total Split (%)	18.8%	18.8%		25.0%	25.0%		8.3%	36.3%	25.0%	20.0%	47.9%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		Ped	Ped		None	C-Max	Ped	None	C-Max	

Intersection Summary






















Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 120
 Control Type: Actuated-Coordinated

Splits and Phases: 22: SR-111 & Bob Hope Dr.



HCM 2010 Signalized Intersection Summary
22: SR-111 & Bob Hope Dr.

2040 Auto/LSEV PM Peak Hour (Proposed)
With Additional Improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	22	17	857	22	303	17	1932	575	684	1522	12
Future Volume (veh/h)	8	22	17	857	22	303	17	1932	575	684	1522	12
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	8	23	18	857	73	316	18	2012	599	712	1585	12
Adj No. of Lanes	0	1	0	2	1	0	1	3	1	2	3	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	10	30	23	754	64	278	33	2228	1017	559	3029	23
Arrive On Green	0.04	0.04	0.04	0.21	0.21	0.21	0.04	0.88	0.88	0.16	0.58	0.58
Sat Flow, veh/h	281	807	632	3548	302	1307	1774	5085	1552	3442	5205	39
Grp Volume(v), veh/h	49	0	0	857	0	389	18	2012	599	712	1032	565
Grp Sat Flow(s),veh/h/ln	1720	0	0	1774	0	1609	1774	1695	1552	1721	1695	1855
Q Serve(g_s), s	3.4	0.0	0.0	25.5	0.0	25.5	1.2	28.1	15.6	19.5	22.0	22.0
Cycle Q Clear(g_c), s	3.4	0.0	0.0	25.5	0.0	25.5	1.2	28.1	15.6	19.5	22.0	22.0
Prop In Lane	0.16		0.37	1.00		0.81	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	63	0	0	754	0	342	33	2228	1017	559	1973	1079
V/C Ratio(X)	0.77	0.00	0.00	1.14	0.00	1.14	0.54	0.90	0.59	1.27	0.52	0.52
Avail Cap(c_a), veh/h	258	0	0	754	0	342	81	2228	1017	559	1973	1079
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.09	0.09	0.09	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.3	0.0	0.0	47.2	0.0	47.3	57.2	5.9	2.2	50.3	15.1	15.1
Incr Delay (d2), s/veh	17.8	0.0	0.0	77.3	0.0	91.6	1.2	0.7	0.2	136.4	1.0	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.0	0.0	20.6	0.0	20.0	0.6	11.7	9.7	19.8	10.5	11.7
LnGrp Delay(d),s/veh	75.1	0.0	0.0	124.5	0.0	138.8	58.5	6.6	2.4	186.7	16.1	16.9
LnGrp LOS	E			F		F	E	A	A	F	B	B
Approach Vol, veh/h		49			1246			2629			2309	
Approach Delay, s/veh		75.1			129.0			6.0			68.9	
Approach LOS		E			F			A			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	24.0	57.1		8.9	6.8	74.3		30.0				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	19.5	39.0		18.0	5.5	53.0		25.5				
Max Q Clear Time (g_c+I1), s	21.5	30.1		5.4	3.2	24.0		27.5				
Green Ext Time (p_c), s	0.0	8.7		0.1	0.0	27.2		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			54.4									
HCM 2010 LOS			D									
Notes												

Lanes, Volumes, Timings
23: SR-111 & Magnesia Falls Dr.

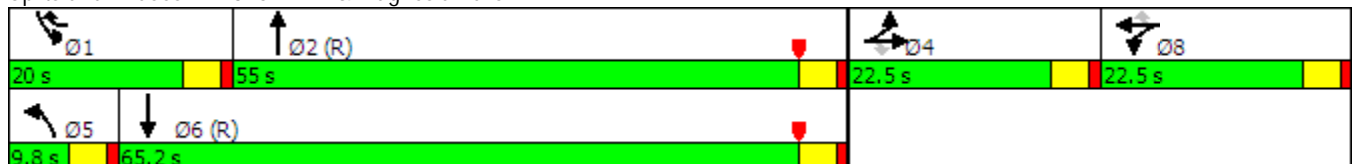
2040 Auto/LSEV PM Peak Hour (Proposed)
With Additional Improvements

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	27	37	26	262	19	375	44	2123	439	297	2116	33
Future Volume (vph)	27	37	26	262	19	375	44	2123	439	297	2116	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		65	90		90	170		0	215		0
Storage Lanes	0		1	1		1	1		0	1		0
Taper Length (ft)	60			60			80			80		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			50			50	
Link Distance (ft)		488			382			582			677	
Travel Time (s)		11.1			8.7			7.9			9.2	
Confl. Bikes (#/hr)			6			2			13			12
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Shared Lane Traffic (%)				47%								
Turn Type	Split	NA	Perm	Split	NA	pm+ov	Prot	NA		Prot	NA	
Protected Phases	4	4		8	8	1	5	2		1	6	
Permitted Phases			4			8						
Detector Phase	4	4	4	8	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	9.5	9.5	22.5		9.5	22.5	
Total Split (s)	22.5	22.5	22.5	22.5	22.5	20.0	9.8	55.0		20.0	65.2	
Total Split (%)	18.8%	18.8%	18.8%	18.8%	18.8%	16.7%	8.2%	45.8%		16.7%	54.3%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.5	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5	
Lead/Lag						Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?						Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	None	None	Ped	Ped	None	None	C-Max		None	C-Max	

Intersection Summary























Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 26 (22%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 120
 Control Type: Actuated-Coordinated

Splits and Phases: 23: SR-111 & Magnesia Falls Dr.



HCM 2010 Signalized Intersection Summary
23: SR-111 & Magnesia Falls Dr.

2040 Auto/LSEV PM Peak Hour (Proposed)
With Additional Improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	37	26	262	19	375	44	2123	439	297	2116	33
Future Volume (veh/h)	27	37	26	262	19	375	44	2123	439	297	2116	33
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.99	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	29	40	28	296	0	403	47	2283	472	319	2275	35
Adj No. of Lanes	0	1	1	2	0	1	1	3	0	1	3	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	41	57	82	532	0	438	60	2201	430	229	3157	48
Arrive On Green	0.05	0.05	0.05	0.15	0.00	0.15	0.03	0.52	0.52	0.26	1.00	1.00
Sat Flow, veh/h	767	1058	1525	3548	0	1560	1774	4257	831	1774	5157	79
Grp Volume(v), veh/h	69	0	28	296	0	403	47	1791	964	319	1494	816
Grp Sat Flow(s),veh/h/ln	1824	0	1525	1774	0	1560	1774	1695	1699	1774	1695	1846
Q Serve(g_s), s	4.5	0.0	2.1	9.3	0.0	18.0	3.2	62.0	62.0	15.5	0.0	0.0
Cycle Q Clear(g_c), s	4.5	0.0	2.1	9.3	0.0	18.0	3.2	62.0	62.0	15.5	0.0	0.0
Prop In Lane	0.42		1.00	1.00		1.00	1.00		0.49	1.00		0.04
Lane Grp Cap(c), veh/h	98	0	82	532	0	438	60	1753	878	229	2076	1130
V/C Ratio(X)	0.70	0.00	0.34	0.56	0.00	0.92	0.78	1.02	1.10	1.39	0.72	0.72
Avail Cap(c_a), veh/h	274	0	229	532	0	438	78	1753	878	229	2076	1130
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.66	0.66	0.66
Uniform Delay (d), s/veh	55.8	0.0	54.7	47.3	0.0	42.0	57.5	29.0	29.0	44.5	0.0	0.0
Incr Delay (d2), s/veh	8.8	0.0	2.4	1.3	0.0	24.4	30.1	27.1	60.7	193.3	1.5	2.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	0.0	1.0	4.7	0.0	15.9	2.1	35.6	43.8	19.8	0.4	0.8
LnGrp Delay(d),s/veh	64.6	0.0	57.2	48.6	0.0	66.4	87.6	56.1	89.7	237.8	1.5	2.7
LnGrp LOS	E		E	D		E	F	F	F	F	A	A
Approach Vol, veh/h		97			699			2802			2629	
Approach Delay, s/veh		62.5			58.8			68.2			30.5	
Approach LOS		E			E			E			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	20.0	66.5		11.0	8.6	78.0		22.5				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	15.5	50.5		18.0	5.3	60.7		18.0				
Max Q Clear Time (g_c+I1), s	17.5	64.0		6.5	5.2	2.0		20.0				
Green Ext Time (p_c), s	0.0	0.0		0.3	0.0	57.2		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			51.1									
HCM 2010 LOS			D									
Notes												

Lanes, Volumes, Timings
24: Monterey Av. & Parkview Dr.

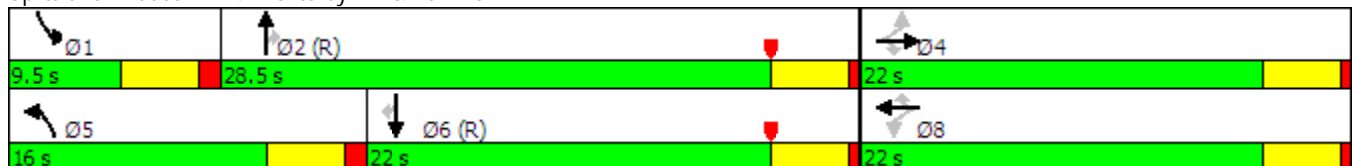
2040 Auto/LSEV PM Peak Hour (Proposed)
With Project Improvements

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	198	16	250	37	46	53	374	1937	110	10	1253	121
Future Volume (vph)	198	16	250	37	46	53	374	1937	110	10	1253	121
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	90		90	0		0	145		0	400		100
Storage Lanes	1		1	1		1	1		1	2		1
Taper Length (ft)	60			60			90			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			50			50	
Link Distance (ft)		583			473			600			604	
Travel Time (s)		13.3			10.8			8.2			8.2	
Confl. Bikes (#/hr)			9			9			7			11
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8			2			6
Detector Phase	4	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.0	22.0	22.0	22.0	22.0	22.0	9.5	22.0	22.0	9.5	22.0	22.0
Total Split (s)	22.0	22.0	22.0	22.0	22.0	22.0	16.0	28.5	28.5	9.5	22.0	22.0
Total Split (%)	36.7%	36.7%	36.7%	36.7%	36.7%	36.7%	26.7%	47.5%	47.5%	15.8%	36.7%	36.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	1.0	0.5	0.5	1.0	0.5	0.5
Lost Time Adjust (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
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.5	4.0	4.0	4.5	4.0	4.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	Ped	Ped	Ped	Ped	Ped	Ped	None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary

























Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 34 (57%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated

Splits and Phases: 24: Monterey Av. & Parkview Dr.



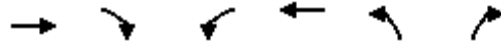
HCM 2010 Signalized Intersection Summary
 24: Monterey Av. & Parkview Dr.

2040 Auto/LSEV PM Peak Hour (Proposed)
 With Project Improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	198	16	250	37	46	53	374	1937	110	10	1253	121
Future Volume (veh/h)	198	16	250	37	46	53	374	1937	110	10	1253	121
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.99	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	215	17	272	40	50	58	407	2105	120	11	1362	132
Adj No. of Lanes	1	1	1	1	1	1	1	3	1	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	393	437	364	367	437	364	340	2763	847	48	1859	561
Arrive On Green	0.23	0.23	0.23	0.23	0.23	0.23	0.19	0.54	0.54	0.01	0.37	0.37
Sat Flow, veh/h	1280	1863	1551	1086	1863	1551	1774	5085	1560	3442	5085	1534
Grp Volume(v), veh/h	215	17	272	40	50	58	407	2105	120	11	1362	132
Grp Sat Flow(s),veh/h/ln	1280	1863	1551	1086	1863	1551	1774	1695	1560	1721	1695	1534
Q Serve(g_s), s	9.5	0.4	9.8	1.8	1.3	1.8	11.5	19.4	2.3	0.2	13.9	3.6
Cycle Q Clear(g_c), s	10.8	0.4	9.8	2.2	1.3	1.8	11.5	19.4	2.3	0.2	13.9	3.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	393	437	364	367	437	364	340	2763	847	48	1859	561
V/C Ratio(X)	0.55	0.04	0.75	0.11	0.11	0.16	1.20	0.76	0.14	0.23	0.73	0.24
Avail Cap(c_a), veh/h	477	559	465	438	559	465	340	2763	847	287	1859	561
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.3	17.7	21.3	18.6	18.1	18.3	24.3	10.7	6.8	29.3	16.5	13.2
Incr Delay (d2), s/veh	1.2	0.0	4.9	0.1	0.1	0.2	113.7	2.0	0.4	2.4	2.6	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	0.2	4.6	0.5	0.7	0.8	16.3	9.5	1.0	0.1	6.9	1.7
LnGrp Delay(d),s/veh	23.5	17.8	26.2	18.7	18.2	18.5	138.0	12.7	7.1	31.6	19.1	14.2
LnGrp LOS	C	B	C	B	B	B	F	B	A	C	B	B
Approach Vol, veh/h		504			148			2632			1505	
Approach Delay, s/veh		24.8			18.4			31.8			18.8	
Approach LOS		C			B			C			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.3	36.6		18.1	16.0	25.9		18.1				
Change Period (Y+Rc), s	4.5	4.0		4.0	4.5	4.0		4.0				
Max Green Setting (Gmax), s	5.0	24.5		18.0	11.5	18.0		18.0				
Max Q Clear Time (g_c+I1), s	2.2	21.4		12.8	13.5	15.9		4.2				
Green Ext Time (p_c), s	0.0	3.1		1.3	0.0	2.0		2.2				
Intersection Summary												
HCM 2010 Ctrl Delay			26.6									
HCM 2010 LOS			C									

Lanes, Volumes, Timings
 25: San Pablo Ave. & Magnesia Falls Dr.

2040 Auto/LSEV PM Peak Hour (Proposed)
 With Project Improvements



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↖	↑	↖	↗
Traffic Volume (vph)	242	119	189	37	184	157
Future Volume (vph)	242	119	189	37	184	157
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		50	155		200	0
Storage Lanes		1	1		1	1
Taper Length (ft)			120		120	
Link Speed (mph)	35			35	35	
Link Distance (ft)	823			2649	1341	
Travel Time (s)	16.0			51.6	26.1	
Confl. Peds. (#/hr)		11	11		7	8
Confl. Bikes (#/hr)		15				10
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Shared Lane Traffic (%)						
Sign Control	Stop			Stop	Stop	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

Intersection	
Intersection Delay, s/veh	12.2
Intersection LOS	B

Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBU	NBL	NBR
Lane Configurations		↑	↑		↑	↑		↑	↑
Traffic Vol, veh/h	0	242	119	0	189	37	0	184	157
Future Vol, veh/h	0	242	119	0	189	37	0	184	157
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	260	128	0	203	40	0	198	169
Number of Lanes	0	1	1	0	1	1	0	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	2
HCM Control Delay	12	12.7	12
HCM LOS	B	B	B






















Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2
Vol Left, %	100%	0%	0%	0%	100%	0%
Vol Thru, %	0%	0%	100%	0%	0%	100%
Vol Right, %	0%	100%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	184	157	242	119	189	37
LT Vol	184	0	0	0	189	0
Through Vol	0	0	242	0	0	37
RT Vol	0	157	0	119	0	0
Lane Flow Rate	198	169	260	128	203	40
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.372	0.26	0.435	0.189	0.377	0.068
Departure Headway (Hd)	6.763	5.55	6.02	5.31	6.676	6.168
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	532	647	598	676	539	581
Service Time	4.499	3.286	3.754	3.044	4.413	3.905
HCM Lane V/C Ratio	0.372	0.261	0.435	0.189	0.377	0.069
HCM Control Delay	13.5	10.2	13.3	9.3	13.4	9.4
HCM Lane LOS	B	B	B	A	B	A
HCM 95th-tile Q	1.7	1	2.2	0.7	1.7	0.2

Lanes, Volumes, Timings

2040 Auto/LSEV PM Peak Hour (Proposed)

26: San Pablo Ave. & College of the Desert (Alumni Dr.)

With Project Improvements

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	161	4	201	50	22	37	80	214	96	53	184	132
Future Volume (vph)	161	4	201	50	22	37	80	214	96	53	184	132
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		100	0		0	0		60	0		135
Storage Lanes	0		1	1		0	1		1	0		1
Taper Length (ft)	60			60			60			60		
Link Speed (mph)		30			30			35				35
Link Distance (ft)		595			218			303				1341
Travel Time (s)		13.5			5.0			5.9				26.1
Confl. Peds. (#/hr)	35						35		46	46		
Confl. Bikes (#/hr)			4				2		20			20
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection	
Intersection Delay, s/veh	16.1
Intersection LOS	C

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations			↔	↔		↔	↔			↔	↔	↔
Traffic Vol, veh/h	0	161	4	201	0	50	22	37	0	80	214	96
Future Vol, veh/h	0	161	4	201	0	50	22	37	0	80	214	96
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	175	4	218	0	54	24	40	0	87	233	104
Number of Lanes	0	0	1	1	0	1	1	0	0	1	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	2	2
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	2	3	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	3	2	2
HCM Control Delay	16.1	13	15.5
HCM LOS	C	B	C

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	98%	0%	100%	0%	22%	0%
Vol Thru, %	0%	100%	0%	2%	0%	0%	37%	78%	0%
Vol Right, %	0%	0%	100%	0%	100%	0%	63%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	80	214	96	165	201	50	59	237	132
LT Vol	80	0	0	161	0	50	0	53	0
Through Vol	0	214	0	4	0	0	22	184	0
RT Vol	0	0	96	0	201	0	37	0	132
Lane Flow Rate	87	233	104	179	218	54	64	258	143
Geometry Grp	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.2	0.501	0.204	0.416	0.433	0.139	0.147	0.566	0.282
Departure Headway (Hd)	8.27	7.758	7.041	8.341	7.131	9.211	8.247	7.911	7.079
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	433	463	508	430	502	388	433	456	505
Service Time	6.041	5.529	4.812	6.109	4.899	7.003	6.037	5.683	4.85
HCM Lane V/C Ratio	0.201	0.503	0.205	0.416	0.434	0.139	0.148	0.566	0.283
HCM Control Delay	13.1	18.1	11.6	17	15.3	13.5	12.5	20.6	12.6
HCM Lane LOS	B	C	B	C	C	B	B	C	B
HCM 95th-tile Q	0.7	2.7	0.8	2	2.2	0.5	0.5	3.4	1.1

Intersection

Intersection Delay, s/veh
 Intersection LOS

Movement	SBU	SBL	SBT	SBR
Lane Configurations			↖	↗
Traffic Vol, veh/h	0	53	184	132
Future Vol, veh/h	0	53	184	132
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	58	200	143
Number of Lanes	0	0	1	1

Approach	SB
Opposing Approach	NB
Opposing Lanes	3
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	17.7
HCM LOS	C

Lanes, Volumes, Timings
27: Portola Av. & Magnesia Falls Dr.

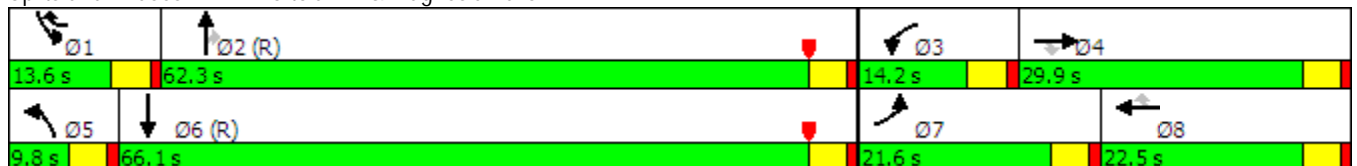
2040 Auto/LSEV PM Peak Hour (Proposed)
With Additional Improvements

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	242	97	87	59	64	342	47	1653	67	97	1403	171
Future Volume (vph)	242	97	87	59	64	342	47	1653	67	97	1403	171
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	230		230	200		200	90		105	355		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	60			60			95			80		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		35			35			50			50	
Link Distance (ft)		2649			517			536			570	
Travel Time (s)		51.6			10.1			7.3			7.8	
Confl. Bikes (#/hr)			15			12			2			3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Shared Lane Traffic (%)												
Turn Type	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8	1	5	2		1	6	
Permitted Phases			4			8			2			
Detector Phase	7	4	4	3	8	1	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	9.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	21.6	29.9	29.9	14.2	22.5	13.6	9.8	62.3	62.3	13.6	66.1	
Total Split (%)	18.0%	24.9%	24.9%	11.8%	18.8%	11.3%	8.2%	51.9%	51.9%	11.3%	55.1%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (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
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Ped	Ped	None	None	None	None	C-Max	C-Max	None	C-Max	

Intersection Summary

























Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 120
 Control Type: Actuated-Coordinated

Splits and Phases: 27: Portola Av. & Magnesia Falls Dr.



HCM 2010 Signalized Intersection Summary
 27: Portola Av. & Magnesia Falls Dr.

2040 Auto/LSEV PM Peak Hour (Proposed)
 With Additional Improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	242	97	87	59	64	342	47	1653	67	97	1403	171
Future Volume (veh/h)	242	97	87	59	64	342	47	1653	67	97	1403	171
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	252	101	91	61	67	356	49	1722	70	101	1461	178
Adj No. of Lanes	1	1	1	1	1	1	1	2	1	1	2	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	253	462	383	79	279	342	63	1724	755	125	1656	200
Arrive On Green	0.14	0.25	0.25	0.04	0.15	0.15	0.04	0.49	0.49	0.07	0.52	0.52
Sat Flow, veh/h	1774	1863	1543	1774	1863	1536	1774	3539	1549	1774	3172	382
Grp Volume(v), veh/h	252	101	91	61	67	356	49	1722	70	101	808	831
Grp Sat Flow(s),veh/h/ln	1774	1863	1543	1774	1863	1536	1774	1770	1549	1774	1770	1785
Q Serve(g_s), s	17.0	5.2	5.7	4.1	3.8	18.0	3.3	58.3	2.9	6.7	48.2	50.0
Cycle Q Clear(g_c), s	17.0	5.2	5.7	4.1	3.8	18.0	3.3	58.3	2.9	6.7	48.2	50.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.21
Lane Grp Cap(c), veh/h	253	462	383	79	279	342	63	1724	755	125	924	932
V/C Ratio(X)	1.00	0.22	0.24	0.78	0.24	1.04	0.78	1.00	0.09	0.81	0.87	0.89
Avail Cap(c_a), veh/h	253	462	383	143	279	342	78	1724	755	135	924	932
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.4	35.9	36.0	56.8	45.0	46.9	57.4	30.7	16.5	55.0	25.2	25.6
Incr Delay (d2), s/veh	55.7	0.2	0.3	15.0	0.4	59.9	31.6	21.4	0.2	28.1	11.3	12.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.2	2.7	2.4	2.3	2.0	17.0	2.2	33.6	1.3	4.3	26.2	27.7
LnGrp Delay(d),s/veh	107.1	36.1	36.4	71.7	45.4	106.8	89.0	52.1	16.8	83.1	36.5	38.3
LnGrp LOS	F	D	D	E	D	F	F	D	B	F	D	D
Approach Vol, veh/h		444			484			1841			1740	
Approach Delay, s/veh		76.4			93.9			51.7			40.1	
Approach LOS		E			F			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.9	63.0	9.8	34.3	8.8	67.1	21.6	22.5				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	9.1	57.8	9.7	25.4	5.3	61.6	17.1	18.0				
Max Q Clear Time (g_c+I1), s	8.7	60.3	6.1	7.7	5.3	52.0	19.0	20.0				
Green Ext Time (p_c), s	0.0	0.0	0.0	2.4	0.0	9.2	0.0	0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			54.2									
HCM 2010 LOS			D									

Lanes, Volumes, Timings
28: El Dorado Dr. & Fred Waring Dr.

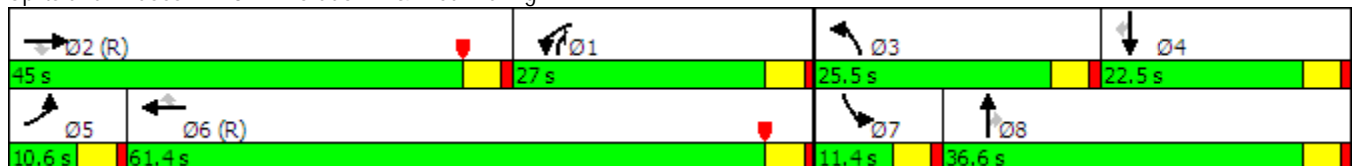
2040 Auto/LSEV PM Peak Hour (Proposed)
With Additional Improvements

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	1674	407	337	1673	40	304	21	384	36	15	33
Future Volume (vph)	25	1674	407	337	1673	40	304	21	384	36	15	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	225		210	290		145	0		125	105		105
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	60			120			60			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		50			50			45			45	
Link Distance (ft)		1266			970			386			401	
Travel Time (s)		17.3			13.2			5.8			6.1	
Confl. Bikes (#/hr)			7			2			4			2
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Shared Lane Traffic (%)												
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8	1	7	4	
Permitted Phases			2			6			8			4
Detector Phase	5	2	2	1	6	6	3	8	1	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	9.5	9.5	22.5	22.5
Total Split (s)	10.6	45.0	45.0	27.0	61.4	61.4	25.5	36.6	27.0	11.4	22.5	22.5
Total Split (%)	8.8%	37.5%	37.5%	22.5%	51.2%	51.2%	21.3%	30.5%	22.5%	9.5%	18.8%	18.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (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
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Max	None	None	Max	Max

Intersection Summary

























Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 17 (14%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 120
 Control Type: Actuated-Coordinated

Splits and Phases: 28: El Dorado Dr. & Fred Waring Dr.



HCM 2010 Signalized Intersection Summary
28: El Dorado Dr. & Fred Waring Dr.

2040 Auto/LSEV PM Peak Hour (Proposed)
With Additional Improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	1674	407	337	1673	40	304	21	384	36	15	33
Future Volume (veh/h)	25	1674	407	337	1673	40	304	21	384	36	15	33
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	27	1800	438	362	1799	43	327	23	413	39	16	35
Adj No. of Lanes	1	3	1	1	3	1	1	1	1	1	1	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	44	1716	525	333	2544	782	310	528	739	74	279	234
Arrive On Green	0.02	0.34	0.34	0.19	0.50	0.50	0.17	0.28	0.28	0.04	0.15	0.15
Sat Flow, veh/h	1774	5085	1557	1774	5085	1563	1774	1863	1559	1774	1863	1560
Grp Volume(v), veh/h	27	1800	438	362	1799	43	327	23	413	39	16	35
Grp Sat Flow(s),veh/h/ln	1774	1695	1557	1774	1695	1563	1774	1863	1559	1774	1863	1560
Q Serve(g_s), s	1.8	40.5	19.4	22.5	32.8	1.7	21.0	1.1	3.4	2.6	0.9	2.3
Cycle Q Clear(g_c), s	1.8	40.5	19.4	22.5	32.8	1.7	21.0	1.1	3.4	2.6	0.9	2.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	44	1716	525	333	2544	782	310	528	739	74	279	234
V/C Ratio(X)	0.62	1.05	0.83	1.09	0.71	0.05	1.05	0.04	0.56	0.53	0.06	0.15
Avail Cap(c_a), veh/h	90	1716	525	333	2544	782	310	528	739	102	279	234
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.0	39.8	14.2	48.7	23.2	15.4	49.5	31.2	11.9	56.3	43.7	44.3
Incr Delay (d2), s/veh	13.2	35.8	14.4	75.0	1.7	0.1	65.8	0.2	3.0	5.7	0.4	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	24.6	10.3	17.9	15.7	0.8	15.9	0.6	7.4	1.4	0.5	1.1
LnGrp Delay(d),s/veh	71.1	75.5	28.6	123.8	24.9	15.5	115.3	31.4	15.0	62.1	44.1	45.7
LnGrp LOS	E	F	C	F	C	B	F	C	B	E	D	D
Approach Vol, veh/h		2265			2204			763			90	
Approach Delay, s/veh		66.4			40.9			58.4			52.5	
Approach LOS		E			D			E			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	27.0	45.0	25.5	22.5	7.5	64.5	9.5	38.5				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	22.5	40.5	21.0	18.0	6.1	56.9	6.9	32.1				
Max Q Clear Time (g_c+I1), s	24.5	42.5	23.0	4.3	3.8	34.8	4.6	5.4				
Green Ext Time (p_c), s	0.0	0.0	0.0	1.5	0.0	14.3	0.0	1.8				
Intersection Summary												
HCM 2010 Ctrl Delay			54.5									
HCM 2010 LOS			D									
Notes												

Lanes, Volumes, Timings
29: Dune Palms Rd. & Corporate Center Dr.

2040 Auto/LSEV PM Peak Hour (Proposed)
With Additional Improvements

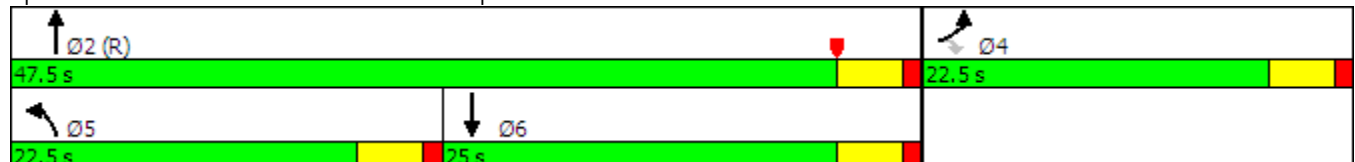













Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↕	↗	↖	↑	↑↓	
Traffic Volume (vph)	67	47	28	982	585	33
Future Volume (vph)	67	47	28	982	585	33
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	120	0	95			0
Storage Lanes	1	1	1			0
Taper Length (ft)	60		90			
Right Turn on Red		Yes				Yes
Link Speed (mph)	30			30	30	
Link Distance (ft)	371			267	354	
Travel Time (s)	8.4			6.1	8.0	
Confl. Peds. (#/hr)			11			11
Confl. Bikes (#/hr)		3				8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Turn Type	Prot	Perm	Prot	NA	NA	
Protected Phases	4		5	2	6	
Permitted Phases		4				
Detector Phase	4	4	5	2	6	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	
Total Split (s)	22.5	22.5	22.5	47.5	25.0	
Total Split (%)	32.1%	32.1%	32.1%	67.9%	35.7%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None	None	Max	C-Max	Max	

Intersection Summary

Area Type: Other
 Cycle Length: 70
 Actuated Cycle Length: 70
 Offset: 0 (0%), Referenced to phase 2:NBT, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated













Splits and Phases: 29: Dune Palms Rd. & Corporate Center Dr.



								
Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations								
Traffic Volume (veh/h)	67	47	28	982	585	33		
Future Volume (veh/h)	67	47	28	982	585	33		
Number	7	14	5	2	6	16		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.96		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900		
Adj Flow Rate, veh/h	73	51	30	1067	636	36		
Adj No. of Lanes	1	1	1	1	2	0		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	117	104	456	1501	1646	93		
Arrive On Green	0.07	0.07	0.26	0.81	0.48	0.48		
Sat Flow, veh/h	1774	1583	1774	1863	3491	192		
Grp Volume(v), veh/h	73	51	30	1067	331	341		
Grp Sat Flow(s),veh/h/ln	1774	1583	1774	1863	1770	1820		
Q Serve(g_s), s	2.8	2.2	0.9	18.2	8.3	8.3		
Cycle Q Clear(g_c), s	2.8	2.2	0.9	18.2	8.3	8.3		
Prop In Lane	1.00	1.00	1.00			0.11		
Lane Grp Cap(c), veh/h	117	104	456	1501	857	882		
V/C Ratio(X)	0.63	0.49	0.07	0.71	0.39	0.39		
Avail Cap(c_a), veh/h	456	407	456	1501	857	882		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	31.9	31.6	19.6	3.1	11.4	11.5		
Incr Delay (d2), s/veh	5.4	3.5	0.3	2.9	1.3	1.3		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	1.6	2.0	0.5	10.1	4.4	4.5		
LnGrp Delay(d),s/veh	37.3	35.1	19.9	6.0	12.8	12.7		
LnGrp LOS	D	D	B	A	B	B		
Approach Vol, veh/h	124			1097	672			
Approach Delay, s/veh	36.4			6.4	12.7			
Approach LOS	D			A	B			
Timer	1	2	3	4	5	6	7	8
Assigned Phs	2		4		6			
Phs Duration (G+Y+Rc), s	60.9		9.1		38.4			
Change Period (Y+Rc), s	4.5		4.5		4.5			
Max Green Setting (Gmax), s	43.0		18.0		20.5			
Max Q Clear Time (g_c+I1), s	20.2		4.8		10.3			
Green Ext Time (p_c), s	14.4		0.2		7.8			
Intersection Summary								
HCM 2010 Ctrl Delay			10.6					
HCM 2010 LOS			B					

Lanes, Volumes, Timings
30: Monroe St., s/o I-10 EB Ramps

2040 Auto/LSEV PM Peak Hour (Proposed)
With Project Improvements

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↑			↑			↑	
Traffic Volume (vph)	0	0	0	0	0	0	0	1077	0	0	1116	0
Future Volume (vph)	0	0	0	0	0	0	0	1077	0	0	1116	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		310			328			321			611	
Travel Time (s)		7.0			7.5			7.3			13.9	
Confl. Peds. (#/hr)							12					12
Confl. Bikes (#/hr)									13			13
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other
Control Type: Unsignalized

Intersection

Int Delay, s/veh 0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↑			↑			↑	
Traffic Vol, veh/h	0	0	0	0	0	0	0	1077	0	0	1116	0
Future Vol, veh/h	0	0	0	0	0	0	0	1077	0	0	1116	0
Conflicting Peds, #/hr	0	0	0	0	0	0	12	0	0	0	0	12
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	1134	0	0	1175	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	-	2309	-	-	2309	-	-	0	-	-	-	0
Stage 1	-	1175	-	-	1134	-	-	-	-	-	-	-
Stage 2	-	1134	-	-	1175	-	-	-	-	-	-	-
Critical Hdwy	-	6.52	-	-	6.52	-	-	-	-	-	-	-
Critical Hdwy Stg 1	-	5.52	-	-	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	5.52	-	-	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	-	4.018	-	-	4.018	-	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	38	0	0	38	0	0	-	0	0	-	0
Stage 1	0	265	0	0	278	0	0	-	0	0	-	0
Stage 2	0	278	0	0	265	0	0	-	0	0	-	0
Platoon blocked, %								-				-
Mov Cap-1 Maneuver	-	38	-	-	38	-	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	38	-	-	38	-	-	-	-	-	-	-
Stage 1	-	265	-	-	278	-	-	-	-	-	-	-
Stage 2	-	278	-	-	265	-	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	EBLn1	WBLn1	SBT
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	0	0	-
HCM Lane LOS	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-

Lanes, Volumes, Timings
31: Avenue 44, east of Palo Verde St.

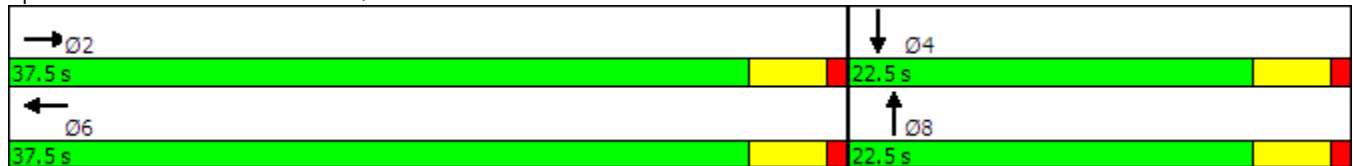
2040 Auto/LSEV PM Peak Hour (Proposed)
With Project Improvements

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↑			↑			↑	
Traffic Volume (vph)	0	377	0	0	668	0	0	0	0	0	0	0
Future Volume (vph)	0	377	0	0	668	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		937			1325			323			354	
Travel Time (s)		14.2			20.1			7.3			8.0	
Confl. Bikes (#/hr)			10			12			1			1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Turn Type		NA			NA							
Protected Phases		2			6			8			4	
Permitted Phases												
Detector Phase		2			6			8			4	
Switch Phase												
Minimum Initial (s)		5.0			5.0			5.0			5.0	
Minimum Split (s)		22.5			22.5			22.5			22.5	
Total Split (s)		37.5			37.5			22.5			22.5	
Total Split (%)		62.5%			62.5%			37.5%			37.5%	
Yellow Time (s)		3.5			3.5			3.5			3.5	
All-Red Time (s)		1.0			1.0			1.0			1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode		Max			Max			Ped			Ped	

Intersection Summary












Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated

Splits and Phases: 31: Avenue 44, east of Palo Verde St.



HCM 2010 Signalized Intersection Summary
 31: Avenue 44, east of Palo Verde St.

2040 Auto/LSEV PM Peak Hour (Proposed)
 With Project Improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↑			↑			↑	
Traffic Volume (veh/h)	0	377	0	0	668	0	0	0	0	0	0	0
Future Volume (veh/h)	0	377	0	0	668	0	0	0	0	0	0	0
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	0	0	1863	0	0	1863	0	0	1863	0
Adj Flow Rate, veh/h	0	410	0	0	726	0	0	0	0	0	0	0
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	0	0	2	0	0	2	0	0	2	0
Cap, veh/h	0	1639	0	0	1639	0	0	5	0	0	5	0
Arrive On Green	0.00	0.88	0.00	0.00	0.88	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Sat Flow, veh/h	0	1863	0	0	1863	0	0	-83824	0	0	-83824	0
Grp Volume(v), veh/h	0	410	0	0	726	0	0	0	0	0	0	0
Grp Sat Flow(s),veh/h/ln	0	1863	0	0	1863	0	0	1863	0	0	1863	0
Q Serve(g_s), s	0.0	1.3	0.0	0.0	2.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	1.3	0.0	0.0	2.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	0.00		0.00	0.00		0.00	0.00		0.00	0.00		0.00
Lane Grp Cap(c), veh/h	0	1639	0	0	1639	0	0	5	0	0	5	0
V/C Ratio(X)	0.00	0.25	0.00	0.00	0.44	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h	0	1639	0	0	1639	0	0	894	0	0	894	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.3	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.4	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.7	0.0	0.0	1.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LnGrp Delay(d),s/veh	0.0	0.7	0.0	0.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LnGrp LOS		A			A							
Approach Vol, veh/h		410			726			0			0	
Approach Delay, s/veh		0.7			1.3			0.0			0.0	
Approach LOS		A			A							
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		37.5		0.0		37.5		0.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		33.0		18.0		33.0		18.0				
Max Q Clear Time (g_c+I1), s		3.3		0.0		4.9		0.0				
Green Ext Time (p_c), s		8.0		0.0		7.9		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay				1.1								
HCM 2010 LOS				A								

Lanes, Volumes, Timings
32: Dillon Rd., west of SR86S SB Ramps

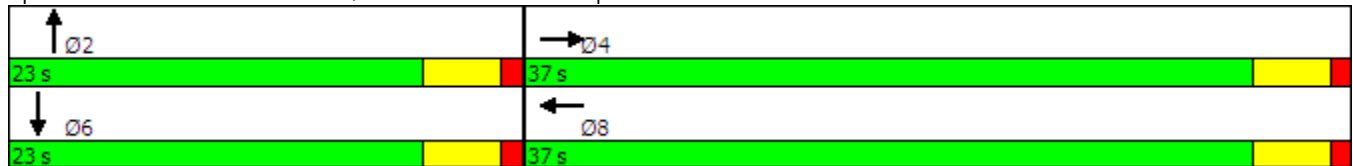
2040 Auto/LSEV PM Peak Hour (Proposed)
With Additional Improvements

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑			↑			↑	
Traffic Volume (vph)	0	2510	0	0	1790	0	0	0	0	0	0	0
Future Volume (vph)	0	2510	0	0	1790	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		360			655			256			320	
Travel Time (s)		8.2			14.9			5.8			7.3	
Confl. Bikes (#/hr)			3			2			1			1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Turn Type		NA			NA							
Protected Phases		4			8			2			6	
Permitted Phases												
Detector Phase		4			8			2			6	
Switch Phase												
Minimum Initial (s)		5.0			5.0			5.0			5.0	
Minimum Split (s)		9.5			9.5			22.5			22.5	
Total Split (s)		37.0			37.0			23.0			23.0	
Total Split (%)		61.7%			61.7%			38.3%			38.3%	
Yellow Time (s)		3.5			3.5			3.5			3.5	
All-Red Time (s)		1.0			1.0			1.0			1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode		Max			Max			Ped			Ped	

Intersection Summary













Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 59.5
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated

Splits and Phases: 32: Dillon Rd., west of SR86S SB Ramps



HCM 2010 Signalized Intersection Summary
 32: Dillon Rd., west of SR86S SB Ramps

2040 Auto/LSEV PM Peak Hour (Proposed)
 With Additional Improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑			↑			↑	
Traffic Volume (veh/h)	0	2510	0	0	1790	0	0	0	0	0	0	0
Future Volume (veh/h)	0	2510	0	0	1790	0	0	0	0	0	0	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	0	0	1863	0	0	1863	0	0	1863	0
Adj Flow Rate, veh/h	0	2728	0	0	1946	0	0	0	0	0	0	0
Adj No. of Lanes	0	2	0	0	2	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	0	0	2	0	0	2	0	0	2	0
Cap, veh/h	0	3109	0	0	3109	0	0	5	0	0	5	0
Arrive On Green	0.00	0.88	0.00	0.00	0.88	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Sat Flow, veh/h	0	3725	0	0	3725	0	0	-83824	0	0	-83824	0
Grp Volume(v), veh/h	0	2728	0	0	1946	0	0	0	0	0	0	0
Grp Sat Flow(s),veh/h/ln	0	1770	0	0	1770	0	0	1863	0	0	1863	0
Q Serve(g_s), s	0.0	15.1	0.0	0.0	5.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	15.1	0.0	0.0	5.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	0.00		0.00	0.00		0.00	0.00		0.00	0.00		0.00
Lane Grp Cap(c), veh/h	0	3109	0	0	3109	0	0	5	0	0	5	0
V/C Ratio(X)	0.00	0.88	0.00	0.00	0.63	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h	0	3109	0	0	3109	0	0	931	0	0	931	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	1.2	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	3.9	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	7.7	0.0	0.0	2.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LnGrp Delay(d),s/veh	0.0	5.1	0.0	0.0	1.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LnGrp LOS		A			A							
Approach Vol, veh/h		2728			1946			0			0	
Approach Delay, s/veh		5.1			1.6			0.0			0.0	
Approach LOS		A			A							
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		0.0		37.0		0.0		37.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.5		32.5		18.5		32.5				
Max Q Clear Time (g_c+I1), s		0.0		17.1		0.0		7.5				
Green Ext Time (p_c), s		0.0		15.3		0.0		24.9				
Intersection Summary												
HCM 2010 Ctrl Delay				3.6								
HCM 2010 LOS				A								

Lanes, Volumes, Timings
33: Tyler St./Magnolia & Avenue 50-Tyler St.

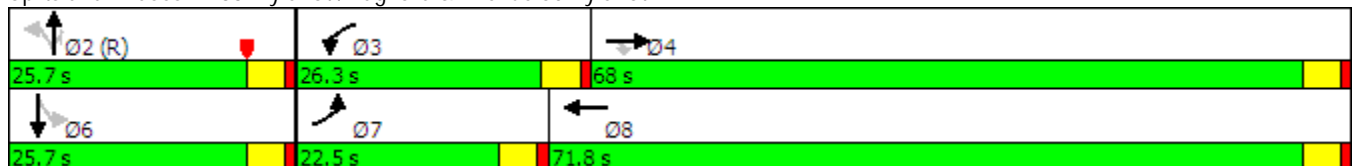
2040 Auto/LSEV PM Peak Hour (Proposed)
With Additional Improvements

	↖	→	↘	↙	←	↖	↙	↑	↘	↘	↓	↙
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑	↖	↖	↑↑			↑	↖		↑	
Traffic Volume (vph)	1	1810	314	306	1259	1	221	0	290	1	0	1
Future Volume (vph)	1	1810	314	306	1259	1	221	0	290	1	0	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	50		50	150		0	0		50	0		0
Storage Lanes	1		1	1		0	0		1	0		0
Taper Length (ft)	60			60			60			60		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		450			459			683			545	
Travel Time (s)		10.2			10.4			15.5			12.4	
Confl. Bikes (#/hr)			8			1			6			1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Turn Type	Prot	NA	Perm	Prot	NA		Perm	NA	Perm	Perm	NA	
Protected Phases	7	4		3	8			2			6	
Permitted Phases			4				2		2	6		
Detector Phase	7	4	4	3	8		2	2	2	6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5		22.5	22.5	22.5	22.5	22.5	
Total Split (s)	22.5	68.0	68.0	26.3	71.8		25.7	25.7	25.7	25.7	25.7	
Total Split (%)	18.8%	56.7%	56.7%	21.9%	59.8%		21.4%	21.4%	21.4%	21.4%	21.4%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0			0.0	0.0		0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5			4.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Recall Mode	None	None	None	None	None		C-Max	C-Max	C-Max	Max	Max	

Intersection Summary





















Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBTL, Start of Yellow
 Natural Cycle: 120
 Control Type: Actuated-Coordinated

Splits and Phases: 33: Tyler St./Magnolia & Avenue 50-Tyler St.



HCM 2010 Signalized Intersection Summary
 33: Tyler St./Magnolia & Avenue 50-Tyler St.

2040 Auto/LSEV PM Peak Hour (Proposed)
 With Additional Improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	1810	314	306	1259	1	221	0	290	1	0	1
Future Volume (veh/h)	1	1810	314	306	1259	1	221	0	290	1	0	1
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1900	1863	1863	1900	1863	1900
Adj Flow Rate, veh/h	1	1905	331	322	1325	1	233	0	305	1	0	1
Adj No. of Lanes	1	2	1	1	2	0	0	1	1	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	74	1873	816	322	2428	2	227	0	274	45	14	14
Arrive On Green	0.04	0.53	0.53	0.18	0.67	0.67	0.18	0.00	0.18	0.18	0.00	0.18
Sat Flow, veh/h	1774	3539	1543	1774	3629	3	947	0	1552	0	80	80
Grp Volume(v), veh/h	1	1905	331	322	646	680	233	0	305	2	0	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1543	1774	1770	1862	947	0	1552	160	0	0
Q Serve(g_s), s	0.1	63.5	15.4	21.8	22.8	22.8	0.0	0.0	21.2	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.1	63.5	15.4	21.8	22.8	22.8	21.2	0.0	21.2	21.2	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	0.50		0.50
Lane Grp Cap(c), veh/h	74	1873	816	322	1184	1246	227	0	274	73	0	0
V/C Ratio(X)	0.01	1.02	0.41	1.00	0.55	0.55	1.02	0.00	1.11	0.03	0.00	0.00
Avail Cap(c_a), veh/h	266	1873	816	322	1184	1246	227	0	274	73	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	55.1	28.3	16.9	49.1	10.3	10.3	52.2	0.0	49.4	42.3	0.0	0.0
Incr Delay (d2), s/veh	0.1	25.2	0.3	49.9	0.5	0.5	66.3	0.0	87.8	0.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	37.2	6.6	15.1	11.1	11.7	11.7	0.0	15.7	0.1	0.0	0.0
LnGrp Delay(d),s/veh	55.2	53.4	17.3	99.0	10.9	10.8	118.6	0.0	137.2	42.9	0.0	0.0
LnGrp LOS	E	F	B	F	B	B	F		F	D		
Approach Vol, veh/h		2237			1648			538			2	
Approach Delay, s/veh		48.1			28.1			129.2			42.9	
Approach LOS		D			C			F			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		25.7	26.3	68.0		25.7	9.5	84.8				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		21.2	21.8	63.5		21.2	18.0	67.3				
Max Q Clear Time (g_c+I1), s		23.2	23.8	65.5		23.2	2.1	24.8				
Green Ext Time (p_c), s		0.0	0.0	0.0		0.0	0.0	38.4				
Intersection Summary												
HCM 2010 Ctrl Delay			50.5									
HCM 2010 LOS			D									

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PEDESTRIAN LEVEL OF SERVICE WORKSHEETS

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	48.1	61.3	73.3	59.9
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	4	4	6	5
Number of Right-Turn Islands	1	0	0	1
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	35	30	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	30.0	30.0	30.0	30.0
Pedestrian Compliance Code	Fair	Fair	Fair	Fair
Pedestrian Crosswalk Score	2.40	2.25	2.90	2.80
Pedestrian Crosswalk LOS	B	B	C	C

Approach

Approach Direction	NB
Median Present?	No
Approach Delay(s)	94300
Level of Service	F

Crosswalk

Length (ft)	68
Lanes Crossed	4
Veh Vol Crossed	1720
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	22.43
Prob of Delayed X-ing	1.00
Prob of Blocked Lane	0.93
Delay for adq Gap	94302.10
Avg Ped Delay (s)	94300.00

Approach

Approach Direction	SB
Median Present?	No
Approach Delay(s)	94300
Level of Service	F

Crosswalk

Length (ft)	68
Lanes Crossed	4
Veh Vol Crossed	1720
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	22.43
Prob of Delayed X-ing	1.00
Prob of Blocked Lane	0.93
Delay for adq Gap	94302.10
Avg Ped Delay (s)	94300.00

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	48.0	24.0	61.2	61.2
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	4	2	5	5
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	50	30	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	30.0	30.0	30.0	30.0
Pedestrian Compliance Code	Fair	Fair	Fair	Fair
Pedestrian Crosswalk Score	2.42	1.85	2.78	2.67
Pedestrian Crosswalk LOS	B	A	C	B

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	37.9	37.9	73.0	73.0
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	3	3	6	6
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	30	30	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	30.0	30.0	30.0	30.0
Pedestrian Compliance Code	Fair	Fair	Fair	Fair
Pedestrian Crosswalk Score	2.12	2.03	2.82	3.02
Pedestrian Crosswalk LOS	B	B	C	C

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	72.0	61.0	38.3	24.0
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	6	5	3	2
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	4	8	2	6
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	50	50	45	30
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	40.0	40.0	40.0	40.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	3.03	2.98	2.01	1.73
Pedestrian Crosswalk LOS	C	C	B	A

Approach

Approach Direction	NB
Median Present?	No
Approach Delay(s)	94300
Level of Service	F

Crosswalk

Length (ft)	68
Lanes Crossed	4
Veh Vol Crossed	1720
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	22.43
Prob of Delayed X-ing	1.00
Prob of Blocked Lane	0.93
Delay for adq Gap	94302.10
Avg Ped Delay (s)	94300.00

Approach

Approach Direction	SB
Median Present?	No
Approach Delay(s)	485289
Level of Service	F

Crosswalk

Length (ft)	80
Lanes Crossed	4
Veh Vol Crossed	1720
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	25.86
Prob of Delayed X-ing	1.00
Prob of Blocked Lane	0.95
Delay for adq Gap	485291.00
Avg Ped Delay (s)	485289.00

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	36.0	60.0	61.2	61.2
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	3	5	5	5
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	45	30	40	40
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	45.0	45.0	45.0	45.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.15	2.40	2.72	2.79
Pedestrian Crosswalk LOS	B	B	B	C

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	60.0	60.0	60.0	60.0
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	5	5	5	5
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	45	45	30
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	45.0	45.0	45.0	45.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.41	2.48	2.58	2.49
Pedestrian Crosswalk LOS	B	B	B	B

Approach

Approach Direction	NB
Median Present?	No
Approach Delay(s)	404.8
Level of Service	F

Crosswalk

Length (ft)	80
Lanes Crossed	4
Veh Vol Crossed	596
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	25.86
Prob of Delayed X-ing	0.99
Prob of Blocked Lane	0.66
Delay for adq Gap	410.48
Avg Ped Delay (s)	404.80

Approach

Approach Direction	SB
Median Present?	No
Approach Delay(s)	404.8
Level of Service	F

Crosswalk

Length (ft)	80
Lanes Crossed	4
Veh Vol Crossed	596
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	25.86
Prob of Delayed X-ing	0.99
Prob of Blocked Lane	0.66
Delay for adq Gap	410.48
Avg Ped Delay (s)	404.80

Approach

Approach Direction	NB	
Median Present?	Yes	
Approach Delay(s)	16.8	
Level of Service	C	

Crosswalk

Length (ft)	29	28
Lanes Crossed	2	2
Veh Vol Crossed	346	323
Ped Vol Crossed	0	0
Yield Rate(%)	0	0
Ped Platooning	No	No
Critical Headway (s)	11.29	11.00
Prob of Delayed X-ing	0.66	0.63
Prob of Blocked Lane	0.42	0.39
Delay for adq Gap	13.73	12.37
Avg Ped Delay (s)	9.09	7.76

Approach

Approach Direction	SB	
Median Present?	Yes	
Approach Delay(s)	16.8	
Level of Service	C	

Crosswalk

Length (ft)	28	29
Lanes Crossed	2	2
Veh Vol Crossed	323	346
Ped Vol Crossed	0	0
Yield Rate(%)	0	0
Ped Platooning	No	No
Critical Headway (s)	11.00	11.29
Prob of Delayed X-ing	0.63	0.66
Prob of Blocked Lane	0.39	0.42
Delay for adq Gap	12.37	13.73
Avg Ped Delay (s)	7.76	9.09

12: Cathedral Cyn. Dr. & Officer David Vasquez Rd.

Approach	WB	NB	SB
Crosswalk Length (ft)	48.1	60.0	60.0
Crosswalk Width (ft)	12.0	12.0	12.0
Total Number of Lanes Crossed	4	4	5
Number of Right-Turn Islands	0	0	0
Type of Control	None	None	None
Corresponding Signal Phase	2	6	8
Effective Walk Time (s)	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0
85th percentile speed (mph)	40	40	40
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-
Pedestrian Delay (s/p)	30.0	30.0	30.0
Pedestrian Compliance Code	Fair	Fair	Fair
Pedestrian Crosswalk Score	2.22	2.41	2.59
Pedestrian Crosswalk LOS	B	B	B

Approach	EB	NB	SB
Crosswalk Length (ft)	62.2	60.0	70.6
Crosswalk Width (ft)	12.0	12.0	12.0
Total Number of Lanes Crossed	5	5	5
Number of Right-Turn Islands	0	0	0
Type of Control	None	None	None
Corresponding Signal Phase	6	4	2
Effective Walk Time (s)	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0
85th percentile speed (mph)	40	40	40
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-
Pedestrian Delay (s/p)	30.0	30.0	30.0
Pedestrian Compliance Code	Fair	Fair	Fair
Pedestrian Crosswalk Score	2.63	2.84	2.99
Pedestrian Crosswalk LOS	B	C	C

Approach	EB	WB	SB
Crosswalk Length (ft)	60.0	72.0	61.2
Crosswalk Width (ft)	12.0	12.0	12.0
Total Number of Lanes Crossed	5	6	5
Number of Right-Turn Islands	0	0	0
Type of Control	None	None	None
Corresponding Signal Phase	4	2	6
Effective Walk Time (s)	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0
85th percentile speed (mph)	45	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-
Pedestrian Delay (s/p)	30.0	30.0	30.0
Pedestrian Compliance Code	Fair	Fair	Fair
Pedestrian Crosswalk Score	2.69	2.85	2.63
Pedestrian Crosswalk LOS	B	C	B

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	43.7	92.3	140.8	96.0
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	3	5	7	8
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	45	55	55
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	45.0	45.0	45.0	45.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.20	2.62	3.49	3.62
Pedestrian Crosswalk LOS	B	B	C	D

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	38.0	24.1	85.0	95.9
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	3	2	7	8
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	30	55	55
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	45.0	45.0	45.0	45.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.00	1.76	3.38	3.42
Pedestrian Crosswalk LOS	B	A	C	C

Approach	WB	NB	SB
Crosswalk Length (ft)	41.5	84.0	84.1
Crosswalk Width (ft)	12.0	12.0	12.0
Total Number of Lanes Crossed	3	7	7
Number of Right-Turn Islands	0	0	0
Type of Control	None	None	None
Corresponding Signal Phase	2	6	8
Effective Walk Time (s)	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0
85th percentile speed (mph)	55	55	55
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-
Pedestrian Delay (s/p)	45.0	45.0	45.0
Pedestrian Compliance Code	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.13	3.46	3.45
Pedestrian Crosswalk LOS	B	C	C

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	61.2	49.5	73.0	72.0
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	5	3	6	6
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	30	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	52.5	52.5	52.5	52.5
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.43	2.01	2.96	3.03
Pedestrian Crosswalk LOS	B	B	C	C

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	37.9	37.9	73.0	73.0
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	3	3	6	6
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	30	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	52.5	52.5	52.5	52.5
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.07	2.08	2.96	2.95
Pedestrian Crosswalk LOS	B	B	C	C

Approach

Approach Direction	NB	
Median Present?	Yes	
Approach Delay(s)	181.2	
Level of Service	F	

Crosswalk

Length (ft)	40	28
Lanes Crossed	2	2
Veh Vol Crossed	659	1273
Ped Vol Crossed	0	0
Yield Rate(%)	0	0
Ped Platooning	No	No
Critical Headway (s)	14.43	11.00
Prob of Delayed X-ing	0.93	0.98
Prob of Blocked Lane	0.73	0.86
Delay for adq Gap	61.11	127.05
Avg Ped Delay (s)	56.75	124.45

Approach

Approach Direction	SB	
Median Present?	Yes	
Approach Delay(s)	148.9	
Level of Service	F	

Crosswalk

Length (ft)	28	28
Lanes Crossed	2	2
Veh Vol Crossed	1273	659
Ped Vol Crossed	0	0
Yield Rate(%)	0	0
Ped Platooning	No	No
Critical Headway (s)	11.00	11.00
Prob of Delayed X-ing	0.98	0.87
Prob of Blocked Lane	0.86	0.63
Delay for adq Gap	127.05	28.22
Avg Ped Delay (s)	124.45	24.46

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	43.7	60.4	107.1	97.3
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	2	5	8	8
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	45	45	50	50
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	60.0	60.0	60.0	60.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	1.79	2.84	3.75	3.54
Pedestrian Crosswalk LOS	A	C	D	D

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	48.0	60.2	83.9	85.4
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	3	5	7	7
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	30	50	50
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	60.0	60.0	60.0	60.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.05	2.56	3.79	3.77
Pedestrian Crosswalk LOS	B	B	D	D

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	49.6	61.1	107.1	108.7
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	4	5	8	9
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	30	50	50
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	30.0	30.0	30.0	30.0
Pedestrian Compliance Code	Fair	Fair	Fair	Fair
Pedestrian Crosswalk Score	2.28	2.34	3.36	3.39
Pedestrian Crosswalk LOS	B	B	C	C

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	48.0	49.5	73.0	61.2
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	4	4	6	5
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	35	35	50	50
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	40.0	40.0	40.0	40.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.30	2.34	3.00	3.05
Pedestrian Crosswalk LOS	B	B	C	C

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	96.0	96.0	61.2	61.2
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	8	8	5	5
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	4	8	2	6
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	50	50	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	45.0	45.0	45.0	45.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	3.51	3.45	2.52	2.35
Pedestrian Crosswalk LOS	D	C	B	B

Approach

Approach Direction	NB
Median Present?	No
Approach Delay(s)	1476.4
Level of Service	F

Crosswalk

Length (ft)	56
Lanes Crossed	3
Veh Vol Crossed	1173
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	19.00
Prob of Delayed X-ing	1.00
Prob of Blocked Lane	0.87
Delay for adq Gap	1479.43
Avg Ped Delay (s)	1476.40

Approach

Approach Direction	SB
Median Present?	Yes
Approach Delay(s)	45.6
Level of Service	F

Crosswalk

Length (ft)	28	17
Lanes Crossed	2	1
Veh Vol Crossed	854	319
Ped Vol Crossed	0	0
Yield Rate(%)	0	0
Ped Platooning	No	No
Critical Headway (s)	11.00	7.86
Prob of Delayed X-ing	0.93	0.50
Prob of Blocked Lane	0.73	0.50
Delay for adq Gap	45.42	6.97
Avg Ped Delay (s)	42.08	3.50

Approach

Approach Direction	EB
Median Present?	No
Approach Delay(s)	55.3
Level of Service	F

Crosswalk

Length (ft)	36
Lanes Crossed	2
Veh Vol Crossed	733
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	13.29
Prob of Delayed X-ing	0.93
Prob of Blocked Lane	0.74
Delay for adq Gap	59.22
Avg Ped Delay (s)	55.26

Approach

Approach Direction	WB
Median Present?	No
Approach Delay(s)	55.3
Level of Service	F

Crosswalk

Length (ft)	36
Lanes Crossed	2
Veh Vol Crossed	733
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	13.29
Prob of Delayed X-ing	0.93
Prob of Blocked Lane	0.74
Delay for adq Gap	59.22
Avg Ped Delay (s)	55.26

Approach

Approach Direction	EB
Median Present?	No
Approach Delay(s)	274807
Level of Service	F

Crosswalk

Length (ft)	33
Lanes Crossed	2
Veh Vol Crossed	3630
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	12.43
Prob of Delayed X-ing	1.00
Prob of Blocked Lane	1.00
Delay for adq Gap	274808.00
Avg Ped Delay (s)	274807.00

Approach

Approach Direction	WB
Median Present?	No
Approach Delay(s)	274807
Level of Service	F

Crosswalk

Length (ft)	33
Lanes Crossed	2
Veh Vol Crossed	3630
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	12.43
Prob of Delayed X-ing	1.00
Prob of Blocked Lane	1.00
Delay for adq Gap	274808.00
Avg Ped Delay (s)	274807.00

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	48.1	61.3	73.3	59.9
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	4	4	6	5
Number of Right-Turn Islands	1	0	0	1
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	35	30	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	30.0	30.0	30.0	30.0
Pedestrian Compliance Code	Fair	Fair	Fair	Fair
Pedestrian Crosswalk Score	2.41	2.28	3.20	3.00
Pedestrian Crosswalk LOS	B	B	C	C

Approach

Approach Direction	NB
Median Present?	No
Approach Delay(s)	3113770
Level of Service	F

Crosswalk

Length (ft)	68
Lanes Crossed	4
Veh Vol Crossed	2330
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	22.43
Prob of Delayed X-ing	1.00
Prob of Blocked Lane	0.97
Delay for adq Gap	3113770.00
Avg Ped Delay (s)	3113770.00

Approach

Approach Direction	SB
Median Present?	No
Approach Delay(s)	3113770
Level of Service	F

Crosswalk

Length (ft)	68
Lanes Crossed	4
Veh Vol Crossed	2330
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	22.43
Prob of Delayed X-ing	1.00
Prob of Blocked Lane	0.97
Delay for adq Gap	3113770.00
Avg Ped Delay (s)	3113770.00

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	48.0	24.0	61.2	61.2
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	4	2	5	5
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	50	30	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	30.0	30.0	30.0	30.0
Pedestrian Compliance Code	Fair	Fair	Fair	Fair
Pedestrian Crosswalk Score	2.43	1.89	2.91	2.69
Pedestrian Crosswalk LOS	B	A	C	B

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	37.9	37.9	73.0	73.0
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	3	3	6	6
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	30	30	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	45.0	45.0	45.0	45.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.28	2.09	2.88	3.11
Pedestrian Crosswalk LOS	B	B	C	C

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	72.0	61.0	38.3	24.0
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	6	5	3	2
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	4	8	2	6
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	50	50	45	30
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	40.0	40.0	40.0	40.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	3.50	3.56	2.01	1.73
Pedestrian Crosswalk LOS	D	D	B	A

Approach

Approach Direction	NB
Median Present?	No
Approach Delay(s)	300525
Level of Service	F

Crosswalk

Length (ft)	68
Lanes Crossed	4
Veh Vol Crossed	1924
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	22.43
Prob of Delayed X-ing	1.00
Prob of Blocked Lane	0.95
Delay for adq Gap	300527.00
Avg Ped Delay (s)	300525.00

Approach

Approach Direction	SB
Median Present?	No
Approach Delay(s)	1877960
Level of Service	F

Crosswalk

Length (ft)	80
Lanes Crossed	4
Veh Vol Crossed	1924
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	25.86
Prob of Delayed X-ing	1.00
Prob of Blocked Lane	0.97
Delay for adq Gap	1877960.00
Avg Ped Delay (s)	1877960.00

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	36.0	60.0	61.2	61.2
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	3	5	5	5
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	45	30	40	40
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	45.0	45.0	45.0	45.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.15	2.48	2.85	2.96
Pedestrian Crosswalk LOS	B	B	C	C

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	60.0	60.0	60.0	60.0
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	5	5	5	5
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	45	45	30
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	45.0	45.0	45.0	45.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.50	2.67	2.74	2.57
Pedestrian Crosswalk LOS	B	B	B	B

Approach

Approach Direction	NB
Median Present?	No
Approach Delay(s)	722.8
Level of Service	F

Crosswalk

Length (ft)	80
Lanes Crossed	4
Veh Vol Crossed	693
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	25.86
Prob of Delayed X-ing	0.99
Prob of Blocked Lane	0.71
Delay for adq Gap	727.78
Avg Ped Delay (s)	722.77

Approach

Approach Direction	SB
Median Present?	No
Approach Delay(s)	722.8
Level of Service	F

Crosswalk

Length (ft)	80
Lanes Crossed	4
Veh Vol Crossed	693
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	25.86
Prob of Delayed X-ing	0.99
Prob of Blocked Lane	0.71
Delay for adq Gap	727.78
Avg Ped Delay (s)	722.77

Approach	
Approach Direction	NB
Median Present?	Yes
Approach Delay(s)	42.7
Level of Service	E

Crosswalk		
Length (ft)	29	28
Lanes Crossed	2	2
Veh Vol Crossed	770	280
Ped Vol Crossed	0	0
Yield Rate(%)	0	0
Ped Platooning	No	No
Critical Headway (s)	11.29	11.00
Prob of Delayed X-ing	0.91	0.57
Prob of Blocked Lane	0.70	0.35
Delay for adq Gap	39.86	11.12
Avg Ped Delay (s)	36.30	6.39

Approach	
Approach Direction	SB
Median Present?	Yes
Approach Delay(s)	42.7
Level of Service	E

Crosswalk		
Length (ft)	28	29
Lanes Crossed	2	2
Veh Vol Crossed	280	770
Ped Vol Crossed	0	0
Yield Rate(%)	0	0
Ped Platooning	No	No
Critical Headway (s)	11.00	11.29
Prob of Delayed X-ing	0.57	0.91
Prob of Blocked Lane	0.35	0.70
Delay for adq Gap	11.12	39.86
Avg Ped Delay (s)	6.39	36.30

12: Cathedral Cyn. Dr. & Officer David Vasquez Rd.

Approach	WB	NB	SB
Crosswalk Length (ft)	48.1	60.0	60.0
Crosswalk Width (ft)	12.0	12.0	12.0
Total Number of Lanes Crossed	4	4	5
Number of Right-Turn Islands	0	0	0
Type of Control	None	None	None
Corresponding Signal Phase	2	6	8
Effective Walk Time (s)	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0
85th percentile speed (mph)	40	40	40
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-
Pedestrian Delay (s/p)	30.0	30.0	30.0
Pedestrian Compliance Code	Fair	Fair	Fair
Pedestrian Crosswalk Score	2.34	2.46	2.72
Pedestrian Crosswalk LOS	B	B	B

Approach	EB	NB	SB
Crosswalk Length (ft)	62.2	60.0	70.6
Crosswalk Width (ft)	12.0	12.0	12.0
Total Number of Lanes Crossed	5	5	5
Number of Right-Turn Islands	0	0	0
Type of Control	None	None	None
Corresponding Signal Phase	6	4	2
Effective Walk Time (s)	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0
85th percentile speed (mph)	40	40	40
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-
Pedestrian Delay (s/p)	30.0	30.0	30.0
Pedestrian Compliance Code	Fair	Fair	Fair
Pedestrian Crosswalk Score	2.78	2.98	3.25
Pedestrian Crosswalk LOS	C	C	C

Approach	EB	WB	SB
Crosswalk Length (ft)	60.0	72.0	61.2
Crosswalk Width (ft)	12.0	12.0	12.0
Total Number of Lanes Crossed	5	6	5
Number of Right-Turn Islands	0	0	0
Type of Control	None	None	None
Corresponding Signal Phase	4	2	6
Effective Walk Time (s)	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0
85th percentile speed (mph)	45	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-
Pedestrian Delay (s/p)	50.0	50.0	50.0
Pedestrian Compliance Code	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.92	3.18	2.83
Pedestrian Crosswalk LOS	C	C	C

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	43.7	92.3	140.8	96.0
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	3	5	7	8
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	45	55	55
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	45.0	45.0	45.0	45.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.33	2.73	3.52	3.67
Pedestrian Crosswalk LOS	B	B	D	D

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	38.0	24.1	85.0	95.9
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	3	2	7	8
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	30	55	55
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	45.0	45.0	45.0	45.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.05	1.79	3.51	3.54
Pedestrian Crosswalk LOS	B	A	D	D

Approach	WB	NB	SB
Crosswalk Length (ft)	41.5	84.0	84.1
Crosswalk Width (ft)	12.0	12.0	12.0
Total Number of Lanes Crossed	3	7	7
Number of Right-Turn Islands	0	0	0
Type of Control	None	None	None
Corresponding Signal Phase	2	6	8
Effective Walk Time (s)	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0
85th percentile speed (mph)	55	55	55
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-
Pedestrian Delay (s/p)	45.0	45.0	45.0
Pedestrian Compliance Code	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.24	3.49	3.47
Pedestrian Crosswalk LOS	B	C	C

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	61.2	49.5	73.0	72.0
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	5	3	6	6
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	30	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	52.5	52.5	52.5	52.5
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.42	2.02	3.16	3.23
Pedestrian Crosswalk LOS	B	B	C	C

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	37.9	37.9	73.0	73.0
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	3	3	6	6
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	30	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	52.5	52.5	52.5	52.5
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.07	2.17	3.14	3.14
Pedestrian Crosswalk LOS	B	B	C	C

Approach

Approach Direction	NB	
Median Present?	Yes	
Approach Delay(s)	902.3	
Level of Service	F	

Crosswalk

Length (ft)	40	28
Lanes Crossed	2	2
Veh Vol Crossed	1402	1482
Ped Vol Crossed	0	0
Yield Rate(%)	0	0
Ped Platooning	No	No
Critical Headway (s)	14.43	11.00
Prob of Delayed X-ing	1.00	0.99
Prob of Blocked Lane	0.94	0.90
Delay for adq Gap	693.33	213.83
Avg Ped Delay (s)	690.81	211.52

Approach

Approach Direction	SB	
Median Present?	Yes	
Approach Delay(s)	384.2	
Level of Service	F	

Crosswalk

Length (ft)	28	28
Lanes Crossed	2	2
Veh Vol Crossed	1482	1402
Ped Vol Crossed	0	0
Yield Rate(%)	0	0
Ped Platooning	No	No
Critical Headway (s)	11.00	11.00
Prob of Delayed X-ing	0.99	0.99
Prob of Blocked Lane	0.90	0.88
Delay for adq Gap	213.83	175.07
Avg Ped Delay (s)	211.52	172.65

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	43.7	60.4	107.1	97.3
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	2	5	8	8
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	45	45	50	50
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	60.0	60.0	60.0	60.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	1.81	3.07	3.79	3.69
Pedestrian Crosswalk LOS	A	C	D	D

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	48.0	60.2	83.9	85.4
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	3	5	7	7
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	30	50	50
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	60.0	60.0	60.0	60.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.03	2.62	3.87	3.86
Pedestrian Crosswalk LOS	B	B	D	D

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	49.6	61.1	107.1	108.7
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	4	5	8	9
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	30	50	50
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	30.0	30.0	30.0	30.0
Pedestrian Compliance Code	Fair	Fair	Fair	Fair
Pedestrian Crosswalk Score	2.39	2.35	3.59	3.54
Pedestrian Crosswalk LOS	B	B	D	D

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	48.0	49.5	73.0	61.2
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	4	4	6	5
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	35	35	50	50
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	60.0	60.0	60.0	60.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.36	2.37	3.41	3.64
Pedestrian Crosswalk LOS	B	B	C	D

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	96.0	96.0	61.2	61.2
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	8	8	5	5
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	4	8	2	6
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	50	50	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	60.0	60.0	60.0	60.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	3.65	3.65	2.78	2.37
Pedestrian Crosswalk LOS	D	D	C	B

Approach

Approach Direction	NB
Median Present?	No
Approach Delay(s)	8952.4
Level of Service	F

Crosswalk

Length (ft)	56
Lanes Crossed	3
Veh Vol Crossed	1567
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	19.00
Prob of Delayed X-ing	1.00
Prob of Blocked Lane	0.94
Delay for adq Gap	8954.65
Avg Ped Delay (s)	8952.36

Approach

Approach Direction	SB
Median Present?	Yes
Approach Delay(s)	39.3
Level of Service	E

Crosswalk

Length (ft)	28	17
Lanes Crossed	2	1
Veh Vol Crossed	585	982
Ped Vol Crossed	0	0
Yield Rate(%)	0	0
Ped Platooning	No	No
Critical Headway (s)	11.00	7.86
Prob of Delayed X-ing	0.83	0.88
Prob of Blocked Lane	0.59	0.88
Delay for adq Gap	23.55	22.36
Avg Ped Delay (s)	19.61	19.74

Approach

Approach Direction	EB
Median Present?	No
Approach Delay(s)	146.2
Level of Service	F

Crosswalk

Length (ft)	36
Lanes Crossed	2
Veh Vol Crossed	1045
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	13.29
Prob of Delayed X-ing	0.98
Prob of Blocked Lane	0.85
Delay for adq Gap	149.38
Avg Ped Delay (s)	146.22

Approach

Approach Direction	WB
Median Present?	No
Approach Delay(s)	146.2
Level of Service	F

Crosswalk

Length (ft)	36
Lanes Crossed	2
Veh Vol Crossed	1045
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	13.29
Prob of Delayed X-ing	0.98
Prob of Blocked Lane	0.85
Delay for adq Gap	149.38
Avg Ped Delay (s)	146.22

Approach

Approach Direction	EB
Median Present?	No
Approach Delay(s)	2344510
Level of Service	F

Crosswalk

Length (ft)	33
Lanes Crossed	2
Veh Vol Crossed	4300
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	12.43
Prob of Delayed X-ing	1.00
Prob of Blocked Lane	1.00
Delay for adq Gap	2344510.00
Avg Ped Delay (s)	2344510.00

Approach

Approach Direction	WB
Median Present?	No
Approach Delay(s)	2344510
Level of Service	F

Crosswalk

Length (ft)	33
Lanes Crossed	2
Veh Vol Crossed	4300
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	12.43
Prob of Delayed X-ing	1.00
Prob of Blocked Lane	1.00
Delay for adq Gap	2344510.00
Avg Ped Delay (s)	2344510.00

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WITH IMPROVEMENTS

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	48.1	61.3	73.3	59.9
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	4	4	6	5
Number of Right-Turn Islands	1	0	0	1
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	35	30	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	30.0	30.0	30.0	30.0
Pedestrian Compliance Code	Fair	Fair	Fair	Fair
Pedestrian Crosswalk Score	2.40	2.25	2.90	2.80
Pedestrian Crosswalk LOS	B	B	C	C

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	60.0	72.0	72.0	73.0
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	5	6	6	6
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	30	55	55
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	60.0	60.0	60.0	60.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.44	2.62	3.18	3.18
Pedestrian Crosswalk LOS	B	B	C	C

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	48.0	24.0	61.2	61.2
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	4	2	5	5
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	50	30	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	30.0	30.0	30.0	30.0
Pedestrian Compliance Code	Fair	Fair	Fair	Fair
Pedestrian Crosswalk Score	2.42	1.85	2.78	2.67
Pedestrian Crosswalk LOS	B	A	C	B

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	37.9	37.9	73.0	73.0
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	3	3	6	6
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	30	30	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	45.0	45.0	45.0	45.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.14	2.04	2.84	3.04
Pedestrian Crosswalk LOS	B	B	C	C

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	72.0	60.0	37.9	34.2
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	6	5	3	2
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	4	8	2	6
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	50	50	45	25
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	40.0	40.0	40.0	40.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	3.03	2.98	2.01	1.73
Pedestrian Crosswalk LOS	C	C	B	A

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	27.1	24.0	60.0	72.0
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	2	2	5	5
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	30	40	40
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	45.0	45.0	45.0	45.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	1.83	1.74	2.82	2.78
Pedestrian Crosswalk LOS	A	A	C	C

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	36.0	60.0	61.2	61.2
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	3	5	5	5
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	45	30	40	40
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	45.0	45.0	45.0	45.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.15	2.40	2.72	2.79
Pedestrian Crosswalk LOS	B	B	B	C

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	48.0	48.0	61.2	61.1
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	4	4	5	5
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	45	45	30
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	45.0	45.0	45.0	45.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.27	2.35	2.58	2.49
Pedestrian Crosswalk LOS	B	B	B	B

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	25.2	28.8	72.0	71.9
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	2	2	6	6
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	30	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	40.0	40.0	40.0	40.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	1.81	1.82	2.67	2.65
Pedestrian Crosswalk LOS	A	A	B	B

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	23.9	24.1	60.1	60.1
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	2	2	4	4
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	30	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	30.0	30.0	30.0	30.0
Pedestrian Compliance Code	Fair	Fair	Fair	Fair
Pedestrian Crosswalk Score	1.71	1.72	2.39	2.39
Pedestrian Crosswalk LOS	A	A	B	B

Approach	WB	NB	SB
Crosswalk Length (ft)	48.1	60.0	60.0
Crosswalk Width (ft)	12.0	12.0	12.0
Total Number of Lanes Crossed	4	4	5
Number of Right-Turn Islands	0	0	0
Type of Control	None	None	None
Corresponding Signal Phase	2	6	8
Effective Walk Time (s)	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0
85th percentile speed (mph)	40	40	40
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-
Pedestrian Delay (s/p)	30.0	30.0	30.0
Pedestrian Compliance Code	Fair	Fair	Fair
Pedestrian Crosswalk Score	2.22	2.41	2.59
Pedestrian Crosswalk LOS	B	B	B

Approach	EB	NB	SB
Crosswalk Length (ft)	62.2	60.0	70.6
Crosswalk Width (ft)	12.0	12.0	12.0
Total Number of Lanes Crossed	5	5	5
Number of Right-Turn Islands	0	0	0
Type of Control	None	None	None
Corresponding Signal Phase	6	4	2
Effective Walk Time (s)	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0
85th percentile speed (mph)	40	40	40
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-
Pedestrian Delay (s/p)	30.0	30.0	30.0
Pedestrian Compliance Code	Fair	Fair	Fair
Pedestrian Crosswalk Score	2.63	2.84	2.99
Pedestrian Crosswalk LOS	B	C	C

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	48.0	49.5	73.0	61.2
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	4	4	6	5
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	35	35	50	50
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	40.0	40.0	40.0	40.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.30	2.34	3.00	3.05
Pedestrian Crosswalk LOS	B	B	C	C

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	96.0	96.0	61.2	61.2
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	8	8	5	5
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	4	8	2	6
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	50	50	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	45.0	45.0	45.0	45.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	3.51	3.45	2.52	2.35
Pedestrian Crosswalk LOS	D	C	B	B

Approach	EB	NB	SB
Crosswalk Length (ft)	36.1	48.0	48.0
Crosswalk Width (ft)	12.0	12.0	12.0
Total Number of Lanes Crossed	3	4	3
Number of Right-Turn Islands	0	0	0
Type of Control	None	None	None
Corresponding Signal Phase	6	4	2
Effective Walk Time (s)	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0
85th percentile speed (mph)	30	30	30
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-
Pedestrian Delay (s/p)	35.0	35.0	35.0
Pedestrian Compliance Code	Poor	Poor	Poor
Pedestrian Crosswalk Score	1.98	2.46	2.37
Pedestrian Crosswalk LOS	A	B	B

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	27.2	27.1	27.1	27.1
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	2	2	2	2
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	4	8	2	6
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	45	45	30	30
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	30.0	30.0	30.0	30.0
Pedestrian Compliance Code	Fair	Fair	Fair	Fair
Pedestrian Crosswalk Score	2.28	2.28	1.71	1.71
Pedestrian Crosswalk LOS	B	B	A	A

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	49.2	49.2	24.9	25.0
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	4	4	2	2
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	30	30	30
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	30.0	30.0	30.0	30.0
Pedestrian Compliance Code	Fair	Fair	Fair	Fair
Pedestrian Crosswalk Score	3.06	3.06	1.71	1.71
Pedestrian Crosswalk LOS	C	C	A	A

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	89.6	88.5	44.6	39.7
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	6	5	3	2
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	30	30	30
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	60.0	60.0	60.0	60.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.93	2.88	2.26	1.74
Pedestrian Crosswalk LOS	C	C	B	A

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	48.1	61.3	73.3	59.9
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	4	4	6	5
Number of Right-Turn Islands	1	0	0	1
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	35	30	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	30.0	30.0	30.0	30.0
Pedestrian Compliance Code	Fair	Fair	Fair	Fair
Pedestrian Crosswalk Score	2.41	2.28	3.20	3.00
Pedestrian Crosswalk LOS	B	B	C	C

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	60.0	72.0	72.0	73.0
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	5	6	6	6
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	30	55	55
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	60.0	60.0	60.0	60.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.61	2.78	3.49	3.51
Pedestrian Crosswalk LOS	B	C	C	D

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	48.0	24.0	61.2	61.2
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	4	2	5	5
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	50	30	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	30.0	30.0	30.0	30.0
Pedestrian Compliance Code	Fair	Fair	Fair	Fair
Pedestrian Crosswalk Score	2.43	1.89	2.91	2.69
Pedestrian Crosswalk LOS	B	A	C	B

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	37.9	37.9	73.0	73.0
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	3	3	6	6
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	30	30	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	45.0	45.0	45.0	45.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.28	2.09	2.88	3.11
Pedestrian Crosswalk LOS	B	B	C	C

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	72.0	60.0	37.9	34.2
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	6	5	3	2
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	4	8	2	6
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	50	50	45	25
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	40.0	40.0	40.0	40.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	3.50	3.56	2.01	1.73
Pedestrian Crosswalk LOS	D	D	B	A

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	27.1	24.0	60.0	72.0
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	2	2	5	5
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	30	40	40
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	45.0	45.0	45.0	45.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	1.92	1.74	2.91	2.85
Pedestrian Crosswalk LOS	A	A	C	C

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	36.0	60.0	61.2	61.2
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	3	5	5	5
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	45	30	40	40
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	45.0	45.0	45.0	45.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.15	2.48	2.85	2.96
Pedestrian Crosswalk LOS	B	B	C	C

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	48.0	48.0	61.2	61.1
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	4	4	5	5
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	45	45	30
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	45.0	45.0	45.0	45.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.38	2.59	2.74	2.57
Pedestrian Crosswalk LOS	B	B	B	B

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	25.2	28.8	72.0	71.9
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	2	2	6	6
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	30	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	40.0	40.0	40.0	40.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	1.79	1.89	2.72	2.66
Pedestrian Crosswalk LOS	A	A	B	B

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	23.9	24.1	60.1	60.1
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	2	2	4	4
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	30	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	30.0	30.0	30.0	30.0
Pedestrian Compliance Code	Fair	Fair	Fair	Fair
Pedestrian Crosswalk Score	1.71	1.72	2.52	2.53
Pedestrian Crosswalk LOS	A	A	B	B

Approach	WB	NB	SB
Crosswalk Length (ft)	48.1	60.0	60.0
Crosswalk Width (ft)	12.0	12.0	12.0
Total Number of Lanes Crossed	4	4	5
Number of Right-Turn Islands	0	0	0
Type of Control	None	None	None
Corresponding Signal Phase	2	6	8
Effective Walk Time (s)	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0
85th percentile speed (mph)	40	40	40
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-
Pedestrian Delay (s/p)	30.0	30.0	30.0
Pedestrian Compliance Code	Fair	Fair	Fair
Pedestrian Crosswalk Score	2.34	2.46	2.72
Pedestrian Crosswalk LOS	B	B	B

Approach	EB	NB	SB
Crosswalk Length (ft)	62.2	60.0	70.6
Crosswalk Width (ft)	12.0	12.0	12.0
Total Number of Lanes Crossed	5	5	5
Number of Right-Turn Islands	0	0	0
Type of Control	None	None	None
Corresponding Signal Phase	6	4	2
Effective Walk Time (s)	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0
85th percentile speed (mph)	40	40	40
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-
Pedestrian Delay (s/p)	30.0	30.0	30.0
Pedestrian Compliance Code	Fair	Fair	Fair
Pedestrian Crosswalk Score	2.78	2.98	3.25
Pedestrian Crosswalk LOS	C	C	C

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	48.0	49.5	73.0	61.2
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	4	4	6	5
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	35	35	50	50
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	60.0	60.0	60.0	60.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.36	2.37	3.41	3.64
Pedestrian Crosswalk LOS	B	B	C	D

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	96.0	96.0	61.2	61.2
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	8	8	5	5
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	4	8	2	6
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	50	50	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	60.0	60.0	60.0	60.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	3.65	3.65	2.78	2.37
Pedestrian Crosswalk LOS	D	D	C	B

Approach	EB	NB	SB
Crosswalk Length (ft)	36.1	48.0	48.0
Crosswalk Width (ft)	12.0	12.0	12.0
Total Number of Lanes Crossed	3	4	3
Number of Right-Turn Islands	0	0	0
Type of Control	None	None	None
Corresponding Signal Phase	6	4	2
Effective Walk Time (s)	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0
85th percentile speed (mph)	30	30	30
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-
Pedestrian Delay (s/p)	35.0	35.0	35.0
Pedestrian Compliance Code	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.00	2.57	2.53
Pedestrian Crosswalk LOS	B	B	B

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	27.2	27.1	27.1	27.1
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	2	2	2	2
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	4	8	2	6
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	45	45	30	30
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	30.0	30.0	30.0	30.0
Pedestrian Compliance Code	Fair	Fair	Fair	Fair
Pedestrian Crosswalk Score	2.54	2.54	1.71	1.71
Pedestrian Crosswalk LOS	B	B	A	A

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	49.2	49.2	24.9	25.0
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	4	4	2	2
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	30	30	30
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	30.0	30.0	30.0	30.0
Pedestrian Compliance Code	Fair	Fair	Fair	Fair
Pedestrian Crosswalk Score	3.26	3.26	1.71	1.71
Pedestrian Crosswalk LOS	C	C	A	A

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	89.6	88.5	44.6	39.7
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	6	5	3	2
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	30	30	30
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	60.0	60.0	60.0	60.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	3.09	3.07	2.35	1.74
Pedestrian Crosswalk LOS	C	C	B	A

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BICYCLE LEVEL OF SERVICE WORKSHEETS

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	285	303	758	1196
Effct. Green for Bike (s)	18.0	18.0	26.2	23.2
Cross Street Width (ft)	77.0	65.0	64.0	64.0
Through Lanes Number	1	2	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	6.0	2.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	600	600	873	773
Bicycle Delay (s/bike)	14.7	14.7	9.5	11.3
Bicycle Compliance	Fair	Fair	Good	Fair
Bicycle LOS Score	2.24	2.70	3.16	3.53
Bicycle LOS	B	B	C	D

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	316	178	913	561
Effct. Green for Bike (s)	18.0	18.0	31.1	18.0
Cross Street Width (ft)	68.0	80.0	35.0	63.0
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	5.0	2.0	5.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	600	600	1037	600
Bicycle Delay (s/bike)	14.7	14.7	7.0	14.7
Bicycle Compliance	Fair	Fair	Good	Fair
Bicycle LOS Score	3.12	2.33	2.74	2.24
Bicycle LOS	C	B	B	B

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	302	100	1241	1124
Effct. Green for Bike (s)	18.0	18.0	25.0	23.4
Cross Street Width (ft)	73.0	90.0	40.0	42.0
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	600	600	833	780
Bicycle Delay (s/bike)	14.7	14.7	10.2	11.2
Bicycle Compliance	Fair	Fair	Fair	Fair
Bicycle LOS Score	3.17	3.10	3.20	3.13
Bicycle LOS	C	C	C	C

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	1023	1063	63	11
Effct. Green for Bike (s)	26.7	28.6	38.2	6.1
Cross Street Width (ft)	78.0	78.0	82.0	72.0
Through Lanes Number	2	2	1	1
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	7.0	8.0	0.0
Curb Is Present?	Yes	Yes	Yes	No
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	668	715	955	152
Bicycle Delay (s/bike)	17.8	16.5	10.9	34.1
Bicycle Compliance	Fair	Fair	Fair	Poor
Bicycle LOS Score	3.60	2.45	1.52	2.68
Bicycle LOS	D	B	A	B

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	212	238	767	922
Effct. Green for Bike (s)	18.0	18.0	53.5	56.5
Cross Street Width (ft)	69.0	69.0	64.0	40.0
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	3.0	0.0	2.0	8.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	400	400	1189	1256
Bicycle Delay (s/bike)	28.8	28.8	7.4	6.2
Bicycle Compliance	Fair	Fair	Good	Good
Bicycle LOS Score	2.64	3.01	3.06	1.54
Bicycle LOS	B	C	C	A

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	310	260	470	445
Effct. Green for Bike (s)	18.3	18.3	53.8	56.2
Cross Street Width (ft)	64.0	64.0	64.0	64.0
Through Lanes Number	2	2	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	3.0	3.0	3.0	2.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	407	407	1196	1249
Bicycle Delay (s/bike)	28.6	28.6	7.3	6.3
Bicycle Compliance	Fair	Fair	Good	Good
Bicycle LOS Score	2.47	2.43	2.60	2.80
Bicycle LOS	B	B	B	C

12: Cathedral Cyn. Dr. & Officer David Vasquez Rd.

Approach	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0
Total Flow Rate (veh/h)	112	412	628
Effct. Green for Bike (s)	18.0	18.8	33.0
Cross Street Width (ft)	70.0	49.0	49.0
Through Lanes Number	2	2	2
Through Lane Width (ft)	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	5.0	5.0
Paved Shoulder Width (ft)	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes
On Street Parking?	No	No	No
Bicycle Lane Capacity (bike/h)	600	627	1100
Bicycle Delay (s/bike)	14.7	14.1	6.1
Bicycle Compliance	Fair	Fair	Good
Bicycle LOS Score	2.72	1.58	1.76
Bicycle LOS	B	A	A

Approach	EB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0
Total Flow Rate (veh/h)	688	846	1508
Effct. Green for Bike (s)	18.0	33.0	23.4
Cross Street Width (ft)	68.0	76.0	76.0
Through Lanes Number	2	2	2
Through Lane Width (ft)	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes
On Street Parking?	No	No	No
Bicycle Lane Capacity (bike/h)	600	1100	780
Bicycle Delay (s/bike)	14.7	6.1	11.2
Bicycle Compliance	Fair	Good	Fair
Bicycle LOS Score	3.17	3.42	3.97
Bicycle LOS	C	C	D

Approach	EB	WB	SB
Bicycle Flow Rate (bike/h)	0	0	0
Total Flow Rate (veh/h)	697	691	685
Effct. Green for Bike (s)	31.1	18.7	18.0
Cross Street Width (ft)	70.0	70.0	68.0
Through Lanes Number	2	2	2
Through Lane Width (ft)	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0
Curb Is Present?	No	No	No
On Street Parking?	No	No	No
Bicycle Lane Capacity (bike/h)	1037	623	600
Bicycle Delay (s/bike)	7.0	14.2	14.7
Bicycle Compliance	Good	Fair	Fair
Bicycle LOS Score	3.21	3.20	3.17
Bicycle LOS	C	C	C

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	335	550	1546	2185
Effct. Green for Bike (s)	18.4	22.6	37.8	48.3
Cross Street Width (ft)	140.8	96.0	92.3	74.0
Through Lanes Number	1	1	3	3
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	7.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	3.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	409	502	840	1073
Bicycle Delay (s/bike)	28.5	25.2	15.1	9.7
Bicycle Compliance	Fair	Fair	Fair	Good
Bicycle LOS Score	2.77	3.94	3.82	3.57
Bicycle LOS	C	D	D	D

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	93	30	1519	1528
Effct. Green for Bike (s)	18.0	18.0	60.7	58.0
Cross Street Width (ft)	96.0	107.0	38.0	120.0
Through Lanes Number	1	1	3	3
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	8.0	4.0	5.0	4.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	400	400	1349	1289
Bicycle Delay (s/bike)	28.8	28.8	4.8	5.7
Bicycle Compliance	Fair	Fair	Good	Good
Bicycle LOS Score	1.79	2.71	2.23	3.70
Bicycle LOS	A	B	B	D

Approach	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0
Total Flow Rate (veh/h)	120	1635	1742
Effct. Green for Bike (s)	9.6	63.3	72.3
Cross Street Width (ft)	84.1	41.5	84.0
Through Lanes Number	1	3	3
Through Lane Width (ft)	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0
Curb Is Present?	No	No	No
On Street Parking?	No	No	No
Bicycle Lane Capacity (bike/h)	213	1407	1607
Bicycle Delay (s/bike)	35.9	4.0	1.7
Bicycle Compliance	Poor	Good	Good
Bicycle LOS Score	3.04	3.09	3.80
Bicycle LOS	C	C	D

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	296	90	841	1315
Effct. Green for Bike (s)	22.4	22.4	73.6	73.6
Cross Street Width (ft)	86.0	86.0	60.0	68.0
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	427	427	1402	1402
Bicycle Delay (s/bike)	32.5	32.5	4.7	4.7
Bicycle Compliance	Poor	Poor	Good	Good
Bicycle LOS Score	3.36	3.02	3.17	3.68
Bicycle LOS	C	C	C	D

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	175	235	762	1196
Effct. Green for Bike (s)	18.7	18.7	77.3	77.3
Cross Street Width (ft)	86.0	86.0	62.0	62.0
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	356	356	1472	1472
Bicycle Delay (s/bike)	35.5	35.5	3.7	3.7
Bicycle Compliance	Poor	Poor	Good	Good
Bicycle LOS Score	3.16	3.26	3.14	3.49
Bicycle LOS	C	C	C	C

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	38	1078	2470	1749
Effct. Green for Bike (s)	7.5	35.1	55.3	66.1
Cross Street Width (ft)	106.0	99.0	80.0	38.0
Through Lanes Number	1	1	3	3
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	7.0	7.0	0.0	3.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	125	585	922	1102
Bicycle Delay (s/bike)	52.7	30.0	17.4	12.1
Bicycle Compliance	Poor	Poor	Fair	Fair
Bicycle LOS Score	2.06	3.67	4.14	2.78
Bicycle LOS	B	D	D	C

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	118	367	2801	2473
Effct. Green for Bike (s)	9.8	18.0	48.5	68.0
Cross Street Width (ft)	88.0	98.0	58.0	42.0
Through Lanes Number	1	1	3	3
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	5.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	163	300	808	1133
Bicycle Delay (s/bike)	50.6	43.3	21.3	11.3
Bicycle Compliance	Poor	Poor	Fair	Fair
Bicycle LOS Score	3.10	3.66	3.99	2.81
Bicycle LOS	C	D	D	C

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	364	108	1525	1552
Effct. Green for Bike (s)	18.0	18.0	32.1	23.7
Cross Street Width (ft)	99.0	99.0	81.0	68.0
Through Lanes Number	1	1	3	3
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	3.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	600	600	1070	790
Bicycle Delay (s/bike)	14.7	14.7	6.5	11.0
Bicycle Compliance	Fair	Fair	Good	Fair
Bicycle LOS Score	3.67	3.25	3.32	3.45
Bicycle LOS	D	C	C	C

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	354	216	934	1298
Effct. Green for Bike (s)	18.8	10.9	27.8	43.1
Cross Street Width (ft)	76.0	76.0	79.0	57.0
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	2.0	2.0	2.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	470	272	695	1078
Bicycle Delay (s/bike)	23.4	29.8	17.0	8.5
Bicycle Compliance	Fair	Fair	Fair	Good
Bicycle LOS Score	3.31	2.97	3.43	3.40
Bicycle LOS	C	C	C	C

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	1772	1876	356	91
Effct. Green for Bike (s)	32.1	40.2	30.8	18.4
Cross Street Width (ft)	70.0	82.0	102.0	105.0
Through Lanes Number	3	3	1	1
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	5.0	0.0	3.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	713	893	684	409
Bicycle Delay (s/bike)	18.6	13.8	19.5	28.5
Bicycle Compliance	Fair	Fair	Fair	Fair
Bicycle LOS Score	3.61	3.10	3.71	2.99
Bicycle LOS	D	C	D	C

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	444	259	1839	1336
Effct. Green for Bike (s)	18.0	18.0	23.5	25.4
Cross Street Width (ft)	77.0	65.0	64.0	64.0
Through Lanes Number	1	2	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	6.0	2.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	600	600	783	847
Bicycle Delay (s/bike)	14.7	14.7	11.1	10.0
Bicycle Compliance	Fair	Fair	Fair	Good
Bicycle LOS Score	2.51	2.66	4.06	3.64
Bicycle LOS	B	B	D	D

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	305	147	1212	627
Effct. Green for Bike (s)	18.0	18.0	29.2	18.0
Cross Street Width (ft)	68.0	80.0	35.0	63.0
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	5.0	2.0	5.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	600	600	973	600
Bicycle Delay (s/bike)	14.7	14.7	7.9	14.7
Bicycle Compliance	Fair	Fair	Good	Fair
Bicycle LOS Score	3.10	2.28	2.99	2.29
Bicycle LOS	C	B	C	B

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	356	209	1634	1145
Effct. Green for Bike (s)	25.5	25.5	46.2	31.8
Cross Street Width (ft)	73.0	90.0	40.0	42.0
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	567	567	1027	707
Bicycle Delay (s/bike)	23.1	23.1	10.7	18.8
Bicycle Compliance	Fair	Fair	Fair	Fair
Bicycle LOS Score	3.26	3.28	3.52	3.15
Bicycle LOS	C	C	D	C

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	1694	2169	67	13
Effct. Green for Bike (s)	24.8	28.6	38.1	6.2
Cross Street Width (ft)	78.0	78.0	82.0	72.0
Through Lanes Number	2	2	1	1
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	7.0	8.0	0.0
Curb Is Present?	Yes	Yes	Yes	No
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	620	715	952	155
Bicycle Delay (s/bike)	19.0	16.5	11.0	34.0
Bicycle Compliance	Fair	Fair	Fair	Poor
Bicycle LOS Score	4.15	3.36	1.53	2.68
Bicycle LOS	D	C	A	B

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	195	452	1007	1294
Effct. Green for Bike (s)	18.1	18.1	48.1	58.7
Cross Street Width (ft)	69.0	69.0	64.0	40.0
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	3.0	0.0	2.0	8.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	402	402	1069	1304
Bicycle Delay (s/bike)	28.7	28.7	9.8	5.4
Bicycle Compliance	Fair	Fair	Good	Good
Bicycle LOS Score	2.62	3.36	3.26	1.85
Bicycle LOS	B	C	C	A

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	391	681	733	688
Effct. Green for Bike (s)	23.3	23.3	45.1	44.7
Cross Street Width (ft)	64.0	64.0	64.0	64.0
Through Lanes Number	2	2	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	3.0	3.0	3.0	2.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	518	518	1002	993
Bicycle Delay (s/bike)	24.7	24.7	11.2	11.4
Bicycle Compliance	Fair	Fair	Fair	Fair
Bicycle LOS Score	2.54	2.78	2.82	3.00
Bicycle LOS	B	C	C	C

12: Cathedral Cyn. Dr. & Officer David Vasquez Rd.

Approach	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0
Total Flow Rate (veh/h)	467	480	715
Effct. Green for Bike (s)	18.0	18.6	33.0
Cross Street Width (ft)	70.0	49.0	49.0
Through Lanes Number	2	2	2
Through Lane Width (ft)	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	5.0	5.0
Paved Shoulder Width (ft)	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes
On Street Parking?	No	No	No
Bicycle Lane Capacity (bike/h)	600	620	1100
Bicycle Delay (s/bike)	14.7	14.3	6.1
Bicycle Compliance	Fair	Fair	Good
Bicycle LOS Score	3.02	1.63	1.83
Bicycle LOS	C	A	A

Approach	EB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0
Total Flow Rate (veh/h)	966	1466	1654
Effct. Green for Bike (s)	18.0	33.0	20.0
Cross Street Width (ft)	68.0	76.0	76.0
Through Lanes Number	2	2	2
Through Lane Width (ft)	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes
On Street Parking?	No	No	No
Bicycle Lane Capacity (bike/h)	600	1100	667
Bicycle Delay (s/bike)	14.7	6.1	13.3
Bicycle Compliance	Fair	Good	Fair
Bicycle LOS Score	3.40	3.93	4.09
Bicycle LOS	C	D	D

Approach	EB	WB	SB
Bicycle Flow Rate (bike/h)	0	0	0
Total Flow Rate (veh/h)	1015	1761	607
Effct. Green for Bike (s)	71.1	49.2	18.0
Cross Street Width (ft)	70.0	70.0	68.0
Through Lanes Number	2	2	2
Through Lane Width (ft)	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0
Curb Is Present?	No	No	No
On Street Parking?	No	No	No
Bicycle Lane Capacity (bike/h)	1422	984	360
Bicycle Delay (s/bike)	4.2	12.9	33.6
Bicycle Compliance	Good	Fair	Poor
Bicycle LOS Score	3.47	4.08	3.10
Bicycle LOS	C	D	C

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	609	630	2061	1903
Effct. Green for Bike (s)	27.6	29.5	33.3	31.7
Cross Street Width (ft)	140.8	96.0	92.3	74.0
Through Lanes Number	1	1	3	3
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	7.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	3.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	613	656	740	704
Bicycle Delay (s/bike)	21.6	20.3	17.9	18.9
Bicycle Compliance	Fair	Fair	Fair	Fair
Bicycle LOS Score	3.22	4.07	4.11	3.42
Bicycle LOS	C	D	D	C

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	149	73	1973	1596
Effct. Green for Bike (s)	18.0	18.0	60.8	55.7
Cross Street Width (ft)	96.0	107.0	38.0	120.0
Through Lanes Number	1	1	3	3
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	8.0	4.0	5.0	4.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	400	400	1351	1238
Bicycle Delay (s/bike)	28.8	28.8	4.7	6.5
Bicycle Compliance	Fair	Fair	Good	Good
Bicycle LOS Score	1.88	2.78	2.48	3.74
Bicycle LOS	A	C	B	D

Approach	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0
Total Flow Rate (veh/h)	262	1938	1469
Effct. Green for Bike (s)	12.0	57.6	66.9
Cross Street Width (ft)	84.1	41.5	84.0
Through Lanes Number	1	3	3
Through Lane Width (ft)	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0
Curb Is Present?	No	No	No
On Street Parking?	No	No	No
Bicycle Lane Capacity (bike/h)	267	1280	1487
Bicycle Delay (s/bike)	33.8	5.8	3.0
Bicycle Compliance	Poor	Good	Good
Bicycle LOS Score	3.28	3.26	3.65
Bicycle LOS	C	C	D

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	274	105	1457	1513
Effct. Green for Bike (s)	22.3	22.3	73.7	73.7
Cross Street Width (ft)	86.0	86.0	60.0	68.0
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	425	425	1404	1404
Bicycle Delay (s/bike)	32.6	32.6	4.7	4.7
Bicycle Compliance	Poor	Poor	Good	Good
Bicycle LOS Score	3.33	3.05	3.68	3.85
Bicycle LOS	C	C	D	D

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	171	388	1362	1341
Effct. Green for Bike (s)	20.6	20.6	75.4	75.4
Cross Street Width (ft)	86.0	86.0	62.0	62.0
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	392	392	1436	1436
Bicycle Delay (s/bike)	33.9	33.9	4.2	4.2
Bicycle Compliance	Poor	Poor	Good	Good
Bicycle LOS Score	3.16	3.52	3.63	3.61
Bicycle LOS	C	D	D	D

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	49	1232	2629	2309
Effct. Green for Bike (s)	7.8	37.7	40.0	59.0
Cross Street Width (ft)	106.0	99.0	80.0	38.0
Through Lanes Number	1	1	3	3
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	7.0	7.0	0.0	3.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	130	628	667	983
Bicycle Delay (s/bike)	52.5	28.2	26.7	15.5
Bicycle Compliance	Poor	Fair	Fair	Fair
Bicycle LOS Score	2.08	3.93	4.23	3.09
Bicycle LOS	B	D	D	C

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	97	705	2802	2629
Effct. Green for Bike (s)	9.9	19.5	50.5	69.6
Cross Street Width (ft)	88.0	98.0	58.0	42.0
Through Lanes Number	1	1	3	3
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	5.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	165	325	842	1160
Bicycle Delay (s/bike)	50.5	42.1	20.1	10.6
Bicycle Compliance	Poor	Poor	Fair	Fair
Bicycle LOS Score	3.07	4.22	3.99	2.90
Bicycle LOS	C	D	D	C

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	504	148	2632	1505
Effct. Green for Bike (s)	18.0	18.0	32.1	18.0
Cross Street Width (ft)	99.0	99.0	81.0	68.0
Through Lanes Number	1	1	3	3
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	3.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	600	600	1070	600
Bicycle Delay (s/bike)	14.7	14.7	6.5	14.7
Bicycle Compliance	Fair	Fair	Good	Fair
Bicycle LOS Score	3.91	3.32	3.92	3.43
Bicycle LOS	D	C	D	C

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	444	484	1841	1740
Effct. Green for Bike (s)	29.7	18.7	58.3	62.5
Cross Street Width (ft)	76.0	76.0	79.0	57.0
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	2.0	2.0	2.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	495	312	972	1042
Bicycle Delay (s/bike)	34.0	42.8	15.9	13.8
Bicycle Compliance	Poor	Poor	Fair	Fair
Bicycle LOS Score	3.45	3.41	4.18	3.76
Bicycle LOS	C	C	D	D

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	2265	2204	763	90
Effct. Green for Bike (s)	39.9	61.1	36.7	18.0
Cross Street Width (ft)	70.0	82.0	102.0	105.0
Through Lanes Number	3	3	1	1
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	5.0	0.0	3.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	665	1018	612	300
Bicycle Delay (s/bike)	26.7	14.5	28.9	43.3
Bicycle Compliance	Fair	Fair	Fair	Poor
Bicycle LOS Score	3.88	3.28	4.38	2.99
Bicycle LOS	D	C	E	C

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WITH IMPROVEMENTS

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	285	303	758	1196
Effct. Green for Bike (s)	18.0	18.0	26.2	23.2
Cross Street Width (ft)	77.0	65.0	64.0	64.0
Through Lanes Number	1	2	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	6.0	2.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	600	600	873	773
Bicycle Delay (s/bike)	14.7	14.7	9.5	11.3
Bicycle Compliance	Fair	Fair	Good	Fair
Bicycle LOS Score	2.24	2.70	3.16	3.53
Bicycle LOS	B	B	C	D

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	348	348	1130	1282
Effct. Green for Bike (s)	18.0	23.7	51.0	62.4
Cross Street Width (ft)	72.0	73.0	72.0	60.0
Through Lanes Number	2	2	3	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	3.0	18.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	300	395	850	1040
Bicycle Delay (s/bike)	43.3	38.6	19.8	13.8
Bicycle Compliance	Poor	Poor	Fair	Fair
Bicycle LOS Score	2.95	2.96	2.96	0.00
Bicycle LOS	C	C	C	-

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	316	178	913	561
Effct. Green for Bike (s)	18.0	18.0	31.1	18.0
Cross Street Width (ft)	68.0	80.0	35.0	63.0
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	6.0
Paved Shoulder Width (ft)	0.0	5.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	600	600	1037	600
Bicycle Delay (s/bike)	14.7	14.7	7.0	14.7
Bicycle Compliance	Fair	Fair	Good	Fair
Bicycle LOS Score	3.12	2.33	2.85	1.70
Bicycle LOS	C	B	C	A

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	302	100	1241	1124
Effct. Green for Bike (s)	18.0	18.0	32.5	27.5
Cross Street Width (ft)	73.0	90.0	40.0	42.0
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	10.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	400	400	722	611
Bicycle Delay (s/bike)	28.8	28.8	18.4	21.7
Bicycle Compliance	Fair	Fair	Fair	Fair
Bicycle LOS Score	3.17	3.10	3.20	0.99
Bicycle LOS	C	C	C	A

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	1023	1063	62	10
Effct. Green for Bike (s)	26.7	28.6	38.2	6.0
Cross Street Width (ft)	78.0	78.0	82.0	82.0
Through Lanes Number	2	2	1	1
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	6.0	6.0
Paved Shoulder Width (ft)	2.0	5.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	No
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	668	715	955	150
Bicycle Delay (s/bike)	17.8	16.5	10.9	34.2
Bicycle Compliance	Fair	Fair	Fair	Poor
Bicycle LOS Score	3.49	2.88	1.63	1.54
Bicycle LOS	C	C	A	A

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	126	10	920	959
Effct. Green for Bike (s)	7.8	8.3	66.5	55.1
Cross Street Width (ft)	58.0	72.0	79.0	32.0
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	6.0	6.0	6.0	6.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	Yes	No	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	173	184	1478	1224
Bicycle Delay (s/bike)	37.5	37.1	3.1	6.8
Bicycle Compliance	Poor	Poor	Good	Good
Bicycle LOS Score	1.37	1.39	2.24	1.55
Bicycle LOS	A	A	B	A

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	212	238	767	922
Effct. Green for Bike (s)	18.0	18.0	53.5	56.5
Cross Street Width (ft)	69.0	69.0	64.0	40.0
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	7.0	0.0	0.0
Paved Shoulder Width (ft)	3.0	0.0	2.0	8.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	400	400	1189	1256
Bicycle Delay (s/bike)	28.8	28.8	7.4	6.2
Bicycle Compliance	Fair	Fair	Good	Good
Bicycle LOS Score	2.64	1.51	3.06	1.54
Bicycle LOS	B	A	C	A

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	310	260	470	445
Effct. Green for Bike (s)	18.2	18.2	53.8	56.2
Cross Street Width (ft)	64.0	64.0	64.0	64.0
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	7.0	7.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	3.0	2.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	404	404	1196	1249
Bicycle Delay (s/bike)	28.6	28.6	7.3	6.3
Bicycle Compliance	Fair	Fair	Good	Good
Bicycle LOS Score	1.55	1.47	2.60	2.80
Bicycle LOS	A	A	B	C

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	92	107	450	375
Effct. Green for Bike (s)	9.1	10.1	45.4	44.8
Cross Street Width (ft)	76.0	81.0	42.0	42.0
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	8.0	8.0
Paved Shoulder Width (ft)	6.0	6.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	228	253	1135	1120
Bicycle Delay (s/bike)	31.4	30.5	7.5	7.7
Bicycle Compliance	Poor	Poor	Good	Good
Bicycle LOS Score	1.91	2.01	0.86	0.80
Bicycle LOS	A	B	A	A

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	13	12	376	351
Effct. Green for Bike (s)	18.0	18.0	33.0	33.0
Cross Street Width (ft)	79.0	79.0	20.0	20.0
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	6.0	6.0	8.0	8.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	600	600	1100	1100
Bicycle Delay (s/bike)	14.7	14.7	6.1	6.1
Bicycle Compliance	Fair	Fair	Good	Good
Bicycle LOS Score	1.50	1.50	0.46	0.44
Bicycle LOS	A	A	A	A

Approach	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0
Total Flow Rate (veh/h)	112	412	628
Effct. Green for Bike (s)	18.0	18.8	33.0
Cross Street Width (ft)	70.0	49.0	49.0
Through Lanes Number	2	2	2
Through Lane Width (ft)	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	5.0	6.0
Paved Shoulder Width (ft)	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes
On Street Parking?	No	No	No
Bicycle Lane Capacity (bike/h)	600	627	1100
Bicycle Delay (s/bike)	14.7	14.1	6.1
Bicycle Compliance	Fair	Fair	Good
Bicycle LOS Score	2.72	1.58	1.54
Bicycle LOS	B	A	A

Approach	EB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0
Total Flow Rate (veh/h)	688	846	1508
Effct. Green for Bike (s)	18.0	33.0	23.4
Cross Street Width (ft)	68.0	76.0	76.0
Through Lanes Number	2	2	2
Through Lane Width (ft)	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	3.0	0.0
Curb Is Present?	Yes	Yes	Yes
On Street Parking?	No	No	No
Bicycle Lane Capacity (bike/h)	600	1100	780
Bicycle Delay (s/bike)	14.7	6.1	11.2
Bicycle Compliance	Fair	Good	Fair
Bicycle LOS Score	3.17	3.10	3.97
Bicycle LOS	C	C	D

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	354	216	934	1298
Effct. Green for Bike (s)	18.8	10.9	27.8	43.1
Cross Street Width (ft)	76.0	76.0	79.0	57.0
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	2.0	2.0	2.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	470	272	695	1078
Bicycle Delay (s/bike)	23.4	29.8	17.0	8.5
Bicycle Compliance	Fair	Fair	Fair	Good
Bicycle LOS Score	3.31	2.97	3.43	3.40
Bicycle LOS	C	C	C	C

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	1772	1876	356	91
Effct. Green for Bike (s)	32.1	40.2	30.8	18.4
Cross Street Width (ft)	70.0	82.0	102.0	105.0
Through Lanes Number	3	3	1	1
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	7.0	0.0
Paved Shoulder Width (ft)	0.0	5.0	0.0	3.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	713	893	684	409
Bicycle Delay (s/bike)	18.6	13.8	19.5	28.5
Bicycle Compliance	Fair	Fair	Fair	Fair
Bicycle LOS Score	3.61	3.10	2.21	2.99
Bicycle LOS	D	C	B	C

Approach	EB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0
Total Flow Rate (veh/h)	76	383	948
Effct. Green for Bike (s)	8.8	58.1	20.5
Cross Street Width (ft)	52.0	48.0	36.1
Through Lanes Number	1	1	2
Through Lane Width (ft)	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	7.0
Paved Shoulder Width (ft)	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes
On Street Parking?	No	No	No
Bicycle Lane Capacity (bike/h)	251	1660	586
Bicycle Delay (s/bike)	26.8	1.0	17.5
Bicycle Compliance	Fair	Good	Fair
Bicycle LOS Score	2.48	2.93	1.39
Bicycle LOS	B	C	A

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	287	501	0	0
Effct. Green for Bike (s)	33.0	33.0	18.0	18.0
Cross Street Width (ft)	27.1	27.1	27.1	27.2
Through Lanes Number	1	1	1	1
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	7.0	7.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	1100	1100	600	600
Bicycle Delay (s/bike)	6.1	6.1	14.7	14.7
Bicycle Compliance	Good	Good	Fair	Fair
Bicycle LOS Score	2.45	2.80	0.47	0.47
Bicycle LOS	B	C	A	A

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	2126	1695	0	0
Effct. Green for Bike (s)	32.5	32.5	18.0	18.0
Cross Street Width (ft)	24.9	25.0	49.2	49.2
Through Lanes Number	2	2	1	1
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	7.0	7.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	1083	1083	600	600
Bicycle Delay (s/bike)	6.3	6.3	14.7	14.7
Bicycle Compliance	Good	Good	Fair	Fair
Bicycle LOS Score	2.19	1.84	2.31	2.31
Bicycle LOS	B	A	B	B

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	1055	1679	566	4
Effct. Green for Bike (s)	40.2	60.8	48.1	48.1
Cross Street Width (ft)	44.6	39.7	88.5	89.6
Through Lanes Number	2	2	1	1
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	No	No	No	No
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	670	1013	802	802
Bicycle Delay (s/bike)	26.5	14.6	21.5	21.5
Bicycle Compliance	Fair	Fair	Fair	Fair
Bicycle LOS Score	3.11	3.55	3.85	2.94
Bicycle LOS	C	D	D	C

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	444	259	1839	1336
Effct. Green for Bike (s)	18.0	18.0	23.5	25.4
Cross Street Width (ft)	77.0	65.0	64.0	64.0
Through Lanes Number	1	2	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	6.0	2.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	600	600	783	847
Bicycle Delay (s/bike)	14.7	14.7	11.1	10.0
Bicycle Compliance	Fair	Fair	Fair	Good
Bicycle LOS Score	2.51	2.66	4.06	3.64
Bicycle LOS	B	B	D	D

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	391	1305	1882	1533
Effct. Green for Bike (s)	18.0	28.3	45.9	45.2
Cross Street Width (ft)	72.0	73.0	72.0	60.0
Through Lanes Number	2	2	3	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	3.0	18.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	300	472	765	753
Bicycle Delay (s/bike)	43.3	35.0	22.9	23.3
Bicycle Compliance	Poor	Poor	Fair	Fair
Bicycle LOS Score	2.98	3.75	3.37	0.20
Bicycle LOS	C	D	C	A

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	305	147	1212	627
Effct. Green for Bike (s)	18.0	18.0	29.2	18.0
Cross Street Width (ft)	68.0	80.0	35.0	63.0
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	6.0
Paved Shoulder Width (ft)	0.0	5.0	2.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	600	600	973	600
Bicycle Delay (s/bike)	14.7	14.7	7.9	14.7
Bicycle Compliance	Fair	Fair	Good	Fair
Bicycle LOS Score	3.10	2.28	2.99	1.75
Bicycle LOS	C	B	C	A

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	356	209	1634	1145
Effct. Green for Bike (s)	18.0	18.0	32.9	20.5
Cross Street Width (ft)	73.0	90.0	40.0	42.0
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	10.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	400	400	731	456
Bicycle Delay (s/bike)	28.8	28.8	18.1	26.8
Bicycle Compliance	Fair	Fair	Fair	Fair
Bicycle LOS Score	3.26	3.28	3.52	1.00
Bicycle LOS	C	C	D	A

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	1694	2169	67	13
Effct. Green for Bike (s)	24.8	28.6	38.1	6.2
Cross Street Width (ft)	78.0	78.0	82.0	82.0
Through Lanes Number	2	2	1	1
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	6.0	6.0
Paved Shoulder Width (ft)	2.0	5.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	No
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	620	715	952	155
Bicycle Delay (s/bike)	19.0	16.5	11.0	34.0
Bicycle Compliance	Fair	Fair	Fair	Poor
Bicycle LOS Score	4.04	3.79	1.64	1.55
Bicycle LOS	D	D	A	A

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	184	12	1106	1098
Effct. Green for Bike (s)	8.7	8.3	65.6	47.6
Cross Street Width (ft)	58.0	72.0	79.0	32.0
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	6.0	6.0	6.0	6.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	Yes	No	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	193	184	1458	1058
Bicycle Delay (s/bike)	36.7	37.1	3.3	10.0
Bicycle Compliance	Poor	Poor	Good	Good
Bicycle LOS Score	1.46	1.39	2.39	1.67
Bicycle LOS	A	A	B	A

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	195	452	1007	1294
Effct. Green for Bike (s)	18.1	18.1	48.1	58.7
Cross Street Width (ft)	69.0	69.0	64.0	40.0
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	7.0	0.0	0.0
Paved Shoulder Width (ft)	3.0	0.0	2.0	8.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	402	402	1069	1304
Bicycle Delay (s/bike)	28.7	28.7	9.8	5.4
Bicycle Compliance	Fair	Fair	Good	Good
Bicycle LOS Score	2.62	1.86	3.26	1.85
Bicycle LOS	B	A	C	A

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	391	681	733	688
Effct. Green for Bike (s)	25.2	25.2	43.0	42.6
Cross Street Width (ft)	64.0	64.0	64.0	64.0
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	7.0	7.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	3.0	2.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	560	560	956	947
Bicycle Delay (s/bike)	23.3	23.3	12.3	12.5
Bicycle Compliance	Fair	Fair	Fair	Fair
Bicycle LOS Score	1.68	2.16	2.82	3.00
Bicycle LOS	A	B	C	C

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	74	124	708	287
Effct. Green for Bike (s)	8.8	10.9	44.9	44.2
Cross Street Width (ft)	76.0	81.0	42.0	42.0
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	8.0	8.0
Paved Shoulder Width (ft)	6.0	6.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	220	272	1122	1105
Bicycle Delay (s/bike)	31.7	29.8	7.7	8.0
Bicycle Compliance	Poor	Fair	Good	Good
Bicycle LOS Score	1.88	2.04	1.07	0.72
Bicycle LOS	A	B	A	A

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	13	12	794	289
Effct. Green for Bike (s)	18.0	18.0	33.0	33.0
Cross Street Width (ft)	79.0	79.0	20.0	20.0
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	6.0	6.0	8.0	8.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	600	600	1100	1100
Bicycle Delay (s/bike)	14.7	14.7	6.1	6.1
Bicycle Compliance	Fair	Fair	Good	Good
Bicycle LOS Score	1.50	1.50	0.81	0.39
Bicycle LOS	A	A	A	A

Approach	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0
Total Flow Rate (veh/h)	467	480	715
Effct. Green for Bike (s)	18.0	18.6	33.0
Cross Street Width (ft)	70.0	49.0	49.0
Through Lanes Number	2	2	2
Through Lane Width (ft)	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	5.0	6.0
Paved Shoulder Width (ft)	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes
On Street Parking?	No	No	No
Bicycle Lane Capacity (bike/h)	600	620	1100
Bicycle Delay (s/bike)	14.7	14.3	6.1
Bicycle Compliance	Fair	Fair	Good
Bicycle LOS Score	3.02	1.63	1.61
Bicycle LOS	C	A	A

Approach	EB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0
Total Flow Rate (veh/h)	966	1466	1654
Effct. Green for Bike (s)	18.0	33.0	20.0
Cross Street Width (ft)	68.0	76.0	76.0
Through Lanes Number	2	2	2
Through Lane Width (ft)	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	3.0	0.0
Curb Is Present?	Yes	Yes	Yes
On Street Parking?	No	No	No
Bicycle Lane Capacity (bike/h)	600	1100	667
Bicycle Delay (s/bike)	14.7	6.1	13.3
Bicycle Compliance	Fair	Good	Fair
Bicycle LOS Score	3.40	3.61	4.09
Bicycle LOS	C	D	D

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	444	484	1841	1740
Effct. Green for Bike (s)	18.7	10.0	61.2	70.4
Cross Street Width (ft)	76.0	76.0	79.0	57.0
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	2.0	2.0	2.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	312	167	1020	1173
Bicycle Delay (s/bike)	42.8	50.4	14.4	10.3
Bicycle Compliance	Poor	Poor	Fair	Fair
Bicycle LOS Score	3.45	3.41	4.18	3.76
Bicycle LOS	C	C	D	D

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	2265	2204	763	90
Effct. Green for Bike (s)	40.5	61.1	36.7	18.0
Cross Street Width (ft)	70.0	82.0	102.0	105.0
Through Lanes Number	3	3	1	1
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	7.0	0.0
Paved Shoulder Width (ft)	0.0	5.0	0.0	3.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	675	1018	612	300
Bicycle Delay (s/bike)	26.3	14.5	28.9	43.3
Bicycle Compliance	Fair	Fair	Fair	Poor
Bicycle LOS Score	3.88	3.28	2.88	2.99
Bicycle LOS	D	C	C	C

Approach	EB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0
Total Flow Rate (veh/h)	124	1097	672
Effct. Green for Bike (s)	9.6	54.3	20.5
Cross Street Width (ft)	52.0	48.0	36.1
Through Lanes Number	1	1	2
Through Lane Width (ft)	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	7.0
Paved Shoulder Width (ft)	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes
On Street Parking?	No	No	No
Bicycle Lane Capacity (bike/h)	274	1551	586
Bicycle Delay (s/bike)	26.1	1.8	17.5
Bicycle Compliance	Fair	Good	Fair
Bicycle LOS Score	2.56	4.10	1.17
Bicycle LOS	B	D	A

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	410	726	0	0
Effct. Green for Bike (s)	33.0	33.0	18.0	18.0
Cross Street Width (ft)	27.1	27.1	27.1	27.2
Through Lanes Number	1	1	1	1
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	7.0	7.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	1100	1100	600	600
Bicycle Delay (s/bike)	6.1	6.1	14.7	14.7
Bicycle Compliance	Good	Good	Fair	Fair
Bicycle LOS Score	2.65	3.17	0.47	0.47
Bicycle LOS	B	C	A	A

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	2728	1946	0	0
Effct. Green for Bike (s)	32.5	32.5	18.0	18.0
Cross Street Width (ft)	24.9	25.0	49.2	49.2
Through Lanes Number	2	2	1	1
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	7.0	7.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	1083	1083	600	600
Bicycle Delay (s/bike)	6.3	6.3	14.7	14.7
Bicycle Compliance	Good	Good	Fair	Fair
Bicycle LOS Score	2.69	2.05	2.31	2.31
Bicycle LOS	B	B	B	B

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	2237	1648	538	2
Effct. Green for Bike (s)	63.5	87.7	21.2	21.2
Cross Street Width (ft)	44.6	39.7	88.5	89.6
Through Lanes Number	2	2	1	1
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	No	No	No	No
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	1058	1462	353	353
Bicycle Delay (s/bike)	13.3	4.3	40.7	40.7
Bicycle Compliance	Fair	Good	Poor	Poor
Bicycle LOS Score	4.09	3.53	3.80	2.93
Bicycle LOS	D	D	D	C

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APPENDIX 9:
LOS ANALYSIS OF 2040 ALTERNATIVE 2

AUTO/LSEV LEVEL OF SERVICE WORKSHEETS

Lanes, Volumes, Timings
1: Palm Cyn. Dr. (SR-111) & Tramway Rd.

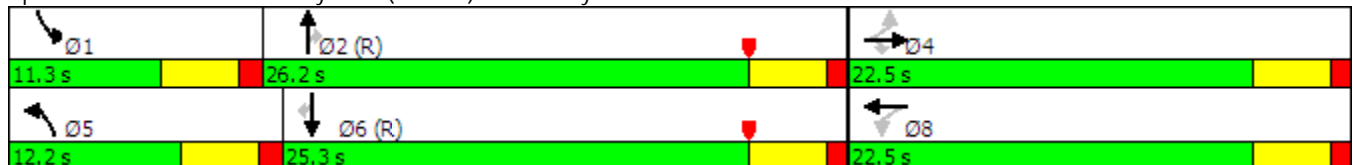
2040 Auto/LSEV AM Peak Hour (ALT2)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	75	74	129	43	120	134	145	530	68	74	921	176
Future Volume (vph)	75	74	129	43	120	134	145	530	68	74	921	176
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		105	0		0	190		155	90		180
Storage Lanes	1		1	0		0	1		1	1		1
Taper Length (ft)	60			60			60			90		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		35			30			45			45	
Link Distance (ft)		417			599			608			491	
Travel Time (s)		8.1			13.6			9.2			7.4	
Confl. Peds. (#/hr)	3						3			4		
Confl. Bikes (#/hr)			9				8			3		4
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Shared Lane Traffic (%)												
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8					2			6
Detector Phase	4	4	4	8	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5		9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	22.5	22.5	22.5	22.5	22.5		12.2	26.2	26.2	11.3	25.3	25.3
Total Split (%)	37.5%	37.5%	37.5%	37.5%	37.5%		20.3%	43.7%	43.7%	18.8%	42.2%	42.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5		4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	Ped	Ped		None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary























Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Splits and Phases: 1: Palm Cyn. Dr. (SR-111) & Tramway Rd.




















HCM 2010 Signalized Intersection Summary
 1: Palm Cyn. Dr. (SR-111) & Tramway Rd.

2040 Auto/LSEV AM Peak Hour (ALT2)

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	75	74	129	43	120	134	145	530	68	74	921	176
Future Volume (veh/h)	75	74	129	43	120	134	145	530	68	74	921	176
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	77	76	0	44	122	137	148	541	69	76	940	0
Adj No. of Lanes	1	1	1	0	2	0	1	2	1	1	2	1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	262	395	336	138	307	298	187	1780	784	106	1619	724
Arrive On Green	0.21	0.21	0.00	0.21	0.21	0.21	0.11	0.50	0.50	0.06	0.46	0.00
Sat Flow, veh/h	1113	1863	1583	295	1444	1406	1774	3539	1559	1774	3539	1583
Grp Volume(v), veh/h	77	76	0	166	0	137	148	541	69	76	940	0
Grp Sat Flow(s),veh/h/ln	1113	1863	1583	1739	0	1406	1774	1770	1559	1774	1770	1583
Q Serve(g_s), s	3.9	2.0	0.0	0.4	0.0	5.1	4.9	5.4	1.4	2.5	11.8	0.0
Cycle Q Clear(g_c), s	9.0	2.0	0.0	4.7	0.0	5.1	4.9	5.4	1.4	2.5	11.8	0.0
Prop In Lane	1.00		1.00	0.27		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	262	395	336	445	0	298	187	1780	784	106	1619	724
V/C Ratio(X)	0.29	0.19	0.00	0.37	0.00	0.46	0.79	0.30	0.09	0.72	0.58	0.00
Avail Cap(c_a), veh/h	359	559	475	592	0	422	228	1780	784	201	1619	724
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	24.6	19.4	0.0	20.4	0.0	20.6	26.2	8.7	7.8	27.7	12.0	0.0
Incr Delay (d2), s/veh	0.6	0.2	0.0	0.5	0.0	1.1	14.3	0.4	0.2	8.6	1.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	1.1	0.0	2.4	0.0	2.1	3.1	2.7	0.6	1.5	6.1	0.0
LnGrp Delay(d),s/veh	25.2	19.6	0.0	21.0	0.0	21.7	40.5	9.2	8.0	36.3	13.6	0.0
LnGrp LOS	C	B		C		C	D	A	A	D	B	
Approach Vol, veh/h		153			303			758			1016	
Approach Delay, s/veh		22.4			21.3			15.2			15.3	
Approach LOS		C			C			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.1	34.7		17.2	10.8	31.9		17.2				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	6.8	21.7		18.0	7.7	20.8		18.0				
Max Q Clear Time (g_c+I1), s	4.5	7.4		11.0	6.9	13.8		7.1				
Green Ext Time (p_c), s	0.0	8.1		1.5	0.0	4.8		1.9				
Intersection Summary												
HCM 2010 Ctrl Delay			16.6									
HCM 2010 LOS			B									

Lanes, Volumes, Timings
2: Indian Cyn. Dr. & Sunrise Pkwy.

2040 Auto/LSEV AM Peak Hour (ALT2)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	79	156	85	123	84	113	66	798	176	188	922	70
Future Volume (vph)	79	156	85	123	84	113	66	798	176	188	922	70
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	150		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	60			25			25			60		
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		316			322			422			520	
Travel Time (s)		7.2			7.3			5.2			6.4	
Confl. Peds. (#/hr)			1			11			4			
Confl. Bikes (#/hr)			12			12			3			3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	↕
Traffic Vol, veh/h	79	156	85	123	84	113	66	798	176	188	922	70
Future Vol, veh/h	79	156	85	123	84	113	66	798	176	188	922	70
Conflicting Peds, #/hr	0	0	1	0	0	11	0	0	4	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	86	170	92	134	91	123	72	867	191	204	1002	76

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2083	2655	540	2107	2598	544	1078	0	0	1063	0	0
Stage 1	1449	1449	-	1111	1111	-	-	-	-	-	-	-
Stage 2	634	1206	-	996	1487	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	~ 31	~ 23	486	~ 29	~ 25	483	643	-	-	651	-	-
Stage 1	138	194	-	223	283	-	-	-	-	-	-	-
Stage 2	434	255	-	262	186	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	-	~ 11	486	-	~ 12	476	642	-	-	644	-	-
Mov Cap-2 Maneuver	-	~ 11	-	-	~ 12	-	-	-	-	-	-	-
Stage 1	98	~ 133	-	158	201	-	-	-	-	-	-	-
Stage 2	124	181	-	-	127	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			0.7	2.1
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	642	-	-	-	644	-	-
HCM Lane V/C Ratio	0.112	-	-	-	0.317	-	-
HCM Control Delay (s)	11.3	-	-	-	13.2	-	-
HCM Lane LOS	B	-	-	-	B	-	-
HCM 95th %tile Q(veh)	0.4	-	-	-	1.4	-	-

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

Lanes, Volumes, Timings
3: Sunrise Wy. & San Rafael Dr.

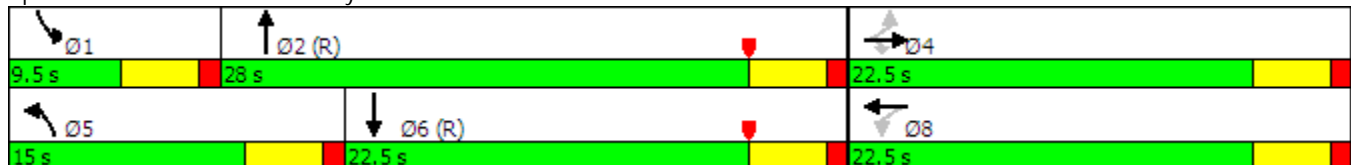
2040 Auto/LSEV AM Peak Hour (ALT2)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	101	21	179	104	34	31	252	544	71	12	417	104
Future Volume (vph)	101	21	179	104	34	31	252	544	71	12	417	104
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	85		0	110		0
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	60			60			60			60		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		50			30			45			45	
Link Distance (ft)		620			513			557			480	
Travel Time (s)		8.5			11.7			8.4			7.3	
Confl. Peds. (#/hr)	1		1	1		1			4			5
Confl. Bikes (#/hr)			2			2			6			5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8								
Detector Phase	4	4	4	8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5		9.5	22.5		9.5	22.5	
Total Split (s)	22.5	22.5	22.5	22.5	22.5		15.0	28.0		9.5	22.5	
Total Split (%)	37.5%	37.5%	37.5%	37.5%	37.5%		25.0%	46.7%		15.8%	37.5%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.5	4.5		4.5		4.5	4.5		4.5	4.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	Ped	Ped	Ped	Ped	Ped		None	C-Max		None	C-Max	

Intersection Summary




















Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Splits and Phases: 3: Sunrise Wy. & San Rafael Dr.



HCM 2010 Signalized Intersection Summary
 3: Sunrise Wy. & San Rafael Dr.

2040 Auto/LSEV AM Peak Hour (ALT2)

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	101	21	179	104	34	31	252	544	71	12	417	104
Future Volume (veh/h)	101	21	179	104	34	31	252	544	71	12	417	104
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	106	22	188	109	36	33	265	573	75	13	439	109
Adj No. of Lanes	0	1	1	0	1	0	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	357	64	363	220	72	44	310	1650	215	29	1030	254
Arrive On Green	0.23	0.23	0.23	0.23	0.23	0.23	0.17	0.53	0.53	0.02	0.37	0.37
Sat Flow, veh/h	1061	276	1559	532	308	191	1774	3137	409	1774	2805	690
Grp Volume(v), veh/h	128	0	188	178	0	0	265	323	325	13	276	272
Grp Sat Flow(s),veh/h/ln	1337	0	1559	1031	0	0	1774	1770	1777	1774	1770	1725
Q Serve(g_s), s	0.0	0.0	6.3	5.9	0.0	0.0	8.7	6.3	6.4	0.4	7.0	7.1
Cycle Q Clear(g_c), s	4.8	0.0	6.3	10.7	0.0	0.0	8.7	6.3	6.4	0.4	7.0	7.1
Prop In Lane	0.83		1.00	0.61		0.19	1.00		0.23	1.00		0.40
Lane Grp Cap(c), veh/h	421	0	363	337	0	0	310	931	935	29	650	634
V/C Ratio(X)	0.30	0.00	0.52	0.53	0.00	0.00	0.85	0.35	0.35	0.45	0.42	0.43
Avail Cap(c_a), veh/h	515	0	468	426	0	0	310	931	935	148	650	634
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.5	0.0	20.1	22.5	0.0	0.0	24.0	8.2	8.2	29.2	14.2	14.3
Incr Delay (d2), s/veh	0.4	0.0	1.1	1.3	0.0	0.0	20.0	1.0	1.0	10.7	2.0	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.0	2.8	2.9	0.0	0.0	6.0	3.3	3.3	0.3	3.7	3.7
LnGrp Delay(d),s/veh	19.9	0.0	21.2	23.8	0.0	0.0	44.0	9.3	9.3	39.9	16.2	16.4
LnGrp LOS	B		C	C			D	A	A	D	B	B
Approach Vol, veh/h		316			178			913			561	
Approach Delay, s/veh		20.7			23.8			19.3			16.9	
Approach LOS		C			C			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.5	36.1		18.5	15.0	26.5		18.5				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	23.5		18.0	10.5	18.0		18.0				
Max Q Clear Time (g_c+I1), s	2.4	8.4		8.3	10.7	9.1		12.7				
Green Ext Time (p_c), s	0.0	6.0		1.7	0.0	4.3		1.2				
Intersection Summary												
HCM 2010 Ctrl Delay			19.3									
HCM 2010 LOS			B									

Lanes, Volumes, Timings
4: Vista Chino & Gene Autry Tr.

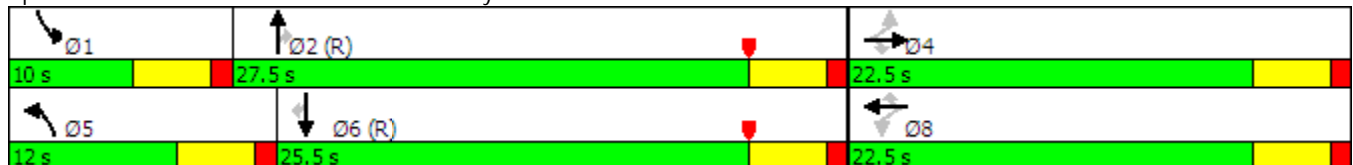
2040 Auto/LSEV AM Peak Hour (ALT2)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	153	28	112	15	28	54	127	998	79	79	899	113
Future Volume (vph)	153	28	112	15	28	54	127	998	79	79	899	113
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		75	0		75	200		0	215		215
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	60			60			90			200		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			45	
Link Distance (ft)		464			464			442			533	
Travel Time (s)		10.5			10.5			10.0			8.1	
Confl. Peds. (#/hr)			1			13			4			2
Confl. Bikes (#/hr)			4			17			5			4
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Shared Lane Traffic (%)												
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8			2			6
Detector Phase	4	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	12.0	27.5	27.5	10.0	25.5	25.5
Total Split (%)	37.5%	37.5%	37.5%	37.5%	37.5%	37.5%	20.0%	45.8%	45.8%	16.7%	42.5%	42.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	Ped	Ped	Ped	Ped	Ped	Ped	None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary























Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Splits and Phases: 4: Vista Chino & Gene Autry Tr.



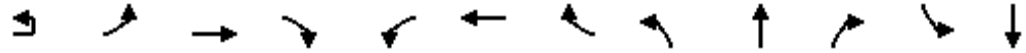
HCM 2010 Signalized Intersection Summary
4: Vista Chino & Gene Autry Tr.

2040 Auto/LSEV AM Peak Hour (ALT2)

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	153	28	112	15	28	54	127	998	79	79	899	113
Future Volume (veh/h)	153	28	112	15	28	54	127	998	79	79	899	113
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.98	1.00		0.96	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	158	29	115	15	29	56	131	1029	81	81	927	116
Adj No. of Lanes	0	1	1	0	1	1	1	2	1	1	2	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	111	11	467	80	117	457	167	1463	635	110	1348	587
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	0.09	0.41	0.41	0.06	0.38	0.38
Sat Flow, veh/h	0	38	1558	0	391	1525	1774	3539	1537	1774	3539	1541
Grp Volume(v), veh/h	187	0	115	44	0	56	131	1029	81	81	927	116
Grp Sat Flow(s),veh/h/ln	38	0	1558	391	0	1525	1774	1770	1537	1774	1770	1541
Q Serve(g_s), s	0.0	0.0	3.3	0.0	0.0	1.6	4.3	14.4	2.0	2.7	13.2	3.0
Cycle Q Clear(g_c), s	18.0	0.0	3.3	18.0	0.0	1.6	4.3	14.4	2.0	2.7	13.2	3.0
Prop In Lane	0.84		1.00	0.34		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	122	0	467	198	0	457	167	1463	635	110	1348	587
V/C Ratio(X)	1.53	0.00	0.25	0.22	0.00	0.12	0.78	0.70	0.13	0.74	0.69	0.20
Avail Cap(c_a), veh/h	122	0	467	198	0	457	222	1463	635	163	1348	587
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.3	0.0	15.9	16.7	0.0	15.3	26.6	14.6	10.9	27.7	15.6	12.4
Incr Delay (d2), s/veh	276.0	0.0	0.3	0.6	0.0	0.1	12.4	2.9	0.4	9.3	2.9	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.4	0.0	1.5	0.5	0.0	0.7	2.7	7.6	0.9	1.6	7.0	1.4
LnGrp Delay(d),s/veh	304.4	0.0	16.1	17.3	0.0	15.4	39.0	17.4	11.3	37.0	18.5	13.2
LnGrp LOS	F		B	B		B	D	B	B	D	B	B
Approach Vol, veh/h		302			100			1241			1124	
Approach Delay, s/veh		194.6			16.2			19.3			19.3	
Approach LOS		F			B			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.2	29.3		22.5	10.2	27.3		22.5				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.5	23.0		18.0	7.5	21.0		18.0				
Max Q Clear Time (g_c+I1), s	4.7	16.4		20.0	6.3	15.2		20.0				
Green Ext Time (p_c), s	0.0	5.5		0.0	0.0	5.0		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			38.3									
HCM 2010 LOS			D									

Lanes, Volumes, Timings
5: Clubhouse View & Vista Chino

2040 Auto/LSEV AM Peak Hour (ALT2)

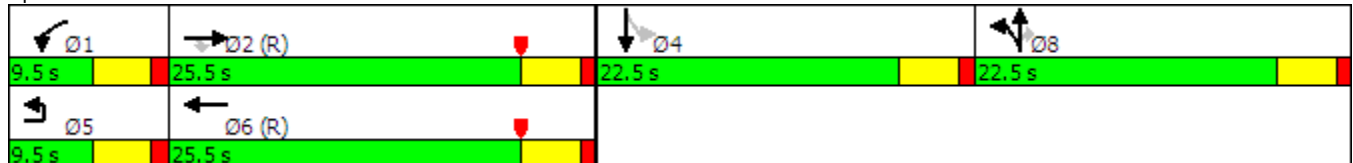


Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↔		↑↑	↗	↖	↑↑			↕	↗		↕
Traffic Volume (vph)	1	0	953	36	18	1013	0	32	10	17	0	11
Future Volume (vph)	1	0	953	36	18	1013	0	32	10	17	0	11
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		130		0	200		0	0		50	0	
Storage Lanes		1		1	1		0	0		0	0	
Taper Length (ft)		60			130			60				60
Right Turn on Red				Yes			Yes			Yes		
Link Speed (mph)			50			50			45			30
Link Distance (ft)			501			679			345			209
Travel Time (s)			6.8			9.3			5.2			4.8
Confl. Peds. (#/hr)				2			1			16		
Confl. Bikes (#/hr)				3			2			17		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Shared Lane Traffic (%)												
Turn Type	Prot		NA	Perm	Prot	NA		Split	NA	Perm		NA
Protected Phases	5		2		1	6		8	8			4
Permitted Phases				2						8	4	
Detector Phase	5		2	2	1	6		8	8	8	4	4
Switch Phase												
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5		22.5	22.5	9.5	22.5		22.5	22.5	22.5	22.5	22.5
Total Split (s)	9.5		25.5	25.5	9.5	25.5		22.5	22.5	22.5	22.5	22.5
Total Split (%)	11.9%		31.9%	31.9%	11.9%	31.9%		28.1%	28.1%	28.1%	28.1%	28.1%
Yellow Time (s)	3.5		3.5	3.5	3.5	3.5		3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5		4.5	4.5	4.5	4.5		4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead		Lag	Lag	Lead	Lag						
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes						
Recall Mode	None		C-Max	C-Max	None	C-Max		Max	Max	Max	None	None

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated

Splits and Phases: 5: Clubhouse View & Vista Chino





Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	0
Future Volume (vph)	0
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Right Turn on Red	Yes
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	16
Peak Hour Factor	0.97
Shared Lane Traffic (%)	
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	
Intersection Summary	

HCM 2010 Signalized Intersection Summary
5: Clubhouse View & Vista Chino


















2040 Auto/LSEV AM Peak Hour (ALT2)

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	1	0	953	36	18	1013	0	32	10	17	0	11
Future Volume (veh/h)	1	0	953	36	18	1013	0	32	10	17	0	11
Number		5	2	12	1	6	16	3	8	18	7	4
Initial Q (Qb), veh		0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00		0.98	1.00		1.00	1.00		0.95	1.00	
Parking Bus, Adj		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln		0	1863	1863	1863	1863	0	1900	1863	1863	1900	1863
Adj Flow Rate, veh/h		0	982	37	19	1044	0	33	10	18	0	11
Adj No. of Lanes		0	2	1	1	2	0	0	1	1	0	1
Peak Hour Factor		0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %		0	2	2	2	2	0	2	2	2	2	2
Cap, veh/h		0	1822	796	38	2098	0	310	94	339	0	25
Arrive On Green		0.00	0.51	0.51	0.02	0.59	0.00	0.22	0.22	0.22	0.00	0.01
Sat Flow, veh/h		0	3632	1545	1774	3632	0	1377	417	1506	0	1863
Grp Volume(v), veh/h		0	982	37	19	1044	0	43	0	18	0	11
Grp Sat Flow(s),veh/h/ln		0	1770	1545	1774	1770	0	1794	0	1506	0	1863
Q Serve(g_s), s		0.0	14.9	1.0	0.8	13.6	0.0	1.5	0.0	0.8	0.0	0.5
Cycle Q Clear(g_c), s		0.0	14.9	1.0	0.8	13.6	0.0	1.5	0.0	0.8	0.0	0.5
Prop In Lane		0.00		1.00	1.00		0.00	0.77		1.00	0.00	
Lane Grp Cap(c), veh/h		0	1822	796	38	2098	0	404	0	339	0	25
V/C Ratio(X)		0.00	0.54	0.05	0.50	0.50	0.00	0.11	0.00	0.05	0.00	0.44
Avail Cap(c_a), veh/h		0	1822	796	111	2098	0	404	0	339	0	419
HCM Platoon Ratio		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh		0.0	13.0	9.6	38.7	9.4	0.0	24.6	0.0	24.3	0.0	39.2
Incr Delay (d2), s/veh		0.0	1.1	0.1	9.7	0.8	0.0	0.5	0.0	0.3	0.0	11.4
Initial Q Delay(d3),s/veh		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		0.0	7.5	0.4	0.5	6.8	0.0	0.8	0.0	0.3	0.0	0.3
LnGrp Delay(d),s/veh		0.0	14.2	9.8	48.4	10.3	0.0	25.1	0.0	24.6	0.0	50.5
LnGrp LOS			B	A	D	B		C		C		D
Approach Vol, veh/h			1019			1063			61			11
Approach Delay, s/veh			14.0			10.9			25.0			50.5
Approach LOS			B			B			C			D
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	6.2	45.7		5.6		51.9		22.5				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	5.0	21.0		18.0		21.0		18.0				
Max Q Clear Time (g_c+I1), s	2.8	16.9		2.5		15.6		3.5				
Green Ext Time (p_c), s	0.0	3.5		0.0		4.4		0.1				
Intersection Summary												
HCM 2010 Ctrl Delay			13.0									
HCM 2010 LOS			B									
Notes												

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	0
Future Volume (veh/h)	0
Number	14
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Adj Sat Flow, veh/h/ln	1900
Adj Flow Rate, veh/h	0
Adj No. of Lanes	0
Peak Hour Factor	0.97
Percent Heavy Veh, %	2
Cap, veh/h	0
Arrive On Green	0.00
Sat Flow, veh/h	0
Grp Volume(v), veh/h	0
Grp Sat Flow(s),veh/h/ln	0
Q Serve(g_s), s	0.0
Cycle Q Clear(g_c), s	0.0
Prop In Lane	0.00
Lane Grp Cap(c), veh/h	0
V/C Ratio(X)	0.00
Avail Cap(c_a), veh/h	0
HCM Platoon Ratio	1.00
Upstream Filter(l)	0.00
Uniform Delay (d), s/veh	0.0
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.0
LnGrp Delay(d),s/veh	0.0
LnGrp LOS	
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer	

Lanes, Volumes, Timings
6: Sunrise Wy. & N. Riverside Dr.

2040 Auto/LSEV AM Peak Hour (ALT2)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	10	96	0	10	0	67	816	0	1	894	15
Future Volume (vph)	15	10	96	0	10	0	67	816	0	1	894	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	220		0	0		100
Storage Lanes	0		0	0		0	1		0	0		1
Taper Length (ft)	60			60			60			60		
Link Speed (mph)		30			30			40				40
Link Distance (ft)		407			301			806				363
Travel Time (s)		9.3			6.8			13.7				6.2
Confl. Peds. (#/hr)			3						27			12
Confl. Bikes (#/hr)			1						1			14
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free				Free

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection

Int Delay, s/veh 3.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕			↕	↕
Traffic Vol, veh/h	15	10	96	0	10	0	67	816	0	1	894	15
Future Vol, veh/h	15	10	96	0	10	0	67	816	0	1	894	15
Conflicting Peds, #/hr	0	0	3	0	0	0	0	0	27	0	0	12
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	220	-	-	-	-	100
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	10	100	0	10	0	70	850	0	1	931	16

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1515	1935	481	1466	1935	425	943	0	-	850	0	0
Stage 1	945	945	-	990	990	-	-	-	-	-	-	-
Stage 2	570	990	-	476	945	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	82	65	531	89	65	578	723	-	0	784	-	-
Stage 1	282	339	-	264	323	-	-	-	0	-	-	-
Stage 2	474	323	-	539	339	-	-	-	0	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	65	58	523	57	58	578	721	-	-	784	-	-
Mov Cap-2 Maneuver	65	58	-	57	58	-	-	-	-	-	-	-
Stage 1	252	334	-	238	292	-	-	-	-	-	-	-
Stage 2	413	292	-	420	334	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	46.7	80.2	0.8	0
HCM LOS	E	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	721	-	206	58	784	-
HCM Lane V/C Ratio	0.097	-	0.612	0.18	0.001	-
HCM Control Delay (s)	10.5	-	46.7	80.2	9.6	-
HCM Lane LOS	B	-	E	F	A	-
HCM 95th %tile Q(veh)	0.3	-	3.5	0.6	0	-

Lanes, Volumes, Timings
7: Sunrise Wy. & Mesquite Av.

2040 Auto/LSEV AM Peak Hour (ALT2)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	106	76	25	36	66	131	32	682	37	94	715	94
Future Volume (vph)	106	76	25	36	66	131	32	682	37	94	715	94
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	85		0	100		0	150		150	150		150
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	60			60			60			60		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			30			40			40	
Link Distance (ft)		440			3092			475			806	
Travel Time (s)		6.7			70.3			8.1			13.7	
Confl. Peds. (#/hr)	3		2	2		3			31			8
Confl. Bikes (#/hr)			3			3			15			16
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8	2			6		
Detector Phase	4	4		8	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5	22.5	9.5	22.5		9.5	22.5	
Total Split (s)	29.0	29.0		29.0	29.0	29.0	12.0	46.0		15.0	49.0	
Total Split (%)	32.2%	32.2%		32.2%	32.2%	32.2%	13.3%	51.1%		16.7%	54.4%	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5		4.5	4.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	Ped	Ped		Ped	Ped	Ped	None	C-Max		None	C-Max	

Intersection Summary























Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 15 (17%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated

Splits and Phases: 7: Sunrise Wy. & Mesquite Av.



HCM 2010 Signalized Intersection Summary
7: Sunrise Wy. & Mesquite Av.

2040 Auto/LSEV AM Peak Hour (ALT2)

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	106	76	25	36	66	131	32	682	37	94	715	94
Future Volume (veh/h)	106	76	25	36	66	131	32	682	37	94	715	94
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	108	78	26	37	67	134	33	696	38	96	730	96
Adj No. of Lanes	1	1	0	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	232	218	73	223	306	254	498	2164	118	559	2050	269
Arrive On Green	0.16	0.16	0.16	0.05	0.05	0.05	0.03	0.64	0.64	0.05	0.65	0.65
Sat Flow, veh/h	1172	1330	443	1280	1863	1549	1774	3407	186	1774	3131	411
Grp Volume(v), veh/h	108	0	104	37	67	134	33	361	373	96	412	414
Grp Sat Flow(s),veh/h/ln	1172	0	1773	1280	1863	1549	1774	1770	1823	1774	1770	1773
Q Serve(g_s), s	7.9	0.0	4.7	2.5	3.1	7.6	0.6	8.4	8.4	1.6	9.4	9.5
Cycle Q Clear(g_c), s	11.0	0.0	4.7	7.2	3.1	7.6	0.6	8.4	8.4	1.6	9.4	9.5
Prop In Lane	1.00		0.25	1.00		1.00	1.00		0.10	1.00		0.23
Lane Grp Cap(c), veh/h	232	0	291	223	306	254	498	1124	1158	559	1158	1160
V/C Ratio(X)	0.47	0.00	0.36	0.17	0.22	0.53	0.07	0.32	0.32	0.17	0.36	0.36
Avail Cap(c_a), veh/h	359	0	483	362	507	422	591	1124	1158	676	1158	1160
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.99	0.99	0.99	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.5	0.0	33.4	41.3	37.0	39.2	5.4	7.5	7.5	5.2	7.0	7.0
Incr Delay (d2), s/veh	1.5	0.0	0.7	0.3	0.4	1.7	0.1	0.8	0.7	0.1	0.9	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	0.0	2.3	0.9	1.6	3.4	0.3	4.4	4.5	0.8	4.9	4.9
LnGrp Delay(d),s/veh	39.0	0.0	34.1	41.6	37.4	40.8	5.5	8.3	8.3	5.3	7.9	7.9
LnGrp LOS	D		C	D	D	D	A	A	A	A	A	A
Approach Vol, veh/h		212			238			767			922	
Approach Delay, s/veh		36.6			40.0			8.1			7.6	
Approach LOS		D			D			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.0	61.7		19.3	7.3	63.4		19.3				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	10.5	41.5		24.5	7.5	44.5		24.5				
Max Q Clear Time (g_c+I1), s	3.6	10.4		13.0	2.6	11.5		9.6				
Green Ext Time (p_c), s	0.1	11.5		1.5	0.0	11.7		1.6				
Intersection Summary												
HCM 2010 Ctrl Delay			14.3									
HCM 2010 LOS			B									

Lanes, Volumes, Timings
8: Farrel Dr. & Mesquite Av.

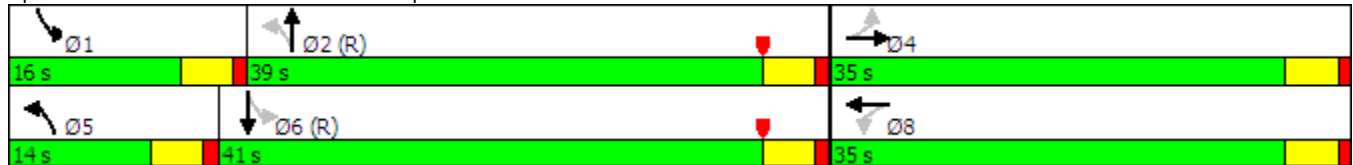
2040 Auto/LSEV AM Peak Hour (ALT2)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	87	147	51	89	93	57	34	319	79	55	293	62
Future Volume (vph)	87	147	51	89	93	57	34	319	79	55	293	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	90		0	75		0	70		0	0		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	60			30			80			80		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			45			45			30	
Link Distance (ft)		3092			889			512			696	
Travel Time (s)		70.3			13.5			7.8			15.8	
Confl. Peds. (#/hr)	21		20	20		21			9			10
Confl. Bikes (#/hr)			15			14			7			7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5		9.5	22.5		9.5	22.5	
Total Split (s)	35.0	35.0		35.0	35.0		14.0	39.0		16.0	41.0	
Total Split (%)	38.9%	38.9%		38.9%	38.9%		15.6%	43.3%		17.8%	45.6%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	Ped	Ped		Ped	Ped		None	C-Max		None	C-Max	

Intersection Summary





















Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated

Splits and Phases: 8: Farrel Dr. & Mesquite Av.



HCM 2010 Signalized Intersection Summary
8: Farrel Dr. & Mesquite Av.

2040 Auto/LSEV AM Peak Hour (ALT2)

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	87	147	51	89	93	57	34	319	79	55	293	62
Future Volume (veh/h)	87	147	51	89	93	57	34	319	79	55	293	62
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.94	0.98		0.94	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	95	160	55	97	101	62	37	347	86	60	318	67
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	261	506	166	233	420	234	708	1715	419	683	1803	374
Arrive On Green	0.06	0.06	0.06	0.20	0.20	0.20	0.03	0.61	0.61	0.04	0.62	0.62
Sat Flow, veh/h	1190	2577	844	1138	2141	1194	1774	2809	686	1774	2908	604
Grp Volume(v), veh/h	95	107	108	97	82	81	37	217	216	60	192	193
Grp Sat Flow(s),veh/h/ln	1190	1770	1651	1138	1770	1565	1774	1770	1726	1774	1770	1742
Q Serve(g_s), s	7.0	5.2	5.6	7.3	3.5	4.0	0.7	4.9	5.0	1.1	4.2	4.3
Cycle Q Clear(g_c), s	11.0	5.2	5.6	12.9	3.5	4.0	0.7	4.9	5.0	1.1	4.2	4.3
Prop In Lane	1.00		0.51	1.00		0.76	1.00		0.40	1.00		0.35
Lane Grp Cap(c), veh/h	261	348	324	233	348	307	708	1080	1054	683	1097	1080
V/C Ratio(X)	0.36	0.31	0.33	0.42	0.24	0.26	0.05	0.20	0.21	0.09	0.17	0.18
Avail Cap(c_a), veh/h	431	600	560	395	600	530	835	1080	1054	834	1097	1080
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.9	36.3	36.4	36.9	30.5	30.7	5.9	7.8	7.8	5.7	7.3	7.3
Incr Delay (d2), s/veh	0.8	0.5	0.6	1.2	0.3	0.5	0.0	0.4	0.4	0.1	0.3	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	2.6	2.6	2.4	1.7	1.8	0.3	2.5	2.5	0.5	2.1	2.1
LnGrp Delay(d),s/veh	41.7	36.7	37.0	38.1	30.8	31.1	5.9	8.2	8.2	5.8	7.6	7.7
LnGrp LOS	D	D	D	D	C	C	A	A	A	A	A	A
Approach Vol, veh/h		310			260			470			445	
Approach Delay, s/veh		38.4			33.6			8.0			7.4	
Approach LOS		D			C			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.4	59.4		22.2	7.5	60.3		22.2				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	11.5	34.5		30.5	9.5	36.5		30.5				
Max Q Clear Time (g_c+I1), s	3.1	7.0		13.0	2.7	6.3		14.9				
Green Ext Time (p_c), s	0.1	5.1		2.7	0.0	5.2		2.6				
Intersection Summary												
HCM 2010 Ctrl Delay				18.7								
HCM 2010 LOS				B								

Lanes, Volumes, Timings
 9: El Cielo Rd. & Mesquite Av.

2040 Auto/LSEV AM Peak Hour (ALT2)



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	129	171	158	192	118	170
Future Volume (vph)	129	171	158	192	118	170
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	250		100	90	
Storage Lanes	1	1		1	1	
Taper Length (ft)	60				60	
Link Speed (mph)	35		45			45
Link Distance (ft)	566		352			331
Travel Time (s)	11.0		5.3			5.0
Confl. Peds. (#/hr)	40			6	6	
Confl. Bikes (#/hr)		3		4		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Shared Lane Traffic (%)						
Sign Control	Stop		Stop			Stop

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection	
Intersection Delay, s/veh	10.7
Intersection LOS	B





















Movement	WBU	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Lane Configurations		↘	↗		↕	↗		↘	↕
Traffic Vol, veh/h	0	129	171	0	158	192	0	118	170
Future Vol, veh/h	0	129	171	0	158	192	0	118	170
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.92	0.97	0.97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	133	176	0	163	198	0	122	175
Number of Lanes	0	1	1	0	1	1	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay	10.8	10.3	11
HCM LOS	B	B	B

Lane	NBLn1	NBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	0%	0%	100%	0%	100%	0%
Vol Thru, %	100%	0%	0%	0%	0%	100%
Vol Right, %	0%	100%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	158	192	129	171	118	170
LT Vol	0	0	129	0	118	0
Through Vol	158	0	0	0	0	170
RT Vol	0	192	0	171	0	0
Lane Flow Rate	163	198	133	176	122	175
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.265	0.283	0.248	0.269	0.217	0.287
Departure Headway (Hd)	5.864	5.154	6.709	5.497	6.407	5.9
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	614	697	536	654	561	610
Service Time	3.593	2.883	4.438	3.226	4.136	3.629
HCM Lane V/C Ratio	0.265	0.284	0.248	0.269	0.217	0.287
HCM Control Delay	10.7	9.9	11.6	10.2	10.9	11
HCM Lane LOS	B	A	B	B	B	B
HCM 95th-tile Q	1.1	1.2	1	1.1	0.8	1.2

Lanes, Volumes, Timings
 10: Crossley Rd. & 34th Av.

2040 Auto/LSEV AM Peak Hour (ALT2)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	36	2	47	63	2	36	51	309	54	32	287	26
Future Volume (vph)	36	2	47	63	2	36	51	309	54	32	287	26
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	60		50	70		50
Storage Lanes	0		0	0		0	1		1	1		1
Taper Length (ft)	60			60			60			60		
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		346			491			509			544	
Travel Time (s)		7.9			11.2			7.7			8.2	
Confl. Peds. (#/hr)	8		1	1		8			4			8
Confl. Bikes (#/hr)			2			8			15			9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											

Intersection												
Int Delay, s/veh	4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕	↕	↕	↕	↕
Traffic Vol, veh/h	36	2	47	63	2	36	51	309	54	32	287	26
Future Vol, veh/h	36	2	47	63	2	36	51	309	54	32	287	26
Conflicting Peds, #/hr	8	0	1	1	0	8	0	0	4	0	0	8
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	60	-	50	70	-	50
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	39	2	51	68	2	39	55	336	59	35	312	28

















Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	678	841	165	679	841	180	320	0	0	340	0	0
Stage 1	390	390	-	451	451	-	-	-	-	-	-	-
Stage 2	288	451	-	228	390	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	338	300	850	338	300	832	1237	-	-	1216	-	-
Stage 1	606	606	-	557	569	-	-	-	-	-	-	-
Stage 2	695	569	-	754	606	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	298	275	843	297	275	823	1236	-	-	1207	-	-
Mov Cap-2 Maneuver	298	275	-	297	275	-	-	-	-	-	-	-
Stage 1	575	584	-	530	542	-	-	-	-	-	-	-
Stage 2	625	542	-	685	584	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	14.7	18.1	1	0.7
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1236	-	-	462	384	1207	-
HCM Lane V/C Ratio	0.045	-	-	0.2	0.286	0.029	-
HCM Control Delay (s)	8	-	-	14.7	18.1	8.1	-
HCM Lane LOS	A	-	-	B	C	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.7	1.2	0.1	-

Lanes, Volumes, Timings
 11: Crossley Rd. & Tahquitz Creek

2040 Auto/LSEV AM Peak Hour (ALT2)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	14	0	0	0	13	0	345	0	0	322	0
Future Volume (vph)	0	14	0	0	0	13	0	345	0	0	322	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		228			675			463			646	
Travel Time (s)		5.2			15.3			7.0			9.8	
Confl. Peds. (#/hr)	17		25	25		17			1			
Confl. Bikes (#/hr)			18			18			15			8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕				↕			↕	
Traffic Vol, veh/h	0	14	0	0	0	13	0	345	0	0	322	0
Future Vol, veh/h	0	14	0	0	0	13	0	345	0	0	322	0
Conflicting Peds, #/hr	17	0	25	25	0	17	0	0	1	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	15	0	0	0	14	0	375	0	0	350	0
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	555	725	200	583	-	205	-	0	-	-	-	0
Stage 1	350	350	-	375	-	-	-	-	-	-	-	-
Stage 2	205	375	-	208	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	-	6.94	-	-	-	-	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	-	3.32	-	-	-	-	-	-
Pot Cap-1 Maneuver	414	350	808	396	0	802	0	-	0	0	-	0
Stage 1	639	631	-	618	0	-	0	-	0	0	-	0
Stage 2	778	615	-	775	0	-	0	-	0	0	-	0
Platoon blocked, %												
Mov Cap-1 Maneuver	400	350	789	374	-	789	-	-	-	-	-	-
Mov Cap-2 Maneuver	400	350	-	374	-	-	-	-	-	-	-	-
Stage 1	639	631	-	618	-	-	-	-	-	-	-	-
Stage 2	752	615	-	738	-	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	15.8			9.6			0			0		
HCM LOS	C			A								
Minor Lane/Major Mvmt	NBT	EBLn1	WBLn1	SBT								
Capacity (veh/h)	-	350	789	-								
HCM Lane V/C Ratio	-	0.043	0.018	-								
HCM Control Delay (s)	-	15.8	9.6	-								
HCM Lane LOS	-	C	A	-								
HCM 95th %tile Q(veh)	-	0.1	0.1	-								

Lanes, Volumes, Timings
 12: Cathedral Cyn. Dr. & Officer David Vasquez Rd.

2040 Auto/LSEV AM Peak Hour (ALT2)

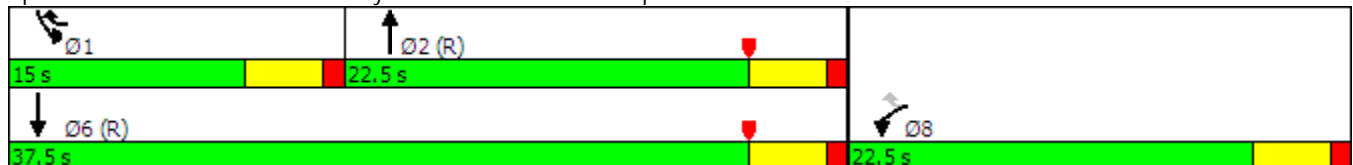


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔↔	↔	↕↔		↔	↕↕
Traffic Volume (vph)	13	91	381	7	172	417
Future Volume (vph)	13	91	381	7	172	417
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	120	120		150	200	
Storage Lanes	1	1		0	1	
Taper Length (ft)	90				80	
Right Turn on Red		Yes		Yes		
Link Speed (mph)	40		40			40
Link Distance (ft)	554		483			555
Travel Time (s)	9.4		8.2			9.5
Confl. Peds. (#/hr)		41		18		
Confl. Bikes (#/hr)		1		2		
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Shared Lane Traffic (%)						
Turn Type	Prot	pm+ov	NA		Prot	NA
Protected Phases	8	1	2		1	6
Permitted Phases		8				
Detector Phase	8	1	2		1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	22.5	9.5	22.5		9.5	22.5
Total Split (s)	22.5	15.0	22.5		15.0	37.5
Total Split (%)	37.5%	25.0%	37.5%		25.0%	62.5%
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5
Lead/Lag		Lead	Lag		Lead	
Lead-Lag Optimize?		Yes	Yes		Yes	
Recall Mode	Ped	None	C-Max		None	C-Max

Intersection Summary












Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Splits and Phases: 12: Cathedral Cyn. Dr. & Officer David Vasquez Rd.



HCM 2010 Signalized Intersection Summary
 12: Cathedral Cyn. Dr. & Officer David Vasquez Rd.

2040 Auto/LSEV AM Peak Hour (ALT2)

								
Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations								
Traffic Volume (veh/h)	13	91	381	7	172	417		
Future Volume (veh/h)	13	91	381	7	172	417		
Number	3	18	2	12	1	6		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00		0.96	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863		
Adj Flow Rate, veh/h	14	97	405	7	183	444		
Adj No. of Lanes	2	1	2	0	1	2		
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	258	323	2032	35	229	2743		
Arrive On Green	0.07	0.07	0.57	0.57	0.13	0.78		
Sat Flow, veh/h	3442	1583	3650	61	1774	3632		
Grp Volume(v), veh/h	14	97	201	211	183	444		
Grp Sat Flow(s),veh/h/ln	1721	1583	1770	1849	1774	1770		
Q Serve(g_s), s	0.2	3.1	3.3	3.3	6.0	1.9		
Cycle Q Clear(g_c), s	0.2	3.1	3.3	3.3	6.0	1.9		
Prop In Lane	1.00	1.00		0.03	1.00			
Lane Grp Cap(c), veh/h	258	323	1011	1056	229	2743		
V/C Ratio(X)	0.05	0.30	0.20	0.20	0.80	0.16		
Avail Cap(c_a), veh/h	1032	679	1011	1056	310	2743		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	25.8	20.3	6.2	6.2	25.4	1.7		
Incr Delay (d2), s/veh	0.1	0.5	0.4	0.4	10.1	0.1		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.1	1.4	1.7	1.8	3.6	1.0		
LnGrp Delay(d),s/veh	25.9	20.8	6.7	6.7	35.5	1.9		
LnGrp LOS	C	C	A	A	D	A		
Approach Vol, veh/h	111		412			627		
Approach Delay, s/veh	21.4		6.7			11.7		
Approach LOS	C		A			B		
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	12.2	38.8				51.0		9.0
Change Period (Y+Rc), s	4.5	4.5				4.5		4.5
Max Green Setting (Gmax), s	10.5	18.0				33.0		18.0
Max Q Clear Time (g_c+I1), s	8.0	5.3				3.9		5.1
Green Ext Time (p_c), s	0.1	4.1				5.5		0.2
Intersection Summary								
HCM 2010 Ctrl Delay			10.8					
HCM 2010 LOS			B					

Lanes, Volumes, Timings
13: Date Palm Dr. & Perez Rd.

2040 Auto/LSEV AM Peak Hour (ALT2)

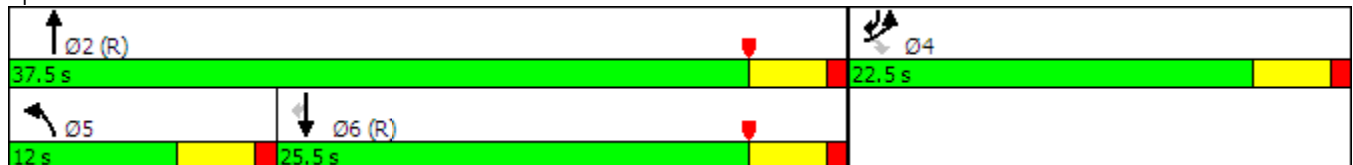


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↖↗	↗	↖	↑↑	↑↑	↗
Traffic Volume (vph)	426	204	137	639	955	432
Future Volume (vph)	426	204	137	639	955	432
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	165	0	160			150
Storage Lanes	1	1	1			1
Taper Length (ft)	60		80			
Right Turn on Red		Yes				Yes
Link Speed (mph)	40			40	40	
Link Distance (ft)	503			488	484	
Travel Time (s)	8.6			8.3	8.3	
Confl. Peds. (#/hr)		50				7
Confl. Bikes (#/hr)		3				7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Turn Type	Prot	Perm	Prot	NA	NA	pm+ov
Protected Phases	4		5	2	6	4
Permitted Phases		4				6
Detector Phase	4	4	5	2	6	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	9.5	22.5	22.5	22.5
Total Split (s)	22.5	22.5	12.0	37.5	25.5	22.5
Total Split (%)	37.5%	37.5%	20.0%	62.5%	42.5%	37.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	Ped	Ped	None	C-Max	C-Max	Ped

Intersection Summary
















Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Splits and Phases: 13: Date Palm Dr. & Perez Rd.



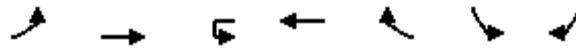
HCM 2010 Signalized Intersection Summary
 13: Date Palm Dr. & Perez Rd.

2040 Auto/LSEV AM Peak Hour (ALT2)

									
Movement	EBL	EBR	NBL	NBT	SBT	SBR			
Lane Configurations	 			 	 				
Traffic Volume (veh/h)	426	204	137	639	955	432			
Future Volume (veh/h)	426	204	137	639	955	432			
Number	7	14	5	2	6	16			
Initial Q (Qb), veh	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.97			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863			
Adj Flow Rate, veh/h	463	222	149	695	1038	470			
Adj No. of Lanes	2	1	1	2	2	1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	2	2	2	2			
Cap, veh/h	663	305	188	2326	1686	1035			
Arrive On Green	0.19	0.19	0.11	0.66	0.48	0.48			
Sat Flow, veh/h	3442	1583	1774	3632	3632	1532			
Grp Volume(v), veh/h	463	222	149	695	1038	470			
Grp Sat Flow(s),veh/h/ln	1721	1583	1774	1770	1770	1532			
Q Serve(g_s), s	7.5	7.9	4.9	5.0	13.0	8.8			
Cycle Q Clear(g_c), s	7.5	7.9	4.9	5.0	13.0	8.8			
Prop In Lane	1.00	1.00	1.00			1.00			
Lane Grp Cap(c), veh/h	663	305	188	2326	1686	1035			
V/C Ratio(X)	0.70	0.73	0.79	0.30	0.62	0.45			
Avail Cap(c_a), veh/h	1032	475	222	2326	1686	1035			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	22.6	22.7	26.2	4.4	11.6	4.7			
Incr Delay (d2), s/veh	1.3	3.3	15.2	0.3	1.7	1.4			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	3.7	6.9	3.2	2.5	6.7	6.3			
LnGrp Delay(d),s/veh	23.9	26.1	41.4	4.7	13.3	6.2			
LnGrp LOS	C	C	D	A	B	A			
Approach Vol, veh/h	685			844	1508				
Approach Delay, s/veh	24.6			11.2	11.1				
Approach LOS	C			B	B				
Timer	1	2	3	4	5	6	7	8	
Assigned Phs	2		4		5	6			
Phs Duration (G+Y+Rc), s	43.9		16.1		10.9	33.1			
Change Period (Y+Rc), s	4.5		4.5		4.5	4.5			
Max Green Setting (Gmax), s	33.0		18.0		7.5	21.0			
Max Q Clear Time (g_c+I1), s	7.0		9.9		6.9	15.0			
Green Ext Time (p_c), s	16.0		1.7		0.0	5.0			
Intersection Summary									
HCM 2010 Ctrl Delay			14.2						
HCM 2010 LOS			B						

Lanes, Volumes, Timings
 14: Frank Sinatra Dr. & Da Vall Dr.

2040 Auto/LSEV AM Peak Hour (ALT2)

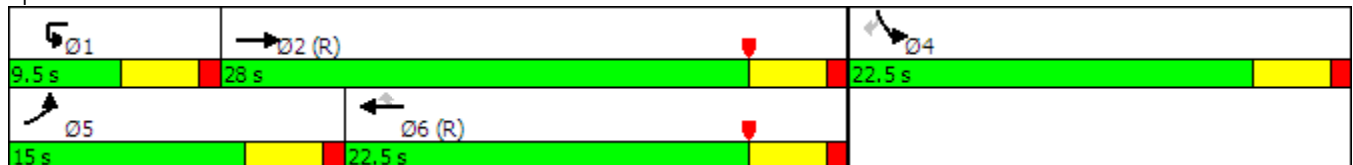


Lane Group	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑↑	↗	↑↑	↖	↖↗	↖
Traffic Volume (vph)	183	486	1	394	269	435	223
Future Volume (vph)	183	486	1	394	269	435	223
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	120		105		75	160	0
Storage Lanes	1		1		1	1	1
Taper Length (ft)	90		55			100	
Right Turn on Red					Yes		Yes
Link Speed (mph)		45		45		45	
Link Distance (ft)		584		653		606	
Travel Time (s)		8.8		9.9		9.2	
Confl. Peds. (#/hr)					3		15
Confl. Bikes (#/hr)					6		3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Shared Lane Traffic (%)							10%
Turn Type	Prot	NA	Prot	NA	Perm	Prot	Perm
Protected Phases	5	2	1	6		4	
Permitted Phases					6		4
Detector Phase	5	2	1	6	6	4	4
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	9.5	22.5	22.5	22.5	22.5
Total Split (s)	15.0	28.0	9.5	22.5	22.5	22.5	22.5
Total Split (%)	25.0%	46.7%	15.8%	37.5%	37.5%	37.5%	37.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag	Lag		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		
Recall Mode	None	C-Max	None	C-Max	C-Max	Max	Max

Intersection Summary

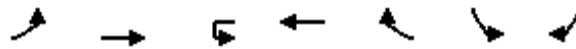
Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Splits and Phases: 14: Frank Sinatra Dr. & Da Vall Dr.



HCM 2010 Signalized Intersection Summary
 14: Frank Sinatra Dr. & Da Vall Dr.

2040 Auto/LSEV AM Peak Hour (ALT2)



Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR	
Lane Configurations								
Traffic Volume (veh/h)	183	486	1	394	269	435	223	
Future Volume (veh/h)	183	486	1	394	269	435	223	
Number	5	2		6	16	7	14	
Initial Q (Qb), veh	0	0		0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00				0.97	1.00	1.00	
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00	1.00	
Adj Sat Flow, veh/h/ln	1863	1863		1863	1863	1863	1863	
Adj Flow Rate, veh/h	191	506		410	280	456	228	
Adj No. of Lanes	1	2		2	1	2	1	
Peak Hour Factor	0.96	0.96		0.96	0.96	0.96	0.96	
Percent Heavy Veh, %	2	2		2	2	2	2	
Cap, veh/h	237	1947		1207	524	1064	475	
Arrive On Green	0.13	0.55		0.34	0.34	0.30	0.30	
Sat Flow, veh/h	1774	3632		3632	1535	3548	1583	
Grp Volume(v), veh/h	191	506		410	280	456	228	
Grp Sat Flow(s),veh/h/ln	1774	1770		1770	1535	1774	1583	
Q Serve(g_s), s	6.3	4.5		5.2	8.8	6.2	7.1	
Cycle Q Clear(g_c), s	6.3	4.5		5.2	8.8	6.2	7.1	
Prop In Lane	1.00				1.00	1.00	1.00	
Lane Grp Cap(c), veh/h	237	1947		1207	524	1064	475	
V/C Ratio(X)	0.80	0.26		0.34	0.53	0.43	0.48	
Avail Cap(c_a), veh/h	310	1947		1207	524	1064	475	
HCM Platoon Ratio	1.00	1.00		1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00		1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	25.2	7.1		14.7	15.9	16.9	17.2	
Incr Delay (d2), s/veh	11.0	0.3		0.8	3.9	1.3	3.4	
Initial Q Delay(d3),s/veh	0.0	0.0		0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	3.8	2.3		2.6	4.3	3.2	6.9	
LnGrp Delay(d),s/veh	36.2	7.4		15.5	19.8	18.1	20.6	
LnGrp LOS	D	A		B	B	B	C	
Approach Vol, veh/h		697		690		684		
Approach Delay, s/veh		15.3		17.2		19.0		
Approach LOS		B		B		B		
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		37.5		22.5	12.5	25.0		
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5		
Max Green Setting (Gmax), s		23.5		18.0	10.5	18.0		
Max Q Clear Time (g_c+I1), s		6.5		9.1	8.3	10.8		
Green Ext Time (p_c), s		6.2		1.7	0.1	3.7		
Intersection Summary								
HCM 2010 Ctrl Delay				17.2				
HCM 2010 LOS				B				
Notes								

Lanes, Volumes, Timings
15: SR-111 & Country Club Dr.

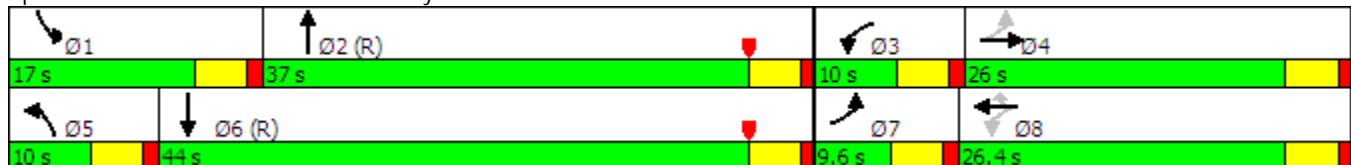
2040 Auto/LSEV AM Peak Hour (ALT2)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	16	161	142	89	201	228	37	1426	6	317	1582	176
Future Volume (vph)	16	161	142	89	201	228	37	1426	6	317	1582	176
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	30		0	100		0	160		0	190		0
Storage Lanes	1		0	1		1	1		0	2		0
Taper Length (ft)	60			75			60			60		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			45			55			55	
Link Distance (ft)		358			739			1799			632	
Travel Time (s)		8.1			11.2			22.3			7.8	
Confl. Peds. (#/hr)							12					11
Confl. Bikes (#/hr)			2			4			13			3
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)						12%						
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8		8						
Detector Phase	7	4		3	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5		9.5	22.5	22.5	9.5	22.5		9.5	22.5	
Total Split (s)	9.6	26.0		10.0	26.4	26.4	10.0	37.0		17.0	44.0	
Total Split (%)	10.7%	28.9%		11.1%	29.3%	29.3%	11.1%	41.1%		18.9%	48.9%	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5		4.5	4.5	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None	None	None	C-Max		None	C-Max	

Intersection Summary























Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated

Splits and Phases: 15: SR-111 & Country Club Dr.



HCM 2010 Signalized Intersection Summary
15: SR-111 & Country Club Dr.

2040 Auto/LSEV AM Peak Hour (ALT2)

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	161	142	89	201	228	37	1426	6	317	1582	176
Future Volume (veh/h)	16	161	142	89	201	228	37	1426	6	317	1582	176
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	1.00		0.97	1.00		1.00	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	17	169	149	94	233	226	39	1501	0	334	1665	185
Adj No. of Lanes	1	1	0	1	1	1	1	3	0	2	3	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	244	191	169	212	462	381	61	2101	0	411	2305	255
Arrive On Green	0.02	0.21	0.21	0.06	0.25	0.25	0.07	0.83	0.00	0.12	0.50	0.50
Sat Flow, veh/h	1774	908	800	1774	1863	1536	1774	5253	0	3442	4629	513
Grp Volume(v), veh/h	17	0	318	94	233	226	39	1501	0	334	1218	632
Grp Sat Flow(s),veh/h/ln	1774	0	1708	1774	1863	1536	1774	1695	0	1721	1695	1752
Q Serve(g_s), s	0.7	0.0	16.3	3.6	9.7	11.7	1.9	11.3	0.0	8.5	25.3	25.5
Cycle Q Clear(g_c), s	0.7	0.0	16.3	3.6	9.7	11.7	1.9	11.3	0.0	8.5	25.3	25.5
Prop In Lane	1.00		0.47	1.00		1.00	1.00		0.00	1.00		0.29
Lane Grp Cap(c), veh/h	244	0	360	212	462	381	61	2101	0	411	1688	872
V/C Ratio(X)	0.07	0.00	0.88	0.44	0.50	0.59	0.64	0.71	0.00	0.81	0.72	0.72
Avail Cap(c_a), veh/h	310	0	408	220	462	381	108	2101	0	478	1688	872
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	0.90	0.90	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.2	0.0	34.5	26.6	29.1	29.8	41.3	5.6	0.0	38.6	17.7	17.7
Incr Delay (d2), s/veh	0.1	0.0	18.4	1.4	0.9	2.5	9.4	1.9	0.0	9.0	2.7	5.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	9.5	1.9	5.1	5.2	1.1	5.1	0.0	4.6	12.3	13.6
LnGrp Delay(d),s/veh	27.3	0.0	52.9	28.1	30.0	32.3	50.7	7.5	0.0	47.7	20.4	22.9
LnGrp LOS	C		D	C	C	C	D	A		D	C	C
Approach Vol, veh/h		335			553			1540			2184	
Approach Delay, s/veh		51.6			30.6			8.6			25.3	
Approach LOS		D			C			A			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.3	41.7	9.6	23.5	7.6	49.3	6.2	26.8				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	12.5	32.5	5.5	21.5	5.5	39.5	5.1	21.9				
Max Q Clear Time (g_c+I1), s	10.5	13.3	5.6	18.3	3.9	27.5	2.7	13.7				
Green Ext Time (p_c), s	0.2	17.3	0.0	0.7	0.0	11.1	0.0	2.6				
Intersection Summary												
HCM 2010 Ctrl Delay			22.3									
HCM 2010 LOS			C									
Notes												

Lanes, Volumes, Timings
16: SR-111 & Thunderbird Rd.

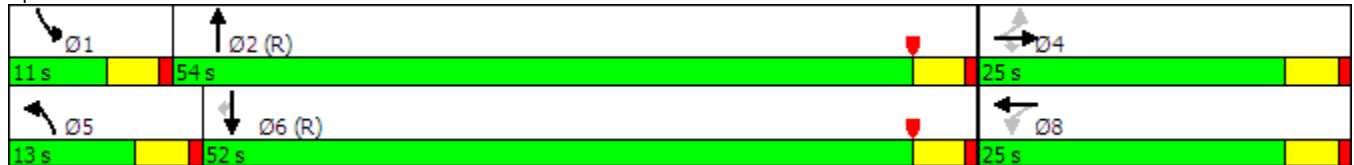
2040 Auto/LSEV AM Peak Hour (ALT2)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	4	26	10	4	16	24	1406	37	9	1426	42
Future Volume (vph)	60	4	26	10	4	16	24	1406	37	9	1426	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		50	0		0	210		0	195		135
Storage Lanes	0		1	0		0	1		0	1		1
Taper Length (ft)	60			60			60			60		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		479			372			923			1799	
Travel Time (s)		10.9			8.5			11.4			22.3	
Confl. Peds. (#/hr)			3	3					1			12
Confl. Bikes (#/hr)			2			2			14			14
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Shared Lane Traffic (%)												
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA		Prot	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8								6
Detector Phase	4	4	4	8	8		5	2		1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5		9.5	22.5		9.5	22.5	22.5
Total Split (s)	25.0	25.0	25.0	25.0	25.0		13.0	54.0		11.0	52.0	52.0
Total Split (%)	27.8%	27.8%	27.8%	27.8%	27.8%		14.4%	60.0%		12.2%	57.8%	57.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		4.5	4.5		4.5		4.5	4.5		4.5	4.5	4.5
Lead/Lag							Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	Yes
Recall Mode	Ped	Ped	Ped	None	None		None	C-Max		None	C-Max	C-Max

Intersection Summary





















Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Splits and Phases: 16: SR-111 & Thunderbird Rd.



HCM 2010 Signalized Intersection Summary
 16: SR-111 & Thunderbird Rd.

2040 Auto/LSEV AM Peak Hour (ALT2)

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	4	26	10	4	16	24	1406	37	9	1426	42
Future Volume (veh/h)	60	4	26	10	4	16	24	1406	37	9	1426	42
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.97	0.99		0.97	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	62	4	27	10	4	16	25	1449	38	9	1470	43
Adj No. of Lanes	0	1	1	0	1	0	1	3	0	1	3	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	183	7	108	71	28	52	46	3911	103	20	3832	1152
Arrive On Green	0.07	0.07	0.07	0.07	0.07	0.07	0.03	0.77	0.77	0.02	1.00	1.00
Sat Flow, veh/h	1489	96	1535	245	397	734	1774	5091	134	1774	5085	1529
Grp Volume(v), veh/h	66	0	27	30	0	0	25	965	522	9	1470	43
Grp Sat Flow(s),veh/h/ln	1585	0	1535	1377	0	0	1774	1695	1835	1774	1695	1529
Q Serve(g_s), s	0.0	0.0	1.5	0.0	0.0	0.0	1.3	8.3	8.3	0.5	0.0	0.0
Cycle Q Clear(g_c), s	3.3	0.0	1.5	3.3	0.0	0.0	1.3	8.3	8.3	0.5	0.0	0.0
Prop In Lane	0.94		1.00	0.33		0.53	1.00		0.07	1.00		1.00
Lane Grp Cap(c), veh/h	190	0	108	151	0	0	46	2604	1409	20	3832	1152
V/C Ratio(X)	0.35	0.00	0.25	0.20	0.00	0.00	0.55	0.37	0.37	0.45	0.38	0.04
Avail Cap(c_a), veh/h	409	0	350	387	0	0	168	2604	1409	128	3832	1152
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.68	0.68	0.68
Uniform Delay (d), s/veh	40.4	0.0	39.6	39.6	0.0	0.0	43.3	3.4	3.4	43.7	0.0	0.0
Incr Delay (d2), s/veh	1.1	0.0	1.2	0.6	0.0	0.0	9.7	0.4	0.7	10.6	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	0.7	0.7	0.0	0.0	0.7	3.9	4.4	0.3	0.1	0.0
LnGrp Delay(d),s/veh	41.5	0.0	40.7	40.2	0.0	0.0	53.1	3.8	4.1	54.3	0.2	0.0
LnGrp LOS	D		D	D			D	A	A	D	A	A
Approach Vol, veh/h		93			30			1512			1522	
Approach Delay, s/veh		41.3			40.2			4.7			0.5	
Approach LOS		D			D			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.5	73.6		10.9	6.8	72.3		10.9				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	6.5	49.5		20.5	8.5	47.5		20.5				
Max Q Clear Time (g_c+I1), s	2.5	10.3		5.3	3.3	2.0		5.3				
Green Ext Time (p_c), s	0.0	28.6		0.4	0.0	31.8		0.4				
Intersection Summary												
HCM 2010 Ctrl Delay			4.1									
HCM 2010 LOS			A									

Lanes, Volumes, Timings
17: SR-111 & Paxton Dr.

2040 Auto/LSEV AM Peak Hour (ALT2)

Lane Group	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	51	62	1	1424	112	58	1579
Future Volume (vph)	51	62	1	1424	112	58	1579
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	60	125		0	195	
Storage Lanes	1	1	1		0	1	
Taper Length (ft)	60		60			60	
Right Turn on Red		Yes			Yes		
Link Speed (mph)	55			55			55
Link Distance (ft)	411			627			554
Travel Time (s)	5.1			7.8			6.9
Confl. Peds. (#/hr)					1		
Confl. Bikes (#/hr)		15			2		
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Shared Lane Traffic (%)							
Turn Type	Prot	Perm	Prot	NA		Prot	NA
Protected Phases	8		5	2		1	6
Permitted Phases		8					
Detector Phase	8	8	5	2		1	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	22.5	22.5	9.5	22.5		9.5	22.5
Total Split (s)	24.0	24.0	10.0	51.0		15.0	56.0
Total Split (%)	26.7%	26.7%	11.1%	56.7%		16.7%	62.2%
Yellow Time (s)	3.5	3.5	3.5	3.5		3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5		4.5	4.5
Lead/Lag			Lead	Lag		Lead	Lag
Lead-Lag Optimize?			Yes	Yes		Yes	Yes
Recall Mode	None	None	None	C-Max		None	C-Max

Intersection Summary














Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Splits and Phases: 17: SR-111 & Paxton Dr.























HCM 2010 Signalized Intersection Summary
 17: SR-111 & Paxton Dr.

2040 Auto/LSEV AM Peak Hour (ALT2)

								
Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT	
Lane Configurations								
Traffic Volume (veh/h)	51	62	1	1424	112	58	1579	
Future Volume (veh/h)	51	62	1	1424	112	58	1579	
Number	3	18		2	12	1	6	
Initial Q (Qb), veh	0	0		0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00	1.00			0.98	1.00		
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00	1.00	
Adj Sat Flow, veh/h/ln	1863	1863		1863	1900	1863	1863	
Adj Flow Rate, veh/h	54	66		1515	119	62	1680	
Adj No. of Lanes	1	1		3	0	1	3	
Peak Hour Factor	0.94	0.94		0.94	0.94	0.94	0.94	
Percent Heavy Veh, %	2	2		2	2	2	2	
Cap, veh/h	110	99		3565	280	80	4260	
Arrive On Green	0.06	0.06		0.74	0.74	0.05	0.84	
Sat Flow, veh/h	1774	1583		4967	377	1774	5253	
Grp Volume(v), veh/h	54	66		1070	564	62	1680	
Grp Sat Flow(s),veh/h/ln	1774	1583		1695	1786	1774	1695	
Q Serve(g_s), s	2.6	3.7		10.7	10.7	3.1	7.2	
Cycle Q Clear(g_c), s	2.6	3.7		10.7	10.7	3.1	7.2	
Prop In Lane	1.00	1.00			0.21	1.00		
Lane Grp Cap(c), veh/h	110	99		2518	1327	80	4260	
V/C Ratio(X)	0.49	0.67		0.42	0.43	0.78	0.39	
Avail Cap(c_a), veh/h	384	343		2518	1327	207	4260	
HCM Platoon Ratio	1.00	1.00		1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00		1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	40.8	41.3		4.4	4.4	42.5	1.8	
Incr Delay (d2), s/veh	3.3	7.6		0.5	1.0	14.6	0.3	
Initial Q Delay(d3),s/veh	0.0	0.0		0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	1.4	1.8		5.1	5.5	1.9	3.4	
LnGrp Delay(d),s/veh	44.1	48.9		4.9	5.4	57.2	2.0	
LnGrp LOS	D	D		A	A	E	A	
Approach Vol, veh/h	120		1634		1742			
Approach Delay, s/veh	46.8		5.0		4.0			
Approach LOS	D		A		A			
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	8.6	71.3				79.9		10.1
Change Period (Y+Rc), s	4.5	4.5				4.5		4.5
Max Green Setting (Gmax), s	10.5	46.5				51.5		19.5
Max Q Clear Time (g_c+I1), s	5.1	12.7				9.2		5.7
Green Ext Time (p_c), s	0.0	28.1				33.7		0.2
Intersection Summary								
HCM 2010 Ctrl Delay			6.0					
HCM 2010 LOS			A					
Notes								

Lanes, Volumes, Timings
 18: San Jacinto Dr. & Rancho Las Palmas

2040 Auto/LSEV AM Peak Hour (ALT2)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	54	162	37	86	91	66	55	10	38	83	19	63
Future Volume (vph)	54	162	37	86	91	66	55	10	38	83	19	63
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	55		0	105		0	0		80	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	70			65			60			60		
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		481			423			425			397	
Travel Time (s)		10.9			9.6			9.7			9.0	
Confl. Peds. (#/hr)	6					6			4	4		
Confl. Bikes (#/hr)			3			2			4			2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

Intersection	
Intersection Delay, s/veh	10.7
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations		↶	↷			↶	↷				↶	↷
Traffic Vol, veh/h	0	54	162	37	0	86	91	66	0	55	10	38
Future Vol, veh/h	0	54	162	37	0	86	91	66	0	55	10	38
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	59	176	40	0	93	99	72	0	60	11	41
Number of Lanes	0	1	2	0	0	1	2	0	0	0	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	3	3	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	2	3
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	1	3
HCM Control Delay	10.3	10.2	10.3
HCM LOS	B	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	85%	0%	100%	0%	0%	100%	0%	0%	50%
Vol Thru, %	15%	0%	0%	100%	59%	0%	100%	31%	12%
Vol Right, %	0%	100%	0%	0%	41%	0%	0%	69%	38%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	65	38	54	108	91	86	61	96	165
LT Vol	55	0	54	0	0	86	0	0	83
Through Vol	10	0	0	108	54	0	61	30	19
RT Vol	0	38	0	0	37	0	0	66	63
Lane Flow Rate	71	41	59	117	99	93	66	105	179
Geometry Grp	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.138	0.068	0.11	0.204	0.164	0.176	0.115	0.168	0.319
Departure Headway (Hd)	7.057	5.929	6.754	6.247	5.959	6.779	6.272	5.785	6.408
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	507	602	530	574	600	528	570	619	560
Service Time	4.815	3.686	4.503	3.996	3.707	4.529	4.022	3.535	4.158
HCM Lane V/C Ratio	0.14	0.068	0.111	0.204	0.165	0.176	0.116	0.17	0.32
HCM Control Delay	11	9.1	10.3	10.6	9.9	11	9.8	9.7	12.2
HCM Lane LOS	B	A	B	B	A	B	A	A	B
HCM 95th-tile Q	0.5	0.2	0.4	0.8	0.6	0.6	0.4	0.6	1.4

Intersection

Intersection Delay, s/veh

Intersection LOS

Movement	SBU	SBL	SBT	SBR
Lane Configurations			↕	
Traffic Vol, veh/h	0	83	19	63
Future Vol, veh/h	0	83	19	63
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	90	21	68
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	3
Conflicting Approach Right	EB
Conflicting Lanes Right	3
HCM Control Delay	12.2
HCM LOS	B

Lanes, Volumes, Timings
 19: Bob Hope Dr. & Rancho Las Palmas

2040 Auto/LSEV AM Peak Hour (ALT2)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	192	20	72	25	25	36	54	714	40	26	1041	198
Future Volume (vph)	192	20	72	25	25	36	54	714	40	26	1041	198
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	110		0	0		50	105		80	120		120
Storage Lanes	1		1	0		1	1		1	1		1
Taper Length (ft)	70			60			60			75		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		459			277			813			520	
Travel Time (s)		10.4			6.3			12.3			7.9	
Confl. Peds. (#/hr)	4		1	1		4	8		7	7		8
Confl. Bikes (#/hr)			3			2			24			22
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Shared Lane Traffic (%)												
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	4	4	4	8	8	8	2	2	2	6	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	41.0	41.0	41.0	41.0	41.0	41.0	64.0	64.0	64.0	64.0	64.0	64.0
Total Split (%)	39.0%	39.0%	39.0%	39.0%	39.0%	39.0%	61.0%	61.0%	61.0%	61.0%	61.0%	61.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Ped	Ped	Ped	Ped	Ped	Ped	C-Max	C-Max	C-Max	C-Max	C-Max	C-Max

Intersection Summary
























Area Type: Other
 Cycle Length: 105
 Actuated Cycle Length: 105
 Offset: 44 (42%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 50
 Control Type: Actuated-Coordinated

Splits and Phases: 19: Bob Hope Dr. & Rancho Las Palmas



HCM 2010 Signalized Intersection Summary
 19: Bob Hope Dr. & Rancho Las Palmas

2040 Auto/LSEV AM Peak Hour (ALT2)

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	192	20	72	25	25	36	54	714	40	26	1041	198
Future Volume (veh/h)	192	20	72	25	25	36	54	714	40	26	1041	198
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	0.99		0.98	1.00		0.96	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	200	21	75	26	26	38	56	744	42	27	1084	206
Adj No. of Lanes	1	1	1	0	1	1	1	2	1	1	2	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	304	375	312	190	174	312	318	2524	1086	557	2524	1104
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.20	1.00	1.00	1.00	0.71	0.71	0.71
Sat Flow, veh/h	1326	1863	1550	689	866	1552	426	3539	1523	685	3539	1548
Grp Volume(v), veh/h	200	21	75	52	0	38	56	744	42	27	1084	206
Grp Sat Flow(s),veh/h/ln	1326	1863	1550	1555	0	1552	426	1770	1523	685	1770	1548
Q Serve(g_s), s	15.3	1.0	4.3	0.5	0.0	2.1	3.0	0.0	0.0	1.2	13.3	4.6
Cycle Q Clear(g_c), s	17.8	1.0	4.3	2.5	0.0	2.1	16.3	0.0	0.0	1.2	13.3	4.6
Prop In Lane	1.00		1.00	0.50		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	304	375	312	364	0	312	318	2524	1086	557	2524	1104
V/C Ratio(X)	0.66	0.06	0.24	0.14	0.00	0.12	0.18	0.29	0.04	0.05	0.43	0.19
Avail Cap(c_a), veh/h	498	648	539	587	0	539	318	2524	1086	557	2524	1104
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	0.98	0.98	0.98	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.8	33.9	35.2	34.5	0.0	34.3	1.4	0.0	0.0	4.5	6.2	5.0
Incr Delay (d2), s/veh	2.4	0.1	0.4	0.2	0.0	0.2	1.2	0.3	0.1	0.2	0.5	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.8	0.5	1.9	1.3	0.0	0.9	0.4	0.1	0.0	0.3	6.7	2.1
LnGrp Delay(d),s/veh	44.3	33.9	35.6	34.6	0.0	34.5	2.6	0.3	0.1	4.7	6.8	5.4
LnGrp LOS	D	C	D	C		C	A	A	A	A	A	A
Approach Vol, veh/h		296			90			842			1317	
Approach Delay, s/veh		41.3			34.6			0.4			6.5	
Approach LOS		D			C			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		79.4		25.6		79.4		25.6				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		59.5		36.5		59.5		36.5				
Max Q Clear Time (g_c+I1), s		18.3		19.8		15.3		4.5				
Green Ext Time (p_c), s		21.2		1.3		21.9		1.5				
Intersection Summary												
HCM 2010 Ctrl Delay			9.5									
HCM 2010 LOS			A									

Lanes, Volumes, Timings
 20: Bob Hope Dr. & Avenida Las Palmas

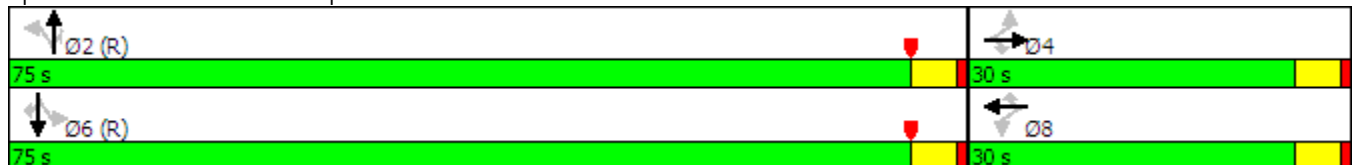
2040 Auto/LSEV AM Peak Hour (ALT2)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	20	78	93	16	116	94	575	63	57	1023	70
Future Volume (vph)	70	20	78	93	16	116	94	575	63	57	1023	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		25	0		180	100		40	120		120
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	60			60			60			80		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		299			661			491			813	
Travel Time (s)		6.8			15.0			7.4			12.3	
Confl. Peds. (#/hr)	13		25	25		13	21		20	20		21
Confl. Bikes (#/hr)			3			2			25			21
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Shared Lane Traffic (%)												
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	4	4	4	8	8	8	2	2	2	6	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	30.0	30.0	30.0	30.0	30.0	30.0	75.0	75.0	75.0	75.0	75.0	75.0
Total Split (%)	28.6%	28.6%	28.6%	28.6%	28.6%	28.6%	71.4%	71.4%	71.4%	71.4%	71.4%	71.4%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Ped	Ped	Ped	Ped	Ped	Ped	C-Max	C-Max	C-Max	C-Max	C-Max	C-Max

Intersection Summary























Area Type: Other
 Cycle Length: 105
 Actuated Cycle Length: 105
 Offset: 48 (46%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Splits and Phases: 20: Bob Hope Dr. & Avenida Las Palmas



HCM 2010 Signalized Intersection Summary
20: Bob Hope Dr. & Avenida Las Palmas

2040 Auto/LSEV AM Peak Hour (ALT2)

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	20	78	93	16	116	94	575	63	57	1023	70
Future Volume (veh/h)	70	20	78	93	16	116	94	575	63	57	1023	70
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.96	1.00		0.95	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	73	21	81	97	17	121	98	599	66	59	1066	73
Adj No. of Lanes	0	1	1	0	1	1	1	2	1	1	2	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	61	10	367	63	6	368	398	2376	1011	531	2376	1013
Arrive On Green	0.24	0.24	0.24	0.24	0.24	0.24	0.67	0.67	0.67	1.00	1.00	1.00
Sat Flow, veh/h	0	42	1512	0	26	1514	490	3539	1506	765	3539	1509
Grp Volume(v), veh/h	94	0	81	114	0	121	98	599	66	59	1066	73
Grp Sat Flow(s),veh/h/ln	42	0	1512	26	0	1514	490	1770	1506	765	1770	1509
Q Serve(g_s), s	0.0	0.0	4.5	0.0	0.0	6.9	8.6	7.0	1.6	0.9	0.0	0.0
Cycle Q Clear(g_c), s	25.5	0.0	4.5	25.5	0.0	6.9	8.6	7.0	1.6	7.9	0.0	0.0
Prop In Lane	0.78		1.00	0.85		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	71	0	367	70	0	368	398	2376	1011	531	2376	1013
V/C Ratio(X)	1.32	0.00	0.22	1.64	0.00	0.33	0.25	0.25	0.07	0.11	0.45	0.07
Avail Cap(c_a), veh/h	71	0	367	70	0	368	398	2376	1011	531	2376	1013
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91
Uniform Delay (d), s/veh	48.9	0.0	31.8	50.2	0.0	32.7	7.1	6.8	5.9	0.4	0.0	0.0
Incr Delay (d2), s/veh	214.8	0.0	0.3	341.9	0.0	0.5	1.5	0.3	0.1	0.4	0.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.3	0.0	1.9	8.6	0.0	2.9	1.3	3.5	0.7	0.2	0.2	0.0
LnGrp Delay(d),s/veh	263.7	0.0	32.1	392.1	0.0	33.2	8.6	7.1	6.1	0.8	0.6	0.1
LnGrp LOS	F		C	F		C	A	A	A	A	A	A
Approach Vol, veh/h		175			235			763			1198	
Approach Delay, s/veh		156.5			207.3			7.2			0.5	
Approach LOS		F			F			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		75.0		30.0		75.0		30.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		70.5		25.5		70.5		25.5				
Max Q Clear Time (g_c+I1), s		10.6		27.5		9.9		27.5				
Green Ext Time (p_c), s		22.1		0.0		22.1		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			34.7									
HCM 2010 LOS			C									

Lanes, Volumes, Timings
 21: Bob Hope Dr. & Commercial Dwy.

2040 Auto/LSEV AM Peak Hour (ALT2)



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕	↖		↕
Traffic Volume (vph)	0	39	660	41	0	1275
Future Volume (vph)	0	39	660	41	0	1275
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		160	0	
Storage Lanes	0	1		1	0	
Taper Length (ft)	60				60	
Link Speed (mph)	30		45			45
Link Distance (ft)	471		345			491
Travel Time (s)	10.7		5.2			7.4
Confl. Peds. (#/hr)				10	10	
Confl. Bikes (#/hr)		1		23		
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Shared Lane Traffic (%)						
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection

Int Delay, s/veh 0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↑	↑↑	↑		↑↑
Traffic Vol, veh/h	0	39	660	41	0	1275
Future Vol, veh/h	0	39	660	41	0	1275
Conflicting Peds, #/hr	0	0	0	10	10	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	160	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	40	673	42	0	1301

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	-	347	0 0
Stage 1	-	-	- -
Stage 2	-	-	- -
Critical Hdwy	-	6.94	- -
Critical Hdwy Stg 1	-	-	- -
Critical Hdwy Stg 2	-	-	- -
Follow-up Hdwy	-	3.32	- -
Pot Cap-1 Maneuver	0	649	- - 0 -
Stage 1	0	-	- - 0 -
Stage 2	0	-	- - 0 -
Platoon blocked, %			- -
Mov Cap-1 Maneuver	-	643	- - - -
Mov Cap-2 Maneuver	-	-	- - - -
Stage 1	-	-	- - - -
Stage 2	-	-	- - - -

Approach	WB	NB	SB
HCM Control Delay, s	11	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	- 643	-
HCM Lane V/C Ratio	-	- 0.062	-
HCM Control Delay (s)	-	- 11	-
HCM Lane LOS	-	- B	-
HCM 95th %tile Q(veh)	-	- 0.2	-

Lanes, Volumes, Timings
22: SR-111 & Bob Hope Dr.

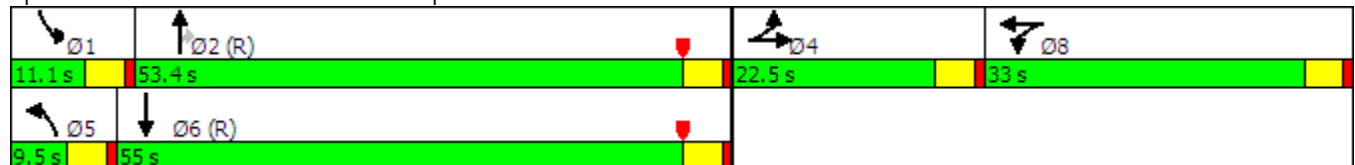
2040 Auto/LSEV AM Peak Hour (ALT2)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	18	11	845	17	194	6	1880	509	145	1529	12
Future Volume (vph)	8	18	11	845	17	194	6	1880	509	145	1529	12
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	225		150	100		240	250		0
Storage Lanes	0		0	1		0	1		1	2		0
Taper Length (ft)	60			80			70			110		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			50			50	
Link Distance (ft)		303			469			677			754	
Travel Time (s)		4.6			7.1			9.2			10.3	
Confl. Peds. (#/hr)			8			12			14			2
Confl. Bikes (#/hr)			2			3			23			3
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Shared Lane Traffic (%)				15%								
Turn Type	Split	NA		Split	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases									2			
Detector Phase	4	4		8	8		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5		9.5	22.5	22.5	9.5	22.5	
Total Split (s)	22.5	22.5		33.0	33.0		9.5	53.4	53.4	11.1	55.0	
Total Split (%)	18.8%	18.8%		27.5%	27.5%		7.9%	44.5%	44.5%	9.3%	45.8%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None		Ped	Ped		None	C-Max	C-Max	None	C-Max	

Intersection Summary






















Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 110
 Control Type: Actuated-Coordinated

Splits and Phases: 22: SR-111 & Bob Hope Dr.



HCM 2010 Signalized Intersection Summary
22: SR-111 & Bob Hope Dr.

2040 Auto/LSEV AM Peak Hour (ALT2)

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	18	11	845	17	194	6	1880	509	145	1529	12
Future Volume (veh/h)	8	18	11	845	17	194	6	1880	509	145	1529	12
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.92	1.00		0.97	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	8	19	11	798	119	200	6	1938	525	149	1576	12
Adj No. of Lanes	0	1	0	2	1	0	1	3	1	2	3	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	11	26	15	843	146	245	13	2683	811	189	2993	23
Arrive On Green	0.03	0.03	0.03	0.24	0.24	0.24	0.02	1.00	1.00	0.06	0.58	0.58
Sat Flow, veh/h	360	854	494	3548	613	1031	1774	5085	1537	3442	5205	40
Grp Volume(v), veh/h	38	0	0	798	0	319	6	1938	525	149	1026	562
Grp Sat Flow(s),veh/h/ln	1708	0	0	1774	0	1644	1774	1695	1537	1721	1695	1855
Q Serve(g_s), s	2.6	0.0	0.0	26.6	0.0	22.0	0.4	0.0	0.0	5.1	22.1	22.1
Cycle Q Clear(g_c), s	2.6	0.0	0.0	26.6	0.0	22.0	0.4	0.0	0.0	5.1	22.1	22.1
Prop In Lane	0.21		0.29	1.00		0.63	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	51	0	0	843	0	390	13	2683	811	189	1949	1066
V/C Ratio(X)	0.74	0.00	0.00	0.95	0.00	0.82	0.45	0.72	0.65	0.79	0.53	0.53
Avail Cap(c_a), veh/h	256	0	0	843	0	390	74	2683	811	189	1949	1066
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.09	0.09	0.09	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.7	0.0	0.0	45.0	0.0	43.3	58.8	0.0	0.0	56.0	15.5	15.5
Incr Delay (d2), s/veh	18.9	0.0	0.0	19.3	0.0	12.7	2.1	0.2	0.4	19.5	1.0	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.0	0.0	15.2	0.0	11.4	0.2	0.0	0.1	3.0	10.5	11.8
LnGrp Delay(d),s/veh	76.7	0.0	0.0	64.3	0.0	56.0	60.9	0.2	0.4	75.5	16.6	17.4
LnGrp LOS	E			E		E	E	A	A	E	B	B
Approach Vol, veh/h		38			1117			2469			1737	
Approach Delay, s/veh		76.7			62.0			0.3			21.9	
Approach LOS		E			E			A			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.1	67.8		8.1	5.4	73.5		33.0				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	6.6	48.9		18.0	5.0	50.5		28.5				
Max Q Clear Time (g_c+I1), s	7.1	2.0		4.6	2.4	24.1		28.6				
Green Ext Time (p_c), s	0.0	41.7		0.1	0.0	24.6		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			20.7									
HCM 2010 LOS			C									
Notes												

Lanes, Volumes, Timings
23: SR-111 & Magnesia Falls Dr.

2040 Auto/LSEV AM Peak Hour (ALT2)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	33	33	48	164	20	168	77	2205	419	358	1981	46
Future Volume (vph)	33	33	48	164	20	168	77	2205	419	358	1981	46
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		65	90		90	170		0	215		0
Storage Lanes	0		1	1		1	1		0	1		0
Taper Length (ft)	60			60			80			80		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			50			50	
Link Distance (ft)		488			382			582			677	
Travel Time (s)		11.1			8.7			7.9			9.2	
Confl. Peds. (#/hr)							13		5			16
Confl. Bikes (#/hr)			3			2			20			20
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Shared Lane Traffic (%)				44%								
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			8						
Detector Phase	4	4	4	8	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	9.5	22.5		9.5	22.5	
Total Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	13.2	53.0		22.0	61.8	
Total Split (%)	18.8%	18.8%	18.8%	18.8%	18.8%	18.8%	11.0%	44.2%		18.3%	51.5%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.5	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None	None	Ped	Ped	Ped	None	C-Max		None	C-Max	

Intersection Summary























Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 120
 Control Type: Actuated-Coordinated

Splits and Phases: 23: SR-111 & Magnesia Falls Dr.



HCM 2010 Signalized Intersection Summary
 23: SR-111 & Magnesia Falls Dr.

2040 Auto/LSEV AM Peak Hour (ALT2)

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	33	48	164	20	168	77	2205	419	358	1981	46
Future Volume (veh/h)	33	33	48	164	20	168	77	2205	419	358	1981	46
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.96	1.00		0.98	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	34	34	50	186	0	175	80	2297	436	373	2064	48
Adj No. of Lanes	0	1	1	2	0	1	1	3	0	1	3	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	50	50	85	482	0	206	101	2216	399	259	3075	71
Arrive On Green	0.05	0.05	0.05	0.14	0.00	0.14	0.06	0.51	0.51	0.29	1.00	1.00
Sat Flow, veh/h	909	909	1545	3548	0	1515	1774	4316	777	1774	5107	119
Grp Volume(v), veh/h	68	0	50	186	0	175	80	1778	955	373	1369	743
Grp Sat Flow(s),veh/h/ln	1817	0	1545	1774	0	1515	1774	1695	1704	1774	1695	1835
Q Serve(g_s), s	4.4	0.0	3.8	5.7	0.0	13.5	5.3	61.6	61.6	17.5	0.0	0.0
Cycle Q Clear(g_c), s	4.4	0.0	3.8	5.7	0.0	13.5	5.3	61.6	61.6	17.5	0.0	0.0
Prop In Lane	0.50		1.00	1.00		1.00	1.00		0.46	1.00		0.06
Lane Grp Cap(c), veh/h	100	0	85	482	0	206	101	1740	875	259	2041	1105
V/C Ratio(X)	0.68	0.00	0.59	0.39	0.00	0.85	0.79	1.02	1.09	1.44	0.67	0.67
Avail Cap(c_a), veh/h	273	0	232	532	0	227	129	1740	875	259	2041	1105
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.73	0.73	0.73
Uniform Delay (d), s/veh	55.7	0.0	55.4	47.3	0.0	50.7	55.9	29.2	29.2	42.5	0.0	0.0
Incr Delay (d2), s/veh	7.9	0.0	6.3	0.5	0.0	23.6	22.1	27.1	58.8	214.1	1.3	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	0.0	1.8	2.8	0.0	7.0	3.2	35.1	43.0	23.9	0.4	0.7
LnGrp Delay(d),s/veh	63.6	0.0	61.7	47.8	0.0	74.2	78.0	56.3	88.0	256.6	1.3	2.4
LnGrp LOS	E		E	D		E	E	F	F	F	A	A
Approach Vol, veh/h		118			361			2813			2485	
Approach Delay, s/veh		62.8			60.6			67.7			40.0	
Approach LOS		E			E			E			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	22.0	66.1		11.1	11.3	76.8		20.8				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	17.5	48.5		18.0	8.7	57.3		18.0				
Max Q Clear Time (g_c+I1), s	19.5	63.6		6.4	7.3	2.0		15.5				
Green Ext Time (p_c), s	0.0	0.0		0.3	0.0	53.4		0.3				
Intersection Summary												
HCM 2010 Ctrl Delay			55.2									
HCM 2010 LOS			E									
Notes												

Lanes, Volumes, Timings
24: Monterey Av. & Parkview Dr.

2040 Auto/LSEV AM Peak Hour (ALT2)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	156	26	176	69	17	22	126	1285	82	22	1367	132
Future Volume (vph)	156	26	176	69	17	22	126	1285	82	22	1367	132
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	90		90	0		0	145		0	400		100
Storage Lanes	1		1	1		1	1		1	2		1
Taper Length (ft)	60			60			90			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			50			50	
Link Distance (ft)		583			473			600			604	
Travel Time (s)		13.3			10.8			8.2			8.2	
Confl. Peds. (#/hr)	24		11	11		24			7			7
Confl. Bikes (#/hr)			18			16			9			15
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Shared Lane Traffic (%)												
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8			2			6
Detector Phase	4	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.0	22.0	22.0	22.0	22.0	22.0	9.5	22.0	22.0	9.5	22.0	22.0
Total Split (s)	22.0	22.0	22.0	22.0	22.0	22.0	13.0	28.5	28.5	9.5	25.0	25.0
Total Split (%)	36.7%	36.7%	36.7%	36.7%	36.7%	36.7%	21.7%	47.5%	47.5%	15.8%	41.7%	41.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	1.0	0.5	0.5	1.0	0.5	0.5
Lost Time Adjust (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
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.5	4.0	4.0	4.5	4.0	4.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	Ped	Ped	Ped	Ped	Ped	Ped	None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary

























Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 34 (57%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Splits and Phases: 24: Monterey Av. & Parkview Dr.



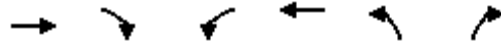
HCM 2010 Signalized Intersection Summary
 24: Monterey Av. & Parkview Dr.

2040 Auto/LSEV AM Peak Hour (ALT2)

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	156	26	176	69	17	22	126	1285	82	22	1367	132
Future Volume (veh/h)	156	26	176	69	17	22	126	1285	82	22	1367	132
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.97		0.94	0.98		0.94	1.00		0.98	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	159	27	180	70	17	22	129	1311	84	22	1395	135
Adj No. of Lanes	1	1	1	1	1	1	1	3	1	2	3	1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	392	398	317	351	398	318	165	2810	858	88	2466	738
Arrive On Green	0.21	0.21	0.21	0.21	0.21	0.21	0.09	0.55	0.55	0.03	0.48	0.48
Sat Flow, veh/h	1320	1863	1484	1141	1863	1487	1774	5085	1553	3442	5085	1522
Grp Volume(v), veh/h	159	27	180	70	17	22	129	1311	84	22	1395	135
Grp Sat Flow(s),veh/h/ln	1320	1863	1484	1141	1863	1487	1774	1695	1553	1721	1695	1522
Q Serve(g_s), s	6.5	0.7	6.5	3.1	0.4	0.7	4.3	9.3	1.5	0.4	11.7	3.0
Cycle Q Clear(g_c), s	7.0	0.7	6.5	3.8	0.4	0.7	4.3	9.3	1.5	0.4	11.7	3.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	392	398	317	351	398	318	165	2810	858	88	2466	738
V/C Ratio(X)	0.41	0.07	0.57	0.20	0.04	0.07	0.78	0.47	0.10	0.25	0.57	0.18
Avail Cap(c_a), veh/h	506	559	445	449	559	446	251	2810	858	287	2466	738
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.5	18.8	21.1	20.4	18.7	18.8	26.6	8.1	6.4	28.7	11.0	8.7
Incr Delay (d2), s/veh	0.7	0.1	1.6	0.3	0.0	0.1	8.5	0.6	0.2	1.5	0.9	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	0.4	2.8	1.0	0.2	0.3	2.5	4.4	0.7	0.2	5.6	1.3
LnGrp Delay(d),s/veh	22.2	18.9	22.7	20.6	18.8	18.9	35.1	8.7	6.6	30.1	11.9	9.3
LnGrp LOS	C	B	C	C	B	B	D	A	A	C	B	A
Approach Vol, veh/h		366			109			1524			1552	
Approach Delay, s/veh		22.2			20.0			10.8			11.9	
Approach LOS		C			B			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.0	37.2		16.8	10.1	33.1		16.8				
Change Period (Y+Rc), s	4.5	4.0		4.0	4.5	4.0		4.0				
Max Green Setting (Gmax), s	5.0	24.5		18.0	8.5	21.0		18.0				
Max Q Clear Time (g_c+I1), s	2.4	11.3		9.0	6.3	13.7		5.8				
Green Ext Time (p_c), s	0.0	11.5		1.2	0.1	6.7		1.4				
Intersection Summary												
HCM 2010 Ctrl Delay			12.7									
HCM 2010 LOS			B									

Lanes, Volumes, Timings
 25: San Pablo Ave. & Magnesia Falls Dr.

2040 Auto/LSEV AM Peak Hour (ALT2)



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↖	↑	↖	↗
Traffic Volume (vph)	175	144	160	95	140	148
Future Volume (vph)	175	144	160	95	140	148
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		50	155		200	0
Storage Lanes		1	1		1	1
Taper Length (ft)			120		120	
Link Speed (mph)	35			35	35	
Link Distance (ft)	823			2649	1341	
Travel Time (s)	16.0			51.6	26.1	
Confl. Peds. (#/hr)		15	15		10	9
Confl. Bikes (#/hr)		27				16
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control	Stop			Stop	Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection	
Intersection Delay, s/veh	10.8
Intersection LOS	B

Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBU	NBL	NBR
Lane Configurations		↑	↗		↖	↑		↖	↗
Traffic Vol, veh/h	0	175	144	0	160	95	0	140	148
Future Vol, veh/h	0	175	144	0	160	95	0	140	148
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	190	157	0	174	103	0	152	161
Number of Lanes	0	1	1	0	1	1	0	1	1






















Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	2
HCM Control Delay	10.4	11.2	10.9
HCM LOS	B	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2
Vol Left, %	100%	0%	0%	0%	100%	0%
Vol Thru, %	0%	0%	100%	0%	0%	100%
Vol Right, %	0%	100%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	140	148	175	144	160	95
LT Vol	140	0	0	0	160	0
Through Vol	0	0	175	0	0	95
RT Vol	0	148	0	144	0	0
Lane Flow Rate	152	161	190	157	174	103
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.282	0.244	0.31	0.224	0.31	0.169
Departure Headway (Hd)	6.664	5.452	5.861	5.152	6.412	5.905
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	540	660	614	698	562	608
Service Time	4.391	3.18	3.589	2.88	4.141	3.634
HCM Lane V/C Ratio	0.281	0.244	0.309	0.225	0.31	0.169
HCM Control Delay	12	9.9	11.2	9.4	12	9.8
HCM Lane LOS	B	A	B	A	B	A
HCM 95th-tile Q	1.2	1	1.3	0.9	1.3	0.6

Lanes, Volumes, Timings

2040 Auto/LSEV AM Peak Hour (ALT2)

26: San Pablo Ave. & College of the Desert (Alumni Dr.)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	95	26	166	49	17	61	147	193	22	18	182	165
Future Volume (vph)	95	26	166	49	17	61	147	193	22	18	182	165
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		100	0		0	0		60	0		135
Storage Lanes	0		1	1		0	1		1	0		1
Taper Length (ft)	60			60			60			60		
Link Speed (mph)		30			30			35				35
Link Distance (ft)		595			218			303				1341
Travel Time (s)		13.5			5.0			5.9				26.1
Confl. Peds. (#/hr)	38						38		45	45		
Confl. Bikes (#/hr)			4				3		24			23
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											

26: San Pablo Ave. & College of the Desert (Alumni Dr.)

Intersection	
Intersection Delay, s/veh	14.3
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations			↔	↔		↔	↔			↔	↔	↔
Traffic Vol, veh/h	0	95	26	166	0	49	17	61	0	147	193	22
Future Vol, veh/h	0	95	26	166	0	49	17	61	0	147	193	22
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	103	28	180	0	53	18	66	0	160	210	24
Number of Lanes	0	0	1	1	0	1	1	0	0	1	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	2	2
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	2	3	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	3	2	2
HCM Control Delay	13.8	12.4	15
HCM LOS	B	B	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	79%	0%	100%	0%	9%	0%
Vol Thru, %	0%	100%	0%	21%	0%	0%	22%	91%	0%
Vol Right, %	0%	0%	100%	0%	100%	0%	78%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	147	193	22	121	166	49	78	200	165
LT Vol	147	0	0	95	0	49	0	18	0
Through Vol	0	193	0	26	0	0	17	182	0
RT Vol	0	0	22	0	166	0	61	0	165
Lane Flow Rate	160	210	24	132	180	53	85	217	179
Geometry Grp	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.351	0.431	0.044	0.296	0.35	0.129	0.18	0.452	0.335
Departure Headway (Hd)	7.912	7.402	6.688	8.092	6.98	8.722	7.651	7.485	6.724
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	454	487	534	443	514	411	468	480	534
Service Time	5.67	5.159	4.444	5.847	4.735	6.489	5.417	5.24	4.478
HCM Lane V/C Ratio	0.352	0.431	0.045	0.298	0.35	0.129	0.182	0.452	0.335
HCM Control Delay	14.9	15.7	9.8	14.2	13.5	12.8	12.1	16.3	12.9
HCM Lane LOS	B	C	A	B	B	B	B	C	B
HCM 95th-tile Q	1.6	2.1	0.1	1.2	1.6	0.4	0.6	2.3	1.5

Intersection

Intersection Delay, s/veh
 Intersection LOS

Movement	SBU	SBL	SBT	SBR
Lane Configurations			↖	↗
Traffic Vol, veh/h	0	18	182	165
Future Vol, veh/h	0	18	182	165
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	20	198	179
Number of Lanes	0	0	1	1

Approach	SB
Opposing Approach	NB
Opposing Lanes	3
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	14.8
HCM LOS	B

Lanes, Volumes, Timings
27: Portola Av. & Magnesia Falls Dr.

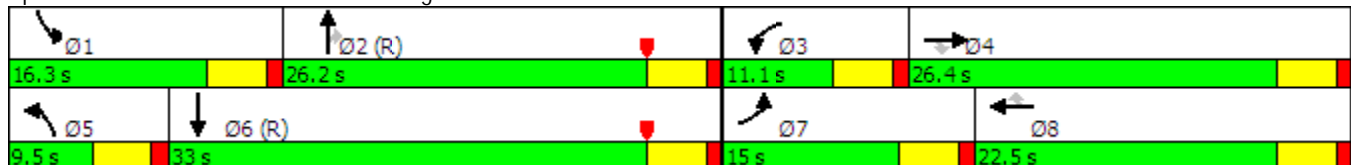
2040 Auto/LSEV AM Peak Hour (ALT2)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	179	95	64	50	59	98	17	659	211	177	916	141
Future Volume (vph)	179	95	64	50	59	98	17	659	211	177	916	141
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	230		230	200		200	90		105	355		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	60			60			95			80		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		35			35			50			50	
Link Distance (ft)		2649			517			536			570	
Travel Time (s)		51.6			10.1			7.3			7.8	
Confl. Peds. (#/hr)			22						21			6
Confl. Bikes (#/hr)			16			17			5			3
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	15.0	26.4	26.4	11.1	22.5	22.5	9.5	26.2	26.2	16.3	33.0	
Total Split (%)	18.8%	33.0%	33.0%	13.9%	28.1%	28.1%	11.9%	32.8%	32.8%	20.4%	41.3%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (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
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Ped	Ped	None	None	None	None	C-Max	C-Max	None	C-Max	

Intersection Summary

























Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated

Splits and Phases: 27: Portola Av. & Magnesia Falls Dr.



HCM 2010 Signalized Intersection Summary
 27: Portola Av. & Magnesia Falls Dr.

2040 Auto/LSEV AM Peak Hour (ALT2)

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	179	95	64	50	59	98	17	659	211	177	916	141
Future Volume (veh/h)	179	95	64	50	59	98	17	659	211	177	916	141
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.94	1.00		0.95	1.00		0.95	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	188	100	67	53	62	103	18	694	222	186	964	148
Adj No. of Lanes	1	1	1	1	1	1	1	2	1	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	225	349	278	77	194	157	37	1480	630	224	1605	246
Arrive On Green	0.13	0.19	0.19	0.04	0.10	0.10	0.02	0.42	0.42	0.13	0.52	0.52
Sat Flow, veh/h	1774	1863	1481	1774	1863	1507	1774	3539	1506	1774	3064	470
Grp Volume(v), veh/h	188	100	67	53	62	103	18	694	222	186	557	555
Grp Sat Flow(s),veh/h/ln	1774	1863	1481	1774	1863	1507	1774	1770	1506	1774	1770	1764
Q Serve(g_s), s	8.3	3.7	3.1	2.4	2.5	5.3	0.8	11.4	8.0	8.2	17.5	17.5
Cycle Q Clear(g_c), s	8.3	3.7	3.1	2.4	2.5	5.3	0.8	11.4	8.0	8.2	17.5	17.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.27
Lane Grp Cap(c), veh/h	225	349	278	77	194	157	37	1480	630	224	927	924
V/C Ratio(X)	0.84	0.29	0.24	0.69	0.32	0.66	0.49	0.47	0.35	0.83	0.60	0.60
Avail Cap(c_a), veh/h	233	510	406	146	419	339	111	1480	630	262	927	924
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.1	27.9	27.7	37.7	33.2	34.5	38.8	16.8	15.9	34.1	13.2	13.2
Incr Delay (d2), s/veh	22.0	0.4	0.4	10.5	0.9	4.6	9.9	1.1	1.5	17.5	2.9	2.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.4	1.9	1.3	1.4	1.3	2.4	0.5	5.7	3.6	5.1	9.2	9.2
LnGrp Delay(d),s/veh	56.1	28.4	28.1	48.3	34.2	39.1	48.7	17.9	17.4	51.6	16.1	16.1
LnGrp LOS	E	C	C	D	C	D	D	B	B	D	B	B
Approach Vol, veh/h		355			218			934			1298	
Approach Delay, s/veh		43.0			39.9			18.4			21.2	
Approach LOS		D			D			B			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.6	38.0	8.0	19.5	6.1	46.4	14.6	12.8				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	11.8	21.7	6.6	21.9	5.0	28.5	10.5	18.0				
Max Q Clear Time (g_c+I1), s	10.2	13.4	4.4	5.7	2.8	19.5	10.3	7.3				
Green Ext Time (p_c), s	0.1	6.2	0.0	1.3	0.0	6.6	0.0	1.1				
Intersection Summary												
HCM 2010 Ctrl Delay			24.5									
HCM 2010 LOS			C									

Lanes, Volumes, Timings
28: El Dorado Dr. & Fred Waring Dr.

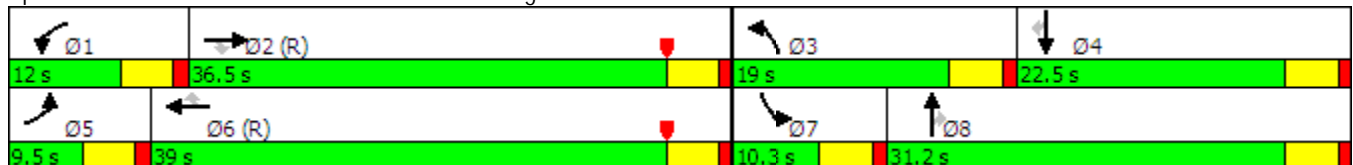
2040 Auto/LSEV AM Peak Hour (ALT2)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	1404	216	97	1623	19	222	11	98	29	14	42
Future Volume (vph)	22	1404	216	97	1623	19	222	11	98	29	14	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	225		210	290		145	0		125	105		105
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	60			120			60			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		50			50			45			45	
Link Distance (ft)		1266			970			386			401	
Travel Time (s)		17.3			13.2			5.8			6.1	
Confl. Peds. (#/hr)			3			2			2			2
Confl. Bikes (#/hr)			6			3			4			2
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Shared Lane Traffic (%)												
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6			8			4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	9.5	36.5	36.5	12.0	39.0	39.0	19.0	31.2	31.2	10.3	22.5	22.5
Total Split (%)	10.6%	40.6%	40.6%	13.3%	43.3%	43.3%	21.1%	34.7%	34.7%	11.4%	25.0%	25.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (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
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Max	Max	None	Max	Max

Intersection Summary

























Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated

Splits and Phases: 28: El Dorado Dr. & Fred Waring Dr.



HCM 2010 Signalized Intersection Summary
28: El Dorado Dr. & Fred Waring Dr.

2040 Auto/LSEV AM Peak Hour (ALT2)

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	1404	216	97	1623	19	222	11	98	29	14	42
Future Volume (veh/h)	22	1404	216	97	1623	19	222	11	98	29	14	42
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	24	1510	232	104	1745	20	239	12	105	31	15	45
Adj No. of Lanes	1	3	1	1	3	1	1	1	1	1	1	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	44	1891	578	131	2140	656	273	604	505	53	373	311
Arrive On Green	0.03	0.37	0.37	0.07	0.42	0.42	0.15	0.32	0.32	0.03	0.20	0.20
Sat Flow, veh/h	1774	5085	1555	1774	5085	1560	1774	1863	1557	1774	1863	1556
Grp Volume(v), veh/h	24	1510	232	104	1745	20	239	12	105	31	15	45
Grp Sat Flow(s),veh/h/ln	1774	1695	1555	1774	1695	1560	1774	1863	1557	1774	1863	1556
Q Serve(g_s), s	1.2	23.9	9.9	5.2	27.2	0.7	11.9	0.4	4.4	1.6	0.6	2.1
Cycle Q Clear(g_c), s	1.2	23.9	9.9	5.2	27.2	0.7	11.9	0.4	4.4	1.6	0.6	2.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	44	1891	578	131	2140	656	273	604	505	53	373	311
V/C Ratio(X)	0.54	0.80	0.40	0.79	0.82	0.03	0.87	0.02	0.21	0.58	0.04	0.14
Avail Cap(c_a), veh/h	99	1891	578	148	2140	656	286	604	505	114	373	311
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.4	25.2	20.9	41.0	23.0	15.3	37.2	20.7	22.0	43.1	29.0	29.7
Incr Delay (d2), s/veh	9.8	3.6	2.1	22.5	3.6	0.1	23.9	0.1	0.9	9.7	0.2	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	11.8	4.6	3.4	13.3	0.3	7.6	0.2	2.0	0.9	0.3	1.0
LnGrp Delay(d),s/veh	53.2	28.9	22.9	63.5	26.5	15.4	61.2	20.8	23.0	52.8	29.2	30.6
LnGrp LOS	D	C	C	E	C	B	E	C	C	D	C	C
Approach Vol, veh/h		1766			1869			356			91	
Approach Delay, s/veh		28.4			28.5			48.5			38.0	
Approach LOS		C			C			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.2	38.0	18.4	22.5	6.8	42.4	7.2	33.7				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	7.5	32.0	14.5	18.0	5.0	34.5	5.8	26.7				
Max Q Clear Time (g_c+I1), s	7.2	25.9	13.9	4.1	3.2	29.2	3.6	6.4				
Green Ext Time (p_c), s	0.0	5.9	0.0	0.4	0.0	5.1	0.0	0.5				
Intersection Summary												
HCM 2010 Ctrl Delay			30.4									
HCM 2010 LOS			C									

Lanes, Volumes, Timings
 29: Dune Palms Rd. & Corporate Center Dr.

2040 Auto/LSEV AM Peak Hour (ALT2)



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	33	37	33	318	853	18
Future Volume (vph)	33	37	33	318	853	18
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	120	0	95			0
Storage Lanes	1	1	1			0
Taper Length (ft)	60		90			
Link Speed (mph)	30			30	30	
Link Distance (ft)	371			267	354	
Travel Time (s)	8.4			6.1	8.0	
Confl. Peds. (#/hr)						8
Confl. Bikes (#/hr)		4				5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection

Int Delay, s/veh 1.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	33	37	33	318	853	18
Future Vol, veh/h	33	37	33	318	853	18
Conflicting Peds, #/hr	0	0	0	0	0	8
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	120	0	95	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	36	40	36	346	927	20













Major/Minor	Minor2	Major1		Major2
Conflicting Flow All	1362	481	955	0
Stage 1	945	-	-	-
Stage 2	417	-	-	-
Critical Hdwy	6.63	6.93	4.13	-
Critical Hdwy Stg 1	5.83	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-
Follow-up Hdwy	3.519	3.319	2.219	-
Pot Cap-1 Maneuver	151	532	718	-
Stage 1	339	-	-	-
Stage 2	664	-	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	141	528	718	-
Mov Cap-2 Maneuver	141	-	-	-
Stage 1	336	-	-	-
Stage 2	626	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	24.9	1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	718	-	141	528	-	-
HCM Lane V/C Ratio	0.05	-	0.254	0.076	-	-
HCM Control Delay (s)	10.3	-	39	12.4	-	-
HCM Lane LOS	B	-	E	B	-	-
HCM 95th %tile Q(veh)	0.2	-	1	0.2	-	-

Lanes, Volumes, Timings
 30: Monroe St., s/o I-10 EB Ramps

2040 Auto/LSEV AM Peak Hour (ALT2)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↑			↑			↑	
Traffic Volume (vph)	0	0	0	0	0	0	0	857	0	0	845	0
Future Volume (vph)	0	0	0	0	0	0	0	857	0	0	845	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		310			328			321			611	
Travel Time (s)		7.0			7.5			7.3			13.9	
Confl. Peds. (#/hr)							12					12
Confl. Bikes (#/hr)									11			11
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

Intersection												
Int Delay, s/veh	0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↑			↑			↑	
Traffic Vol, veh/h	0	0	0	0	0	0	0	857	0	0	845	0
Future Vol, veh/h	0	0	0	0	0	0	0	857	0	0	845	0
Conflicting Peds, #/hr	0	0	0	0	0	0	12	0	0	0	0	12
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	932	0	0	918	0













Major/Minor	Minor2		Minor1		Major1		Major2	
Conflicting Flow All	-	1850	-	-	1850	-	-	0
Stage 1	-	918	-	-	932	-	-	-
Stage 2	-	932	-	-	918	-	-	-
Critical Hdwy	-	6.52	-	-	6.52	-	-	-
Critical Hdwy Stg 1	-	5.52	-	-	5.52	-	-	-
Critical Hdwy Stg 2	-	5.52	-	-	5.52	-	-	-
Follow-up Hdwy	-	4.018	-	-	4.018	-	-	-
Pot Cap-1 Maneuver	0	74	0	0	74	0	0	0
Stage 1	0	350	0	0	345	0	0	0
Stage 2	0	345	0	0	350	0	0	0
Platoon blocked, %								
Mov Cap-1 Maneuver	-	74	-	-	74	-	-	-
Mov Cap-2 Maneuver	-	74	-	-	74	-	-	-
Stage 1	-	350	-	-	345	-	-	-
Stage 2	-	345	-	-	350	-	-	-

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

Minor Lane/Major Mvmt	NBT	EBLn1	WBLn1	SBT
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	0	0	-
HCM Lane LOS	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-

Lanes, Volumes, Timings
 31: Avenue 44, east of Palo Verde St.

2040 Auto/LSEV AM Peak Hour (ALT2)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↑			↑			↑	
Traffic Volume (vph)	0	267	0	0	467	0	0	0	0	0	0	0
Future Volume (vph)	0	267	0	0	467	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		937			1325			323			354	
Travel Time (s)		14.2			20.1			7.3			8.0	
Confl. Peds. (#/hr)			9			9			3			4
Confl. Bikes (#/hr)			10			10			1			1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Shared Lane Traffic (%)												
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

Intersection												
Int Delay, s/veh	0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↑			↑			↑	
Traffic Vol, veh/h	0	267	0	0	467	0	0	0	0	0	0	0
Future Vol, veh/h	0	267	0	0	467	0	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	9	0	0	9	0	0	3	0	0	4
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	287	0	0	502	0	0	0	0	0	0	0













Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	-	-	-	0	-	789	-	-	789	-
Stage 1	-	-	-	-	-	-	-	287	-	-	502	-
Stage 2	-	-	-	-	-	-	-	502	-	-	287	-
Critical Hdwy	-	-	-	-	-	-	-	6.52	-	-	6.52	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	5.52	-	-	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	5.52	-	-	5.52	-
Follow-up Hdwy	-	-	-	-	-	-	-	4.018	-	-	4.018	-
Pot Cap-1 Maneuver	0	-	0	0	-	0	0	323	0	0	323	0
Stage 1	0	-	0	0	-	0	0	674	0	0	542	0
Stage 2	0	-	0	0	-	0	0	542	0	0	674	0
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	323	-	-	323	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	323	-	-	323	-
Stage 1	-	-	-	-	-	-	-	674	-	-	542	-
Stage 2	-	-	-	-	-	-	-	542	-	-	674	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	0	-	-	0
HCM Lane LOS	A	-	-	A
HCM 95th %tile Q(veh)	-	-	-	-

Lanes, Volumes, Timings
 32: Dillon Rd., west of SR86S SB Ramps

2040 Auto/LSEV AM Peak Hour (ALT2)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↑			↑			↑	
Traffic Volume (vph)	0	2020	0	0	1610	0	0	0	0	0	0	0
Future Volume (vph)	0	2020	0	0	1610	0	0	0	0	0	0	0
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		360			655			256			320	
Travel Time (s)		8.2			14.9			5.8			7.3	
Confl. Bikes (#/hr)			3			2			1			1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											

Intersection												
Int Delay, s/veh	0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↑			↑			↑	
Traffic Vol, veh/h	0	2020	0	0	1610	0	0	0	0	0	0	0
Future Vol, veh/h	0	2020	0	0	1610	0	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	2126	0	0	1695	0	0	0	0	0	0	0

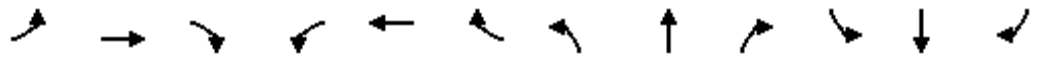
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	-	-	-	0	-	3821	-	-	3821	-
Stage 1	-	-	-	-	-	-	-	2126	-	-	1695	-
Stage 2	-	-	-	-	-	-	-	1695	-	-	2126	-
Critical Hdwy	-	-	-	-	-	-	-	6.52	-	-	6.52	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	5.52	-	-	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	5.52	-	-	5.52	-
Follow-up Hdwy	-	-	-	-	-	-	-	4.018	-	-	4.018	-
Pot Cap-1 Maneuver	0	-	0	0	-	0	0	4	0	0	4	0
Stage 1	0	-	0	0	-	0	0	90	0	0	148	0
Stage 2	0	-	0	0	-	0	0	148	0	0	90	0
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	4	-	-	4	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	4	-	-	4	-
Stage 1	-	-	-	-	-	-	-	90	-	-	148	-
Stage 2	-	-	-	-	-	-	-	148	-	-	90	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	0	-	-	0
HCM Lane LOS	A	-	-	A
HCM 95th %tile Q(veh)	-	-	-	-

Lanes, Volumes, Timings
 33: Tyler St./Magnolia & Avenue 50-Tyler St.

2040 Auto/LSEV AM Peak Hour (ALT2)



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↔			↕	↗		↔	
Traffic Volume (vph)	3	839	129	184	1360	1	270	0	251	2	0	2
Future Volume (vph)	3	839	129	184	1360	1	270	0	251	2	0	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		50	0		0	0		50	0		0
Storage Lanes	0		1	0		0	0		1	0		0
Taper Length (ft)	60			60			60			60		
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		450			459			683			545	
Travel Time (s)		10.2			10.4			15.5			12.4	
Confl. Peds. (#/hr)			5	5					1			
Confl. Bikes (#/hr)			8			1			5			1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection	
Intersection Delay, s/veh	681.1
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations			↶	↷			↕				↶	↷
Traffic Vol, veh/h	0	3	839	129	0	184	1360	1	0	270	0	251
Future Vol, veh/h	0	3	839	129	0	184	1360	1	0	270	0	251
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	3	912	140	0	200	1478	1	0	293	0	273
Number of Lanes	0	0	1	1	0	0	1	0	0	0	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	2	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	2	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	1	1
HCM Control Delay	362.5	1103.3	27.8
HCM LOS	F	F	D

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	100%	0%	0%	0%	12%	50%
Vol Thru, %	0%	0%	100%	0%	88%	0%
Vol Right, %	0%	100%	0%	100%	0%	50%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	270	251	842	129	1545	4
LT Vol	270	0	3	0	184	2
Through Vol	0	0	839	0	1360	0
RT Vol	0	251	0	129	1	2
Lane Flow Rate	293	273	915	140	1679	4
Geometry Grp	7	7	7	7	6	6
Degree of Util (X)	0.668	0.53	1.851	0.256	3.401	0.012
Departure Headway (Hd)	10.809	9.484	9.825	9.072	8.247	17.626
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	337	385	384	400	453	204
Service Time	8.509	7.184	7.525	6.772	6.247	15.626
HCM Lane V/C Ratio	0.869	0.709	2.383	0.35	3.706	0.02
HCM Control Delay	32.8	22.4	415.8	14.9	1103.3	20.8
HCM Lane LOS	D	C	F	B	F	C
HCM 95th-tile Q	4.5	3	44.7	1	135.1	0

Intersection

Intersection Delay, s/veh
 Intersection LOS

Movement	SBU	SBL	SBT	SBR
Lane Configurations			↕	
Traffic Vol, veh/h	0	2	0	2
Future Vol, veh/h	0	2	0	2
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	2	0	2
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	20.8
HCM LOS	C

Lanes, Volumes, Timings
 1: Palm Cyn. Dr. (SR-111) & Tramway Rd.

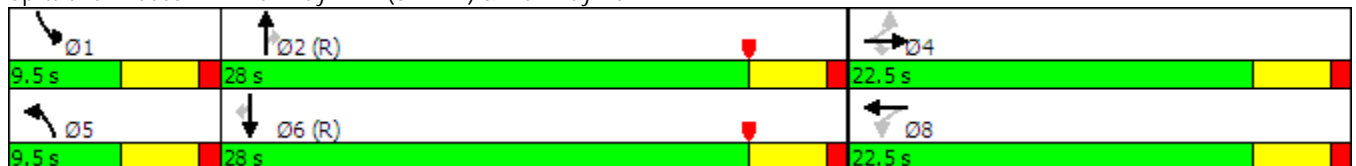
2040 Auto/LSEV PM Peak Hour (ALT2)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	135	134	148	48	70	126	109	1529	90	146	994	117
Future Volume (vph)	135	134	148	48	70	126	109	1529	90	146	994	117
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		105	0		0	190		155	90		180
Storage Lanes	1		1	0		0	1		1	1		1
Taper Length (ft)	60			60			60			90		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		35			30			45			45	
Link Distance (ft)		417			599			608			491	
Travel Time (s)		8.1			13.6			9.2			7.4	
Confl. Bikes (#/hr)			5			10			2			2
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Shared Lane Traffic (%)												
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8					2			6
Detector Phase	4	4	4	8	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5		9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	22.5	22.5	22.5	22.5	22.5		9.5	28.0	28.0	9.5	28.0	28.0
Total Split (%)	37.5%	37.5%	37.5%	37.5%	37.5%		15.8%	46.7%	46.7%	15.8%	46.7%	46.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5		4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	Ped	Ped		None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary























Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated

Splits and Phases: 1: Palm Cyn. Dr. (SR-111) & Tramway Rd.




















HCM 2010 Signalized Intersection Summary
 1: Palm Cyn. Dr. (SR-111) & Tramway Rd.

2040 Auto/LSEV PM Peak Hour (ALT2)

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	135	134	148	48	70	126	109	1529	90	146	994	117
Future Volume (veh/h)	135	134	148	48	70	126	109	1529	90	146	994	117
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	144	143	0	51	74	134	116	1627	96	155	1057	0
Adj No. of Lanes	1	1	1	0	2	0	1	2	1	1	2	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	318	463	394	202	259	351	148	1568	692	148	1568	701
Arrive On Green	0.25	0.25	0.00	0.25	0.25	0.25	0.08	0.44	0.44	0.08	0.44	0.00
Sat Flow, veh/h	1169	1863	1583	472	1040	1411	1774	3539	1563	1774	3539	1583
Grp Volume(v), veh/h	144	143	0	125	0	134	116	1627	96	155	1057	0
Grp Sat Flow(s),veh/h/ln	1169	1863	1583	1513	0	1411	1774	1770	1563	1774	1770	1583
Q Serve(g_s), s	7.0	3.7	0.0	0.6	0.0	4.7	3.8	26.6	2.2	5.0	14.2	0.0
Cycle Q Clear(g_c), s	11.7	3.7	0.0	4.3	0.0	4.7	3.8	26.6	2.2	5.0	14.2	0.0
Prop In Lane	1.00		1.00	0.41		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	318	463	394	461	0	351	148	1568	692	148	1568	701
V/C Ratio(X)	0.45	0.31	0.00	0.27	0.00	0.38	0.78	1.04	0.14	1.05	0.67	0.00
Avail Cap(c_a), veh/h	379	559	475	540	0	423	148	1568	692	148	1568	701
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	23.6	18.3	0.0	18.3	0.0	18.7	27.0	16.7	9.9	27.5	13.3	0.0
Incr Delay (d2), s/veh	1.0	0.4	0.0	0.3	0.0	0.7	23.6	33.1	0.4	87.5	2.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	2.0	0.0	1.7	0.0	1.9	2.8	20.1	1.0	6.0	7.4	0.0
LnGrp Delay(d),s/veh	24.6	18.7	0.0	18.6	0.0	19.4	50.6	49.8	10.3	115.1	15.6	0.0
LnGrp LOS	C	B		B		B	D	F	B	F	B	
Approach Vol, veh/h		287			259			1839			1212	
Approach Delay, s/veh		21.7			19.0			47.8			28.3	
Approach LOS		C			B			D			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.5	31.1		19.4	9.5	31.1		19.4				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	23.5		18.0	5.0	23.5		18.0				
Max Q Clear Time (g_c+I1), s	7.0	28.6		13.7	5.8	16.2		6.7				
Green Ext Time (p_c), s	0.0	0.0		1.2	0.0	6.7		2.3				
Intersection Summary												
HCM 2010 Ctrl Delay			37.1									
HCM 2010 LOS			D									

Lanes, Volumes, Timings
2: Indian Cyn. Dr. & Sunrise Pkwy.

2040 Auto/LSEV PM Peak Hour (ALT2)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	116	152	92	288	547	365	220	1319	192	186	1011	213
Future Volume (vph)	116	152	92	288	547	365	220	1319	192	186	1011	213
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	150		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	60			25			25			60		
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		316			322			422			520	
Travel Time (s)		7.2			7.3			5.2			6.4	
Confl. Bikes (#/hr)			15			15			3			2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection												
Int Delay, s/veh	1.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↕	↕	
Traffic Vol, veh/h	116	152	92	288	547	365	220	1319	192	186	1011	213
Future Vol, veh/h	116	152	92	288	547	365	220	1319	192	186	1011	213
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	126	165	100	313	595	397	239	1434	209	202	1099	232

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	3111	3740	665	3052	3751	821	1330	0	0	1642	0	0
Stage 1	1619	1619	-	2016	2016	-	-	-	-	-	-	-
Stage 2	1492	2121	-	1036	1735	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	~ 5	~ 4	403	~ 5	~ 4	~ 318	515	-	-	390	-	-
Stage 1	~ 108	~ 160	-	~ 60	~ 101	-	-	-	-	-	-	-
Stage 2	129	~ 89	-	~ 248	~ 140	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	-	0	403	-	0	~ 318	515	-	-	390	-	-
Mov Cap-2 Maneuver	-	0	-	-	0	-	-	-	-	-	-	-
Stage 1	~ 108	~ 77	-	~ 60	0	-	-	-	-	-	-	-
Stage 2	-	0	-	-	~ 67	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			2.3	3.1
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	515	-	-	-	390	-	-
HCM Lane V/C Ratio	0.464	-	-	-	0.518	-	-
HCM Control Delay (s)	17.9	-	-	-	23.7	-	-
HCM Lane LOS	C	-	-	-	C	-	-
HCM 95th %tile Q(veh)	2.4	-	-	-	2.9	-	-

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

Lanes, Volumes, Timings
3: Sunrise Wy. & San Rafael Dr.

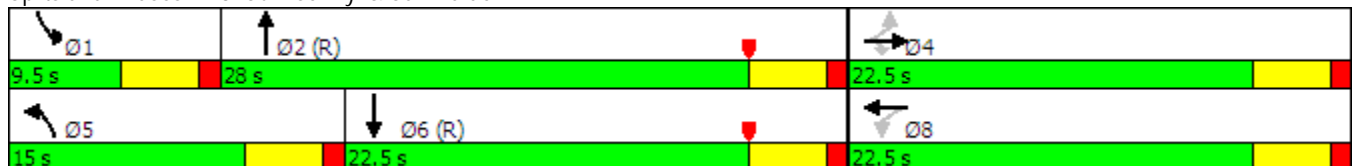
2040 Auto/LSEV PM Peak Hour (ALT2)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕		↖	↕	↕	↖	↕	↖
Traffic Volume (vph)	38	27	231	86	38	18	355	657	164	25	539	44
Future Volume (vph)	38	27	231	86	38	18	355	657	164	25	539	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	85		0	110		0
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	60			60			60			60		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		50			30			45			45	
Link Distance (ft)		620			513			557			480	
Travel Time (s)		8.5			11.7			8.4			7.3	
Confl. Bikes (#/hr)			2			2			7			6
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Shared Lane Traffic (%)												
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8								
Detector Phase	4	4	4	8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5		9.5	22.5		9.5	22.5	
Total Split (s)	22.5	22.5	22.5	22.5	22.5		15.0	28.0		9.5	22.5	
Total Split (%)	37.5%	37.5%	37.5%	37.5%	37.5%		25.0%	46.7%		15.8%	37.5%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.5	4.5		4.5		4.5	4.5		4.5	4.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	Ped	Ped	Ped	Ped	Ped		None	C-Max		None	C-Max	

Intersection Summary




















Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 65
 Control Type: Actuated-Coordinated

Splits and Phases: 3: Sunrise Wy. & San Rafael Dr.



HCM 2010 Signalized Intersection Summary
 3: Sunrise Wy. & San Rafael Dr.

2040 Auto/LSEV PM Peak Hour (ALT2)

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	27	231	86	38	18	355	657	164	25	539	44
Future Volume (veh/h)	38	27	231	86	38	18	355	657	164	25	539	44
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	39	28	238	89	39	19	366	677	169	26	556	45
Adj No. of Lanes	0	1	1	0	1	0	1	2	0	1	2	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	257	161	310	228	92	33	310	1528	381	52	1331	107
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.20	0.17	0.55	0.55	0.03	0.40	0.40
Sat Flow, veh/h	819	812	1561	664	464	167	1774	2792	696	1774	3313	268
Grp Volume(v), veh/h	67	0	238	147	0	0	366	429	417	26	296	305
Grp Sat Flow(s),veh/h/ln	1631	0	1561	1295	0	0	1774	1770	1719	1774	1770	1811
Q Serve(g_s), s	0.0	0.0	8.7	4.3	0.0	0.0	10.5	8.7	8.7	0.9	7.2	7.3
Cycle Q Clear(g_c), s	1.8	0.0	8.7	6.2	0.0	0.0	10.5	8.7	8.7	0.9	7.2	7.3
Prop In Lane	0.58		1.00	0.61		0.13	1.00		0.41	1.00		0.15
Lane Grp Cap(c), veh/h	418	0	310	353	0	0	310	969	941	52	711	727
V/C Ratio(X)	0.16	0.00	0.77	0.42	0.00	0.00	1.18	0.44	0.44	0.50	0.42	0.42
Avail Cap(c_a), veh/h	573	0	468	485	0	0	310	969	941	148	711	727
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.0	0.0	22.7	21.7	0.0	0.0	24.8	8.1	8.1	28.7	12.9	12.9
Incr Delay (d2), s/veh	0.2	0.0	4.3	0.8	0.0	0.0	108.8	1.5	1.5	7.3	1.8	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	4.1	2.3	0.0	0.0	14.5	4.6	4.5	0.5	3.8	3.9
LnGrp Delay(d),s/veh	20.2	0.0	27.0	22.5	0.0	0.0	133.5	9.6	9.6	35.9	14.7	14.7
LnGrp LOS	C		C	C			F	A	A	D	B	B
Approach Vol, veh/h		305			147			1212			627	
Approach Delay, s/veh		25.5			22.5			47.0			15.6	
Approach LOS		C			C			D			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.3	37.3		16.4	15.0	28.6		16.4				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	23.5		18.0	10.5	18.0		18.0				
Max Q Clear Time (g_c+I1), s	2.9	10.7		10.7	12.5	9.3		8.2				
Green Ext Time (p_c), s	0.0	6.6		1.3	0.0	5.1		1.5				
Intersection Summary												
HCM 2010 Ctrl Delay			34.0									
HCM 2010 LOS			C									

Lanes, Volumes, Timings
4: Vista Chino & Gene Autry Tr.

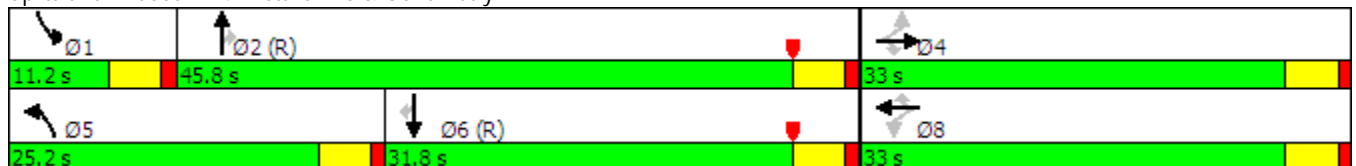
2040 Auto/LSEV PM Peak Hour (ALT2)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	213	58	60	35	115	44	294	1159	67	72	791	202
Future Volume (vph)	213	58	60	35	115	44	294	1159	67	72	791	202
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		75	0		75	200		0	215		215
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	60			60			90			200		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			45	
Link Distance (ft)		464			464			442			533	
Travel Time (s)		10.5			10.5			10.0			8.1	
Confl. Bikes (#/hr)			5			22			6			3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Shared Lane Traffic (%)												
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8			2			6
Detector Phase	4	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	33.0	33.0	33.0	33.0	33.0	33.0	25.2	45.8	45.8	11.2	31.8	31.8
Total Split (%)	36.7%	36.7%	36.7%	36.7%	36.7%	36.7%	28.0%	50.9%	50.9%	12.4%	35.3%	35.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	Ped	Ped	Ped	Ped	Ped	Ped	None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary























Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated

Splits and Phases: 4: Vista Chino & Gene Autry Tr.



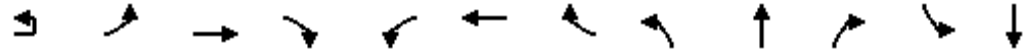
HCM 2010 Signalized Intersection Summary
4: Vista Chino & Gene Autry Tr.

2040 Auto/LSEV PM Peak Hour (ALT2)

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	213	58	60	35	115	44	294	1159	67	72	791	202
Future Volume (veh/h)	213	58	60	35	115	44	294	1159	67	72	791	202
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	229	62	65	38	124	47	316	1246	72	77	851	217
Adj No. of Lanes	0	1	1	0	1	1	1	2	1	1	2	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	71	0	494	49	132	488	353	1691	738	99	1183	517
Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.32	0.20	0.48	0.48	0.06	0.33	0.33
Sat Flow, veh/h	0	0	1559	0	417	1540	1774	3539	1544	1774	3539	1546
Grp Volume(v), veh/h	291	0	65	162	0	47	316	1246	72	77	851	217
Grp Sat Flow(s),veh/h/ln	0	0	1559	417	0	1540	1774	1770	1544	1774	1770	1546
Q Serve(g_s), s	0.0	0.0	2.7	0.0	0.0	1.9	15.6	25.5	2.3	3.9	19.0	9.8
Cycle Q Clear(g_c), s	28.5	0.0	2.7	28.5	0.0	1.9	15.6	25.5	2.3	3.9	19.0	9.8
Prop In Lane	0.79		1.00	0.23		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	71	0	494	181	0	488	353	1691	738	99	1183	517
V/C Ratio(X)	4.07	0.00	0.13	0.89	0.00	0.10	0.89	0.74	0.10	0.78	0.72	0.42
Avail Cap(c_a), veh/h	71	0	494	181	0	488	408	1691	738	132	1183	517
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.0	0.0	21.9	25.7	0.0	21.7	35.1	18.9	12.9	41.9	26.3	23.2
Incr Delay (d2), s/veh	1414.6	0.0	0.1	38.3	0.0	0.1	19.7	2.9	0.3	18.8	3.8	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	29.9	0.0	1.2	4.9	0.0	0.8	9.6	13.1	1.0	2.4	9.8	4.5
LnGrp Delay(d),s/veh	1459.6	0.0	22.0	64.0	0.0	21.8	54.8	21.9	13.1	60.7	30.1	25.7
LnGrp LOS	F		C	E		C	D	C	B	E	C	C
Approach Vol, veh/h		356			209			1634			1145	
Approach Delay, s/veh		1197.2			54.5			27.9			31.3	
Approach LOS		F			D			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.5	47.5		33.0	22.4	34.6		33.0				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	6.7	41.3		28.5	20.7	27.3		28.5				
Max Q Clear Time (g_c+I1), s	5.9	27.5		30.5	17.6	21.0		30.5				
Green Ext Time (p_c), s	0.0	11.2		0.0	0.3	5.6		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			155.2									
HCM 2010 LOS			F									

Lanes, Volumes, Timings
5: Clubhouse View & Vista Chino

2040 Auto/LSEV PM Peak Hour (ALT2)

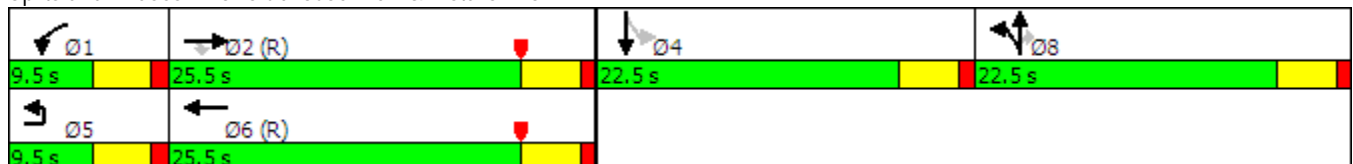


Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↔		↑↑	↗	↖	↑↑			↖	↗		↔
Traffic Volume (vph)	1	0	1538	18	31	1963	0	30	12	18	0	13
Future Volume (vph)	1	0	1538	18	31	1963	0	30	12	18	0	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		130		0	200		0	0		50	0	
Storage Lanes		1		1	1		0	0		0	0	
Taper Length (ft)		60			130			60			60	
Right Turn on Red				Yes			Yes			Yes		
Link Speed (mph)			50			50			45			30
Link Distance (ft)			501			679			345			209
Travel Time (s)			6.8			9.3			5.2			4.8
Confl. Bikes (#/hr)				3			2			22		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Turn Type	Prot		NA	Perm	Prot	NA		Split	NA	Perm		NA
Protected Phases	5		2		1	6		8	8			4
Permitted Phases				2						8	4	
Detector Phase	5		2	2	1	6		8	8	8	4	4
Switch Phase												
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5		22.5	22.5	9.5	22.5		22.5	22.5	22.5	22.5	22.5
Total Split (s)	9.5		25.5	25.5	9.5	25.5		22.5	22.5	22.5	22.5	22.5
Total Split (%)	11.9%		31.9%	31.9%	11.9%	31.9%		28.1%	28.1%	28.1%	28.1%	28.1%
Yellow Time (s)	3.5		3.5	3.5	3.5	3.5		3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5		4.5	4.5	4.5	4.5		4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead		Lag	Lag	Lead	Lag						
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes						
Recall Mode	None		C-Max	C-Max	None	C-Max		Max	Max	Max	None	None

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 120
 Control Type: Actuated-Coordinated

Splits and Phases: 5: Clubhouse View & Vista Chino





Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	0
Future Volume (vph)	0
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Right Turn on Red	Yes
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Bikes (#/hr)	21
Peak Hour Factor	0.92
Shared Lane Traffic (%)	
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	
Intersection Summary	

HCM 2010 Signalized Intersection Summary
5: Clubhouse View & Vista Chino




















2040 Auto/LSEV PM Peak Hour (ALT2)

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	1	0	1538	18	31	1963	0	30	12	18	0	13
Future Volume (veh/h)	1	0	1538	18	31	1963	0	30	12	18	0	13
Number		5	2	12	1	6	16	3	8	18	7	4
Initial Q (Qb), veh		0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00		0.98	1.00		1.00	1.00		0.97	1.00	
Parking Bus, Adj		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln		0	1863	1863	1863	1863	0	1900	1863	1863	1900	1863
Adj Flow Rate, veh/h		0	1672	20	34	2134	0	33	13	20	0	14
Adj No. of Lanes		0	2	1	1	2	0	0	1	1	0	1
Peak Hour Factor		0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %		0	2	2	2	2	0	2	2	2	2	2
Cap, veh/h		0	1770	774	59	2087	0	290	114	344	0	31
Arrive On Green		0.00	0.50	0.50	0.03	0.59	0.00	0.22	0.22	0.22	0.00	0.02
Sat Flow, veh/h		0	3632	1548	1774	3632	0	1290	508	1530	0	1863
Grp Volume(v), veh/h		0	1672	20	34	2134	0	46	0	20	0	14
Grp Sat Flow(s),veh/h/ln		0	1770	1548	1774	1770	0	1798	0	1530	0	1863
Q Serve(g_s), s		0.0	35.8	0.5	1.5	47.2	0.0	1.6	0.0	0.8	0.0	0.6
Cycle Q Clear(g_c), s		0.0	35.8	0.5	1.5	47.2	0.0	1.6	0.0	0.8	0.0	0.6
Prop In Lane		0.00		1.00	1.00		0.00	0.72		1.00	0.00	
Lane Grp Cap(c), veh/h		0	1770	774	59	2087	0	405	0	344	0	31
V/C Ratio(X)		0.00	0.94	0.03	0.58	1.02	0.00	0.11	0.00	0.06	0.00	0.45
Avail Cap(c_a), veh/h		0	1770	774	111	2087	0	405	0	344	0	419
HCM Platoon Ratio		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh		0.0	18.9	10.1	38.1	16.4	0.0	24.7	0.0	24.3	0.0	39.0
Incr Delay (d2), s/veh		0.0	11.8	0.1	8.7	25.7	0.0	0.6	0.0	0.3	0.0	9.8
Initial Q Delay(d3),s/veh		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		0.0	20.1	0.2	0.9	30.0	0.0	0.9	0.0	0.4	0.0	0.4
LnGrp Delay(d),s/veh		0.0	30.7	10.2	46.8	42.1	0.0	25.2	0.0	24.7	0.0	48.8
LnGrp LOS			C	B	D	F		C		C		D
Approach Vol, veh/h			1692			2168			66			14
Approach Delay, s/veh			30.5			42.2			25.1			48.8
Approach LOS			C			D			C			D
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	7.2	44.5		5.8		51.7		22.5				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	5.0	21.0		18.0		21.0		18.0				
Max Q Clear Time (g_c+I1), s	3.5	37.8		2.6		49.2		3.6				
Green Ext Time (p_c), s	0.0	0.0		0.0		0.0		0.2				
Intersection Summary												
HCM 2010 Ctrl Delay			36.9									
HCM 2010 LOS			D									
Notes												

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	0
Future Volume (veh/h)	0
Number	14
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Adj Sat Flow, veh/h/ln	1900
Adj Flow Rate, veh/h	0
Adj No. of Lanes	0
Peak Hour Factor	0.92
Percent Heavy Veh, %	2
Cap, veh/h	0
Arrive On Green	0.00
Sat Flow, veh/h	0
Grp Volume(v), veh/h	0
Grp Sat Flow(s),veh/h/ln	0
Q Serve(g_s), s	0.0
Cycle Q Clear(g_c), s	0.0
Prop In Lane	0.00
Lane Grp Cap(c), veh/h	0
V/C Ratio(X)	0.00
Avail Cap(c_a), veh/h	0
HCM Platoon Ratio	1.00
Upstream Filter(l)	0.00
Uniform Delay (d), s/veh	0.0
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.0
LnGrp Delay(d),s/veh	0.0
LnGrp LOS	
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer	

Lanes, Volumes, Timings
6: Sunrise Wy. & N. Riverside Dr.

2040 Auto/LSEV PM Peak Hour (ALT2)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	12	140	0	12	0	157	904	0	0	1020	35
Future Volume (vph)	25	12	140	0	12	0	157	904	0	0	1020	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	220		0	0		100
Storage Lanes	0		0	0		0	1		0	0		1
Taper Length (ft)	60			60			60			60		
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		407			301			806			363	
Travel Time (s)		9.3			6.8			13.7			6.2	
Confl. Bikes (#/hr)			1						16			18
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection												
Int Delay, s/veh	4.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕			↕	↕
Traffic Vol, veh/h	25	12	140	0	12	0	157	904	0	0	1020	35
Future Vol, veh/h	25	12	140	0	12	0	157	904	0	0	1020	35
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	220	-	-	-	-	100
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	26	13	146	0	13	0	164	942	0	0	1063	36
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1867	2332	531	1807	2332	471	1063	0	-	-	-	0
Stage 1	1063	1063	-	1269	1269	-	-	-	-	-	-	-
Stage 2	804	1269	-	538	1063	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	-	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	-	-	-
Pot Cap-1 Maneuver	45	36	493	50	36	539	651	-	0	0	-	-
Stage 1	238	298	-	178	238	-	-	-	0	0	-	-
Stage 2	343	238	-	495	298	-	-	-	0	0	-	-
Platoon blocked, %								-				
Mov Cap-1 Maneuver	32	27	493	26	27	539	651	-	-	-	-	-
Mov Cap-2 Maneuver	107	113	-	80	82	-	-	-	-	-	-	-
Stage 1	178	298	-	133	178	-	-	-	-	-	-	-
Stage 2	239	178	-	334	298	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	38.4			56.6			1.8			0		
HCM LOS	E			F								
Minor Lane/Major Mvmt	NBL	NBT	EBLn1WBLn1	SBT	SBR							
Capacity (veh/h)	651	-	284	82	-	-						
HCM Lane V/C Ratio	0.251	-	0.649	0.152	-	-						
HCM Control Delay (s)	12.4	-	38.4	56.6	-	-						
HCM Lane LOS	B	-	E	F	-	-						
HCM 95th %tile Q(veh)	1	-	4.2	0.5	-	-						

Lanes, Volumes, Timings
7: Sunrise Wy. & Mesquite Av.

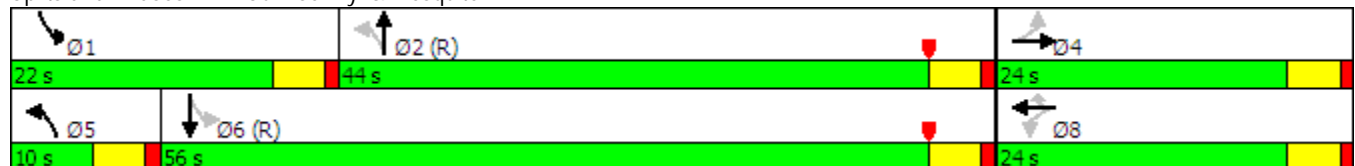
2040 Auto/LSEV PM Peak Hour (ALT2)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	64	95	22	77	116	227	17	840	80	218	913	73
Future Volume (vph)	64	95	22	77	116	227	17	840	80	218	913	73
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	85		0	100		0	150		150	150		150
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	60			60			60			60		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			30			40			40	
Link Distance (ft)		440			3092			475			806	
Travel Time (s)		6.7			70.3			8.1			13.7	
Confl. Bikes (#/hr)			2			2			18			18
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8	2			6		
Detector Phase	4	4		8	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5	22.5	9.5	22.5		9.5	22.5	
Total Split (s)	24.0	24.0		24.0	24.0	24.0	10.0	44.0		22.0	56.0	
Total Split (%)	26.7%	26.7%		26.7%	26.7%	26.7%	11.1%	48.9%		24.4%	62.2%	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5		4.5	4.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	Ped	Ped		Ped	Ped	Ped	None	C-Max		None	C-Max	

Intersection Summary






















Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 15 (17%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Splits and Phases: 7: Sunrise Wy. & Mesquite Av.



HCM 2010 Signalized Intersection Summary
7: Sunrise Wy. & Mesquite Av.

2040 Auto/LSEV PM Peak Hour (ALT2)

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	64	95	22	77	116	227	17	840	80	218	913	73
Future Volume (veh/h)	64	95	22	77	116	227	17	840	80	218	913	73
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	69	102	24	83	125	244	18	903	86	234	982	78
Adj No. of Lanes	1	1	0	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	205	274	65	240	351	294	376	1910	182	456	2125	169
Arrive On Green	0.19	0.19	0.19	0.06	0.06	0.06	0.02	0.59	0.59	0.08	0.64	0.64
Sat Flow, veh/h	1009	1454	342	1260	1863	1561	1774	3260	310	1774	3313	263
Grp Volume(v), veh/h	69	0	126	83	125	244	18	490	499	234	524	536
Grp Sat Flow(s),veh/h/ln	1009	0	1796	1260	1863	1561	1774	1770	1801	1774	1770	1807
Q Serve(g_s), s	5.8	0.0	5.5	5.8	5.8	13.9	0.4	14.3	14.3	4.3	13.6	13.6
Cycle Q Clear(g_c), s	11.6	0.0	5.5	11.3	5.8	13.9	0.4	14.3	14.3	4.3	13.6	13.6
Prop In Lane	1.00		0.19	1.00		1.00	1.00		0.17	1.00		0.15
Lane Grp Cap(c), veh/h	205	0	339	240	351	294	376	1037	1055	456	1135	1159
V/C Ratio(X)	0.34	0.00	0.37	0.35	0.36	0.83	0.05	0.47	0.47	0.51	0.46	0.46
Avail Cap(c_a), veh/h	234	0	389	276	404	338	448	1037	1055	667	1135	1159
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.86	0.86	0.86	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.0	0.0	31.9	42.2	37.0	40.8	7.5	10.7	10.7	7.7	8.2	8.2
Incr Delay (d2), s/veh	1.0	0.0	0.7	0.7	0.5	12.4	0.1	1.5	1.5	0.9	1.4	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	2.8	2.1	3.0	7.0	0.2	7.4	7.5	2.2	7.0	7.1
LnGrp Delay(d),s/veh	38.0	0.0	32.5	43.0	37.5	53.2	7.5	12.2	12.2	8.6	9.6	9.6
LnGrp LOS	D		C	D	D	D	A	B	B	A	A	A
Approach Vol, veh/h		195			452			1007			1294	
Approach Delay, s/veh		34.5			47.0			12.1			9.4	
Approach LOS		C			D			B			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.3	57.2		21.5	6.3	62.2		21.5				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	17.5	39.5		19.5	5.5	51.5		19.5				
Max Q Clear Time (g_c+I1), s	6.3	16.3		13.6	2.4	15.6		15.9				
Green Ext Time (p_c), s	0.5	14.1		1.5	0.0	18.0		1.1				
Intersection Summary												
HCM 2010 Ctrl Delay			17.7									
HCM 2010 LOS			B									

Lanes, Volumes, Timings
8: Farrel Dr. & Mesquite Av.

2040 Auto/LSEV PM Peak Hour (ALT2)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	249	55	158	358	118	131	412	139	115	459	65
Future Volume (vph)	60	249	55	158	358	118	131	412	139	115	459	65
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	90		0	75		0	70		0	0		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	60			30			80			80		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			45			45			30	
Link Distance (ft)		3092			889			512			696	
Travel Time (s)		70.3			13.5			7.8			15.8	
Confl. Bikes (#/hr)			16			16			4			4
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5		9.5	22.5		9.5	22.5	
Total Split (s)	39.0	39.0		39.0	39.0		17.0	35.0		16.0	34.0	
Total Split (%)	43.3%	43.3%		43.3%	43.3%		18.9%	38.9%		17.8%	37.8%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	Ped	Ped		Ped	Ped		None	C-Max		None	C-Max	

Intersection Summary

























Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated

Splits and Phases: 8: Farrel Dr. & Mesquite Av.















HCM 2010 Signalized Intersection Summary
8: Farrel Dr. & Mesquite Av.

2040 Auto/LSEV PM Peak Hour (ALT2)

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 			 	
Traffic Volume (veh/h)	60	249	55	158	358	118	131	412	139	115	459	65
Future Volume (veh/h)	60	249	55	158	358	118	131	412	139	115	459	65
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	65	268	59	170	385	127	141	443	149	124	494	70
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	247	895	193	314	811	264	509	1256	418	488	1484	209
Arrive On Green	0.10	0.10	0.10	0.31	0.31	0.31	0.06	0.48	0.48	0.06	0.48	0.48
Sat Flow, veh/h	885	2882	623	1049	2610	849	1774	2599	866	1774	3109	439
Grp Volume(v), veh/h	65	163	164	170	259	253	141	300	292	124	280	284
Grp Sat Flow(s),veh/h/ln	885	1770	1735	1049	1770	1689	1774	1770	1696	1774	1770	1778
Q Serve(g_s), s	6.4	7.7	7.9	13.5	10.6	10.9	3.6	9.5	9.7	3.2	8.8	8.9
Cycle Q Clear(g_c), s	17.3	7.7	7.9	21.4	10.6	10.9	3.6	9.5	9.7	3.2	8.8	8.9
Prop In Lane	1.00		0.36	1.00		0.50	1.00		0.51	1.00		0.25
Lane Grp Cap(c), veh/h	247	550	539	314	550	525	509	855	819	488	845	849
V/C Ratio(X)	0.26	0.30	0.30	0.54	0.47	0.48	0.28	0.35	0.36	0.25	0.33	0.33
Avail Cap(c_a), veh/h	312	678	665	390	678	647	645	855	819	615	845	849
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.87	0.87	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.8	31.3	31.4	32.4	25.1	25.1	10.9	14.5	14.5	11.1	14.6	14.6
Incr Delay (d2), s/veh	0.5	0.3	0.3	1.5	0.6	0.7	0.3	1.1	1.2	0.3	1.1	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	3.8	3.8	4.0	5.3	5.2	1.7	4.9	4.8	1.6	4.5	4.6
LnGrp Delay(d),s/veh	41.3	31.5	31.7	33.9	25.7	25.8	11.2	15.6	15.7	11.3	15.7	15.7
LnGrp LOS	D	C	C	C	C	C	B	B	B	B	B	B
Approach Vol, veh/h		392			682			733			688	
Approach Delay, s/veh		33.2			27.8			14.8			14.9	
Approach LOS		C			C			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.6	48.0		32.5	10.1	47.5		32.5				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	11.5	30.5		34.5	12.5	29.5		34.5				
Max Q Clear Time (g_c+I1), s	5.2	11.7		19.3	5.6	10.9		23.4				
Green Ext Time (p_c), s	0.1	6.8		5.4	0.2	6.7		4.5				
Intersection Summary												
HCM 2010 Ctrl Delay				21.3								
HCM 2010 LOS				C								

Lanes, Volumes, Timings
 9: El Cielo Rd. & Mesquite Av.

2040 Auto/LSEV PM Peak Hour (ALT2)

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	386	306	215	346	236	285
Future Volume (vph)	386	306	215	346	236	285
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	250		100	90	
Storage Lanes	1	1		1	1	
Taper Length (ft)	60				60	
Link Speed (mph)	35		45			45
Link Distance (ft)	566		352			331
Travel Time (s)	11.0		5.3			5.0
Confl. Peds. (#/hr)	50			7	7	
Confl. Bikes (#/hr)		3		6		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control	Stop		Stop			Stop

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection	
Intersection Delay, s/veh	34.1
Intersection LOS	D





















Movement	WBU	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Lane Configurations		↘	↗		↕	↗		↘	↕
Traffic Vol, veh/h	0	386	306	0	215	346	0	236	285
Future Vol, veh/h	0	386	306	0	215	346	0	236	285
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	420	333	0	234	376	0	257	310
Number of Lanes	0	1	1	0	1	1	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay	46.4	26.6	26
HCM LOS	E	D	D

Lane	NBLn1	NBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	0%	0%	100%	0%	100%	0%
Vol Thru, %	100%	0%	0%	0%	0%	100%
Vol Right, %	0%	100%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	215	346	386	306	236	285
LT Vol	0	0	386	0	236	0
Through Vol	215	0	0	0	0	285
RT Vol	0	346	0	306	0	0
Lane Flow Rate	234	376	420	333	257	310
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.527	0.772	0.971	0.656	0.614	0.697
Departure Headway (Hd)	8.111	7.387	8.33	7.1	8.617	8.1
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	444	489	436	509	418	446
Service Time	5.858	5.134	6.073	4.843	6.366	5.849
HCM Lane V/C Ratio	0.527	0.769	0.963	0.654	0.615	0.695
HCM Control Delay	19.6	31	65.4	22.4	24.2	27.5
HCM Lane LOS	C	D	F	C	C	D
HCM 95th-tile Q	3	6.8	11.8	4.7	4	5.3

Lanes, Volumes, Timings
10: Crossley Rd. & 34th Av.

2040 Auto/LSEV PM Peak Hour (ALT2)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	26	2	44	86	3	32	59	454	176	34	241	5
Future Volume (vph)	26	2	44	86	3	32	59	454	176	34	241	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	60		50	70		50
Storage Lanes	0		0	0		0	1		1	1		1
Taper Length (ft)	60			60			60			60		
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		346			491			509			544	
Travel Time (s)		7.9			11.2			7.7			8.2	
Confl. Bikes (#/hr)			2			7			15			9
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other
Control Type: Unsignalized

Intersection

Int Delay, s/veh 4.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕↕	↕	↕	↕↕	↕
Traffic Vol, veh/h	26	2	44	86	3	32	59	454	176	34	241	5
Future Vol, veh/h	26	2	44	86	3	32	59	454	176	34	241	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	60	-	50	70	-	50
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	27	2	45	89	3	33	61	468	181	35	248	5

















Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	676	909	124	785	909	234	248	0	0	468	0	0
Stage 1	319	319	-	590	590	-	-	-	-	-	-	-
Stage 2	357	590	-	195	319	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	339	273	904	283	273	768	1315	-	-	1090	-	-
Stage 1	667	652	-	461	493	-	-	-	-	-	-	-
Stage 2	633	493	-	788	652	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	303	252	904	251	252	768	1315	-	-	1090	-	-
Mov Cap-2 Maneuver	303	252	-	251	252	-	-	-	-	-	-	-
Stage 1	636	631	-	440	470	-	-	-	-	-	-	-
Stage 2	574	470	-	722	631	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.3	24.7	0.7	1
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1315	-	-	506	305	1090	-
HCM Lane V/C Ratio	0.046	-	-	0.147	0.409	0.032	-
HCM Control Delay (s)	7.9	-	-	13.3	24.7	8.4	-
HCM Lane LOS	A	-	-	B	C	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.5	1.9	0.1	-

Lanes, Volumes, Timings
 11: Crossley Rd. & Tahquitz Creek

2040 Auto/LSEV PM Peak Hour (ALT2)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	15	0	0	0	14	0	769	0	0	279	0
Future Volume (vph)	0	15	0	0	0	14	0	769	0	0	279	0
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		228			675			463			646	
Travel Time (s)		5.2			15.3			7.0			9.8	
Confl. Bikes (#/hr)			21			21			5			3
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↙				↑↑			↑↑	
Traffic Vol, veh/h	0	15	0	0	0	14	0	769	0	0	279	0
Future Vol, veh/h	0	15	0	0	0	14	0	769	0	0	279	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	15	0	0	0	14	0	793	0	0	288	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	684	1081	144	945	-	396	-	0	-	-	-	0
Stage 1	288	288	-	793	-	-	-	-	-	-	-	-
Stage 2	396	793	-	152	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	-	6.94	-	-	-	-	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	-	3.32	-	-	-	-	-	-
Pot Cap-1 Maneuver	335	216	877	217	0	603	0	-	0	0	-	0
Stage 1	695	672	-	348	0	-	0	-	0	0	-	0
Stage 2	601	398	-	835	0	-	0	-	0	0	-	0
Platoon blocked, %												
Mov Cap-1 Maneuver	327	216	877	205	-	603	-	-	-	-	-	-
Mov Cap-2 Maneuver	327	216	-	205	-	-	-	-	-	-	-	-
Stage 1	695	672	-	348	-	-	-	-	-	-	-	-
Stage 2	587	398	-	816	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	22.9	11.1	0	0
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBT	EBLn1	WBLn1	SBT
Capacity (veh/h)	-	216	603	-
HCM Lane V/C Ratio	-	0.072	0.024	-
HCM Control Delay (s)	-	22.9	11.1	-
HCM Lane LOS	-	C	B	-
HCM 95th %tile Q(veh)	-	0.2	0.1	-

Lanes, Volumes, Timings
 12: Cathedral Cyn. Dr. & Officer David Vasquez Rd.

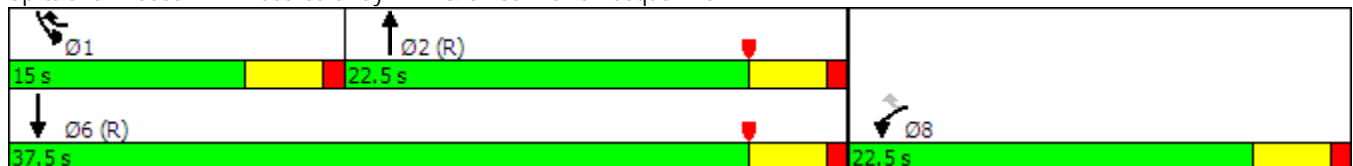
2040 Auto/LSEV PM Peak Hour (ALT2)

	↙ ↘		↑	↗ ↘		↓
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↙↘	↗	↕↔		↗	↕↕
Traffic Volume (vph)	28	415	449	7	192	486
Future Volume (vph)	28	415	449	7	192	486
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	120	120		150	200	
Storage Lanes	1	1		0	1	
Taper Length (ft)	90				80	
Right Turn on Red		Yes		Yes		
Link Speed (mph)	40		40			40
Link Distance (ft)	554		483			555
Travel Time (s)	9.4		8.2			9.5
Confl. Bikes (#/hr)		1		5		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)						
Turn Type	Prot	pm+ov	NA		Prot	NA
Protected Phases	8	1	2		1	6
Permitted Phases		8				
Detector Phase	8	1	2		1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	22.5	9.5	22.5		9.5	22.5
Total Split (s)	22.5	15.0	22.5		15.0	37.5
Total Split (%)	37.5%	25.0%	37.5%		25.0%	62.5%
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5
Lead/Lag		Lead	Lag		Lead	
Lead-Lag Optimize?		Yes	Yes		Yes	
Recall Mode	Ped	None	C-Max		None	C-Max

Intersection Summary












Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Splits and Phases: 12: Cathedral Cyn. Dr. & Officer David Vasquez Rd.



HCM 2010 Signalized Intersection Summary
 12: Cathedral Cyn. Dr. & Officer David Vasquez Rd.

2040 Auto/LSEV PM Peak Hour (ALT2)

								
Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations								
Traffic Volume (veh/h)	28	415	449	7	192	486		
Future Volume (veh/h)	28	415	449	7	192	486		
Number	3	18	2	12	1	6		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00		0.97	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863		
Adj Flow Rate, veh/h	29	437	473	7	202	512		
Adj No. of Lanes	2	1	2	0	1	2		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	918	645	1312	19	249	2064		
Arrive On Green	0.27	0.27	0.37	0.37	0.14	0.58		
Sat Flow, veh/h	3442	1583	3662	53	1774	3632		
Grp Volume(v), veh/h	29	437	234	246	202	512		
Grp Sat Flow(s),veh/h/ln	1721	1583	1770	1852	1774	1770		
Q Serve(g_s), s	0.4	13.6	5.8	5.8	6.6	4.2		
Cycle Q Clear(g_c), s	0.4	13.6	5.8	5.8	6.6	4.2		
Prop In Lane	1.00	1.00		0.03	1.00			
Lane Grp Cap(c), veh/h	918	645	651	681	249	2064		
V/C Ratio(X)	0.03	0.68	0.36	0.36	0.81	0.25		
Avail Cap(c_a), veh/h	1032	697	651	681	310	2064		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	16.3	14.6	13.8	13.8	25.0	6.1		
Incr Delay (d2), s/veh	0.0	2.4	1.5	1.5	12.2	0.3		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.2	6.3	3.1	3.2	4.1	2.1		
LnGrp Delay(d),s/veh	16.3	17.0	15.4	15.3	37.3	6.4		
LnGrp LOS	B	B	B	B	D	A		
Approach Vol, veh/h	466		480		714			
Approach Delay, s/veh	16.9		15.3		15.1			
Approach LOS	B		B		B			
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2			6		8	
Phs Duration (G+Y+Rc), s	12.9	26.6			39.5		20.5	
Change Period (Y+Rc), s	4.5	4.5			4.5		4.5	
Max Green Setting (Gmax), s	10.5	18.0			33.0		18.0	
Max Q Clear Time (g_c+I1), s	8.6	7.8			6.2		15.6	
Green Ext Time (p_c), s	0.1	4.2			6.5		0.5	
Intersection Summary								
HCM 2010 Ctrl Delay			15.7					
HCM 2010 LOS			B					

Lanes, Volumes, Timings
 13: Date Palm Dr. & Perez Rd.

2040 Auto/LSEV PM Peak Hour (ALT2)

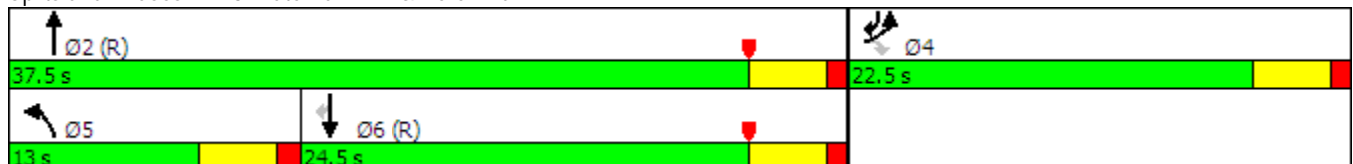


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↖↗	↗	↖	↑↑	↑↑	↗
Traffic Volume (vph)	729	187	190	1201	912	659
Future Volume (vph)	729	187	190	1201	912	659
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	165	0	160			150
Storage Lanes	1	1	1			1
Taper Length (ft)	60		80			
Right Turn on Red		Yes				Yes
Link Speed (mph)	40			40	40	
Link Distance (ft)	503			488	484	
Travel Time (s)	8.6			8.3	8.3	
Confl. Bikes (#/hr)		3				6
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)						
Turn Type	Prot	Perm	Prot	NA	NA	pm+ov
Protected Phases	4		5	2	6	4
Permitted Phases		4				6
Detector Phase	4	4	5	2	6	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	9.5	22.5	22.5	22.5
Total Split (s)	22.5	22.5	13.0	37.5	24.5	22.5
Total Split (%)	37.5%	37.5%	21.7%	62.5%	40.8%	37.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	Ped	Ped	None	C-Max	C-Max	Ped

Intersection Summary
















Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Splits and Phases: 13: Date Palm Dr. & Perez Rd.



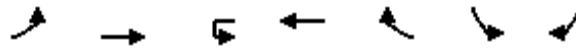
HCM 2010 Signalized Intersection Summary
 13: Date Palm Dr. & Perez Rd.

2040 Auto/LSEV PM Peak Hour (ALT2)

								
Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations	 			 	 			
Traffic Volume (veh/h)	729	187	190	1201	912	659		
Future Volume (veh/h)	729	187	190	1201	912	659		
Number	7	14	5	2	6	16		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.97		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863		
Adj Flow Rate, veh/h	767	197	200	1264	960	694		
Adj No. of Lanes	2	1	1	2	2	1		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	916	421	244	2067	1314	994		
Arrive On Green	0.27	0.27	0.14	0.58	0.37	0.37		
Sat Flow, veh/h	3442	1583	1774	3632	3632	1542		
Grp Volume(v), veh/h	767	197	200	1264	960	694		
Grp Sat Flow(s),veh/h/ln	1721	1583	1774	1770	1770	1542		
Q Serve(g_s), s	12.6	6.3	6.6	13.9	14.0	17.8		
Cycle Q Clear(g_c), s	12.6	6.3	6.6	13.9	14.0	17.8		
Prop In Lane	1.00	1.00	1.00			1.00		
Lane Grp Cap(c), veh/h	916	421	244	2067	1314	994		
V/C Ratio(X)	0.84	0.47	0.82	0.61	0.73	0.70		
Avail Cap(c_a), veh/h	1032	475	251	2067	1314	994		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	20.8	18.5	25.1	8.1	16.3	7.2		
Incr Delay (d2), s/veh	5.6	0.8	18.4	1.4	3.6	4.1		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	6.7	5.7	4.5	7.1	7.5	12.5		
LnGrp Delay(d),s/veh	26.4	19.3	43.5	9.4	19.9	11.3		
LnGrp LOS	C	B	D	A	B	B		
Approach Vol, veh/h	964			1464	1654			
Approach Delay, s/veh	25.0			14.1	16.3			
Approach LOS	C			B	B			
Timer	1	2	3	4	5	6	7	8
Assigned Phs	2		4		5	6		
Phs Duration (G+Y+Rc), s	39.5		20.5		12.8	26.8		
Change Period (Y+Rc), s	4.5		4.5		4.5	4.5		
Max Green Setting (Gmax), s	33.0		18.0		8.5	20.0		
Max Q Clear Time (g_c+I1), s	15.9		14.6		8.6	19.8		
Green Ext Time (p_c), s	14.6		1.3		0.0	0.2		
Intersection Summary								
HCM 2010 Ctrl Delay			17.5					
HCM 2010 LOS			B					

Lanes, Volumes, Timings
 14: Frank Sinatra Dr. & Da Vall Dr.

2040 Auto/LSEV PM Peak Hour (ALT2)

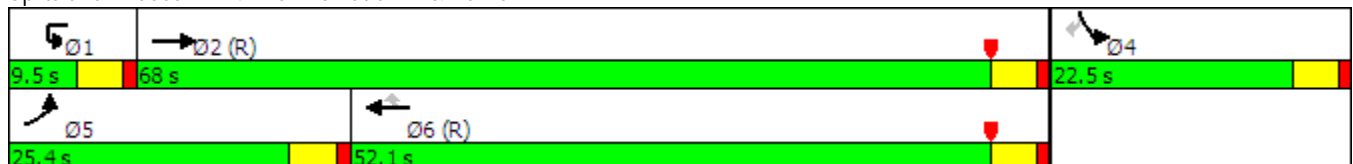


Lane Group	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (vph)	274	701	1	859	830	420	162
Future Volume (vph)	274	701	1	859	830	420	162
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	120		105		75	160	0
Storage Lanes	1		1		1	1	1
Taper Length (ft)	90		55			100	
Right Turn on Red					Yes		Yes
Link Speed (mph)		45		45		45	
Link Distance (ft)		584		653		606	
Travel Time (s)		8.8		9.9		9.2	
Confl. Bikes (#/hr)					5		3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Shared Lane Traffic (%)							10%
Turn Type	Prot	NA	Prot	NA	Perm	Prot	Perm
Protected Phases	5	2	1	6		4	
Permitted Phases					6		4
Detector Phase	5	2	1	6	6	4	4
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	9.5	22.5	22.5	22.5	22.5
Total Split (s)	25.4	68.0	9.5	52.1	52.1	22.5	22.5
Total Split (%)	25.4%	68.0%	9.5%	52.1%	52.1%	22.5%	22.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag	Lag		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		
Recall Mode	None	C-Max	None	C-Max	C-Max	Max	Max

Intersection Summary

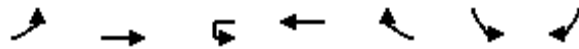
Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated

Splits and Phases: 14: Frank Sinatra Dr. & Da Vall Dr.



HCM 2010 Signalized Intersection Summary
 14: Frank Sinatra Dr. & Da Vall Dr.

2040 Auto/LSEV PM Peak Hour (ALT2)



Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR	
Lane Configurations								
Traffic Volume (veh/h)	274	701	1	859	830	420	162	
Future Volume (veh/h)	274	701	1	859	830	420	162	
Number	5	2		6	16	7	14	
Initial Q (Qb), veh	0	0		0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00				0.98	1.00	1.00	
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00	1.00	
Adj Sat Flow, veh/h/ln	1863	1863		1863	1863	1863	1863	
Adj Flow Rate, veh/h	285	730		895	865	438	169	
Adj No. of Lanes	1	2		2	1	2	1	
Peak Hour Factor	0.96	0.96		0.96	0.96	0.96	0.96	
Percent Heavy Veh, %	2	2		2	2	2	2	
Cap, veh/h	319	2584		1789	781	639	285	
Arrive On Green	0.18	0.73		0.51	0.51	0.18	0.18	
Sat Flow, veh/h	1774	3632		3632	1546	3548	1583	
Grp Volume(v), veh/h	285	730		895	865	438	169	
Grp Sat Flow(s),veh/h/ln	1774	1770		1770	1546	1774	1583	
Q Serve(g_s), s	15.7	7.0		16.7	50.5	11.5	9.8	
Cycle Q Clear(g_c), s	15.7	7.0		16.7	50.5	11.5	9.8	
Prop In Lane	1.00				1.00	1.00	1.00	
Lane Grp Cap(c), veh/h	319	2584		1789	781	639	285	
V/C Ratio(X)	0.89	0.28		0.50	1.11	0.69	0.59	
Avail Cap(c_a), veh/h	371	2584		1789	781	639	285	
HCM Platoon Ratio	1.00	1.00		1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00		1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	40.1	4.6		16.4	24.7	38.4	37.6	
Incr Delay (d2), s/veh	21.1	0.3		1.0	65.7	5.9	8.8	
Initial Q Delay(d3),s/veh	0.0	0.0		0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	9.6	3.4		8.3	35.7	6.2	9.2	
LnGrp Delay(d),s/veh	61.2	4.9		17.4	90.4	44.3	46.4	
LnGrp LOS	E	A		B	F	D	D	
Approach Vol, veh/h		1015		1760		607		
Approach Delay, s/veh		20.7		53.3		44.9		
Approach LOS		C		D		D		
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		77.5		22.5	22.5	55.0		
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5		
Max Green Setting (Gmax), s		63.5		18.0	20.9	47.6		
Max Q Clear Time (g_c+I1), s		9.0		13.5	17.7	52.5		
Green Ext Time (p_c), s		25.9		1.0	0.3	0.0		
Intersection Summary								
HCM 2010 Ctrl Delay			42.0					
HCM 2010 LOS			D					
Notes								

Lanes, Volumes, Timings
15: SR-111 & Country Club Dr.

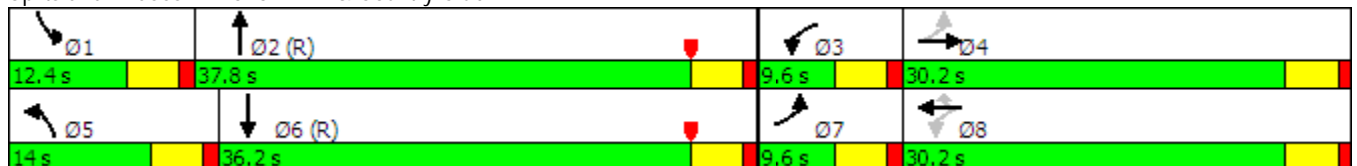
2040 Auto/LSEV PM Peak Hour (ALT2)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	48	428	115	47	133	425	153	1760	81	271	1329	245
Future Volume (vph)	48	428	115	47	133	425	153	1760	81	271	1329	245
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	30		0	100		0	160		0	190		0
Storage Lanes	1		0	1		1	1		0	2		0
Taper Length (ft)	60			75			60			60		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			45			55			55	
Link Distance (ft)		358			739			1799			632	
Travel Time (s)		8.1			11.2			22.3			7.8	
Confl. Bikes (#/hr)			2			5			14			2
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Shared Lane Traffic (%)						37%						
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8		8						
Detector Phase	7	4		3	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5		9.5	22.5	22.5	9.5	22.5		9.5	22.5	
Total Split (s)	9.6	30.2		9.6	30.2	30.2	14.0	37.8		12.4	36.2	
Total Split (%)	10.7%	33.6%		10.7%	33.6%	33.6%	15.6%	42.0%		13.8%	40.2%	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5		4.5	4.5	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None	None	None	C-Max		None	C-Max	

Intersection Summary























Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 100
 Control Type: Actuated-Coordinated

Splits and Phases: 15: SR-111 & Country Club Dr.



HCM 2010 Signalized Intersection Summary
 15: SR-111 & Country Club Dr.

2040 Auto/LSEV PM Peak Hour (ALT2)

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	48	428	115	47	133	425	153	1760	81	271	1329	245
Future Volume (veh/h)	48	428	115	47	133	425	153	1760	81	271	1329	245
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	49	441	119	48	363	288	158	1814	0	279	1370	253
Adj No. of Lanes	1	1	0	1	1	1	1	3	0	2	3	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	237	402	109	149	531	444	187	1972	0	302	1591	294
Arrive On Green	0.04	0.29	0.29	0.04	0.29	0.29	0.21	0.78	0.00	0.09	0.37	0.37
Sat Flow, veh/h	1774	1409	380	1774	1863	1558	1774	5253	0	3442	4299	793
Grp Volume(v), veh/h	49	0	560	48	363	288	158	1814	0	279	1080	543
Grp Sat Flow(s),veh/h/ln	1774	0	1789	1774	1863	1558	1774	1695	0	1721	1695	1702
Q Serve(g_s), s	1.7	0.0	25.7	1.7	15.6	14.6	7.7	25.1	0.0	7.2	26.5	26.6
Cycle Q Clear(g_c), s	1.7	0.0	25.7	1.7	15.6	14.6	7.7	25.1	0.0	7.2	26.5	26.6
Prop In Lane	1.00		0.21	1.00		1.00	1.00		0.00	1.00		0.47
Lane Grp Cap(c), veh/h	237	0	511	149	531	444	187	1972	0	302	1255	630
V/C Ratio(X)	0.21	0.00	1.10	0.32	0.68	0.65	0.84	0.92	0.00	0.92	0.86	0.86
Avail Cap(c_a), veh/h	268	0	511	181	532	445	187	1972	0	302	1255	630
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	0.80	0.80	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.6	0.0	32.2	24.8	28.6	28.2	34.8	9.0	0.0	40.8	26.2	26.2
Incr Delay (d2), s/veh	0.4	0.0	68.5	1.2	3.6	3.3	23.6	7.0	0.0	32.5	7.9	14.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	22.4	0.9	8.5	6.7	4.9	12.0	0.0	4.8	13.7	14.9
LnGrp Delay(d),s/veh	23.0	0.0	100.7	26.0	32.1	31.5	58.4	16.0	0.0	73.3	34.1	40.7
LnGrp LOS	C		F	C	C	C	E	B		E	C	D
Approach Vol, veh/h		609			699			1972			1902	
Approach Delay, s/veh		94.4			31.5			19.4			41.7	
Approach LOS		F			C			B			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.4	39.4	8.0	30.2	14.0	37.8	8.0	30.2				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	7.9	33.3	5.1	25.7	9.5	31.7	5.1	25.7				
Max Q Clear Time (g_c+I1), s	9.2	27.1	3.7	27.7	9.7	28.6	3.7	17.6				
Green Ext Time (p_c), s	0.0	5.9	0.0	0.0	0.0	3.1	0.0	4.2				
Intersection Summary												
HCM 2010 Ctrl Delay			38.0									
HCM 2010 LOS			D									
Notes												

Lanes, Volumes, Timings
16: SR-111 & Thunderbird Rd.

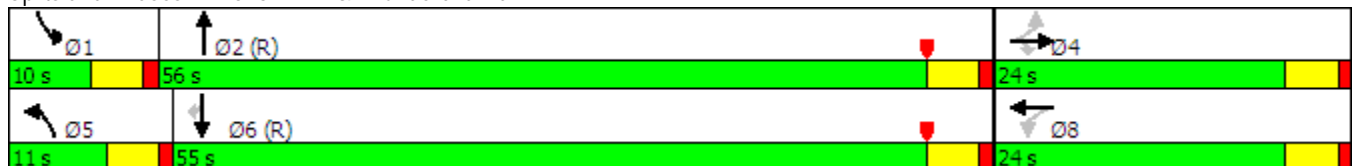
2040 Auto/LSEV PM Peak Hour (ALT2)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	57	17	67	22	21	27	33	1805	30	4	1411	96
Future Volume (vph)	57	17	67	22	21	27	33	1805	30	4	1411	96
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		50	0		0	210		0	195		135
Storage Lanes	0		1	0		0	1		0	1		1
Taper Length (ft)	60			60			60			60		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		479			372			923			1799	
Travel Time (s)		10.9			8.5			11.4			22.3	
Confl. Bikes (#/hr)			2			2			15			15
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA		Prot	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8								6
Detector Phase	4	4	4	8	8		5	2		1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5		9.5	22.5		9.5	22.5	22.5
Total Split (s)	24.0	24.0	24.0	24.0	24.0		11.0	56.0		10.0	55.0	55.0
Total Split (%)	26.7%	26.7%	26.7%	26.7%	26.7%		12.2%	62.2%		11.1%	61.1%	61.1%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		4.5	4.5		4.5		4.5	4.5		4.5	4.5	4.5
Lead/Lag							Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	Yes
Recall Mode	Ped	Ped	Ped	None	None		None	C-Max		None	C-Max	C-Max

Intersection Summary

























Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Splits and Phases: 16: SR-111 & Thunderbird Rd.



HCM 2010 Signalized Intersection Summary
 16: SR-111 & Thunderbird Rd.

2040 Auto/LSEV PM Peak Hour (ALT2)

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  			  	
Traffic Volume (veh/h)	57	17	67	22	21	27	33	1805	30	4	1411	96
Future Volume (veh/h)	57	17	67	22	21	27	33	1805	30	4	1411	96
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	60	18	71	23	22	28	35	1900	32	4	1485	101
Adj No. of Lanes	0	1	1	0	1	0	1	3	0	1	3	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	170	41	144	74	51	45	57	3872	65	9	3687	1116
Arrive On Green	0.09	0.09	0.09	0.09	0.09	0.09	0.03	0.75	0.75	0.01	1.00	1.00
Sat Flow, veh/h	1067	446	1557	234	550	488	1774	5148	87	1774	5085	1540
Grp Volume(v), veh/h	78	0	71	73	0	0	35	1251	681	4	1485	101
Grp Sat Flow(s),veh/h/ln	1513	0	1557	1273	0	0	1774	1695	1845	1774	1695	1540
Q Serve(g_s), s	0.0	0.0	3.9	1.3	0.0	0.0	1.8	13.0	13.1	0.2	0.0	0.0
Cycle Q Clear(g_c), s	4.3	0.0	3.9	5.6	0.0	0.0	1.8	13.0	13.1	0.2	0.0	0.0
Prop In Lane	0.77		1.00	0.32		0.38	1.00		0.05	1.00		1.00
Lane Grp Cap(c), veh/h	211	0	144	170	0	0	57	2550	1387	9	3687	1116
V/C Ratio(X)	0.37	0.00	0.49	0.43	0.00	0.00	0.61	0.49	0.49	0.43	0.40	0.09
Avail Cap(c_a), veh/h	390	0	337	361	0	0	128	2550	1387	108	3687	1116
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.32	0.32	0.32
Uniform Delay (d), s/veh	38.9	0.0	38.8	39.2	0.0	0.0	43.0	4.4	4.4	44.4	0.0	0.0
Incr Delay (d2), s/veh	1.1	0.0	2.6	1.7	0.0	0.0	10.0	0.7	1.2	9.5	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.0	1.8	1.8	0.0	0.0	1.0	6.1	6.9	0.1	0.0	0.0
LnGrp Delay(d),s/veh	40.0	0.0	41.4	40.9	0.0	0.0	53.0	5.1	5.6	53.9	0.1	0.1
LnGrp LOS	D		D	D			D	A	A	D	A	A
Approach Vol, veh/h		149			73			1967			1590	
Approach Delay, s/veh		40.7			40.9			6.1			0.2	
Approach LOS		D			D			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.0	72.2		12.8	7.4	69.7		12.8				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.5	51.5		19.5	6.5	50.5		19.5				
Max Q Clear Time (g_c+I1), s	2.2	15.1		6.3	3.8	2.0		7.6				
Green Ext Time (p_c), s	0.0	30.9		0.8	0.0	39.1		0.8				
Intersection Summary												
HCM 2010 Ctrl Delay			5.7									
HCM 2010 LOS			A									

Lanes, Volumes, Timings
17: SR-111 & Paxton Dr.

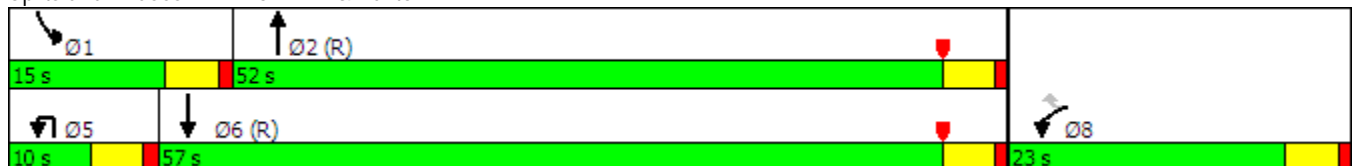
2040 Auto/LSEV PM Peak Hour (ALT2)

	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Group							
Lane Configurations	↙	↗	↘	↑↑↑		↙	↑↑↑
Traffic Volume (vph)	123	130	1	1778	141	74	1375
Future Volume (vph)	123	130	1	1778	141	74	1375
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	60	125		0	195	
Storage Lanes	1	1	1		0	1	
Taper Length (ft)	60		60			60	
Right Turn on Red		Yes			Yes		
Link Speed (mph)	55			55			55
Link Distance (ft)	411			627			554
Travel Time (s)	5.1			7.8			6.9
Confl. Bikes (#/hr)		16			2		
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Shared Lane Traffic (%)							
Turn Type	Prot	Perm	Prot	NA		Prot	NA
Protected Phases	8		5	2		1	6
Permitted Phases		8					
Detector Phase	8	8	5	2		1	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	22.5	22.5	9.5	22.5		9.5	22.5
Total Split (s)	23.0	23.0	10.0	52.0		15.0	57.0
Total Split (%)	25.6%	25.6%	11.1%	57.8%		16.7%	63.3%
Yellow Time (s)	3.5	3.5	3.5	3.5		3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5		4.5	4.5
Lead/Lag			Lead	Lag		Lead	Lag
Lead-Lag Optimize?			Yes	Yes		Yes	Yes
Recall Mode	None	None	None	C-Max		None	C-Max

Intersection Summary














Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Splits and Phases: 17: SR-111 & Paxton Dr.























HCM 2010 Signalized Intersection Summary
 17: SR-111 & Paxton Dr.

2040 Auto/LSEV PM Peak Hour (ALT2)

								
Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT	
Lane Configurations								
Traffic Volume (veh/h)	123	130	1	1778	141	74	1375	
Future Volume (veh/h)	123	130	1	1778	141	74	1375	
Number	3	18		2	12	1	6	
Initial Q (Qb), veh	0	0		0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00	1.00			0.98	1.00		
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00	1.00	
Adj Sat Flow, veh/h/ln	1863	1863		1863	1900	1863	1863	
Adj Flow Rate, veh/h	124	131		1796	142	75	1389	
Adj No. of Lanes	1	1		3	0	1	3	
Peak Hour Factor	0.99	0.99		0.99	0.99	0.99	0.99	
Percent Heavy Veh, %	2	2		2	2	2	2	
Cap, veh/h	191	171		3299	260	97	4028	
Arrive On Green	0.11	0.11		0.69	0.69	0.05	0.79	
Sat Flow, veh/h	1774	1583		4966	378	1774	5253	
Grp Volume(v), veh/h	124	131		1267	671	75	1389	
Grp Sat Flow(s),veh/h/ln	1774	1583		1695	1786	1774	1695	
Q Serve(g_s), s	6.0	7.2		16.8	16.9	3.8	7.0	
Cycle Q Clear(g_c), s	6.0	7.2		16.8	16.9	3.8	7.0	
Prop In Lane	1.00	1.00			0.21	1.00		
Lane Grp Cap(c), veh/h	191	171		2331	1228	97	4028	
V/C Ratio(X)	0.65	0.77		0.54	0.55	0.77	0.34	
Avail Cap(c_a), veh/h	365	325		2331	1228	207	4028	
HCM Platoon Ratio	1.00	1.00		1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00		1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	38.5	39.1		7.0	7.0	42.0	2.7	
Incr Delay (d2), s/veh	3.7	7.0		0.9	1.7	12.3	0.2	
Initial Q Delay(d3),s/veh	0.0	0.0		0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	3.2	3.5		8.0	8.8	2.2	3.3	
LnGrp Delay(d),s/veh	42.2	46.1		7.9	8.8	54.3	2.9	
LnGrp LOS	D	D		A	A	D	A	
Approach Vol, veh/h	255		1938		1464			
Approach Delay, s/veh	44.2		8.2		5.5			
Approach LOS	D		A		A			
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	9.4	66.4				75.8		14.2
Change Period (Y+Rc), s	4.5	4.5				4.5		4.5
Max Green Setting (Gmax), s	10.5	47.5				52.5		18.5
Max Q Clear Time (g_c+I1), s	5.8	18.9				9.0		9.2
Green Ext Time (p_c), s	0.0	24.4				34.6		0.5
Intersection Summary								
HCM 2010 Ctrl Delay			9.7					
HCM 2010 LOS			A					
Notes								

Lanes, Volumes, Timings
 18: San Jacinto Dr. & Rancho Las Palmas

2040 Auto/LSEV PM Peak Hour (ALT2)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	57	173	56	86	119	61	93	11	38	70	26	61
Future Volume (vph)	57	173	56	86	119	61	93	11	38	70	26	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	55		0	105		0	0		80	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	70			65			60			60		
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		481			423			425			397	
Travel Time (s)		10.9			9.6			9.7			9.0	
Confl. Peds. (#/hr)	5					5			5	5		
Confl. Bikes (#/hr)			3			3			3			3
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

Intersection	
Intersection Delay, s/veh	11
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations		↵	↕↔			↵	↕↔				↕	↕
Traffic Vol, veh/h	0	57	173	56	0	86	119	61	0	93	11	38
Future Vol, veh/h	0	57	173	56	0	86	119	61	0	93	11	38
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	60	182	59	0	91	125	64	0	98	12	40
Number of Lanes	0	1	2	0	0	1	2	0	0	0	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	3	3	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	2	3
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	1	3
HCM Control Delay	10.7	10.5	11.3
HCM LOS	B	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	89%	0%	100%	0%	0%	100%	0%	0%	45%
Vol Thru, %	11%	0%	0%	100%	51%	0%	100%	39%	17%
Vol Right, %	0%	100%	0%	0%	49%	0%	0%	61%	39%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	104	38	57	115	114	86	79	101	157
LT Vol	93	0	57	0	0	86	0	0	70
Through Vol	11	0	0	115	58	0	79	40	26
RT Vol	0	38	0	0	56	0	0	61	61
Lane Flow Rate	109	40	60	121	120	91	84	106	165
Geometry Grp	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.219	0.067	0.115	0.216	0.202	0.175	0.15	0.177	0.304
Departure Headway (Hd)	7.198	6.045	6.927	6.419	6.068	6.968	6.46	6.029	6.631
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	497	590	516	557	589	513	553	592	540
Service Time	4.966	3.812	4.689	4.18	3.83	4.731	4.223	3.792	4.396
HCM Lane V/C Ratio	0.219	0.068	0.116	0.217	0.204	0.177	0.152	0.179	0.306
HCM Control Delay	12	9.3	10.6	11	10.4	11.2	10.4	10.1	12.3
HCM Lane LOS	B	A	B	B	B	B	B	B	B
HCM 95th-tile Q	0.8	0.2	0.4	0.8	0.7	0.6	0.5	0.6	1.3

Intersection

Intersection Delay, s/veh
 Intersection LOS

Movement	SBU	SBL	SBT	SBR
Lane Configurations			↕	
Traffic Vol, veh/h	0	70	26	61
Future Vol, veh/h	0	70	26	61
Peak Hour Factor	0.92	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	74	27	64
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	3
Conflicting Approach Right	EB
Conflicting Lanes Right	3
HCM Control Delay	12.3
HCM LOS	B

Lanes, Volumes, Timings
 19: Bob Hope Dr. & Rancho Las Palmas

2040 Auto/LSEV PM Peak Hour (ALT2)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	187	16	50	38	16	43	48	1263	35	27	1173	196
Future Volume (vph)	187	16	50	38	16	43	48	1263	35	27	1173	196
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	110		0	0		50	105		80	120		120
Storage Lanes	1		1	0		1	1		1	1		1
Taper Length (ft)	70			60			60			75		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		459			277			813			520	
Travel Time (s)		10.4			6.3			12.3			7.9	
Confl. Peds. (#/hr)	4		4	4		4	8		10	10		8
Confl. Bikes (#/hr)			3			2			24			24
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	4	4	4	8	8	8	2	2	2	6	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	37.0	37.0	37.0	37.0	37.0	37.0	68.0	68.0	68.0	68.0	68.0	68.0
Total Split (%)	35.2%	35.2%	35.2%	35.2%	35.2%	35.2%	64.8%	64.8%	64.8%	64.8%	64.8%	64.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Ped	Ped	Ped	Ped	Ped	Ped	C-Max	C-Max	C-Max	C-Max	C-Max	C-Max

Intersection Summary
























Area Type: Other
 Cycle Length: 105
 Actuated Cycle Length: 105
 Offset: 44 (42%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Splits and Phases: 19: Bob Hope Dr. & Rancho Las Palmas



HCM 2010 Signalized Intersection Summary
 19: Bob Hope Dr. & Rancho Las Palmas

2040 Auto/LSEV PM Peak Hour (ALT2)

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	187	16	50	38	16	43	48	1263	35	27	1173	196
Future Volume (veh/h)	187	16	50	38	16	43	48	1263	35	27	1173	196
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	0.99		0.98	1.00		0.96	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	203	17	54	41	17	47	52	1373	38	29	1275	213
Adj No. of Lanes	1	1	1	0	1	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	305	389	324	263	100	324	259	2497	1073	336	2497	1090
Arrive On Green	0.21	0.21	0.21	0.21	0.21	0.21	1.00	1.00	1.00	0.71	0.71	0.71
Sat Flow, veh/h	1326	1863	1550	980	477	1552	353	3539	1521	379	3539	1546
Grp Volume(v), veh/h	203	17	54	58	0	47	52	1373	38	29	1275	213
Grp Sat Flow(s),veh/h/ln	1326	1863	1550	1457	0	1552	353	1770	1521	379	1770	1546
Q Serve(g_s), s	15.6	0.8	3.0	2.4	0.0	2.6	4.6	0.0	0.0	2.6	17.4	4.9
Cycle Q Clear(g_c), s	18.8	0.8	3.0	3.2	0.0	2.6	22.0	0.0	0.0	2.6	17.4	4.9
Prop In Lane	1.00		1.00	0.71		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	305	389	324	363	0	324	259	2497	1073	336	2497	1090
V/C Ratio(X)	0.67	0.04	0.17	0.16	0.00	0.14	0.20	0.55	0.04	0.09	0.51	0.20
Avail Cap(c_a), veh/h	438	577	480	508	0	480	259	2497	1073	336	2497	1090
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	0.87	0.87	0.87	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.9	33.2	34.0	34.1	0.0	33.9	2.6	0.0	0.0	4.9	7.1	5.3
Incr Delay (d2), s/veh	2.5	0.0	0.2	0.2	0.0	0.2	1.5	0.8	0.1	0.5	0.7	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.9	0.4	1.3	1.4	0.0	1.1	0.5	0.3	0.0	0.3	8.6	2.2
LnGrp Delay(d),s/veh	44.4	33.2	34.3	34.3	0.0	34.1	4.1	0.8	0.1	5.4	7.9	5.7
LnGrp LOS	D	C	C	C		C	A	A	A	A	A	A
Approach Vol, veh/h		274			105			1463			1517	
Approach Delay, s/veh		41.7			34.2			0.9			7.5	
Approach LOS		D			C			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		78.6		26.4		78.6		26.4				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		63.5		32.5		63.5		32.5				
Max Q Clear Time (g_c+I1), s		24.0		20.8		19.4		5.2				
Green Ext Time (p_c), s		31.1		1.1		33.9		1.4				
Intersection Summary												
HCM 2010 Ctrl Delay			8.2									
HCM 2010 LOS			A									

Lanes, Volumes, Timings
20: Bob Hope Dr. & Avenida Las Palmas

2040 Auto/LSEV PM Peak Hour (ALT2)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕	↗	↖	↕↕	↗	↖	↕↕	↗
Traffic Volume (vph)	66	9	89	91	20	261	87	1044	181	71	1145	75
Future Volume (vph)	66	9	89	91	20	261	87	1044	181	71	1145	75
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		25	0		180	100		40	120		120
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	60			60			60			80		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		299			661			491			813	
Travel Time (s)		6.8			15.0			7.4			12.3	
Confl. Peds. (#/hr)	18		22	22		18	14		10	10		14
Confl. Bikes (#/hr)			3			2			24			24
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Shared Lane Traffic (%)												
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	4	4	4	8	8	8	2	2	2	6	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	33.0	33.0	33.0	33.0	33.0	33.0	72.0	72.0	72.0	72.0	72.0	72.0
Total Split (%)	31.4%	31.4%	31.4%	31.4%	31.4%	31.4%	68.6%	68.6%	68.6%	68.6%	68.6%	68.6%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Ped	Ped	Ped	Ped	Ped	Ped	C-Max	C-Max	C-Max	C-Max	C-Max	C-Max

Intersection Summary























Area Type: Other
 Cycle Length: 105
 Actuated Cycle Length: 105
 Offset: 48 (46%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Splits and Phases: 20: Bob Hope Dr. & Avenida Las Palmas



HCM 2010 Signalized Intersection Summary
 20: Bob Hope Dr. & Avenida Las Palmas

2040 Auto/LSEV PM Peak Hour (ALT2)

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	66	9	89	91	20	261	87	1044	181	71	1145	75
Future Volume (veh/h)	66	9	89	91	20	261	87	1044	181	71	1145	75
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.96	1.00		0.96	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	69	9	93	95	21	272	91	1088	189	74	1193	78
Adj No. of Lanes	0	1	1	0	1	1	1	2	1	1	2	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	65	5	413	62	8	414	347	2275	973	278	2275	973
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.64	0.64	0.64	1.00	1.00	1.00
Sat Flow, veh/h	0	17	1523	0	29	1524	433	3539	1513	431	3539	1513
Grp Volume(v), veh/h	78	0	93	116	0	272	91	1088	189	74	1193	78
Grp Sat Flow(s),veh/h/ln	17	0	1523	29	0	1524	433	1770	1513	431	1770	1513
Q Serve(g_s), s	0.0	0.0	5.0	0.0	0.0	16.6	10.0	16.6	5.4	6.1	0.0	0.0
Cycle Q Clear(g_c), s	28.5	0.0	5.0	28.5	0.0	16.6	10.0	16.6	5.4	22.7	0.0	0.0
Prop In Lane	0.88		1.00	0.82		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	69	0	413	70	0	414	347	2275	973	278	2275	973
V/C Ratio(X)	1.13	0.00	0.22	1.65	0.00	0.66	0.26	0.48	0.19	0.27	0.52	0.08
Avail Cap(c_a), veh/h	69	0	413	70	0	414	347	2275	973	278	2275	973
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.86	0.86	0.86
Uniform Delay (d), s/veh	50.6	0.0	29.7	49.3	0.0	33.9	8.5	9.7	7.7	2.8	0.0	0.0
Incr Delay (d2), s/veh	146.7	0.0	0.3	348.2	0.0	3.8	1.8	0.7	0.4	2.0	0.7	0.1
Initial Q Delay(d3),s/veh	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	0.0	2.1	8.8	0.0	7.4	1.4	8.2	2.3	0.8	0.2	0.0
LnGrp Delay(d),s/veh	197.5	0.0	30.0	397.6	0.0	37.7	10.3	10.4	8.1	4.8	0.7	0.1
LnGrp LOS	F		C	F		D	B	B	A	A	A	A
Approach Vol, veh/h		171			388			1368			1345	
Approach Delay, s/veh		106.4			145.3			10.1			0.9	
Approach LOS		F			F			B			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		72.0		33.0		72.0		33.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		67.5		28.5		67.5		28.5				
Max Q Clear Time (g_c+I1), s		18.6		30.5		24.7		30.5				
Green Ext Time (p_c), s		33.2		0.0		30.3		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			27.4									
HCM 2010 LOS			C									

Lanes, Volumes, Timings
 21: Bob Hope Dr. & Commercial Dwy.

2040 Auto/LSEV PM Peak Hour (ALT2)



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	70	1407	60	0	1486
Future Volume (vph)	0	70	1407	60	0	1486
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		160	0	
Storage Lanes	0	1		1	0	
Taper Length (ft)	60				60	
Link Speed (mph)	30		45			45
Link Distance (ft)	471		345			491
Travel Time (s)	10.7		5.2			7.4
Confl. Peds. (#/hr)				13	13	
Confl. Bikes (#/hr)		1		25		
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Shared Lane Traffic (%)						
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection

Int Delay, s/veh 0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕↕	↗		↕↕
Traffic Vol, veh/h	0	70	1407	60	0	1486
Future Vol, veh/h	0	70	1407	60	0	1486
Conflicting Peds, #/hr	0	0	0	13	13	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	160	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	75	1513	65	0	1598

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	-	769	0 0
Stage 1	-	-	- -
Stage 2	-	-	- -
Critical Hdwy	-	6.94	- -
Critical Hdwy Stg 1	-	-	- -
Critical Hdwy Stg 2	-	-	- -
Follow-up Hdwy	-	3.32	- -
Pot Cap-1 Maneuver	0	344	- - 0 -
Stage 1	0	-	- - 0 -
Stage 2	0	-	- - 0 -
Platoon blocked, %			- -
Mov Cap-1 Maneuver	-	340	- -
Mov Cap-2 Maneuver	-	-	- -
Stage 1	-	-	- -
Stage 2	-	-	- -

Approach	WB	NB	SB
HCM Control Delay, s	18.6	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	- 340	-
HCM Lane V/C Ratio	-	- 0.221	-
HCM Control Delay (s)	-	- 18.6	-
HCM Lane LOS	-	- C	-
HCM 95th %tile Q(veh)	-	- 0.8	-

Lanes, Volumes, Timings
22: SR-111 & Bob Hope Dr.

2040 Auto/LSEV PM Peak Hour (ALT2)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕		↕	↑↑↑	↕	↕	↑↑↑	
Traffic Volume (vph)	8	22	17	869	22	303	17	1932	575	671	1522	12
Future Volume (vph)	8	22	17	869	22	303	17	1932	575	671	1522	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	225		150	100		240	250		0
Storage Lanes	0		0	1		0	1		1	2		0
Taper Length (ft)	60			80			70			110		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			50			50	
Link Distance (ft)		303			469			677			754	
Travel Time (s)		4.6			7.1			9.2			10.3	
Confl. Bikes (#/hr)			2			3			25			5
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Shared Lane Traffic (%)				10%								
Turn Type	Split	NA		Split	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases									2			
Detector Phase	4	4		8	8		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5		9.5	22.5	22.5	9.5	22.5	
Total Split (s)	22.5	22.5		30.0	30.0		10.0	44.5	44.5	23.0	57.5	
Total Split (%)	18.8%	18.8%		25.0%	25.0%		8.3%	37.1%	37.1%	19.2%	47.9%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None		Ped	Ped		None	C-Max	C-Max	None	C-Max	

Intersection Summary






















Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 120
 Control Type: Actuated-Coordinated

Splits and Phases: 22: SR-111 & Bob Hope Dr.



HCM 2010 Signalized Intersection Summary
22: SR-111 & Bob Hope Dr.

2040 Auto/LSEV PM Peak Hour (ALT2)

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	22	17	869	22	303	17	1932	575	671	1522	12
Future Volume (veh/h)	8	22	17	869	22	303	17	1932	575	671	1522	12
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	8	23	18	867	76	316	18	2012	599	699	1585	12
Adj No. of Lanes	0	1	0	2	1	0	1	3	1	2	3	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	10	30	23	754	66	276	33	2271	690	531	3029	23
Arrive On Green	0.04	0.04	0.04	0.21	0.21	0.21	0.04	0.89	0.89	0.15	0.58	0.58
Sat Flow, veh/h	281	807	632	3548	312	1298	1774	5085	1545	3442	5205	39
Grp Volume(v), veh/h	49	0	0	867	0	392	18	2012	599	699	1032	565
Grp Sat Flow(s),veh/h/ln	1720	0	0	1774	0	1610	1774	1695	1545	1721	1695	1855
Q Serve(g_s), s	3.4	0.0	0.0	25.5	0.0	25.5	1.2	24.3	22.2	18.5	22.0	22.0
Cycle Q Clear(g_c), s	3.4	0.0	0.0	25.5	0.0	25.5	1.2	24.3	22.2	18.5	22.0	22.0
Prop In Lane	0.16		0.37	1.00		0.81	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	63	0	0	754	0	342	33	2271	690	531	1973	1079
V/C Ratio(X)	0.77	0.00	0.00	1.15	0.00	1.15	0.54	0.89	0.87	1.32	0.52	0.52
Avail Cap(c_a), veh/h	258	0	0	754	0	342	81	2271	690	531	1973	1079
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.09	0.09	0.09	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.3	0.0	0.0	47.2	0.0	47.3	57.2	4.9	4.7	50.8	15.1	15.1
Incr Delay (d2), s/veh	17.8	0.0	0.0	82.4	0.0	94.3	1.2	0.5	1.5	155.7	1.0	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.0	0.0	21.1	0.0	20.3	0.6	10.1	8.6	20.2	10.5	11.7
LnGrp Delay(d),s/veh	75.1	0.0	0.0	129.7	0.0	141.5	58.5	5.4	6.3	206.5	16.1	16.9
LnGrp LOS	E			F		F	E	A	A	F	B	B
Approach Vol, veh/h		49			1259			2629			2296	
Approach Delay, s/veh		75.1			133.4			6.0			74.3	
Approach LOS		E			F			A			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	23.0	58.1		8.9	6.8	74.3		30.0				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	18.5	40.0		18.0	5.5	53.0		25.5				
Max Q Clear Time (g_c+I1), s	20.5	26.3		5.4	3.2	24.0		27.5				
Green Ext Time (p_c), s	0.0	13.2		0.1	0.0	27.2		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay				57.4								
HCM 2010 LOS				E								
Notes												

Lanes, Volumes, Timings
23: SR-111 & Magnesia Falls Dr.

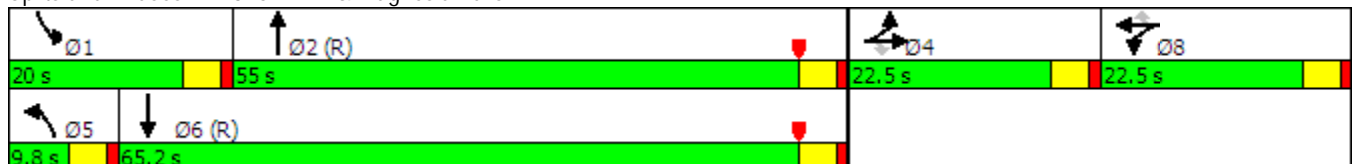
2040 Auto/LSEV PM Peak Hour (ALT2)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	27	37	26	262	19	375	44	2135	439	297	2128	33
Future Volume (vph)	27	37	26	262	19	375	44	2135	439	297	2128	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		65	90		90	170		0	215		0
Storage Lanes	0		1	1		1	1		0	1		0
Taper Length (ft)	60			60			80			80		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			50			50	
Link Distance (ft)		488			382			582			677	
Travel Time (s)		11.1			8.7			7.9			9.2	
Confl. Bikes (#/hr)			6			2			23			22
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Shared Lane Traffic (%)				47%								
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			8						
Detector Phase	4	4	4	8	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	9.5	22.5		9.5	22.5	
Total Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	9.8	55.0		20.0	65.2	
Total Split (%)	18.8%	18.8%	18.8%	18.8%	18.8%	18.8%	8.2%	45.8%		16.7%	54.3%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.5	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None	None	Ped	Ped	Ped	None	C-Max		None	C-Max	

Intersection Summary























Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 120
 Control Type: Actuated-Coordinated

Splits and Phases: 23: SR-111 & Magnesia Falls Dr.



HCM 2010 Signalized Intersection Summary
23: SR-111 & Magnesia Falls Dr.

2040 Auto/LSEV PM Peak Hour (ALT2)

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	37	26	262	19	375	44	2135	439	297	2128	33
Future Volume (veh/h)	27	37	26	262	19	375	44	2135	439	297	2128	33
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.99	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	29	40	28	296	0	403	47	2296	472	319	2288	35
Adj No. of Lanes	0	1	1	2	0	1	1	3	0	1	3	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	41	57	82	532	0	234	60	2203	427	229	3157	48
Arrive On Green	0.05	0.05	0.05	0.15	0.00	0.15	0.03	0.52	0.52	0.26	1.00	1.00
Sat Flow, veh/h	767	1058	1525	3548	0	1560	1774	4260	825	1774	5157	79
Grp Volume(v), veh/h	69	0	28	296	0	403	47	1799	969	319	1502	821
Grp Sat Flow(s),veh/h/ln	1824	0	1525	1774	0	1560	1774	1695	1695	1774	1695	1846
Q Serve(g_s), s	4.5	0.0	2.1	9.3	0.0	18.0	3.2	62.0	62.0	15.5	0.0	0.0
Cycle Q Clear(g_c), s	4.5	0.0	2.1	9.3	0.0	18.0	3.2	62.0	62.0	15.5	0.0	0.0
Prop In Lane	0.42		1.00	1.00		1.00	1.00		0.49	1.00		0.04
Lane Grp Cap(c), veh/h	98	0	82	532	0	234	60	1753	877	229	2076	1130
V/C Ratio(X)	0.70	0.00	0.34	0.56	0.00	1.72	0.78	1.03	1.11	1.39	0.72	0.73
Avail Cap(c_a), veh/h	274	0	229	532	0	234	78	1753	877	229	2076	1130
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.66	0.66	0.66
Uniform Delay (d), s/veh	55.8	0.0	54.7	47.3	0.0	51.0	57.5	29.0	29.0	44.5	0.0	0.0
Incr Delay (d2), s/veh	8.8	0.0	2.4	1.3	0.0	342.6	30.1	28.4	63.7	193.2	1.5	2.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	0.0	1.0	4.7	0.0	30.0	2.1	35.9	44.5	19.8	0.4	0.9
LnGrp Delay(d),s/veh	64.6	0.0	57.2	48.6	0.0	393.6	87.6	57.4	92.7	237.7	1.5	2.7
LnGrp LOS	E		E	D		F	F	F	F	F	A	A
Approach Vol, veh/h		97			699			2815			2642	
Approach Delay, s/veh		62.5			247.5			70.1			30.4	
Approach LOS		E			F			E			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	20.0	66.5		11.0	8.6	78.0		22.5				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	15.5	50.5		18.0	5.3	60.7		18.0				
Max Q Clear Time (g_c+I1), s	17.5	64.0		6.5	5.2	2.0		20.0				
Green Ext Time (p_c), s	0.0	0.0		0.3	0.0	57.2		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			73.0									
HCM 2010 LOS			E									
Notes												

Lanes, Volumes, Timings
 24: Monterey Av. & Parkview Dr.

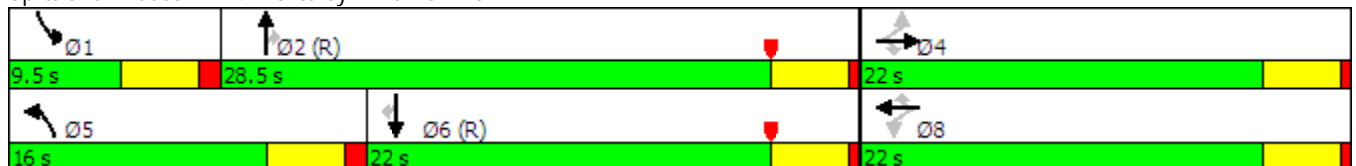
2040 Auto/LSEV PM Peak Hour (ALT2)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	200	14	252	38	45	53	375	1936	111	11	1253	123
Future Volume (vph)	200	14	252	38	45	53	375	1936	111	11	1253	123
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	90		90	0		0	145		0	400		100
Storage Lanes	1		1	1		1	1		1	2		1
Taper Length (ft)	60			60			90			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			50			50	
Link Distance (ft)		583			473			600			604	
Travel Time (s)		13.3			10.8			8.2			8.2	
Confl. Bikes (#/hr)			22			16			12			19
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8			2			6
Detector Phase	4	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.0	22.0	22.0	22.0	22.0	22.0	9.5	22.0	22.0	9.5	22.0	22.0
Total Split (s)	22.0	22.0	22.0	22.0	22.0	22.0	16.0	28.5	28.5	9.5	22.0	22.0
Total Split (%)	36.7%	36.7%	36.7%	36.7%	36.7%	36.7%	26.7%	47.5%	47.5%	15.8%	36.7%	36.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	1.0	0.5	0.5	1.0	0.5	0.5
Lost Time Adjust (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
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.5	4.0	4.0	4.5	4.0	4.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	Ped	Ped	Ped	Ped	Ped	Ped	None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary

























Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 34 (57%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated

Splits and Phases: 24: Monterey Av. & Parkview Dr.



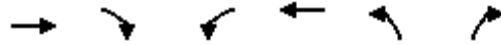
HCM 2010 Signalized Intersection Summary
 24: Monterey Av. & Parkview Dr.

2040 Auto/LSEV PM Peak Hour (ALT2)

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	200	14	252	38	45	53	375	1936	111	11	1253	123
Future Volume (veh/h)	200	14	252	38	45	53	375	1936	111	11	1253	123
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.98	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	217	15	274	41	49	58	408	2104	121	12	1362	134
Adj No. of Lanes	1	1	1	1	1	1	1	3	1	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	395	438	360	369	438	362	340	2753	843	52	1855	555
Arrive On Green	0.24	0.24	0.24	0.24	0.24	0.24	0.19	0.54	0.54	0.02	0.36	0.36
Sat Flow, veh/h	1281	1863	1531	1086	1863	1540	1774	5085	1557	3442	5085	1521
Grp Volume(v), veh/h	217	15	274	41	49	58	408	2104	121	12	1362	134
Grp Sat Flow(s),veh/h/ln	1281	1863	1531	1086	1863	1540	1774	1695	1557	1721	1695	1521
Q Serve(g_s), s	9.6	0.4	10.0	1.8	1.2	1.8	11.5	19.4	2.3	0.2	13.9	3.7
Cycle Q Clear(g_c), s	10.8	0.4	10.0	2.2	1.2	1.8	11.5	19.4	2.3	0.2	13.9	3.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	395	438	360	369	438	362	340	2753	843	52	1855	555
V/C Ratio(X)	0.55	0.03	0.76	0.11	0.11	0.16	1.20	0.76	0.14	0.23	0.73	0.24
Avail Cap(c_a), veh/h	478	559	459	439	559	462	340	2753	843	287	1855	555
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.3	17.7	21.4	18.5	18.0	18.2	24.3	10.8	6.8	29.2	16.5	13.3
Incr Delay (d2), s/veh	1.2	0.0	5.5	0.1	0.1	0.2	114.8	2.1	0.4	2.2	2.6	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	0.2	4.7	0.6	0.7	0.8	16.4	9.5	1.1	0.1	6.9	1.7
LnGrp Delay(d),s/veh	23.5	17.7	26.9	18.7	18.1	18.4	139.1	12.8	7.2	31.4	19.2	14.3
LnGrp LOS	C	B	C	B	B	B	F	B	A	C	B	B
Approach Vol, veh/h		506			148			2633			1508	
Approach Delay, s/veh		25.2			18.4			32.2			18.8	
Approach LOS		C			B			C			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.4	36.5		18.1	16.0	25.9		18.1				
Change Period (Y+Rc), s	4.5	4.0		4.0	4.5	4.0		4.0				
Max Green Setting (Gmax), s	5.0	24.5		18.0	11.5	18.0		18.0				
Max Q Clear Time (g_c+I1), s	2.2	21.4		12.8	13.5	15.9		4.2				
Green Ext Time (p_c), s	0.0	3.0		1.3	0.0	2.0		2.2				
Intersection Summary												
HCM 2010 Ctrl Delay			26.8									
HCM 2010 LOS			C									

Lanes, Volumes, Timings
 25: San Pablo Ave. & Magnesia Falls Dr.

2040 Auto/LSEV PM Peak Hour (ALT2)



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↑	↑	↑	↑
Traffic Volume (vph)	240	115	183	38	181	155
Future Volume (vph)	240	115	183	38	181	155
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		50	155		200	0
Storage Lanes		1	1		1	1
Taper Length (ft)			120		120	
Link Speed (mph)	35			35	35	
Link Distance (ft)	823			2649	1341	
Travel Time (s)	16.0			51.6	26.1	
Confl. Peds. (#/hr)		14	14		10	11
Confl. Bikes (#/hr)		28				18
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Shared Lane Traffic (%)						
Sign Control	Stop			Stop	Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection	
Intersection Delay, s/veh	12
Intersection LOS	B

Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBU	NBL	NBR
Lane Configurations		↑	↗		↖	↑		↘	↗
Traffic Vol, veh/h	0	240	115	0	183	38	0	181	155
Future Vol, veh/h	0	240	115	0	183	38	0	181	155
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	258	124	0	197	41	0	195	167
Number of Lanes	0	1	1	0	1	1	0	1	1






















Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	2
HCM Control Delay	11.9	12.4	11.8
HCM LOS	B	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2
Vol Left, %	100%	0%	0%	0%	100%	0%
Vol Thru, %	0%	0%	100%	0%	0%	100%
Vol Right, %	0%	100%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	181	155	240	115	183	38
LT Vol	181	0	0	0	183	0
Through Vol	0	0	240	0	0	38
RT Vol	0	155	0	115	0	0
Lane Flow Rate	195	167	258	124	197	41
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.364	0.255	0.429	0.181	0.363	0.07
Departure Headway (Hd)	6.728	5.516	5.988	5.278	6.641	6.133
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	535	652	601	680	541	584
Service Time	4.462	3.25	3.721	3.011	4.378	3.87
HCM Lane V/C Ratio	0.364	0.256	0.429	0.182	0.364	0.07
HCM Control Delay	13.3	10.1	13.2	9.2	13.1	9.3
HCM Lane LOS	B	B	B	A	B	A
HCM 95th-tile Q	1.7	1	2.1	0.7	1.6	0.2

Lanes, Volumes, Timings

2040 Auto/LSEV PM Peak Hour (ALT2)

26: San Pablo Ave. & College of the Desert (Alumni Dr.)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	161	4	201	50	22	37	81	214	96	53	185	132
Future Volume (vph)	161	4	201	50	22	37	81	214	96	53	185	132
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		100	0		0	0		60	0		135
Storage Lanes	0		1	1		0	1		1	0		1
Taper Length (ft)	60			60			60			60		
Link Speed (mph)		30			30			35				35
Link Distance (ft)		595			218			303				1341
Travel Time (s)		13.5			5.0			5.9				26.1
Confl. Peds. (#/hr)	35					35			47	47		
Confl. Bikes (#/hr)			5			2			25			26
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											

26: San Pablo Ave. & College of the Desert (Alumni Dr.)

Intersection	
Intersection Delay, s/veh	16.1
Intersection LOS	C

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations			↶	↷		↶	↷			↶	↷	↷
Traffic Vol, veh/h	0	161	4	201	0	50	22	37	0	81	214	96
Future Vol, veh/h	0	161	4	201	0	50	22	37	0	81	214	96
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	175	4	218	0	54	24	40	0	88	233	104
Number of Lanes	0	0	1	1	0	1	1	0	0	1	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	2	2
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	2	3	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	3	2	2
HCM Control Delay	16.1	13	15.5
HCM LOS	C	B	C

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	98%	0%	100%	0%	22%	0%
Vol Thru, %	0%	100%	0%	2%	0%	0%	37%	78%	0%
Vol Right, %	0%	0%	100%	0%	100%	0%	63%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	81	214	96	165	201	50	59	238	132
LT Vol	81	0	0	161	0	50	0	53	0
Through Vol	0	214	0	4	0	0	22	185	0
RT Vol	0	0	96	0	201	0	37	0	132
Lane Flow Rate	88	233	104	179	218	54	64	259	143
Geometry Grp	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.202	0.502	0.204	0.416	0.433	0.139	0.147	0.569	0.282
Departure Headway (Hd)	8.275	7.763	7.047	8.349	7.139	9.222	8.257	7.916	7.084
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	432	463	507	430	502	387	432	455	505
Service Time	6.045	5.533	4.816	6.118	4.907	7.012	6.046	5.686	4.853
HCM Lane V/C Ratio	0.204	0.503	0.205	0.416	0.434	0.14	0.148	0.569	0.283
HCM Control Delay	13.1	18.2	11.6	17	15.3	13.5	12.5	20.7	12.6
HCM Lane LOS	B	C	B	C	C	B	B	C	B
HCM 95th-tile Q	0.7	2.8	0.8	2	2.2	0.5	0.5	3.5	1.1

Intersection

Intersection Delay, s/veh

Intersection LOS

Movement	SBU	SBL	SBT	SBR
Lane Configurations			↖ ↗	↖ ↗
Traffic Vol, veh/h	0	53	185	132
Future Vol, veh/h	0	53	185	132
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	58	201	143
Number of Lanes	0	0	1	1

Approach	SB
Opposing Approach	NB
Opposing Lanes	3
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	17.8
HCM LOS	C

Lanes, Volumes, Timings
27: Portola Av. & Magnesia Falls Dr.

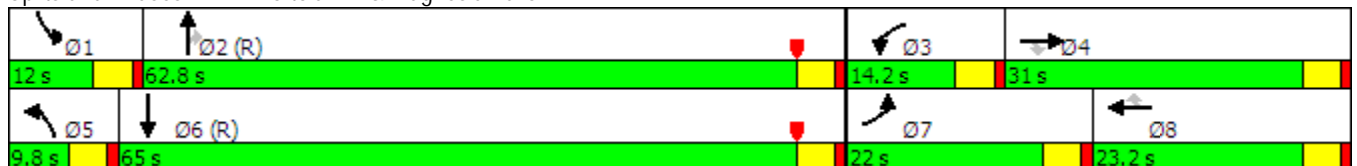
2040 Auto/LSEV PM Peak Hour (ALT2)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	242	97	87	59	66	342	47	1653	67	97	1403	171
Future Volume (vph)	242	97	87	59	66	342	47	1653	67	97	1403	171
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	230		230	200		200	90		105	355		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	60			60			95			80		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		35			35			50			50	
Link Distance (ft)		2649			517			536			570	
Travel Time (s)		51.6			10.1			7.3			7.8	
Confl. Bikes (#/hr)			18			18			2			3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Shared Lane Traffic (%)												
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	22.0	31.0	31.0	14.2	23.2	23.2	9.8	62.8	62.8	12.0	65.0	
Total Split (%)	18.3%	25.8%	25.8%	11.8%	19.3%	19.3%	8.2%	52.3%	52.3%	10.0%	54.2%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (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
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Ped	Ped	None	None	None	None	C-Max	C-Max	None	C-Max	

Intersection Summary

























Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 120
 Control Type: Actuated-Coordinated

Splits and Phases: 27: Portola Av. & Magnesia Falls Dr.



HCM 2010 Signalized Intersection Summary
27: Portola Av. & Magnesia Falls Dr.

2040 Auto/LSEV PM Peak Hour (ALT2)

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	242	97	87	59	66	342	47	1653	67	97	1403	171
Future Volume (veh/h)	242	97	87	59	66	342	47	1653	67	97	1403	171
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.96	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	252	101	91	61	69	356	49	1722	70	101	1461	178
Adj No. of Lanes	1	1	1	1	1	1	1	2	1	1	2	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	259	479	396	79	290	237	63	1719	753	111	1627	196
Arrive On Green	0.15	0.26	0.26	0.04	0.16	0.16	0.04	0.49	0.49	0.06	0.51	0.51
Sat Flow, veh/h	1774	1863	1540	1774	1863	1524	1774	3539	1549	1774	3172	382
Grp Volume(v), veh/h	252	101	91	61	69	356	49	1722	70	101	808	831
Grp Sat Flow(s),veh/h/ln	1774	1863	1540	1774	1863	1524	1774	1770	1549	1774	1770	1785
Q Serve(g_s), s	17.0	5.1	5.6	4.1	3.9	18.7	3.3	58.3	2.9	6.8	49.1	50.9
Cycle Q Clear(g_c), s	17.0	5.1	5.6	4.1	3.9	18.7	3.3	58.3	2.9	6.8	49.1	50.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.21
Lane Grp Cap(c), veh/h	259	479	396	79	290	237	63	1719	753	111	908	916
V/C Ratio(X)	0.97	0.21	0.23	0.78	0.24	1.50	0.78	1.00	0.09	0.91	0.89	0.91
Avail Cap(c_a), veh/h	259	479	396	143	290	237	78	1719	753	111	908	916
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.0	35.0	35.2	56.8	44.4	50.7	57.4	30.8	16.6	55.9	26.2	26.6
Incr Delay (d2), s/veh	48.6	0.2	0.3	15.0	0.4	245.5	31.6	22.1	0.2	58.2	12.8	14.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.8	2.7	2.4	2.3	2.0	24.1	2.2	33.7	1.3	5.1	27.0	28.6
LnGrp Delay(d),s/veh	99.6	35.2	35.5	71.7	44.8	296.2	89.0	52.9	16.9	114.1	39.0	41.0
LnGrp LOS	F	D	D	E	D	F	F	F	B	F	D	D
Approach Vol, veh/h		444			486			1841			1740	
Approach Delay, s/veh		71.8			232.3			52.5			44.3	
Approach LOS		E			F			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.0	62.8	9.8	35.4	8.8	66.0	22.0	23.2				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	7.5	58.3	9.7	26.5	5.3	60.5	17.5	18.7				
Max Q Clear Time (g_c+I1), s	8.8	60.3	6.1	7.6	5.3	52.9	19.0	20.7				
Green Ext Time (p_c), s	0.0	0.0	0.0	2.4	0.0	7.3	0.0	0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			70.6									
HCM 2010 LOS			E									

Lanes, Volumes, Timings
28: El Dorado Dr. & Fred Waring Dr.

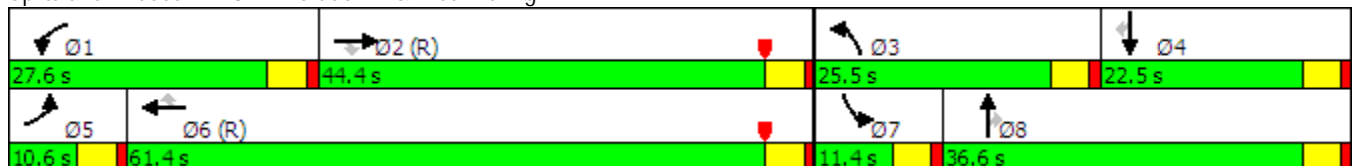
2040 Auto/LSEV PM Peak Hour (ALT2)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	1668	407	337	1667	40	304	21	384	36	15	33
Future Volume (vph)	25	1668	407	337	1667	40	304	21	384	36	15	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	225		210	290		145	0		125	105		105
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	60			120			60			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		50			50			45			45	
Link Distance (ft)		1266			970			386			401	
Travel Time (s)		17.3			13.2			5.8			6.1	
Confl. Bikes (#/hr)			7			2			4			2
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Shared Lane Traffic (%)												
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6			8			4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	10.6	44.4	44.4	27.6	61.4	61.4	25.5	36.6	36.6	11.4	22.5	22.5
Total Split (%)	8.8%	37.0%	37.0%	23.0%	51.2%	51.2%	21.3%	30.5%	30.5%	9.5%	18.8%	18.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (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
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Max	Max	None	Max	Max

Intersection Summary

























Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 120
 Control Type: Actuated-Coordinated

Splits and Phases: 28: El Dorado Dr. & Fred Waring Dr.



HCM 2010 Signalized Intersection Summary
28: El Dorado Dr. & Fred Waring Dr.

2040 Auto/LSEV PM Peak Hour (ALT2)

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	1668	407	337	1667	40	304	21	384	36	15	33
Future Volume (veh/h)	25	1668	407	337	1667	40	304	21	384	36	15	33
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	27	1794	438	362	1792	43	327	23	413	39	16	35
Adj No. of Lanes	1	3	1	1	3	1	1	1	1	1	1	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	44	1691	518	342	2544	782	310	549	460	54	279	234
Arrive On Green	0.02	0.33	0.33	0.19	0.50	0.50	0.17	0.29	0.29	0.03	0.15	0.15
Sat Flow, veh/h	1774	5085	1557	1774	5085	1563	1774	1863	1560	1774	1863	1560
Grp Volume(v), veh/h	27	1794	438	362	1792	43	327	23	413	39	16	35
Grp Sat Flow(s),veh/h/ln	1774	1695	1557	1774	1695	1563	1774	1863	1560	1774	1863	1560
Q Serve(g_s), s	1.8	39.9	31.4	23.1	32.6	1.7	21.0	1.1	30.5	2.6	0.9	2.3
Cycle Q Clear(g_c), s	1.8	39.9	31.4	23.1	32.6	1.7	21.0	1.1	30.5	2.6	0.9	2.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	44	1691	518	342	2544	782	310	549	460	54	279	234
V/C Ratio(X)	0.62	1.06	0.85	1.06	0.70	0.05	1.05	0.04	0.90	0.73	0.06	0.15
Avail Cap(c_a), veh/h	90	1691	518	342	2544	782	310	549	460	102	279	234
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.0	40.0	37.2	48.5	23.1	15.4	49.5	30.2	40.6	57.7	43.7	44.3
Incr Delay (d2), s/veh	13.2	40.1	15.6	65.4	1.7	0.1	65.8	0.1	23.1	16.8	0.4	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	24.9	15.6	17.5	15.7	0.8	15.9	0.6	16.1	1.5	0.5	1.1
LnGrp Delay(d),s/veh	71.1	80.2	52.8	113.9	24.8	15.5	115.3	30.4	63.7	74.5	44.1	45.7
LnGrp LOS	E	F	D	F	C	B	F	C	E	E	D	D
Approach Vol, veh/h		2259			2197			763			90	
Approach Delay, s/veh		74.8			39.3			84.8			57.9	
Approach LOS		E			D			F			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	27.6	44.4	25.5	22.5	7.5	64.5	8.1	39.9				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	23.1	39.9	21.0	18.0	6.1	56.9	6.9	32.1				
Max Q Clear Time (g_c+I1), s	25.1	41.9	23.0	4.3	3.8	34.6	4.6	32.5				
Green Ext Time (p_c), s	0.0	0.0	0.0	1.5	0.0	21.1	0.0	0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			61.2									
HCM 2010 LOS			E									

Lanes, Volumes, Timings
 29: Dune Palms Rd. & Corporate Center Dr.

2040 Auto/LSEV PM Peak Hour (ALT2)



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	67	47	28	981	584	33
Future Volume (vph)	67	47	28	981	584	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	120	0	95			0
Storage Lanes	1	1	1			0
Taper Length (ft)	60		90			
Link Speed (mph)	30			30	30	
Link Distance (ft)	371			267	354	
Travel Time (s)	8.4			6.1	8.0	
Confl. Bikes (#/hr)		4				5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

Intersection

Int Delay, s/veh 7.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	67	47	28	981	584	33
Future Vol, veh/h	67	47	28	981	584	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	120	0	95	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	73	51	30	1066	635	36













Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	1780	335	671	0	0
Stage 1	653	-	-	-	-
Stage 2	1127	-	-	-	-
Critical Hdwy	6.63	6.93	4.13	-	-
Critical Hdwy Stg 1	5.83	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-
Follow-up Hdwy	3.519	3.319	2.219	-	-
Pot Cap-1 Maneuver	81	662	917	-	-
Stage 1	481	-	-	-	-
Stage 2	308	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	78	662	917	-	-
Mov Cap-2 Maneuver	78	-	-	-	-
Stage 1	481	-	-	-	-
Stage 2	298	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	108.1	0.3	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	917	-	78	662	-	-
HCM Lane V/C Ratio	0.033	-	0.934	0.077	-	-
HCM Control Delay (s)	9.1	-	176.3	10.9	-	-
HCM Lane LOS	A	-	F	B	-	-
HCM 95th %tile Q(veh)	0.1	-	4.9	0.2	-	-

Lanes, Volumes, Timings
 30: Monroe St., s/o I-10 EB Ramps

2040 Auto/LSEV PM Peak Hour (ALT2)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↑			↑			↑	
Traffic Volume (vph)	0	0	0	0	0	0	0	1077	0	0	1117	0
Future Volume (vph)	0	0	0	0	0	0	0	1077	0	0	1117	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		310			328			321			611	
Travel Time (s)		7.0			7.5			7.3			13.9	
Confl. Peds. (#/hr)							12					12
Confl. Bikes (#/hr)									13			13
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

Intersection												
Int Delay, s/veh	0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↑			↑			↑	
Traffic Vol, veh/h	0	0	0	0	0	0	0	1077	0	0	1117	0
Future Vol, veh/h	0	0	0	0	0	0	0	1077	0	0	1117	0
Conflicting Peds, #/hr	0	0	0	0	0	0	12	0	0	0	0	12
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	1134	0	0	1176	0













Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	-	2310	-	-	2310	-	-	0	-	-	-	0
Stage 1	-	1176	-	-	1134	-	-	-	-	-	-	-
Stage 2	-	1134	-	-	1176	-	-	-	-	-	-	-
Critical Hdwy	-	6.52	-	-	6.52	-	-	-	-	-	-	-
Critical Hdwy Stg 1	-	5.52	-	-	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	5.52	-	-	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	-	4.018	-	-	4.018	-	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	38	0	0	38	0	0	-	0	0	-	0
Stage 1	0	265	0	0	278	0	0	-	0	0	-	0
Stage 2	0	278	0	0	265	0	0	-	0	0	-	0
Platoon blocked, %								-				-
Mov Cap-1 Maneuver	-	38	-	-	38	-	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	38	-	-	38	-	-	-	-	-	-	-
Stage 1	-	265	-	-	278	-	-	-	-	-	-	-
Stage 2	-	278	-	-	265	-	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	EBLn1	WBLn1	SBT
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	0	0	-
HCM Lane LOS	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-

Lanes, Volumes, Timings
 31: Avenue 44, east of Palo Verde St.

2040 Auto/LSEV PM Peak Hour (ALT2)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↑			↑			↑	
Traffic Volume (vph)	0	378	0	0	668	0	0	0	0	0	0	0
Future Volume (vph)	0	378	0	0	668	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		937			1325			323			354	
Travel Time (s)		14.2			20.1			7.3			8.0	
Confl. Bikes (#/hr)			10			12			1			1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											

Intersection

Int Delay, s/veh 0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↑			↑			↑	
Traffic Vol, veh/h	0	378	0	0	668	0	0	0	0	0	0	0
Future Vol, veh/h	0	378	0	0	668	0	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	411	0	0	726	0	0	0	0	0	0	0

















Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	- 0 -	- - 0	- 1137 -	- 1137 -
Stage 1	- - -	- - -	- 411 -	- 726 -
Stage 2	- - -	- - -	- 726 -	- 411 -
Critical Hdwy	- - -	- - -	- 6.52 -	- 6.52 -
Critical Hdwy Stg 1	- - -	- - -	- 5.52 -	- 5.52 -
Critical Hdwy Stg 2	- - -	- - -	- 5.52 -	- 5.52 -
Follow-up Hdwy	- - -	- - -	- 4.018 -	- 4.018 -
Pot Cap-1 Maneuver	0 - 0	0 - 0	0 202 0	0 202 0
Stage 1	0 - 0	0 - 0	0 595 0	0 430 0
Stage 2	0 - 0	0 - 0	0 430 0	0 595 0
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	- - -	- - -	- 202 -	- 202 -
Mov Cap-2 Maneuver	- - -	- - -	- 202 -	- 202 -
Stage 1	- - -	- - -	- 595 -	- 430 -
Stage 2	- - -	- - -	- 430 -	- 595 -

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

Minor Lane/Major Mvmt	NBLn1	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	0	-	-	0
HCM Lane LOS	A	-	-	A
HCM 95th %tile Q(veh)	-	-	-	-

Lanes, Volumes, Timings
 32: Dillon Rd., west of SR86S SB Ramps

2040 Auto/LSEV PM Peak Hour (ALT2)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	2510	0	0	1790	0	0	0	0	0	0	0
Future Volume (vph)	0	2510	0	0	1790	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		360			655			256			320	
Travel Time (s)		8.2			14.9			5.8			7.3	
Confl. Bikes (#/hr)			3			2			1			1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											

Intersection												
Int Delay, s/veh	0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↑			↑			↑	
Traffic Vol, veh/h	0	2510	0	0	1790	0	0	0	0	0	0	0
Future Vol, veh/h	0	2510	0	0	1790	0	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	2728	0	0	1946	0	0	0	0	0	0	0



















Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	-	-	-	0	-	4674	-	-	4674	-
Stage 1	-	-	-	-	-	-	-	2728	-	-	1946	-
Stage 2	-	-	-	-	-	-	-	1946	-	-	2728	-
Critical Hdwy	-	-	-	-	-	-	-	6.52	-	-	6.52	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	5.52	-	-	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	5.52	-	-	5.52	-
Follow-up Hdwy	-	-	-	-	-	-	-	4.018	-	-	4.018	-
Pot Cap-1 Maneuver	0	-	0	0	-	0	0	1	0	0	1	0
Stage 1	0	-	0	0	-	0	0	44	0	0	111	0
Stage 2	0	-	0	0	-	0	0	111	0	0	44	0
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	1	-	-	1	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	1	-	-	1	-
Stage 1	-	-	-	-	-	-	-	44	-	-	111	-
Stage 2	-	-	-	-	-	-	-	111	-	-	44	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	0	-	-	0
HCM Lane LOS	A	-	-	A
HCM 95th %tile Q(veh)	-	-	-	-

Lanes, Volumes, Timings
 33: Tyler St./Magnolia & Avenue 50-Tyler St.

2040 Auto/LSEV PM Peak Hour (ALT2)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	1810	314	306	1259	1	221	0	290	1	0	1
Future Volume (vph)	1	1810	314	306	1259	1	221	0	290	1	0	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		50	0		0	0		50	0		0
Storage Lanes	0		1	0		0	0		1	0		0
Taper Length (ft)	60			60			60			60		
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		450			459			683			545	
Travel Time (s)		10.2			10.4			15.5			12.4	
Confl. Bikes (#/hr)			8			1			6			1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

Intersection	
Intersection Delay, s/veh	958.7
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations			↶	↷			↕				↶	↷
Traffic Vol, veh/h	0	1	1810	314	0	306	1259	1	0	221	0	290
Future Vol, veh/h	0	1	1810	314	0	306	1259	1	0	221	0	290
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1	1905	331	0	322	1325	1	0	233	0	305
Number of Lanes	0	0	1	1	0	0	1	0	0	0	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	2	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	2	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	1	1
HCM Control Delay	1105.3	1067.2	20.1
HCM LOS	F	F	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	100%	0%	0%	0%	20%	50%
Vol Thru, %	0%	0%	100%	0%	80%	0%
Vol Right, %	0%	100%	0%	100%	0%	50%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	221	290	1811	314	1566	2
LT Vol	221	0	1	0	306	1
Through Vol	0	0	1810	0	1259	0
RT Vol	0	290	0	314	1	1
Lane Flow Rate	233	305	1906	331	1648	2
Geometry Grp	7	7	7	7	6	6
Degree of Util (X)	0.529	0.593	3.817	0.598	3.318	0.006
Departure Headway (Hd)	8.508	7.164	9.603	8.854	8.75	18.453
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	426	507	400	413	429	195
Service Time	6.208	4.864	7.303	6.554	6.75	16.453
HCM Lane V/C Ratio	0.547	0.602	4.765	0.801	3.841	0.01
HCM Control Delay	20.4	19.8	1292.8	23.9	1067.2	21.6
HCM Lane LOS	C	C	F	C	F	C
HCM 95th-tile Q	3	3.8	136	3.8	123.4	0

Intersection

Intersection Delay, s/veh
 Intersection LOS

Movement	SBU	SBL	SBT	SBR
Lane Configurations			↕	
Traffic Vol, veh/h	0	1	0	1
Future Vol, veh/h	0	1	0	1
Peak Hour Factor	0.92	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	1	0	1
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	21.6
HCM LOS	C

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WITH IMPROVEMENTS

Lanes, Volumes, Timings
1: Palm Cyn. Dr. (SR-111) & Tramway Rd.

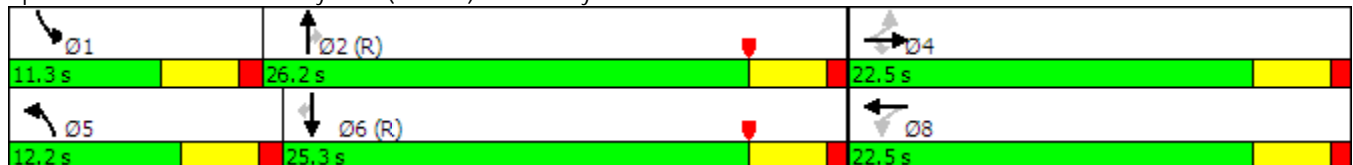
2040 Auto/LSEV AM Peak Hour (ALT2)
With Project Improvements

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	75	74	129	43	120	134	145	530	68	74	921	176
Future Volume (vph)	75	74	129	43	120	134	145	530	68	74	921	176
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		105	0		0	190		155	90		180
Storage Lanes	1		1	0		0	1		1	1		1
Taper Length (ft)	60			60			60			90		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		35			30			45			45	
Link Distance (ft)		417			599			608			491	
Travel Time (s)		8.1			13.6			9.2			7.4	
Confl. Peds. (#/hr)	3						3			4		
Confl. Bikes (#/hr)			9				8			3		4
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Shared Lane Traffic (%)												
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8					2			6
Detector Phase	4	4	4	8	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5		9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	22.5	22.5	22.5	22.5	22.5		12.2	26.2	26.2	11.3	25.3	25.3
Total Split (%)	37.5%	37.5%	37.5%	37.5%	37.5%		20.3%	43.7%	43.7%	18.8%	42.2%	42.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5		4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	Ped	Ped		None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary























Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Splits and Phases: 1: Palm Cyn. Dr. (SR-111) & Tramway Rd.



HCM 2010 Signalized Intersection Summary
1: Palm Cyn. Dr. (SR-111) & Tramway Rd.

2040 Auto/LSEV AM Peak Hour (ALT2)
With Project Improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	75	74	129	43	120	134	145	530	68	74	921	176
Future Volume (veh/h)	75	74	129	43	120	134	145	530	68	74	921	176
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	77	76	0	44	122	137	148	541	69	76	940	0
Adj No. of Lanes	1	1	1	0	2	0	1	2	1	1	2	1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	262	395	336	138	307	298	187	1780	784	106	1619	724
Arrive On Green	0.21	0.21	0.00	0.21	0.21	0.21	0.11	0.50	0.50	0.06	0.46	0.00
Sat Flow, veh/h	1113	1863	1583	295	1444	1406	1774	3539	1559	1774	3539	1583
Grp Volume(v), veh/h	77	76	0	166	0	137	148	541	69	76	940	0
Grp Sat Flow(s),veh/h/ln	1113	1863	1583	1739	0	1406	1774	1770	1559	1774	1770	1583
Q Serve(g_s), s	3.9	2.0	0.0	0.4	0.0	5.1	4.9	5.4	1.4	2.5	11.8	0.0
Cycle Q Clear(g_c), s	9.0	2.0	0.0	4.7	0.0	5.1	4.9	5.4	1.4	2.5	11.8	0.0
Prop In Lane	1.00		1.00	0.27		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	262	395	336	445	0	298	187	1780	784	106	1619	724
V/C Ratio(X)	0.29	0.19	0.00	0.37	0.00	0.46	0.79	0.30	0.09	0.72	0.58	0.00
Avail Cap(c_a), veh/h	359	559	475	592	0	422	228	1780	784	201	1619	724
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	24.6	19.4	0.0	20.4	0.0	20.6	26.2	8.7	7.8	27.7	12.0	0.0
Incr Delay (d2), s/veh	0.6	0.2	0.0	0.5	0.0	1.1	14.3	0.4	0.2	8.6	1.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	1.1	0.0	2.4	0.0	2.1	3.1	2.7	0.6	1.5	6.1	0.0
LnGrp Delay(d),s/veh	25.2	19.6	0.0	21.0	0.0	21.7	40.5	9.2	8.0	36.3	13.6	0.0
LnGrp LOS	C	B		C		C	D	A	A	D	B	
Approach Vol, veh/h		153			303			758			1016	
Approach Delay, s/veh		22.4			21.3			15.2			15.3	
Approach LOS		C			C			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.1	34.7		17.2	10.8	31.9		17.2				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	6.8	21.7		18.0	7.7	20.8		18.0				
Max Q Clear Time (g_c+I1), s	4.5	7.4		11.0	6.9	13.8		7.1				
Green Ext Time (p_c), s	0.0	8.1		1.5	0.0	4.8		1.9				
Intersection Summary												
HCM 2010 Ctrl Delay			16.6									
HCM 2010 LOS			B									

Lanes, Volumes, Timings
2: Indian Cyn. Dr. & Sunrise Pkwy.

2040 Auto/LSEV PM Peak Hour (ALT2)
With Additional Improvements

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	79	156	85	123	84	113	66	798	176	188	922	70
Future Volume (vph)	79	156	85	123	84	113	66	798	176	188	922	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	150		0	150		0	150		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	60			60			25			60		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		338			322			422			520	
Travel Time (s)		7.7			7.3			5.2			6.4	
Confl. Peds. (#/hr)			1			11			4			
Confl. Bikes (#/hr)			12			12			3			3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA		Prot	NA	
Protected Phases	7	4		3	8	1	5	2		1	6	
Permitted Phases						8						
Detector Phase	7	4		3	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5		22.5	22.5	9.5	9.5	22.5		9.5	22.5	
Total Split (s)	18.0	23.0		23.2	28.2	29.0	15.2	44.8		29.0	58.6	
Total Split (%)	15.0%	19.2%		19.3%	23.5%	24.2%	12.7%	37.3%		24.2%	48.8%	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5		4.5	4.5	
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	Ped		None	Ped	None	None	C-Max		None	C-Max	

Intersection Summary


























Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated

Splits and Phases: 2: Indian Cyn. Dr. & Sunrise Pkwy.



HCM 2010 Signalized Intersection Summary
2: Indian Cyn. Dr. & Sunrise Pkwy.

2040 Auto/LSEV PM Peak Hour (ALT2)
With Additional Improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 			 	
Traffic Volume (veh/h)	79	156	85	123	84	113	66	798	176	188	922	70
Future Volume (veh/h)	79	156	85	123	84	113	66	798	176	188	922	70
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.95	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	86	170	92	134	91	123	72	867	191	204	1002	76
Adj No. of Lanes	1	2	0	1	2	1	1	3	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	109	257	131	164	516	428	92	2126	466	234	1968	149
Arrive On Green	0.06	0.11	0.11	0.09	0.15	0.15	0.05	0.51	0.51	0.13	0.59	0.59
Sat Flow, veh/h	1774	2237	1141	1774	3539	1501	1774	4163	912	1774	3331	253
Grp Volume(v), veh/h	86	132	130	134	91	123	72	705	353	204	532	546
Grp Sat Flow(s),veh/h/ln	1774	1770	1609	1774	1770	1501	1774	1695	1685	1774	1770	1814
Q Serve(g_s), s	5.7	8.6	9.3	8.9	2.7	7.7	4.8	15.4	15.6	13.5	21.1	21.1
Cycle Q Clear(g_c), s	5.7	8.6	9.3	8.9	2.7	7.7	4.8	15.4	15.6	13.5	21.1	21.1
Prop In Lane	1.00		0.71	1.00		1.00	1.00		0.54	1.00		0.14
Lane Grp Cap(c), veh/h	109	203	185	164	516	428	92	1731	860	234	1046	1072
V/C Ratio(X)	0.79	0.65	0.70	0.82	0.18	0.29	0.78	0.41	0.41	0.87	0.51	0.51
Avail Cap(c_a), veh/h	200	273	248	276	699	506	158	1731	860	362	1046	1072
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.5	50.8	51.1	53.5	44.9	34.1	56.2	18.1	18.2	51.1	14.4	14.4
Incr Delay (d2), s/veh	11.9	3.5	5.6	9.5	0.2	0.4	13.3	0.7	1.4	13.3	1.8	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	4.4	4.4	4.8	1.3	3.2	2.7	7.3	7.6	7.5	10.7	11.0
LnGrp Delay(d),s/veh	67.4	54.3	56.7	63.0	45.1	34.4	69.5	18.8	19.6	64.3	16.1	16.1
LnGrp LOS	E	D	E	E	D	C	E	B	B	E	B	B
Approach Vol, veh/h		348			348			1130			1282	
Approach Delay, s/veh		58.4			48.2			22.3			23.8	
Approach LOS		E			D			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.4	65.8	15.6	18.3	10.7	75.4	11.9	22.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	24.5	40.3	18.7	18.5	10.7	54.1	13.5	23.7				
Max Q Clear Time (g_c+I1), s	15.5	17.6	10.9	11.3	6.8	23.1	7.7	9.7				
Green Ext Time (p_c), s	0.3	13.6	0.2	1.5	0.0	16.1	0.1	2.2				
Intersection Summary												
HCM 2010 Ctrl Delay			29.9									
HCM 2010 LOS			C									

Lanes, Volumes, Timings
3: Sunrise Wy. & San Rafael Dr.

2040 Auto/LSEV AM Peak Hour (ALT2)

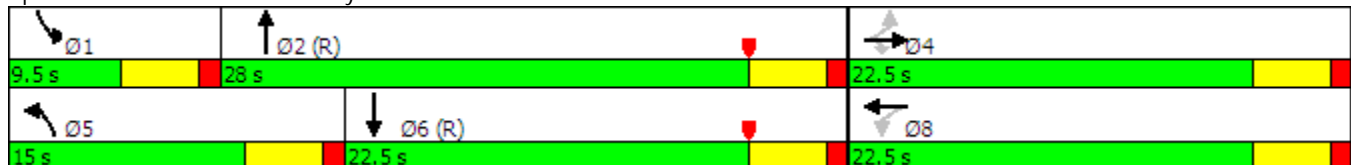
With Project Improvements

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕		↖	↕	↕	↖	↕	
Traffic Volume (vph)	101	21	179	104	34	31	252	544	71	12	417	104
Future Volume (vph)	101	21	179	104	34	31	252	544	71	12	417	104
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	85		0	110		0
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	60			60			60			60		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		50			30			45			45	
Link Distance (ft)		620			513			557			480	
Travel Time (s)		8.5			11.7			8.4			7.3	
Confl. Peds. (#/hr)	1		1	1		1			4			5
Confl. Bikes (#/hr)			2			2			6			5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8								
Detector Phase	4	4	4	8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5		9.5	22.5		9.5	22.5	
Total Split (s)	22.5	22.5	22.5	22.5	22.5		15.0	28.0		9.5	22.5	
Total Split (%)	37.5%	37.5%	37.5%	37.5%	37.5%		25.0%	46.7%		15.8%	37.5%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.5	4.5		4.5		4.5	4.5		4.5	4.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	Ped	Ped	Ped	Ped	Ped		None	C-Max		None	C-Max	

Intersection Summary




















Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Splits and Phases: 3: Sunrise Wy. & San Rafael Dr.



HCM 2010 Signalized Intersection Summary
3: Sunrise Wy. & San Rafael Dr.

2040 Auto/LSEV AM Peak Hour (ALT2)
With Project Improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	101	21	179	104	34	31	252	544	71	12	417	104
Future Volume (veh/h)	101	21	179	104	34	31	252	544	71	12	417	104
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	106	22	188	109	36	33	265	573	75	13	439	109
Adj No. of Lanes	0	1	1	0	1	0	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	357	64	363	220	72	44	310	1650	215	29	1030	254
Arrive On Green	0.23	0.23	0.23	0.23	0.23	0.23	0.17	0.53	0.53	0.02	0.37	0.37
Sat Flow, veh/h	1061	276	1559	532	308	191	1774	3137	409	1774	2805	690
Grp Volume(v), veh/h	128	0	188	178	0	0	265	323	325	13	276	272
Grp Sat Flow(s),veh/h/ln	1337	0	1559	1031	0	0	1774	1770	1777	1774	1770	1725
Q Serve(g_s), s	0.0	0.0	6.3	5.9	0.0	0.0	8.7	6.3	6.4	0.4	7.0	7.1
Cycle Q Clear(g_c), s	4.8	0.0	6.3	10.7	0.0	0.0	8.7	6.3	6.4	0.4	7.0	7.1
Prop In Lane	0.83		1.00	0.61		0.19	1.00		0.23	1.00		0.40
Lane Grp Cap(c), veh/h	421	0	363	337	0	0	310	931	935	29	650	634
V/C Ratio(X)	0.30	0.00	0.52	0.53	0.00	0.00	0.85	0.35	0.35	0.45	0.42	0.43
Avail Cap(c_a), veh/h	515	0	468	426	0	0	310	931	935	148	650	634
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.5	0.0	20.1	22.5	0.0	0.0	24.0	8.2	8.2	29.2	14.2	14.3
Incr Delay (d2), s/veh	0.4	0.0	1.1	1.3	0.0	0.0	20.0	1.0	1.0	10.7	2.0	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.0	2.8	2.9	0.0	0.0	6.0	3.3	3.3	0.3	3.7	3.7
LnGrp Delay(d),s/veh	19.9	0.0	21.2	23.8	0.0	0.0	44.0	9.3	9.3	39.9	16.2	16.4
LnGrp LOS	B		C	C			D	A	A	D	B	B
Approach Vol, veh/h		316			178			913			561	
Approach Delay, s/veh		20.7			23.8			19.3			16.9	
Approach LOS		C			C			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.5	36.1		18.5	15.0	26.5		18.5				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	23.5		18.0	10.5	18.0		18.0				
Max Q Clear Time (g_c+I1), s	2.4	8.4		8.3	10.7	9.1		12.7				
Green Ext Time (p_c), s	0.0	6.0		1.7	0.0	4.3		1.2				
Intersection Summary												
HCM 2010 Ctrl Delay			19.3									
HCM 2010 LOS			B									

Lanes, Volumes, Timings
4: Vista Chino & Gene Autry Tr.

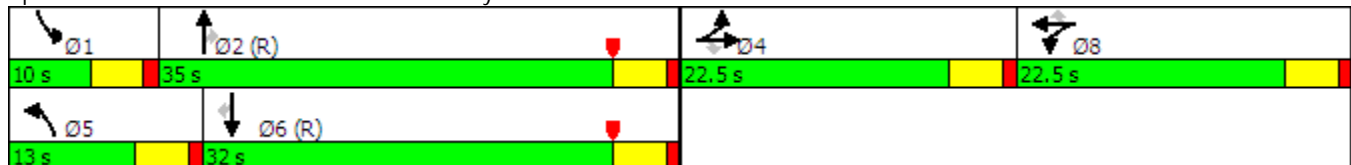
2040 Auto/LSEV PM Peak Hour (ALT2)
With Additional Improvements

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	153	28	112	15	28	54	127	998	79	79	899	113
Future Volume (vph)	153	28	112	15	28	54	127	998	79	79	899	113
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		75	0		75	200		0	215		215
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	60			60			90			200		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			45	
Link Distance (ft)		464			464			442			533	
Travel Time (s)		10.5			10.5			10.0			8.1	
Confl. Peds. (#/hr)			1			13			4			2
Confl. Bikes (#/hr)			4			17			5			4
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Shared Lane Traffic (%)												
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	4	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	13.0	35.0	35.0	10.0	32.0	32.0
Total Split (%)	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	14.4%	38.9%	38.9%	11.1%	35.6%	35.6%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	Ped	Ped	Ped	Ped	Ped	Ped	None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary























Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated

Splits and Phases: 4: Vista Chino & Gene Autry Tr.



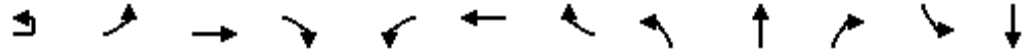
HCM 2010 Signalized Intersection Summary
4: Vista Chino & Gene Autry Tr.

2040 Auto/LSEV PM Peak Hour (ALT2)
With Additional Improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	153	28	112	15	28	54	127	998	79	79	899	113
Future Volume (veh/h)	153	28	112	15	28	54	127	998	79	79	899	113
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.90	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	158	29	115	15	29	56	131	1029	81	81	927	116
Adj No. of Lanes	0	1	1	0	1	1	1	2	1	1	2	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	201	37	206	50	96	113	162	1872	815	104	1756	766
Arrive On Green	0.13	0.13	0.13	0.08	0.08	0.08	0.09	0.53	0.53	0.06	0.50	0.50
Sat Flow, veh/h	1510	277	1550	624	1207	1419	1774	3539	1540	1774	3539	1544
Grp Volume(v), veh/h	187	0	115	44	0	56	131	1029	81	81	927	116
Grp Sat Flow(s),veh/h/ln	1787	0	1550	1832	0	1419	1774	1770	1540	1774	1770	1544
Q Serve(g_s), s	9.1	0.0	6.3	2.0	0.0	3.4	6.5	17.4	2.4	4.1	16.1	3.7
Cycle Q Clear(g_c), s	9.1	0.0	6.3	2.0	0.0	3.4	6.5	17.4	2.4	4.1	16.1	3.7
Prop In Lane	0.84		1.00	0.34		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	238	0	206	146	0	113	162	1872	815	104	1756	766
V/C Ratio(X)	0.79	0.00	0.56	0.30	0.00	0.50	0.81	0.55	0.10	0.78	0.53	0.15
Avail Cap(c_a), veh/h	357	0	310	366	0	284	168	1872	815	108	1756	766
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.8	0.0	36.5	39.1	0.0	39.7	40.1	14.1	10.5	41.8	15.5	12.3
Incr Delay (d2), s/veh	6.6	0.0	2.3	1.2	0.0	3.4	24.4	1.2	0.2	29.0	1.1	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	0.0	2.8	1.1	0.0	1.4	4.3	8.7	1.0	2.8	8.1	1.7
LnGrp Delay(d),s/veh	44.3	0.0	38.9	40.2	0.0	43.0	64.5	15.2	10.8	70.8	16.6	12.8
LnGrp LOS	D		D	D		D	E	B	B	E	B	B
Approach Vol, veh/h		302			100			1241			1124	
Approach Delay, s/veh		42.2			41.8			20.2			20.1	
Approach LOS		D			D			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.8	52.1		16.5	12.7	49.2		11.7				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.5	30.5		18.0	8.5	27.5		18.0				
Max Q Clear Time (g_c+I1), s	6.1	19.4		11.1	8.5	18.1		5.4				
Green Ext Time (p_c), s	0.0	8.8		0.8	0.0	7.6		0.3				
Intersection Summary												
HCM 2010 Ctrl Delay			23.3									
HCM 2010 LOS			C									
Notes												

Lanes, Volumes, Timings
5: Clubhouse View/CV Link Path & Vista Chino

2040 Auto/LSEV AM Peak Hour (ALT2)
With Project Improvements

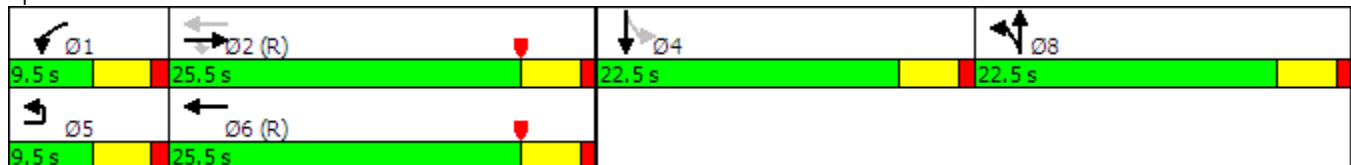


Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↔		↑↑	↗	↖	↑↑		↖	↗			↔
Traffic Volume (vph)	1	0	953	36	18	1013	0	32	10	17	0	11
Future Volume (vph)	1	0	953	36	18	1013	0	32	10	17	0	11
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		130		0	200		0	0		50	0	
Storage Lanes		1		1	1		0	1		0	0	
Taper Length (ft)		60			130			60			60	
Right Turn on Red				Yes			Yes			Yes		
Link Speed (mph)			50			50			45			25
Link Distance (ft)			501			679			345			296
Travel Time (s)			6.8			9.3			5.2			8.1
Confl. Peds. (#/hr)				2			1			16		
Confl. Bikes (#/hr)				3			2			17		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Shared Lane Traffic (%)												
Turn Type	Prot		NA	Perm	Prot	NA		Split	NA			NA
Protected Phases	5		2		1	6		8	8			4
Permitted Phases				2		2					4	
Detector Phase	5		2	2	1	6		8	8		4	4
Switch Phase												
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0
Minimum Split (s)	9.5		22.5	22.5	9.5	22.5		22.5	22.5		22.5	22.5
Total Split (s)	9.5		25.5	25.5	9.5	25.5		22.5	22.5		22.5	22.5
Total Split (%)	11.9%		31.9%	31.9%	11.9%	31.9%		28.1%	28.1%		28.1%	28.1%
Yellow Time (s)	3.5		3.5	3.5	3.5	3.5		3.5	3.5		3.5	3.5
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)	4.5		4.5	4.5	4.5	4.5		4.5	4.5		4.5	4.5
Lead/Lag	Lead		Lag	Lag	Lead	Lag						
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes						
Recall Mode	None		C-Max	C-Max	None	C-Max		Max	Max		None	None

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 0 (0%), Referenced to phase 2:EBWB and 6:WBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated

Splits and Phases: 5: Clubhouse View/CV Link Path & Vista Chino





Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	0
Future Volume (vph)	0
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Right Turn on Red	Yes
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	16
Peak Hour Factor	0.97
Shared Lane Traffic (%)	
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	
Intersection Summary	

HCM 2010 Signalized Intersection Summary
5: Clubhouse View/CV Link Path & Vista Chino

2040 Auto/LSEV AM Peak Hour (ALT2)
With Project Improvements

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	1	0	953	36	18	1013	0	32	10	17	0	11
Future Volume (veh/h)	1	0	953	36	18	1013	0	32	10	17	0	11
Number		5	2	12	1	6	16	3	8	18	7	4
Initial Q (Qb), veh		0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00		0.98	1.00		1.00	1.00		0.95	1.00	
Parking Bus, Adj		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln		0	1863	1863	1863	1863	0	1863	1863	1900	1900	1863
Adj Flow Rate, veh/h		0	982	37	19	1044	0	33	10	18	0	11
Adj No. of Lanes		0	2	1	1	2	0	1	1	0	0	1
Peak Hour Factor		0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %		0	2	2	2	2	0	2	2	2	2	2
Cap, veh/h		0	1822	796	38	2098	0	399	130	234	0	25
Arrive On Green		0.00	0.51	0.51	0.02	0.59	0.00	0.22	0.22	0.22	0.00	0.01
Sat Flow, veh/h		0	3632	1545	1774	3632	0	1774	577	1039	0	1863
Grp Volume(v), veh/h		0	982	37	19	1044	0	33	0	28	0	11
Grp Sat Flow(s),veh/h/ln		0	1770	1545	1774	1770	0	1774	0	1616	0	1863
Q Serve(g_s), s		0.0	14.9	1.0	0.8	13.6	0.0	1.2	0.0	1.1	0.0	0.5
Cycle Q Clear(g_c), s		0.0	14.9	1.0	0.8	13.6	0.0	1.2	0.0	1.1	0.0	0.5
Prop In Lane		0.00		1.00	1.00		0.00	1.00		0.64	0.00	
Lane Grp Cap(c), veh/h		0	1822	796	38	2098	0	399	0	364	0	25
V/C Ratio(X)		0.00	0.54	0.05	0.50	0.50	0.00	0.08	0.00	0.08	0.00	0.44
Avail Cap(c_a), veh/h		0	1822	796	111	2098	0	399	0	364	0	419
HCM Platoon Ratio		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh		0.0	13.0	9.6	38.7	9.4	0.0	24.5	0.0	24.4	0.0	39.2
Incr Delay (d2), s/veh		0.0	1.1	0.1	9.7	0.8	0.0	0.4	0.0	0.4	0.0	11.4
Initial Q Delay(d3),s/veh		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		0.0	7.5	0.4	0.5	6.8	0.0	0.6	0.0	0.5	0.0	0.3
LnGrp Delay(d),s/veh		0.0	14.2	9.8	48.4	10.3	0.0	24.9	0.0	24.9	0.0	50.5
LnGrp LOS			B	A	D	B		C		C		D
Approach Vol, veh/h			1019			1063			61			11
Approach Delay, s/veh			14.0			10.9			24.9			50.5
Approach LOS			B			B			C			D
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	6.2	45.7		5.6		51.9		22.5				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	5.0	21.0		18.0		21.0		18.0				
Max Q Clear Time (g_c+I1), s	2.8	16.9		2.5		15.6		3.2				
Green Ext Time (p_c), s	0.0	3.5		0.0		4.4		0.1				
Intersection Summary												
HCM 2010 Ctrl Delay			13.0									
HCM 2010 LOS			B									
Notes												

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	0
Future Volume (veh/h)	0
Number	14
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Adj Sat Flow, veh/h/ln	1900
Adj Flow Rate, veh/h	0
Adj No. of Lanes	0
Peak Hour Factor	0.97
Percent Heavy Veh, %	2
Cap, veh/h	0
Arrive On Green	0.00
Sat Flow, veh/h	0
Grp Volume(v), veh/h	0
Grp Sat Flow(s),veh/h/ln	0
Q Serve(g_s), s	0.0
Cycle Q Clear(g_c), s	0.0
Prop In Lane	0.00
Lane Grp Cap(c), veh/h	0
V/C Ratio(X)	0.00
Avail Cap(c_a), veh/h	0
HCM Platoon Ratio	1.00
Upstream Filter(l)	0.00
Uniform Delay (d), s/veh	0.0
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.0
LnGrp Delay(d),s/veh	0.0
LnGrp LOS	
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer	

Lanes, Volumes, Timings
6: Sunrise Wy. & N. Riverside Dr.

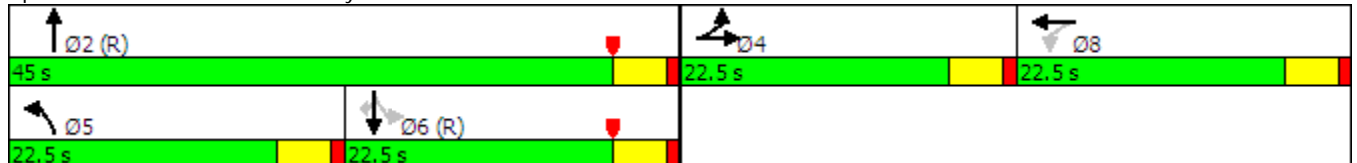
2040 Auto/LSEV AM Peak Hour (ALT2)
With Project Improvements

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	10	96	0	10	0	67	816	0	1	894	15
Future Volume (vph)	15	10	96	0	10	0	67	816	0	1	894	15
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	220		0	0		100
Storage Lanes	0		0	0		0	1		0	0		1
Taper Length (ft)	60			60			60			60		
Right Turn on Red			Yes			Yes			Yes			No
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		407			314			806			363	
Travel Time (s)		9.3			7.1			13.7			6.2	
Confl. Peds. (#/hr)			3						27			12
Confl. Bikes (#/hr)			1						1			14
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Shared Lane Traffic (%)												
Turn Type	Split	NA			NA		Prot	NA		Perm	NA	Perm
Protected Phases	4	4			8		5	2			6	
Permitted Phases				8						6		6
Detector Phase	4	4		8	8		5	2		6	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	22.5
Total Split (s)	22.5	22.5		22.5	22.5		22.5	45.0		22.5	22.5	22.5
Total Split (%)	25.0%	25.0%		25.0%	25.0%		25.0%	50.0%		25.0%	25.0%	25.0%
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)		0.0			0.0		0.0	0.0			0.0	0.0
Total Lost Time (s)		4.5			4.5		4.5	4.5			4.5	4.5
Lead/Lag							Lead			Lag	Lag	Lag
Lead-Lag Optimize?							Yes			Yes	Yes	Yes
Recall Mode	Min	Min		None	None		None	C-Max		C-Max	C-Max	C-Max

Intersection Summary



















Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow
 Natural Cycle: 100
 Control Type: Actuated-Coordinated

Splits and Phases: 6: Sunrise Wy. & N. Riverside Dr.



HCM 2010 Signalized Intersection Summary
6: Sunrise Wy. & N. Riverside Dr.

2040 Auto/LSEV AM Peak Hour (ALT2)
With Project Improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	10	96	0	10	0	67	816	0	1	894	15
Future Volume (veh/h)	15	10	96	0	10	0	67	816	0	1	894	15
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	0	1900	1863	1863
Adj Flow Rate, veh/h	16	10	100	0	10	0	70	850	0	1	931	16
Adj No. of Lanes	0	1	0	0	1	0	1	2	0	0	2	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	0	2	2	2
Cap, veh/h	21	13	131	0	23	0	91	2599	0	40	2198	965
Arrive On Green	0.10	0.10	0.10	0.00	0.01	0.00	0.10	1.00	0.00	0.63	0.63	0.63
Sat Flow, veh/h	203	127	1266	0	1863	0	1774	3632	0	0	3472	1524
Grp Volume(v), veh/h	126	0	0	0	10	0	70	850	0	500	432	16
Grp Sat Flow(s),veh/h/ln	1595	0	0	0	1863	0	1774	1770	0	1862	1610	1524
Q Serve(g_s), s	6.9	0.0	0.0	0.0	0.5	0.0	3.5	0.0	0.0	0.0	12.1	0.4
Cycle Q Clear(g_c), s	6.9	0.0	0.0	0.0	0.5	0.0	3.5	0.0	0.0	12.1	12.1	0.4
Prop In Lane	0.13		0.79	0.00		0.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	165	0	0	0	23	0	91	2599	0	1219	1020	965
V/C Ratio(X)	0.76	0.00	0.00	0.00	0.44	0.00	0.77	0.33	0.00	0.41	0.42	0.02
Avail Cap(c_a), veh/h	319	0	0	0	373	0	355	2599	0	1219	1020	965
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.00	1.00	0.00	0.94	0.94	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.3	0.0	0.0	0.0	44.1	0.0	39.9	0.0	0.0	8.3	8.3	6.1
Incr Delay (d2), s/veh	7.1	0.0	0.0	0.0	12.6	0.0	12.3	0.3	0.0	1.0	1.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	0.0	0.0	0.0	0.3	0.0	2.0	0.1	0.0	6.5	5.6	0.2
LnGrp Delay(d),s/veh	46.4	0.0	0.0	0.0	56.7	0.0	52.2	0.3	0.0	9.3	9.6	6.2
LnGrp LOS	D				E		D	A		A	A	A
Approach Vol, veh/h		126			10			920			948	
Approach Delay, s/veh		46.4			56.7			4.3			9.4	
Approach LOS		D			E			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		70.6		13.8	9.1	61.5		5.6				
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s		40.5		18.0	18.0	18.0		18.0				
Max Q Clear Time (g_c+I1), s		2.0		8.9	5.5	14.1		2.5				
Green Ext Time (p_c), s		15.9		0.4	0.1	3.1		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			9.6									
HCM 2010 LOS			A									

Lanes, Volumes, Timings
7: Sunrise Wy. & Mesquite Av.

2040 Auto/LSEV AM Peak Hour (ALT2)

With Project Improvements

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	106	76	25	36	66	131	32	682	37	94	715	94
Future Volume (vph)	106	76	25	36	66	131	32	682	37	94	715	94
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	85		0	100		0	150		150	150		150
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	60			60			60			60		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			30			40			40	
Link Distance (ft)		440			1356			475			806	
Travel Time (s)		6.7			30.8			8.1			13.7	
Confl. Peds. (#/hr)	3		2	2		3			31			8
Confl. Bikes (#/hr)			3			3			15			16
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8	2			6		
Detector Phase	4	4		8	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5	22.5	9.5	22.5		9.5	22.5	
Total Split (s)	29.0	29.0		29.0	29.0	29.0	12.0	46.0		15.0	49.0	
Total Split (%)	32.2%	32.2%		32.2%	32.2%	32.2%	13.3%	51.1%		16.7%	54.4%	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5		4.5	4.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	Ped	Ped		Ped	Ped	Ped	None	C-Max		None	C-Max	

Intersection Summary






















Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 15 (17%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated

Splits and Phases: 7: Sunrise Wy. & Mesquite Av.



HCM 2010 Signalized Intersection Summary
7: Sunrise Wy. & Mesquite Av.

2040 Auto/LSEV AM Peak Hour (ALT2)
With Project Improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	106	76	25	36	66	131	32	682	37	94	715	94
Future Volume (veh/h)	106	76	25	36	66	131	32	682	37	94	715	94
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	108	78	26	37	67	134	33	696	38	96	730	96
Adj No. of Lanes	1	1	0	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	232	215	72	220	301	250	556	2174	119	561	2058	270
Arrive On Green	0.16	0.16	0.16	0.16	0.16	0.16	0.03	0.64	0.64	0.10	1.00	1.00
Sat Flow, veh/h	1172	1330	443	1280	1863	1549	1774	3407	186	1774	3131	411
Grp Volume(v), veh/h	108	0	104	37	67	134	33	361	373	96	412	414
Grp Sat Flow(s),veh/h/ln	1172	0	1773	1280	1863	1549	1774	1770	1823	1774	1770	1773
Q Serve(g_s), s	7.9	0.0	4.7	2.4	2.8	7.1	0.6	8.4	8.4	1.6	0.0	0.0
Cycle Q Clear(g_c), s	10.8	0.0	4.7	7.1	2.8	7.1	0.6	8.4	8.4	1.6	0.0	0.0
Prop In Lane	1.00		0.25	1.00		1.00	1.00		0.10	1.00		0.23
Lane Grp Cap(c), veh/h	232	0	286	220	301	250	556	1129	1163	561	1163	1165
V/C Ratio(X)	0.46	0.00	0.36	0.17	0.22	0.54	0.06	0.32	0.32	0.17	0.35	0.35
Avail Cap(c_a), veh/h	362	0	483	362	507	422	649	1129	1163	678	1163	1165
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.89	0.89	0.89
Uniform Delay (d), s/veh	37.5	0.0	33.6	36.8	32.8	34.6	5.0	7.4	7.4	4.8	0.0	0.0
Incr Delay (d2), s/veh	1.4	0.0	0.8	0.4	0.4	1.8	0.0	0.7	0.7	0.1	0.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	0.0	2.4	0.9	1.5	3.2	0.3	4.2	4.4	0.7	0.2	0.2
LnGrp Delay(d),s/veh	39.0	0.0	34.4	37.1	33.2	36.4	5.1	8.2	8.1	4.9	0.8	0.8
LnGrp LOS	D		C	D	C	D	A	A	A	A	A	A
Approach Vol, veh/h		212			238			767			922	
Approach Delay, s/veh		36.7			35.6			8.0			1.2	
Approach LOS		D			D			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.0	61.9		19.0	7.3	63.7		19.0				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	10.5	41.5		24.5	7.5	44.5		24.5				
Max Q Clear Time (g_c+I1), s	3.6	10.4		12.8	2.6	2.0		9.1				
Green Ext Time (p_c), s	0.1	11.5		1.5	0.0	12.6		1.7				
Intersection Summary												
HCM 2010 Ctrl Delay			11.0									
HCM 2010 LOS			B									

Lanes, Volumes, Timings
8: Farrel Dr. & Mesquite Av.

2040 Auto/LSEV AM Peak Hour (ALT2)

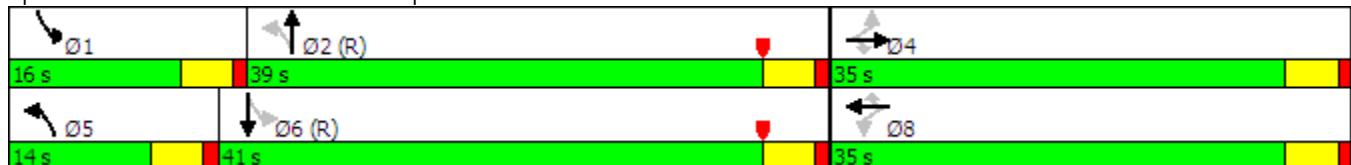
With Project Improvements

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	87	147	51	89	93	57	34	319	79	55	293	62
Future Volume (vph)	87	147	51	89	93	57	34	319	79	55	293	62
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	90		50	75		50	70		0	0		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	60			30			80			80		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			45			45			30	
Link Distance (ft)		1736			889			512			696	
Travel Time (s)		39.5			13.5			7.8			15.8	
Confl. Peds. (#/hr)	21		20	20		21			9			10
Confl. Bikes (#/hr)			15			14			7			7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8	2			6		
Detector Phase	4	4	4	8	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	9.5	22.5		9.5	22.5	
Total Split (s)	35.0	35.0	35.0	35.0	35.0	35.0	14.0	39.0		16.0	41.0	
Total Split (%)	38.9%	38.9%	38.9%	38.9%	38.9%	38.9%	15.6%	43.3%		17.8%	45.6%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	Ped	Ped	Ped	Ped	Ped	Ped	None	C-Max		None	C-Max	

Intersection Summary

























Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated

Splits and Phases: 8: Farrel Dr. & Mesquite Av.



HCM 2010 Signalized Intersection Summary
8: Farrel Dr. & Mesquite Av.

2040 Auto/LSEV AM Peak Hour (ALT2)
With Project Improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	87	147	51	89	93	57	34	319	79	55	293	62
Future Volume (veh/h)	87	147	51	89	93	57	34	319	79	55	293	62
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.94	0.98		0.94	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	95	160	55	97	101	62	37	347	86	60	318	67
Adj No. of Lanes	1	1	1	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	267	378	303	226	378	303	699	1692	413	675	1780	369
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.20	0.03	0.60	0.60	0.04	0.61	0.61
Sat Flow, veh/h	1191	1863	1492	1140	1863	1493	1774	2802	684	1774	2901	602
Grp Volume(v), veh/h	95	160	55	97	101	62	37	217	216	60	192	193
Grp Sat Flow(s),veh/h/ln	1191	1863	1492	1140	1863	1493	1774	1770	1716	1774	1770	1733
Q Serve(g_s), s	6.6	6.7	2.7	7.3	4.1	3.1	0.7	5.0	5.1	1.1	4.2	4.4
Cycle Q Clear(g_c), s	10.7	6.7	2.7	14.0	4.1	3.1	0.7	5.0	5.1	1.1	4.2	4.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.40	1.00		0.35
Lane Grp Cap(c), veh/h	267	378	303	226	378	303	699	1069	1036	675	1086	1063
V/C Ratio(X)	0.36	0.42	0.18	0.43	0.27	0.20	0.05	0.20	0.21	0.09	0.18	0.18
Avail Cap(c_a), veh/h	429	631	505	381	631	506	827	1069	1036	826	1086	1063
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.7	31.3	29.7	37.4	30.2	29.8	6.1	8.1	8.1	6.0	7.5	7.6
Incr Delay (d2), s/veh	0.8	0.8	0.3	1.3	0.4	0.3	0.0	0.4	0.5	0.1	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	3.5	1.2	2.4	2.1	1.3	0.3	2.5	2.5	0.5	2.1	2.2
LnGrp Delay(d),s/veh	35.5	32.0	30.0	38.7	30.6	30.2	6.1	8.5	8.5	6.0	7.9	7.9
LnGrp LOS	D	C	C	D	C	C	A	A	A	A	A	A
Approach Vol, veh/h		310			260			470			445	
Approach Delay, s/veh		32.7			33.5			8.3			7.7	
Approach LOS		C			C			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.4	58.8		22.8	7.5	59.7		22.8				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	11.5	34.5		30.5	9.5	36.5		30.5				
Max Q Clear Time (g_c+I1), s	3.1	7.1		12.7	2.7	6.4		16.0				
Green Ext Time (p_c), s	0.1	5.1		2.4	0.0	5.2		2.2				
Intersection Summary												
HCM 2010 Ctrl Delay			17.6									
HCM 2010 LOS			B									

Lanes, Volumes, Timings
 9: El Cielo Rd. & Mesquite Av.

2040 Auto/LSEV AM Peak Hour (ALT2)
 With Project Improvements



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	129	171	158	192	118	170
Future Volume (vph)	129	171	158	192	118	170
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	250		100	90	
Storage Lanes	1	1		1	1	
Taper Length (ft)	60				60	
Link Speed (mph)	35		45			45
Link Distance (ft)	566		352			331
Travel Time (s)	11.0		5.3			5.0
Confl. Peds. (#/hr)	40			6	6	
Confl. Bikes (#/hr)		3		4		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Shared Lane Traffic (%)						
Sign Control	Stop		Stop			Stop

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

Intersection	
Intersection Delay, s/veh	10.7
Intersection LOS	B

Movement	WBU	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Lane Configurations		↘	↗		↗	↗		↘	↗
Traffic Vol, veh/h	0	129	171	0	158	192	0	118	170
Future Vol, veh/h	0	129	171	0	158	192	0	118	170
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.92	0.97	0.97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	133	176	0	163	198	0	122	175
Number of Lanes	0	1	1	0	1	1	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay	10.8	10.3	11
HCM LOS	B	B	B

Lane	NBLn1	NBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	0%	0%	100%	0%	100%	0%
Vol Thru, %	100%	0%	0%	0%	0%	100%
Vol Right, %	0%	100%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	158	192	129	171	118	170
LT Vol	0	0	129	0	118	0
Through Vol	158	0	0	0	0	170
RT Vol	0	192	0	171	0	0
Lane Flow Rate	163	198	133	176	122	175
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.265	0.283	0.248	0.269	0.217	0.287
Departure Headway (Hd)	5.864	5.154	6.709	5.497	6.407	5.9
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	614	697	536	654	561	610
Service Time	3.593	2.883	4.438	3.226	4.136	3.629
HCM Lane V/C Ratio	0.265	0.284	0.248	0.269	0.217	0.287
HCM Control Delay	10.7	9.9	11.6	10.2	10.9	11
HCM Lane LOS	B	A	B	B	B	B
HCM 95th-tile Q	1.1	1.2	1	1.1	0.8	1.2

Lanes, Volumes, Timings
10: Crossley Rd. & 34th Av.

2040 Auto/LSEV AM Peak Hour (ALT2)

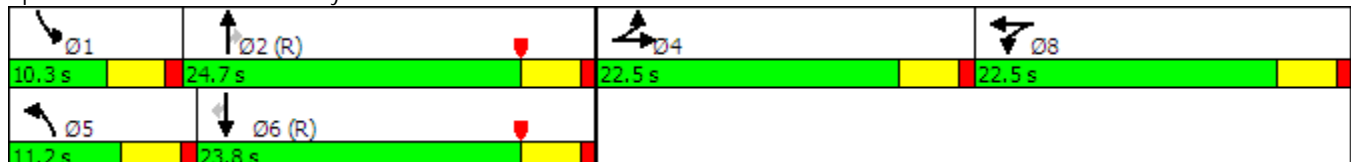
With Project Improvements

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	36	2	47	63	2	36	51	309	54	32	287	26
Future Volume (vph)	36	2	47	63	2	36	51	309	54	32	287	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	60		50	70		50
Storage Lanes	0		0	0		0	1		1	1		1
Taper Length (ft)	60			60			60			60		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		346			491			509			544	
Travel Time (s)		7.9			11.2			7.7			8.2	
Confl. Peds. (#/hr)	8		1	1		8			4			8
Confl. Bikes (#/hr)			2			8			15			9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Turn Type	Split	NA		Split	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases									2			6
Detector Phase	4	4		8	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5		22.5	22.5		9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	22.5	22.5		22.5	22.5		11.2	24.7	24.7	10.3	23.8	23.8
Total Split (%)	28.1%	28.1%		28.1%	28.1%		14.0%	30.9%	30.9%	12.9%	29.8%	29.8%
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5			4.5		4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary





















Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated

Splits and Phases: 10: Crossley Rd. & 34th Av.



HCM 2010 Signalized Intersection Summary
 10: Crossley Rd. & 34th Av.

2040 Auto/LSEV AM Peak Hour (ALT2)
 With Project Improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	2	47	63	2	36	51	309	54	32	287	26
Future Volume (veh/h)	36	2	47	63	2	36	51	309	54	32	287	26
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.95	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	39	2	51	68	2	39	55	336	59	35	312	28
Adj No. of Lanes	0	1	0	0	1	0	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	59	3	77	100	3	58	78	1977	855	60	1940	839
Arrive On Green	0.09	0.09	0.09	0.10	0.10	0.10	0.04	0.56	0.56	0.03	0.55	0.55
Sat Flow, veh/h	687	35	899	1039	31	596	1774	3539	1530	1774	3539	1531
Grp Volume(v), veh/h	92	0	0	109	0	0	55	336	59	35	312	28
Grp Sat Flow(s),veh/h/ln	1621	0	0	1666	0	0	1774	1770	1530	1774	1770	1531
Q Serve(g_s), s	4.4	0.0	0.0	5.1	0.0	0.0	2.4	3.7	1.4	1.6	3.5	0.7
Cycle Q Clear(g_c), s	4.4	0.0	0.0	5.1	0.0	0.0	2.4	3.7	1.4	1.6	3.5	0.7
Prop In Lane	0.42		0.55	0.62		0.36	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	139	0	0	161	0	0	78	1977	855	60	1940	839
V/C Ratio(X)	0.66	0.00	0.00	0.68	0.00	0.00	0.70	0.17	0.07	0.58	0.16	0.03
Avail Cap(c_a), veh/h	365	0	0	375	0	0	149	1977	855	129	1940	839
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.4	0.0	0.0	34.9	0.0	0.0	37.7	8.6	8.1	38.1	9.0	8.3
Incr Delay (d2), s/veh	5.2	0.0	0.0	4.9	0.0	0.0	10.9	0.2	0.2	8.7	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	0.0	0.0	2.6	0.0	0.0	1.4	1.9	0.6	0.9	1.7	0.3
LnGrp Delay(d),s/veh	40.6	0.0	0.0	39.8	0.0	0.0	48.6	8.8	8.3	46.8	9.1	8.4
LnGrp LOS	D			D			D	A	A	D	A	A
Approach Vol, veh/h		92			109			450				375
Approach Delay, s/veh		40.6			39.8			13.6				12.6
Approach LOS		D			D			B				B
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.2	49.2		11.4	8.0	48.4		12.2				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.8	20.2		18.0	6.7	19.3		18.0				
Max Q Clear Time (g_c+I1), s	3.6	5.7		6.4	4.4	5.5		7.1				
Green Ext Time (p_c), s	0.0	3.6		0.3	0.0	3.5		0.4				
Intersection Summary												
HCM 2010 Ctrl Delay			18.4									
HCM 2010 LOS			B									

Lanes, Volumes, Timings
11: Crossley Rd. & Tahquitz Creek

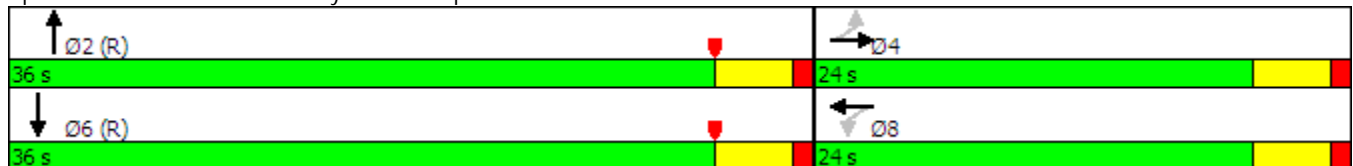
2040 Auto/LSEV AM Peak Hour (ALT2)
With Project Improvements

	↖	→	↘	↙	←	↖	↙	↑	↘	↘	↓	↙
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	0	14	0	0	0	13	0	345	0	0	322	0
Future Volume (vph)	0	14	0	0	0	13	0	345	0	0	322	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		218			675			463			646	
Travel Time (s)		5.0			15.3			7.0			9.8	
Confl. Peds. (#/hr)	17		25	25		17			1			
Confl. Bikes (#/hr)			18			18			15			8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Turn Type		NA			NA			NA			NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8								
Detector Phase	4	4		8	8			2			6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0			5.0			5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5			22.5			22.5	
Total Split (s)	24.0	24.0		24.0	24.0			36.0			36.0	
Total Split (%)	40.0%	40.0%		40.0%	40.0%			60.0%			60.0%	
Yellow Time (s)	3.5	3.5		3.5	3.5			3.5			3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0			1.0			1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Ped	Ped		Ped	Ped			C-Max			C-Max	

Intersection Summary

















Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 15 (25%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 45
 Control Type: Actuated-Coordinated

Splits and Phases: 11: Crossley Rd. & Tahquitz Creek



HCM 2010 Signalized Intersection Summary
 11: Crossley Rd. & Tahquitz Creek

2040 Auto/LSEV AM Peak Hour (ALT2)
 With Project Improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	14	0	0	0	13	0	345	0	0	322	0
Future Volume (veh/h)	0	14	0	0	0	13	0	345	0	0	322	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.90	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	0	1863	0	0	1863	0
Adj Flow Rate, veh/h	0	15	0	0	0	14	0	375	0	0	350	0
Adj No. of Lanes	0	1	0	0	1	0	0	2	0	0	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	0	0	2	0
Cap, veh/h	0	232	0	0	0	178	0	2567	0	0	2567	0
Arrive On Green	0.00	0.12	0.00	0.00	0.00	0.12	0.00	0.73	0.00	0.00	0.73	0.00
Sat Flow, veh/h	0	1863	0	0	0	1425	0	3725	0	0	3725	0
Grp Volume(v), veh/h	0	15	0	0	0	14	0	375	0	0	350	0
Grp Sat Flow(s),veh/h/ln	0	1863	0	0	0	1425	0	1770	0	0	1770	0
Q Serve(g_s), s	0.0	0.4	0.0	0.0	0.0	0.5	0.0	2.0	0.0	0.0	1.8	0.0
Cycle Q Clear(g_c), s	0.0	0.4	0.0	0.0	0.0	0.5	0.0	2.0	0.0	0.0	1.8	0.0
Prop In Lane	0.00		0.00	0.00		1.00	0.00		0.00	0.00		0.00
Lane Grp Cap(c), veh/h	0	232	0	0	0	178	0	2567	0	0	2567	0
V/C Ratio(X)	0.00	0.06	0.00	0.00	0.00	0.08	0.00	0.15	0.00	0.00	0.14	0.00
Avail Cap(c_a), veh/h	0	605	0	0	0	463	0	2567	0	0	2567	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	23.2	0.0	0.0	0.0	23.2	0.0	2.5	0.0	0.0	2.5	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.0	0.0	0.2	0.0	0.1	0.0	0.0	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.2	0.0	0.0	0.0	0.2	0.0	1.0	0.0	0.0	0.9	0.0
LnGrp Delay(d),s/veh	0.0	23.3	0.0	0.0	0.0	23.4	0.0	2.7	0.0	0.0	2.6	0.0
LnGrp LOS		C				C		A			A	
Approach Vol, veh/h		15			14			375			350	
Approach Delay, s/veh		23.3			23.4			2.7			2.6	
Approach LOS		C			C			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		48.0		12.0		48.0		12.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		31.5		19.5		31.5		19.5				
Max Q Clear Time (g_c+I1), s		4.0		2.4		3.8		2.5				
Green Ext Time (p_c), s		4.6		0.1		4.6		0.1				
Intersection Summary												
HCM 2010 Ctrl Delay			3.4									
HCM 2010 LOS			A									
Notes												

Lanes, Volumes, Timings
 12: Cathedral Cyn. Dr. & Officer David Vasquez Rd.

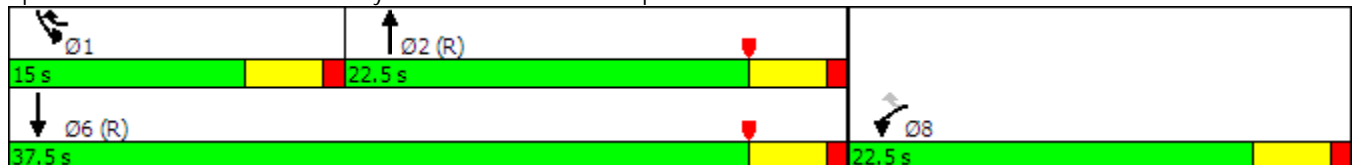
2040 Auto/LSEV AM Peak Hour (ALT2)
 With Project Improvements

	↙	↖	↑	↗	↘	↓
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↖↖	↖	↕↕		↘	↕↕
Traffic Volume (vph)	13	91	381	7	172	417
Future Volume (vph)	13	91	381	7	172	417
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	120	120		150	200	
Storage Lanes	1	1		0	1	
Taper Length (ft)	90				80	
Right Turn on Red		Yes		Yes		
Link Speed (mph)	40		40			40
Link Distance (ft)	554		483			555
Travel Time (s)	9.4		8.2			9.5
Confl. Peds. (#/hr)		41		18		
Confl. Bikes (#/hr)		1		2		
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Shared Lane Traffic (%)						
Turn Type	Prot	pm+ov	NA		Prot	NA
Protected Phases	8	1	2		1	6
Permitted Phases		8				
Detector Phase	8	1	2		1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	22.5	9.5	22.5		9.5	22.5
Total Split (s)	22.5	15.0	22.5		15.0	37.5
Total Split (%)	37.5%	25.0%	37.5%		25.0%	62.5%
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5
Lead/Lag		Lead	Lag		Lead	
Lead-Lag Optimize?		Yes	Yes		Yes	
Recall Mode	Ped	None	C-Max		None	C-Max

Intersection Summary












Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Splits and Phases: 12: Cathedral Cyn. Dr. & Officer David Vasquez Rd.



HCM 2010 Signalized Intersection Summary
 12: Cathedral Cyn. Dr. & Officer David Vasquez Rd.

2040 Auto/LSEV AM Peak Hour (ALT2)
 With Project Improvements

								
Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations								
Traffic Volume (veh/h)	13	91	381	7	172	417		
Future Volume (veh/h)	13	91	381	7	172	417		
Number	3	18	2	12	1	6		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00		0.96	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863		
Adj Flow Rate, veh/h	14	97	405	7	183	444		
Adj No. of Lanes	2	1	2	0	1	2		
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	258	323	2032	35	229	2743		
Arrive On Green	0.07	0.07	0.57	0.57	0.13	0.78		
Sat Flow, veh/h	3442	1583	3650	61	1774	3632		
Grp Volume(v), veh/h	14	97	201	211	183	444		
Grp Sat Flow(s),veh/h/ln	1721	1583	1770	1849	1774	1770		
Q Serve(g_s), s	0.2	3.1	3.3	3.3	6.0	1.9		
Cycle Q Clear(g_c), s	0.2	3.1	3.3	3.3	6.0	1.9		
Prop In Lane	1.00	1.00		0.03	1.00			
Lane Grp Cap(c), veh/h	258	323	1011	1056	229	2743		
V/C Ratio(X)	0.05	0.30	0.20	0.20	0.80	0.16		
Avail Cap(c_a), veh/h	1032	679	1011	1056	310	2743		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	25.8	20.3	6.2	6.2	25.4	1.7		
Incr Delay (d2), s/veh	0.1	0.5	0.4	0.4	10.1	0.1		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.1	1.4	1.7	1.8	3.6	1.0		
LnGrp Delay(d),s/veh	25.9	20.8	6.7	6.7	35.5	1.9		
LnGrp LOS	C	C	A	A	D	A		
Approach Vol, veh/h	111		412			627		
Approach Delay, s/veh	21.4		6.7			11.7		
Approach LOS	C		A			B		
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	12.2	38.8				51.0		9.0
Change Period (Y+Rc), s	4.5	4.5				4.5		4.5
Max Green Setting (Gmax), s	10.5	18.0				33.0		18.0
Max Q Clear Time (g_c+I1), s	8.0	5.3				3.9		5.1
Green Ext Time (p_c), s	0.1	4.1				5.5		0.2
Intersection Summary								
HCM 2010 Ctrl Delay			10.8					
HCM 2010 LOS			B					

Lanes, Volumes, Timings
13: Date Palm Dr. & Perez Rd.

2040 Auto/LSEV AM Peak Hour (ALT2)
With Project Improvements

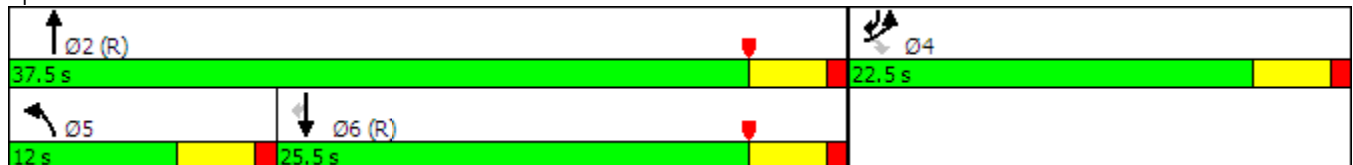


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↖↗	↗	↖	↑↑	↑↑	↗
Traffic Volume (vph)	426	204	137	639	955	432
Future Volume (vph)	426	204	137	639	955	432
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	165	0	160			150
Storage Lanes	1	1	1			1
Taper Length (ft)	60		80			
Right Turn on Red		Yes				Yes
Link Speed (mph)	40			40	40	
Link Distance (ft)	503			488	484	
Travel Time (s)	8.6			8.3	8.3	
Confl. Peds. (#/hr)		50				7
Confl. Bikes (#/hr)		3				7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Turn Type	Prot	Perm	Prot	NA	NA	pm+ov
Protected Phases	4		5	2	6	4
Permitted Phases		4				6
Detector Phase	4	4	5	2	6	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	9.5	22.5	22.5	22.5
Total Split (s)	22.5	22.5	12.0	37.5	25.5	22.5
Total Split (%)	37.5%	37.5%	20.0%	62.5%	42.5%	37.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	Ped	Ped	None	C-Max	C-Max	Ped

Intersection Summary
















Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Splits and Phases: 13: Date Palm Dr. & Perez Rd.



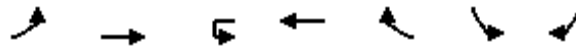
HCM 2010 Signalized Intersection Summary
 13: Date Palm Dr. & Perez Rd.

2040 Auto/LSEV AM Peak Hour (ALT2)
 With Project Improvements

								
Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations	 			 	 			
Traffic Volume (veh/h)	426	204	137	639	955	432		
Future Volume (veh/h)	426	204	137	639	955	432		
Number	7	14	5	2	6	16		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.97		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863		
Adj Flow Rate, veh/h	463	222	149	695	1038	470		
Adj No. of Lanes	2	1	1	2	2	1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	663	305	188	2326	1686	1035		
Arrive On Green	0.19	0.19	0.11	0.66	0.48	0.48		
Sat Flow, veh/h	3442	1583	1774	3632	3632	1532		
Grp Volume(v), veh/h	463	222	149	695	1038	470		
Grp Sat Flow(s),veh/h/ln	1721	1583	1774	1770	1770	1532		
Q Serve(g_s), s	7.5	7.9	4.9	5.0	13.0	8.8		
Cycle Q Clear(g_c), s	7.5	7.9	4.9	5.0	13.0	8.8		
Prop In Lane	1.00	1.00	1.00			1.00		
Lane Grp Cap(c), veh/h	663	305	188	2326	1686	1035		
V/C Ratio(X)	0.70	0.73	0.79	0.30	0.62	0.45		
Avail Cap(c_a), veh/h	1032	475	222	2326	1686	1035		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	22.6	22.7	26.2	4.4	11.6	4.7		
Incr Delay (d2), s/veh	1.3	3.3	15.2	0.3	1.7	1.4		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	3.7	6.9	3.2	2.5	6.7	6.3		
LnGrp Delay(d),s/veh	23.9	26.1	41.4	4.7	13.3	6.2		
LnGrp LOS	C	C	D	A	B	A		
Approach Vol, veh/h	685			844	1508			
Approach Delay, s/veh	24.6			11.2	11.1			
Approach LOS	C			B	B			
Timer	1	2	3	4	5	6	7	8
Assigned Phs	2		4		5	6		
Phs Duration (G+Y+Rc), s	43.9		16.1		10.9	33.1		
Change Period (Y+Rc), s	4.5		4.5		4.5	4.5		
Max Green Setting (Gmax), s	33.0		18.0		7.5	21.0		
Max Q Clear Time (g_c+I1), s	7.0		9.9		6.9	15.0		
Green Ext Time (p_c), s	16.0		1.7		0.0	5.0		
Intersection Summary								
HCM 2010 Ctrl Delay			14.2					
HCM 2010 LOS			B					

Lanes, Volumes, Timings
14: Frank Sinatra Dr. & Da Vall Dr.

2040 Auto/LSEV AM Peak Hour (ALT2)
With Project Improvements

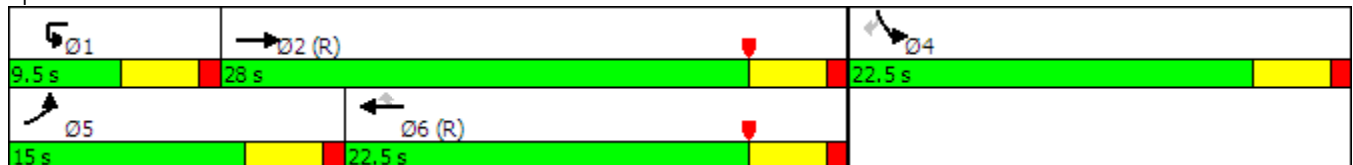


Lane Group	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (vph)	183	486	1	394	269	435	223
Future Volume (vph)	183	486	1	394	269	435	223
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	120		105		75	160	0
Storage Lanes	1		1		1	1	1
Taper Length (ft)	90		55			100	
Right Turn on Red					Yes		Yes
Link Speed (mph)		45		45		45	
Link Distance (ft)		584		653		606	
Travel Time (s)		8.8		9.9		9.2	
Confl. Peds. (#/hr)					3		15
Confl. Bikes (#/hr)					6		3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Shared Lane Traffic (%)							10%
Turn Type	Prot	NA	Prot	NA	Perm	Prot	Perm
Protected Phases	5	2	1	6		4	
Permitted Phases					6		4
Detector Phase	5	2	1	6	6	4	4
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	9.5	22.5	22.5	22.5	22.5
Total Split (s)	15.0	28.0	9.5	22.5	22.5	22.5	22.5
Total Split (%)	25.0%	46.7%	15.8%	37.5%	37.5%	37.5%	37.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag	Lag		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		
Recall Mode	None	C-Max	None	C-Max	C-Max	Max	Max

Intersection Summary

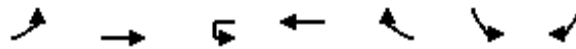
Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Splits and Phases: 14: Frank Sinatra Dr. & Da Vall Dr.



HCM 2010 Signalized Intersection Summary
 14: Frank Sinatra Dr. & Da Vall Dr.

2040 Auto/LSEV AM Peak Hour (ALT2)
 With Project Improvements



Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR	
Lane Configurations								
Traffic Volume (veh/h)	183	486	1	394	269	435	223	
Future Volume (veh/h)	183	486	1	394	269	435	223	
Number	5	2		6	16	7	14	
Initial Q (Qb), veh	0	0		0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00				0.97	1.00	1.00	
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00	1.00	
Adj Sat Flow, veh/h/ln	1863	1863		1863	1863	1863	1863	
Adj Flow Rate, veh/h	191	506		410	280	456	228	
Adj No. of Lanes	1	2		2	1	2	1	
Peak Hour Factor	0.96	0.96		0.96	0.96	0.96	0.96	
Percent Heavy Veh, %	2	2		2	2	2	2	
Cap, veh/h	237	1947		1207	524	1064	475	
Arrive On Green	0.13	0.55		0.34	0.34	0.30	0.30	
Sat Flow, veh/h	1774	3632		3632	1535	3548	1583	
Grp Volume(v), veh/h	191	506		410	280	456	228	
Grp Sat Flow(s),veh/h/ln	1774	1770		1770	1535	1774	1583	
Q Serve(g_s), s	6.3	4.5		5.2	8.8	6.2	7.1	
Cycle Q Clear(g_c), s	6.3	4.5		5.2	8.8	6.2	7.1	
Prop In Lane	1.00				1.00	1.00	1.00	
Lane Grp Cap(c), veh/h	237	1947		1207	524	1064	475	
V/C Ratio(X)	0.80	0.26		0.34	0.53	0.43	0.48	
Avail Cap(c_a), veh/h	310	1947		1207	524	1064	475	
HCM Platoon Ratio	1.00	1.00		1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00		1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	25.2	7.1		14.7	15.9	16.9	17.2	
Incr Delay (d2), s/veh	11.0	0.3		0.8	3.9	1.3	3.4	
Initial Q Delay(d3),s/veh	0.0	0.0		0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	3.8	2.3		2.6	4.3	3.2	6.9	
LnGrp Delay(d),s/veh	36.2	7.4		15.5	19.8	18.1	20.6	
LnGrp LOS	D	A		B	B	B	C	
Approach Vol, veh/h		697		690		684		
Approach Delay, s/veh		15.3		17.2		19.0		
Approach LOS		B		B		B		
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		37.5		22.5	12.5	25.0		
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5		
Max Green Setting (Gmax), s		23.5		18.0	10.5	18.0		
Max Q Clear Time (g_c+I1), s		6.5		9.1	8.3	10.8		
Green Ext Time (p_c), s		6.2		1.7	0.1	3.7		
Intersection Summary								
HCM 2010 Ctrl Delay				17.2				
HCM 2010 LOS				B				
Notes								

Lanes, Volumes, Timings
15: SR-111 & Country Club Dr.

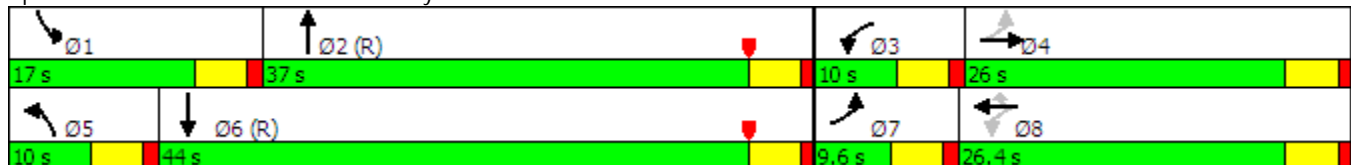
2040 Auto/LSEV AM Peak Hour (ALT2)
With Project Improvements

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	16	161	142	89	201	228	37	1426	6	317	1582	176
Future Volume (vph)	16	161	142	89	201	228	37	1426	6	317	1582	176
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	30		0	100		0	160		0	190		0
Storage Lanes	1		0	1		1	1		0	2		0
Taper Length (ft)	60			75			60			60		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			45			55			55	
Link Distance (ft)		358			739			1799			632	
Travel Time (s)		8.1			11.2			22.3			7.8	
Confl. Peds. (#/hr)						12						11
Confl. Bikes (#/hr)			2			4			13			3
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)						12%						
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8		8						
Detector Phase	7	4		3	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5		9.5	22.5	22.5	9.5	22.5		9.5	22.5	
Total Split (s)	9.6	26.0		10.0	26.4	26.4	10.0	37.0		17.0	44.0	
Total Split (%)	10.7%	28.9%		11.1%	29.3%	29.3%	11.1%	41.1%		18.9%	48.9%	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5		4.5	4.5	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None	None	None	C-Max		None	C-Max	

Intersection Summary























Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated

Splits and Phases: 15: SR-111 & Country Club Dr.



HCM 2010 Signalized Intersection Summary
15: SR-111 & Country Club Dr.

2040 Auto/LSEV AM Peak Hour (ALT2)
With Project Improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	161	142	89	201	228	37	1426	6	317	1582	176
Future Volume (veh/h)	16	161	142	89	201	228	37	1426	6	317	1582	176
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	1.00		0.97	1.00		1.00	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	17	169	149	94	233	226	39	1501	0	334	1665	185
Adj No. of Lanes	1	1	0	1	1	1	1	3	0	2	3	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	244	191	169	212	462	381	61	2101	0	411	2305	255
Arrive On Green	0.02	0.21	0.21	0.06	0.25	0.25	0.07	0.83	0.00	0.12	0.50	0.50
Sat Flow, veh/h	1774	908	800	1774	1863	1536	1774	5253	0	3442	4629	513
Grp Volume(v), veh/h	17	0	318	94	233	226	39	1501	0	334	1218	632
Grp Sat Flow(s),veh/h/ln	1774	0	1708	1774	1863	1536	1774	1695	0	1721	1695	1752
Q Serve(g_s), s	0.7	0.0	16.3	3.6	9.7	11.7	1.9	11.3	0.0	8.5	25.3	25.5
Cycle Q Clear(g_c), s	0.7	0.0	16.3	3.6	9.7	11.7	1.9	11.3	0.0	8.5	25.3	25.5
Prop In Lane	1.00		0.47	1.00		1.00	1.00		0.00	1.00		0.29
Lane Grp Cap(c), veh/h	244	0	360	212	462	381	61	2101	0	411	1688	872
V/C Ratio(X)	0.07	0.00	0.88	0.44	0.50	0.59	0.64	0.71	0.00	0.81	0.72	0.72
Avail Cap(c_a), veh/h	310	0	408	220	462	381	108	2101	0	478	1688	872
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	0.90	0.90	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.2	0.0	34.5	26.6	29.1	29.8	41.3	5.6	0.0	38.6	17.7	17.7
Incr Delay (d2), s/veh	0.1	0.0	18.4	1.4	0.9	2.5	9.4	1.9	0.0	9.0	2.7	5.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	9.5	1.9	5.1	5.2	1.1	5.1	0.0	4.6	12.3	13.6
LnGrp Delay(d),s/veh	27.3	0.0	52.9	28.1	30.0	32.3	50.7	7.5	0.0	47.7	20.4	22.9
LnGrp LOS	C		D	C	C	C	D	A		D	C	C
Approach Vol, veh/h		335			553			1540			2184	
Approach Delay, s/veh		51.6			30.6			8.6			25.3	
Approach LOS		D			C			A			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.3	41.7	9.6	23.5	7.6	49.3	6.2	26.8				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	12.5	32.5	5.5	21.5	5.5	39.5	5.1	21.9				
Max Q Clear Time (g_c+I1), s	10.5	13.3	5.6	18.3	3.9	27.5	2.7	13.7				
Green Ext Time (p_c), s	0.2	17.3	0.0	0.7	0.0	11.1	0.0	2.6				
Intersection Summary												
HCM 2010 Ctrl Delay			22.3									
HCM 2010 LOS			C									
Notes												

Lanes, Volumes, Timings
16: SR-111 & Thunderbird Rd.

2040 Auto/LSEV AM Peak Hour (ALT2)
With Project Improvements

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	4	26	10	4	16	24	1406	37	9	1426	42
Future Volume (vph)	60	4	26	10	4	16	24	1406	37	9	1426	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		50	0		0	210		0	195		135
Storage Lanes	0		1	0		0	1		0	1		1
Taper Length (ft)	60			60			60			60		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		479			372			923			1799	
Travel Time (s)		10.9			8.5			11.4			22.3	
Confl. Peds. (#/hr)			3	3					1			12
Confl. Bikes (#/hr)			2			2			14			14
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Shared Lane Traffic (%)												
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA		Prot	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8								6
Detector Phase	4	4	4	8	8		5	2		1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5		9.5	22.5		9.5	22.5	22.5
Total Split (s)	25.0	25.0	25.0	25.0	25.0		13.0	54.0		11.0	52.0	52.0
Total Split (%)	27.8%	27.8%	27.8%	27.8%	27.8%		14.4%	60.0%		12.2%	57.8%	57.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		4.5	4.5		4.5		4.5	4.5		4.5	4.5	4.5
Lead/Lag							Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	Yes
Recall Mode	Ped	Ped	Ped	None	None		None	C-Max		None	C-Max	C-Max

Intersection Summary






















Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Splits and Phases: 16: SR-111 & Thunderbird Rd.



HCM 2010 Signalized Intersection Summary
16: SR-111 & Thunderbird Rd.

2040 Auto/LSEV AM Peak Hour (ALT2)
With Project Improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	4	26	10	4	16	24	1406	37	9	1426	42
Future Volume (veh/h)	60	4	26	10	4	16	24	1406	37	9	1426	42
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.97	0.99		0.97	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	62	4	27	10	4	16	25	1449	38	9	1470	43
Adj No. of Lanes	0	1	1	0	1	0	1	3	0	1	3	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	183	7	108	71	28	52	46	3911	103	20	3832	1152
Arrive On Green	0.07	0.07	0.07	0.07	0.07	0.07	0.03	0.77	0.77	0.02	1.00	1.00
Sat Flow, veh/h	1489	96	1535	245	397	734	1774	5091	134	1774	5085	1529
Grp Volume(v), veh/h	66	0	27	30	0	0	25	965	522	9	1470	43
Grp Sat Flow(s),veh/h/ln	1585	0	1535	1377	0	0	1774	1695	1835	1774	1695	1529
Q Serve(g_s), s	0.0	0.0	1.5	0.0	0.0	0.0	1.3	8.3	8.3	0.5	0.0	0.0
Cycle Q Clear(g_c), s	3.3	0.0	1.5	3.3	0.0	0.0	1.3	8.3	8.3	0.5	0.0	0.0
Prop In Lane	0.94		1.00	0.33		0.53	1.00		0.07	1.00		1.00
Lane Grp Cap(c), veh/h	190	0	108	151	0	0	46	2604	1409	20	3832	1152
V/C Ratio(X)	0.35	0.00	0.25	0.20	0.00	0.00	0.55	0.37	0.37	0.45	0.38	0.04
Avail Cap(c_a), veh/h	409	0	350	387	0	0	168	2604	1409	128	3832	1152
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.68	0.68	0.68
Uniform Delay (d), s/veh	40.4	0.0	39.6	39.6	0.0	0.0	43.3	3.4	3.4	43.7	0.0	0.0
Incr Delay (d2), s/veh	1.1	0.0	1.2	0.6	0.0	0.0	9.7	0.4	0.7	10.6	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	0.7	0.7	0.0	0.0	0.7	3.9	4.4	0.3	0.1	0.0
LnGrp Delay(d),s/veh	41.5	0.0	40.7	40.2	0.0	0.0	53.1	3.8	4.1	54.3	0.2	0.0
LnGrp LOS	D		D	D			D	A	A	D	A	A
Approach Vol, veh/h		93			30			1512			1522	
Approach Delay, s/veh		41.3			40.2			4.7			0.5	
Approach LOS		D			D			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.5	73.6		10.9	6.8	72.3		10.9				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	6.5	49.5		20.5	8.5	47.5		20.5				
Max Q Clear Time (g_c+I1), s	2.5	10.3		5.3	3.3	2.0		5.3				
Green Ext Time (p_c), s	0.0	28.6		0.4	0.0	31.8		0.4				
Intersection Summary												
HCM 2010 Ctrl Delay			4.1									
HCM 2010 LOS			A									

Lanes, Volumes, Timings
17: SR-111 & Paxton Dr.

2040 Auto/LSEV AM Peak Hour (ALT2)
With Project Improvements

Lane Group	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	51	62	1	1424	112	58	1579
Future Volume (vph)	51	62	1	1424	112	58	1579
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	60	125		0	195	
Storage Lanes	1	1	1		0	1	
Taper Length (ft)	60		60			60	
Right Turn on Red		Yes			Yes		
Link Speed (mph)	55			55			55
Link Distance (ft)	411			627			554
Travel Time (s)	5.1			7.8			6.9
Confl. Peds. (#/hr)					1		
Confl. Bikes (#/hr)		15			2		
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Shared Lane Traffic (%)							
Turn Type	Prot	Perm	Prot	NA		Prot	NA
Protected Phases	8		5	2		1	6
Permitted Phases		8					
Detector Phase	8	8	5	2		1	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	22.5	22.5	9.5	22.5		9.5	22.5
Total Split (s)	24.0	24.0	10.0	51.0		15.0	56.0
Total Split (%)	26.7%	26.7%	11.1%	56.7%		16.7%	62.2%
Yellow Time (s)	3.5	3.5	3.5	3.5		3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5		4.5	4.5
Lead/Lag			Lead	Lag		Lead	Lag
Lead-Lag Optimize?			Yes	Yes		Yes	Yes
Recall Mode	None	None	None	C-Max		None	C-Max

Intersection Summary














Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Splits and Phases: 17: SR-111 & Paxton Dr.























HCM 2010 Signalized Intersection Summary
17: SR-111 & Paxton Dr.

2040 Auto/LSEV AM Peak Hour (ALT2)
With Project Improvements

								
Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT	
Lane Configurations								
Traffic Volume (veh/h)	51	62	1	1424	112	58	1579	
Future Volume (veh/h)	51	62	1	1424	112	58	1579	
Number	3	18		2	12	1	6	
Initial Q (Qb), veh	0	0		0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00	1.00			0.98	1.00		
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00	1.00	
Adj Sat Flow, veh/h/ln	1863	1863		1863	1900	1863	1863	
Adj Flow Rate, veh/h	54	66		1515	119	62	1680	
Adj No. of Lanes	1	1		3	0	1	3	
Peak Hour Factor	0.94	0.94		0.94	0.94	0.94	0.94	
Percent Heavy Veh, %	2	2		2	2	2	2	
Cap, veh/h	110	99		3565	280	80	4260	
Arrive On Green	0.06	0.06		0.74	0.74	0.05	0.84	
Sat Flow, veh/h	1774	1583		4967	377	1774	5253	
Grp Volume(v), veh/h	54	66		1070	564	62	1680	
Grp Sat Flow(s),veh/h/ln	1774	1583		1695	1786	1774	1695	
Q Serve(g_s), s	2.6	3.7		10.7	10.7	3.1	7.2	
Cycle Q Clear(g_c), s	2.6	3.7		10.7	10.7	3.1	7.2	
Prop In Lane	1.00	1.00			0.21	1.00		
Lane Grp Cap(c), veh/h	110	99		2518	1327	80	4260	
V/C Ratio(X)	0.49	0.67		0.42	0.43	0.78	0.39	
Avail Cap(c_a), veh/h	384	343		2518	1327	207	4260	
HCM Platoon Ratio	1.00	1.00		1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00		1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	40.8	41.3		4.4	4.4	42.5	1.8	
Incr Delay (d2), s/veh	3.3	7.6		0.5	1.0	14.6	0.3	
Initial Q Delay(d3),s/veh	0.0	0.0		0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	1.4	1.8		5.1	5.5	1.9	3.4	
LnGrp Delay(d),s/veh	44.1	48.9		4.9	5.4	57.2	2.0	
LnGrp LOS	D	D		A	A	E	A	
Approach Vol, veh/h	120		1634		1742			
Approach Delay, s/veh	46.8		5.0		4.0			
Approach LOS	D		A		A			
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	8.6	71.3				79.9		10.1
Change Period (Y+Rc), s	4.5	4.5				4.5		4.5
Max Green Setting (Gmax), s	10.5	46.5				51.5		19.5
Max Q Clear Time (g_c+I1), s	5.1	12.7				9.2		5.7
Green Ext Time (p_c), s	0.0	28.1				33.7		0.2
Intersection Summary								
HCM 2010 Ctrl Delay			6.0					
HCM 2010 LOS			A					
Notes								

Lanes, Volumes, Timings
 18: San Jacinto Dr. & Rancho Las Palmas

2040 Auto/LSEV AM Peak Hour (ALT2)
 With Project Improvements

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	54	162	37	86	91	66	55	10	38	83	19	63
Future Volume (vph)	54	162	37	86	91	66	55	10	38	83	19	63
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	55		0	105		0	0		80	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	70			65			60			60		
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		481			423			425			397	
Travel Time (s)		10.9			9.6			9.7			9.0	
Confl. Peds. (#/hr)	6					6			4	4		
Confl. Bikes (#/hr)			3			2			4			2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

Intersection	
Intersection Delay, s/veh	10.7
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations		↵	↕↔			↵	↕↔				↕	↕
Traffic Vol, veh/h	0	54	162	37	0	86	91	66	0	55	10	38
Future Vol, veh/h	0	54	162	37	0	86	91	66	0	55	10	38
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	59	176	40	0	93	99	72	0	60	11	41
Number of Lanes	0	1	2	0	0	1	2	0	0	0	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	3	3	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	2	3
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	1	3
HCM Control Delay	10.3	10.2	10.3
HCM LOS	B	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	85%	0%	100%	0%	0%	100%	0%	0%	50%
Vol Thru, %	15%	0%	0%	100%	59%	0%	100%	31%	12%
Vol Right, %	0%	100%	0%	0%	41%	0%	0%	69%	38%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	65	38	54	108	91	86	61	96	165
LT Vol	55	0	54	0	0	86	0	0	83
Through Vol	10	0	0	108	54	0	61	30	19
RT Vol	0	38	0	0	37	0	0	66	63
Lane Flow Rate	71	41	59	117	99	93	66	105	179
Geometry Grp	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.138	0.068	0.11	0.204	0.164	0.176	0.115	0.168	0.319
Departure Headway (Hd)	7.057	5.929	6.754	6.247	5.959	6.779	6.272	5.785	6.408
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	507	602	530	574	600	528	570	619	560
Service Time	4.815	3.686	4.503	3.996	3.707	4.529	4.022	3.535	4.158
HCM Lane V/C Ratio	0.14	0.068	0.111	0.204	0.165	0.176	0.116	0.17	0.32
HCM Control Delay	11	9.1	10.3	10.6	9.9	11	9.8	9.7	12.2
HCM Lane LOS	B	A	B	B	A	B	A	A	B
HCM 95th-tile Q	0.5	0.2	0.4	0.8	0.6	0.6	0.4	0.6	1.4

Intersection

Intersection Delay, s/veh
 Intersection LOS

Movement	SBU	SBL	SBT	SBR
Lane Configurations			↕	
Traffic Vol, veh/h	0	83	19	63
Future Vol, veh/h	0	83	19	63
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	90	21	68
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	3
Conflicting Approach Right	EB
Conflicting Lanes Right	3
HCM Control Delay	12.2
HCM LOS	B

Lanes, Volumes, Timings
19: Bob Hope Dr. & Rancho Las Palmas

2040 Auto/LSEV AM Peak Hour (ALT2)
With Project Improvements

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	192	20	72	25	25	36	54	714	40	26	1041	198
Future Volume (vph)	192	20	72	25	25	36	54	714	40	26	1041	198
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	110		0	0		50	105		80	120		120
Storage Lanes	1		1	0		1	1		1	1		1
Taper Length (ft)	70			60			60			75		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		459			277			813			520	
Travel Time (s)		10.4			6.3			12.3			7.9	
Confl. Peds. (#/hr)	4		1	1		4	8		7	7		8
Confl. Bikes (#/hr)			3			2			24			22
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Shared Lane Traffic (%)												
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	4	4	4	8	8	8	2	2	2	6	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	41.0	41.0	41.0	41.0	41.0	41.0	64.0	64.0	64.0	64.0	64.0	64.0
Total Split (%)	39.0%	39.0%	39.0%	39.0%	39.0%	39.0%	61.0%	61.0%	61.0%	61.0%	61.0%	61.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Ped	Ped	Ped	Ped	Ped	Ped	C-Max	C-Max	C-Max	C-Max	C-Max	C-Max

Intersection Summary
























Area Type: Other
 Cycle Length: 105
 Actuated Cycle Length: 105
 Offset: 44 (42%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 50
 Control Type: Actuated-Coordinated

Splits and Phases: 19: Bob Hope Dr. & Rancho Las Palmas



HCM 2010 Signalized Intersection Summary
 19: Bob Hope Dr. & Rancho Las Palmas

2040 Auto/LSEV AM Peak Hour (ALT2)
 With Project Improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	192	20	72	25	25	36	54	714	40	26	1041	198
Future Volume (veh/h)	192	20	72	25	25	36	54	714	40	26	1041	198
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	0.99		0.98	1.00		0.96	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	200	21	75	26	26	38	56	744	42	27	1084	206
Adj No. of Lanes	1	1	1	0	1	1	1	2	1	1	2	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	304	375	312	190	174	312	318	2524	1086	557	2524	1104
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.20	1.00	1.00	1.00	0.71	0.71	0.71
Sat Flow, veh/h	1326	1863	1550	689	866	1552	426	3539	1523	685	3539	1548
Grp Volume(v), veh/h	200	21	75	52	0	38	56	744	42	27	1084	206
Grp Sat Flow(s),veh/h/ln	1326	1863	1550	1555	0	1552	426	1770	1523	685	1770	1548
Q Serve(g_s), s	15.3	1.0	4.3	0.5	0.0	2.1	3.0	0.0	0.0	1.2	13.3	4.6
Cycle Q Clear(g_c), s	17.8	1.0	4.3	2.5	0.0	2.1	16.3	0.0	0.0	1.2	13.3	4.6
Prop In Lane	1.00		1.00	0.50		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	304	375	312	364	0	312	318	2524	1086	557	2524	1104
V/C Ratio(X)	0.66	0.06	0.24	0.14	0.00	0.12	0.18	0.29	0.04	0.05	0.43	0.19
Avail Cap(c_a), veh/h	498	648	539	587	0	539	318	2524	1086	557	2524	1104
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	0.98	0.98	0.98	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.8	33.9	35.2	34.5	0.0	34.3	1.4	0.0	0.0	4.5	6.2	5.0
Incr Delay (d2), s/veh	2.4	0.1	0.4	0.2	0.0	0.2	1.2	0.3	0.1	0.2	0.5	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.8	0.5	1.9	1.3	0.0	0.9	0.4	0.1	0.0	0.3	6.7	2.1
LnGrp Delay(d),s/veh	44.3	33.9	35.6	34.6	0.0	34.5	2.6	0.3	0.1	4.7	6.8	5.4
LnGrp LOS	D	C	D	C		C	A	A	A	A	A	A
Approach Vol, veh/h		296			90			842			1317	
Approach Delay, s/veh		41.3			34.6			0.4			6.5	
Approach LOS		D			C			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		79.4		25.6		79.4		25.6				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		59.5		36.5		59.5		36.5				
Max Q Clear Time (g_c+I1), s		18.3		19.8		15.3		4.5				
Green Ext Time (p_c), s		21.2		1.3		21.9		1.5				
Intersection Summary												
HCM 2010 Ctrl Delay			9.5									
HCM 2010 LOS			A									

Lanes, Volumes, Timings
 20: Bob Hope Dr. & Avenida Las Palmas

2040 Auto/LSEV AM Peak Hour (ALT2)
 With Project Improvements

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	20	78	93	16	116	94	575	63	57	1023	70
Future Volume (vph)	70	20	78	93	16	116	94	575	63	57	1023	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		25	0		180	100		40	120		120
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	60			60			60			80		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		299			661			491			813	
Travel Time (s)		6.8			15.0			7.4			12.3	
Confl. Peds. (#/hr)	6		13	13		6	21		20	20		21
Confl. Bikes (#/hr)			3			2			25			21
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Shared Lane Traffic (%)												
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	4	4	4	8	8	8	2	2	2	6	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	30.0	30.0	30.0	30.0	30.0	30.0	75.0	75.0	75.0	75.0	75.0	75.0
Total Split (%)	28.6%	28.6%	28.6%	28.6%	28.6%	28.6%	71.4%	71.4%	71.4%	71.4%	71.4%	71.4%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Ped	Ped	Ped	Ped	Ped	Ped	C-Max	C-Max	C-Max	C-Max	C-Max	C-Max

Intersection Summary























Area Type: Other
 Cycle Length: 105
 Actuated Cycle Length: 105
 Offset: 48 (46%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Splits and Phases: 20: Bob Hope Dr. & Avenida Las Palmas



HCM 2010 Signalized Intersection Summary
20: Bob Hope Dr. & Avenida Las Palmas

2040 Auto/LSEV AM Peak Hour (ALT2)
With Project Improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	20	78	93	16	116	94	575	63	57	1023	70
Future Volume (veh/h)	70	20	78	93	16	116	94	575	63	57	1023	70
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.95	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	73	21	81	97	17	121	98	599	66	59	1066	73
Adj No. of Lanes	0	1	1	0	1	1	1	2	1	1	2	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	61	10	373	63	6	373	398	2376	1011	531	2376	1013
Arrive On Green	0.24	0.24	0.24	0.24	0.24	0.24	0.67	0.67	0.67	1.00	1.00	1.00
Sat Flow, veh/h	0	42	1535	0	26	1537	490	3539	1506	765	3539	1509
Grp Volume(v), veh/h	94	0	81	114	0	121	98	599	66	59	1066	73
Grp Sat Flow(s),veh/h/ln	42	0	1535	26	0	1537	490	1770	1506	765	1770	1509
Q Serve(g_s), s	0.0	0.0	4.4	0.0	0.0	6.8	8.6	7.0	1.6	0.9	0.0	0.0
Cycle Q Clear(g_c), s	25.5	0.0	4.4	25.5	0.0	6.8	8.6	7.0	1.6	7.9	0.0	0.0
Prop In Lane	0.78		1.00	0.85		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	71	0	373	70	0	373	398	2376	1011	531	2376	1013
V/C Ratio(X)	1.32	0.00	0.22	1.64	0.00	0.32	0.25	0.25	0.07	0.11	0.45	0.07
Avail Cap(c_a), veh/h	71	0	373	70	0	373	398	2376	1011	531	2376	1013
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91
Uniform Delay (d), s/veh	48.9	0.0	31.8	50.2	0.0	32.7	7.1	6.8	5.9	0.4	0.0	0.0
Incr Delay (d2), s/veh	214.8	0.0	0.3	341.9	0.0	0.5	1.5	0.3	0.1	0.4	0.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.3	0.0	1.9	8.6	0.0	2.9	1.3	3.5	0.7	0.2	0.2	0.0
LnGrp Delay(d),s/veh	263.7	0.0	32.1	392.1	0.0	33.2	8.6	7.1	6.1	0.8	0.6	0.1
LnGrp LOS	F		C	F		C	A	A	A	A	A	A
Approach Vol, veh/h		175			235			763			1198	
Approach Delay, s/veh		156.5			207.3			7.2			0.5	
Approach LOS		F			F			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		75.0		30.0		75.0		30.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		70.5		25.5		70.5		25.5				
Max Q Clear Time (g_c+I1), s		10.6		27.5		9.9		27.5				
Green Ext Time (p_c), s		22.1		0.0		22.1		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			34.7									
HCM 2010 LOS			C									

Lanes, Volumes, Timings
 21: Bob Hope Dr. & Commercial Dwy.

2040 Auto/LSEV AM Peak Hour (ALT2)
 With Project Improvements



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕↗			↕↖
Traffic Volume (vph)	0	39	660	41	0	1275
Future Volume (vph)	0	39	660	41	0	1275
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		160	0	
Storage Lanes	0	1		0	0	
Taper Length (ft)	60				60	
Link Speed (mph)	30		45			45
Link Distance (ft)	471		345			491
Travel Time (s)	10.7		5.2			7.4
Confl. Peds. (#/hr)		19		10	10	
Confl. Bikes (#/hr)		21		3		
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Shared Lane Traffic (%)						
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

Intersection

Int Delay, s/veh 0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↑	↑↑			↑↑
Traffic Vol, veh/h	0	39	660	41	0	1275
Future Vol, veh/h	0	39	660	41	0	1275
Conflicting Peds, #/hr	0	19	0	10	10	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	40	673	42	0	1301

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	-	387	0 0
Stage 1	-	-	- -
Stage 2	-	-	- -
Critical Hdwy	-	6.94	- -
Critical Hdwy Stg 1	-	-	- -
Critical Hdwy Stg 2	-	-	- -
Follow-up Hdwy	-	3.32	- -
Pot Cap-1 Maneuver	0	611	- - 0 -
Stage 1	0	-	- - 0 -
Stage 2	0	-	- - 0 -
Platoon blocked, %			- -
Mov Cap-1 Maneuver	-	594	- -
Mov Cap-2 Maneuver	-	-	- -
Stage 1	-	-	- -
Stage 2	-	-	- -

Approach	WB	NB	SB
HCM Control Delay, s	11.5	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	- 594	-
HCM Lane V/C Ratio	-	- 0.067	-
HCM Control Delay (s)	-	- 11.5	-
HCM Lane LOS	-	- B	-
HCM 95th %tile Q(veh)	-	- 0.2	-

Lanes, Volumes, Timings
22: SR-111 & Bob Hope Dr.

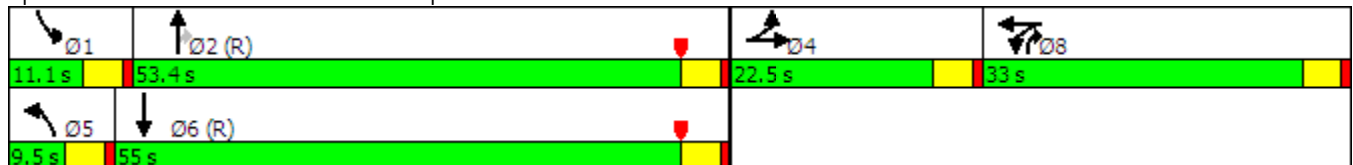
2040 Auto/LSEV PM Peak Hour (ALT2)
With Additional Improvements

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	18	11	845	17	194	6	1880	509	145	1529	12
Future Volume (vph)	8	18	11	845	17	194	6	1880	509	145	1529	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	225		150	100		240	250		0
Storage Lanes	0		0	1		0	1		1	2		0
Taper Length (ft)	60			80			70			110		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			50			50	
Link Distance (ft)		303			469			677			754	
Travel Time (s)		4.6			7.1			9.2			10.3	
Confl. Peds. (#/hr)			8			12			14			2
Confl. Bikes (#/hr)			2			3			23			3
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Shared Lane Traffic (%)				15%								
Turn Type	Split	NA		Split	NA		Prot	NA	pm+ov	Prot	NA	
Protected Phases	4	4		8	8		5	2	8	1	6	
Permitted Phases									2			
Detector Phase	4	4		8	8		5	2	8	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5		9.5	22.5	22.5	9.5	22.5	
Total Split (s)	22.5	22.5		33.0	33.0		9.5	53.4	33.0	11.1	55.0	
Total Split (%)	18.8%	18.8%		27.5%	27.5%		7.9%	44.5%	27.5%	9.3%	45.8%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		Ped	Ped		None	C-Max	Ped	None	C-Max	

Intersection Summary






















Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 110
 Control Type: Actuated-Coordinated

Splits and Phases: 22: SR-111 & Bob Hope Dr.



HCM 2010 Signalized Intersection Summary
22: SR-111 & Bob Hope Dr.

2040 Auto/LSEV PM Peak Hour (ALT2)
With Additional Improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	18	11	845	17	194	6	1880	509	145	1529	12
Future Volume (veh/h)	8	18	11	845	17	194	6	1880	509	145	1529	12
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.92	1.00		0.97	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	8	19	11	798	119	200	6	1938	525	149	1576	12
Adj No. of Lanes	0	1	0	2	1	0	1	3	1	2	3	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	11	26	15	843	146	245	13	2683	1187	189	2993	23
Arrive On Green	0.03	0.03	0.03	0.24	0.24	0.24	0.02	1.00	1.00	0.06	0.58	0.58
Sat Flow, veh/h	360	854	494	3548	613	1031	1774	5085	1537	3442	5205	40
Grp Volume(v), veh/h	38	0	0	798	0	319	6	1938	525	149	1026	562
Grp Sat Flow(s),veh/h/ln	1708	0	0	1774	0	1644	1774	1695	1537	1721	1695	1855
Q Serve(g_s), s	2.6	0.0	0.0	26.6	0.0	22.0	0.4	0.0	0.0	5.1	22.1	22.1
Cycle Q Clear(g_c), s	2.6	0.0	0.0	26.6	0.0	22.0	0.4	0.0	0.0	5.1	22.1	22.1
Prop In Lane	0.21		0.29	1.00		0.63	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	51	0	0	843	0	390	13	2683	1187	189	1949	1066
V/C Ratio(X)	0.74	0.00	0.00	0.95	0.00	0.82	0.45	0.72	0.44	0.79	0.53	0.53
Avail Cap(c_a), veh/h	256	0	0	843	0	390	74	2683	1187	189	1949	1066
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.09	0.09	0.09	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.7	0.0	0.0	45.0	0.0	43.3	58.8	0.0	0.0	56.0	15.5	15.5
Incr Delay (d2), s/veh	18.9	0.0	0.0	19.3	0.0	12.7	2.1	0.2	0.1	19.5	1.0	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.0	0.0	15.2	0.0	11.4	0.2	0.0	0.0	3.0	10.5	11.8
LnGrp Delay(d),s/veh	76.7	0.0	0.0	64.3	0.0	56.0	60.9	0.2	0.1	75.5	16.6	17.4
LnGrp LOS	E			E		E	E	A	A	E	B	B
Approach Vol, veh/h		38			1117			2469			1737	
Approach Delay, s/veh		76.7			62.0			0.3			21.9	
Approach LOS		E			E			A			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.1	67.8		8.1	5.4	73.5		33.0				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	6.6	48.9		18.0	5.0	50.5		28.5				
Max Q Clear Time (g_c+I1), s	7.1	2.0		4.6	2.4	24.1		28.6				
Green Ext Time (p_c), s	0.0	41.7		0.1	0.0	24.6		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			20.7									
HCM 2010 LOS			C									
Notes												

Lanes, Volumes, Timings
22: SR-111 & Bob Hope Dr.

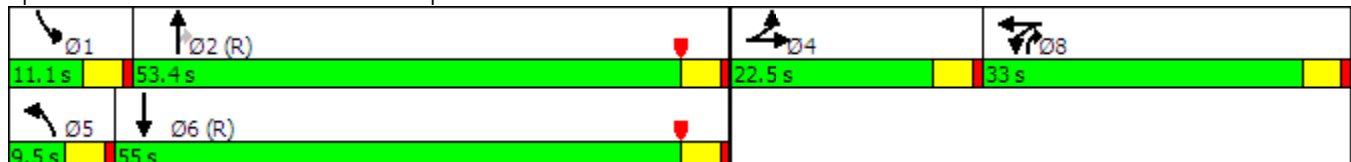
2040 Auto/LSEV PM Peak Hour (ALT2)
With Additional Improvements

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	18	11	845	17	194	6	1880	509	145	1529	12
Future Volume (vph)	8	18	11	845	17	194	6	1880	509	145	1529	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	225		150	100		240	250		0
Storage Lanes	0		0	1		0	1		1	2		0
Taper Length (ft)	60			80			70			110		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			50			50	
Link Distance (ft)		303			469			677			754	
Travel Time (s)		4.6			7.1			9.2			10.3	
Confl. Peds. (#/hr)			8			12			14			2
Confl. Bikes (#/hr)			2			3			23			3
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Shared Lane Traffic (%)				15%								
Turn Type	Split	NA		Split	NA		Prot	NA	pm+ov	Prot	NA	
Protected Phases	4	4		8	8		5	2	8	1	6	
Permitted Phases									2			
Detector Phase	4	4		8	8		5	2	8	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5		9.5	22.5	22.5	9.5	22.5	
Total Split (s)	22.5	22.5		33.0	33.0		9.5	53.4	33.0	11.1	55.0	
Total Split (%)	18.8%	18.8%		27.5%	27.5%		7.9%	44.5%	27.5%	9.3%	45.8%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		Ped	Ped		None	C-Max	Ped	None	C-Max	

Intersection Summary






















Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 110
 Control Type: Actuated-Coordinated

Splits and Phases: 22: SR-111 & Bob Hope Dr.



HCM 2010 Signalized Intersection Summary
22: SR-111 & Bob Hope Dr.

2040 Auto/LSEV PM Peak Hour (ALT2)
With Additional Improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	18	11	845	17	194	6	1880	509	145	1529	12
Future Volume (veh/h)	8	18	11	845	17	194	6	1880	509	145	1529	12
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.92	1.00		0.97	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	8	19	11	798	119	200	6	1938	525	149	1576	12
Adj No. of Lanes	0	1	0	2	1	0	1	3	1	2	3	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	11	26	15	843	146	245	13	2683	1187	189	2993	23
Arrive On Green	0.03	0.03	0.03	0.24	0.24	0.24	0.02	1.00	1.00	0.06	0.58	0.58
Sat Flow, veh/h	360	854	494	3548	613	1031	1774	5085	1537	3442	5205	40
Grp Volume(v), veh/h	38	0	0	798	0	319	6	1938	525	149	1026	562
Grp Sat Flow(s),veh/h/ln	1708	0	0	1774	0	1644	1774	1695	1537	1721	1695	1855
Q Serve(g_s), s	2.6	0.0	0.0	26.6	0.0	22.0	0.4	0.0	0.0	5.1	22.1	22.1
Cycle Q Clear(g_c), s	2.6	0.0	0.0	26.6	0.0	22.0	0.4	0.0	0.0	5.1	22.1	22.1
Prop In Lane	0.21		0.29	1.00		0.63	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	51	0	0	843	0	390	13	2683	1187	189	1949	1066
V/C Ratio(X)	0.74	0.00	0.00	0.95	0.00	0.82	0.45	0.72	0.44	0.79	0.53	0.53
Avail Cap(c_a), veh/h	256	0	0	843	0	390	74	2683	1187	189	1949	1066
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.09	0.09	0.09	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.7	0.0	0.0	45.0	0.0	43.3	58.8	0.0	0.0	56.0	15.5	15.5
Incr Delay (d2), s/veh	18.9	0.0	0.0	19.3	0.0	12.7	2.1	0.2	0.1	19.5	1.0	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.0	0.0	15.2	0.0	11.4	0.2	0.0	0.0	3.0	10.5	11.8
LnGrp Delay(d),s/veh	76.7	0.0	0.0	64.3	0.0	56.0	60.9	0.2	0.1	75.5	16.6	17.4
LnGrp LOS	E			E		E	E	A	A	E	B	B
Approach Vol, veh/h		38			1117			2469			1737	
Approach Delay, s/veh		76.7			62.0			0.3			21.9	
Approach LOS		E			E			A			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.1	67.8		8.1	5.4	73.5		33.0				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	6.6	48.9		18.0	5.0	50.5		28.5				
Max Q Clear Time (g_c+I1), s	7.1	2.0		4.6	2.4	24.1		28.6				
Green Ext Time (p_c), s	0.0	41.7		0.1	0.0	24.6		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			20.7									
HCM 2010 LOS			C									
Notes												

Lanes, Volumes, Timings
23: SR-111 & Magnesia Falls Dr.

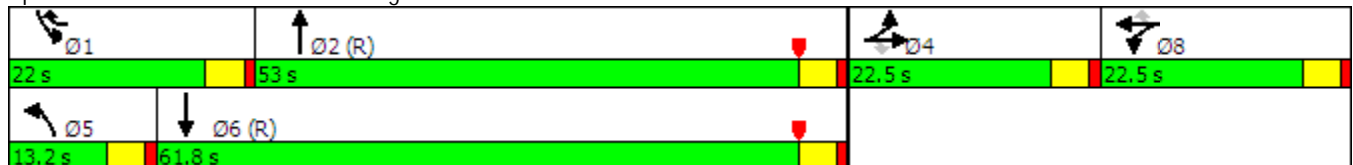
2040 Auto/LSEV PM Peak Hour (ALT2)
With Additional Improvements

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	33	33	48	164	20	168	77	2205	419	358	1981	46
Future Volume (vph)	33	33	48	164	20	168	77	2205	419	358	1981	46
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		65	90		90	170		0	215		0
Storage Lanes	0		1	1		1	1		0	1		0
Taper Length (ft)	60			60			80			80		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			50			50	
Link Distance (ft)		488			382			582			677	
Travel Time (s)		11.1			8.7			7.9			9.2	
Confl. Peds. (#/hr)							13			5		16
Confl. Bikes (#/hr)			3				2			20		20
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Shared Lane Traffic (%)				44%								
Turn Type	Split	NA	Perm	Split	NA	pm+ov	Prot	NA		Prot	NA	
Protected Phases	4	4		8	8	1	5	2		1	6	
Permitted Phases			4			8						
Detector Phase	4	4	4	8	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	9.5	9.5	22.5		9.5	22.5	
Total Split (s)	22.5	22.5	22.5	22.5	22.5	22.0	13.2	53.0		22.0	61.8	
Total Split (%)	18.8%	18.8%	18.8%	18.8%	18.8%	18.3%	11.0%	44.2%		18.3%	51.5%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.5	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5	
Lead/Lag						Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?						Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	None	None	Ped	Ped	None	None	C-Max		None	C-Max	

Intersection Summary
























Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 26 (22%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 120
 Control Type: Actuated-Coordinated

Splits and Phases: 23: SR-111 & Magnesia Falls Dr.



HCM 2010 Signalized Intersection Summary
 23: SR-111 & Magnesia Falls Dr.

2040 Auto/LSEV PM Peak Hour (ALT2)
 With Additional Improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	33	48	164	20	168	77	2205	419	358	1981	46
Future Volume (veh/h)	33	33	48	164	20	168	77	2205	419	358	1981	46
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.95	1.00		0.98	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	34	34	50	186	0	175	80	2297	436	373	2064	48
Adj No. of Lanes	0	1	1	2	0	1	1	3	0	1	3	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	50	50	85	438	0	418	101	2269	409	259	3138	73
Arrive On Green	0.05	0.05	0.05	0.12	0.00	0.12	0.06	0.53	0.53	0.29	1.00	1.00
Sat Flow, veh/h	909	909	1545	3548	0	1510	1774	4316	778	1774	5107	119
Grp Volume(v), veh/h	68	0	50	186	0	175	80	1778	955	373	1369	743
Grp Sat Flow(s),veh/h/ln	1817	0	1545	1774	0	1510	1774	1695	1704	1774	1695	1835
Q Serve(g_s), s	4.4	0.0	3.8	5.8	0.0	11.5	5.3	62.7	63.1	17.5	0.0	0.0
Cycle Q Clear(g_c), s	4.4	0.0	3.8	5.8	0.0	11.5	5.3	62.7	63.1	17.5	0.0	0.0
Prop In Lane	0.50		1.00	1.00		1.00	1.00		0.46	1.00		0.06
Lane Grp Cap(c), veh/h	100	0	85	438	0	418	101	1782	896	259	2083	1128
V/C Ratio(X)	0.68	0.00	0.59	0.42	0.00	0.42	0.79	1.00	1.07	1.44	0.66	0.66
Avail Cap(c_a), veh/h	273	0	232	532	0	457	129	1782	896	259	2083	1128
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.73	0.73	0.73
Uniform Delay (d), s/veh	55.7	0.0	55.4	48.6	0.0	36.2	55.9	28.4	28.5	42.5	0.0	0.0
Incr Delay (d2), s/veh	7.9	0.0	6.3	0.7	0.0	0.7	22.1	20.7	49.5	214.2	1.2	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	0.0	1.8	2.9	0.0	4.9	3.2	34.3	41.9	23.9	0.3	0.7
LnGrp Delay(d),s/veh	63.6	0.0	61.7	49.3	0.0	36.9	78.0	49.1	78.0	256.7	1.2	2.2
LnGrp LOS	E		E	D		D	E	D	F	F	A	A
Approach Vol, veh/h		118			361			2813			2485	
Approach Delay, s/veh		62.8			43.3			59.7			39.9	
Approach LOS		E			D			E			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	22.0	67.6		11.1	11.3	78.2		19.3				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	17.5	48.5		18.0	8.7	57.3		18.0				
Max Q Clear Time (g_c+I1), s	19.5	65.1		6.4	7.3	2.0		13.5				
Green Ext Time (p_c), s	0.0	0.0		0.3	0.0	53.4		0.6				
Intersection Summary												
HCM 2010 Ctrl Delay			50.2									
HCM 2010 LOS			D									
Notes												

Lanes, Volumes, Timings
24: Monterey Av. & Parkview Dr.

2040 Auto/LSEV AM Peak Hour (ALT2)
With Project Improvements

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	156	26	176	69	17	22	126	1285	82	22	1367	132
Future Volume (vph)	156	26	176	69	17	22	126	1285	82	22	1367	132
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	90		90	0		0	145		0	400		100
Storage Lanes	1		1	1		1	1		1	2		1
Taper Length (ft)	60			60			90			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			50			50	
Link Distance (ft)		583			473			600			604	
Travel Time (s)		13.3			10.8			8.2			8.2	
Confl. Peds. (#/hr)	24		11	11		24			7			7
Confl. Bikes (#/hr)			18			16			9			15
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Shared Lane Traffic (%)												
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8			2			6
Detector Phase	4	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.0	22.0	22.0	22.0	22.0	22.0	9.5	22.0	22.0	9.5	22.0	22.0
Total Split (s)	22.0	22.0	22.0	22.0	22.0	22.0	13.0	28.5	28.5	9.5	25.0	25.0
Total Split (%)	36.7%	36.7%	36.7%	36.7%	36.7%	36.7%	21.7%	47.5%	47.5%	15.8%	41.7%	41.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	1.0	0.5	0.5	1.0	0.5	0.5
Lost Time Adjust (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
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.5	4.0	4.0	4.5	4.0	4.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	Ped	Ped	Ped	Ped	Ped	Ped	None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary

























Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 34 (57%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Splits and Phases: 24: Monterey Av. & Parkview Dr.



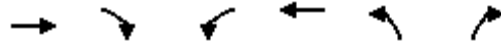
HCM 2010 Signalized Intersection Summary
 24: Monterey Av. & Parkview Dr.

2040 Auto/LSEV AM Peak Hour (ALT2)
 With Project Improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	156	26	176	69	17	22	126	1285	82	22	1367	132
Future Volume (veh/h)	156	26	176	69	17	22	126	1285	82	22	1367	132
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.97		0.94	0.98		0.94	1.00		0.98	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	159	27	180	70	17	22	129	1311	84	22	1395	135
Adj No. of Lanes	1	1	1	1	1	1	1	3	1	2	3	1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	392	398	317	351	398	318	165	2810	858	88	2466	738
Arrive On Green	0.21	0.21	0.21	0.21	0.21	0.21	0.09	0.55	0.55	0.03	0.48	0.48
Sat Flow, veh/h	1320	1863	1484	1141	1863	1487	1774	5085	1553	3442	5085	1522
Grp Volume(v), veh/h	159	27	180	70	17	22	129	1311	84	22	1395	135
Grp Sat Flow(s),veh/h/ln	1320	1863	1484	1141	1863	1487	1774	1695	1553	1721	1695	1522
Q Serve(g_s), s	6.5	0.7	6.5	3.1	0.4	0.7	4.3	9.3	1.5	0.4	11.7	3.0
Cycle Q Clear(g_c), s	7.0	0.7	6.5	3.8	0.4	0.7	4.3	9.3	1.5	0.4	11.7	3.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	392	398	317	351	398	318	165	2810	858	88	2466	738
V/C Ratio(X)	0.41	0.07	0.57	0.20	0.04	0.07	0.78	0.47	0.10	0.25	0.57	0.18
Avail Cap(c_a), veh/h	506	559	445	449	559	446	251	2810	858	287	2466	738
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.5	18.8	21.1	20.4	18.7	18.8	26.6	8.1	6.4	28.7	11.0	8.7
Incr Delay (d2), s/veh	0.7	0.1	1.6	0.3	0.0	0.1	8.5	0.6	0.2	1.5	0.9	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	0.4	2.8	1.0	0.2	0.3	2.5	4.4	0.7	0.2	5.6	1.3
LnGrp Delay(d),s/veh	22.2	18.9	22.7	20.6	18.8	18.9	35.1	8.7	6.6	30.1	11.9	9.3
LnGrp LOS	C	B	C	C	B	B	D	A	A	C	B	A
Approach Vol, veh/h		366			109			1524			1552	
Approach Delay, s/veh		22.2			20.0			10.8			11.9	
Approach LOS		C			B			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.0	37.2		16.8	10.1	33.1		16.8				
Change Period (Y+Rc), s	4.5	4.0		4.0	4.5	4.0		4.0				
Max Green Setting (Gmax), s	5.0	24.5		18.0	8.5	21.0		18.0				
Max Q Clear Time (g_c+I1), s	2.4	11.3		9.0	6.3	13.7		5.8				
Green Ext Time (p_c), s	0.0	11.5		1.2	0.1	6.7		1.4				
Intersection Summary												
HCM 2010 Ctrl Delay			12.7									
HCM 2010 LOS			B									

Lanes, Volumes, Timings
 25: San Pablo Ave. & Magnesia Falls Dr.

2040 Auto/LSEV AM Peak Hour (ALT2)
 With Project Improvements



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↖	↑	↘	↙
Traffic Volume (vph)	175	144	160	95	140	148
Future Volume (vph)	175	144	160	95	140	148
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		50	155		200	0
Storage Lanes		1	1		1	1
Taper Length (ft)			120		120	
Link Speed (mph)	35			35	35	
Link Distance (ft)	823			2649	1341	
Travel Time (s)	16.0			51.6	26.1	
Confl. Peds. (#/hr)		15	15		10	9
Confl. Bikes (#/hr)		27				16
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control	Stop			Stop	Stop	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

Intersection	
Intersection Delay, s/veh	10.8
Intersection LOS	B

Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBU	NBL	NBR
Lane Configurations		↑	↗		↖	↑		↖	↗
Traffic Vol, veh/h	0	175	144	0	160	95	0	140	148
Future Vol, veh/h	0	175	144	0	160	95	0	140	148
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	190	157	0	174	103	0	152	161
Number of Lanes	0	1	1	0	1	1	0	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	2
HCM Control Delay	10.4	11.2	10.9
HCM LOS	B	B	B






















Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2
Vol Left, %	100%	0%	0%	0%	100%	0%
Vol Thru, %	0%	0%	100%	0%	0%	100%
Vol Right, %	0%	100%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	140	148	175	144	160	95
LT Vol	140	0	0	0	160	0
Through Vol	0	0	175	0	0	95
RT Vol	0	148	0	144	0	0
Lane Flow Rate	152	161	190	157	174	103
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.282	0.244	0.31	0.224	0.31	0.169
Departure Headway (Hd)	6.664	5.452	5.861	5.152	6.412	5.905
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	540	660	614	698	562	608
Service Time	4.391	3.18	3.589	2.88	4.141	3.634
HCM Lane V/C Ratio	0.281	0.244	0.309	0.225	0.31	0.169
HCM Control Delay	12	9.9	11.2	9.4	12	9.8
HCM Lane LOS	B	A	B	A	B	A
HCM 95th-tile Q	1.2	1	1.3	0.9	1.3	0.6

Lanes, Volumes, Timings

2040 Auto/LSEV AM Peak Hour (ALT2)

26: San Pablo Ave. & College of the Desert (Alumni Dr.)

With Project Improvements

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	95	26	166	49	17	61	147	193	22	18	182	165
Future Volume (vph)	95	26	166	49	17	61	147	193	22	18	182	165
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		100	0		0	0		60	0		135
Storage Lanes	0		1	1		0	1		1	0		1
Taper Length (ft)	60			60			60			60		
Link Speed (mph)		30			30			35				35
Link Distance (ft)		595			218			303				1341
Travel Time (s)		13.5			5.0			5.9				26.1
Confl. Peds. (#/hr)	38						38		45	45		
Confl. Bikes (#/hr)			4				3		24			23
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											

Intersection	
Intersection Delay, s/veh	14.3
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations			↖	↗		↖	↗			↖	↗	↖
Traffic Vol, veh/h	0	95	26	166	0	49	17	61	0	147	193	22
Future Vol, veh/h	0	95	26	166	0	49	17	61	0	147	193	22
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	103	28	180	0	53	18	66	0	160	210	24
Number of Lanes	0	0	1	1	0	1	1	0	0	1	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	2	2
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	2	3	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	3	2	2
HCM Control Delay	13.8	12.4	15
HCM LOS	B	B	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	79%	0%	100%	0%	9%	0%
Vol Thru, %	0%	100%	0%	21%	0%	0%	22%	91%	0%
Vol Right, %	0%	0%	100%	0%	100%	0%	78%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	147	193	22	121	166	49	78	200	165
LT Vol	147	0	0	95	0	49	0	18	0
Through Vol	0	193	0	26	0	0	17	182	0
RT Vol	0	0	22	0	166	0	61	0	165
Lane Flow Rate	160	210	24	132	180	53	85	217	179
Geometry Grp	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.351	0.431	0.044	0.296	0.35	0.129	0.18	0.452	0.335
Departure Headway (Hd)	7.912	7.402	6.688	8.092	6.98	8.722	7.651	7.485	6.724
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	454	487	534	443	514	411	468	480	534
Service Time	5.67	5.159	4.444	5.847	4.735	6.489	5.417	5.24	4.478
HCM Lane V/C Ratio	0.352	0.431	0.045	0.298	0.35	0.129	0.182	0.452	0.335
HCM Control Delay	14.9	15.7	9.8	14.2	13.5	12.8	12.1	16.3	12.9
HCM Lane LOS	B	C	A	B	B	B	B	C	B
HCM 95th-tile Q	1.6	2.1	0.1	1.2	1.6	0.4	0.6	2.3	1.5

Intersection

Intersection Delay, s/veh
 Intersection LOS

Movement	SBU	SBL	SBT	SBR
Lane Configurations			↶	↷
Traffic Vol, veh/h	0	18	182	165
Future Vol, veh/h	0	18	182	165
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	20	198	179
Number of Lanes	0	0	1	1

Approach	SB
Opposing Approach	NB
Opposing Lanes	3
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	14.8
HCM LOS	B

Lanes, Volumes, Timings
27: Portola Av. & Magnesia Falls Dr.

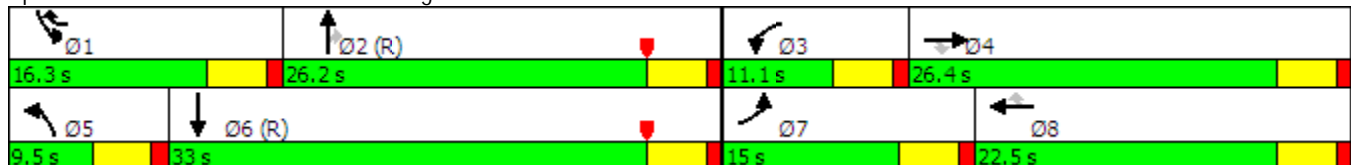
2040 Auto/LSEV PM Peak Hour (ALT2)
With Additional Improvements

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	179	95	64	50	59	98	17	659	211	177	916	141
Future Volume (vph)	179	95	64	50	59	98	17	659	211	177	916	141
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	230		230	200		200	90		105	355		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	60			60			95			80		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		35			35			50			50	
Link Distance (ft)		2649			517			536			570	
Travel Time (s)		51.6			10.1			7.3			7.8	
Confl. Peds. (#/hr)			22						21			6
Confl. Bikes (#/hr)			16			17			5			3
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Turn Type	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8	1	5	2		1	6	
Permitted Phases			4			8			2			
Detector Phase	7	4	4	3	8	1	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	9.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	15.0	26.4	26.4	11.1	22.5	16.3	9.5	26.2	26.2	16.3	33.0	33.0
Total Split (%)	18.8%	33.0%	33.0%	13.9%	28.1%	20.4%	11.9%	32.8%	32.8%	20.4%	41.3%	41.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (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
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Ped	Ped	None	None	None	None	C-Max	C-Max	None	C-Max	

Intersection Summary

























Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated

Splits and Phases: 27: Portola Av. & Magnesia Falls Dr.



HCM 2010 Signalized Intersection Summary
27: Portola Av. & Magnesia Falls Dr.

2040 Auto/LSEV PM Peak Hour (ALT2)
With Additional Improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	179	95	64	50	59	98	17	659	211	177	916	141
Future Volume (veh/h)	179	95	64	50	59	98	17	659	211	177	916	141
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.93	1.00		0.95	1.00		0.95	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	188	100	67	53	62	103	18	694	222	186	964	148
Adj No. of Lanes	1	1	1	1	1	1	1	2	1	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	225	334	265	77	179	344	37	1508	642	224	1629	250
Arrive On Green	0.13	0.18	0.18	0.04	0.10	0.10	0.02	0.43	0.43	0.13	0.53	0.53
Sat Flow, veh/h	1774	1863	1478	1774	1863	1502	1774	3539	1507	1774	3064	470
Grp Volume(v), veh/h	188	100	67	53	62	103	18	694	222	186	557	555
Grp Sat Flow(s),veh/h/ln	1774	1863	1478	1774	1863	1502	1774	1770	1507	1774	1770	1764
Q Serve(g_s), s	8.3	3.7	3.1	2.4	2.5	4.6	0.8	11.2	7.9	8.2	17.2	17.2
Cycle Q Clear(g_c), s	8.3	3.7	3.1	2.4	2.5	4.6	0.8	11.2	7.9	8.2	17.2	17.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.27
Lane Grp Cap(c), veh/h	225	334	265	77	179	344	37	1508	642	224	941	938
V/C Ratio(X)	0.84	0.30	0.25	0.69	0.35	0.30	0.49	0.46	0.35	0.83	0.59	0.59
Avail Cap(c_a), veh/h	233	510	405	146	419	538	111	1508	642	262	941	938
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.1	28.5	28.2	37.7	33.8	26.0	38.8	16.4	15.4	34.1	12.8	12.8
Incr Delay (d2), s/veh	22.0	0.5	0.5	10.5	1.2	0.5	9.9	1.0	1.5	17.5	2.7	2.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.4	2.0	1.3	1.4	1.3	1.9	0.5	5.6	3.5	5.1	9.1	9.0
LnGrp Delay(d),s/veh	56.1	29.0	28.7	48.3	35.0	26.5	48.7	17.4	16.9	51.6	15.5	15.5
LnGrp LOS	E	C	C	D	C	C	D	B	B	D	B	B
Approach Vol, veh/h		355			218			934			1298	
Approach Delay, s/veh		43.3			34.2			17.9			20.7	
Approach LOS		D			C			B			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.6	38.6	8.0	18.8	6.1	47.0	14.6	12.2				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	11.8	21.7	6.6	21.9	5.0	28.5	10.5	18.0				
Max Q Clear Time (g_c+I1), s	10.2	13.2	4.4	5.7	2.8	19.2	10.3	6.6				
Green Ext Time (p_c), s	0.1	6.3	0.0	1.3	0.0	6.8	0.0	1.1				
Intersection Summary												
HCM 2010 Ctrl Delay			23.7									
HCM 2010 LOS			C									

Lanes, Volumes, Timings
28: El Dorado Dr. & Fred Waring Dr.

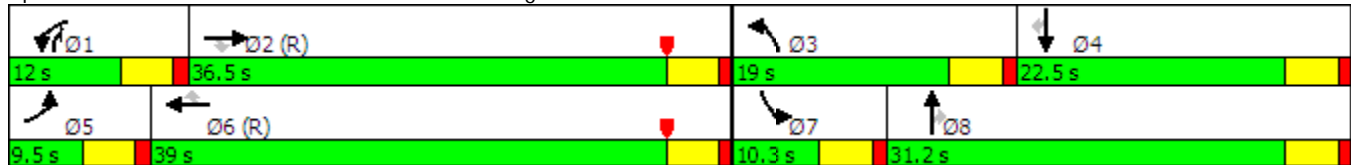
2040 Auto/LSEV PM Peak Hour (ALT2)
With Additional Improvements

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	1404	216	97	1623	19	222	11	98	29	14	42
Future Volume (vph)	22	1404	216	97	1623	19	222	11	98	29	14	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	225		210	290		145	0		125	105		105
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	60			120			60			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		50			50			45			45	
Link Distance (ft)		1266			970			386			401	
Travel Time (s)		17.3			13.2			5.8			6.1	
Confl. Peds. (#/hr)			3			2			2			2
Confl. Bikes (#/hr)			6			3			4			2
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Shared Lane Traffic (%)												
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8	1	7	4	
Permitted Phases			2			6			8			4
Detector Phase	5	2	2	1	6	6	3	8	1	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	9.5	9.5	22.5	22.5
Total Split (s)	9.5	36.5	36.5	12.0	39.0	39.0	19.0	31.2	12.0	10.3	22.5	22.5
Total Split (%)	10.6%	40.6%	40.6%	13.3%	43.3%	43.3%	21.1%	34.7%	13.3%	11.4%	25.0%	25.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (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
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Max	None	None	Max	Max

Intersection Summary

























Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 10.8 (12%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated

Splits and Phases: 28: El Dorado Dr. & Fred Waring Dr.



HCM 2010 Signalized Intersection Summary
28: El Dorado Dr. & Fred Waring Dr.

2040 Auto/LSEV PM Peak Hour (ALT2)
With Additional Improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	1404	216	97	1623	19	222	11	98	29	14	42
Future Volume (veh/h)	22	1404	216	97	1623	19	222	11	98	29	14	42
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	24	1510	232	104	1745	20	239	12	105	31	15	45
Adj No. of Lanes	1	3	1	1	3	1	1	1	1	1	1	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	44	1890	578	131	2139	656	274	557	582	99	373	311
Arrive On Green	0.03	0.37	0.37	0.07	0.42	0.42	0.15	0.30	0.30	0.06	0.20	0.20
Sat Flow, veh/h	1774	5085	1555	1774	5085	1560	1774	1863	1557	1774	1863	1556
Grp Volume(v), veh/h	24	1510	232	104	1745	20	239	12	105	31	15	45
Grp Sat Flow(s),veh/h/ln	1774	1695	1555	1774	1695	1560	1774	1863	1557	1774	1863	1556
Q Serve(g_s), s	1.2	23.9	9.9	5.2	27.2	0.7	11.8	0.4	4.1	1.5	0.6	2.1
Cycle Q Clear(g_c), s	1.2	23.9	9.9	5.2	27.2	0.7	11.8	0.4	4.1	1.5	0.6	2.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	44	1890	578	131	2139	656	274	557	582	99	373	311
V/C Ratio(X)	0.54	0.80	0.40	0.79	0.82	0.03	0.87	0.02	0.18	0.31	0.04	0.14
Avail Cap(c_a), veh/h	99	1890	578	148	2139	656	286	557	582	114	373	311
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.4	25.3	20.9	41.0	23.0	15.3	37.2	22.3	19.0	40.9	29.0	29.7
Incr Delay (d2), s/veh	9.8	3.6	2.1	22.5	3.6	0.1	23.7	0.1	0.7	1.8	0.2	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	11.8	4.6	3.4	13.3	0.3	7.6	0.2	1.9	0.8	0.3	1.0
LnGrp Delay(d),s/veh	53.2	28.9	23.0	63.5	26.6	15.4	60.9	22.3	19.7	42.7	29.2	30.6
LnGrp LOS	D	C	C	E	C	B	E	C	B	D	C	C
Approach Vol, veh/h		1766			1869			356			91	
Approach Delay, s/veh		28.5			28.5			47.4			34.5	
Approach LOS		C			C			D			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.2	37.9	18.4	22.5	6.8	42.3	9.5	31.4				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	7.5	32.0	14.5	18.0	5.0	34.5	5.8	26.7				
Max Q Clear Time (g_c+I1), s	7.2	25.9	13.8	4.1	3.2	29.2	3.5	6.1				
Green Ext Time (p_c), s	0.0	5.9	0.0	0.4	0.0	5.1	0.0	0.5				
Intersection Summary												
HCM 2010 Ctrl Delay			30.3									
HCM 2010 LOS			C									
Notes												

Lanes, Volumes, Timings
29: Dune Palms Rd. & Corporate Center Dr.

2040 Auto/LSEV AM Peak Hour (ALT2)
With Additional Improvements



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	33	37	33	318	853	18
Future Volume (vph)	33	37	33	318	853	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	120	0	95			0
Storage Lanes	1	1	1			0
Taper Length (ft)	60		90			
Right Turn on Red		Yes				Yes
Link Speed (mph)	30			30	30	
Link Distance (ft)	371			267	354	
Travel Time (s)	8.4			6.1	8.0	
Confl. Peds. (#/hr)			8			8
Confl. Bikes (#/hr)		2				8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Turn Type	Prot	Perm	Prot	NA	NA	
Protected Phases	4		5	2	6	
Permitted Phases		4				
Detector Phase	4	4	5	2	6	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	
Total Split (s)	22.5	22.5	22.5	47.5	25.0	
Total Split (%)	32.1%	32.1%	32.1%	67.9%	35.7%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None	None	Max	C-Max	Max	

Intersection Summary













Area Type: Other
 Cycle Length: 70
 Actuated Cycle Length: 70
 Offset: 0 (0%), Referenced to phase 2:NBT, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated

Splits and Phases: 29: Dune Palms Rd. & Corporate Center Dr.



HCM 2010 Signalized Intersection Summary
29: Dune Palms Rd. & Corporate Center Dr.













2040 Auto/LSEV AM Peak Hour (ALT2)
With Additional Improvements

								
Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations								
Traffic Volume (veh/h)	33	37	33	318	853	18		
Future Volume (veh/h)	33	37	33	318	853	18		
Number	7	14	5	2	6	16		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.97		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900		
Adj Flow Rate, veh/h	36	40	36	346	927	20		
Adj No. of Lanes	1	1	1	1	2	0		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	98	87	456	1521	1752	38		
Arrive On Green	0.06	0.06	0.26	0.82	0.49	0.49		
Sat Flow, veh/h	1774	1583	1774	1863	3633	76		
Grp Volume(v), veh/h	36	40	36	346	463	484		
Grp Sat Flow(s),veh/h/ln	1774	1583	1774	1863	1770	1846		
Q Serve(g_s), s	1.4	1.7	1.1	2.9	12.5	12.5		
Cycle Q Clear(g_c), s	1.4	1.7	1.1	2.9	12.5	12.5		
Prop In Lane	1.00	1.00	1.00			0.04		
Lane Grp Cap(c), veh/h	98	87	456	1521	876	914		
V/C Ratio(X)	0.37	0.46	0.08	0.23	0.53	0.53		
Avail Cap(c_a), veh/h	456	407	456	1521	876	914		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	31.9	32.1	19.7	1.5	12.1	12.1		
Incr Delay (d2), s/veh	2.3	3.7	0.3	0.3	2.3	2.2		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.7	1.6	0.6	1.6	6.6	6.9		
LnGrp Delay(d),s/veh	34.2	35.8	20.1	1.8	14.4	14.3		
LnGrp LOS	C	D	C	A	B	B		
Approach Vol, veh/h	76			382	947			
Approach Delay, s/veh	35.0			3.5	14.3			
Approach LOS	D			A	B			
Timer	1	2	3	4	5	6	7	8
Assigned Phs	2		4		5	6		
Phs Duration (G+Y+Rc), s	61.6		8.4		22.5	39.1		
Change Period (Y+Rc), s	4.5		4.5		4.5	4.5		
Max Green Setting (Gmax), s	43.0		18.0		18.0	20.5		
Max Q Clear Time (g_c+I1), s	4.9		3.7		3.1	14.5		
Green Ext Time (p_c), s	10.7		0.1		0.0	3.8		
Intersection Summary								
HCM 2010 Ctrl Delay			12.5					
HCM 2010 LOS			B					

Lanes, Volumes, Timings
 30: Monroe St., s/o I-10 EB Ramps

2040 Auto/LSEV AM Peak Hour (ALT2)

With Project Improvements

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↑			↑			↑	
Traffic Volume (vph)	0	0	0	0	0	0	0	857	0	0	845	0
Future Volume (vph)	0	0	0	0	0	0	0	857	0	0	845	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		310			328			321			611	
Travel Time (s)		7.0			7.5			7.3			13.9	
Confl. Peds. (#/hr)							12					12
Confl. Bikes (#/hr)									11			11
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection												
Int Delay, s/veh	0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↑			↑			↑	
Traffic Vol, veh/h	0	0	0	0	0	0	0	857	0	0	845	0
Future Vol, veh/h	0	0	0	0	0	0	0	857	0	0	845	0
Conflicting Peds, #/hr	0	0	0	0	0	0	12	0	0	0	0	12
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	932	0	0	918	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	-	1850	-	-	1850	-	-	0	-	-	-	0
Stage 1	-	918	-	-	932	-	-	-	-	-	-	-
Stage 2	-	932	-	-	918	-	-	-	-	-	-	-
Critical Hdwy	-	6.52	-	-	6.52	-	-	-	-	-	-	-
Critical Hdwy Stg 1	-	5.52	-	-	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	5.52	-	-	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	-	4.018	-	-	4.018	-	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	74	0	0	74	0	0	-	0	0	-	0
Stage 1	0	350	0	0	345	0	0	-	0	0	-	0
Stage 2	0	345	0	0	350	0	0	-	0	0	-	0
Platoon blocked, %								-				-
Mov Cap-1 Maneuver	-	74	-	-	74	-	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	74	-	-	74	-	-	-	-	-	-	-
Stage 1	-	350	-	-	345	-	-	-	-	-	-	-
Stage 2	-	345	-	-	350	-	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	EBLn1	WBLn1	SBT
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	0	0	-
HCM Lane LOS	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-

Lanes, Volumes, Timings
31: Avenue 44, east of Palo Verde St.

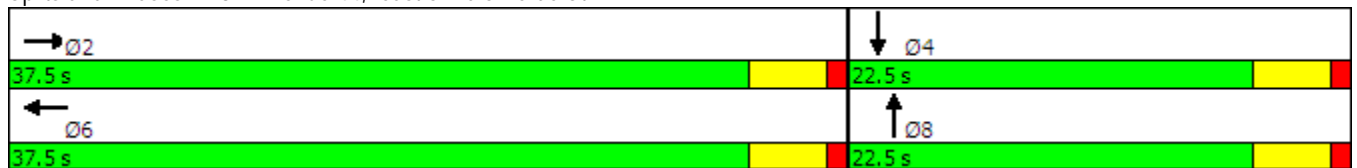
2040 Auto/LSEV AM Peak Hour (ALT2)
With Project Improvements

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↑			↑			↑	
Traffic Volume (vph)	0	267	0	0	467	0	0	0	0	0	0	0
Future Volume (vph)	0	267	0	0	467	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		937			1325			323			354	
Travel Time (s)		14.2			20.1			7.3			8.0	
Confl. Peds. (#/hr)			9			9			3			4
Confl. Bikes (#/hr)			10			10			1			1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Shared Lane Traffic (%)												
Turn Type		NA			NA							
Protected Phases		2			6			8			4	
Permitted Phases												
Detector Phase		2			6			8			4	
Switch Phase												
Minimum Initial (s)		5.0			5.0			5.0			5.0	
Minimum Split (s)		22.5			22.5			22.5			22.5	
Total Split (s)		37.5			37.5			22.5			22.5	
Total Split (%)		62.5%			62.5%			37.5%			37.5%	
Yellow Time (s)		3.5			3.5			3.5			3.5	
All-Red Time (s)		1.0			1.0			1.0			1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode		Max			Max			Ped			Ped	

Intersection Summary













Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Natural Cycle: 45
 Control Type: Actuated-Uncoordinated

Splits and Phases: 31: Avenue 44, east of Palo Verde St.



HCM 2010 Signalized Intersection Summary
 31: Avenue 44, east of Palo Verde St.

2040 Auto/LSEV AM Peak Hour (ALT2)
 With Project Improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↑			↑			↑	
Traffic Volume (veh/h)	0	267	0	0	467	0	0	0	0	0	0	0
Future Volume (veh/h)	0	267	0	0	467	0	0	0	0	0	0	0
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	0	0	1863	0	0	1863	0	0	1863	0
Adj Flow Rate, veh/h	0	287	0	0	502	0	0	0	0	0	0	0
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	2	0	0	2	0	0	2	0	0	2	0
Cap, veh/h	0	1639	0	0	1639	0	0	5	0	0	5	0
Arrive On Green	0.00	0.88	0.00	0.00	0.88	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Sat Flow, veh/h	0	1863	0	0	1863	0	0	-83824	0	0	-83824	0
Grp Volume(v), veh/h	0	287	0	0	502	0	0	0	0	0	0	0
Grp Sat Flow(s),veh/h/ln	0	1863	0	0	1863	0	0	1863	0	0	1863	0
Q Serve(g_s), s	0.0	0.8	0.0	0.0	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.8	0.0	0.0	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	0.00		0.00	0.00		0.00	0.00		0.00	0.00		0.00
Lane Grp Cap(c), veh/h	0	1639	0	0	1639	0	0	5	0	0	5	0
V/C Ratio(X)	0.00	0.18	0.00	0.00	0.31	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h	0	1639	0	0	1639	0	0	894	0	0	894	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.3	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.5	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LnGrp Delay(d),s/veh	0.0	0.6	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LnGrp LOS		A			A							
Approach Vol, veh/h		287			502			0			0	
Approach Delay, s/veh		0.6			0.9			0.0			0.0	
Approach LOS		A			A							
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		37.5		0.0		37.5		0.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		33.0		18.0		33.0		18.0				
Max Q Clear Time (g_c+I1), s		2.8		0.0		3.7		0.0				
Green Ext Time (p_c), s		4.8		0.0		4.8		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay				0.7								
HCM 2010 LOS				A								

Lanes, Volumes, Timings
32: Dillon Rd., west of SR86S SB Ramps

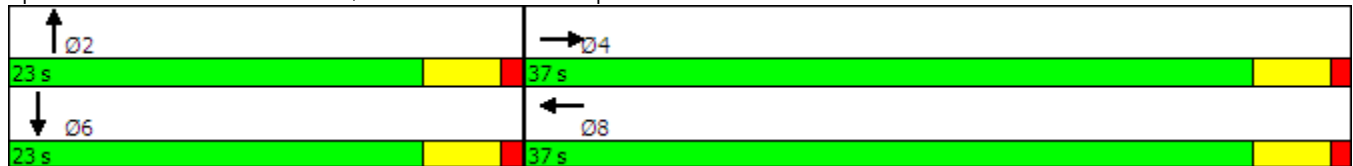
2040 Auto/LSEV PM Peak Hour (ALT2)
With Additional Improvements

	↖	→	↘	↙	←	↖	↙	↑	↘	↘	↓	↙
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑			↑			↑	
Traffic Volume (vph)	0	2020	0	0	1610	0	0	0	0	0	0	0
Future Volume (vph)	0	2020	0	0	1610	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		360			655			256			320	
Travel Time (s)		8.2			14.9			5.8			7.3	
Confl. Bikes (#/hr)			3			2			1			1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Turn Type		NA			NA							
Protected Phases		4			8			2			6	
Permitted Phases												
Detector Phase		4			8			2			6	
Switch Phase												
Minimum Initial (s)		5.0			5.0			5.0			5.0	
Minimum Split (s)		9.5			9.5			22.5			22.5	
Total Split (s)		37.0			37.0			23.0			23.0	
Total Split (%)		61.7%			61.7%			38.3%			38.3%	
Yellow Time (s)		3.5			3.5			3.5			3.5	
All-Red Time (s)		1.0			1.0			1.0			1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode		Max			Max			Ped			Ped	

Intersection Summary













Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 59.5
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated

Splits and Phases: 32: Dillon Rd., west of SR86S SB Ramps



HCM 2010 Signalized Intersection Summary
 32: Dillon Rd., west of SR86S SB Ramps

2040 Auto/LSEV PM Peak Hour (ALT2)
 With Additional Improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑			↑			↑	
Traffic Volume (veh/h)	0	2020	0	0	1610	0	0	0	0	0	0	0
Future Volume (veh/h)	0	2020	0	0	1610	0	0	0	0	0	0	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	0	0	1863	0	0	1863	0	0	1863	0
Adj Flow Rate, veh/h	0	2126	0	0	1695	0	0	0	0	0	0	0
Adj No. of Lanes	0	2	0	0	2	0	0	1	0	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	2	0	0	2	0	0	2	0	0	2	0
Cap, veh/h	0	3109	0	0	3109	0	0	5	0	0	5	0
Arrive On Green	0.00	0.88	0.00	0.00	0.88	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Sat Flow, veh/h	0	3725	0	0	3725	0	0	-83824	0	0	-83824	0
Grp Volume(v), veh/h	0	2126	0	0	1695	0	0	0	0	0	0	0
Grp Sat Flow(s),veh/h/ln	0	1770	0	0	1770	0	0	1863	0	0	1863	0
Q Serve(g_s), s	0.0	6.8	0.0	0.0	4.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	6.8	0.0	0.0	4.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	0.00		0.00	0.00		0.00	0.00		0.00	0.00		0.00
Lane Grp Cap(c), veh/h	0	3109	0	0	3109	0	0	5	0	0	5	0
V/C Ratio(X)	0.00	0.68	0.00	0.00	0.55	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h	0	3109	0	0	3109	0	0	931	0	0	931	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.7	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.2	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.2	0.0	0.0	1.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LnGrp Delay(d),s/veh	0.0	1.9	0.0	0.0	1.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LnGrp LOS		A			A							
Approach Vol, veh/h		2126			1695			0			0	
Approach Delay, s/veh		1.9			1.2			0.0			0.0	
Approach LOS		A			A							
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		0.0		37.0		0.0		37.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.5		32.5		18.5		32.5				
Max Q Clear Time (g_c+I1), s		0.0		8.8		0.0		6.1				
Green Ext Time (p_c), s		0.0		23.1		0.0		25.6				
Intersection Summary												
HCM 2010 Ctrl Delay				1.6								
HCM 2010 LOS				A								

Lanes, Volumes, Timings
 33: Tyler St./Magnolia & Avenue 50-Tyler St.

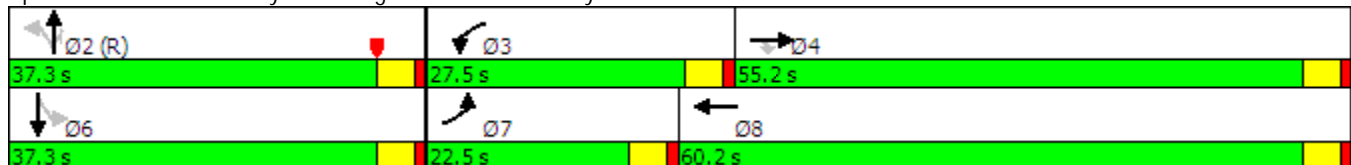
2040 Auto/LSEV PM Peak Hour (ALT2)
 With Additional Improvements

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	839	129	184	1360	1	270	0	251	2	0	2
Future Volume (vph)	3	839	129	184	1360	1	270	0	251	2	0	2
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	50		50	150		0	0		50	0		0
Storage Lanes	1		1	1		0	0		1	0		0
Taper Length (ft)	60			60			60			60		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		450			459			683			545	
Travel Time (s)		10.2			10.4			15.5			12.4	
Confl. Peds. (#/hr)			5	5					1			
Confl. Bikes (#/hr)			8			1			5			1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Turn Type	Prot	NA	Perm	Prot	NA		Perm	NA	Perm	Perm	NA	
Protected Phases	7	4		3	8			2			6	
Permitted Phases			4				2		2	6		
Detector Phase	7	4	4	3	8		2	2	2	6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5		22.5	22.5	22.5	22.5	22.5	
Total Split (s)	22.5	55.2	55.2	27.5	60.2		37.3	37.3	37.3	37.3	37.3	
Total Split (%)	18.8%	46.0%	46.0%	22.9%	50.2%		31.1%	31.1%	31.1%	31.1%	31.1%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0			0.0	0.0		0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5			4.5	4.5		4.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Recall Mode	None	None	None	None	None		C-Max	C-Max	C-Max	Max	Max	

Intersection Summary





















Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBTL, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated

Splits and Phases: 33: Tyler St./Magnolia & Avenue 50-Tyler St.



HCM 2010 Signalized Intersection Summary
 33: Tyler St./Magnolia & Avenue 50-Tyler St.

2040 Auto/LSEV PM Peak Hour (ALT2)
 With Additional Improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	839	129	184	1360	1	270	0	251	2	0	2
Future Volume (veh/h)	3	839	129	184	1360	1	270	0	251	2	0	2
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1900	1863	1863	1900	1863	1900
Adj Flow Rate, veh/h	3	912	140	200	1478	1	293	0	273	2	0	2
Adj No. of Lanes	1	2	1	1	2	0	0	1	1	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	74	1341	579	230	1695	1	458	0	590	106	14	75
Arrive On Green	0.04	0.38	0.38	0.13	0.47	0.47	0.38	0.00	0.38	0.38	0.00	0.38
Sat Flow, veh/h	1774	3539	1529	1774	3629	2	1050	0	1558	161	37	198
Grp Volume(v), veh/h	3	912	140	200	721	758	293	0	273	4	0	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1529	1774	1770	1862	1050	0	1558	396	0	0
Q Serve(g_s), s	0.2	25.9	7.5	13.3	43.9	43.9	0.0	0.0	15.8	0.1	0.0	0.0
Cycle Q Clear(g_c), s	0.2	25.9	7.5	13.3	43.9	43.9	34.2	0.0	15.8	34.3	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	0.50		0.50
Lane Grp Cap(c), veh/h	74	1341	579	230	827	870	458	0	590	195	0	0
V/C Ratio(X)	0.04	0.68	0.24	0.87	0.87	0.87	0.64	0.00	0.46	0.02	0.00	0.00
Avail Cap(c_a), veh/h	266	1495	646	340	827	870	458	0	590	195	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	55.2	31.2	25.5	51.2	28.7	28.7	33.8	0.0	28.1	27.5	0.0	0.0
Incr Delay (d2), s/veh	0.2	1.1	0.2	14.6	10.1	9.6	6.7	0.0	2.6	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	12.9	3.2	7.4	23.7	24.9	9.6	0.0	7.2	0.1	0.0	0.0
LnGrp Delay(d),s/veh	55.4	32.3	25.7	65.8	38.8	38.4	40.5	0.0	30.7	27.7	0.0	0.0
LnGrp LOS	E	C	C	E	D	D	D		C	C		
Approach Vol, veh/h		1055			1679			566				4
Approach Delay, s/veh		31.5			41.8			35.8				27.7
Approach LOS		C			D			D				C
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		49.9	20.1	50.0		49.9	9.5	60.6				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		32.8	23.0	50.7		32.8	18.0	55.7				
Max Q Clear Time (g_c+I1), s		36.2	15.3	27.9		36.3	2.2	45.9				
Green Ext Time (p_c), s		0.0	0.3	17.6		0.0	0.0	8.7				
Intersection Summary												
HCM 2010 Ctrl Delay			37.5									
HCM 2010 LOS			D									

Lanes, Volumes, Timings
1: Palm Cyn. Dr. (SR-111) & Tramway Rd.

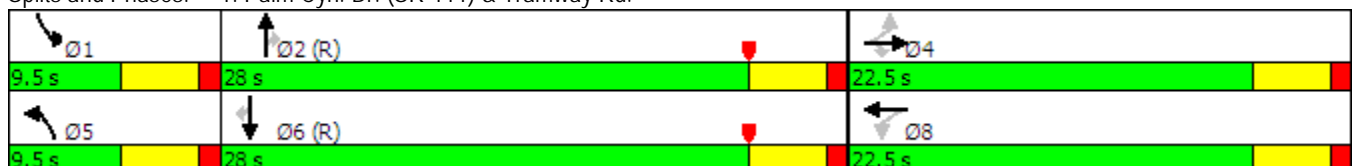
2040 Auto/LSEV PM Peak Hour (ALT2)
With Project Improvements

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	135	134	148	48	70	126	109	1529	90	146	994	117
Future Volume (vph)	135	134	148	48	70	126	109	1529	90	146	994	117
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		105	0		0	190		155	90		180
Storage Lanes	1		1	0		0	1		1	1		1
Taper Length (ft)	60			60			60			90		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		35			30			45			45	
Link Distance (ft)		417			599			608			491	
Travel Time (s)		8.1			13.6			9.2			7.4	
Confl. Bikes (#/hr)			5			10			2			2
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Shared Lane Traffic (%)												
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8					2			6
Detector Phase	4	4	4	8	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5		9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	22.5	22.5	22.5	22.5	22.5		9.5	28.0	28.0	9.5	28.0	28.0
Total Split (%)	37.5%	37.5%	37.5%	37.5%	37.5%		15.8%	46.7%	46.7%	15.8%	46.7%	46.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5		4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	Ped	Ped		None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary























Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated

Splits and Phases: 1: Palm Cyn. Dr. (SR-111) & Tramway Rd.



HCM 2010 Signalized Intersection Summary
 1: Palm Cyn. Dr. (SR-111) & Tramway Rd.

2040 Auto/LSEV PM Peak Hour (ALT2)
 With Project Improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	135	134	148	48	70	126	109	1529	90	146	994	117
Future Volume (veh/h)	135	134	148	48	70	126	109	1529	90	146	994	117
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	144	143	0	51	74	134	116	1627	96	155	1057	0
Adj No. of Lanes	1	1	1	0	2	0	1	2	1	1	2	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	318	463	394	202	259	351	148	1568	692	148	1568	701
Arrive On Green	0.25	0.25	0.00	0.25	0.25	0.25	0.08	0.44	0.44	0.08	0.44	0.00
Sat Flow, veh/h	1169	1863	1583	472	1040	1411	1774	3539	1563	1774	3539	1583
Grp Volume(v), veh/h	144	143	0	125	0	134	116	1627	96	155	1057	0
Grp Sat Flow(s),veh/h/ln	1169	1863	1583	1513	0	1411	1774	1770	1563	1774	1770	1583
Q Serve(g_s), s	7.0	3.7	0.0	0.6	0.0	4.7	3.8	26.6	2.2	5.0	14.2	0.0
Cycle Q Clear(g_c), s	11.7	3.7	0.0	4.3	0.0	4.7	3.8	26.6	2.2	5.0	14.2	0.0
Prop In Lane	1.00		1.00	0.41		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	318	463	394	461	0	351	148	1568	692	148	1568	701
V/C Ratio(X)	0.45	0.31	0.00	0.27	0.00	0.38	0.78	1.04	0.14	1.05	0.67	0.00
Avail Cap(c_a), veh/h	379	559	475	540	0	423	148	1568	692	148	1568	701
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	23.6	18.3	0.0	18.3	0.0	18.7	27.0	16.7	9.9	27.5	13.3	0.0
Incr Delay (d2), s/veh	1.0	0.4	0.0	0.3	0.0	0.7	23.6	33.1	0.4	87.5	2.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	2.0	0.0	1.7	0.0	1.9	2.8	20.1	1.0	6.0	7.4	0.0
LnGrp Delay(d),s/veh	24.6	18.7	0.0	18.6	0.0	19.4	50.6	49.8	10.3	115.1	15.6	0.0
LnGrp LOS	C	B		B		B	D	F	B	F	B	
Approach Vol, veh/h		287			259			1839			1212	
Approach Delay, s/veh		21.7			19.0			47.8			28.3	
Approach LOS		C			B			D			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.5	31.1		19.4	9.5	31.1		19.4				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	23.5		18.0	5.0	23.5		18.0				
Max Q Clear Time (g_c+I1), s	7.0	28.6		13.7	5.8	16.2		6.7				
Green Ext Time (p_c), s	0.0	0.0		1.2	0.0	6.7		2.3				
Intersection Summary												
HCM 2010 Ctrl Delay			37.1									
HCM 2010 LOS			D									

Lanes, Volumes, Timings
2: Indian Cyn. Dr. & Sunrise Pkwy.

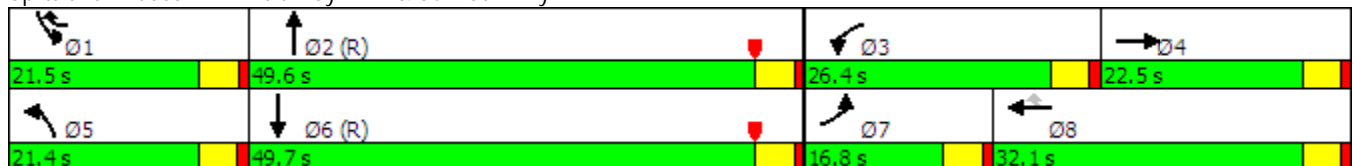
2040 Auto/LSEV PM Peak Hour (ALT2)
With Additional Improvements

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	116	152	92	288	547	365	220	1319	192	186	1011	213
Future Volume (vph)	116	152	92	288	547	365	220	1319	192	186	1011	213
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	150		0	150		0	150		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	60			60			25			60		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		338			322			422			520	
Travel Time (s)		7.7			7.3			5.2			6.4	
Confl. Bikes (#/hr)			15			15			3			2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA		Prot	NA	
Protected Phases	7	4		3	8	1	5	2		1	6	
Permitted Phases						8						
Detector Phase	7	4		3	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5		22.5	22.5	9.5	9.5	22.5		9.5	22.5	
Total Split (s)	16.8	22.5		26.4	32.1	21.5	21.4	49.6		21.5	49.7	
Total Split (%)	14.0%	18.8%		22.0%	26.8%	17.9%	17.8%	41.3%		17.9%	41.4%	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5		4.5	4.5	
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	Ped		None	Ped	None	None	C-Max		None	C-Max	

Intersection Summary






















Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 120
 Control Type: Actuated-Coordinated

Splits and Phases: 2: Indian Cyn. Dr. & Sunrise Pkwy.



HCM 2010 Signalized Intersection Summary
2: Indian Cyn. Dr. & Sunrise Pkwy.

2040 Auto/LSEV PM Peak Hour (ALT2)
With Additional Improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	116	152	92	288	547	365	220	1319	192	186	1011	213
Future Volume (veh/h)	116	152	92	288	547	365	220	1319	192	186	1011	213
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.97	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	126	165	100	313	595	397	239	1434	209	202	1099	232
Adj No. of Lanes	1	2	0	1	2	1	1	3	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	152	286	162	324	814	559	250	1814	264	229	1143	240
Arrive On Green	0.09	0.13	0.13	0.18	0.23	0.23	0.14	0.41	0.41	0.13	0.39	0.39
Sat Flow, veh/h	1774	2145	1218	1774	3539	1541	1774	4476	652	1774	2905	610
Grp Volume(v), veh/h	126	134	131	313	595	397	239	1086	557	202	667	664
Grp Sat Flow(s),veh/h/ln	1774	1770	1593	1774	1770	1541	1774	1695	1737	1774	1770	1746
Q Serve(g_s), s	8.4	8.5	9.3	21.0	18.7	26.7	16.1	33.6	33.7	13.4	44.1	44.7
Cycle Q Clear(g_c), s	8.4	8.5	9.3	21.0	18.7	26.7	16.1	33.6	33.7	13.4	44.1	44.7
Prop In Lane	1.00		0.76	1.00		1.00	1.00		0.38	1.00		0.35
Lane Grp Cap(c), veh/h	152	236	212	324	814	559	250	1374	704	229	696	687
V/C Ratio(X)	0.83	0.57	0.62	0.97	0.73	0.71	0.96	0.79	0.79	0.88	0.96	0.97
Avail Cap(c_a), veh/h	182	265	239	324	814	559	250	1374	704	251	696	687
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.0	48.8	49.1	48.7	42.8	33.2	51.2	31.2	31.2	51.4	35.4	35.6
Incr Delay (d2), s/veh	22.9	2.2	3.9	41.0	3.4	4.2	44.9	4.7	8.9	27.0	25.3	27.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	4.3	4.3	13.9	9.5	12.0	10.9	16.6	17.8	8.3	26.4	26.5
LnGrp Delay(d),s/veh	76.9	51.0	53.0	89.7	46.1	37.4	96.1	35.9	40.1	78.3	60.7	62.7
LnGrp LOS	E	D	D	F	D	D	F	D	D	E	E	E
Approach Vol, veh/h		391			1305			1882			1533	
Approach Delay, s/veh		60.0			53.9			44.8			63.9	
Approach LOS		E			D			D			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.0	53.1	26.4	20.5	21.4	51.7	14.8	32.1				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	17.0	45.1	21.9	18.0	16.9	45.2	12.3	27.6				
Max Q Clear Time (g_c+I1), s	15.4	35.7	23.0	11.3	18.1	46.7	10.4	28.7				
Green Ext Time (p_c), s	0.1	8.5	0.0	3.8	0.0	0.0	0.1	0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			54.0									
HCM 2010 LOS			D									

Lanes, Volumes, Timings
3: Sunrise Wy. & San Rafael Dr.

2040 Auto/LSEV PM Peak Hour (ALT2)

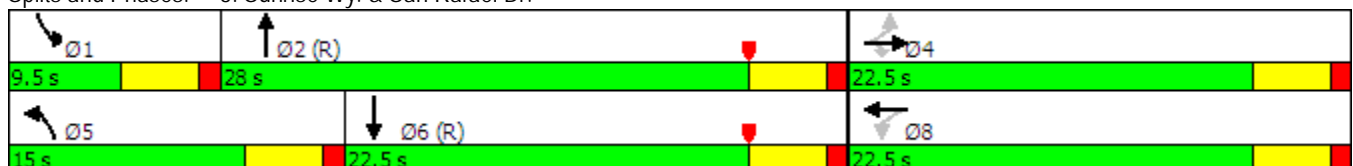
With Project Improvements

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕		↖	↕	↕	↖	↕	↖
Traffic Volume (vph)	38	27	231	86	38	18	355	657	164	25	539	44
Future Volume (vph)	38	27	231	86	38	18	355	657	164	25	539	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	85		0	110		0
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	60			60			60			60		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		50			30			45			45	
Link Distance (ft)		620			513			557			480	
Travel Time (s)		8.5			11.7			8.4			7.3	
Confl. Bikes (#/hr)			2			2			7			6
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Shared Lane Traffic (%)												
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8								
Detector Phase	4	4	4	8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5		9.5	22.5		9.5	22.5	
Total Split (s)	22.5	22.5	22.5	22.5	22.5		15.0	28.0		9.5	22.5	
Total Split (%)	37.5%	37.5%	37.5%	37.5%	37.5%		25.0%	46.7%		15.8%	37.5%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.5	4.5		4.5		4.5	4.5		4.5	4.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	Ped	Ped	Ped	Ped	Ped		None	C-Max		None	C-Max	

Intersection Summary




















Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 65
 Control Type: Actuated-Coordinated

Splits and Phases: 3: Sunrise Wy. & San Rafael Dr.



HCM 2010 Signalized Intersection Summary
3: Sunrise Wy. & San Rafael Dr.

2040 Auto/LSEV PM Peak Hour (ALT2)
With Project Improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	27	231	86	38	18	355	657	164	25	539	44
Future Volume (veh/h)	38	27	231	86	38	18	355	657	164	25	539	44
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	39	28	238	89	39	19	366	677	169	26	556	45
Adj No. of Lanes	0	1	1	0	1	0	1	2	0	1	2	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	257	161	310	228	92	33	310	1528	381	52	1331	107
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.20	0.17	0.55	0.55	0.03	0.40	0.40
Sat Flow, veh/h	819	812	1561	664	464	167	1774	2792	696	1774	3313	268
Grp Volume(v), veh/h	67	0	238	147	0	0	366	429	417	26	296	305
Grp Sat Flow(s),veh/h/ln	1631	0	1561	1295	0	0	1774	1770	1719	1774	1770	1811
Q Serve(g_s), s	0.0	0.0	8.7	4.3	0.0	0.0	10.5	8.7	8.7	0.9	7.2	7.3
Cycle Q Clear(g_c), s	1.8	0.0	8.7	6.2	0.0	0.0	10.5	8.7	8.7	0.9	7.2	7.3
Prop In Lane	0.58		1.00	0.61		0.13	1.00		0.41	1.00		0.15
Lane Grp Cap(c), veh/h	418	0	310	353	0	0	310	969	941	52	711	727
V/C Ratio(X)	0.16	0.00	0.77	0.42	0.00	0.00	1.18	0.44	0.44	0.50	0.42	0.42
Avail Cap(c_a), veh/h	573	0	468	485	0	0	310	969	941	148	711	727
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.0	0.0	22.7	21.7	0.0	0.0	24.8	8.1	8.1	28.7	12.9	12.9
Incr Delay (d2), s/veh	0.2	0.0	4.3	0.8	0.0	0.0	108.8	1.5	1.5	7.3	1.8	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	4.1	2.3	0.0	0.0	14.5	4.6	4.5	0.5	3.8	3.9
LnGrp Delay(d),s/veh	20.2	0.0	27.0	22.5	0.0	0.0	133.5	9.6	9.6	35.9	14.7	14.7
LnGrp LOS	C		C	C			F	A	A	D	B	B
Approach Vol, veh/h		305			147			1212			627	
Approach Delay, s/veh		25.5			22.5			47.0			15.6	
Approach LOS		C			C			D			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.3	37.3		16.4	15.0	28.6		16.4				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	23.5		18.0	10.5	18.0		18.0				
Max Q Clear Time (g_c+I1), s	2.9	10.7		10.7	12.5	9.3		8.2				
Green Ext Time (p_c), s	0.0	6.6		1.3	0.0	5.1		1.5				
Intersection Summary												
HCM 2010 Ctrl Delay			34.0									
HCM 2010 LOS			C									

Lanes, Volumes, Timings
4: Vista Chino & Gene Autry Tr.

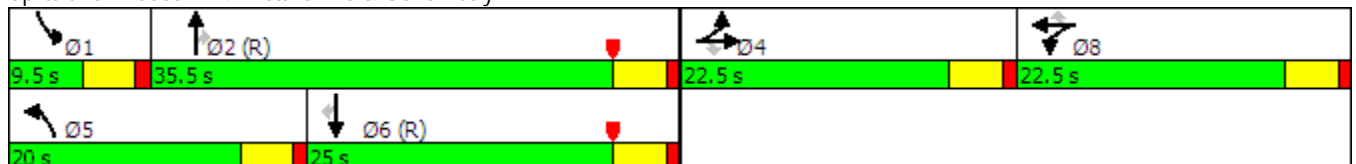
2040 Auto/LSEV PM Peak Hour (ALT2)
With Additional Improvements

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	213	58	60	35	115	44	294	1159	67	72	791	202
Future Volume (vph)	213	58	60	35	115	44	294	1159	67	72	791	202
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		75	0		75	200		0	215		215
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	60			60			90			200		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			45	
Link Distance (ft)		464			464			442			533	
Travel Time (s)		10.5			10.5			10.0			8.1	
Confl. Bikes (#/hr)			5			22			6			3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Shared Lane Traffic (%)												
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	4	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	20.0	35.5	35.5	9.5	25.0	25.0
Total Split (%)	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	22.2%	39.4%	39.4%	10.6%	27.8%	27.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	Ped	Ped	Ped	Ped	Ped	Ped	None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary























Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated

Splits and Phases: 4: Vista Chino & Gene Autry Tr.



HCM 2010 Signalized Intersection Summary
4: Vista Chino & Gene Autry Tr.

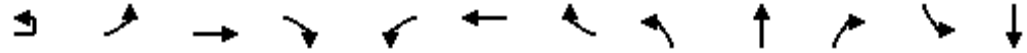
2040 Auto/LSEV PM Peak Hour (ALT2)
With Additional Improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	213	58	60	35	115	44	294	1159	67	72	791	202
Future Volume (veh/h)	213	58	60	35	115	44	294	1159	67	72	791	202
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.95	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	229	62	65	38	124	47	316	1246	72	77	851	217
Adj No. of Lanes	0	1	1	0	1	1	1	2	1	1	2	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	260	70	286	49	160	170	306	1580	689	99	1167	510
Arrive On Green	0.18	0.18	0.18	0.11	0.11	0.11	0.17	0.45	0.45	0.06	0.33	0.33
Sat Flow, veh/h	1410	382	1555	432	1409	1496	1774	3539	1544	1774	3539	1546
Grp Volume(v), veh/h	291	0	65	162	0	47	316	1246	72	77	851	217
Grp Sat Flow(s),veh/h/ln	1792	0	1555	1841	0	1496	1774	1770	1544	1774	1770	1546
Q Serve(g_s), s	14.2	0.0	3.2	7.7	0.0	2.6	15.5	27.1	2.4	3.9	19.1	9.8
Cycle Q Clear(g_c), s	14.2	0.0	3.2	7.7	0.0	2.6	15.5	27.1	2.4	3.9	19.1	9.8
Prop In Lane	0.79		1.00	0.23		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	330	0	286	210	0	170	306	1580	689	99	1167	510
V/C Ratio(X)	0.88	0.00	0.23	0.77	0.00	0.28	1.03	0.79	0.10	0.78	0.73	0.43
Avail Cap(c_a), veh/h	358	0	311	368	0	299	306	1580	689	99	1167	510
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.8	0.0	31.3	38.8	0.0	36.5	37.3	21.3	14.5	42.0	26.6	23.5
Incr Delay (d2), s/veh	20.6	0.0	0.4	6.0	0.0	0.9	60.6	4.1	0.3	32.3	4.0	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.9	0.0	1.4	4.3	0.0	1.1	12.7	14.0	1.1	2.8	10.0	4.6
LnGrp Delay(d),s/veh	56.4	0.0	31.7	44.7	0.0	37.4	97.9	25.4	14.8	74.2	30.6	26.1
LnGrp LOS	E		C	D		D	F	C	B	E	C	C
Approach Vol, veh/h		356			209			1634			1145	
Approach Delay, s/veh		51.8			43.1			38.9			32.7	
Approach LOS		D			D			D			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.5	44.7		21.1	20.0	34.2		14.7				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	31.0		18.0	15.5	20.5		18.0				
Max Q Clear Time (g_c+I1), s	5.9	29.1		16.2	17.5	21.1		9.7				
Green Ext Time (p_c), s	0.0	1.8		0.4	0.0	0.0		0.6				
Intersection Summary												
HCM 2010 Ctrl Delay			38.4									
HCM 2010 LOS			D									
Notes												

Lanes, Volumes, Timings
5: Clubhouse View/CV Link Path & Vista Chino

2040 Auto/LSEV PM Peak Hour (ALT2)

With Project Improvements

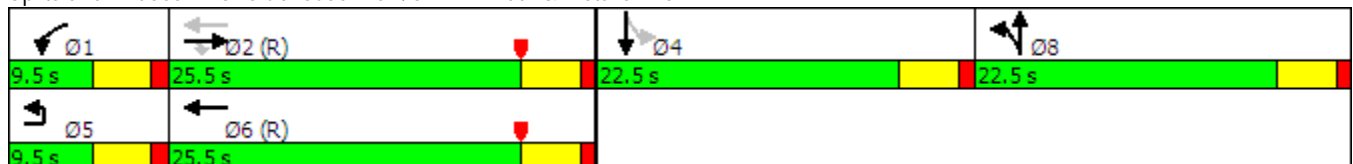


Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↔		↑↑	↑	↑	↑↑		↑	↑			↔
Traffic Volume (vph)	1	0	1538	18	31	1963	0	30	12	18	0	13
Future Volume (vph)	1	0	1538	18	31	1963	0	30	12	18	0	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		130		0	200		0	0		50	0	
Storage Lanes		1		1	1		0	1		0	0	
Taper Length (ft)		60			130			60			60	
Right Turn on Red				Yes			Yes			Yes		
Link Speed (mph)			50			50			45			25
Link Distance (ft)			501			679			345			296
Travel Time (s)			6.8			9.3			5.2			8.1
Confl. Bikes (#/hr)				3			2			22		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Turn Type	Prot		NA	Perm	Prot	NA		Split	NA			NA
Protected Phases	5		2		1	6		8	8			4
Permitted Phases				2		2						4
Detector Phase	5		2	2	1	6		8	8			4
Switch Phase												
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0
Minimum Split (s)	9.5		22.5	22.5	9.5	22.5		22.5	22.5		22.5	22.5
Total Split (s)	9.5		25.5	25.5	9.5	25.5		22.5	22.5		22.5	22.5
Total Split (%)	11.9%		31.9%	31.9%	11.9%	31.9%		28.1%	28.1%		28.1%	28.1%
Yellow Time (s)	3.5		3.5	3.5	3.5	3.5		3.5	3.5		3.5	3.5
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)	4.5		4.5	4.5	4.5	4.5		4.5	4.5		4.5	4.5
Lead/Lag	Lead		Lag	Lag	Lead	Lag						
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes						
Recall Mode	None		C-Max	C-Max	None	C-Max		Max	Max		None	None

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 0 (0%), Referenced to phase 2:EBWB and 6:WBT, Start of Yellow
 Natural Cycle: 120
 Control Type: Actuated-Coordinated

Splits and Phases: 5: Clubhouse View/CV Link Path & Vista Chino
























Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	0
Future Volume (vph)	0
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Right Turn on Red	Yes
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Bikes (#/hr)	21
Peak Hour Factor	0.92
Shared Lane Traffic (%)	
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	
Intersection Summary	

HCM 2010 Signalized Intersection Summary
 5: Clubhouse View/CV Link Path & Vista Chino

2040 Auto/LSEV PM Peak Hour (ALT2)
 With Project Improvements

												
Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	1	0	1538	18	31	1963	0	30	12	18	0	13
Future Volume (veh/h)	1	0	1538	18	31	1963	0	30	12	18	0	13
Number		5	2	12	1	6	16	3	8	18	7	4
Initial Q (Qb), veh		0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00		0.98	1.00		1.00	1.00		0.97	1.00	
Parking Bus, Adj		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln		0	1863	1863	1863	1863	0	1863	1863	1900	1900	1863
Adj Flow Rate, veh/h		0	1672	20	34	2134	0	33	13	20	0	14
Adj No. of Lanes		0	2	1	1	2	0	1	1	0	0	1
Peak Hour Factor		0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %		0	2	2	2	2	0	2	2	2	2	2
Cap, veh/h		0	1770	774	59	2087	0	399	146	224	0	31
Arrive On Green		0.00	0.50	0.50	0.03	0.59	0.00	0.22	0.22	0.22	0.00	0.02
Sat Flow, veh/h		0	3632	1548	1774	3632	0	1774	648	997	0	1863
Grp Volume(v), veh/h		0	1672	20	34	2134	0	33	0	33	0	14
Grp Sat Flow(s),veh/h/ln		0	1770	1548	1774	1770	0	1774	0	1646	0	1863
Q Serve(g_s), s		0.0	35.8	0.5	1.5	47.2	0.0	1.2	0.0	1.3	0.0	0.6
Cycle Q Clear(g_c), s		0.0	35.8	0.5	1.5	47.2	0.0	1.2	0.0	1.3	0.0	0.6
Prop In Lane		0.00		1.00	1.00		0.00	1.00		0.61	0.00	
Lane Grp Cap(c), veh/h		0	1770	774	59	2087	0	399	0	370	0	31
V/C Ratio(X)		0.00	0.94	0.03	0.58	1.02	0.00	0.08	0.00	0.09	0.00	0.45
Avail Cap(c_a), veh/h		0	1770	774	111	2087	0	399	0	370	0	419
HCM Platoon Ratio		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh		0.0	18.9	10.1	38.1	16.4	0.0	24.5	0.0	24.5	0.0	39.0
Incr Delay (d2), s/veh		0.0	11.8	0.1	8.7	25.7	0.0	0.4	0.0	0.5	0.0	9.8
Initial Q Delay(d3),s/veh		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		0.0	20.1	0.2	0.9	30.0	0.0	0.6	0.0	0.6	0.0	0.4
LnGrp Delay(d),s/veh		0.0	30.7	10.2	46.8	42.1	0.0	24.9	0.0	25.0	0.0	48.8
LnGrp LOS			C	B	D	F		C		C		D
Approach Vol, veh/h			1692			2168			66			14
Approach Delay, s/veh			30.5			42.2			24.9			48.8
Approach LOS			C			D			C			D
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	7.2	44.5		5.8		51.7		22.5				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	5.0	21.0		18.0		21.0		18.0				
Max Q Clear Time (g_c+I1), s	3.5	37.8		2.6		49.2		3.3				
Green Ext Time (p_c), s	0.0	0.0		0.0		0.0		0.1				
Intersection Summary												
HCM 2010 Ctrl Delay			36.9									
HCM 2010 LOS			D									
Notes												

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	0
Future Volume (veh/h)	0
Number	14
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Adj Sat Flow, veh/h/ln	1900
Adj Flow Rate, veh/h	0
Adj No. of Lanes	0
Peak Hour Factor	0.92
Percent Heavy Veh, %	2
Cap, veh/h	0
Arrive On Green	0.00
Sat Flow, veh/h	0
Grp Volume(v), veh/h	0
Grp Sat Flow(s),veh/h/ln	0
Q Serve(g_s), s	0.0
Cycle Q Clear(g_c), s	0.0
Prop In Lane	0.00
Lane Grp Cap(c), veh/h	0
V/C Ratio(X)	0.00
Avail Cap(c_a), veh/h	0
HCM Platoon Ratio	1.00
Upstream Filter(l)	0.00
Uniform Delay (d), s/veh	0.0
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.0
LnGrp Delay(d),s/veh	0.0
LnGrp LOS	
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer	

Lanes, Volumes, Timings
6: Sunrise Wy. & N. Riverside Dr.

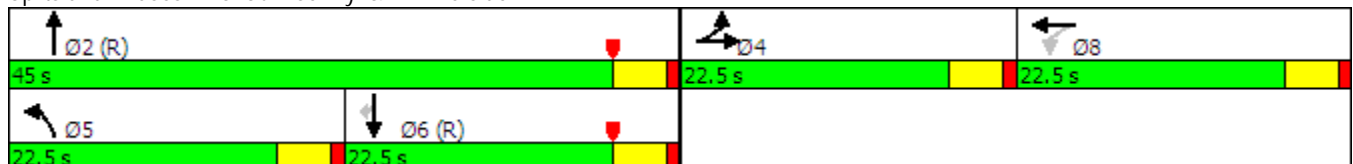
2040 Auto/LSEV PM Peak Hour (ALT2)
With Project Improvements

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	12	140	0	12	0	157	904	0	0	1020	35
Future Volume (vph)	25	12	140	0	12	0	157	904	0	0	1020	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	220		0	0		100
Storage Lanes	0		0	0		0	1		0	0		1
Taper Length (ft)	60			60			60			60		
Right Turn on Red			Yes			Yes			Yes			No
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		407			314			806			363	
Travel Time (s)		9.3			7.1			13.7			6.2	
Confl. Bikes (#/hr)			1						16			18
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Shared Lane Traffic (%)												
Turn Type	Split	NA			NA		Prot	NA			NA	Perm
Protected Phases	4	4			8		5	2			6	
Permitted Phases				8								6
Detector Phase	4	4		8	8		5	2			6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0			5.0	5.0
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5			22.5	22.5
Total Split (s)	22.5	22.5		22.5	22.5		22.5	45.0			22.5	22.5
Total Split (%)	25.0%	25.0%		25.0%	25.0%		25.0%	50.0%			25.0%	25.0%
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5			3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0			1.0	1.0
Lost Time Adjust (s)		0.0			0.0		0.0	0.0			0.0	0.0
Total Lost Time (s)		4.5			4.5		4.5	4.5			4.5	4.5
Lead/Lag							Lead				Lag	Lag
Lead-Lag Optimize?							Yes				Yes	Yes
Recall Mode	Min	Min		None	None		None	C-Max			C-Max	C-Max

Intersection Summary



















Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 100
 Control Type: Actuated-Coordinated

Splits and Phases: 6: Sunrise Wy. & N. Riverside Dr.



HCM 2010 Signalized Intersection Summary
6: Sunrise Wy. & N. Riverside Dr.

2040 Auto/LSEV PM Peak Hour (ALT2)
With Project Improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	12	140	0	12	0	157	904	0	0	1020	35
Future Volume (veh/h)	25	12	140	0	12	0	157	904	0	0	1020	35
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	0	0	1863	1863
Adj Flow Rate, veh/h	26	12	146	0	12	0	164	942	0	0	1062	36
Adj No. of Lanes	0	1	0	0	1	0	1	2	0	0	2	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	0	0	2	2
Cap, veh/h	32	15	177	0	27	0	197	2465	0	0	1895	820
Arrive On Green	0.14	0.14	0.14	0.00	0.01	0.00	0.22	1.00	0.00	0.00	0.54	0.54
Sat Flow, veh/h	227	105	1274	0	1863	0	1774	3632	0	0	3632	1532
Grp Volume(v), veh/h	184	0	0	0	12	0	164	942	0	0	1062	36
Grp Sat Flow(s),veh/h/ln	1606	0	0	0	1863	0	1774	1770	0	0	1770	1532
Q Serve(g_s), s	10.0	0.0	0.0	0.0	0.6	0.0	7.9	0.0	0.0	0.0	17.9	1.0
Cycle Q Clear(g_c), s	10.0	0.0	0.0	0.0	0.6	0.0	7.9	0.0	0.0	0.0	17.9	1.0
Prop In Lane	0.14		0.79	0.00		0.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	223	0	0	0	27	0	197	2465	0	0	1895	820
V/C Ratio(X)	0.82	0.00	0.00	0.00	0.45	0.00	0.83	0.38	0.00	0.00	0.56	0.04
Avail Cap(c_a), veh/h	321	0	0	0	373	0	355	2465	0	0	1895	820
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.00	1.00	0.00	0.85	0.85	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	37.7	0.0	0.0	0.0	44.0	0.0	34.2	0.0	0.0	0.0	13.9	9.9
Incr Delay (d2), s/veh	11.0	0.0	0.0	0.0	11.2	0.0	7.5	0.4	0.0	0.0	1.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	0.0	0.0	0.0	0.4	0.0	4.2	0.1	0.0	0.0	9.0	0.4
LnGrp Delay(d),s/veh	48.7	0.0	0.0	0.0	55.2	0.0	41.7	0.4	0.0	0.0	15.1	10.0
LnGrp LOS	D				E		D	A			B	B
Approach Vol, veh/h		184			12			1106			1098	
Approach Delay, s/veh		48.7			55.2			6.5			14.9	
Approach LOS		D			E			A			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		67.2		17.0	14.5	52.7		5.8				
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s		40.5		18.0	18.0	18.0		18.0				
Max Q Clear Time (g_c+I1), s		2.0		12.0	9.9	19.9		2.6				
Green Ext Time (p_c), s		20.2		0.5	0.2	0.0		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			13.8									
HCM 2010 LOS			B									

Lanes, Volumes, Timings
7: Sunrise Wy. & Mesquite Av.

2040 Auto/LSEV PM Peak Hour (ALT2)

With Project Improvements

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	64	95	22	77	116	227	17	840	80	218	913	73
Future Volume (vph)	64	95	22	77	116	227	17	840	80	218	913	73
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	85		0	100		0	150		150	150		150
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	60			60			60			60		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			30			40			40	
Link Distance (ft)		440			1356			475			806	
Travel Time (s)		6.7			30.8			8.1			13.7	
Confl. Bikes (#/hr)			2			2			18			18
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8	2			6		
Detector Phase	4	4		8	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5	22.5	9.5	22.5		9.5	22.5	
Total Split (s)	24.0	24.0		24.0	24.0	24.0	10.0	44.0		22.0	56.0	
Total Split (%)	26.7%	26.7%		26.7%	26.7%	26.7%	11.1%	48.9%		24.4%	62.2%	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5		4.5	4.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	Ped	Ped		Ped	Ped	Ped	None	C-Max		None	C-Max	

Intersection Summary






















Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 15 (17%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Splits and Phases: 7: Sunrise Wy. & Mesquite Av.



HCM 2010 Signalized Intersection Summary
7: Sunrise Wy. & Mesquite Av.

2040 Auto/LSEV PM Peak Hour (ALT2)
With Project Improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	64	95	22	77	116	227	17	840	80	218	913	73
Future Volume (veh/h)	64	95	22	77	116	227	17	840	80	218	913	73
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	69	102	24	83	125	244	18	903	86	234	982	78
Adj No. of Lanes	1	1	0	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	208	270	64	237	346	290	426	1909	182	461	2134	169
Arrive On Green	0.19	0.19	0.19	0.19	0.19	0.19	0.02	0.59	0.59	0.16	1.00	1.00
Sat Flow, veh/h	1009	1454	342	1260	1863	1561	1774	3260	310	1774	3313	263
Grp Volume(v), veh/h	69	0	126	83	125	244	18	490	499	234	524	536
Grp Sat Flow(s),veh/h/ln	1009	0	1796	1260	1863	1561	1774	1770	1801	1774	1770	1807
Q Serve(g_s), s	5.8	0.0	5.5	5.6	5.3	13.6	0.4	14.3	14.3	4.6	0.0	0.0
Cycle Q Clear(g_c), s	11.0	0.0	5.5	11.1	5.3	13.6	0.4	14.3	14.3	4.6	0.0	0.0
Prop In Lane	1.00		0.19	1.00		1.00	1.00		0.17	1.00		0.15
Lane Grp Cap(c), veh/h	208	0	334	237	346	290	426	1036	1055	461	1140	1164
V/C Ratio(X)	0.33	0.00	0.38	0.35	0.36	0.84	0.04	0.47	0.47	0.51	0.46	0.46
Avail Cap(c_a), veh/h	240	0	389	276	404	338	499	1036	1055	667	1140	1164
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.80	0.80	0.80
Uniform Delay (d), s/veh	36.8	0.0	32.1	36.9	32.0	35.4	7.1	10.7	10.7	6.9	0.0	0.0
Incr Delay (d2), s/veh	0.9	0.0	0.7	0.9	0.6	15.3	0.0	1.5	1.5	0.7	1.1	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	2.8	2.0	2.8	7.1	0.2	7.4	7.5	2.3	0.3	0.3
LnGrp Delay(d),s/veh	37.7	0.0	32.8	37.8	32.6	50.7	7.1	12.2	12.2	7.6	1.1	1.1
LnGrp LOS	D		C	D	C	D	A	B	B	A	A	A
Approach Vol, veh/h		195			452			1007			1294	
Approach Delay, s/veh		34.5			43.3			12.1			2.2	
Approach LOS		C			D			B			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.6	57.2		21.2	6.3	62.5		21.2				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	17.5	39.5		19.5	5.5	51.5		19.5				
Max Q Clear Time (g_c+I1), s	6.6	16.3		13.0	2.4	2.0		15.6				
Green Ext Time (p_c), s	0.5	14.1		1.6	0.0	20.5		1.1				
Intersection Summary												
HCM 2010 Ctrl Delay			14.1									
HCM 2010 LOS			B									

Lanes, Volumes, Timings
8: Farrel Dr. & Mesquite Av.

2040 Auto/LSEV PM Peak Hour (ALT2)

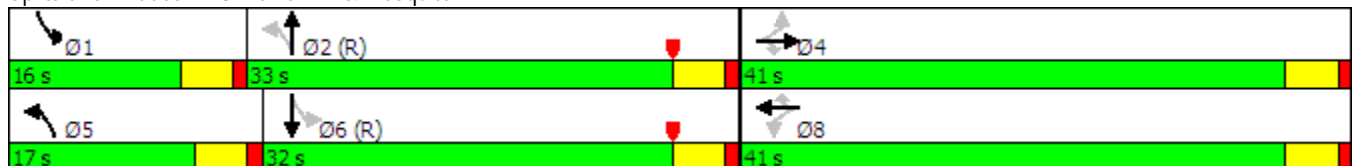
With Project Improvements

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	249	55	158	358	118	131	412	139	115	459	65
Future Volume (vph)	60	249	55	158	358	118	131	412	139	115	459	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	90		50	75		50	70		0	0		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	60			30			80			80		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			45			45			30	
Link Distance (ft)		1736			889			512			696	
Travel Time (s)		39.5			13.5			7.8			15.8	
Confl. Bikes (#/hr)			16			16			4			4
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Shared Lane Traffic (%)												
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8	2			6		
Detector Phase	4	4	4	8	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	9.5	22.5		9.5	22.5	
Total Split (s)	41.0	41.0	41.0	41.0	41.0	41.0	17.0	33.0		16.0	32.0	
Total Split (%)	45.6%	45.6%	45.6%	45.6%	45.6%	45.6%	18.9%	36.7%		17.8%	35.6%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	Ped	Ped	Ped	Ped	Ped	Ped	None	C-Max		None	C-Max	

Intersection Summary























Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated

Splits and Phases: 8: Farrel Dr. & Mesquite Av.



HCM 2010 Signalized Intersection Summary
8: Farrel Dr. & Mesquite Av.

2040 Auto/LSEV PM Peak Hour (ALT2)
With Project Improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	249	55	158	358	118	131	412	139	115	459	65
Future Volume (veh/h)	60	249	55	158	358	118	131	412	139	115	459	65
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	65	268	59	170	385	127	141	443	149	124	494	70
Adj No. of Lanes	1	1	1	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	220	619	514	311	619	514	488	1193	397	468	1410	199
Arrive On Green	0.33	0.33	0.33	0.33	0.33	0.33	0.06	0.46	0.46	0.06	0.45	0.45
Sat Flow, veh/h	885	1863	1547	1049	1863	1547	1774	2593	863	1774	3105	438
Grp Volume(v), veh/h	65	268	59	170	385	127	141	301	291	124	281	283
Grp Sat Flow(s),veh/h/ln	885	1863	1547	1049	1863	1547	1774	1770	1686	1774	1770	1773
Q Serve(g_s), s	6.0	10.1	2.4	13.6	15.7	5.4	3.7	10.0	10.1	3.3	9.3	9.3
Cycle Q Clear(g_c), s	21.7	10.1	2.4	23.7	15.7	5.4	3.7	10.0	10.1	3.3	9.3	9.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.51	1.00		0.25
Lane Grp Cap(c), veh/h	220	619	514	311	619	514	488	814	776	468	804	805
V/C Ratio(X)	0.30	0.43	0.11	0.55	0.62	0.25	0.29	0.37	0.38	0.26	0.35	0.35
Avail Cap(c_a), veh/h	285	755	628	388	755	628	622	814	776	592	804	805
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.4	23.4	20.9	32.7	25.3	21.9	11.9	15.8	15.8	12.1	15.9	16.0
Incr Delay (d2), s/veh	0.7	0.5	0.1	1.5	1.1	0.2	0.3	1.3	1.4	0.3	1.2	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	5.3	1.0	4.0	8.2	2.3	1.8	5.1	5.0	1.7	4.8	4.8
LnGrp Delay(d),s/veh	35.2	23.9	21.0	34.2	26.4	22.1	12.3	17.1	17.2	12.4	17.1	17.2
LnGrp LOS	D	C	C	C	C	C	B	B	B	B	B	B
Approach Vol, veh/h		392			682			733			688	
Approach Delay, s/veh		25.3			27.5			16.2			16.3	
Approach LOS		C			C			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.7	45.9		34.4	10.2	45.4		34.4				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	11.5	28.5		36.5	12.5	27.5		36.5				
Max Q Clear Time (g_c+I1), s	5.3	12.1		23.7	5.7	11.3		25.7				
Green Ext Time (p_c), s	0.1	6.4		4.6	0.2	6.3		4.2				
Intersection Summary												
HCM 2010 Ctrl Delay			20.8									
HCM 2010 LOS			C									

Lanes, Volumes, Timings
 9: El Cielo Rd. & Mesquite Av.

2040 Auto/LSEV PM Peak Hour (ALT2)
 With Project Improvements



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	386	306	215	346	236	285
Future Volume (vph)	386	306	215	346	236	285
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	250		100	90	
Storage Lanes	1	1		1	1	
Taper Length (ft)	60				60	
Link Speed (mph)	35		45			45
Link Distance (ft)	566		352			331
Travel Time (s)	11.0		5.3			5.0
Confl. Peds. (#/hr)	50			7	7	
Confl. Bikes (#/hr)		3		6		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control	Stop		Stop			Stop

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

Intersection	
Intersection Delay, s/veh	34.1
Intersection LOS	D

Movement	WBU	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Lane Configurations		↘	↗		↕	↗		↘	↕
Traffic Vol, veh/h	0	386	306	0	215	346	0	236	285
Future Vol, veh/h	0	386	306	0	215	346	0	236	285
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	420	333	0	234	376	0	257	310
Number of Lanes	0	1	1	0	1	1	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay	46.4	26.6	26
HCM LOS	E	D	D

Lane	NBLn1	NBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	0%	0%	100%	0%	100%	0%
Vol Thru, %	100%	0%	0%	0%	0%	100%
Vol Right, %	0%	100%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	215	346	386	306	236	285
LT Vol	0	0	386	0	236	0
Through Vol	215	0	0	0	0	285
RT Vol	0	346	0	306	0	0
Lane Flow Rate	234	376	420	333	257	310
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.527	0.772	0.971	0.656	0.614	0.697
Departure Headway (Hd)	8.111	7.387	8.33	7.1	8.617	8.1
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	444	489	436	509	418	446
Service Time	5.858	5.134	6.073	4.843	6.366	5.849
HCM Lane V/C Ratio	0.527	0.769	0.963	0.654	0.615	0.695
HCM Control Delay	19.6	31	65.4	22.4	24.2	27.5
HCM Lane LOS	C	D	F	C	C	D
HCM 95th-tile Q	3	6.8	11.8	4.7	4	5.3

Lanes, Volumes, Timings
10: Crossley Rd. & 34th Av.

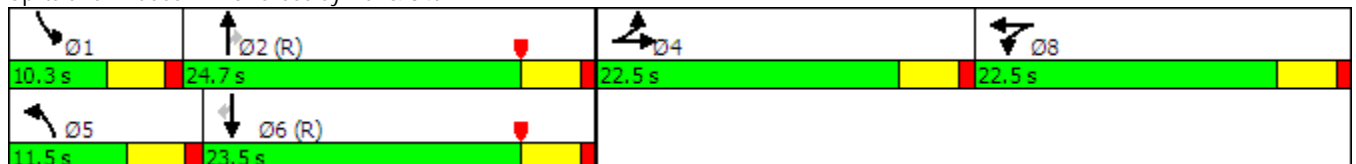
2040 Auto/LSEV PM Peak Hour (ALT2)
With Project Improvements

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	26	2	44	86	3	32	59	454	176	34	241	5
Future Volume (vph)	26	2	44	86	3	32	59	454	176	34	241	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	60		50	70		50
Storage Lanes	0		0	0		0	1		1	1		1
Taper Length (ft)	60			60			60			60		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		346			491			509			544	
Travel Time (s)		7.9			11.2			7.7			8.2	
Confl. Bikes (#/hr)			2			7			15			9
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Shared Lane Traffic (%)												
Turn Type	Split	NA		Split	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases									2			6
Detector Phase	4	4		8	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5		22.5	22.5		9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	22.5	22.5		22.5	22.5		11.5	24.7	24.7	10.3	23.5	23.5
Total Split (%)	28.1%	28.1%		28.1%	28.1%		14.4%	30.9%	30.9%	12.9%	29.4%	29.4%
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5			4.5		4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary





















Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated

Splits and Phases: 10: Crossley Rd. & 34th Av.



HCM 2010 Signalized Intersection Summary
 10: Crossley Rd. & 34th Av.

2040 Auto/LSEV PM Peak Hour (ALT2)
 With Project Improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	2	44	86	3	32	59	454	176	34	241	5
Future Volume (veh/h)	26	2	44	86	3	32	59	454	176	34	241	5
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	27	2	45	89	3	33	61	468	181	35	248	5
Adj No. of Lanes	0	1	0	0	1	0	1	2	1	1	2	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	35	3	58	116	4	43	82	2079	903	60	2035	887
Arrive On Green	0.06	0.06	0.06	0.10	0.10	0.10	0.05	0.59	0.59	0.03	0.57	0.57
Sat Flow, veh/h	596	44	994	1215	41	451	1774	3539	1537	1774	3539	1542
Grp Volume(v), veh/h	74	0	0	125	0	0	61	468	181	35	248	5
Grp Sat Flow(s),veh/h/ln	1635	0	0	1707	0	0	1774	1770	1537	1774	1770	1542
Q Serve(g_s), s	3.6	0.0	0.0	5.7	0.0	0.0	2.7	5.0	4.4	1.6	2.6	0.1
Cycle Q Clear(g_c), s	3.6	0.0	0.0	5.7	0.0	0.0	2.7	5.0	4.4	1.6	2.6	0.1
Prop In Lane	0.36		0.61	0.71		0.26	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	96	0	0	163	0	0	82	2079	903	60	2035	887
V/C Ratio(X)	0.77	0.00	0.00	0.77	0.00	0.00	0.74	0.23	0.20	0.58	0.12	0.01
Avail Cap(c_a), veh/h	368	0	0	384	0	0	155	2079	903	129	2035	887
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.1	0.0	0.0	35.3	0.0	0.0	37.7	7.8	7.7	38.1	7.8	7.3
Incr Delay (d2), s/veh	12.4	0.0	0.0	7.4	0.0	0.0	12.2	0.3	0.5	8.7	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.0	0.0	3.0	0.0	0.0	1.6	2.5	2.0	0.9	1.3	0.1
LnGrp Delay(d),s/veh	49.6	0.0	0.0	42.8	0.0	0.0	49.9	8.1	8.2	46.8	7.9	7.3
LnGrp LOS	D			D			D	A	A	D	A	A
Approach Vol, veh/h		74			125			710			288	
Approach Delay, s/veh		49.6			42.8			11.7			12.6	
Approach LOS		D			D			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.2	51.5		9.2	8.2	50.5		12.1				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.8	20.2		18.0	7.0	19.0		18.0				
Max Q Clear Time (g_c+I1), s	3.6	7.0		5.6	4.7	4.6		7.7				
Green Ext Time (p_c), s	0.0	4.1		0.2	0.0	4.3		0.4				
Intersection Summary												
HCM 2010 Ctrl Delay				17.5								
HCM 2010 LOS				B								

Lanes, Volumes, Timings
 11: Crossley Rd. & Tahquitz Creek

2040 Auto/LSEV PM Peak Hour (ALT2)
 With Project Improvements

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	15	0	0	0	14	0	769	0	0	279	0
Future Volume (vph)	0	15	0	0	0	14	0	769	0	0	279	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		218			675			463			646	
Travel Time (s)		5.0			15.3			7.0			9.8	
Confl. Bikes (#/hr)			21			21			5			3
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Shared Lane Traffic (%)												
Turn Type		NA			NA			NA			NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8								
Detector Phase	4	4		8	8			2			6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0			5.0			5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5			22.5			22.5	
Total Split (s)	23.0	23.0		23.0	23.0			37.0			37.0	
Total Split (%)	38.3%	38.3%		38.3%	38.3%			61.7%			61.7%	
Yellow Time (s)	3.5	3.5		3.5	3.5			3.5			3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0			1.0			1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Ped	Ped		Ped	Ped			C-Max			C-Max	

Intersection Summary

















Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 15 (25%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 45
 Control Type: Actuated-Coordinated

Splits and Phases: 11: Crossley Rd. & Tahquitz Creek



HCM 2010 Signalized Intersection Summary
 11: Crossley Rd. & Tahquitz Creek

2040 Auto/LSEV PM Peak Hour (ALT2)
 With Project Improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	15	0	0	0	14	0	769	0	0	279	0
Future Volume (veh/h)	0	15	0	0	0	14	0	769	0	0	279	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.93	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	0	1863	0	0	1863	0
Adj Flow Rate, veh/h	0	15	0	0	0	14	0	793	0	0	288	0
Adj No. of Lanes	0	1	0	0	1	0	0	2	0	0	2	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	0	0	2	0
Cap, veh/h	0	59	0	0	0	47	0	2895	0	0	2895	0
Arrive On Green	0.00	0.03	0.00	0.00	0.00	0.03	0.00	0.82	0.00	0.00	0.82	0.00
Sat Flow, veh/h	0	1863	0	0	0	1476	0	3725	0	0	3725	0
Grp Volume(v), veh/h	0	15	0	0	0	14	0	793	0	0	288	0
Grp Sat Flow(s),veh/h/ln	0	1863	0	0	0	1476	0	1770	0	0	1770	0
Q Serve(g_s), s	0.0	0.5	0.0	0.0	0.0	0.6	0.0	3.2	0.0	0.0	1.0	0.0
Cycle Q Clear(g_c), s	0.0	0.5	0.0	0.0	0.0	0.6	0.0	3.2	0.0	0.0	1.0	0.0
Prop In Lane	0.00		0.00	0.00		1.00	0.00		0.00	0.00		0.00
Lane Grp Cap(c), veh/h	0	59	0	0	0	47	0	2895	0	0	2895	0
V/C Ratio(X)	0.00	0.25	0.00	0.00	0.00	0.30	0.00	0.27	0.00	0.00	0.10	0.00
Avail Cap(c_a), veh/h	0	574	0	0	0	455	0	2895	0	0	2895	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	28.3	0.0	0.0	0.0	28.4	0.0	1.3	0.0	0.0	1.1	0.0
Incr Delay (d2), s/veh	0.0	2.2	0.0	0.0	0.0	3.4	0.0	0.2	0.0	0.0	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.3	0.0	0.0	0.0	0.3	0.0	1.5	0.0	0.0	0.5	0.0
LnGrp Delay(d),s/veh	0.0	30.5	0.0	0.0	0.0	31.8	0.0	1.5	0.0	0.0	1.1	0.0
LnGrp LOS		C				C		A			A	
Approach Vol, veh/h		15			14			793			288	
Approach Delay, s/veh		30.5			31.8			1.5			1.1	
Approach LOS		C			C			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		53.6		6.4		53.6		6.4				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		32.5		18.5		32.5		18.5				
Max Q Clear Time (g_c+I1), s		5.2		2.5		3.0		2.6				
Green Ext Time (p_c), s		7.5		0.1		7.7		0.1				
Intersection Summary												
HCM 2010 Ctrl Delay				2.2								
HCM 2010 LOS				A								
Notes												

Lanes, Volumes, Timings
 12: Cathedral Cyn. Dr. & Officer David Vasquez Rd.

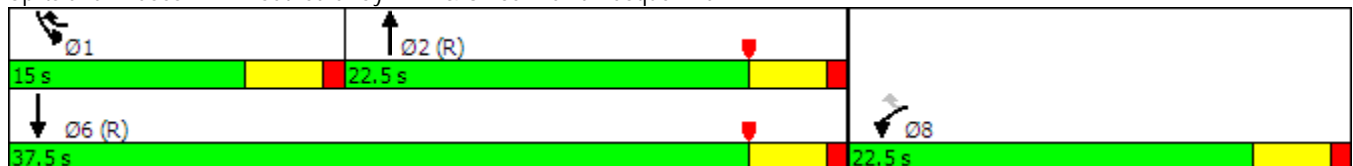
2040 Auto/LSEV PM Peak Hour (ALT2)
 With Project Improvements

	↙	↖	↑	↗	↘	↓
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↙↙	↖	↕↕		↘	↕↕
Traffic Volume (vph)	28	415	449	7	192	486
Future Volume (vph)	28	415	449	7	192	486
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	120	120		150	200	
Storage Lanes	1	1		0	1	
Taper Length (ft)	90				80	
Right Turn on Red		Yes		Yes		
Link Speed (mph)	40		40			40
Link Distance (ft)	554		483			555
Travel Time (s)	9.4		8.2			9.5
Confl. Bikes (#/hr)		1		5		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)						
Turn Type	Prot	pm+ov	NA		Prot	NA
Protected Phases	8	1	2		1	6
Permitted Phases		8				
Detector Phase	8	1	2		1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	22.5	9.5	22.5		9.5	22.5
Total Split (s)	22.5	15.0	22.5		15.0	37.5
Total Split (%)	37.5%	25.0%	37.5%		25.0%	62.5%
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5
Lead/Lag		Lead	Lag		Lead	
Lead-Lag Optimize?		Yes	Yes		Yes	
Recall Mode	Ped	None	C-Max		None	C-Max

Intersection Summary












Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Splits and Phases: 12: Cathedral Cyn. Dr. & Officer David Vasquez Rd.



HCM 2010 Signalized Intersection Summary
 12: Cathedral Cyn. Dr. & Officer David Vasquez Rd.

2040 Auto/LSEV PM Peak Hour (ALT2)
 With Project Improvements

								
Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations								
Traffic Volume (veh/h)	28	415	449	7	192	486		
Future Volume (veh/h)	28	415	449	7	192	486		
Number	3	18	2	12	1	6		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00		0.97	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863		
Adj Flow Rate, veh/h	29	437	473	7	202	512		
Adj No. of Lanes	2	1	2	0	1	2		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	918	645	1312	19	249	2064		
Arrive On Green	0.27	0.27	0.37	0.37	0.14	0.58		
Sat Flow, veh/h	3442	1583	3662	53	1774	3632		
Grp Volume(v), veh/h	29	437	234	246	202	512		
Grp Sat Flow(s),veh/h/ln	1721	1583	1770	1852	1774	1770		
Q Serve(g_s), s	0.4	13.6	5.8	5.8	6.6	4.2		
Cycle Q Clear(g_c), s	0.4	13.6	5.8	5.8	6.6	4.2		
Prop In Lane	1.00	1.00		0.03	1.00			
Lane Grp Cap(c), veh/h	918	645	651	681	249	2064		
V/C Ratio(X)	0.03	0.68	0.36	0.36	0.81	0.25		
Avail Cap(c_a), veh/h	1032	697	651	681	310	2064		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	16.3	14.6	13.8	13.8	25.0	6.1		
Incr Delay (d2), s/veh	0.0	2.4	1.5	1.5	12.2	0.3		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.2	6.3	3.1	3.2	4.1	2.1		
LnGrp Delay(d),s/veh	16.3	17.0	15.4	15.3	37.3	6.4		
LnGrp LOS	B	B	B	B	D	A		
Approach Vol, veh/h	466		480			714		
Approach Delay, s/veh	16.9		15.3			15.1		
Approach LOS	B		B			B		
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	12.9	26.6				39.5		20.5
Change Period (Y+Rc), s	4.5	4.5				4.5		4.5
Max Green Setting (Gmax), s	10.5	18.0				33.0		18.0
Max Q Clear Time (g_c+I1), s	8.6	7.8				6.2		15.6
Green Ext Time (p_c), s	0.1	4.2				6.5		0.5
Intersection Summary								
HCM 2010 Ctrl Delay			15.7					
HCM 2010 LOS			B					

Lanes, Volumes, Timings
13: Date Palm Dr. & Perez Rd.

2040 Auto/LSEV PM Peak Hour (ALT2)
With Project Improvements

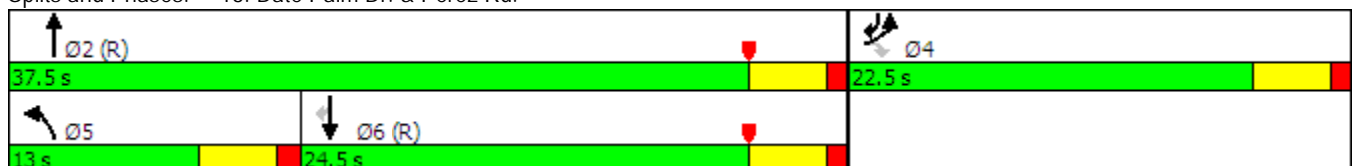


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↖↖	↗	↖	↑↑	↑↑	↗
Traffic Volume (vph)	729	187	190	1201	912	659
Future Volume (vph)	729	187	190	1201	912	659
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	165	0	160			150
Storage Lanes	1	1	1			1
Taper Length (ft)	60		80			
Right Turn on Red		Yes				Yes
Link Speed (mph)	40			40	40	
Link Distance (ft)	503			488	484	
Travel Time (s)	8.6			8.3	8.3	
Confl. Bikes (#/hr)		3				6
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)						
Turn Type	Prot	Perm	Prot	NA	NA	pm+ov
Protected Phases	4		5	2	6	4
Permitted Phases		4				6
Detector Phase	4	4	5	2	6	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	9.5	22.5	22.5	22.5
Total Split (s)	22.5	22.5	13.0	37.5	24.5	22.5
Total Split (%)	37.5%	37.5%	21.7%	62.5%	40.8%	37.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	Ped	Ped	None	C-Max	C-Max	Ped

Intersection Summary
















Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Splits and Phases: 13: Date Palm Dr. & Perez Rd.



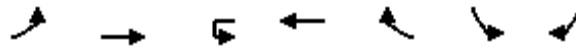
HCM 2010 Signalized Intersection Summary
 13: Date Palm Dr. & Perez Rd.

2040 Auto/LSEV PM Peak Hour (ALT2)
 With Project Improvements

								
Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations	 			 	 			
Traffic Volume (veh/h)	729	187	190	1201	912	659		
Future Volume (veh/h)	729	187	190	1201	912	659		
Number	7	14	5	2	6	16		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.97		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863		
Adj Flow Rate, veh/h	767	197	200	1264	960	694		
Adj No. of Lanes	2	1	1	2	2	1		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	916	421	244	2067	1314	994		
Arrive On Green	0.27	0.27	0.14	0.58	0.37	0.37		
Sat Flow, veh/h	3442	1583	1774	3632	3632	1542		
Grp Volume(v), veh/h	767	197	200	1264	960	694		
Grp Sat Flow(s),veh/h/ln	1721	1583	1774	1770	1770	1542		
Q Serve(g_s), s	12.6	6.3	6.6	13.9	14.0	17.8		
Cycle Q Clear(g_c), s	12.6	6.3	6.6	13.9	14.0	17.8		
Prop In Lane	1.00	1.00	1.00			1.00		
Lane Grp Cap(c), veh/h	916	421	244	2067	1314	994		
V/C Ratio(X)	0.84	0.47	0.82	0.61	0.73	0.70		
Avail Cap(c_a), veh/h	1032	475	251	2067	1314	994		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	20.8	18.5	25.1	8.1	16.3	7.2		
Incr Delay (d2), s/veh	5.6	0.8	18.4	1.4	3.6	4.1		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	6.7	5.7	4.5	7.1	7.5	12.5		
LnGrp Delay(d),s/veh	26.4	19.3	43.5	9.4	19.9	11.3		
LnGrp LOS	C	B	D	A	B	B		
Approach Vol, veh/h	964			1464	1654			
Approach Delay, s/veh	25.0			14.1	16.3			
Approach LOS	C			B	B			
Timer	1	2	3	4	5	6	7	8
Assigned Phs	2		4		5	6		
Phs Duration (G+Y+Rc), s	39.5		20.5		12.8	26.8		
Change Period (Y+Rc), s	4.5		4.5		4.5	4.5		
Max Green Setting (Gmax), s	33.0		18.0		8.5	20.0		
Max Q Clear Time (g_c+I1), s	15.9		14.6		8.6	19.8		
Green Ext Time (p_c), s	14.6		1.3		0.0	0.2		
Intersection Summary								
HCM 2010 Ctrl Delay			17.5					
HCM 2010 LOS			B					

Lanes, Volumes, Timings
 14: Frank Sinatra Dr. & Da Vall Dr.

2040 Auto/LSEV PM Peak Hour (ALT2)
 With Project Improvements

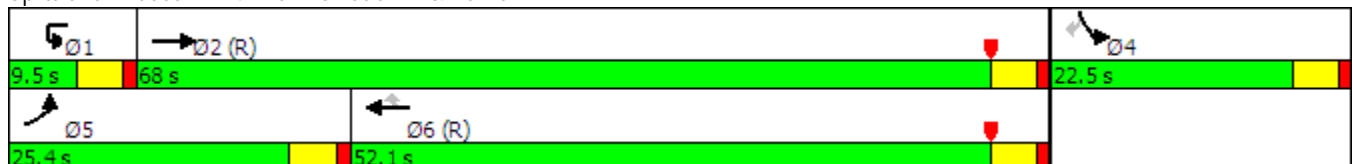


Lane Group	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (vph)	274	701	1	859	830	420	162
Future Volume (vph)	274	701	1	859	830	420	162
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	120		105		75	160	0
Storage Lanes	1		1		1	1	1
Taper Length (ft)	90		55			100	
Right Turn on Red					Yes		Yes
Link Speed (mph)		45		45		45	
Link Distance (ft)		584		653		606	
Travel Time (s)		8.8		9.9		9.2	
Confl. Bikes (#/hr)					5		3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Shared Lane Traffic (%)							10%
Turn Type	Prot	NA	Prot	NA	Perm	Prot	Perm
Protected Phases	5	2	1	6		4	
Permitted Phases					6		4
Detector Phase	5	2	1	6	6	4	4
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	9.5	22.5	22.5	22.5	22.5
Total Split (s)	25.4	68.0	9.5	52.1	52.1	22.5	22.5
Total Split (%)	25.4%	68.0%	9.5%	52.1%	52.1%	22.5%	22.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag	Lag		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		
Recall Mode	None	C-Max	None	C-Max	C-Max	Max	Max

Intersection Summary

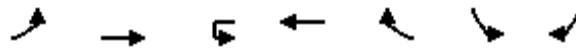
Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated

Splits and Phases: 14: Frank Sinatra Dr. & Da Vall Dr.



HCM 2010 Signalized Intersection Summary
 14: Frank Sinatra Dr. & Da Vall Dr.

2040 Auto/LSEV PM Peak Hour (ALT2)
 With Project Improvements



Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR	
Lane Configurations								
Traffic Volume (veh/h)	274	701	1	859	830	420	162	
Future Volume (veh/h)	274	701	1	859	830	420	162	
Number	5	2		6	16	7	14	
Initial Q (Qb), veh	0	0		0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00				0.98	1.00	1.00	
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00	1.00	
Adj Sat Flow, veh/h/ln	1863	1863		1863	1863	1863	1863	
Adj Flow Rate, veh/h	285	730		895	865	438	169	
Adj No. of Lanes	1	2		2	1	2	1	
Peak Hour Factor	0.96	0.96		0.96	0.96	0.96	0.96	
Percent Heavy Veh, %	2	2		2	2	2	2	
Cap, veh/h	319	2584		1789	781	639	285	
Arrive On Green	0.18	0.73		0.51	0.51	0.18	0.18	
Sat Flow, veh/h	1774	3632		3632	1546	3548	1583	
Grp Volume(v), veh/h	285	730		895	865	438	169	
Grp Sat Flow(s),veh/h/ln	1774	1770		1770	1546	1774	1583	
Q Serve(g_s), s	15.7	7.0		16.7	50.5	11.5	9.8	
Cycle Q Clear(g_c), s	15.7	7.0		16.7	50.5	11.5	9.8	
Prop In Lane	1.00				1.00	1.00	1.00	
Lane Grp Cap(c), veh/h	319	2584		1789	781	639	285	
V/C Ratio(X)	0.89	0.28		0.50	1.11	0.69	0.59	
Avail Cap(c_a), veh/h	371	2584		1789	781	639	285	
HCM Platoon Ratio	1.00	1.00		1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00		1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	40.1	4.6		16.4	24.7	38.4	37.6	
Incr Delay (d2), s/veh	21.1	0.3		1.0	65.7	5.9	8.8	
Initial Q Delay(d3),s/veh	0.0	0.0		0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	9.6	3.4		8.3	35.7	6.2	9.2	
LnGrp Delay(d),s/veh	61.2	4.9		17.4	90.4	44.3	46.4	
LnGrp LOS	E	A		B	F	D	D	
Approach Vol, veh/h		1015		1760		607		
Approach Delay, s/veh		20.7		53.3		44.9		
Approach LOS		C		D		D		
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		77.5		22.5	22.5	55.0		
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5		
Max Green Setting (Gmax), s		63.5		18.0	20.9	47.6		
Max Q Clear Time (g_c+I1), s		9.0		13.5	17.7	52.5		
Green Ext Time (p_c), s		25.9		1.0	0.3	0.0		
Intersection Summary								
HCM 2010 Ctrl Delay			42.0					
HCM 2010 LOS			D					
Notes								

Lanes, Volumes, Timings
15: SR-111 & Country Club Dr.

2040 Auto/LSEV PM Peak Hour (ALT2)
With Project Improvements

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	48	428	115	47	133	425	153	1760	81	271	1329	245
Future Volume (vph)	48	428	115	47	133	425	153	1760	81	271	1329	245
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	30		0	100		0	160		0	190		0
Storage Lanes	1		0	1		1	1		0	2		0
Taper Length (ft)	60			75			60			60		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			45			55			55	
Link Distance (ft)		358			739			1799			632	
Travel Time (s)		8.1			11.2			22.3			7.8	
Confl. Bikes (#/hr)			2			5			14			2
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Shared Lane Traffic (%)						37%						
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8		8						
Detector Phase	7	4		3	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5		9.5	22.5	22.5	9.5	22.5		9.5	22.5	
Total Split (s)	9.6	30.2		9.6	30.2	30.2	14.0	37.8		12.4	36.2	
Total Split (%)	10.7%	33.6%		10.7%	33.6%	33.6%	15.6%	42.0%		13.8%	40.2%	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5		4.5	4.5	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None	None	None	C-Max		None	C-Max	

Intersection Summary























Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 100
 Control Type: Actuated-Coordinated

Splits and Phases: 15: SR-111 & Country Club Dr.



HCM 2010 Signalized Intersection Summary
15: SR-111 & Country Club Dr.

2040 Auto/LSEV PM Peak Hour (ALT2)
With Project Improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	48	428	115	47	133	425	153	1760	81	271	1329	245
Future Volume (veh/h)	48	428	115	47	133	425	153	1760	81	271	1329	245
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	49	441	119	48	363	288	158	1814	0	279	1370	253
Adj No. of Lanes	1	1	0	1	1	1	1	3	0	2	3	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	237	402	109	149	531	444	187	1972	0	302	1591	294
Arrive On Green	0.04	0.29	0.29	0.04	0.29	0.29	0.21	0.78	0.00	0.09	0.37	0.37
Sat Flow, veh/h	1774	1409	380	1774	1863	1558	1774	5253	0	3442	4299	793
Grp Volume(v), veh/h	49	0	560	48	363	288	158	1814	0	279	1080	543
Grp Sat Flow(s),veh/h/ln	1774	0	1789	1774	1863	1558	1774	1695	0	1721	1695	1702
Q Serve(g_s), s	1.7	0.0	25.7	1.7	15.6	14.6	7.7	25.1	0.0	7.2	26.5	26.6
Cycle Q Clear(g_c), s	1.7	0.0	25.7	1.7	15.6	14.6	7.7	25.1	0.0	7.2	26.5	26.6
Prop In Lane	1.00		0.21	1.00		1.00	1.00		0.00	1.00		0.47
Lane Grp Cap(c), veh/h	237	0	511	149	531	444	187	1972	0	302	1255	630
V/C Ratio(X)	0.21	0.00	1.10	0.32	0.68	0.65	0.84	0.92	0.00	0.92	0.86	0.86
Avail Cap(c_a), veh/h	268	0	511	181	532	445	187	1972	0	302	1255	630
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	0.80	0.80	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.6	0.0	32.2	24.8	28.6	28.2	34.8	9.0	0.0	40.8	26.2	26.2
Incr Delay (d2), s/veh	0.4	0.0	68.5	1.2	3.6	3.3	23.6	7.0	0.0	32.5	7.9	14.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	22.4	0.9	8.5	6.7	4.9	12.0	0.0	4.8	13.7	14.9
LnGrp Delay(d),s/veh	23.0	0.0	100.7	26.0	32.1	31.5	58.4	16.0	0.0	73.3	34.1	40.7
LnGrp LOS	C		F	C	C	C	E	B		E	C	D
Approach Vol, veh/h		609			699			1972			1902	
Approach Delay, s/veh		94.4			31.5			19.4			41.7	
Approach LOS		F			C			B			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.4	39.4	8.0	30.2	14.0	37.8	8.0	30.2				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	7.9	33.3	5.1	25.7	9.5	31.7	5.1	25.7				
Max Q Clear Time (g_c+I1), s	9.2	27.1	3.7	27.7	9.7	28.6	3.7	17.6				
Green Ext Time (p_c), s	0.0	5.9	0.0	0.0	0.0	3.1	0.0	4.2				
Intersection Summary												
HCM 2010 Ctrl Delay			38.0									
HCM 2010 LOS			D									
Notes												

Lanes, Volumes, Timings
16: SR-111 & Thunderbird Rd.

2040 Auto/LSEV PM Peak Hour (ALT2)

With Project Improvements

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	57	17	67	22	21	27	33	1805	30	4	1411	96
Future Volume (vph)	57	17	67	22	21	27	33	1805	30	4	1411	96
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		50	0		0	210		0	195		135
Storage Lanes	0		1	0		0	1		0	1		1
Taper Length (ft)	60			60			60			60		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		479			372			923			1799	
Travel Time (s)		10.9			8.5			11.4			22.3	
Confl. Bikes (#/hr)			2			2			15			15
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA		Prot	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8								6
Detector Phase	4	4	4	8	8		5	2		1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5		9.5	22.5		9.5	22.5	22.5
Total Split (s)	24.0	24.0	24.0	24.0	24.0		11.0	56.0		10.0	55.0	55.0
Total Split (%)	26.7%	26.7%	26.7%	26.7%	26.7%		12.2%	62.2%		11.1%	61.1%	61.1%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		4.5	4.5		4.5		4.5	4.5		4.5	4.5	4.5
Lead/Lag							Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	Yes
Recall Mode	Ped	Ped	Ped	None	None		None	C-Max		None	C-Max	C-Max

Intersection Summary
























Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Splits and Phases: 16: SR-111 & Thunderbird Rd.



HCM 2010 Signalized Intersection Summary
16: SR-111 & Thunderbird Rd.

2040 Auto/LSEV PM Peak Hour (ALT2)
With Project Improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  			  	
Traffic Volume (veh/h)	57	17	67	22	21	27	33	1805	30	4	1411	96
Future Volume (veh/h)	57	17	67	22	21	27	33	1805	30	4	1411	96
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	60	18	71	23	22	28	35	1900	32	4	1485	101
Adj No. of Lanes	0	1	1	0	1	0	1	3	0	1	3	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	170	41	144	74	51	45	57	3872	65	9	3687	1116
Arrive On Green	0.09	0.09	0.09	0.09	0.09	0.09	0.03	0.75	0.75	0.01	1.00	1.00
Sat Flow, veh/h	1067	446	1557	234	550	488	1774	5148	87	1774	5085	1540
Grp Volume(v), veh/h	78	0	71	73	0	0	35	1251	681	4	1485	101
Grp Sat Flow(s),veh/h/ln	1513	0	1557	1273	0	0	1774	1695	1845	1774	1695	1540
Q Serve(g_s), s	0.0	0.0	3.9	1.3	0.0	0.0	1.8	13.0	13.1	0.2	0.0	0.0
Cycle Q Clear(g_c), s	4.3	0.0	3.9	5.6	0.0	0.0	1.8	13.0	13.1	0.2	0.0	0.0
Prop In Lane	0.77		1.00	0.32		0.38	1.00		0.05	1.00		1.00
Lane Grp Cap(c), veh/h	211	0	144	170	0	0	57	2550	1387	9	3687	1116
V/C Ratio(X)	0.37	0.00	0.49	0.43	0.00	0.00	0.61	0.49	0.49	0.43	0.40	0.09
Avail Cap(c_a), veh/h	390	0	337	361	0	0	128	2550	1387	108	3687	1116
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.32	0.32	0.32
Uniform Delay (d), s/veh	38.9	0.0	38.8	39.2	0.0	0.0	43.0	4.4	4.4	44.4	0.0	0.0
Incr Delay (d2), s/veh	1.1	0.0	2.6	1.7	0.0	0.0	10.0	0.7	1.2	9.5	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.0	1.8	1.8	0.0	0.0	1.0	6.1	6.9	0.1	0.0	0.0
LnGrp Delay(d),s/veh	40.0	0.0	41.4	40.9	0.0	0.0	53.0	5.1	5.6	53.9	0.1	0.1
LnGrp LOS	D		D	D			D	A	A	D	A	A
Approach Vol, veh/h		149			73			1967			1590	
Approach Delay, s/veh		40.7			40.9			6.1			0.2	
Approach LOS		D			D			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.0	72.2		12.8	7.4	69.7		12.8				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.5	51.5		19.5	6.5	50.5		19.5				
Max Q Clear Time (g_c+I1), s	2.2	15.1		6.3	3.8	2.0		7.6				
Green Ext Time (p_c), s	0.0	30.9		0.8	0.0	39.1		0.8				
Intersection Summary												
HCM 2010 Ctrl Delay			5.7									
HCM 2010 LOS			A									

Lanes, Volumes, Timings
17: SR-111 & Paxton Dr.

2040 Auto/LSEV PM Peak Hour (ALT2)
With Project Improvements

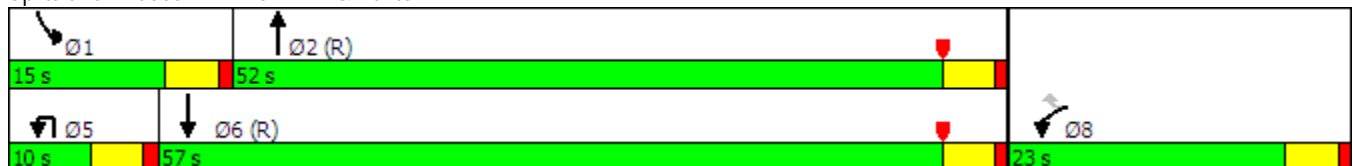


Lane Group	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↘	↑↑↑		↘	↑↑↑
Traffic Volume (vph)	123	130	1	1778	141	74	1375
Future Volume (vph)	123	130	1	1778	141	74	1375
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	60	125		0	195	
Storage Lanes	1	1	1		0	1	
Taper Length (ft)	60		60			60	
Right Turn on Red		Yes			Yes		
Link Speed (mph)	55			55			55
Link Distance (ft)	411			627			554
Travel Time (s)	5.1			7.8			6.9
Confl. Bikes (#/hr)		16			2		
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Shared Lane Traffic (%)							
Turn Type	Prot	Perm	Prot	NA		Prot	NA
Protected Phases	8		5	2		1	6
Permitted Phases		8					
Detector Phase	8	8	5	2		1	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	22.5	22.5	9.5	22.5		9.5	22.5
Total Split (s)	23.0	23.0	10.0	52.0		15.0	57.0
Total Split (%)	25.6%	25.6%	11.1%	57.8%		16.7%	63.3%
Yellow Time (s)	3.5	3.5	3.5	3.5		3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5		4.5	4.5
Lead/Lag			Lead	Lag		Lead	Lag
Lead-Lag Optimize?			Yes	Yes		Yes	Yes
Recall Mode	None	None	None	C-Max		None	C-Max

Intersection Summary














Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Splits and Phases: 17: SR-111 & Paxton Dr.























HCM 2010 Signalized Intersection Summary
17: SR-111 & Paxton Dr.

2040 Auto/LSEV PM Peak Hour (ALT2)
With Project Improvements

								
Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT	
Lane Configurations								
Traffic Volume (veh/h)	123	130	1	1778	141	74	1375	
Future Volume (veh/h)	123	130	1	1778	141	74	1375	
Number	3	18		2	12	1	6	
Initial Q (Qb), veh	0	0		0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00	1.00			0.98	1.00		
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00	1.00	
Adj Sat Flow, veh/h/ln	1863	1863		1863	1900	1863	1863	
Adj Flow Rate, veh/h	124	131		1796	142	75	1389	
Adj No. of Lanes	1	1		3	0	1	3	
Peak Hour Factor	0.99	0.99		0.99	0.99	0.99	0.99	
Percent Heavy Veh, %	2	2		2	2	2	2	
Cap, veh/h	191	171		3299	260	97	4028	
Arrive On Green	0.11	0.11		0.69	0.69	0.05	0.79	
Sat Flow, veh/h	1774	1583		4966	378	1774	5253	
Grp Volume(v), veh/h	124	131		1267	671	75	1389	
Grp Sat Flow(s),veh/h/ln	1774	1583		1695	1786	1774	1695	
Q Serve(g_s), s	6.0	7.2		16.8	16.9	3.8	7.0	
Cycle Q Clear(g_c), s	6.0	7.2		16.8	16.9	3.8	7.0	
Prop In Lane	1.00	1.00			0.21	1.00		
Lane Grp Cap(c), veh/h	191	171		2331	1228	97	4028	
V/C Ratio(X)	0.65	0.77		0.54	0.55	0.77	0.34	
Avail Cap(c_a), veh/h	365	325		2331	1228	207	4028	
HCM Platoon Ratio	1.00	1.00		1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00		1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	38.5	39.1		7.0	7.0	42.0	2.7	
Incr Delay (d2), s/veh	3.7	7.0		0.9	1.7	12.3	0.2	
Initial Q Delay(d3),s/veh	0.0	0.0		0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	3.2	3.5		8.0	8.8	2.2	3.3	
LnGrp Delay(d),s/veh	42.2	46.1		7.9	8.8	54.3	2.9	
LnGrp LOS	D	D		A	A	D	A	
Approach Vol, veh/h	255		1938			1464		
Approach Delay, s/veh	44.2		8.2			5.5		
Approach LOS	D		A			A		
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	9.4	66.4				75.8		14.2
Change Period (Y+Rc), s	4.5	4.5				4.5		4.5
Max Green Setting (Gmax), s	10.5	47.5				52.5		18.5
Max Q Clear Time (g_c+I1), s	5.8	18.9				9.0		9.2
Green Ext Time (p_c), s	0.0	24.4				34.6		0.5
Intersection Summary								
HCM 2010 Ctrl Delay			9.7					
HCM 2010 LOS			A					
Notes								

Lanes, Volumes, Timings
 18: San Jacinto Dr. & Rancho Las Palmas

2040 Auto/LSEV PM Peak Hour (ALT2)
 With Project Improvements

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	57	173	56	86	119	61	93	11	38	70	26	61
Future Volume (vph)	57	173	56	86	119	61	93	11	38	70	26	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	55		0	105		0	0		80	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	70			65			60			60		
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		481			423			425			397	
Travel Time (s)		10.9			9.6			9.7			9.0	
Confl. Peds. (#/hr)	5					5			5	5		
Confl. Bikes (#/hr)			3			3			3			3
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

Intersection	
Intersection Delay, s/veh	11
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations		↵	↕↔			↵	↕↔				↵	↕↔
Traffic Vol, veh/h	0	57	173	56	0	86	119	61	0	93	11	38
Future Vol, veh/h	0	57	173	56	0	86	119	61	0	93	11	38
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	60	182	59	0	91	125	64	0	98	12	40
Number of Lanes	0	1	2	0	0	1	2	0	0	0	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	3	3	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	2	3
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	1	3
HCM Control Delay	10.7	10.5	11.3
HCM LOS	B	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	89%	0%	100%	0%	0%	100%	0%	0%	45%
Vol Thru, %	11%	0%	0%	100%	51%	0%	100%	39%	17%
Vol Right, %	0%	100%	0%	0%	49%	0%	0%	61%	39%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	104	38	57	115	114	86	79	101	157
LT Vol	93	0	57	0	0	86	0	0	70
Through Vol	11	0	0	115	58	0	79	40	26
RT Vol	0	38	0	0	56	0	0	61	61
Lane Flow Rate	109	40	60	121	120	91	84	106	165
Geometry Grp	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.219	0.067	0.115	0.216	0.202	0.175	0.15	0.177	0.304
Departure Headway (Hd)	7.198	6.045	6.927	6.419	6.068	6.968	6.46	6.029	6.631
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	497	590	516	557	589	513	553	592	540
Service Time	4.966	3.812	4.689	4.18	3.83	4.731	4.223	3.792	4.396
HCM Lane V/C Ratio	0.219	0.068	0.116	0.217	0.204	0.177	0.152	0.179	0.306
HCM Control Delay	12	9.3	10.6	11	10.4	11.2	10.4	10.1	12.3
HCM Lane LOS	B	A	B	B	B	B	B	B	B
HCM 95th-tile Q	0.8	0.2	0.4	0.8	0.7	0.6	0.5	0.6	1.3

Intersection

Intersection Delay, s/veh
 Intersection LOS

Movement	SBU	SBL	SBT	SBR
Lane Configurations			↕	
Traffic Vol, veh/h	0	70	26	61
Future Vol, veh/h	0	70	26	61
Peak Hour Factor	0.92	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	74	27	64
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	3
Conflicting Approach Right	EB
Conflicting Lanes Right	3
HCM Control Delay	12.3
HCM LOS	B

Lanes, Volumes, Timings
 19: Bob Hope Dr. & Rancho Las Palmas

2040 Auto/LSEV PM Peak Hour (ALT2)
 With Project Improvements

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	187	16	50	38	16	43	48	1263	35	27	1173	196
Future Volume (vph)	187	16	50	38	16	43	48	1263	35	27	1173	196
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	110		0	0		50	105		80	120		120
Storage Lanes	1		1	0		1	1		1	1		1
Taper Length (ft)	70			60			60			75		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		459			277			813			520	
Travel Time (s)		10.4			6.3			12.3			7.9	
Confl. Peds. (#/hr)	4		4	4		4	8		10	10		8
Confl. Bikes (#/hr)			3			2			24			24
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	4	4	4	8	8	8	2	2	2	6	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	37.0	37.0	37.0	37.0	37.0	37.0	68.0	68.0	68.0	68.0	68.0	68.0
Total Split (%)	35.2%	35.2%	35.2%	35.2%	35.2%	35.2%	64.8%	64.8%	64.8%	64.8%	64.8%	64.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Ped	Ped	Ped	Ped	Ped	Ped	C-Max	C-Max	C-Max	C-Max	C-Max	C-Max

Intersection Summary
























Area Type: Other
 Cycle Length: 105
 Actuated Cycle Length: 105
 Offset: 44 (42%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Splits and Phases: 19: Bob Hope Dr. & Rancho Las Palmas



HCM 2010 Signalized Intersection Summary
 19: Bob Hope Dr. & Rancho Las Palmas

2040 Auto/LSEV PM Peak Hour (ALT2)
 With Project Improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	187	16	50	38	16	43	48	1263	35	27	1173	196
Future Volume (veh/h)	187	16	50	38	16	43	48	1263	35	27	1173	196
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	0.99		0.98	1.00		0.96	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	203	17	54	41	17	47	52	1373	38	29	1275	213
Adj No. of Lanes	1	1	1	0	1	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	305	389	324	263	100	324	259	2497	1073	336	2497	1090
Arrive On Green	0.21	0.21	0.21	0.21	0.21	0.21	1.00	1.00	1.00	0.71	0.71	0.71
Sat Flow, veh/h	1326	1863	1550	980	477	1552	353	3539	1521	379	3539	1546
Grp Volume(v), veh/h	203	17	54	58	0	47	52	1373	38	29	1275	213
Grp Sat Flow(s),veh/h/ln	1326	1863	1550	1457	0	1552	353	1770	1521	379	1770	1546
Q Serve(g_s), s	15.6	0.8	3.0	2.4	0.0	2.6	4.6	0.0	0.0	2.6	17.4	4.9
Cycle Q Clear(g_c), s	18.8	0.8	3.0	3.2	0.0	2.6	22.0	0.0	0.0	2.6	17.4	4.9
Prop In Lane	1.00		1.00	0.71		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	305	389	324	363	0	324	259	2497	1073	336	2497	1090
V/C Ratio(X)	0.67	0.04	0.17	0.16	0.00	0.14	0.20	0.55	0.04	0.09	0.51	0.20
Avail Cap(c_a), veh/h	438	577	480	508	0	480	259	2497	1073	336	2497	1090
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	0.87	0.87	0.87	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.9	33.2	34.0	34.1	0.0	33.9	2.6	0.0	0.0	4.9	7.1	5.3
Incr Delay (d2), s/veh	2.5	0.0	0.2	0.2	0.0	0.2	1.5	0.8	0.1	0.5	0.7	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.9	0.4	1.3	1.4	0.0	1.1	0.5	0.3	0.0	0.3	8.6	2.2
LnGrp Delay(d),s/veh	44.4	33.2	34.3	34.3	0.0	34.1	4.1	0.8	0.1	5.4	7.9	5.7
LnGrp LOS	D	C	C	C		C	A	A	A	A	A	A
Approach Vol, veh/h		274			105			1463			1517	
Approach Delay, s/veh		41.7			34.2			0.9			7.5	
Approach LOS		D			C			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		78.6		26.4		78.6		26.4				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		63.5		32.5		63.5		32.5				
Max Q Clear Time (g_c+I1), s		24.0		20.8		19.4		5.2				
Green Ext Time (p_c), s		31.1		1.1		33.9		1.4				
Intersection Summary												
HCM 2010 Ctrl Delay			8.2									
HCM 2010 LOS			A									

Lanes, Volumes, Timings
 20: Bob Hope Dr. & Avenida Las Palmas

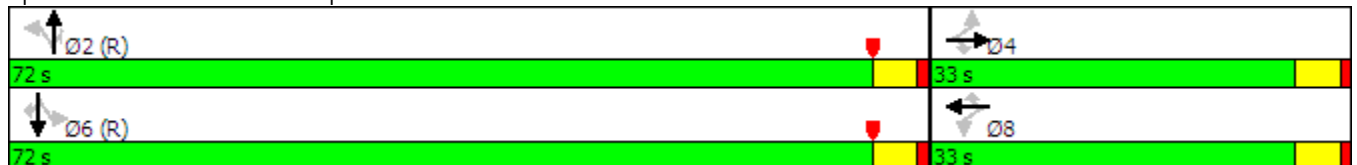
2040 Auto/LSEV PM Peak Hour (ALT2)
 With Project Improvements

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	66	9	89	91	20	261	87	1044	181	71	1145	75
Future Volume (vph)	66	9	89	91	20	261	87	1044	181	71	1145	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		25	0		180	100		40	120		120
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	60			60			60			80		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		299			661			491			813	
Travel Time (s)		6.8			15.0			7.4			12.3	
Confl. Peds. (#/hr)	9		11	11		9	14		10	10		14
Confl. Bikes (#/hr)			3			2			24			24
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Shared Lane Traffic (%)												
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	4	4	4	8	8	8	2	2	2	6	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	33.0	33.0	33.0	33.0	33.0	33.0	72.0	72.0	72.0	72.0	72.0	72.0
Total Split (%)	31.4%	31.4%	31.4%	31.4%	31.4%	31.4%	68.6%	68.6%	68.6%	68.6%	68.6%	68.6%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Ped	Ped	Ped	Ped	Ped	Ped	C-Max	C-Max	C-Max	C-Max	C-Max	C-Max

Intersection Summary























Area Type: Other
 Cycle Length: 105
 Actuated Cycle Length: 105
 Offset: 48 (46%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Splits and Phases: 20: Bob Hope Dr. & Avenida Las Palmas



HCM 2010 Signalized Intersection Summary
 20: Bob Hope Dr. & Avenida Las Palmas

2040 Auto/LSEV PM Peak Hour (ALT2)
 With Project Improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	66	9	89	91	20	261	87	1044	181	71	1145	75
Future Volume (veh/h)	66	9	89	91	20	261	87	1044	181	71	1145	75
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.96	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	69	9	93	95	21	272	91	1088	189	74	1193	78
Adj No. of Lanes	0	1	1	0	1	1	1	2	1	1	2	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	65	5	418	62	8	419	347	2275	973	278	2275	973
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.64	0.64	0.64	1.00	1.00	1.00
Sat Flow, veh/h	0	17	1542	0	29	1543	433	3539	1513	431	3539	1513
Grp Volume(v), veh/h	78	0	93	116	0	272	91	1088	189	74	1193	78
Grp Sat Flow(s),veh/h/ln	17	0	1542	29	0	1543	433	1770	1513	431	1770	1513
Q Serve(g_s), s	0.0	0.0	4.9	0.0	0.0	16.4	10.0	16.6	5.4	6.1	0.0	0.0
Cycle Q Clear(g_c), s	28.5	0.0	4.9	28.5	0.0	16.4	10.0	16.6	5.4	22.7	0.0	0.0
Prop In Lane	0.88		1.00	0.82		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	69	0	418	70	0	419	347	2275	973	278	2275	973
V/C Ratio(X)	1.13	0.00	0.22	1.65	0.00	0.65	0.26	0.48	0.19	0.27	0.52	0.08
Avail Cap(c_a), veh/h	69	0	418	70	0	419	347	2275	973	278	2275	973
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.86	0.86	0.86
Uniform Delay (d), s/veh	50.6	0.0	29.7	49.3	0.0	33.8	8.5	9.7	7.7	2.8	0.0	0.0
Incr Delay (d2), s/veh	146.7	0.0	0.3	348.2	0.0	3.5	1.8	0.7	0.4	2.0	0.7	0.1
Initial Q Delay(d3),s/veh	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	0.0	2.1	8.8	0.0	7.4	1.4	8.2	2.3	0.8	0.2	0.0
LnGrp Delay(d),s/veh	197.5	0.0	29.9	397.6	0.0	37.3	10.3	10.4	8.1	4.8	0.7	0.1
LnGrp LOS	F		C	F		D	B	B	A	A	A	A
Approach Vol, veh/h		171			388			1368			1345	
Approach Delay, s/veh		106.3			145.0			10.1			0.9	
Approach LOS		F			F			B			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		72.0		33.0		72.0		33.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		67.5		28.5		67.5		28.5				
Max Q Clear Time (g_c+I1), s		18.6		30.5		24.7		30.5				
Green Ext Time (p_c), s		33.2		0.0		30.3		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			27.4									
HCM 2010 LOS			C									

Lanes, Volumes, Timings
 21: Bob Hope Dr. & Commercial Dwy.

2040 Auto/LSEV PM Peak Hour (ALT2)
 With Project Improvements



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	70	1407	60	0	1486
Future Volume (vph)	0	70	1407	60	0	1486
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		160	0	
Storage Lanes	0	1		0	0	
Taper Length (ft)	60				60	
Link Speed (mph)	30		45			45
Link Distance (ft)	471		345			491
Travel Time (s)	10.7		5.2			7.4
Confl. Peds. (#/hr)		20		13	13	
Confl. Bikes (#/hr)		22		4		
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Shared Lane Traffic (%)						
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

Intersection						
Int Delay, s/veh	0.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↑	↑↑			↑↑
Traffic Vol, veh/h	0	70	1407	60	0	1486
Future Vol, veh/h	0	70	1407	60	0	1486
Conflicting Peds, #/hr	0	20	0	13	13	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	75	1513	65	0	1598

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	-	822	0 0
Stage 1	-	-	- -
Stage 2	-	-	- -
Critical Hdwy	-	6.94	- -
Critical Hdwy Stg 1	-	-	- -
Critical Hdwy Stg 2	-	-	- -
Follow-up Hdwy	-	3.32	- -
Pot Cap-1 Maneuver	0	317	0 -
Stage 1	0	-	0 -
Stage 2	0	-	0 -
Platoon blocked, %			- -
Mov Cap-1 Maneuver	-	307	- -
Mov Cap-2 Maneuver	-	-	- -
Stage 1	-	-	- -
Stage 2	-	-	- -

Approach	WB	NB	SB
HCM Control Delay, s	20.5	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	- 307	-
HCM Lane V/C Ratio	-	- 0.245	-
HCM Control Delay (s)	-	- 20.5	-
HCM Lane LOS	-	- C	-
HCM 95th %tile Q(veh)	-	- 0.9	-

Lanes, Volumes, Timings
22: SR-111 & Bob Hope Dr.

2040 Auto/LSEV PM Peak Hour (ALT2)
With Additional Improvements

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	22	17	869	22	303	17	1932	575	671	1522	12
Future Volume (vph)	8	22	17	869	22	303	17	1932	575	671	1522	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	225		150	100		240	250		0
Storage Lanes	0		0	1		0	1		1	2		0
Taper Length (ft)	60			80			70			110		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			50			50	
Link Distance (ft)		303			469			677			754	
Travel Time (s)		4.6			7.1			9.2			10.3	
Confl. Bikes (#/hr)			2			3			25			5
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Shared Lane Traffic (%)				10%								
Turn Type	Split	NA		Split	NA		Prot	NA	pm+ov	Prot	NA	
Protected Phases	4	4		8	8		5	2	8	1	6	
Permitted Phases									2			
Detector Phase	4	4		8	8		5	2	8	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5		9.5	22.5	22.5	9.5	22.5	
Total Split (s)	22.5	22.5		30.0	30.0		10.0	43.5	30.0	24.0	57.5	
Total Split (%)	18.8%	18.8%		25.0%	25.0%		8.3%	36.3%	25.0%	20.0%	47.9%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		Ped	Ped		None	C-Max	Ped	None	C-Max	

Intersection Summary






















Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 120
 Control Type: Actuated-Coordinated

Splits and Phases: 22: SR-111 & Bob Hope Dr.



HCM 2010 Signalized Intersection Summary
 22: SR-111 & Bob Hope Dr.

2040 Auto/LSEV PM Peak Hour (ALT2)
 With Additional Improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	22	17	869	22	303	17	1932	575	671	1522	12
Future Volume (veh/h)	8	22	17	869	22	303	17	1932	575	671	1522	12
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	8	23	18	867	76	316	18	2012	599	699	1585	12
Adj No. of Lanes	0	1	0	2	1	0	1	3	1	2	3	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	10	30	23	754	66	276	33	2228	1013	559	3029	23
Arrive On Green	0.04	0.04	0.04	0.21	0.21	0.21	0.04	0.88	0.88	0.16	0.58	0.58
Sat Flow, veh/h	281	807	632	3548	312	1298	1774	5085	1544	3442	5205	39
Grp Volume(v), veh/h	49	0	0	867	0	392	18	2012	599	699	1032	565
Grp Sat Flow(s),veh/h/ln	1720	0	0	1774	0	1610	1774	1695	1544	1721	1695	1855
Q Serve(g_s), s	3.4	0.0	0.0	25.5	0.0	25.5	1.2	28.1	16.0	19.5	22.0	22.0
Cycle Q Clear(g_c), s	3.4	0.0	0.0	25.5	0.0	25.5	1.2	28.1	16.0	19.5	22.0	22.0
Prop In Lane	0.16		0.37	1.00		0.81	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	63	0	0	754	0	342	33	2228	1013	559	1973	1079
V/C Ratio(X)	0.77	0.00	0.00	1.15	0.00	1.15	0.54	0.90	0.59	1.25	0.52	0.52
Avail Cap(c_a), veh/h	258	0	0	754	0	342	81	2228	1013	559	1973	1079
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.09	0.09	0.09	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.3	0.0	0.0	47.2	0.0	47.3	57.2	5.9	2.2	50.3	15.1	15.1
Incr Delay (d2), s/veh	17.8	0.0	0.0	82.4	0.0	94.3	1.2	0.7	0.2	126.7	1.0	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.0	0.0	21.1	0.0	20.3	0.6	11.7	9.7	19.1	10.5	11.7
LnGrp Delay(d),s/veh	75.1	0.0	0.0	129.7	0.0	141.5	58.5	6.6	2.5	177.0	16.1	16.9
LnGrp LOS	E			F		F	E	A	A	F	B	B
Approach Vol, veh/h		49			1259			2629			2296	
Approach Delay, s/veh		75.1			133.4			6.0			65.3	
Approach LOS		E			F			A			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	24.0	57.1		8.9	6.8	74.3		30.0				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	19.5	39.0		18.0	5.5	53.0		25.5				
Max Q Clear Time (g_c+I1), s	21.5	30.1		5.4	3.2	24.0		27.5				
Green Ext Time (p_c), s	0.0	8.7		0.1	0.0	27.2		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			54.1									
HCM 2010 LOS			D									
Notes												

Lanes, Volumes, Timings
23: SR-111 & Magnesia Falls Dr.

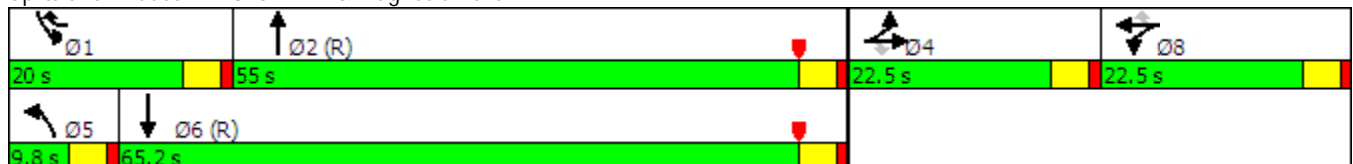
2040 Auto/LSEV PM Peak Hour (ALT2)
With Additional Improvements

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗	↖	↖	↗	↖	↑↑↑		↖	↑↑↑	
Traffic Volume (vph)	27	37	26	262	19	375	44	2135	439	297	2128	33
Future Volume (vph)	27	37	26	262	19	375	44	2135	439	297	2128	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		65	90		90	170		0	215		0
Storage Lanes	0		1	1		1	1		0	1		0
Taper Length (ft)	60			60			80			80		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			50			50	
Link Distance (ft)		488			382			582			677	
Travel Time (s)		11.1			8.7			7.9			9.2	
Confl. Bikes (#/hr)			6			2			23			22
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Shared Lane Traffic (%)				47%								
Turn Type	Split	NA	Perm	Split	NA	pm+ov	Prot	NA		Prot	NA	
Protected Phases	4	4		8	8	1	5	2		1	6	
Permitted Phases			4			8						
Detector Phase	4	4	4	8	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	9.5	9.5	22.5		9.5	22.5	
Total Split (s)	22.5	22.5	22.5	22.5	22.5	20.0	9.8	55.0		20.0	65.2	
Total Split (%)	18.8%	18.8%	18.8%	18.8%	18.8%	16.7%	8.2%	45.8%		16.7%	54.3%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.5	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5	
Lead/Lag						Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?						Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	None	None	Ped	Ped	None	None	C-Max		None	C-Max	

Intersection Summary
























Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 26 (22%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 120
 Control Type: Actuated-Coordinated

Splits and Phases: 23: SR-111 & Magnesia Falls Dr.



HCM 2010 Signalized Intersection Summary
23: SR-111 & Magnesia Falls Dr.

2040 Auto/LSEV PM Peak Hour (ALT2)
With Additional Improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	37	26	262	19	375	44	2135	439	297	2128	33
Future Volume (veh/h)	27	37	26	262	19	375	44	2135	439	297	2128	33
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.99	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	29	40	28	296	0	403	47	2296	472	319	2288	35
Adj No. of Lanes	0	1	1	2	0	1	1	3	0	1	3	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	41	57	82	532	0	438	60	2203	427	229	3157	48
Arrive On Green	0.05	0.05	0.05	0.15	0.00	0.15	0.03	0.52	0.52	0.26	1.00	1.00
Sat Flow, veh/h	767	1058	1525	3548	0	1560	1774	4260	825	1774	5157	79
Grp Volume(v), veh/h	69	0	28	296	0	403	47	1799	969	319	1502	821
Grp Sat Flow(s),veh/h/ln	1824	0	1525	1774	0	1560	1774	1695	1695	1774	1695	1846
Q Serve(g_s), s	4.5	0.0	2.1	9.3	0.0	18.0	3.2	62.0	62.0	15.5	0.0	0.0
Cycle Q Clear(g_c), s	4.5	0.0	2.1	9.3	0.0	18.0	3.2	62.0	62.0	15.5	0.0	0.0
Prop In Lane	0.42		1.00	1.00		1.00	1.00		0.49	1.00		0.04
Lane Grp Cap(c), veh/h	98	0	82	532	0	438	60	1753	877	229	2076	1130
V/C Ratio(X)	0.70	0.00	0.34	0.56	0.00	0.92	0.78	1.03	1.11	1.39	0.72	0.73
Avail Cap(c_a), veh/h	274	0	229	532	0	438	78	1753	877	229	2076	1130
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.66	0.66	0.66
Uniform Delay (d), s/veh	55.8	0.0	54.7	47.3	0.0	42.0	57.5	29.0	29.0	44.5	0.0	0.0
Incr Delay (d2), s/veh	8.8	0.0	2.4	1.3	0.0	24.4	30.1	28.4	63.7	193.2	1.5	2.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	0.0	1.0	4.7	0.0	15.9	2.1	35.9	44.5	19.8	0.4	0.9
LnGrp Delay(d),s/veh	64.6	0.0	57.2	48.6	0.0	66.4	87.6	57.4	92.7	237.7	1.5	2.7
LnGrp LOS	E		E	D		E	F	F	F	F	A	A
Approach Vol, veh/h		97			699			2815			2642	
Approach Delay, s/veh		62.5			58.8			70.1			30.4	
Approach LOS		E			E			E			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	20.0	66.5		11.0	8.6	78.0		22.5				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	15.5	50.5		18.0	5.3	60.7		18.0				
Max Q Clear Time (g_c+I1), s	17.5	64.0		6.5	5.2	2.0		20.0				
Green Ext Time (p_c), s	0.0	0.0		0.3	0.0	57.2		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			51.9									
HCM 2010 LOS			D									
Notes												

Lanes, Volumes, Timings
24: Monterey Av. & Parkview Dr.

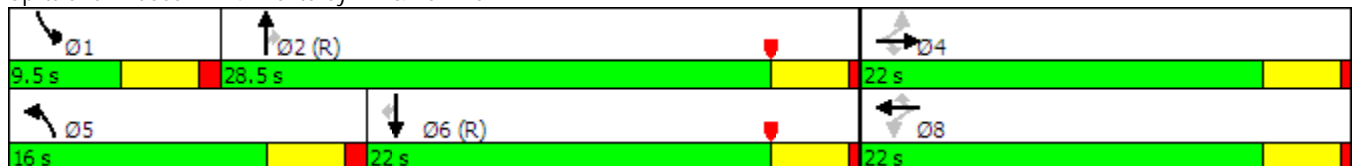
2040 Auto/LSEV PM Peak Hour (ALT2)
With Project Improvements

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	200	14	252	38	45	53	375	1936	111	11	1253	123
Future Volume (vph)	200	14	252	38	45	53	375	1936	111	11	1253	123
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	90		90	0		0	145		0	400		100
Storage Lanes	1		1	1		1	1		1	2		1
Taper Length (ft)	60			60			90			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			50			50	
Link Distance (ft)		583			473			600			604	
Travel Time (s)		13.3			10.8			8.2			8.2	
Confl. Bikes (#/hr)			22			16			12			19
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8			2			6
Detector Phase	4	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.0	22.0	22.0	22.0	22.0	22.0	9.5	22.0	22.0	9.5	22.0	22.0
Total Split (s)	22.0	22.0	22.0	22.0	22.0	22.0	16.0	28.5	28.5	9.5	22.0	22.0
Total Split (%)	36.7%	36.7%	36.7%	36.7%	36.7%	36.7%	26.7%	47.5%	47.5%	15.8%	36.7%	36.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	1.0	0.5	0.5	1.0	0.5	0.5
Lost Time Adjust (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
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.5	4.0	4.0	4.5	4.0	4.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	Ped	Ped	Ped	Ped	Ped	Ped	None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary

























Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 34 (57%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated

Splits and Phases: 24: Monterey Av. & Parkview Dr.



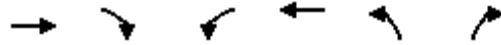
HCM 2010 Signalized Intersection Summary
 24: Monterey Av. & Parkview Dr.

2040 Auto/LSEV PM Peak Hour (ALT2)
 With Project Improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	200	14	252	38	45	53	375	1936	111	11	1253	123
Future Volume (veh/h)	200	14	252	38	45	53	375	1936	111	11	1253	123
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.98	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	217	15	274	41	49	58	408	2104	121	12	1362	134
Adj No. of Lanes	1	1	1	1	1	1	1	3	1	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	395	438	360	369	438	362	340	2753	843	52	1855	555
Arrive On Green	0.24	0.24	0.24	0.24	0.24	0.24	0.19	0.54	0.54	0.02	0.36	0.36
Sat Flow, veh/h	1281	1863	1531	1086	1863	1540	1774	5085	1557	3442	5085	1521
Grp Volume(v), veh/h	217	15	274	41	49	58	408	2104	121	12	1362	134
Grp Sat Flow(s),veh/h/ln	1281	1863	1531	1086	1863	1540	1774	1695	1557	1721	1695	1521
Q Serve(g_s), s	9.6	0.4	10.0	1.8	1.2	1.8	11.5	19.4	2.3	0.2	13.9	3.7
Cycle Q Clear(g_c), s	10.8	0.4	10.0	2.2	1.2	1.8	11.5	19.4	2.3	0.2	13.9	3.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	395	438	360	369	438	362	340	2753	843	52	1855	555
V/C Ratio(X)	0.55	0.03	0.76	0.11	0.11	0.16	1.20	0.76	0.14	0.23	0.73	0.24
Avail Cap(c_a), veh/h	478	559	459	439	559	462	340	2753	843	287	1855	555
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.3	17.7	21.4	18.5	18.0	18.2	24.3	10.8	6.8	29.2	16.5	13.3
Incr Delay (d2), s/veh	1.2	0.0	5.5	0.1	0.1	0.2	114.8	2.1	0.4	2.2	2.6	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	0.2	4.7	0.6	0.7	0.8	16.4	9.5	1.1	0.1	6.9	1.7
LnGrp Delay(d),s/veh	23.5	17.7	26.9	18.7	18.1	18.4	139.1	12.8	7.2	31.4	19.2	14.3
LnGrp LOS	C	B	C	B	B	B	F	B	A	C	B	B
Approach Vol, veh/h		506			148			2633			1508	
Approach Delay, s/veh		25.2			18.4			32.2			18.8	
Approach LOS		C			B			C			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.4	36.5		18.1	16.0	25.9		18.1				
Change Period (Y+Rc), s	4.5	4.0		4.0	4.5	4.0		4.0				
Max Green Setting (Gmax), s	5.0	24.5		18.0	11.5	18.0		18.0				
Max Q Clear Time (g_c+I1), s	2.2	21.4		12.8	13.5	15.9		4.2				
Green Ext Time (p_c), s	0.0	3.0		1.3	0.0	2.0		2.2				
Intersection Summary												
HCM 2010 Ctrl Delay			26.8									
HCM 2010 LOS			C									

Lanes, Volumes, Timings
 25: San Pablo Ave. & Magnesia Falls Dr.

2040 Auto/LSEV PM Peak Hour (ALT2)
 With Project Improvements



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↑	↑	↑	↑
Traffic Volume (vph)	240	115	183	38	181	155
Future Volume (vph)	240	115	183	38	181	155
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		50	155		200	0
Storage Lanes		1	1		1	1
Taper Length (ft)			120		120	
Link Speed (mph)	35			35	35	
Link Distance (ft)	823			2649	1341	
Travel Time (s)	16.0			51.6	26.1	
Confl. Peds. (#/hr)		14	14		10	11
Confl. Bikes (#/hr)		28				18
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Shared Lane Traffic (%)						
Sign Control	Stop			Stop	Stop	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

Intersection	
Intersection Delay, s/veh	12
Intersection LOS	B

Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBU	NBL	NBR
Lane Configurations		↑	↑		↑	↑		↑	↑
Traffic Vol, veh/h	0	240	115	0	183	38	0	181	155
Future Vol, veh/h	0	240	115	0	183	38	0	181	155
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	258	124	0	197	41	0	195	167
Number of Lanes	0	1	1	0	1	1	0	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	2
HCM Control Delay	11.9	12.4	11.8
HCM LOS	B	B	B






















Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2
Vol Left, %	100%	0%	0%	0%	100%	0%
Vol Thru, %	0%	0%	100%	0%	0%	100%
Vol Right, %	0%	100%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	181	155	240	115	183	38
LT Vol	181	0	0	0	183	0
Through Vol	0	0	240	0	0	38
RT Vol	0	155	0	115	0	0
Lane Flow Rate	195	167	258	124	197	41
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.364	0.255	0.429	0.181	0.363	0.07
Departure Headway (Hd)	6.728	5.516	5.988	5.278	6.641	6.133
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	535	652	601	680	541	584
Service Time	4.462	3.25	3.721	3.011	4.378	3.87
HCM Lane V/C Ratio	0.364	0.256	0.429	0.182	0.364	0.07
HCM Control Delay	13.3	10.1	13.2	9.2	13.1	9.3
HCM Lane LOS	B	B	B	A	B	A
HCM 95th-tile Q	1.7	1	2.1	0.7	1.6	0.2

Lanes, Volumes, Timings

2040 Auto/LSEV PM Peak Hour (ALT2)

26: San Pablo Ave. & College of the Desert (Alumni Dr.)

With Project Improvements

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	161	4	201	50	22	37	81	214	96	53	185	132
Future Volume (vph)	161	4	201	50	22	37	81	214	96	53	185	132
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		100	0		0	0		60	0		135
Storage Lanes	0		1	1		0	1		1	0		1
Taper Length (ft)	60			60			60			60		
Link Speed (mph)		30			30			35				35
Link Distance (ft)		595			218			303				1341
Travel Time (s)		13.5			5.0			5.9				26.1
Confl. Peds. (#/hr)	35						35		47	47		
Confl. Bikes (#/hr)			5				2		25			26
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection	
Intersection Delay, s/veh	16.1
Intersection LOS	C

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations			↶	↷		↶	↷			↶	↷	↷
Traffic Vol, veh/h	0	161	4	201	0	50	22	37	0	81	214	96
Future Vol, veh/h	0	161	4	201	0	50	22	37	0	81	214	96
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	175	4	218	0	54	24	40	0	88	233	104
Number of Lanes	0	0	1	1	0	1	1	0	0	1	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	2	2
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	2	3	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	3	2	2
HCM Control Delay	16.1	13	15.5
HCM LOS	C	B	C

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	98%	0%	100%	0%	22%	0%
Vol Thru, %	0%	100%	0%	2%	0%	0%	37%	78%	0%
Vol Right, %	0%	0%	100%	0%	100%	0%	63%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	81	214	96	165	201	50	59	238	132
LT Vol	81	0	0	161	0	50	0	53	0
Through Vol	0	214	0	4	0	0	22	185	0
RT Vol	0	0	96	0	201	0	37	0	132
Lane Flow Rate	88	233	104	179	218	54	64	259	143
Geometry Grp	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.202	0.502	0.204	0.416	0.433	0.139	0.147	0.569	0.282
Departure Headway (Hd)	8.275	7.763	7.047	8.349	7.139	9.222	8.257	7.916	7.084
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	432	463	507	430	502	387	432	455	505
Service Time	6.045	5.533	4.816	6.118	4.907	7.012	6.046	5.686	4.853
HCM Lane V/C Ratio	0.204	0.503	0.205	0.416	0.434	0.14	0.148	0.569	0.283
HCM Control Delay	13.1	18.2	11.6	17	15.3	13.5	12.5	20.7	12.6
HCM Lane LOS	B	C	B	C	C	B	B	C	B
HCM 95th-tile Q	0.7	2.8	0.8	2	2.2	0.5	0.5	3.5	1.1

Intersection

Intersection Delay, s/veh
 Intersection LOS

Movement	SBU	SBL	SBT	SBR
Lane Configurations			↖	↗
Traffic Vol, veh/h	0	53	185	132
Future Vol, veh/h	0	53	185	132
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	58	201	143
Number of Lanes	0	0	1	1

Approach	SB
Opposing Approach	NB
Opposing Lanes	3
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	17.8
HCM LOS	C

Lanes, Volumes, Timings
27: Portola Av. & Magnesia Falls Dr.

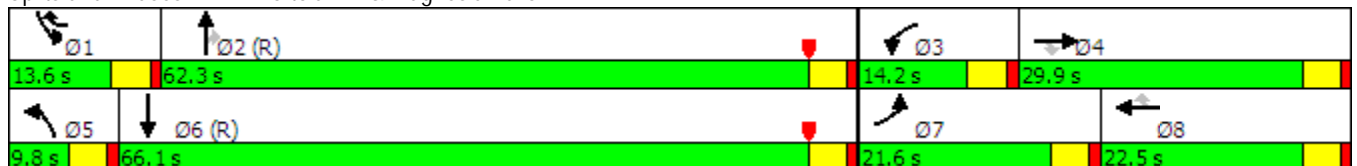
2040 Auto/LSEV PM Peak Hour (ALT2)
With Additional Improvements

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	242	97	87	59	66	342	47	1653	67	97	1403	171
Future Volume (vph)	242	97	87	59	66	342	47	1653	67	97	1403	171
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	230		230	200		200	90		105	355		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	60			60			95			80		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		35			35			50			50	
Link Distance (ft)		2649			517			536			570	
Travel Time (s)		51.6			10.1			7.3			7.8	
Confl. Bikes (#/hr)			18			18			2			3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Shared Lane Traffic (%)												
Turn Type	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8	1	5	2		1	6	
Permitted Phases			4			8			2			
Detector Phase	7	4	4	3	8	1	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	9.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	21.6	29.9	29.9	14.2	22.5	13.6	9.8	62.3	62.3	13.6	66.1	
Total Split (%)	18.0%	24.9%	24.9%	11.8%	18.8%	11.3%	8.2%	51.9%	51.9%	11.3%	55.1%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (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
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Ped	Ped	None	None	None	None	C-Max	C-Max	None	C-Max	

Intersection Summary

























Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 120
 Control Type: Actuated-Coordinated

Splits and Phases: 27: Portola Av. & Magnesia Falls Dr.



HCM 2010 Signalized Intersection Summary
27: Portola Av. & Magnesia Falls Dr.

2040 Auto/LSEV PM Peak Hour (ALT2)
With Additional Improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	242	97	87	59	66	342	47	1653	67	97	1403	171
Future Volume (veh/h)	242	97	87	59	66	342	47	1653	67	97	1403	171
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.96	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	252	101	91	61	69	356	49	1722	70	101	1461	178
Adj No. of Lanes	1	1	1	1	1	1	1	2	1	1	2	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	253	462	382	79	279	340	63	1724	755	125	1656	200
Arrive On Green	0.14	0.25	0.25	0.04	0.15	0.15	0.04	0.49	0.49	0.07	0.52	0.52
Sat Flow, veh/h	1774	1863	1539	1774	1863	1522	1774	3539	1549	1774	3172	382
Grp Volume(v), veh/h	252	101	91	61	69	356	49	1722	70	101	808	831
Grp Sat Flow(s),veh/h/ln	1774	1863	1539	1774	1863	1522	1774	1770	1549	1774	1770	1785
Q Serve(g_s), s	17.0	5.2	5.7	4.1	3.9	18.0	3.3	58.3	2.9	6.7	48.2	50.0
Cycle Q Clear(g_c), s	17.0	5.2	5.7	4.1	3.9	18.0	3.3	58.3	2.9	6.7	48.2	50.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.21
Lane Grp Cap(c), veh/h	253	462	382	79	279	340	63	1724	755	125	924	932
V/C Ratio(X)	1.00	0.22	0.24	0.78	0.25	1.05	0.78	1.00	0.09	0.81	0.87	0.89
Avail Cap(c_a), veh/h	253	462	382	143	279	340	78	1724	755	135	924	932
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.4	35.9	36.0	56.8	45.0	46.9	57.4	30.7	16.5	55.0	25.2	25.6
Incr Delay (d2), s/veh	55.7	0.2	0.3	15.0	0.5	62.0	31.6	21.4	0.2	28.1	11.3	12.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.2	2.7	2.4	2.3	2.0	17.1	2.2	33.6	1.3	4.3	26.2	27.7
LnGrp Delay(d),s/veh	107.1	36.1	36.4	71.7	45.5	108.9	89.0	52.1	16.8	83.1	36.5	38.3
LnGrp LOS	F	D	D	E	D	F	F	D	B	F	D	D
Approach Vol, veh/h		444			486			1841			1740	
Approach Delay, s/veh		76.4			95.2			51.7			40.1	
Approach LOS		E			F			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.9	63.0	9.8	34.3	8.8	67.1	21.6	22.5				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	9.1	57.8	9.7	25.4	5.3	61.6	17.1	18.0				
Max Q Clear Time (g_c+I1), s	8.7	60.3	6.1	7.7	5.3	52.0	19.0	20.0				
Green Ext Time (p_c), s	0.0	0.0	0.0	2.4	0.0	9.2	0.0	0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			54.4									
HCM 2010 LOS			D									

Lanes, Volumes, Timings
28: El Dorado Dr. & Fred Waring Dr.

2040 Auto/LSEV PM Peak Hour (ALT2)
With Additional Improvements

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	1668	407	337	1667	40	304	21	384	36	15	33
Future Volume (vph)	25	1668	407	337	1667	40	304	21	384	36	15	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	225		210	290		145	0		125	105		105
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	60			120			60			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		50			50			45			45	
Link Distance (ft)		1266			970			386			401	
Travel Time (s)		17.3			13.2			5.8			6.1	
Confl. Bikes (#/hr)			7			2			4			2
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Shared Lane Traffic (%)												
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8	1	7	4	
Permitted Phases			2			6			8			4
Detector Phase	5	2	2	1	6	6	3	8	1	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	9.5	9.5	22.5	22.5
Total Split (s)	10.6	45.0	45.0	27.0	61.4	61.4	25.5	36.6	27.0	11.4	22.5	22.5
Total Split (%)	8.8%	37.5%	37.5%	22.5%	51.2%	51.2%	21.3%	30.5%	22.5%	9.5%	18.8%	18.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (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
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Max	None	None	Max	Max

Intersection Summary

























Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 17 (14%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 120
 Control Type: Actuated-Coordinated

Splits and Phases: 28: El Dorado Dr. & Fred Waring Dr.



HCM 2010 Signalized Intersection Summary
28: El Dorado Dr. & Fred Waring Dr.

2040 Auto/LSEV PM Peak Hour (ALT2)
With Additional Improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	1668	407	337	1667	40	304	21	384	36	15	33
Future Volume (veh/h)	25	1668	407	337	1667	40	304	21	384	36	15	33
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	27	1794	438	362	1792	43	327	23	413	39	16	35
Adj No. of Lanes	1	3	1	1	3	1	1	1	1	1	1	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	44	1716	525	333	2544	782	310	528	739	74	279	234
Arrive On Green	0.02	0.34	0.34	0.19	0.50	0.50	0.17	0.28	0.28	0.04	0.15	0.15
Sat Flow, veh/h	1774	5085	1557	1774	5085	1563	1774	1863	1559	1774	1863	1560
Grp Volume(v), veh/h	27	1794	438	362	1792	43	327	23	413	39	16	35
Grp Sat Flow(s),veh/h/ln	1774	1695	1557	1774	1695	1563	1774	1863	1559	1774	1863	1560
Q Serve(g_s), s	1.8	40.5	19.4	22.5	32.6	1.7	21.0	1.1	3.4	2.6	0.9	2.3
Cycle Q Clear(g_c), s	1.8	40.5	19.4	22.5	32.6	1.7	21.0	1.1	3.4	2.6	0.9	2.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	44	1716	525	333	2544	782	310	528	739	74	279	234
V/C Ratio(X)	0.62	1.05	0.83	1.09	0.70	0.05	1.05	0.04	0.56	0.53	0.06	0.15
Avail Cap(c_a), veh/h	90	1716	525	333	2544	782	310	528	739	102	279	234
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.0	39.8	14.2	48.7	23.1	15.4	49.5	31.2	11.9	56.3	43.7	44.3
Incr Delay (d2), s/veh	13.2	34.6	14.4	75.0	1.7	0.1	65.8	0.2	3.0	5.7	0.4	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	24.4	10.3	17.9	15.7	0.8	15.9	0.6	7.4	1.4	0.5	1.1
LnGrp Delay(d),s/veh	71.1	74.4	28.6	123.8	24.8	15.5	115.3	31.4	15.0	62.1	44.1	45.7
LnGrp LOS	E	F	C	F	C	B	F	C	B	E	D	D
Approach Vol, veh/h		2259			2197			763			90	
Approach Delay, s/veh		65.5			40.9			58.4			52.5	
Approach LOS		E			D			E			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	27.0	45.0	25.5	22.5	7.5	64.5	9.5	38.5				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	22.5	40.5	21.0	18.0	6.1	56.9	6.9	32.1				
Max Q Clear Time (g_c+I1), s	24.5	42.5	23.0	4.3	3.8	34.6	4.6	5.4				
Green Ext Time (p_c), s	0.0	0.0	0.0	1.5	0.0	14.3	0.0	1.8				
Intersection Summary												
HCM 2010 Ctrl Delay			54.1									
HCM 2010 LOS			D									
Notes												

Lanes, Volumes, Timings
 29: Dune Palms Rd. & Corporate Center Dr.

2040 Auto/LSEV PM Peak Hour (ALT2)
 With Additional Improvements



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	67	47	28	981	584	33
Future Volume (vph)	67	47	28	981	584	33
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	120	0	95			0
Storage Lanes	1	1	1			0
Taper Length (ft)	60		90			
Right Turn on Red		Yes				Yes
Link Speed (mph)	30			30	30	
Link Distance (ft)	371			267	354	
Travel Time (s)	8.4			6.1	8.0	
Confl. Peds. (#/hr)			11			11
Confl. Bikes (#/hr)		3				8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Turn Type	Prot	Perm	Prot	NA	NA	
Protected Phases	4		5	2	6	
Permitted Phases		4				
Detector Phase	4	4	5	2	6	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	
Total Split (s)	22.5	22.5	22.5	47.5	25.0	
Total Split (%)	32.1%	32.1%	32.1%	67.9%	35.7%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None	None	Max	C-Max	Max	

Intersection Summary













Area Type: Other
 Cycle Length: 70
 Actuated Cycle Length: 70
 Offset: 0 (0%), Referenced to phase 2:NBT, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated

Splits and Phases: 29: Dune Palms Rd. & Corporate Center Dr.



















HCM 2010 Signalized Intersection Summary
 29: Dune Palms Rd. & Corporate Center Dr.

2040 Auto/LSEV PM Peak Hour (ALT2)
 With Additional Improvements

								
Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations								
Traffic Volume (veh/h)	67	47	28	981	584	33		
Future Volume (veh/h)	67	47	28	981	584	33		
Number	7	14	5	2	6	16		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.96		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900		
Adj Flow Rate, veh/h	73	51	30	1066	635	36		
Adj No. of Lanes	1	1	1	1	2	0		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	117	104	456	1501	1645	93		
Arrive On Green	0.07	0.07	0.26	0.81	0.48	0.48		
Sat Flow, veh/h	1774	1583	1774	1863	3490	192		
Grp Volume(v), veh/h	73	51	30	1066	330	341		
Grp Sat Flow(s),veh/h/ln	1774	1583	1774	1863	1770	1820		
Q Serve(g_s), s	2.8	2.2	0.9	18.2	8.3	8.3		
Cycle Q Clear(g_c), s	2.8	2.2	0.9	18.2	8.3	8.3		
Prop In Lane	1.00	1.00	1.00			0.11		
Lane Grp Cap(c), veh/h	117	104	456	1501	857	882		
V/C Ratio(X)	0.63	0.49	0.07	0.71	0.39	0.39		
Avail Cap(c_a), veh/h	456	407	456	1501	857	882		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	31.9	31.6	19.6	3.1	11.4	11.4		
Incr Delay (d2), s/veh	5.4	3.5	0.3	2.9	1.3	1.3		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	1.6	2.0	0.5	10.1	4.4	4.5		
LnGrp Delay(d),s/veh	37.3	35.1	19.9	6.0	12.8	12.7		
LnGrp LOS	D	D	B	A	B	B		
Approach Vol, veh/h	124			1096	671			
Approach Delay, s/veh	36.4			6.3	12.7			
Approach LOS	D			A	B			
Timer	1	2	3	4	5	6	7	8
Assigned Phs	2		4		6			
Phs Duration (G+Y+Rc), s	60.9		9.1		22.5		38.4	
Change Period (Y+Rc), s	4.5		4.5		4.5		4.5	
Max Green Setting (Gmax), s	43.0		18.0		18.0		20.5	
Max Q Clear Time (g_c+I1), s	20.2		4.8		2.9		10.3	
Green Ext Time (p_c), s	14.4		0.2		0.0		7.8	
Intersection Summary								
HCM 2010 Ctrl Delay			10.6					
HCM 2010 LOS			B					

Lanes, Volumes, Timings
 30: Monroe St., s/o I-10 EB Ramps

2040 Auto/LSEV PM Peak Hour (ALT2)
 With Project Improvements

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	0	0	1077	0	0	1117	0
Future Volume (vph)	0	0	0	0	0	0	0	1077	0	0	1117	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		310			328			321			611	
Travel Time (s)		7.0			7.5			7.3			13.9	
Confl. Peds. (#/hr)							12					12
Confl. Bikes (#/hr)									13			13
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

Intersection												
Int Delay, s/veh	0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↑			↑			↑	
Traffic Vol, veh/h	0	0	0	0	0	0	0	1077	0	0	1117	0
Future Vol, veh/h	0	0	0	0	0	0	0	1077	0	0	1117	0
Conflicting Peds, #/hr	0	0	0	0	0	0	12	0	0	0	0	12
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	1134	0	0	1176	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	-	2310	-	-	2310	-	-	0	-	-	-	0
Stage 1	-	1176	-	-	1134	-	-	-	-	-	-	-
Stage 2	-	1134	-	-	1176	-	-	-	-	-	-	-
Critical Hdwy	-	6.52	-	-	6.52	-	-	-	-	-	-	-
Critical Hdwy Stg 1	-	5.52	-	-	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	5.52	-	-	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	-	4.018	-	-	4.018	-	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	38	0	0	38	0	0	-	0	0	-	0
Stage 1	0	265	0	0	278	0	0	-	0	0	-	0
Stage 2	0	278	0	0	265	0	0	-	0	0	-	0
Platoon blocked, %								-				-
Mov Cap-1 Maneuver	-	38	-	-	38	-	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	38	-	-	38	-	-	-	-	-	-	-
Stage 1	-	265	-	-	278	-	-	-	-	-	-	-
Stage 2	-	278	-	-	265	-	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	EBLn1	WBLn1	SBT
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	0	0	-
HCM Lane LOS	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-

Lanes, Volumes, Timings
31: Avenue 44, east of Palo Verde St.

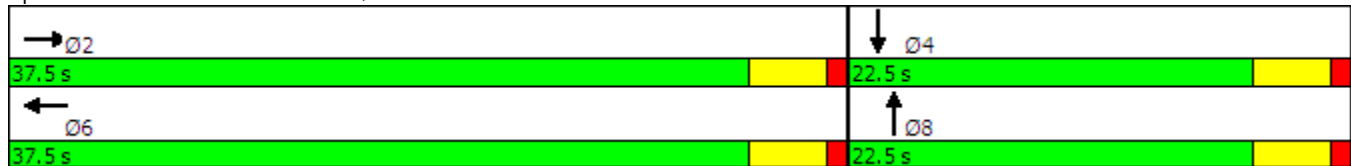
2040 Auto/LSEV PM Peak Hour (ALT2)
With Project Improvements

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↑			↑			↑	
Traffic Volume (vph)	0	378	0	0	668	0	0	0	0	0	0	0
Future Volume (vph)	0	378	0	0	668	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		937			1325			323			354	
Travel Time (s)		14.2			20.1			7.3			8.0	
Confl. Bikes (#/hr)			10			12			1			1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Turn Type		NA			NA							
Protected Phases		2			6			8			4	
Permitted Phases												
Detector Phase		2			6			8			4	
Switch Phase												
Minimum Initial (s)		5.0			5.0			5.0			5.0	
Minimum Split (s)		22.5			22.5			22.5			22.5	
Total Split (s)		37.5			37.5			22.5			22.5	
Total Split (%)		62.5%			62.5%			37.5%			37.5%	
Yellow Time (s)		3.5			3.5			3.5			3.5	
All-Red Time (s)		1.0			1.0			1.0			1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode		Max			Max			Ped			Ped	

Intersection Summary













Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated

Splits and Phases: 31: Avenue 44, east of Palo Verde St.



HCM 2010 Signalized Intersection Summary
 31: Avenue 44, east of Palo Verde St.

2040 Auto/LSEV PM Peak Hour (ALT2)
 With Project Improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↑			↑			↑	
Traffic Volume (veh/h)	0	378	0	0	668	0	0	0	0	0	0	0
Future Volume (veh/h)	0	378	0	0	668	0	0	0	0	0	0	0
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	0	0	1863	0	0	1863	0	0	1863	0
Adj Flow Rate, veh/h	0	411	0	0	726	0	0	0	0	0	0	0
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	0	0	2	0	0	2	0	0	2	0
Cap, veh/h	0	1639	0	0	1639	0	0	5	0	0	5	0
Arrive On Green	0.00	0.88	0.00	0.00	0.88	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Sat Flow, veh/h	0	1863	0	0	1863	0	0	-83824	0	0	-83824	0
Grp Volume(v), veh/h	0	411	0	0	726	0	0	0	0	0	0	0
Grp Sat Flow(s),veh/h/ln	0	1863	0	0	1863	0	0	1863	0	0	1863	0
Q Serve(g_s), s	0.0	1.3	0.0	0.0	2.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	1.3	0.0	0.0	2.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	0.00		0.00	0.00		0.00	0.00		0.00	0.00		0.00
Lane Grp Cap(c), veh/h	0	1639	0	0	1639	0	0	5	0	0	5	0
V/C Ratio(X)	0.00	0.25	0.00	0.00	0.44	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h	0	1639	0	0	1639	0	0	894	0	0	894	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.3	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.4	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.7	0.0	0.0	1.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LnGrp Delay(d),s/veh	0.0	0.7	0.0	0.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LnGrp LOS		A			A							
Approach Vol, veh/h		411			726			0			0	
Approach Delay, s/veh		0.7			1.3			0.0			0.0	
Approach LOS		A			A							
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		37.5		0.0		37.5		0.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		33.0		18.0		33.0		18.0				
Max Q Clear Time (g_c+I1), s		3.3		0.0		4.9		0.0				
Green Ext Time (p_c), s		8.0		0.0		7.9		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay				1.1								
HCM 2010 LOS				A								

Lanes, Volumes, Timings
32: Dillon Rd., west of SR86S SB Ramps

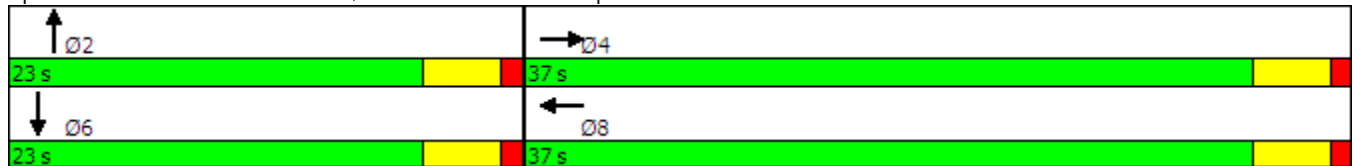
2040 Auto/LSEV PM Peak Hour (ALT2)
With Additional Improvements

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑			↑			↑	
Traffic Volume (vph)	0	2510	0	0	1790	0	0	0	0	0	0	0
Future Volume (vph)	0	2510	0	0	1790	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		360			655			256			320	
Travel Time (s)		8.2			14.9			5.8			7.3	
Confl. Bikes (#/hr)			3			2			1			1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Turn Type		NA			NA							
Protected Phases		4			8			2			6	
Permitted Phases												
Detector Phase		4			8			2			6	
Switch Phase												
Minimum Initial (s)		5.0			5.0			5.0			5.0	
Minimum Split (s)		9.5			9.5			22.5			22.5	
Total Split (s)		37.0			37.0			23.0			23.0	
Total Split (%)		61.7%			61.7%			38.3%			38.3%	
Yellow Time (s)		3.5			3.5			3.5			3.5	
All-Red Time (s)		1.0			1.0			1.0			1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode		Max			Max			Ped			Ped	

Intersection Summary













Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 59.5
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated

Splits and Phases: 32: Dillon Rd., west of SR86S SB Ramps



HCM 2010 Signalized Intersection Summary
 32: Dillon Rd., west of SR86S SB Ramps

2040 Auto/LSEV PM Peak Hour (ALT2)
 With Additional Improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑			↑			↑	
Traffic Volume (veh/h)	0	2510	0	0	1790	0	0	0	0	0	0	0
Future Volume (veh/h)	0	2510	0	0	1790	0	0	0	0	0	0	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	0	0	1863	0	0	1863	0	0	1863	0
Adj Flow Rate, veh/h	0	2728	0	0	1946	0	0	0	0	0	0	0
Adj No. of Lanes	0	2	0	0	2	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	0	0	2	0	0	2	0	0	2	0
Cap, veh/h	0	3109	0	0	3109	0	0	5	0	0	5	0
Arrive On Green	0.00	0.88	0.00	0.00	0.88	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Sat Flow, veh/h	0	3725	0	0	3725	0	0	-83824	0	0	-83824	0
Grp Volume(v), veh/h	0	2728	0	0	1946	0	0	0	0	0	0	0
Grp Sat Flow(s),veh/h/ln	0	1770	0	0	1770	0	0	1863	0	0	1863	0
Q Serve(g_s), s	0.0	15.1	0.0	0.0	5.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	15.1	0.0	0.0	5.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	0.00		0.00	0.00		0.00	0.00		0.00	0.00		0.00
Lane Grp Cap(c), veh/h	0	3109	0	0	3109	0	0	5	0	0	5	0
V/C Ratio(X)	0.00	0.88	0.00	0.00	0.63	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h	0	3109	0	0	3109	0	0	931	0	0	931	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	1.2	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	3.9	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	7.7	0.0	0.0	2.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LnGrp Delay(d),s/veh	0.0	5.1	0.0	0.0	1.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LnGrp LOS		A			A							
Approach Vol, veh/h		2728			1946			0			0	
Approach Delay, s/veh		5.1			1.6			0.0			0.0	
Approach LOS		A			A							
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		0.0		37.0		0.0		37.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.5		32.5		18.5		32.5				
Max Q Clear Time (g_c+I1), s		0.0		17.1		0.0		7.5				
Green Ext Time (p_c), s		0.0		15.3		0.0		24.9				
Intersection Summary												
HCM 2010 Ctrl Delay				3.6								
HCM 2010 LOS				A								

Lanes, Volumes, Timings
 33: Tyler St./Magnolia & Avenue 50-Tyler St.

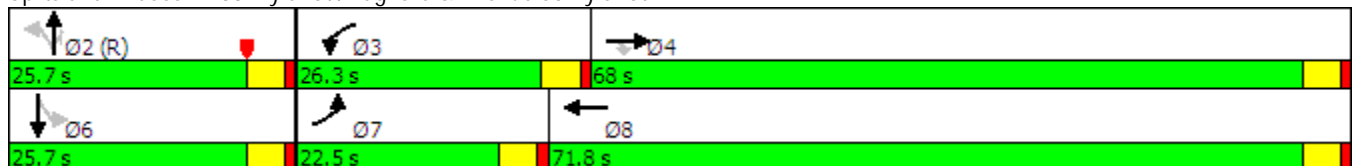
2040 Auto/LSEV PM Peak Hour (ALT2)
 With Additional Improvements

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	1810	314	306	1259	1	221	0	290	1	0	1
Future Volume (vph)	1	1810	314	306	1259	1	221	0	290	1	0	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	50		50	150		0	0		50	0		0
Storage Lanes	1		1	1		0	0		1	0		0
Taper Length (ft)	60			60			60			60		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		450			459			683			545	
Travel Time (s)		10.2			10.4			15.5			12.4	
Confl. Bikes (#/hr)			8			1			6			1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Turn Type	Prot	NA	Perm	Prot	NA		Perm	NA	Perm	Perm	NA	
Protected Phases	7	4		3	8			2			6	
Permitted Phases			4				2		2	6		
Detector Phase	7	4	4	3	8		2	2	2	6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5		22.5	22.5	22.5	22.5	22.5	
Total Split (s)	22.5	68.0	68.0	26.3	71.8		25.7	25.7	25.7	25.7	25.7	
Total Split (%)	18.8%	56.7%	56.7%	21.9%	59.8%		21.4%	21.4%	21.4%	21.4%	21.4%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0			0.0	0.0		0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5			4.5	4.5		4.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Recall Mode	None	None	None	None	None		C-Max	C-Max	C-Max	Max	Max	

Intersection Summary





















Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBTL, Start of Yellow
 Natural Cycle: 120
 Control Type: Actuated-Coordinated

Splits and Phases: 33: Tyler St./Magnolia & Avenue 50-Tyler St.



HCM 2010 Signalized Intersection Summary
 33: Tyler St./Magnolia & Avenue 50-Tyler St.

2040 Auto/LSEV PM Peak Hour (ALT2)
 With Additional Improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	1810	314	306	1259	1	221	0	290	1	0	1
Future Volume (veh/h)	1	1810	314	306	1259	1	221	0	290	1	0	1
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1900	1863	1863	1900	1863	1900
Adj Flow Rate, veh/h	1	1905	331	322	1325	1	233	0	305	1	0	1
Adj No. of Lanes	1	2	1	1	2	0	0	1	1	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	74	1873	816	322	2428	2	227	0	274	45	14	14
Arrive On Green	0.04	0.53	0.53	0.18	0.67	0.67	0.18	0.00	0.18	0.18	0.00	0.18
Sat Flow, veh/h	1774	3539	1543	1774	3629	3	947	0	1552	0	80	80
Grp Volume(v), veh/h	1	1905	331	322	646	680	233	0	305	2	0	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1543	1774	1770	1862	947	0	1552	160	0	0
Q Serve(g_s), s	0.1	63.5	15.4	21.8	22.8	22.8	0.0	0.0	21.2	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.1	63.5	15.4	21.8	22.8	22.8	21.2	0.0	21.2	21.2	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	0.50		0.50
Lane Grp Cap(c), veh/h	74	1873	816	322	1184	1246	227	0	274	73	0	0
V/C Ratio(X)	0.01	1.02	0.41	1.00	0.55	0.55	1.02	0.00	1.11	0.03	0.00	0.00
Avail Cap(c_a), veh/h	266	1873	816	322	1184	1246	227	0	274	73	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	55.1	28.3	16.9	49.1	10.3	10.3	52.2	0.0	49.4	42.3	0.0	0.0
Incr Delay (d2), s/veh	0.1	25.2	0.3	49.9	0.5	0.5	66.3	0.0	87.8	0.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	37.2	6.6	15.1	11.1	11.7	11.7	0.0	15.7	0.1	0.0	0.0
LnGrp Delay(d),s/veh	55.2	53.4	17.3	99.0	10.9	10.8	118.6	0.0	137.2	42.9	0.0	0.0
LnGrp LOS	E	F	B	F	B	B	F		F	D		
Approach Vol, veh/h		2237			1648			538			2	
Approach Delay, s/veh		48.1			28.1			129.2			42.9	
Approach LOS		D			C			F			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		25.7	26.3	68.0		25.7	9.5	84.8				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		21.2	21.8	63.5		21.2	18.0	67.3				
Max Q Clear Time (g_c+I1), s		23.2	23.8	65.5		23.2	2.1	24.8				
Green Ext Time (p_c), s		0.0	0.0	0.0		0.0	0.0	38.4				
Intersection Summary												
HCM 2010 Ctrl Delay			50.5									
HCM 2010 LOS			D									

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PEDESTRIAN LEVEL OF SERVICE WORKSHEETS

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	48.1	61.3	73.3	59.9
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	4	4	6	5
Number of Right-Turn Islands	1	0	0	1
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	35	30	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	30.0	30.0	30.0	30.0
Pedestrian Compliance Code	Fair	Fair	Fair	Fair
Pedestrian Crosswalk Score	2.40	2.25	2.90	2.80
Pedestrian Crosswalk LOS	B	B	C	C

Approach

Approach Direction	NB
Median Present?	No
Approach Delay(s)	94300
Level of Service	F

Crosswalk

Length (ft)	68
Lanes Crossed	4
Veh Vol Crossed	1720
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	22.43
Prob of Delayed X-ing	1.00
Prob of Blocked Lane	0.93
Delay for adq Gap	94302.10
Avg Ped Delay (s)	94300.00

Approach

Approach Direction	SB
Median Present?	No
Approach Delay(s)	94300
Level of Service	F

Crosswalk

Length (ft)	68
Lanes Crossed	4
Veh Vol Crossed	1720
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	22.43
Prob of Delayed X-ing	1.00
Prob of Blocked Lane	0.93
Delay for adq Gap	94302.10
Avg Ped Delay (s)	94300.00

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	48.0	24.0	61.2	61.2
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	4	2	5	5
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	50	30	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	30.0	30.0	30.0	30.0
Pedestrian Compliance Code	Fair	Fair	Fair	Fair
Pedestrian Crosswalk Score	2.42	1.85	2.78	2.67
Pedestrian Crosswalk LOS	B	A	C	B

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	37.9	37.9	73.0	73.0
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	3	3	6	6
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	30	30	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	30.0	30.0	30.0	30.0
Pedestrian Compliance Code	Fair	Fair	Fair	Fair
Pedestrian Crosswalk Score	2.12	2.03	2.82	3.02
Pedestrian Crosswalk LOS	B	B	C	C

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	72.0	61.0	38.3	24.0
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	6	5	3	2
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	4	8	2	6
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	50	50	45	30
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	40.0	40.0	40.0	40.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	3.03	2.98	2.01	1.73
Pedestrian Crosswalk LOS	C	C	B	A

Approach

Approach Direction	NB
Median Present?	No
Approach Delay(s)	89121
Level of Service	F

Crosswalk

Length (ft)	68
Lanes Crossed	4
Veh Vol Crossed	1710
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	22.43
Prob of Delayed X-ing	1.00
Prob of Blocked Lane	0.93
Delay for adq Gap	89123.10
Avg Ped Delay (s)	89121.00

Approach

Approach Direction	SB
Median Present?	No
Approach Delay(s)	454295
Level of Service	F

Crosswalk

Length (ft)	80
Lanes Crossed	4
Veh Vol Crossed	1710
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	25.86
Prob of Delayed X-ing	1.00
Prob of Blocked Lane	0.95
Delay for adq Gap	454297.00
Avg Ped Delay (s)	454295.00

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	36.0	60.0	61.2	61.2
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	3	5	5	5
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	45	30	40	40
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	45.0	45.0	45.0	45.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.15	2.40	2.72	2.79
Pedestrian Crosswalk LOS	B	B	B	C

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	60.0	60.0	60.0	60.0
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	5	5	5	5
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	45	45	30
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	45.0	45.0	45.0	45.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.41	2.48	2.58	2.49
Pedestrian Crosswalk LOS	B	B	B	B

Approach

Approach Direction	NB
Median Present?	No
Approach Delay(s)	404.8
Level of Service	F

Crosswalk

Length (ft)	80
Lanes Crossed	4
Veh Vol Crossed	596
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	25.86
Prob of Delayed X-ing	0.99
Prob of Blocked Lane	0.66
Delay for adq Gap	410.48
Avg Ped Delay (s)	404.80

Approach

Approach Direction	SB
Median Present?	No
Approach Delay(s)	404.8
Level of Service	F

Crosswalk

Length (ft)	80
Lanes Crossed	4
Veh Vol Crossed	596
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	25.86
Prob of Delayed X-ing	0.99
Prob of Blocked Lane	0.66
Delay for adq Gap	410.48
Avg Ped Delay (s)	404.80

Approach

Approach Direction	NB	
Median Present?	Yes	
Approach Delay(s)	16.8	
Level of Service	C	

Crosswalk

Length (ft)	29	28
Lanes Crossed	2	2
Veh Vol Crossed	345	322
Ped Vol Crossed	0	0
Yield Rate(%)	0	0
Ped Platooning	No	No
Critical Headway (s)	11.29	11.00
Prob of Delayed X-ing	0.66	0.63
Prob of Blocked Lane	0.42	0.39
Delay for adq Gap	13.70	12.34
Avg Ped Delay (s)	9.05	7.72

Approach

Approach Direction	SB	
Median Present?	Yes	
Approach Delay(s)	16.8	
Level of Service	C	

Crosswalk

Length (ft)	28	29
Lanes Crossed	2	2
Veh Vol Crossed	322	345
Ped Vol Crossed	0	0
Yield Rate(%)	0	0
Ped Platooning	No	No
Critical Headway (s)	11.00	11.29
Prob of Delayed X-ing	0.63	0.66
Prob of Blocked Lane	0.39	0.42
Delay for adq Gap	12.34	13.70
Avg Ped Delay (s)	7.72	9.05

Approach	WB	NB	SB
Crosswalk Length (ft)	48.1	60.0	60.0
Crosswalk Width (ft)	12.0	12.0	12.0
Total Number of Lanes Crossed	4	4	5
Number of Right-Turn Islands	0	0	0
Type of Control	None	None	None
Corresponding Signal Phase	2	6	8
Effective Walk Time (s)	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0
85th percentile speed (mph)	40	40	40
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-
Pedestrian Delay (s/p)	30.0	30.0	30.0
Pedestrian Compliance Code	Fair	Fair	Fair
Pedestrian Crosswalk Score	2.22	2.41	2.59
Pedestrian Crosswalk LOS	B	B	B

Approach	EB	NB	SB
Crosswalk Length (ft)	62.2	60.0	70.6
Crosswalk Width (ft)	12.0	12.0	12.0
Total Number of Lanes Crossed	5	5	5
Number of Right-Turn Islands	0	0	0
Type of Control	None	None	None
Corresponding Signal Phase	6	4	2
Effective Walk Time (s)	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0
85th percentile speed (mph)	40	40	40
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-
Pedestrian Delay (s/p)	30.0	30.0	30.0
Pedestrian Compliance Code	Fair	Fair	Fair
Pedestrian Crosswalk Score	2.63	2.84	2.99
Pedestrian Crosswalk LOS	B	C	C

Approach	EB	WB	SB
Crosswalk Length (ft)	60.0	72.0	61.2
Crosswalk Width (ft)	12.0	12.0	12.0
Total Number of Lanes Crossed	5	6	5
Number of Right-Turn Islands	0	0	0
Type of Control	None	None	None
Corresponding Signal Phase	4	2	6
Effective Walk Time (s)	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0
85th percentile speed (mph)	45	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-
Pedestrian Delay (s/p)	30.0	30.0	30.0
Pedestrian Compliance Code	Fair	Fair	Fair
Pedestrian Crosswalk Score	2.69	2.85	2.63
Pedestrian Crosswalk LOS	B	C	B

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	43.7	92.3	140.8	96.0
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	3	5	7	8
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	45	55	55
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	45.0	45.0	45.0	45.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.20	2.62	3.49	3.62
Pedestrian Crosswalk LOS	B	B	C	D

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	38.0	24.1	85.0	95.9
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	3	2	7	8
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	30	55	55
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	45.0	45.0	45.0	45.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.00	1.76	3.37	3.42
Pedestrian Crosswalk LOS	B	A	C	C

Approach	WB	NB	SB
Crosswalk Length (ft)	41.5	84.0	84.1
Crosswalk Width (ft)	12.0	12.0	12.0
Total Number of Lanes Crossed	3	7	7
Number of Right-Turn Islands	0	0	0
Type of Control	None	None	None
Corresponding Signal Phase	2	6	8
Effective Walk Time (s)	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0
85th percentile speed (mph)	55	55	55
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-
Pedestrian Delay (s/p)	45.0	45.0	45.0
Pedestrian Compliance Code	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.13	3.46	3.45
Pedestrian Crosswalk LOS	B	C	C

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	61.2	49.5	73.0	72.0
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	5	3	6	6
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	30	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	52.5	52.5	52.5	52.5
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.43	2.01	2.96	3.03
Pedestrian Crosswalk LOS	B	B	C	C

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	37.9	37.9	73.0	73.0
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	3	3	6	6
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	30	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	52.5	52.5	52.5	52.5
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.07	2.08	2.96	2.95
Pedestrian Crosswalk LOS	B	B	C	C

Approach		
Approach Direction	NB	
Median Present?	Yes	
Approach Delay(s)	182	
Level of Service	F	
Crosswalk		
Length (ft)	40	28
Lanes Crossed	2	2
Veh Vol Crossed	660	1275
Ped Vol Crossed	0	0
Yield Rate(%)	0	0
Ped Platooning	No	No
Critical Headway (s)	14.43	11.00
Prob of Delayed X-ing	0.93	0.98
Prob of Blocked Lane	0.73	0.86
Delay for adq Gap	61.31	127.68
Avg Ped Delay (s)	56.95	125.09

Approach		
Approach Direction	SB	
Median Present?	Yes	
Approach Delay(s)	149.6	
Level of Service	F	
Crosswalk		
Length (ft)	28	28
Lanes Crossed	2	2
Veh Vol Crossed	1275	660
Ped Vol Crossed	0	0
Yield Rate(%)	0	0
Ped Platooning	No	No
Critical Headway (s)	11.00	11.00
Prob of Delayed X-ing	0.98	0.87
Prob of Blocked Lane	0.86	0.64
Delay for adq Gap	127.68	28.29
Avg Ped Delay (s)	125.09	24.53

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	43.7	60.4	107.1	97.3
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	2	5	8	8
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	45	45	50	50
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	60.0	60.0	60.0	60.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	1.79	2.84	3.75	3.54
Pedestrian Crosswalk LOS	A	C	D	D

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	48.0	60.2	83.9	85.4
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	3	5	7	7
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	30	50	50
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	60.0	60.0	60.0	60.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.05	2.56	3.80	3.77
Pedestrian Crosswalk LOS	B	B	D	D

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	49.6	61.1	107.1	108.7
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	4	5	8	9
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	30	50	50
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	30.0	30.0	30.0	30.0
Pedestrian Compliance Code	Fair	Fair	Fair	Fair
Pedestrian Crosswalk Score	2.28	2.34	3.36	3.39
Pedestrian Crosswalk LOS	B	B	C	C

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	48.0	49.5	73.0	61.2
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	4	4	6	5
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	35	35	50	50
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	40.0	40.0	40.0	40.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.30	2.34	3.00	3.05
Pedestrian Crosswalk LOS	B	B	C	C

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	96.0	96.0	61.2	61.2
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	8	8	5	5
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	4	8	2	6
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	50	50	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	45.0	45.0	45.0	45.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	3.51	3.45	2.52	2.35
Pedestrian Crosswalk LOS	D	C	B	B

Approach

Approach Direction	NB
Median Present?	No
Approach Delay(s)	1463.2
Level of Service	F

Crosswalk

Length (ft)	56
Lanes Crossed	3
Veh Vol Crossed	1171
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	19.00
Prob of Delayed X-ing	1.00
Prob of Blocked Lane	0.87
Delay for adq Gap	1466.23
Avg Ped Delay (s)	1463.19

Approach

Approach Direction	SB
Median Present?	Yes
Approach Delay(s)	45.5
Level of Service	F

Crosswalk

Length (ft)	28	17
Lanes Crossed	2	1
Veh Vol Crossed	853	318
Ped Vol Crossed	0	0
Yield Rate(%)	0	0
Ped Platooning	No	No
Critical Headway (s)	11.00	7.86
Prob of Delayed X-ing	0.93	0.50
Prob of Blocked Lane	0.73	0.50
Delay for adq Gap	45.31	6.96
Avg Ped Delay (s)	41.97	3.48

Approach

Approach Direction	EB
Median Present?	No
Approach Delay(s)	55.4
Level of Service	F

Crosswalk

Length (ft)	36
Lanes Crossed	2
Veh Vol Crossed	734
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	13.29
Prob of Delayed X-ing	0.93
Prob of Blocked Lane	0.74
Delay for adq Gap	59.39
Avg Ped Delay (s)	55.43

Approach

Approach Direction	WB
Median Present?	No
Approach Delay(s)	55.4
Level of Service	F

Crosswalk

Length (ft)	36
Lanes Crossed	2
Veh Vol Crossed	734
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	13.29
Prob of Delayed X-ing	0.93
Prob of Blocked Lane	0.74
Delay for adq Gap	59.39
Avg Ped Delay (s)	55.43

Approach

Approach Direction	EB
Median Present?	No
Approach Delay(s)	274807
Level of Service	F

Crosswalk

Length (ft)	33
Lanes Crossed	2
Veh Vol Crossed	3630
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	12.43
Prob of Delayed X-ing	1.00
Prob of Blocked Lane	1.00
Delay for adq Gap	274808.00
Avg Ped Delay (s)	274807.00

Approach

Approach Direction	WB
Median Present?	No
Approach Delay(s)	274807
Level of Service	F

Crosswalk

Length (ft)	33
Lanes Crossed	2
Veh Vol Crossed	3630
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	12.43
Prob of Delayed X-ing	1.00
Prob of Blocked Lane	1.00
Delay for adq Gap	274808.00
Avg Ped Delay (s)	274807.00

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	48.1	61.3	73.3	59.9
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	4	4	6	5
Number of Right-Turn Islands	1	0	0	1
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	35	30	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	30.0	30.0	30.0	30.0
Pedestrian Compliance Code	Fair	Fair	Fair	Fair
Pedestrian Crosswalk Score	2.41	2.28	3.20	3.00
Pedestrian Crosswalk LOS	B	B	C	C

Approach

Approach Direction	NB
Median Present?	No
Approach Delay(s)	3113770
Level of Service	F

Crosswalk

Length (ft)	68
Lanes Crossed	4
Veh Vol Crossed	2330
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	22.43
Prob of Delayed X-ing	1.00
Prob of Blocked Lane	0.97
Delay for adq Gap	3113770.00
Avg Ped Delay (s)	3113770.00

Approach

Approach Direction	SB
Median Present?	No
Approach Delay(s)	3113770
Level of Service	F

Crosswalk

Length (ft)	68
Lanes Crossed	4
Veh Vol Crossed	2330
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	22.43
Prob of Delayed X-ing	1.00
Prob of Blocked Lane	0.97
Delay for adq Gap	3113770.00
Avg Ped Delay (s)	3113770.00

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	48.0	24.0	61.2	61.2
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	4	2	5	5
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	50	30	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	30.0	30.0	30.0	30.0
Pedestrian Compliance Code	Fair	Fair	Fair	Fair
Pedestrian Crosswalk Score	2.43	1.89	2.91	2.69
Pedestrian Crosswalk LOS	B	A	C	B

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	37.9	37.9	73.0	73.0
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	3	3	6	6
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	30	30	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	45.0	45.0	45.0	45.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.28	2.09	2.88	3.11
Pedestrian Crosswalk LOS	B	B	C	C

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	72.0	61.0	38.3	24.0
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	6	5	3	2
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	4	8	2	6
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	50	50	45	30
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	40.0	40.0	40.0	40.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	3.50	3.56	2.01	1.73
Pedestrian Crosswalk LOS	D	D	B	A

Approach

Approach Direction	NB
Median Present?	No
Approach Delay(s)	300525
Level of Service	F

Crosswalk

Length (ft)	68
Lanes Crossed	4
Veh Vol Crossed	1924
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	22.43
Prob of Delayed X-ing	1.00
Prob of Blocked Lane	0.95
Delay for adq Gap	300527.00
Avg Ped Delay (s)	300525.00

Approach

Approach Direction	SB
Median Present?	No
Approach Delay(s)	1877960
Level of Service	F

Crosswalk

Length (ft)	80
Lanes Crossed	4
Veh Vol Crossed	1924
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	25.86
Prob of Delayed X-ing	1.00
Prob of Blocked Lane	0.97
Delay for adq Gap	1877960.00
Avg Ped Delay (s)	1877960.00

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	36.0	60.0	61.2	61.2
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	3	5	5	5
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	45	30	40	40
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	45.0	45.0	45.0	45.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.15	2.48	2.85	2.96
Pedestrian Crosswalk LOS	B	B	C	C

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	60.0	60.0	60.0	60.0
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	5	5	5	5
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	45	45	30
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	45.0	45.0	45.0	45.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.50	2.67	2.74	2.57
Pedestrian Crosswalk LOS	B	B	B	B

Approach

Approach Direction	NB
Median Present?	No
Approach Delay(s)	731.5
Level of Service	F

Crosswalk

Length (ft)	80
Lanes Crossed	4
Veh Vol Crossed	695
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	25.86
Prob of Delayed X-ing	0.99
Prob of Blocked Lane	0.71
Delay for adq Gap	736.49
Avg Ped Delay (s)	731.49

Approach

Approach Direction	SB
Median Present?	No
Approach Delay(s)	731.5
Level of Service	F

Crosswalk

Length (ft)	80
Lanes Crossed	4
Veh Vol Crossed	695
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	25.86
Prob of Delayed X-ing	0.99
Prob of Blocked Lane	0.71
Delay for adq Gap	736.49
Avg Ped Delay (s)	731.49

Approach

Approach Direction	NB	
Median Present?	Yes	
Approach Delay(s)	42.6	
Level of Service	E	

Crosswalk

Length (ft)	29	28
Lanes Crossed	2	2
Veh Vol Crossed	769	279
Ped Vol Crossed	0	0
Yield Rate(%)	0	0
Ped Platooning	No	No
Critical Headway (s)	11.29	11.00
Prob of Delayed X-ing	0.91	0.57
Prob of Blocked Lane	0.70	0.35
Delay for adq Gap	39.76	11.09
Avg Ped Delay (s)	36.19	6.36

Approach

Approach Direction	SB	
Median Present?	Yes	
Approach Delay(s)	42.6	
Level of Service	E	

Crosswalk

Length (ft)	28	29
Lanes Crossed	2	2
Veh Vol Crossed	279	769
Ped Vol Crossed	0	0
Yield Rate(%)	0	0
Ped Platooning	No	No
Critical Headway (s)	11.00	11.29
Prob of Delayed X-ing	0.57	0.91
Prob of Blocked Lane	0.35	0.70
Delay for adq Gap	11.09	39.76
Avg Ped Delay (s)	6.36	36.19

Approach	WB	NB	SB
Crosswalk Length (ft)	48.1	60.0	60.0
Crosswalk Width (ft)	12.0	12.0	12.0
Total Number of Lanes Crossed	4	4	5
Number of Right-Turn Islands	0	0	0
Type of Control	None	None	None
Corresponding Signal Phase	2	6	8
Effective Walk Time (s)	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0
85th percentile speed (mph)	40	40	40
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-
Pedestrian Delay (s/p)	30.0	30.0	30.0
Pedestrian Compliance Code	Fair	Fair	Fair
Pedestrian Crosswalk Score	2.34	2.46	2.72
Pedestrian Crosswalk LOS	B	B	B

Approach	EB	NB	SB
Crosswalk Length (ft)	62.2	60.0	70.6
Crosswalk Width (ft)	12.0	12.0	12.0
Total Number of Lanes Crossed	5	5	5
Number of Right-Turn Islands	0	0	0
Type of Control	None	None	None
Corresponding Signal Phase	6	4	2
Effective Walk Time (s)	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0
85th percentile speed (mph)	40	40	40
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-
Pedestrian Delay (s/p)	30.0	30.0	30.0
Pedestrian Compliance Code	Fair	Fair	Fair
Pedestrian Crosswalk Score	2.78	2.98	3.25
Pedestrian Crosswalk LOS	C	C	C

Approach	EB	WB	SB
Crosswalk Length (ft)	60.0	72.0	61.2
Crosswalk Width (ft)	12.0	12.0	12.0
Total Number of Lanes Crossed	5	6	5
Number of Right-Turn Islands	0	0	0
Type of Control	None	None	None
Corresponding Signal Phase	4	2	6
Effective Walk Time (s)	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0
85th percentile speed (mph)	45	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-
Pedestrian Delay (s/p)	50.0	50.0	50.0
Pedestrian Compliance Code	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.92	3.18	2.83
Pedestrian Crosswalk LOS	C	C	C

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	43.7	92.3	140.8	96.0
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	3	5	7	8
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	45	55	55
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	45.0	45.0	45.0	45.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.33	2.73	3.52	3.67
Pedestrian Crosswalk LOS	B	B	D	D

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	38.0	24.1	85.0	95.9
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	3	2	7	8
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	30	55	55
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	45.0	45.0	45.0	45.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.05	1.79	3.51	3.53
Pedestrian Crosswalk LOS	B	A	D	D

Approach	WB	NB	SB
Crosswalk Length (ft)	41.5	84.0	84.1
Crosswalk Width (ft)	12.0	12.0	12.0
Total Number of Lanes Crossed	3	7	7
Number of Right-Turn Islands	0	0	0
Type of Control	None	None	None
Corresponding Signal Phase	2	6	8
Effective Walk Time (s)	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0
85th percentile speed (mph)	55	55	55
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-
Pedestrian Delay (s/p)	45.0	45.0	45.0
Pedestrian Compliance Code	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.23	3.49	3.47
Pedestrian Crosswalk LOS	B	C	C

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	61.2	49.5	73.0	72.0
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	5	3	6	6
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	30	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	52.5	52.5	52.5	52.5
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.42	2.02	3.16	3.23
Pedestrian Crosswalk LOS	B	B	C	C

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	37.9	37.9	73.0	73.0
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	3	3	6	6
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	30	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	52.5	52.5	52.5	52.5
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.07	2.17	3.14	3.15
Pedestrian Crosswalk LOS	B	B	C	C

Approach	
Approach Direction	NB
Median Present?	Yes
Approach Delay(s)	916.3
Level of Service	F

Crosswalk		
Length (ft)	40	28
Lanes Crossed	2	2
Veh Vol Crossed	1407	1486
Ped Vol Crossed	0	0
Yield Rate(%)	0	0
Ped Platooning	No	No
Critical Headway (s)	14.43	11.00
Prob of Delayed X-ing	1.00	0.99
Prob of Blocked Lane	0.94	0.90
Delay for adq Gap	705.09	215.98
Avg Ped Delay (s)	702.58	213.68

Approach	
Approach Direction	SB
Median Present?	Yes
Approach Delay(s)	388.5
Level of Service	F

Crosswalk		
Length (ft)	28	28
Lanes Crossed	2	2
Veh Vol Crossed	1486	1407
Ped Vol Crossed	0	0
Yield Rate(%)	0	0
Ped Platooning	No	No
Critical Headway (s)	11.00	11.00
Prob of Delayed X-ing	0.99	0.99
Prob of Blocked Lane	0.90	0.88
Delay for adq Gap	215.98	177.26
Avg Ped Delay (s)	213.68	174.85

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	43.7	60.4	107.1	97.3
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	2	5	8	8
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	45	45	50	50
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	60.0	60.0	60.0	60.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	1.81	3.07	3.79	3.69
Pedestrian Crosswalk LOS	A	C	D	D

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	48.0	60.2	83.9	85.4
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	3	5	7	7
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	30	50	50
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	60.0	60.0	60.0	60.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.03	2.62	3.87	3.86
Pedestrian Crosswalk LOS	B	B	D	D

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	49.6	61.1	107.1	108.7
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	4	5	8	9
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	30	50	50
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	30.0	30.0	30.0	30.0
Pedestrian Compliance Code	Fair	Fair	Fair	Fair
Pedestrian Crosswalk Score	2.39	2.35	3.59	3.54
Pedestrian Crosswalk LOS	B	B	D	D

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	48.0	49.5	73.0	61.2
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	4	4	6	5
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	35	35	50	50
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	60.0	60.0	60.0	60.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.36	2.37	3.41	3.64
Pedestrian Crosswalk LOS	B	B	C	D

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	96.0	96.0	61.2	61.2
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	8	8	5	5
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	4	8	2	6
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	50	50	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	60.0	60.0	60.0	60.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	3.64	3.65	2.78	2.37
Pedestrian Crosswalk LOS	D	D	C	B

Approach

Approach Direction	NB
Median Present?	No
Approach Delay(s)	8869.5
Level of Service	F

Crosswalk

Length (ft)	56
Lanes Crossed	3
Veh Vol Crossed	1565
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	19.00
Prob of Delayed X-ing	1.00
Prob of Blocked Lane	0.94
Delay for adq Gap	8871.78
Avg Ped Delay (s)	8869.48

Approach

Approach Direction	SB
Median Present?	Yes
Approach Delay(s)	39.2
Level of Service	E

Crosswalk

Length (ft)	28	17
Lanes Crossed	2	1
Veh Vol Crossed	584	981
Ped Vol Crossed	0	0
Yield Rate(%)	0	0
Ped Platooning	No	No
Critical Headway (s)	11.00	7.86
Prob of Delayed X-ing	0.83	0.88
Prob of Blocked Lane	0.59	0.88
Delay for adq Gap	23.50	22.32
Avg Ped Delay (s)	19.55	19.70

Approach

Approach Direction	EB
Median Present?	No
Approach Delay(s)	146.7
Level of Service	F

Crosswalk

Length (ft)	36
Lanes Crossed	2
Veh Vol Crossed	1046
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	13.29
Prob of Delayed X-ing	0.98
Prob of Blocked Lane	0.85
Delay for adq Gap	149.83
Avg Ped Delay (s)	146.67

Approach

Approach Direction	WB
Median Present?	No
Approach Delay(s)	146.7
Level of Service	F

Crosswalk

Length (ft)	36
Lanes Crossed	2
Veh Vol Crossed	1046
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	13.29
Prob of Delayed X-ing	0.98
Prob of Blocked Lane	0.85
Delay for adq Gap	149.83
Avg Ped Delay (s)	146.67

Approach

Approach Direction	EB
Median Present?	No
Approach Delay(s)	2344510
Level of Service	F

Crosswalk

Length (ft)	33
Lanes Crossed	2
Veh Vol Crossed	4300
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	12.43
Prob of Delayed X-ing	1.00
Prob of Blocked Lane	1.00
Delay for adq Gap	2344510.00
Avg Ped Delay (s)	2344510.00

Approach

Approach Direction	WB
Median Present?	No
Approach Delay(s)	2344510
Level of Service	F

Crosswalk

Length (ft)	33
Lanes Crossed	2
Veh Vol Crossed	4300
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	12.43
Prob of Delayed X-ing	1.00
Prob of Blocked Lane	1.00
Delay for adq Gap	2344510.00
Avg Ped Delay (s)	2344510.00

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WITH IMPROVEMENTS

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	48.1	61.3	73.3	59.9
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	4	4	6	5
Number of Right-Turn Islands	1	0	0	1
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	35	30	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	30.0	30.0	30.0	30.0
Pedestrian Compliance Code	Fair	Fair	Fair	Fair
Pedestrian Crosswalk Score	2.40	2.25	2.90	2.80
Pedestrian Crosswalk LOS	B	B	C	C

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	60.0	72.0	72.0	73.0
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	5	6	6	6
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	30	55	55
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	60.0	60.0	60.0	60.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.44	2.62	3.18	3.18
Pedestrian Crosswalk LOS	B	B	C	C

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	48.0	24.0	61.2	61.2
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	4	2	5	5
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	50	30	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	30.0	30.0	30.0	30.0
Pedestrian Compliance Code	Fair	Fair	Fair	Fair
Pedestrian Crosswalk Score	2.42	1.85	2.78	2.67
Pedestrian Crosswalk LOS	B	A	C	B

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	37.9	37.9	73.0	73.0
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	3	3	6	6
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	30	30	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	45.0	45.0	45.0	45.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.14	2.04	2.84	3.04
Pedestrian Crosswalk LOS	B	B	C	C

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	72.0	60.0	37.9	34.2
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	6	5	3	2
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	4	8	2	6
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	50	50	45	25
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	40.0	40.0	40.0	40.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	3.03	2.98	2.01	1.73
Pedestrian Crosswalk LOS	C	C	B	A

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	27.1	24.0	60.0	72.0
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	2	2	5	5
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	30	40	40
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	45.0	45.0	45.0	45.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	1.83	1.74	2.82	2.78
Pedestrian Crosswalk LOS	A	A	C	C

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	36.0	60.0	61.2	61.2
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	3	5	5	5
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	45	30	40	40
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	45.0	45.0	45.0	45.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.15	2.40	2.72	2.79
Pedestrian Crosswalk LOS	B	B	B	C

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	48.0	48.0	61.2	61.1
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	4	4	5	5
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	45	45	30
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	45.0	45.0	45.0	45.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.27	2.35	2.58	2.49
Pedestrian Crosswalk LOS	B	B	B	B

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	25.2	28.8	72.0	71.9
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	2	2	6	6
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	30	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	40.0	40.0	40.0	40.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	1.81	1.82	2.67	2.65
Pedestrian Crosswalk LOS	A	A	B	B

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	23.9	24.1	60.1	60.1
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	2	2	4	4
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	30	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	30.0	30.0	30.0	30.0
Pedestrian Compliance Code	Fair	Fair	Fair	Fair
Pedestrian Crosswalk Score	1.72	1.72	2.39	2.39
Pedestrian Crosswalk LOS	A	A	B	B

Approach	WB	NB	SB
Crosswalk Length (ft)	48.1	60.0	60.0
Crosswalk Width (ft)	12.0	12.0	12.0
Total Number of Lanes Crossed	4	4	5
Number of Right-Turn Islands	0	0	0
Type of Control	None	None	None
Corresponding Signal Phase	2	6	8
Effective Walk Time (s)	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0
85th percentile speed (mph)	40	40	40
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-
Pedestrian Delay (s/p)	30.0	30.0	30.0
Pedestrian Compliance Code	Fair	Fair	Fair
Pedestrian Crosswalk Score	2.22	2.41	2.59
Pedestrian Crosswalk LOS	B	B	B

Approach	EB	NB	SB
Crosswalk Length (ft)	62.2	60.0	70.6
Crosswalk Width (ft)	12.0	12.0	12.0
Total Number of Lanes Crossed	5	5	5
Number of Right-Turn Islands	0	0	0
Type of Control	None	None	None
Corresponding Signal Phase	6	4	2
Effective Walk Time (s)	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0
85th percentile speed (mph)	40	40	40
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-
Pedestrian Delay (s/p)	30.0	30.0	30.0
Pedestrian Compliance Code	Fair	Fair	Fair
Pedestrian Crosswalk Score	2.63	2.84	2.99
Pedestrian Crosswalk LOS	B	C	C

Approach	EB	WB	SB
Crosswalk Length (ft)	60.0	72.0	61.2
Crosswalk Width (ft)	12.0	12.0	12.0
Total Number of Lanes Crossed	5	6	5
Number of Right-Turn Islands	0	0	0
Type of Control	None	None	None
Corresponding Signal Phase	4	2	6
Effective Walk Time (s)	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0
85th percentile speed (mph)	45	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-
Pedestrian Delay (s/p)	30.0	30.0	30.0
Pedestrian Compliance Code	Fair	Fair	Fair
Pedestrian Crosswalk Score	2.69	2.85	2.63
Pedestrian Crosswalk LOS	B	C	B

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	43.7	92.3	140.8	96.0
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	3	5	7	8
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	45	55	55
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	45.0	45.0	45.0	45.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.20	2.62	3.49	3.62
Pedestrian Crosswalk LOS	B	B	C	D

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	38.0	24.1	85.0	95.9
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	3	2	7	8
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	30	55	55
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	45.0	45.0	45.0	45.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.00	1.76	3.37	3.42
Pedestrian Crosswalk LOS	B	A	C	C

Approach	WB	NB	SB
Crosswalk Length (ft)	41.5	84.0	84.1
Crosswalk Width (ft)	12.0	12.0	12.0
Total Number of Lanes Crossed	3	7	7
Number of Right-Turn Islands	0	0	0
Type of Control	None	None	None
Corresponding Signal Phase	2	6	8
Effective Walk Time (s)	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0
85th percentile speed (mph)	55	55	55
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-
Pedestrian Delay (s/p)	45.0	45.0	45.0
Pedestrian Compliance Code	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.13	3.46	3.45
Pedestrian Crosswalk LOS	B	C	C

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	61.2	49.5	73.0	72.0
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	5	3	6	6
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	30	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	52.5	52.5	52.5	52.5
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.43	2.01	2.96	3.03
Pedestrian Crosswalk LOS	B	B	C	C

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	37.9	37.9	73.0	73.0
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	3	3	6	6
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	30	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	52.5	52.5	52.5	52.5
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.07	2.08	2.96	2.95
Pedestrian Crosswalk LOS	B	B	C	C

Approach	WB	NB	SB
Crosswalk Length (ft)	24.0	60.0	60.0
Crosswalk Width (ft)	12.0	12.0	12.0
Total Number of Lanes Crossed	2	4	4
Number of Right-Turn Islands	0	0	0
Type of Control	None	None	None
Corresponding Signal Phase	2	6	3
Effective Walk Time (s)	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0
85th percentile speed (mph)	30	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-
Pedestrian Delay (s/p)	30.0	30.0	30.0
Pedestrian Compliance Code	Fair	Fair	Fair
Pedestrian Crosswalk Score	1.75	2.86	2.86
Pedestrian Crosswalk LOS	A	C	C

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	43.7	60.4	107.1	97.3
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	2	5	8	8
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	45	45	50	50
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	60.0	60.0	60.0	60.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	1.79	2.84	3.75	3.54
Pedestrian Crosswalk LOS	A	C	D	D

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	48.0	60.2	83.9	85.4
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	3	5	7	7
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	30	50	50
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	60.0	60.0	60.0	60.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.05	2.56	3.80	3.77
Pedestrian Crosswalk LOS	B	B	D	D

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	49.6	61.1	107.1	108.7
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	4	5	8	9
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	30	50	50
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	30.0	30.0	30.0	30.0
Pedestrian Compliance Code	Fair	Fair	Fair	Fair
Pedestrian Crosswalk Score	2.28	2.34	3.36	3.39
Pedestrian Crosswalk LOS	B	B	C	C

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	48.0	49.5	73.0	61.2
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	4	4	6	5
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	35	35	50	50
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	40.0	40.0	40.0	40.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.30	2.34	3.00	3.05
Pedestrian Crosswalk LOS	B	B	C	C

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	96.0	96.0	61.2	61.2
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	8	8	5	5
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	4	8	2	6
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	50	50	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	45.0	45.0	45.0	45.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	3.51	3.45	2.52	2.35
Pedestrian Crosswalk LOS	D	C	B	B

Approach	EB	NB	SB
Crosswalk Length (ft)	36.1	48.0	48.0
Crosswalk Width (ft)	12.0	12.0	12.0
Total Number of Lanes Crossed	3	4	3
Number of Right-Turn Islands	0	0	0
Type of Control	None	None	None
Corresponding Signal Phase	6	4	2
Effective Walk Time (s)	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0
85th percentile speed (mph)	30	30	30
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-
Pedestrian Delay (s/p)	35.0	35.0	35.0
Pedestrian Compliance Code	Poor	Poor	Poor
Pedestrian Crosswalk Score	1.98	2.46	2.37
Pedestrian Crosswalk LOS	A	B	B

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	27.2	27.1	27.1	27.1
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	2	2	2	2
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	4	8	2	6
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	45	45	30	30
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	30.0	30.0	30.0	30.0
Pedestrian Compliance Code	Fair	Fair	Fair	Fair
Pedestrian Crosswalk Score	2.29	2.29	1.71	1.71
Pedestrian Crosswalk LOS	B	B	A	A

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	49.2	49.2	24.9	25.0
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	4	4	2	2
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	30	30	30
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	30.0	30.0	30.0	30.0
Pedestrian Compliance Code	Fair	Fair	Fair	Fair
Pedestrian Crosswalk Score	3.06	3.06	1.71	1.71
Pedestrian Crosswalk LOS	C	C	A	A

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	89.6	88.5	44.6	39.7
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	6	5	3	2
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	30	30	30
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	60.0	60.0	60.0	60.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.93	2.88	2.26	1.74
Pedestrian Crosswalk LOS	C	C	B	A

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	48.1	61.3	73.3	59.9
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	4	4	6	5
Number of Right-Turn Islands	1	0	0	1
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	35	30	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	30.0	30.0	30.0	30.0
Pedestrian Compliance Code	Fair	Fair	Fair	Fair
Pedestrian Crosswalk Score	2.41	2.28	3.20	3.00
Pedestrian Crosswalk LOS	B	B	C	C

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	60.0	72.0	72.0	73.0
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	5	6	6	6
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	30	55	55
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	60.0	60.0	60.0	60.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.61	2.78	3.49	3.51
Pedestrian Crosswalk LOS	B	C	C	D

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	48.0	24.0	61.2	61.2
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	4	2	5	5
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	50	30	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	30.0	30.0	30.0	30.0
Pedestrian Compliance Code	Fair	Fair	Fair	Fair
Pedestrian Crosswalk Score	2.43	1.89	2.91	2.69
Pedestrian Crosswalk LOS	B	A	C	B

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	37.9	37.9	73.0	73.0
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	3	3	6	6
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	30	30	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	45.0	45.0	45.0	45.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.28	2.09	2.88	3.11
Pedestrian Crosswalk LOS	B	B	C	C

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	72.0	60.0	37.9	34.2
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	6	5	3	2
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	4	8	2	6
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	50	50	45	25
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	40.0	40.0	40.0	40.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	3.50	3.56	2.01	1.73
Pedestrian Crosswalk LOS	D	D	B	A

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	27.1	24.0	60.0	72.0
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	2	2	5	5
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	30	40	40
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	45.0	45.0	45.0	45.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	1.92	1.74	2.91	2.85
Pedestrian Crosswalk LOS	A	A	C	C

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	36.0	60.0	61.2	61.2
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	3	5	5	5
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	45	30	40	40
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	45.0	45.0	45.0	45.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.15	2.48	2.85	2.96
Pedestrian Crosswalk LOS	B	B	C	C

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	48.0	48.0	61.2	61.1
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	4	4	5	5
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	45	45	30
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	45.0	45.0	45.0	45.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.38	2.59	2.74	2.57
Pedestrian Crosswalk LOS	B	B	B	B

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	25.2	28.8	72.0	71.9
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	2	2	6	6
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	30	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	40.0	40.0	40.0	40.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	1.79	1.89	2.72	2.66
Pedestrian Crosswalk LOS	A	A	B	B

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	23.9	24.1	60.1	60.1
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	2	2	4	4
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	30	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	30.0	30.0	30.0	30.0
Pedestrian Compliance Code	Fair	Fair	Fair	Fair
Pedestrian Crosswalk Score	1.72	1.72	2.52	2.53
Pedestrian Crosswalk LOS	A	A	B	B

Approach	WB	NB	SB
Crosswalk Length (ft)	48.1	60.0	60.0
Crosswalk Width (ft)	12.0	12.0	12.0
Total Number of Lanes Crossed	4	4	5
Number of Right-Turn Islands	0	0	0
Type of Control	None	None	None
Corresponding Signal Phase	2	6	8
Effective Walk Time (s)	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0
85th percentile speed (mph)	40	40	40
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-
Pedestrian Delay (s/p)	30.0	30.0	30.0
Pedestrian Compliance Code	Fair	Fair	Fair
Pedestrian Crosswalk Score	2.34	2.46	2.72
Pedestrian Crosswalk LOS	B	B	B

Approach	EB	NB	SB
Crosswalk Length (ft)	62.2	60.0	70.6
Crosswalk Width (ft)	12.0	12.0	12.0
Total Number of Lanes Crossed	5	5	5
Number of Right-Turn Islands	0	0	0
Type of Control	None	None	None
Corresponding Signal Phase	6	4	2
Effective Walk Time (s)	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0
85th percentile speed (mph)	40	40	40
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-
Pedestrian Delay (s/p)	30.0	30.0	30.0
Pedestrian Compliance Code	Fair	Fair	Fair
Pedestrian Crosswalk Score	2.78	2.98	3.25
Pedestrian Crosswalk LOS	C	C	C

Approach	EB	WB	SB
Crosswalk Length (ft)	60.0	72.0	61.2
Crosswalk Width (ft)	12.0	12.0	12.0
Total Number of Lanes Crossed	5	6	5
Number of Right-Turn Islands	0	0	0
Type of Control	None	None	None
Corresponding Signal Phase	4	2	6
Effective Walk Time (s)	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0
85th percentile speed (mph)	45	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-
Pedestrian Delay (s/p)	50.0	50.0	50.0
Pedestrian Compliance Code	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.92	3.18	2.83
Pedestrian Crosswalk LOS	C	C	C

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	43.7	92.3	140.8	96.0
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	3	5	7	8
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	45	55	55
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	45.0	45.0	45.0	45.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.33	2.73	3.52	3.67
Pedestrian Crosswalk LOS	B	B	D	D

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	38.0	24.1	85.0	95.9
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	3	2	7	8
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	30	55	55
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	45.0	45.0	45.0	45.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.05	1.79	3.51	3.53
Pedestrian Crosswalk LOS	B	A	D	D

Approach	WB	NB	SB
Crosswalk Length (ft)	41.5	84.0	84.1
Crosswalk Width (ft)	12.0	12.0	12.0
Total Number of Lanes Crossed	3	7	7
Number of Right-Turn Islands	0	0	0
Type of Control	None	None	None
Corresponding Signal Phase	2	6	8
Effective Walk Time (s)	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0
85th percentile speed (mph)	55	55	55
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-
Pedestrian Delay (s/p)	45.0	45.0	45.0
Pedestrian Compliance Code	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.23	3.49	3.47
Pedestrian Crosswalk LOS	B	C	C

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	61.2	49.5	73.0	72.0
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	5	3	6	6
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	30	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	52.5	52.5	52.5	52.5
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.42	2.02	3.16	3.23
Pedestrian Crosswalk LOS	B	B	C	C

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	37.9	37.9	73.0	73.0
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	3	3	6	6
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	30	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	52.5	52.5	52.5	52.5
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.07	2.17	3.14	3.15
Pedestrian Crosswalk LOS	B	B	C	C

Approach	WB	NB	SB
Crosswalk Length (ft)	24.0	60.0	60.0
Crosswalk Width (ft)	12.0	12.0	12.0
Total Number of Lanes Crossed	2	4	4
Number of Right-Turn Islands	0	0	0
Type of Control	None	None	None
Corresponding Signal Phase	2	6	3
Effective Walk Time (s)	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0
85th percentile speed (mph)	30	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-
Pedestrian Delay (s/p)	30.0	30.0	30.0
Pedestrian Compliance Code	Fair	Fair	Fair
Pedestrian Crosswalk Score	1.78	3.29	3.29
Pedestrian Crosswalk LOS	A	C	C

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	43.7	60.4	107.1	97.3
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	2	5	8	8
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	45	45	50	50
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	60.0	60.0	60.0	60.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	1.81	3.07	3.79	3.69
Pedestrian Crosswalk LOS	A	C	D	D

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	48.0	60.2	83.9	85.4
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	3	5	7	7
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	30	50	50
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	60.0	60.0	60.0	60.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.03	2.62	3.87	3.86
Pedestrian Crosswalk LOS	B	B	D	D

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	49.6	61.1	107.1	108.7
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	4	5	8	9
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	30	50	50
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	30.0	30.0	30.0	30.0
Pedestrian Compliance Code	Fair	Fair	Fair	Fair
Pedestrian Crosswalk Score	2.39	2.35	3.59	3.54
Pedestrian Crosswalk LOS	B	B	D	D

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	48.0	49.5	73.0	61.2
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	4	4	6	5
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	35	35	50	50
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	60.0	60.0	60.0	60.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.36	2.37	3.41	3.64
Pedestrian Crosswalk LOS	B	B	C	D

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	96.0	96.0	61.2	61.2
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	8	8	5	5
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	4	8	2	6
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	50	50	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	60.0	60.0	60.0	60.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	3.64	3.65	2.78	2.37
Pedestrian Crosswalk LOS	D	D	C	B

Approach	EB	NB	SB
Crosswalk Length (ft)	36.1	48.0	48.0
Crosswalk Width (ft)	12.0	12.0	12.0
Total Number of Lanes Crossed	3	4	3
Number of Right-Turn Islands	0	0	0
Type of Control	None	None	None
Corresponding Signal Phase	6	4	2
Effective Walk Time (s)	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0
85th percentile speed (mph)	30	30	30
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-
Pedestrian Delay (s/p)	35.0	35.0	35.0
Pedestrian Compliance Code	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.00	2.57	2.53
Pedestrian Crosswalk LOS	B	B	B

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	27.2	27.1	27.1	27.1
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	2	2	2	2
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	4	8	2	6
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	45	45	30	30
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	30.0	30.0	30.0	30.0
Pedestrian Compliance Code	Fair	Fair	Fair	Fair
Pedestrian Crosswalk Score	2.54	2.54	1.71	1.71
Pedestrian Crosswalk LOS	B	B	A	A

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	49.2	49.2	24.9	25.0
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	4	4	2	2
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	30	30	30
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	30.0	30.0	30.0	30.0
Pedestrian Compliance Code	Fair	Fair	Fair	Fair
Pedestrian Crosswalk Score	3.26	3.26	1.71	1.71
Pedestrian Crosswalk LOS	C	C	A	A

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	89.6	88.5	44.6	39.7
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	6	5	3	2
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	30	30	30
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	60.0	60.0	60.0	60.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	3.09	3.07	2.35	1.74
Pedestrian Crosswalk LOS	C	C	B	A

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BICYCLE LEVEL OF SERVICE WORKSHEETS

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	285	303	758	1196
Effct. Green for Bike (s)	18.0	18.0	26.2	23.2
Cross Street Width (ft)	77.0	65.0	64.0	64.0
Through Lanes Number	1	2	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	6.0	2.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	600	600	873	773
Bicycle Delay (s/bike)	14.7	14.7	9.5	11.3
Bicycle Compliance	Fair	Fair	Good	Fair
Bicycle LOS Score	2.24	2.70	3.16	3.53
Bicycle LOS	B	B	C	D

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	316	178	913	561
Effct. Green for Bike (s)	18.0	18.0	31.1	18.0
Cross Street Width (ft)	68.0	80.0	35.0	63.0
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	5.0	2.0	5.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	600	600	1037	600
Bicycle Delay (s/bike)	14.7	14.7	7.0	14.7
Bicycle Compliance	Fair	Fair	Good	Fair
Bicycle LOS Score	3.12	2.33	2.74	2.24
Bicycle LOS	C	B	B	B

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	302	100	1241	1124
Effct. Green for Bike (s)	18.0	18.0	25.0	23.4
Cross Street Width (ft)	73.0	90.0	40.0	42.0
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	600	600	833	780
Bicycle Delay (s/bike)	14.7	14.7	10.2	11.2
Bicycle Compliance	Fair	Fair	Fair	Fair
Bicycle LOS Score	3.17	3.10	3.20	3.13
Bicycle LOS	C	C	C	C

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	1020	1063	61	11
Effct. Green for Bike (s)	26.7	28.6	38.2	6.1
Cross Street Width (ft)	78.0	78.0	82.0	72.0
Through Lanes Number	2	2	1	1
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	7.0	8.0	0.0
Curb Is Present?	Yes	Yes	Yes	No
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	668	715	955	152
Bicycle Delay (s/bike)	17.8	16.5	10.9	34.1
Bicycle Compliance	Fair	Fair	Fair	Poor
Bicycle LOS Score	3.59	2.45	1.52	2.68
Bicycle LOS	D	B	A	B

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	212	238	767	922
Effct. Green for Bike (s)	18.0	18.0	53.5	56.5
Cross Street Width (ft)	69.0	69.0	64.0	40.0
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	3.0	0.0	2.0	8.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	400	400	1189	1256
Bicycle Delay (s/bike)	28.8	28.8	7.4	6.2
Bicycle Compliance	Fair	Fair	Good	Good
Bicycle LOS Score	2.64	3.01	3.06	1.54
Bicycle LOS	B	C	C	A

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	310	260	470	445
Effct. Green for Bike (s)	18.3	18.3	53.8	56.2
Cross Street Width (ft)	64.0	64.0	64.0	64.0
Through Lanes Number	2	2	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	3.0	3.0	3.0	2.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	407	407	1196	1249
Bicycle Delay (s/bike)	28.6	28.6	7.3	6.3
Bicycle Compliance	Fair	Fair	Good	Good
Bicycle LOS Score	2.47	2.43	2.60	2.80
Bicycle LOS	B	B	B	C

Approach	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0
Total Flow Rate (veh/h)	111	412	627
Effct. Green for Bike (s)	18.0	18.9	33.0
Cross Street Width (ft)	70.0	49.0	49.0
Through Lanes Number	2	2	2
Through Lane Width (ft)	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	5.0	5.0
Paved Shoulder Width (ft)	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes
On Street Parking?	No	No	No
Bicycle Lane Capacity (bike/h)	600	630	1100
Bicycle Delay (s/bike)	14.7	14.1	6.1
Bicycle Compliance	Fair	Fair	Good
Bicycle LOS Score	2.72	1.58	1.75
Bicycle LOS	B	A	A

Approach	EB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0
Total Flow Rate (veh/h)	685	844	1508
Effct. Green for Bike (s)	18.0	33.0	23.4
Cross Street Width (ft)	68.0	76.0	76.0
Through Lanes Number	2	2	2
Through Lane Width (ft)	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes
On Street Parking?	No	No	No
Bicycle Lane Capacity (bike/h)	600	1100	780
Bicycle Delay (s/bike)	14.7	6.1	11.2
Bicycle Compliance	Fair	Good	Fair
Bicycle LOS Score	3.17	3.42	3.97
Bicycle LOS	C	C	D

Approach	EB	WB	SB
Bicycle Flow Rate (bike/h)	0	0	0
Total Flow Rate (veh/h)	697	691	685
Effct. Green for Bike (s)	31.1	18.7	18.0
Cross Street Width (ft)	70.0	70.0	68.0
Through Lanes Number	2	2	2
Through Lane Width (ft)	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0
Curb Is Present?	No	No	No
On Street Parking?	No	No	No
Bicycle Lane Capacity (bike/h)	1037	623	600
Bicycle Delay (s/bike)	7.0	14.2	14.7
Bicycle Compliance	Good	Fair	Fair
Bicycle LOS Score	3.21	3.20	3.17
Bicycle LOS	C	C	C

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	335	546	1546	2184
Effct. Green for Bike (s)	18.4	22.6	37.8	48.3
Cross Street Width (ft)	140.8	96.0	92.3	74.0
Through Lanes Number	1	1	3	3
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	7.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	3.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	409	502	840	1073
Bicycle Delay (s/bike)	28.5	25.2	15.1	9.7
Bicycle Compliance	Fair	Fair	Fair	Good
Bicycle LOS Score	2.77	3.93	3.82	3.57
Bicycle LOS	C	D	D	D

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	93	30	1512	1522
Effct. Green for Bike (s)	18.0	18.0	60.7	58.0
Cross Street Width (ft)	96.0	107.0	38.0	120.0
Through Lanes Number	1	1	3	3
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	8.0	4.0	5.0	4.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	400	400	1349	1289
Bicycle Delay (s/bike)	28.8	28.8	4.8	5.7
Bicycle Compliance	Fair	Fair	Good	Good
Bicycle LOS Score	1.79	2.71	2.22	3.70
Bicycle LOS	A	B	B	D

Approach	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0
Total Flow Rate (veh/h)	120	1635	1742
Effct. Green for Bike (s)	9.6	63.3	72.3
Cross Street Width (ft)	84.1	41.5	84.0
Through Lanes Number	1	3	3
Through Lane Width (ft)	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0
Curb Is Present?	No	No	No
On Street Parking?	No	No	No
Bicycle Lane Capacity (bike/h)	213	1407	1607
Bicycle Delay (s/bike)	35.9	4.0	1.7
Bicycle Compliance	Poor	Good	Good
Bicycle LOS Score	3.04	3.09	3.80
Bicycle LOS	C	C	D

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	296	90	842	1317
Effct. Green for Bike (s)	22.4	22.4	73.6	73.6
Cross Street Width (ft)	86.0	86.0	60.0	68.0
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	427	427	1402	1402
Bicycle Delay (s/bike)	32.5	32.5	4.7	4.7
Bicycle Compliance	Poor	Poor	Good	Good
Bicycle LOS Score	3.36	3.02	3.17	3.69
Bicycle LOS	C	C	C	D

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	175	235	763	1198
Effct. Green for Bike (s)	18.7	18.7	77.3	77.3
Cross Street Width (ft)	86.0	86.0	62.0	62.0
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	356	356	1472	1472
Bicycle Delay (s/bike)	35.5	35.5	3.7	3.7
Bicycle Compliance	Poor	Poor	Good	Good
Bicycle LOS Score	3.16	3.26	3.14	3.50
Bicycle LOS	C	C	C	C

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	38	1089	2469	1737
Effct. Green for Bike (s)	7.5	35.6	55.2	65.6
Cross Street Width (ft)	106.0	99.0	80.0	38.0
Through Lanes Number	1	1	3	3
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	7.0	7.0	0.0	3.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	125	593	920	1093
Bicycle Delay (s/bike)	52.7	29.7	17.5	12.3
Bicycle Compliance	Poor	Fair	Fair	Fair
Bicycle LOS Score	2.06	3.69	4.14	2.77
Bicycle LOS	B	D	D	C

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	118	367	2813	2485
Effct. Green for Bike (s)	9.8	18.0	48.5	68.0
Cross Street Width (ft)	88.0	98.0	58.0	42.0
Through Lanes Number	1	1	3	3
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	5.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	163	300	808	1133
Bicycle Delay (s/bike)	50.6	43.3	21.3	11.3
Bicycle Compliance	Poor	Poor	Fair	Fair
Bicycle LOS Score	3.10	3.66	3.99	2.82
Bicycle LOS	C	D	D	C

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	366	109	1524	1552
Effct. Green for Bike (s)	18.0	18.0	32.1	23.7
Cross Street Width (ft)	99.0	99.0	81.0	68.0
Through Lanes Number	1	1	3	3
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	3.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	600	600	1070	790
Bicycle Delay (s/bike)	14.7	14.7	6.5	11.0
Bicycle Compliance	Fair	Fair	Good	Fair
Bicycle LOS Score	3.68	3.25	3.32	3.45
Bicycle LOS	D	C	C	C

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	355	218	934	1298
Effct. Green for Bike (s)	18.8	10.9	27.8	43.1
Cross Street Width (ft)	76.0	76.0	79.0	57.0
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	2.0	2.0	2.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	470	272	695	1078
Bicycle Delay (s/bike)	23.4	29.8	17.0	8.5
Bicycle Compliance	Fair	Fair	Fair	Good
Bicycle LOS Score	3.31	2.97	3.43	3.40
Bicycle LOS	C	C	C	C

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	1766	1869	356	91
Effct. Green for Bike (s)	32.1	40.2	30.8	18.4
Cross Street Width (ft)	70.0	82.0	102.0	105.0
Through Lanes Number	3	3	1	1
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	5.0	0.0	3.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	713	893	684	409
Bicycle Delay (s/bike)	18.6	13.8	19.5	28.5
Bicycle Compliance	Fair	Fair	Fair	Fair
Bicycle LOS Score	3.60	3.09	3.71	2.99
Bicycle LOS	D	C	D	C

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	444	259	1839	1336
Effct. Green for Bike (s)	18.0	18.0	23.5	25.4
Cross Street Width (ft)	77.0	65.0	64.0	64.0
Through Lanes Number	1	2	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	6.0	2.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	600	600	783	847
Bicycle Delay (s/bike)	14.7	14.7	11.1	10.0
Bicycle Compliance	Fair	Fair	Fair	Good
Bicycle LOS Score	2.51	2.66	4.06	3.64
Bicycle LOS	B	B	D	D

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	305	147	1212	627
Effct. Green for Bike (s)	18.0	18.0	29.2	18.0
Cross Street Width (ft)	68.0	80.0	35.0	63.0
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	5.0	2.0	5.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	600	600	973	600
Bicycle Delay (s/bike)	14.7	14.7	7.9	14.7
Bicycle Compliance	Fair	Fair	Good	Fair
Bicycle LOS Score	3.10	2.28	2.99	2.29
Bicycle LOS	C	B	C	B

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	356	209	1634	1145
Effct. Green for Bike (s)	25.5	25.5	46.2	31.8
Cross Street Width (ft)	73.0	90.0	40.0	42.0
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	567	567	1027	707
Bicycle Delay (s/bike)	23.1	23.1	10.7	18.8
Bicycle Compliance	Fair	Fair	Fair	Fair
Bicycle LOS Score	3.26	3.28	3.52	3.15
Bicycle LOS	C	C	D	C

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	1693	2168	66	14
Effct. Green for Bike (s)	24.8	28.6	38.1	6.2
Cross Street Width (ft)	78.0	78.0	82.0	72.0
Through Lanes Number	2	2	1	1
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	7.0	8.0	0.0
Curb Is Present?	Yes	Yes	Yes	No
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	620	715	952	155
Bicycle Delay (s/bike)	19.0	16.5	11.0	34.0
Bicycle Compliance	Fair	Fair	Fair	Poor
Bicycle LOS Score	4.15	3.36	1.53	2.68
Bicycle LOS	D	C	A	B

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	195	452	1007	1294
Effct. Green for Bike (s)	18.1	18.1	48.1	58.7
Cross Street Width (ft)	69.0	69.0	64.0	40.0
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	3.0	0.0	2.0	8.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	402	402	1069	1304
Bicycle Delay (s/bike)	28.7	28.7	9.8	5.4
Bicycle Compliance	Fair	Fair	Good	Good
Bicycle LOS Score	2.62	3.36	3.26	1.85
Bicycle LOS	B	C	C	A

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	392	682	733	688
Effct. Green for Bike (s)	23.3	23.3	45.1	44.7
Cross Street Width (ft)	64.0	64.0	64.0	64.0
Through Lanes Number	2	2	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	3.0	3.0	3.0	2.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	518	518	1002	993
Bicycle Delay (s/bike)	24.7	24.7	11.2	11.4
Bicycle Compliance	Fair	Fair	Fair	Fair
Bicycle LOS Score	2.54	2.78	2.82	3.00
Bicycle LOS	B	C	C	C

Approach	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0
Total Flow Rate (veh/h)	466	480	714
Effct. Green for Bike (s)	18.0	18.6	33.0
Cross Street Width (ft)	70.0	49.0	49.0
Through Lanes Number	2	2	2
Through Lane Width (ft)	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	5.0	5.0
Paved Shoulder Width (ft)	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes
On Street Parking?	No	No	No
Bicycle Lane Capacity (bike/h)	600	620	1100
Bicycle Delay (s/bike)	14.7	14.3	6.1
Bicycle Compliance	Fair	Fair	Good
Bicycle LOS Score	3.02	1.63	1.83
Bicycle LOS	C	A	A

Approach	EB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0
Total Flow Rate (veh/h)	964	1464	1654
Effct. Green for Bike (s)	18.0	33.0	20.0
Cross Street Width (ft)	68.0	76.0	76.0
Through Lanes Number	2	2	2
Through Lane Width (ft)	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes
On Street Parking?	No	No	No
Bicycle Lane Capacity (bike/h)	600	1100	667
Bicycle Delay (s/bike)	14.7	6.1	13.3
Bicycle Compliance	Fair	Good	Fair
Bicycle LOS Score	3.40	3.93	4.09
Bicycle LOS	C	D	D

Approach	EB	WB	SB
Bicycle Flow Rate (bike/h)	0	0	0
Total Flow Rate (veh/h)	1015	1761	607
Effct. Green for Bike (s)	71.1	49.2	18.0
Cross Street Width (ft)	70.0	70.0	68.0
Through Lanes Number	2	2	2
Through Lane Width (ft)	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0
Curb Is Present?	No	No	No
On Street Parking?	No	No	No
Bicycle Lane Capacity (bike/h)	1422	984	360
Bicycle Delay (s/bike)	4.2	12.9	33.6
Bicycle Compliance	Good	Fair	Poor
Bicycle LOS Score	3.47	4.08	3.10
Bicycle LOS	C	D	C

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	609	623	2056	1902
Effct. Green for Bike (s)	29.5	29.5	33.3	31.7
Cross Street Width (ft)	140.8	96.0	92.3	74.0
Through Lanes Number	1	1	3	3
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	7.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	3.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	656	656	740	704
Bicycle Delay (s/bike)	20.3	20.3	17.9	18.9
Bicycle Compliance	Fair	Fair	Fair	Fair
Bicycle LOS Score	3.22	4.06	4.10	3.42
Bicycle LOS	C	D	D	C

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	149	73	1967	1590
Effct. Green for Bike (s)	18.0	18.0	60.8	55.7
Cross Street Width (ft)	96.0	107.0	38.0	120.0
Through Lanes Number	1	1	3	3
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	8.0	4.0	5.0	4.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	400	400	1351	1238
Bicycle Delay (s/bike)	28.8	28.8	4.7	6.5
Bicycle Compliance	Fair	Fair	Good	Good
Bicycle LOS Score	1.88	2.78	2.47	3.73
Bicycle LOS	A	C	B	D

Approach	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0
Total Flow Rate (veh/h)	255	1939	1464
Effct. Green for Bike (s)	12.0	57.7	66.9
Cross Street Width (ft)	84.1	41.5	84.0
Through Lanes Number	1	3	3
Through Lane Width (ft)	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0
Curb Is Present?	No	No	No
On Street Parking?	No	No	No
Bicycle Lane Capacity (bike/h)	267	1282	1487
Bicycle Delay (s/bike)	33.8	5.8	3.0
Bicycle Compliance	Poor	Good	Good
Bicycle LOS Score	3.27	3.26	3.65
Bicycle LOS	C	C	D

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	274	105	1463	1517
Effct. Green for Bike (s)	22.3	22.3	73.7	73.7
Cross Street Width (ft)	86.0	86.0	60.0	68.0
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	425	425	1404	1404
Bicycle Delay (s/bike)	32.6	32.6	4.7	4.7
Bicycle Compliance	Poor	Poor	Good	Good
Bicycle LOS Score	3.33	3.05	3.68	3.85
Bicycle LOS	C	C	D	D

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	171	388	1368	1345
Effct. Green for Bike (s)	20.6	20.6	75.4	75.4
Cross Street Width (ft)	86.0	86.0	62.0	62.0
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	392	392	1436	1436
Bicycle Delay (s/bike)	33.9	33.9	4.2	4.2
Bicycle Compliance	Poor	Poor	Good	Good
Bicycle LOS Score	3.16	3.52	3.64	3.62
Bicycle LOS	C	D	D	D

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	49	1244	2629	2296
Effct. Green for Bike (s)	7.8	37.7	40.0	59.0
Cross Street Width (ft)	106.0	99.0	80.0	38.0
Through Lanes Number	1	1	3	3
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	7.0	7.0	0.0	3.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	130	628	667	983
Bicycle Delay (s/bike)	52.5	28.2	26.7	15.5
Bicycle Compliance	Poor	Fair	Fair	Fair
Bicycle LOS Score	2.08	3.95	4.23	3.08
Bicycle LOS	B	D	D	C

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	97	705	2815	2642
Effct. Green for Bike (s)	9.9	19.5	50.5	69.6
Cross Street Width (ft)	88.0	98.0	58.0	42.0
Through Lanes Number	1	1	3	3
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	5.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	165	325	842	1160
Bicycle Delay (s/bike)	50.5	42.1	20.1	10.6
Bicycle Compliance	Poor	Poor	Fair	Fair
Bicycle LOS Score	3.07	4.22	4.00	2.90
Bicycle LOS	C	D	D	C

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	506	148	2633	1508
Effct. Green for Bike (s)	18.0	18.0	32.1	18.0
Cross Street Width (ft)	99.0	99.0	81.0	68.0
Through Lanes Number	1	1	3	3
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	3.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	600	600	1070	600
Bicycle Delay (s/bike)	14.7	14.7	6.5	14.7
Bicycle Compliance	Fair	Fair	Good	Fair
Bicycle LOS Score	3.91	3.32	3.93	3.43
Bicycle LOS	D	C	D	C

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	444	486	1841	1740
Effct. Green for Bike (s)	29.7	18.7	58.3	62.5
Cross Street Width (ft)	76.0	76.0	79.0	57.0
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	2.0	2.0	2.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	495	312	972	1042
Bicycle Delay (s/bike)	34.0	42.8	15.9	13.8
Bicycle Compliance	Poor	Poor	Fair	Fair
Bicycle LOS Score	3.45	3.42	4.18	3.76
Bicycle LOS	C	C	D	D

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	2259	2197	763	90
Effct. Green for Bike (s)	39.9	61.1	36.7	18.0
Cross Street Width (ft)	70.0	82.0	102.0	105.0
Through Lanes Number	3	3	1	1
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	5.0	0.0	3.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	665	1018	612	300
Bicycle Delay (s/bike)	26.7	14.5	28.9	43.3
Bicycle Compliance	Fair	Fair	Fair	Poor
Bicycle LOS Score	3.87	3.27	4.38	2.99
Bicycle LOS	D	C	E	C

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WITH IMPROVEMENTS

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	285	303	758	1196
Effct. Green for Bike (s)	18.0	18.0	26.2	23.2
Cross Street Width (ft)	77.0	65.0	64.0	64.0
Through Lanes Number	1	2	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	6.0	2.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	600	600	873	773
Bicycle Delay (s/bike)	14.7	14.7	9.5	11.3
Bicycle Compliance	Fair	Fair	Good	Fair
Bicycle LOS Score	2.24	2.70	3.16	3.53
Bicycle LOS	B	B	C	D

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	348	348	1130	1282
Effct. Green for Bike (s)	18.0	23.7	51.0	62.4
Cross Street Width (ft)	72.0	73.0	72.0	60.0
Through Lanes Number	2	2	3	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	3.0	18.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	300	395	850	1040
Bicycle Delay (s/bike)	43.3	38.6	19.8	13.8
Bicycle Compliance	Poor	Poor	Fair	Fair
Bicycle LOS Score	2.95	2.96	2.96	0.00
Bicycle LOS	C	C	C	-

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	316	178	913	561
Effct. Green for Bike (s)	18.0	18.0	31.1	18.0
Cross Street Width (ft)	68.0	80.0	35.0	63.0
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	6.0
Paved Shoulder Width (ft)	0.0	5.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	600	600	1037	600
Bicycle Delay (s/bike)	14.7	14.7	7.0	14.7
Bicycle Compliance	Fair	Fair	Good	Fair
Bicycle LOS Score	3.12	2.33	2.85	1.70
Bicycle LOS	C	B	C	A

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	302	100	1241	1124
Effct. Green for Bike (s)	18.0	18.0	32.5	27.5
Cross Street Width (ft)	73.0	90.0	40.0	42.0
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	10.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	400	400	722	611
Bicycle Delay (s/bike)	28.8	28.8	18.4	21.7
Bicycle Compliance	Fair	Fair	Fair	Fair
Bicycle LOS Score	3.17	3.10	3.20	0.99
Bicycle LOS	C	C	C	A

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	1020	1063	61	11
Effct. Green for Bike (s)	26.7	28.6	38.2	6.1
Cross Street Width (ft)	78.0	78.0	82.0	82.0
Through Lanes Number	2	2	1	1
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	6.0	6.0
Paved Shoulder Width (ft)	2.0	5.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	No
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	668	715	955	152
Bicycle Delay (s/bike)	17.8	16.5	10.9	34.1
Bicycle Compliance	Fair	Fair	Fair	Poor
Bicycle LOS Score	3.49	2.88	1.63	1.55
Bicycle LOS	C	C	A	A

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	126	10	920	948
Effct. Green for Bike (s)	7.8	8.3	66.5	55.1
Cross Street Width (ft)	58.0	72.0	79.0	32.0
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	6.0	6.0	6.0	6.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	Yes	No	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	173	184	1478	1224
Bicycle Delay (s/bike)	37.5	37.1	3.1	6.8
Bicycle Compliance	Poor	Poor	Good	Good
Bicycle LOS Score	1.37	1.39	2.24	1.54
Bicycle LOS	A	A	B	A

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	212	238	767	922
Effct. Green for Bike (s)	18.0	18.0	53.5	56.5
Cross Street Width (ft)	69.0	69.0	64.0	40.0
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	7.0	0.0	0.0
Paved Shoulder Width (ft)	3.0	0.0	2.0	8.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	400	400	1189	1256
Bicycle Delay (s/bike)	28.8	28.8	7.4	6.2
Bicycle Compliance	Fair	Fair	Good	Good
Bicycle LOS Score	2.64	1.51	3.06	1.54
Bicycle LOS	B	A	C	A

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	310	260	470	445
Effct. Green for Bike (s)	18.2	18.2	53.8	56.2
Cross Street Width (ft)	64.0	64.0	64.0	64.0
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	7.0	7.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	3.0	2.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	404	404	1196	1249
Bicycle Delay (s/bike)	28.6	28.6	7.3	6.3
Bicycle Compliance	Fair	Fair	Good	Good
Bicycle LOS Score	1.55	1.47	2.60	2.80
Bicycle LOS	A	A	B	C

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	92	109	450	375
Effct. Green for Bike (s)	9.1	10.1	45.3	44.8
Cross Street Width (ft)	76.0	81.0	42.0	42.0
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	8.0	8.0
Paved Shoulder Width (ft)	6.0	6.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	228	253	1132	1120
Bicycle Delay (s/bike)	31.4	30.5	7.5	7.7
Bicycle Compliance	Poor	Poor	Good	Good
Bicycle LOS Score	1.91	2.01	0.86	0.80
Bicycle LOS	A	B	A	A

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	15	14	375	350
Effct. Green for Bike (s)	18.0	18.0	33.0	33.0
Cross Street Width (ft)	79.0	79.0	20.0	20.0
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	6.0	6.0	8.0	8.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	600	600	1100	1100
Bicycle Delay (s/bike)	14.7	14.7	6.1	6.1
Bicycle Compliance	Fair	Fair	Good	Good
Bicycle LOS Score	1.51	1.50	0.46	0.44
Bicycle LOS	A	A	A	A

Approach	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0
Total Flow Rate (veh/h)	111	412	627
Effct. Green for Bike (s)	18.0	18.9	33.0
Cross Street Width (ft)	70.0	49.0	49.0
Through Lanes Number	2	2	2
Through Lane Width (ft)	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	5.0	6.0
Paved Shoulder Width (ft)	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes
On Street Parking?	No	No	No
Bicycle Lane Capacity (bike/h)	600	630	1100
Bicycle Delay (s/bike)	14.7	14.1	6.1
Bicycle Compliance	Fair	Fair	Good
Bicycle LOS Score	2.72	1.58	1.54
Bicycle LOS	B	A	A

Approach	EB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0
Total Flow Rate (veh/h)	685	844	1508
Effct. Green for Bike (s)	18.0	33.0	23.4
Cross Street Width (ft)	68.0	76.0	76.0
Through Lanes Number	2	2	2
Through Lane Width (ft)	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	3.0	0.0
Curb Is Present?	Yes	Yes	Yes
On Street Parking?	No	No	No
Bicycle Lane Capacity (bike/h)	600	1100	780
Bicycle Delay (s/bike)	14.7	6.1	11.2
Bicycle Compliance	Fair	Good	Fair
Bicycle LOS Score	3.17	3.10	3.97
Bicycle LOS	C	C	D

Approach	EB	WB	SB
Bicycle Flow Rate (bike/h)	0	0	0
Total Flow Rate (veh/h)	697	691	685
Effct. Green for Bike (s)	31.1	18.7	18.0
Cross Street Width (ft)	70.0	70.0	68.0
Through Lanes Number	2	2	2
Through Lane Width (ft)	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0
Curb Is Present?	No	No	No
On Street Parking?	No	No	No
Bicycle Lane Capacity (bike/h)	1037	623	600
Bicycle Delay (s/bike)	7.0	14.2	14.7
Bicycle Compliance	Good	Fair	Fair
Bicycle LOS Score	3.21	3.20	3.17
Bicycle LOS	C	C	C

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	335	546	1546	2184
Effct. Green for Bike (s)	18.4	22.6	37.8	48.3
Cross Street Width (ft)	140.8	96.0	92.3	74.0
Through Lanes Number	1	1	3	3
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	7.0	7.0	7.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	3.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	409	502	840	1073
Bicycle Delay (s/bike)	28.5	25.2	15.1	9.7
Bicycle Compliance	Fair	Fair	Fair	Good
Bicycle LOS Score	2.77	2.43	2.32	3.57
Bicycle LOS	C	B	B	D

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	93	30	1512	1522
Effct. Green for Bike (s)	18.0	18.0	60.7	58.0
Cross Street Width (ft)	96.0	107.0	38.0	120.0
Through Lanes Number	1	1	3	3
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	8.0	4.0	5.0	4.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	400	400	1349	1289
Bicycle Delay (s/bike)	28.8	28.8	4.8	5.7
Bicycle Compliance	Fair	Fair	Good	Good
Bicycle LOS Score	1.79	2.71	2.22	3.70
Bicycle LOS	A	B	B	D

Approach	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0
Total Flow Rate (veh/h)	120	1635	1742
Effct. Green for Bike (s)	9.6	63.3	72.3
Cross Street Width (ft)	84.1	41.5	84.0
Through Lanes Number	1	3	3
Through Lane Width (ft)	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	6.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes
On Street Parking?	No	No	No
Bicycle Lane Capacity (bike/h)	213	1407	1607
Bicycle Delay (s/bike)	35.9	4.0	1.7
Bicycle Compliance	Poor	Good	Good
Bicycle LOS Score	3.04	1.81	3.80
Bicycle LOS	C	A	D

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	296	90	842	1317
Effct. Green for Bike (s)	22.4	22.4	73.6	73.6
Cross Street Width (ft)	86.0	86.0	60.0	68.0
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	8.0	7.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	427	427	1402	1402
Bicycle Delay (s/bike)	32.5	32.5	4.7	4.7
Bicycle Compliance	Poor	Poor	Good	Good
Bicycle LOS Score	3.36	3.02	1.46	2.19
Bicycle LOS	C	C	A	B

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	175	235	763	1198
Effct. Green for Bike (s)	18.7	18.7	77.3	77.3
Cross Street Width (ft)	86.0	86.0	62.0	62.0
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	7.0	7.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	356	356	1472	1472
Bicycle Delay (s/bike)	35.5	35.5	3.7	3.7
Bicycle Compliance	Poor	Poor	Good	Good
Bicycle LOS Score	3.16	3.26	1.64	2.00
Bicycle LOS	C	C	A	A

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	38	1089	2469	1737
Effct. Green for Bike (s)	7.5	36.7	54.3	64.5
Cross Street Width (ft)	106.0	99.0	80.0	38.0
Through Lanes Number	1	1	3	3
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	7.0	7.0	0.0
Paved Shoulder Width (ft)	7.0	0.0	0.0	3.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	125	612	905	1075
Bicycle Delay (s/bike)	52.7	28.9	18.0	12.8
Bicycle Compliance	Poor	Fair	Fair	Fair
Bicycle LOS Score	2.06	3.37	2.64	2.77
Bicycle LOS	B	C	B	C

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	118	367	2813	2485
Effct. Green for Bike (s)	9.8	18.0	48.5	68.0
Cross Street Width (ft)	88.0	98.0	58.0	42.0
Through Lanes Number	1	1	3	3
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	7.0	7.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	163	300	808	1133
Bicycle Delay (s/bike)	50.6	43.3	21.3	11.3
Bicycle Compliance	Poor	Poor	Fair	Fair
Bicycle LOS Score	3.10	3.66	2.49	2.07
Bicycle LOS	C	D	B	B

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	366	109	1524	1552
Effct. Green for Bike (s)	18.0	18.0	32.1	23.7
Cross Street Width (ft)	99.0	99.0	81.0	68.0
Through Lanes Number	1	1	3	3
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	3.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	600	600	1070	790
Bicycle Delay (s/bike)	14.7	14.7	6.5	11.0
Bicycle Compliance	Fair	Fair	Good	Fair
Bicycle LOS Score	3.68	3.25	3.32	3.45
Bicycle LOS	D	C	C	C

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	355	218	934	1298
Effct. Green for Bike (s)	18.8	10.9	27.8	43.1
Cross Street Width (ft)	76.0	76.0	79.0	57.0
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	2.0	2.0	2.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	470	272	695	1078
Bicycle Delay (s/bike)	23.4	29.8	17.0	8.5
Bicycle Compliance	Fair	Fair	Fair	Good
Bicycle LOS Score	3.31	2.97	3.43	3.40
Bicycle LOS	C	C	C	C

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	1766	1869	356	91
Effct. Green for Bike (s)	32.1	40.2	30.8	18.4
Cross Street Width (ft)	70.0	82.0	102.0	105.0
Through Lanes Number	3	3	1	1
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	7.0	0.0
Paved Shoulder Width (ft)	0.0	5.0	0.0	3.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	713	893	684	409
Bicycle Delay (s/bike)	18.6	13.8	19.5	28.5
Bicycle Compliance	Fair	Fair	Fair	Fair
Bicycle LOS Score	3.60	3.09	2.21	2.99
Bicycle LOS	D	C	B	C

Approach	EB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0
Total Flow Rate (veh/h)	76	382	947
Effct. Green for Bike (s)	8.8	58.1	20.5
Cross Street Width (ft)	52.0	48.0	36.1
Through Lanes Number	1	1	2
Through Lane Width (ft)	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	7.0
Paved Shoulder Width (ft)	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes
On Street Parking?	No	No	No
Bicycle Lane Capacity (bike/h)	251	1660	586
Bicycle Delay (s/bike)	26.8	1.0	17.5
Bicycle Compliance	Fair	Good	Fair
Bicycle LOS Score	2.48	2.92	1.39
Bicycle LOS	B	C	A

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	287	502	0	0
Effct. Green for Bike (s)	33.0	33.0	18.0	18.0
Cross Street Width (ft)	27.1	27.1	27.1	27.2
Through Lanes Number	1	1	1	1
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	7.0	7.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	1100	1100	600	600
Bicycle Delay (s/bike)	6.1	6.1	14.7	14.7
Bicycle Compliance	Good	Good	Fair	Fair
Bicycle LOS Score	2.45	2.80	0.47	0.47
Bicycle LOS	B	C	A	A

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	2126	1695	0	0
Effct. Green for Bike (s)	32.5	32.5	18.0	18.0
Cross Street Width (ft)	24.9	25.0	49.2	49.2
Through Lanes Number	2	2	1	1
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	7.0	7.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	1083	1083	600	600
Bicycle Delay (s/bike)	6.3	6.3	14.7	14.7
Bicycle Compliance	Good	Good	Fair	Fair
Bicycle LOS Score	2.19	1.84	2.31	2.31
Bicycle LOS	B	A	B	B

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	1055	1679	566	4
Effct. Green for Bike (s)	40.2	60.8	48.1	48.1
Cross Street Width (ft)	44.6	39.7	88.5	89.6
Through Lanes Number	2	2	1	1
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	No	No	No	No
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	670	1013	802	802
Bicycle Delay (s/bike)	26.5	14.6	21.5	21.5
Bicycle Compliance	Fair	Fair	Fair	Fair
Bicycle LOS Score	3.11	3.55	3.85	2.94
Bicycle LOS	C	D	D	C

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	444	259	1839	1336
Effct. Green for Bike (s)	18.0	18.0	23.5	25.4
Cross Street Width (ft)	77.0	65.0	64.0	64.0
Through Lanes Number	1	2	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	6.0	2.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	600	600	783	847
Bicycle Delay (s/bike)	14.7	14.7	11.1	10.0
Bicycle Compliance	Fair	Fair	Fair	Good
Bicycle LOS Score	2.51	2.66	4.06	3.64
Bicycle LOS	B	B	D	D

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	391	1305	1882	1533
Effct. Green for Bike (s)	18.0	28.3	45.9	45.2
Cross Street Width (ft)	72.0	73.0	72.0	60.0
Through Lanes Number	2	2	3	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	3.0	18.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	300	472	765	753
Bicycle Delay (s/bike)	43.3	35.0	22.9	23.3
Bicycle Compliance	Poor	Poor	Fair	Fair
Bicycle LOS Score	2.98	3.75	3.37	0.20
Bicycle LOS	C	D	C	A

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	305	147	1212	627
Effct. Green for Bike (s)	18.0	18.0	29.2	18.0
Cross Street Width (ft)	68.0	80.0	35.0	63.0
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	6.0
Paved Shoulder Width (ft)	0.0	5.0	2.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	600	600	973	600
Bicycle Delay (s/bike)	14.7	14.7	7.9	14.7
Bicycle Compliance	Fair	Fair	Good	Fair
Bicycle LOS Score	3.10	2.28	2.99	1.75
Bicycle LOS	C	B	C	A

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	356	209	1634	1145
Effct. Green for Bike (s)	18.0	18.0	32.9	20.5
Cross Street Width (ft)	73.0	90.0	40.0	42.0
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	10.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	400	400	731	456
Bicycle Delay (s/bike)	28.8	28.8	18.1	26.8
Bicycle Compliance	Fair	Fair	Fair	Fair
Bicycle LOS Score	3.26	3.28	3.52	1.00
Bicycle LOS	C	C	D	A

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	1693	2168	66	14
Effct. Green for Bike (s)	24.8	28.6	38.1	6.2
Cross Street Width (ft)	78.0	78.0	82.0	82.0
Through Lanes Number	2	2	1	1
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	6.0	6.0
Paved Shoulder Width (ft)	2.0	5.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	No
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	620	715	952	155
Bicycle Delay (s/bike)	19.0	16.5	11.0	34.0
Bicycle Compliance	Fair	Fair	Fair	Poor
Bicycle LOS Score	4.04	3.79	1.64	1.55
Bicycle LOS	D	D	A	A

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	184	12	1106	1098
Effct. Green for Bike (s)	8.7	8.3	65.6	47.6
Cross Street Width (ft)	58.0	72.0	79.0	32.0
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	6.0	6.0	6.0	6.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	Yes	No	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	193	184	1458	1058
Bicycle Delay (s/bike)	36.7	37.1	3.3	10.0
Bicycle Compliance	Poor	Poor	Good	Good
Bicycle LOS Score	1.46	1.39	2.39	1.67
Bicycle LOS	A	A	B	A

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	195	452	1007	1294
Effct. Green for Bike (s)	18.1	18.1	48.1	58.7
Cross Street Width (ft)	69.0	69.0	64.0	40.0
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	7.0	0.0	0.0
Paved Shoulder Width (ft)	3.0	0.0	2.0	8.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	402	402	1069	1304
Bicycle Delay (s/bike)	28.7	28.7	9.8	5.4
Bicycle Compliance	Fair	Fair	Good	Good
Bicycle LOS Score	2.62	1.86	3.26	1.85
Bicycle LOS	B	A	C	A

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	392	682	733	688
Effct. Green for Bike (s)	25.3	25.3	42.9	42.5
Cross Street Width (ft)	64.0	64.0	64.0	64.0
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	7.0	7.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	3.0	2.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	562	562	953	944
Bicycle Delay (s/bike)	23.3	23.3	12.3	12.5
Bicycle Compliance	Fair	Fair	Fair	Fair
Bicycle LOS Score	1.68	2.16	2.82	3.00
Bicycle LOS	A	B	C	C

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	74	125	710	288
Effct. Green for Bike (s)	8.8	10.9	44.9	44.2
Cross Street Width (ft)	76.0	81.0	42.0	42.0
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	8.0	8.0
Paved Shoulder Width (ft)	6.0	6.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	220	272	1122	1105
Bicycle Delay (s/bike)	31.7	29.8	7.7	8.0
Bicycle Compliance	Poor	Fair	Good	Good
Bicycle LOS Score	1.88	2.04	1.07	0.72
Bicycle LOS	A	B	A	A

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	15	14	793	288
Effct. Green for Bike (s)	18.0	18.0	33.0	33.0
Cross Street Width (ft)	79.0	79.0	20.0	20.0
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	6.0	6.0	8.0	8.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	600	600	1100	1100
Bicycle Delay (s/bike)	14.7	14.7	6.1	6.1
Bicycle Compliance	Fair	Fair	Good	Good
Bicycle LOS Score	1.51	1.50	0.80	0.39
Bicycle LOS	A	A	A	A

Approach	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0
Total Flow Rate (veh/h)	466	480	714
Effct. Green for Bike (s)	18.0	18.6	33.0
Cross Street Width (ft)	70.0	49.0	49.0
Through Lanes Number	2	2	2
Through Lane Width (ft)	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	5.0	6.0
Paved Shoulder Width (ft)	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes
On Street Parking?	No	No	No
Bicycle Lane Capacity (bike/h)	600	620	1100
Bicycle Delay (s/bike)	14.7	14.3	6.1
Bicycle Compliance	Fair	Fair	Good
Bicycle LOS Score	3.02	1.63	1.61
Bicycle LOS	C	A	A

Approach	EB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0
Total Flow Rate (veh/h)	964	1464	1654
Effct. Green for Bike (s)	18.0	33.0	20.0
Cross Street Width (ft)	68.0	76.0	76.0
Through Lanes Number	2	2	2
Through Lane Width (ft)	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	3.0	0.0
Curb Is Present?	Yes	Yes	Yes
On Street Parking?	No	No	No
Bicycle Lane Capacity (bike/h)	600	1100	667
Bicycle Delay (s/bike)	14.7	6.1	13.3
Bicycle Compliance	Fair	Good	Fair
Bicycle LOS Score	3.40	3.61	4.09
Bicycle LOS	C	D	D

Approach	EB	WB	SB
Bicycle Flow Rate (bike/h)	0	0	0
Total Flow Rate (veh/h)	1015	1761	607
Effct. Green for Bike (s)	71.1	49.2	18.0
Cross Street Width (ft)	70.0	70.0	68.0
Through Lanes Number	2	2	2
Through Lane Width (ft)	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0
Curb Is Present?	No	No	No
On Street Parking?	No	No	No
Bicycle Lane Capacity (bike/h)	1422	984	360
Bicycle Delay (s/bike)	4.2	12.9	33.6
Bicycle Compliance	Good	Fair	Poor
Bicycle LOS Score	3.47	4.08	3.10
Bicycle LOS	C	D	C

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	609	623	2056	1902
Effct. Green for Bike (s)	29.5	29.5	33.3	31.7
Cross Street Width (ft)	140.8	96.0	92.3	74.0
Through Lanes Number	1	1	3	3
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	7.0	7.0	7.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	3.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	656	656	740	704
Bicycle Delay (s/bike)	20.3	20.3	17.9	18.9
Bicycle Compliance	Fair	Fair	Fair	Fair
Bicycle LOS Score	3.22	2.56	2.60	3.42
Bicycle LOS	C	B	B	C

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	149	73	1967	1590
Effct. Green for Bike (s)	18.0	18.0	60.8	55.7
Cross Street Width (ft)	96.0	107.0	38.0	120.0
Through Lanes Number	1	1	3	3
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	8.0	4.0	5.0	4.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	400	400	1351	1238
Bicycle Delay (s/bike)	28.8	28.8	4.7	6.5
Bicycle Compliance	Fair	Fair	Good	Good
Bicycle LOS Score	1.88	2.78	2.47	3.73
Bicycle LOS	A	C	B	D

Approach	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0
Total Flow Rate (veh/h)	255	1939	1464
Effct. Green for Bike (s)	12.0	57.7	66.9
Cross Street Width (ft)	84.1	41.5	84.0
Through Lanes Number	1	3	3
Through Lane Width (ft)	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	6.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes
On Street Parking?	No	No	No
Bicycle Lane Capacity (bike/h)	267	1282	1487
Bicycle Delay (s/bike)	33.8	5.8	3.0
Bicycle Compliance	Poor	Good	Good
Bicycle LOS Score	3.27	1.97	3.65
Bicycle LOS	C	A	D

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	274	105	1463	1517
Effct. Green for Bike (s)	22.3	22.3	73.7	73.7
Cross Street Width (ft)	86.0	86.0	60.0	68.0
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	8.0	7.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	425	425	1404	1404
Bicycle Delay (s/bike)	32.6	32.6	4.7	4.7
Bicycle Compliance	Poor	Poor	Good	Good
Bicycle LOS Score	3.33	3.05	1.97	2.35
Bicycle LOS	C	C	A	B

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	171	388	1368	1345
Effct. Green for Bike (s)	20.6	20.6	75.4	75.4
Cross Street Width (ft)	86.0	86.0	62.0	62.0
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	7.0	7.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	392	392	1436	1436
Bicycle Delay (s/bike)	33.9	33.9	4.2	4.2
Bicycle Compliance	Poor	Poor	Good	Good
Bicycle LOS Score	3.16	3.52	2.14	2.12
Bicycle LOS	C	D	B	B

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	49	1244	2629	2296
Effct. Green for Bike (s)	7.8	37.7	39.0	59.0
Cross Street Width (ft)	106.0	99.0	80.0	38.0
Through Lanes Number	1	1	3	3
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	7.0	7.0	0.0
Paved Shoulder Width (ft)	7.0	0.0	0.0	3.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	130	628	650	983
Bicycle Delay (s/bike)	52.5	28.2	27.3	15.5
Bicycle Compliance	Poor	Fair	Fair	Fair
Bicycle LOS Score	2.08	3.63	2.73	3.08
Bicycle LOS	B	D	B	C

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	97	705	2815	2642
Effct. Green for Bike (s)	9.9	19.0	50.5	69.8
Cross Street Width (ft)	88.0	98.0	58.0	42.0
Through Lanes Number	1	1	3	3
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	7.0	7.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	165	317	842	1163
Bicycle Delay (s/bike)	50.5	42.5	20.1	10.5
Bicycle Compliance	Poor	Poor	Fair	Fair
Bicycle LOS Score	3.07	4.22	2.49	2.15
Bicycle LOS	C	D	B	B

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	506	148	2633	1508
Effct. Green for Bike (s)	18.0	18.0	32.1	18.0
Cross Street Width (ft)	99.0	99.0	81.0	68.0
Through Lanes Number	1	1	3	3
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	3.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	600	600	1070	600
Bicycle Delay (s/bike)	14.7	14.7	6.5	14.7
Bicycle Compliance	Fair	Fair	Good	Fair
Bicycle LOS Score	3.91	3.32	3.93	3.43
Bicycle LOS	D	C	D	C

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	444	486	1841	1740
Effct. Green for Bike (s)	18.7	10.0	61.1	70.3
Cross Street Width (ft)	76.0	76.0	79.0	57.0
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	2.0	2.0	2.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	312	167	1018	1172
Bicycle Delay (s/bike)	42.8	50.4	14.5	10.3
Bicycle Compliance	Poor	Poor	Fair	Fair
Bicycle LOS Score	3.45	3.42	4.18	3.76
Bicycle LOS	C	C	D	D

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	2259	2197	763	90
Effct. Green for Bike (s)	40.5	61.1	36.7	18.0
Cross Street Width (ft)	70.0	82.0	102.0	105.0
Through Lanes Number	3	3	1	1
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	7.0	0.0
Paved Shoulder Width (ft)	0.0	5.0	0.0	3.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	675	1018	612	300
Bicycle Delay (s/bike)	26.3	14.5	28.9	43.3
Bicycle Compliance	Fair	Fair	Fair	Poor
Bicycle LOS Score	3.87	3.27	2.88	2.99
Bicycle LOS	D	C	C	C

Approach	EB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0
Total Flow Rate (veh/h)	124	1096	671
Effct. Green for Bike (s)	9.6	54.3	20.5
Cross Street Width (ft)	52.0	48.0	36.1
Through Lanes Number	1	1	2
Through Lane Width (ft)	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	7.0
Paved Shoulder Width (ft)	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes
On Street Parking?	No	No	No
Bicycle Lane Capacity (bike/h)	274	1551	586
Bicycle Delay (s/bike)	26.1	1.8	17.5
Bicycle Compliance	Fair	Good	Fair
Bicycle LOS Score	2.56	4.10	1.16
Bicycle LOS	B	D	A

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	411	726	0	0
Effct. Green for Bike (s)	33.0	33.0	18.0	18.0
Cross Street Width (ft)	27.1	27.1	27.1	27.2
Through Lanes Number	1	1	1	1
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	7.0	7.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	1100	1100	600	600
Bicycle Delay (s/bike)	6.1	6.1	14.7	14.7
Bicycle Compliance	Good	Good	Fair	Fair
Bicycle LOS Score	2.65	3.17	0.47	0.47
Bicycle LOS	B	C	A	A

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	2728	1946	0	0
Effct. Green for Bike (s)	32.5	32.5	18.0	18.0
Cross Street Width (ft)	24.9	25.0	49.2	49.2
Through Lanes Number	2	2	1	1
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	7.0	7.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	1083	1083	600	600
Bicycle Delay (s/bike)	6.3	6.3	14.7	14.7
Bicycle Compliance	Good	Good	Fair	Fair
Bicycle LOS Score	2.69	2.05	2.31	2.31
Bicycle LOS	B	B	B	B

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	2237	1648	538	2
Effct. Green for Bike (s)	63.5	87.7	21.2	21.2
Cross Street Width (ft)	44.6	39.7	88.5	89.6
Through Lanes Number	2	2	1	1
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	No	No	No	No
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	1058	1462	353	353
Bicycle Delay (s/bike)	13.3	4.3	40.7	40.7
Bicycle Compliance	Fair	Good	Poor	Poor
Bicycle LOS Score	4.09	3.53	3.80	2.93
Bicycle LOS	D	D	D	C

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APPENDIX 10:
LOS ANALYSIS OF 2040 ALTERNATIVE 1

AUTO/LSEV LEVEL OF SERVICE WORKSHEETS

Lanes, Volumes, Timings
1: Palm Cyn. Dr. (SR-111) & Tramway Rd.

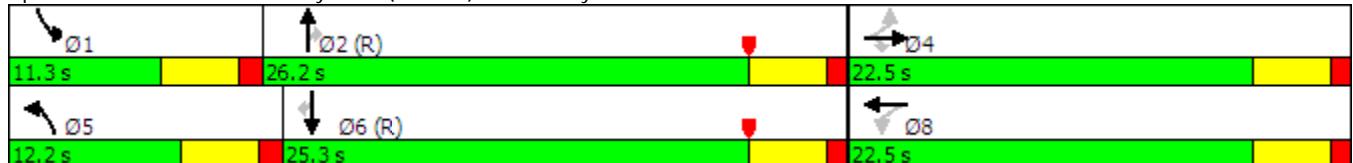
2040 Auto/LSEV AM Peak Hour (ALT1)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	75	74	129	43	120	134	145	530	68	74	921	176
Future Volume (vph)	75	74	129	43	120	134	145	530	68	74	921	176
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		105	0		0	190		155	90		180
Storage Lanes	1		1	0		0	1		1	1		1
Taper Length (ft)	60			60			60			90		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		35			30			45			45	
Link Distance (ft)		417			599			608			491	
Travel Time (s)		8.1			13.6			9.2			7.4	
Confl. Peds. (#/hr)	3						3			4		
Confl. Bikes (#/hr)			9				8			3		4
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Shared Lane Traffic (%)												
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8					2			6
Detector Phase	4	4	4	8	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5		9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	22.5	22.5	22.5	22.5	22.5		12.2	26.2	26.2	11.3	25.3	25.3
Total Split (%)	37.5%	37.5%	37.5%	37.5%	37.5%		20.3%	43.7%	43.7%	18.8%	42.2%	42.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5		4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	Ped	Ped		None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary























Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Splits and Phases: 1: Palm Cyn. Dr. (SR-111) & Tramway Rd.




















HCM 2010 Signalized Intersection Summary
 1: Palm Cyn. Dr. (SR-111) & Tramway Rd.

2040 Auto/LSEV AM Peak Hour (ALT1)

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	75	74	129	43	120	134	145	530	68	74	921	176
Future Volume (veh/h)	75	74	129	43	120	134	145	530	68	74	921	176
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	77	76	0	44	122	137	148	541	69	76	940	0
Adj No. of Lanes	1	1	1	0	2	0	1	2	1	1	2	1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	262	395	336	138	307	298	187	1780	784	106	1619	724
Arrive On Green	0.21	0.21	0.00	0.21	0.21	0.21	0.11	0.50	0.50	0.06	0.46	0.00
Sat Flow, veh/h	1113	1863	1583	295	1444	1406	1774	3539	1559	1774	3539	1583
Grp Volume(v), veh/h	77	76	0	166	0	137	148	541	69	76	940	0
Grp Sat Flow(s),veh/h/ln	1113	1863	1583	1739	0	1406	1774	1770	1559	1774	1770	1583
Q Serve(g_s), s	3.9	2.0	0.0	0.4	0.0	5.1	4.9	5.4	1.4	2.5	11.8	0.0
Cycle Q Clear(g_c), s	9.0	2.0	0.0	4.7	0.0	5.1	4.9	5.4	1.4	2.5	11.8	0.0
Prop In Lane	1.00		1.00	0.27		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	262	395	336	445	0	298	187	1780	784	106	1619	724
V/C Ratio(X)	0.29	0.19	0.00	0.37	0.00	0.46	0.79	0.30	0.09	0.72	0.58	0.00
Avail Cap(c_a), veh/h	359	559	475	592	0	422	228	1780	784	201	1619	724
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	24.6	19.4	0.0	20.4	0.0	20.6	26.2	8.7	7.8	27.7	12.0	0.0
Incr Delay (d2), s/veh	0.6	0.2	0.0	0.5	0.0	1.1	14.3	0.4	0.2	8.6	1.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	1.1	0.0	2.4	0.0	2.1	3.1	2.7	0.6	1.5	6.1	0.0
LnGrp Delay(d),s/veh	25.2	19.6	0.0	21.0	0.0	21.7	40.5	9.2	8.0	36.3	13.6	0.0
LnGrp LOS	C	B		C		C	D	A	A	D	B	
Approach Vol, veh/h		153			303			758			1016	
Approach Delay, s/veh		22.4			21.3			15.2			15.3	
Approach LOS		C			C			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.1	34.7		17.2	10.8	31.9		17.2				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	6.8	21.7		18.0	7.7	20.8		18.0				
Max Q Clear Time (g_c+I1), s	4.5	7.4		11.0	6.9	13.8		7.1				
Green Ext Time (p_c), s	0.0	8.1		1.5	0.0	4.8		1.9				
Intersection Summary												
HCM 2010 Ctrl Delay			16.6									
HCM 2010 LOS			B									

Lanes, Volumes, Timings
2: Indian Cyn. Dr. & Sunrise Pkwy.

2040 Auto/LSEV AM Peak Hour (ALT1)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	79	156	85	123	84	113	66	798	176	188	922	70
Future Volume (vph)	79	156	85	123	84	113	66	798	176	188	922	70
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	150		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	60			25			25			60		
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		316			322			422			520	
Travel Time (s)		7.2			7.3			5.2			6.4	
Confl. Peds. (#/hr)			1			11			4			
Confl. Bikes (#/hr)			12			12			3			3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											

Intersection

Int Delay, s/veh 1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↕	↕	
Traffic Vol, veh/h	79	156	85	123	84	113	66	798	176	188	922	70
Future Vol, veh/h	79	156	85	123	84	113	66	798	176	188	922	70
Conflicting Peds, #/hr	0	0	1	0	0	11	0	0	4	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	86	170	92	134	91	123	72	867	191	204	1002	76

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2083	2655	540	2107	2598	544	1078	0	0	1063	0	0
Stage 1	1449	1449	-	1111	1111	-	-	-	-	-	-	-
Stage 2	634	1206	-	996	1487	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	~ 31	~ 23	486	~ 29	~ 25	483	643	-	-	651	-	-
Stage 1	138	194	-	223	283	-	-	-	-	-	-	-
Stage 2	434	255	-	262	186	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	-	~ 11	486	-	~ 12	476	642	-	-	644	-	-
Mov Cap-2 Maneuver	-	~ 11	-	-	~ 12	-	-	-	-	-	-	-
Stage 1	98	~ 133	-	158	201	-	-	-	-	-	-	-
Stage 2	124	181	-	-	127	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			0.7	2.1
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	642	-	-	-	644	-	-
HCM Lane V/C Ratio	0.112	-	-	-	0.317	-	-
HCM Control Delay (s)	11.3	-	-	-	13.2	-	-
HCM Lane LOS	B	-	-	-	B	-	-
HCM 95th %tile Q(veh)	0.4	-	-	-	1.4	-	-

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

Lanes, Volumes, Timings
3: Sunrise Wy. & San Rafael Dr.

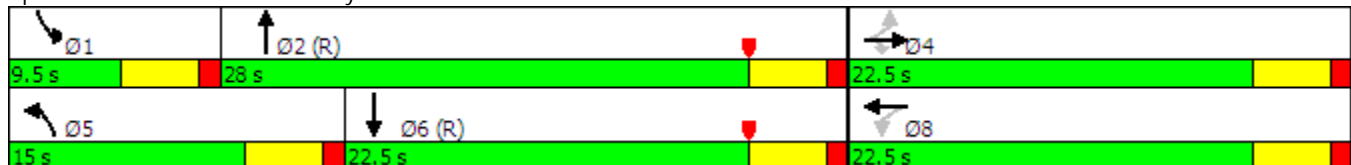
2040 Auto/LSEV AM Peak Hour (ALT1)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	101	21	189	104	34	31	262	544	71	12	417	104
Future Volume (vph)	101	21	189	104	34	31	262	544	71	12	417	104
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	85		0	110		0
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	60			60			60			60		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		50			30			45			45	
Link Distance (ft)		620			513			557			480	
Travel Time (s)		8.5			11.7			8.4			7.3	
Confl. Peds. (#/hr)	1		1	1		1		4				5
Confl. Bikes (#/hr)			2			2		6				5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8								
Detector Phase	4	4	4	8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5		9.5	22.5		9.5	22.5	
Total Split (s)	22.5	22.5	22.5	22.5	22.5		15.0	28.0		9.5	22.5	
Total Split (%)	37.5%	37.5%	37.5%	37.5%	37.5%		25.0%	46.7%		15.8%	37.5%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.5	4.5		4.5		4.5	4.5		4.5	4.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	Ped	Ped	Ped	Ped	Ped		None	C-Max		None	C-Max	

Intersection Summary




















Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Splits and Phases: 3: Sunrise Wy. & San Rafael Dr.



HCM 2010 Signalized Intersection Summary
 3: Sunrise Wy. & San Rafael Dr.

2040 Auto/LSEV AM Peak Hour (ALT1)

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	101	21	189	104	34	31	262	544	71	12	417	104
Future Volume (veh/h)	101	21	189	104	34	31	262	544	71	12	417	104
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	106	22	199	109	36	33	276	573	75	13	439	109
Adj No. of Lanes	0	1	1	0	1	0	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	357	64	364	220	72	44	310	1647	215	29	1028	253
Arrive On Green	0.23	0.23	0.23	0.23	0.23	0.23	0.17	0.53	0.53	0.02	0.37	0.37
Sat Flow, veh/h	1061	275	1559	529	307	190	1774	3137	409	1774	2805	690
Grp Volume(v), veh/h	128	0	199	178	0	0	276	323	325	13	276	272
Grp Sat Flow(s),veh/h/ln	1336	0	1559	1026	0	0	1774	1770	1777	1774	1770	1725
Q Serve(g_s), s	0.0	0.0	6.7	5.9	0.0	0.0	9.1	6.3	6.4	0.4	7.0	7.1
Cycle Q Clear(g_c), s	4.8	0.0	6.7	10.8	0.0	0.0	9.1	6.3	6.4	0.4	7.0	7.1
Prop In Lane	0.83		1.00	0.61		0.19	1.00		0.23	1.00		0.40
Lane Grp Cap(c), veh/h	422	0	364	336	0	0	310	929	933	29	648	632
V/C Ratio(X)	0.30	0.00	0.55	0.53	0.00	0.00	0.89	0.35	0.35	0.45	0.42	0.43
Avail Cap(c_a), veh/h	514	0	468	424	0	0	310	929	933	148	648	632
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.4	0.0	20.2	22.5	0.0	0.0	24.2	8.3	8.3	29.2	14.3	14.3
Incr Delay (d2), s/veh	0.4	0.0	1.3	1.3	0.0	0.0	25.4	1.0	1.0	10.7	2.0	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.0	3.0	2.9	0.0	0.0	6.6	3.3	3.3	0.3	3.7	3.8
LnGrp Delay(d),s/veh	19.8	0.0	21.5	23.8	0.0	0.0	49.6	9.3	9.3	39.9	16.3	16.4
LnGrp LOS	B		C	C			D	A	A	D	B	B
Approach Vol, veh/h		327			178			924			561	
Approach Delay, s/veh		20.8			23.8			21.3			16.9	
Approach LOS		C			C			C			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.5	36.0		18.5	15.0	26.5		18.5				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	23.5		18.0	10.5	18.0		18.0				
Max Q Clear Time (g_c+I1), s	2.4	8.4		8.7	11.1	9.1		12.8				
Green Ext Time (p_c), s	0.0	6.0		1.7	0.0	4.3		1.2				
Intersection Summary												
HCM 2010 Ctrl Delay			20.2									
HCM 2010 LOS			C									

Lanes, Volumes, Timings
4: Vista Chino & Gene Autry Tr.

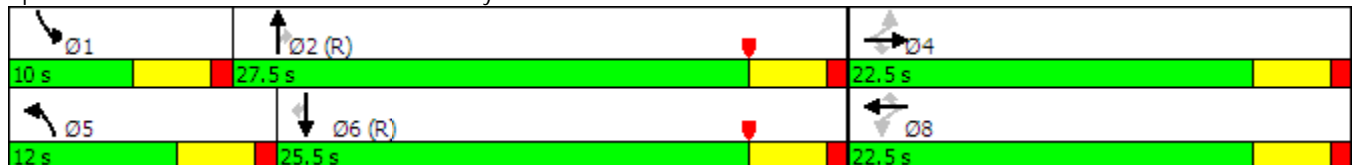
2040 Auto/LSEV AM Peak Hour (ALT1)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	153	28	124	15	28	54	139	998	79	79	899	113
Future Volume (vph)	153	28	124	15	28	54	139	998	79	79	899	113
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		75	0		75	200		0	215		215
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	60			60			90			200		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			45	
Link Distance (ft)		464			464			442			533	
Travel Time (s)		10.5			10.5			10.0			8.1	
Confl. Peds. (#/hr)			1			13			4			2
Confl. Bikes (#/hr)			4			15			5			4
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Shared Lane Traffic (%)												
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8			2			6
Detector Phase	4	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	12.0	27.5	27.5	10.0	25.5	25.5
Total Split (%)	37.5%	37.5%	37.5%	37.5%	37.5%	37.5%	20.0%	45.8%	45.8%	16.7%	42.5%	42.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	Ped	Ped	Ped	Ped	Ped	Ped	None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary























Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Splits and Phases: 4: Vista Chino & Gene Autry Tr.



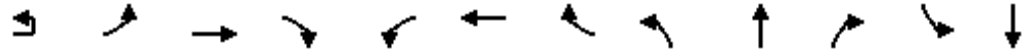
HCM 2010 Signalized Intersection Summary
4: Vista Chino & Gene Autry Tr.

2040 Auto/LSEV AM Peak Hour (ALT1)

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	153	28	124	15	28	54	139	998	79	79	899	113
Future Volume (veh/h)	153	28	124	15	28	54	139	998	79	79	899	113
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.98	1.00		0.96	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	158	29	128	15	29	56	143	1029	81	81	927	116
Adj No. of Lanes	0	1	1	0	1	1	1	2	1	1	2	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	111	11	467	80	117	458	181	1463	635	110	1320	575
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	0.10	0.41	0.41	0.06	0.37	0.37
Sat Flow, veh/h	0	38	1558	0	391	1527	1774	3539	1537	1774	3539	1541
Grp Volume(v), veh/h	187	0	128	44	0	56	143	1029	81	81	927	116
Grp Sat Flow(s),veh/h/ln	38	0	1558	391	0	1527	1774	1770	1537	1774	1770	1541
Q Serve(g_s), s	0.0	0.0	3.8	0.0	0.0	1.6	4.7	14.4	2.0	2.7	13.4	3.1
Cycle Q Clear(g_c), s	18.0	0.0	3.8	18.0	0.0	1.6	4.7	14.4	2.0	2.7	13.4	3.1
Prop In Lane	0.84		1.00	0.34		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	122	0	467	198	0	458	181	1463	635	110	1320	575
V/C Ratio(X)	1.53	0.00	0.27	0.22	0.00	0.12	0.79	0.70	0.13	0.74	0.70	0.20
Avail Cap(c_a), veh/h	122	0	467	198	0	458	222	1463	635	163	1320	575
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.3	0.0	16.0	16.7	0.0	15.3	26.3	14.6	10.9	27.7	16.0	12.8
Incr Delay (d2), s/veh	276.0	0.0	0.3	0.6	0.0	0.1	14.3	2.9	0.4	9.3	3.1	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.4	0.0	1.6	0.5	0.0	0.7	3.0	7.6	0.9	1.6	7.0	1.4
LnGrp Delay(d),s/veh	304.4	0.0	16.3	17.3	0.0	15.4	40.6	17.4	11.3	37.0	19.1	13.5
LnGrp LOS	F		B	B		B	D	B	B	D	B	B
Approach Vol, veh/h		315			100			1253			1124	
Approach Delay, s/veh		187.3			16.2			19.7			19.8	
Approach LOS		F			B			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.2	29.3		22.5	10.6	26.9		22.5				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.5	23.0		18.0	7.5	21.0		18.0				
Max Q Clear Time (g_c+I1), s	4.7	16.4		20.0	6.7	15.4		20.0				
Green Ext Time (p_c), s	0.0	5.5		0.0	0.0	4.8		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			38.5									
HCM 2010 LOS			D									

Lanes, Volumes, Timings
5: Clubhouse View & Vista Chino

2040 Auto/LSEV AM Peak Hour (ALT1)

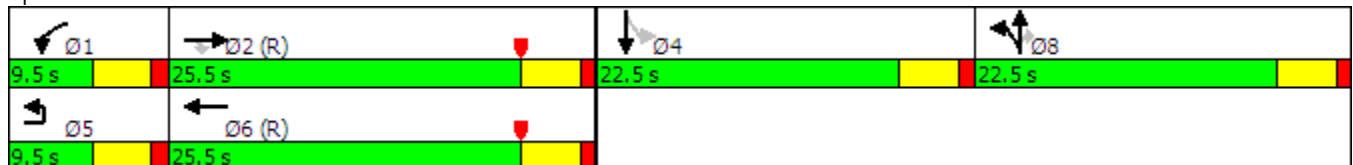


Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↔		↑↑	↗	↖	↑↑			↖	↗		↔
Traffic Volume (vph)	1	0	966	38	18	1025	0	35	9	17	0	10
Future Volume (vph)	1	0	966	38	18	1025	0	35	9	17	0	10
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		130		0	200		0	0		50	0	
Storage Lanes		1		1	1		0	0		0	0	
Taper Length (ft)		60			130			60			60	
Right Turn on Red				Yes			Yes			Yes		
Link Speed (mph)			50			50			45			30
Link Distance (ft)			501			679			345			209
Travel Time (s)			6.8			9.3			5.2			4.8
Confl. Peds. (#/hr)				2			1			16		
Confl. Bikes (#/hr)				3			2			15		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Shared Lane Traffic (%)												
Turn Type	Prot		NA	Perm	Prot	NA		Split	NA	Perm		NA
Protected Phases	5		2		1	6		8	8			4
Permitted Phases				2						8	4	
Detector Phase	5		2	2	1	6		8	8	8	4	4
Switch Phase												
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5		22.5	22.5	9.5	22.5		22.5	22.5	22.5	22.5	22.5
Total Split (s)	9.5		25.5	25.5	9.5	25.5		22.5	22.5	22.5	22.5	22.5
Total Split (%)	11.9%		31.9%	31.9%	11.9%	31.9%		28.1%	28.1%	28.1%	28.1%	28.1%
Yellow Time (s)	3.5		3.5	3.5	3.5	3.5		3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5		4.5	4.5	4.5	4.5		4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead		Lag	Lag	Lead	Lag						
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes						
Recall Mode	None		C-Max	C-Max	None	C-Max		Max	Max	Max	None	None

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated

Splits and Phases: 5: Clubhouse View & Vista Chino





Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	0
Future Volume (vph)	0
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Right Turn on Red	Yes
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	15
Peak Hour Factor	0.97
Shared Lane Traffic (%)	
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	
Intersection Summary	

HCM 2010 Signalized Intersection Summary
5: Clubhouse View & Vista Chino


















2040 Auto/LSEV AM Peak Hour (ALT1)

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	1	0	966	38	18	1025	0	35	9	17	0	10
Future Volume (veh/h)	1	0	966	38	18	1025	0	35	9	17	0	10
Number		5	2	12	1	6	16	3	8	18	7	4
Initial Q (Qb), veh		0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00		0.98	1.00		1.00	1.00		0.95	1.00	
Parking Bus, Adj		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln		0	1863	1863	1863	1863	0	1900	1863	1863	1900	1863
Adj Flow Rate, veh/h		0	996	39	19	1057	0	36	9	18	0	10
Adj No. of Lanes		0	2	1	1	2	0	0	1	1	0	1
Peak Hour Factor		0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %		0	2	2	2	2	0	2	2	2	2	2
Cap, veh/h		0	1826	797	38	2102	0	322	81	339	0	23
Arrive On Green		0.00	0.52	0.52	0.02	0.59	0.00	0.22	0.22	0.22	0.00	0.01
Sat Flow, veh/h		0	3632	1545	1774	3632	0	1433	358	1509	0	1863
Grp Volume(v), veh/h		0	996	39	19	1057	0	45	0	18	0	10
Grp Sat Flow(s),veh/h/ln		0	1770	1545	1774	1770	0	1791	0	1509	0	1863
Q Serve(g_s), s		0.0	15.2	1.0	0.8	13.8	0.0	1.6	0.0	0.7	0.0	0.4
Cycle Q Clear(g_c), s		0.0	15.2	1.0	0.8	13.8	0.0	1.6	0.0	0.7	0.0	0.4
Prop In Lane		0.00		1.00	1.00		0.00	0.80		1.00	0.00	
Lane Grp Cap(c), veh/h		0	1826	797	38	2102	0	403	0	339	0	23
V/C Ratio(X)		0.00	0.55	0.05	0.50	0.50	0.00	0.11	0.00	0.05	0.00	0.43
Avail Cap(c_a), veh/h		0	1826	797	111	2102	0	403	0	339	0	419
HCM Platoon Ratio		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh		0.0	13.0	9.6	38.7	9.4	0.0	24.6	0.0	24.3	0.0	39.2
Incr Delay (d2), s/veh		0.0	1.2	0.1	9.7	0.9	0.0	0.6	0.0	0.3	0.0	12.1
Initial Q Delay(d3),s/veh		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		0.0	7.6	0.4	0.5	6.9	0.0	0.9	0.0	0.3	0.0	0.3
LnGrp Delay(d),s/veh		0.0	14.2	9.7	48.4	10.3	0.0	25.2	0.0	24.6	0.0	51.3
LnGrp LOS			B	A	D	B		C		C		D
Approach Vol, veh/h			1035			1076			63			10
Approach Delay, s/veh			14.0			10.9			25.0			51.3
Approach LOS			B			B			C			D
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	6.2	45.8		5.5		52.0		22.5				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	5.0	21.0		18.0		21.0		18.0				
Max Q Clear Time (g_c+I1), s	2.8	17.2		2.4		15.8		3.6				
Green Ext Time (p_c), s	0.0	3.3		0.0		4.3		0.1				
Intersection Summary												
HCM 2010 Ctrl Delay			13.0									
HCM 2010 LOS			B									
Notes												

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	0
Future Volume (veh/h)	0
Number	14
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Adj Sat Flow, veh/h/ln	1900
Adj Flow Rate, veh/h	0
Adj No. of Lanes	0
Peak Hour Factor	0.97
Percent Heavy Veh, %	2
Cap, veh/h	0
Arrive On Green	0.00
Sat Flow, veh/h	0
Grp Volume(v), veh/h	0
Grp Sat Flow(s),veh/h/ln	0
Q Serve(g_s), s	0.0
Cycle Q Clear(g_c), s	0.0
Prop In Lane	0.00
Lane Grp Cap(c), veh/h	0
V/C Ratio(X)	0.00
Avail Cap(c_a), veh/h	0
HCM Platoon Ratio	1.00
Upstream Filter(l)	0.00
Uniform Delay (d), s/veh	0.0
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.0
LnGrp Delay(d),s/veh	0.0
LnGrp LOS	
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer	

Lanes, Volumes, Timings
6: Sunrise Wy. & N. Riverside Dr.

2040 Auto/LSEV AM Peak Hour (ALT1)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	10	96	0	10	0	67	816	0	1	894	15
Future Volume (vph)	15	10	96	0	10	0	67	816	0	1	894	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	220		0	0		100
Storage Lanes	0		0	0		0	1		0	0		1
Taper Length (ft)	60			60			60			60		
Link Speed (mph)		30			30			40				40
Link Distance (ft)		407			301			806				363
Travel Time (s)		9.3			6.8			13.7				6.2
Confl. Peds. (#/hr)			3						27			12
Confl. Bikes (#/hr)			2						1			14
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free				Free

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection												
Int Delay, s/veh	3.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕			↕	↕
Traffic Vol, veh/h	15	10	96	0	10	0	67	816	0	1	894	15
Future Vol, veh/h	15	10	96	0	10	0	67	816	0	1	894	15
Conflicting Peds, #/hr	0	0	3	0	0	0	0	0	27	0	0	12
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	220	-	-	-	-	100
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	10	100	0	10	0	70	850	0	1	931	16
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1515	1935	481	1466	1935	425	943	0	-	850	0	0
Stage 1	945	945	-	990	990	-	-	-	-	-	-	-
Stage 2	570	990	-	476	945	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	82	65	531	89	65	578	723	-	0	784	-	-
Stage 1	282	339	-	264	323	-	-	-	0	-	-	-
Stage 2	474	323	-	539	339	-	-	-	0	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	65	58	523	57	58	578	721	-	-	784	-	-
Mov Cap-2 Maneuver	65	58	-	57	58	-	-	-	-	-	-	-
Stage 1	252	334	-	238	292	-	-	-	-	-	-	-
Stage 2	413	292	-	420	334	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	46.7			80.2			0.8			0		
HCM LOS	E			F								
Minor Lane/Major Mvmt	NBL	NBT	EBLn1WBLn1	SBL	SBT	SBR						
Capacity (veh/h)	721	-	206	58	784	-						
HCM Lane V/C Ratio	0.097	-	0.612	0.18	0.001	-						
HCM Control Delay (s)	10.5	-	46.7	80.2	9.6	-						
HCM Lane LOS	B	-	E	F	A	-						
HCM 95th %tile Q(veh)	0.3	-	3.5	0.6	0	-						

Lanes, Volumes, Timings
7: Sunrise Wy. & Mesquite Av.

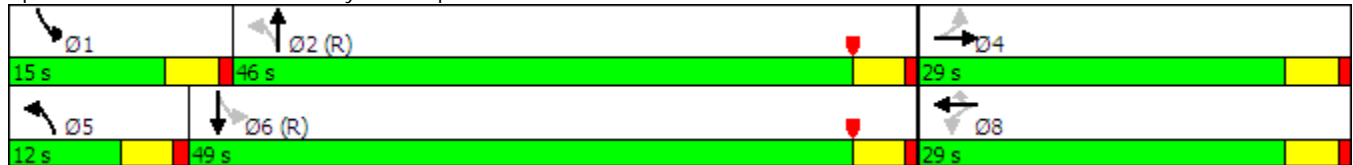
2040 Auto/LSEV AM Peak Hour (ALT1)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	106	76	25	36	66	131	32	682	37	94	715	94
Future Volume (vph)	106	76	25	36	66	131	32	682	37	94	715	94
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	85		0	100		0	150		150	150		150
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	60			60			60			60		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			30			40			40	
Link Distance (ft)		440			3092			475			806	
Travel Time (s)		6.7			70.3			8.1			13.7	
Confl. Peds. (#/hr)	3		2	2		3			31			8
Confl. Bikes (#/hr)			3			4			3			2
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8	2			6		
Detector Phase	4	4		8	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5	22.5	9.5	22.5		9.5	22.5	
Total Split (s)	29.0	29.0		29.0	29.0	29.0	12.0	46.0		15.0	49.0	
Total Split (%)	32.2%	32.2%		32.2%	32.2%	32.2%	13.3%	51.1%		16.7%	54.4%	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5		4.5	4.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	Ped	Ped		Ped	Ped	Ped	None	C-Max		None	C-Max	

Intersection Summary























Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 15 (17%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated

Splits and Phases: 7: Sunrise Wy. & Mesquite Av.



HCM 2010 Signalized Intersection Summary
7: Sunrise Wy. & Mesquite Av.

2040 Auto/LSEV AM Peak Hour (ALT1)

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	106	76	25	36	66	131	32	682	37	94	715	94
Future Volume (veh/h)	106	76	25	36	66	131	32	682	37	94	715	94
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	108	78	26	37	67	134	33	696	38	96	730	96
Adj No. of Lanes	1	1	0	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	232	218	73	223	306	254	498	2165	118	559	2052	270
Arrive On Green	0.16	0.16	0.16	0.05	0.05	0.05	0.03	0.64	0.64	0.05	0.65	0.65
Sat Flow, veh/h	1172	1330	443	1280	1863	1547	1774	3407	186	1774	3134	412
Grp Volume(v), veh/h	108	0	104	37	67	134	33	361	373	96	412	414
Grp Sat Flow(s),veh/h/ln	1172	0	1773	1280	1863	1547	1774	1770	1824	1774	1770	1777
Q Serve(g_s), s	7.9	0.0	4.7	2.5	3.1	7.6	0.6	8.4	8.4	1.6	9.4	9.4
Cycle Q Clear(g_c), s	11.0	0.0	4.7	7.2	3.1	7.6	0.6	8.4	8.4	1.6	9.4	9.4
Prop In Lane	1.00		0.25	1.00		1.00	1.00		0.10	1.00		0.23
Lane Grp Cap(c), veh/h	232	0	291	223	306	254	498	1124	1159	559	1158	1163
V/C Ratio(X)	0.47	0.00	0.36	0.17	0.22	0.53	0.07	0.32	0.32	0.17	0.36	0.36
Avail Cap(c_a), veh/h	359	0	483	362	507	421	591	1124	1159	676	1158	1163
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.99	0.99	0.99	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.5	0.0	33.4	41.3	37.0	39.2	5.4	7.5	7.5	5.2	7.0	7.0
Incr Delay (d2), s/veh	1.5	0.0	0.7	0.3	0.4	1.7	0.1	0.8	0.7	0.1	0.9	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	0.0	2.3	0.9	1.6	3.4	0.3	4.4	4.5	0.8	4.9	4.9
LnGrp Delay(d),s/veh	39.0	0.0	34.1	41.6	37.4	40.8	5.5	8.3	8.3	5.3	7.9	7.9
LnGrp LOS	D		C	D	D	D	A	A	A	A	A	A
Approach Vol, veh/h		212			238			767			922	
Approach Delay, s/veh		36.6			40.0			8.1			7.6	
Approach LOS		D			D			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.0	61.7		19.3	7.3	63.4		19.3				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	10.5	41.5		24.5	7.5	44.5		24.5				
Max Q Clear Time (g_c+I1), s	3.6	10.4		13.0	2.6	11.4		9.6				
Green Ext Time (p_c), s	0.1	11.5		1.5	0.0	11.7		1.6				
Intersection Summary												
HCM 2010 Ctrl Delay			14.3									
HCM 2010 LOS			B									

Lanes, Volumes, Timings
8: Farrel Dr. & Mesquite Av.

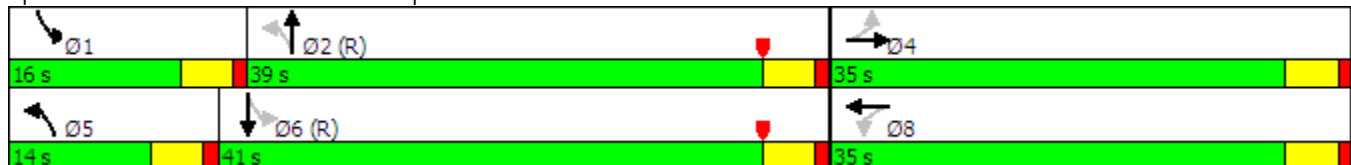
2040 Auto/LSEV AM Peak Hour (ALT1)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	87	148	51	89	94	57	34	319	79	55	293	62
Future Volume (vph)	87	148	51	89	94	57	34	319	79	55	293	62
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	90		0	75		0	70		0	0		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	60			30			80			80		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			45			45			30	
Link Distance (ft)		3092			889			512			696	
Travel Time (s)		70.3			13.5			7.8			15.8	
Confl. Peds. (#/hr)	21		20	20		21			9			10
Confl. Bikes (#/hr)			14			13			7			7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5		9.5	22.5		9.5	22.5	
Total Split (s)	35.0	35.0		35.0	35.0		14.0	39.0		16.0	41.0	
Total Split (%)	38.9%	38.9%		38.9%	38.9%		15.6%	43.3%		17.8%	45.6%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	Ped	Ped		Ped	Ped		None	C-Max		None	C-Max	

Intersection Summary





















Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated

Splits and Phases: 8: Farrel Dr. & Mesquite Av.



HCM 2010 Signalized Intersection Summary
8: Farrel Dr. & Mesquite Av.

2040 Auto/LSEV AM Peak Hour (ALT1)

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	87	148	51	89	94	57	34	319	79	55	293	62
Future Volume (veh/h)	87	148	51	89	94	57	34	319	79	55	293	62
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.94	0.98		0.94	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	95	161	55	97	102	62	37	347	86	60	318	67
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	261	508	165	233	423	234	707	1714	419	683	1803	374
Arrive On Green	0.06	0.06	0.06	0.20	0.20	0.20	0.03	0.61	0.61	0.04	0.62	0.62
Sat Flow, veh/h	1189	2582	841	1137	2149	1189	1774	2809	686	1774	2908	604
Grp Volume(v), veh/h	95	108	108	97	82	82	37	217	216	60	192	193
Grp Sat Flow(s),veh/h/ln	1189	1770	1653	1137	1770	1568	1774	1770	1726	1774	1770	1742
Q Serve(g_s), s	7.0	5.2	5.6	7.3	3.5	4.0	0.7	4.9	5.0	1.1	4.2	4.3
Cycle Q Clear(g_c), s	11.0	5.2	5.6	12.9	3.5	4.0	0.7	4.9	5.0	1.1	4.2	4.3
Prop In Lane	1.00		0.51	1.00		0.76	1.00		0.40	1.00		0.35
Lane Grp Cap(c), veh/h	261	348	325	233	348	308	707	1080	1053	683	1097	1080
V/C Ratio(X)	0.36	0.31	0.33	0.42	0.24	0.27	0.05	0.20	0.21	0.09	0.17	0.18
Avail Cap(c_a), veh/h	430	600	560	394	600	531	835	1080	1053	833	1097	1080
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.9	36.3	36.4	36.9	30.5	30.6	5.9	7.8	7.8	5.7	7.3	7.3
Incr Delay (d2), s/veh	0.8	0.5	0.6	1.2	0.3	0.5	0.0	0.4	0.4	0.1	0.3	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	2.6	2.6	2.4	1.7	1.8	0.3	2.5	2.5	0.5	2.1	2.1
LnGrp Delay(d),s/veh	41.7	36.7	37.0	38.1	30.8	31.1	5.9	8.2	8.3	5.8	7.6	7.7
LnGrp LOS	D	D	D	D	C	C	A	A	A	A	A	A
Approach Vol, veh/h		311			261			470			445	
Approach Delay, s/veh		38.4			33.6			8.1			7.4	
Approach LOS		D			C			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.4	59.4		22.2	7.5	60.3		22.2				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	11.5	34.5		30.5	9.5	36.5		30.5				
Max Q Clear Time (g_c+I1), s	3.1	7.0		13.0	2.7	6.3		14.9				
Green Ext Time (p_c), s	0.1	5.1		2.7	0.0	5.2		2.6				
Intersection Summary												
HCM 2010 Ctrl Delay				18.7								
HCM 2010 LOS				B								

Lanes, Volumes, Timings
 9: El Cielo Rd. & Mesquite Av.

2040 Auto/LSEV AM Peak Hour (ALT1)



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	131	171	158	193	118	170
Future Volume (vph)	131	171	158	193	118	170
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	250		100	90	
Storage Lanes	1	1		1	1	
Taper Length (ft)	60				60	
Link Speed (mph)	35		45			45
Link Distance (ft)	566		352			331
Travel Time (s)	11.0		5.3			5.0
Confl. Peds. (#/hr)	39			6	6	
Confl. Bikes (#/hr)		3		4		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Shared Lane Traffic (%)						
Sign Control	Stop		Stop			Stop

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection	
Intersection Delay, s/veh	10.7
Intersection LOS	B




















Movement	WBU	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Lane Configurations		↘	↗		↗	↗		↘	↗
Traffic Vol, veh/h	0	131	171	0	158	193	0	118	170
Future Vol, veh/h	0	131	171	0	158	193	0	118	170
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.92	0.97	0.97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	135	176	0	163	199	0	122	175
Number of Lanes	0	1	1	0	1	1	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay	10.9	10.3	11
HCM LOS	B	B	B

Lane	NBLn1	NBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	0%	0%	100%	0%	100%	0%
Vol Thru, %	100%	0%	0%	0%	0%	100%
Vol Right, %	0%	100%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	158	193	131	171	118	170
LT Vol	0	0	131	0	118	0
Through Vol	158	0	0	0	0	170
RT Vol	0	193	0	171	0	0
Lane Flow Rate	163	199	135	176	122	175
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.266	0.285	0.252	0.269	0.217	0.288
Departure Headway (Hd)	5.872	5.163	6.714	5.502	6.416	5.909
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	612	696	536	654	561	608
Service Time	3.601	2.891	4.444	3.232	4.146	3.639
HCM Lane V/C Ratio	0.266	0.286	0.252	0.269	0.217	0.288
HCM Control Delay	10.7	9.9	11.7	10.3	10.9	11
HCM Lane LOS	B	A	B	B	B	B
HCM 95th-tile Q	1.1	1.2	1	1.1	0.8	1.2

Lanes, Volumes, Timings
 10: Crossley Rd. & 34th Av.

2040 Auto/LSEV AM Peak Hour (ALT1)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	36	2	47	62	2	35	51	309	54	32	287	26
Future Volume (vph)	36	2	47	62	2	35	51	309	54	32	287	26
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	60		50	70		50
Storage Lanes	0		0	0		0	1		1	1		1
Taper Length (ft)	60			60			60			60		
Link Speed (mph)		30			30			45				45
Link Distance (ft)		346			491			509				544
Travel Time (s)		7.9			11.2			7.7				8.2
Confl. Peds. (#/hr)	8		1	1		8			4			8
Confl. Bikes (#/hr)			2			7			13			8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free				Free

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection

Int Delay, s/veh 3.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕	↕	↕	↕	↕
Traffic Vol, veh/h	36	2	47	62	2	35	51	309	54	32	287	26
Future Vol, veh/h	36	2	47	62	2	35	51	309	54	32	287	26
Conflicting Peds, #/hr	8	0	1	1	0	8	0	0	4	0	0	8
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	60	-	50	70	-	50
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	39	2	51	67	2	38	55	336	59	35	312	28

















Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	678	841	165	679	841	180	320	0	0	340	0	0
Stage 1	390	390	-	451	451	-	-	-	-	-	-	-
Stage 2	288	451	-	228	390	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	338	300	850	338	300	832	1237	-	-	1216	-	-
Stage 1	606	606	-	557	569	-	-	-	-	-	-	-
Stage 2	695	569	-	754	606	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	298	275	843	297	275	823	1236	-	-	1207	-	-
Mov Cap-2 Maneuver	298	275	-	297	275	-	-	-	-	-	-	-
Stage 1	575	584	-	530	542	-	-	-	-	-	-	-
Stage 2	626	542	-	685	584	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	14.7	18	1	0.7
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1236	-	-	462	383	1207	-
HCM Lane V/C Ratio	0.045	-	-	0.2	0.281	0.029	-
HCM Control Delay (s)	8	-	-	14.7	18	8.1	-
HCM Lane LOS	A	-	-	B	C	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.7	1.1	0.1	-

Lanes, Volumes, Timings
 11: Crossley Rd. & Tahquitz Creek

2040 Auto/LSEV AM Peak Hour (ALT1)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	12	0	0	0	11	0	346	0	0	323	0
Future Volume (vph)	0	12	0	0	0	11	0	346	0	0	323	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		228			675			463			646	
Travel Time (s)		5.2			15.3			7.0			9.8	
Confl. Peds. (#/hr)	17		25	25		17			1			
Confl. Bikes (#/hr)			16			16			15			8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

Intersection

Int Delay, s/veh 0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕				↕↕			↕↕	
Traffic Vol, veh/h	0	12	0	0	0	11	0	346	0	0	323	0
Future Vol, veh/h	0	12	0	0	0	11	0	346	0	0	323	0
Conflicting Peds, #/hr	17	0	25	25	0	17	0	0	1	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	13	0	0	0	12	0	376	0	0	351	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	556	727	201	583	-	205	-	0	-	-	-	0
Stage 1	351	351	-	376	-	-	-	-	-	-	-	-
Stage 2	205	376	-	207	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	-	6.94	-	-	-	-	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	-	3.32	-	-	-	-	-	-
Pot Cap-1 Maneuver	414	349	806	396	0	802	0	-	0	0	-	0
Stage 1	639	631	-	617	0	-	0	-	0	0	-	0
Stage 2	778	615	-	776	0	-	0	-	0	0	-	0
Platoon blocked, %												
Mov Cap-1 Maneuver	401	349	787	376	-	789	-	-	-	-	-	-
Mov Cap-2 Maneuver	401	349	-	376	-	-	-	-	-	-	-	-
Stage 1	639	631	-	617	-	-	-	-	-	-	-	-
Stage 2	754	615	-	742	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	15.7	9.6	0	0
HCM LOS	C	A		

Minor Lane/Major Mvmt	NBT	EBLn1	WBLn1	SBT
Capacity (veh/h)	-	349	789	-
HCM Lane V/C Ratio	-	0.037	0.015	-
HCM Control Delay (s)	-	15.7	9.6	-
HCM Lane LOS	-	C	A	-
HCM 95th %tile Q(veh)	-	0.1	0	-

Lanes, Volumes, Timings
 12: Cathedral Cyn. Dr. & Officer David Vasquez Rd.

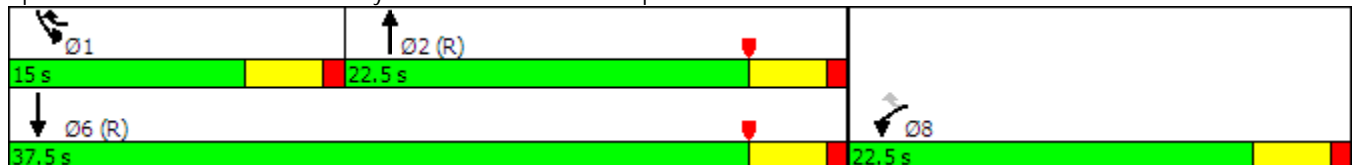
2040 Auto/LSEV AM Peak Hour (ALT1)

	↙	↖	↑	↗	↘	↓
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↙↘	↖	↕↔		↘	↕↕
Traffic Volume (vph)	13	92	381	7	173	417
Future Volume (vph)	13	92	381	7	173	417
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	120	120		150	200	
Storage Lanes	1	1		0	1	
Taper Length (ft)	90				80	
Right Turn on Red		Yes		Yes		
Link Speed (mph)	40		40			40
Link Distance (ft)	554		483			555
Travel Time (s)	9.4		8.2			9.5
Confl. Peds. (#/hr)		41		18		
Confl. Bikes (#/hr)		1		2		
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Shared Lane Traffic (%)						
Turn Type	Prot	pm+ov	NA		Prot	NA
Protected Phases	8	1	2		1	6
Permitted Phases		8				
Detector Phase	8	1	2		1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	22.5	9.5	22.5		9.5	22.5
Total Split (s)	22.5	15.0	22.5		15.0	37.5
Total Split (%)	37.5%	25.0%	37.5%		25.0%	62.5%
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5
Lead/Lag		Lead	Lag		Lead	
Lead-Lag Optimize?		Yes	Yes		Yes	
Recall Mode	Ped	None	C-Max		None	C-Max

Intersection Summary












Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Splits and Phases: 12: Cathedral Cyn. Dr. & Officer David Vasquez Rd.



HCM 2010 Signalized Intersection Summary
 12: Cathedral Cyn. Dr. & Officer David Vasquez Rd.

2040 Auto/LSEV AM Peak Hour (ALT1)

								
Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations								
Traffic Volume (veh/h)	13	92	381	7	173	417		
Future Volume (veh/h)	13	92	381	7	173	417		
Number	3	18	2	12	1	6		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00		0.96	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863		
Adj Flow Rate, veh/h	14	98	405	7	184	444		
Adj No. of Lanes	2	1	2	0	1	2		
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	260	325	2027	35	230	2741		
Arrive On Green	0.08	0.08	0.57	0.57	0.13	0.77		
Sat Flow, veh/h	3442	1583	3650	61	1774	3632		
Grp Volume(v), veh/h	14	98	201	211	184	444		
Grp Sat Flow(s),veh/h/ln	1721	1583	1770	1849	1774	1770		
Q Serve(g_s), s	0.2	3.1	3.3	3.3	6.0	1.9		
Cycle Q Clear(g_c), s	0.2	3.1	3.3	3.3	6.0	1.9		
Prop In Lane	1.00	1.00		0.03	1.00			
Lane Grp Cap(c), veh/h	260	325	1008	1054	230	2741		
V/C Ratio(X)	0.05	0.30	0.20	0.20	0.80	0.16		
Avail Cap(c_a), veh/h	1032	680	1008	1054	310	2741		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	25.7	20.2	6.3	6.3	25.4	1.7		
Incr Delay (d2), s/veh	0.1	0.5	0.4	0.4	10.2	0.1		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.1	1.4	1.7	1.8	3.6	1.0		
LnGrp Delay(d),s/veh	25.8	20.7	6.7	6.7	35.5	1.9		
LnGrp LOS	C	C	A	A	D	A		
Approach Vol, veh/h	112		412			628		
Approach Delay, s/veh	21.4		6.7			11.7		
Approach LOS	C		A			B		
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	12.3	38.7				51.0		9.0
Change Period (Y+Rc), s	4.5	4.5				4.5		4.5
Max Green Setting (Gmax), s	10.5	18.0				33.0		18.0
Max Q Clear Time (g_c+I1), s	8.0	5.3				3.9		5.1
Green Ext Time (p_c), s	0.1	4.1				5.5		0.2
Intersection Summary								
HCM 2010 Ctrl Delay			10.9					
HCM 2010 LOS			B					

Lanes, Volumes, Timings
13: Date Palm Dr. & Perez Rd.

2040 Auto/LSEV AM Peak Hour (ALT1)

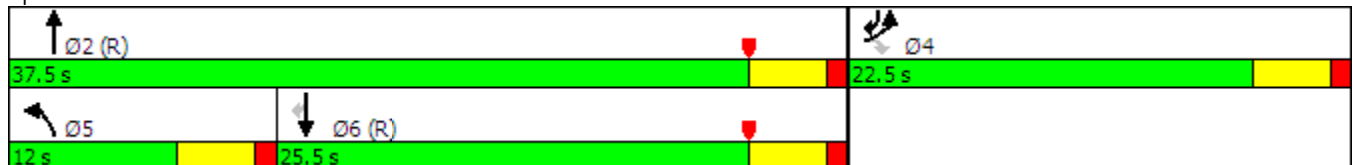


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↖↗	↗	↖	↑↑	↑↑	↗
Traffic Volume (vph)	426	208	140	639	955	432
Future Volume (vph)	426	208	140	639	955	432
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	165	0	160			150
Storage Lanes	1	1	1			1
Taper Length (ft)	60		80			
Right Turn on Red		Yes				Yes
Link Speed (mph)	40			40	40	
Link Distance (ft)	503			488	484	
Travel Time (s)	8.6			8.3	8.3	
Confl. Peds. (#/hr)		50				7
Confl. Bikes (#/hr)		3				7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Turn Type	Prot	Perm	Prot	NA	NA	pm+ov
Protected Phases	4		5	2	6	4
Permitted Phases		4				6
Detector Phase	4	4	5	2	6	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	9.5	22.5	22.5	22.5
Total Split (s)	22.5	22.5	12.0	37.5	25.5	22.5
Total Split (%)	37.5%	37.5%	20.0%	62.5%	42.5%	37.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	Ped	Ped	None	C-Max	C-Max	Ped

Intersection Summary
















Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Splits and Phases: 13: Date Palm Dr. & Perez Rd.



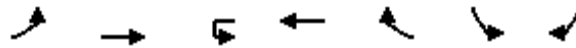
HCM 2010 Signalized Intersection Summary
 13: Date Palm Dr. & Perez Rd.

2040 Auto/LSEV AM Peak Hour (ALT1)

									
Movement	EBL	EBR	NBL	NBT	SBT	SBR			
Lane Configurations	 			 	 				
Traffic Volume (veh/h)	426	208	140	639	955	432			
Future Volume (veh/h)	426	208	140	639	955	432			
Number	7	14	5	2	6	16			
Initial Q (Qb), veh	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.97			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863			
Adj Flow Rate, veh/h	463	226	152	695	1038	470			
Adj No. of Lanes	2	1	1	2	2	1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	2	2	2	2			
Cap, veh/h	671	309	191	2318	1671	1032			
Arrive On Green	0.19	0.19	0.11	0.66	0.47	0.47			
Sat Flow, veh/h	3442	1583	1774	3632	3632	1532			
Grp Volume(v), veh/h	463	226	152	695	1038	470			
Grp Sat Flow(s),veh/h/ln	1721	1583	1774	1770	1770	1532			
Q Serve(g_s), s	7.5	8.0	5.0	5.1	13.1	8.8			
Cycle Q Clear(g_c), s	7.5	8.0	5.0	5.1	13.1	8.8			
Prop In Lane	1.00	1.00	1.00			1.00			
Lane Grp Cap(c), veh/h	671	309	191	2318	1671	1032			
V/C Ratio(X)	0.69	0.73	0.79	0.30	0.62	0.46			
Avail Cap(c_a), veh/h	1032	475	222	2318	1671	1032			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	22.5	22.7	26.1	4.4	11.8	4.8			
Incr Delay (d2), s/veh	1.3	3.3	15.7	0.3	1.7	1.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	3.7	7.0	3.3	2.5	6.7	6.3			
LnGrp Delay(d),s/veh	23.7	26.0	41.8	4.8	13.6	6.2			
LnGrp LOS	C	C	D	A	B	A			
Approach Vol, veh/h	689			847	1508				
Approach Delay, s/veh	24.5			11.4	11.3				
Approach LOS	C			B	B				
Timer	1	2	3	4	5	6	7	8	
Assigned Phs	2		4		5	6			
Phs Duration (G+Y+Rc), s	43.8		16.2		11.0	32.8			
Change Period (Y+Rc), s	4.5		4.5		4.5	4.5			
Max Green Setting (Gmax), s	33.0		18.0		7.5	21.0			
Max Q Clear Time (g_c+I1), s	7.1		10.0		7.0	15.1			
Green Ext Time (p_c), s	16.0		1.7		0.0	4.9			
Intersection Summary									
HCM 2010 Ctrl Delay			14.3						
HCM 2010 LOS			B						

Lanes, Volumes, Timings
14: Frank Sinatra Dr. & Da Vall Dr.

2040 Auto/LSEV AM Peak Hour (ALT1)

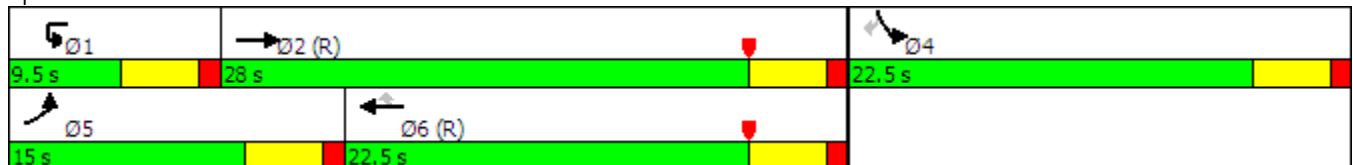


Lane Group	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑↑	↗	↑↑	↖	↖↗	↖
Traffic Volume (vph)	183	486	1	394	269	435	223
Future Volume (vph)	183	486	1	394	269	435	223
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	120		105		75	160	0
Storage Lanes	1		1		1	1	1
Taper Length (ft)	90		55			100	
Right Turn on Red					Yes		Yes
Link Speed (mph)		45		45		45	
Link Distance (ft)		584		653		606	
Travel Time (s)		8.8		9.9		9.2	
Confl. Peds. (#/hr)					3		10
Confl. Bikes (#/hr)					5		2
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Shared Lane Traffic (%)							10%
Turn Type	Prot	NA	Prot	NA	Perm	Prot	Perm
Protected Phases	5	2	1	6		4	
Permitted Phases					6		4
Detector Phase	5	2	1	6	6	4	4
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	9.5	22.5	22.5	22.5	22.5
Total Split (s)	15.0	28.0	9.5	22.5	22.5	22.5	22.5
Total Split (%)	25.0%	46.7%	15.8%	37.5%	37.5%	37.5%	37.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag	Lag		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		
Recall Mode	None	C-Max	None	C-Max	C-Max	Max	Max

Intersection Summary

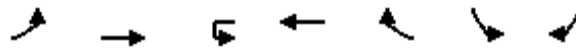
Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Splits and Phases: 14: Frank Sinatra Dr. & Da Vall Dr.



HCM 2010 Signalized Intersection Summary
 14: Frank Sinatra Dr. & Da Vall Dr.

2040 Auto/LSEV AM Peak Hour (ALT1)



Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR	
Lane Configurations								
Traffic Volume (veh/h)	183	486	1	394	269	435	223	
Future Volume (veh/h)	183	486	1	394	269	435	223	
Number	5	2		6	16	7	14	
Initial Q (Qb), veh	0	0		0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00				0.97	1.00	1.00	
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00	1.00	
Adj Sat Flow, veh/h/ln	1863	1863		1863	1863	1863	1863	
Adj Flow Rate, veh/h	191	506		410	280	456	228	
Adj No. of Lanes	1	2		2	1	2	1	
Peak Hour Factor	0.96	0.96		0.96	0.96	0.96	0.96	
Percent Heavy Veh, %	2	2		2	2	2	2	
Cap, veh/h	237	1947		1207	524	1064	475	
Arrive On Green	0.13	0.55		0.34	0.34	0.30	0.30	
Sat Flow, veh/h	1774	3632		3632	1536	3548	1583	
Grp Volume(v), veh/h	191	506		410	280	456	228	
Grp Sat Flow(s),veh/h/ln	1774	1770		1770	1536	1774	1583	
Q Serve(g_s), s	6.3	4.5		5.2	8.8	6.2	7.1	
Cycle Q Clear(g_c), s	6.3	4.5		5.2	8.8	6.2	7.1	
Prop In Lane	1.00				1.00	1.00	1.00	
Lane Grp Cap(c), veh/h	237	1947		1207	524	1064	475	
V/C Ratio(X)	0.80	0.26		0.34	0.53	0.43	0.48	
Avail Cap(c_a), veh/h	310	1947		1207	524	1064	475	
HCM Platoon Ratio	1.00	1.00		1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00		1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	25.2	7.1		14.7	15.9	16.9	17.2	
Incr Delay (d2), s/veh	11.0	0.3		0.8	3.9	1.3	3.4	
Initial Q Delay(d3),s/veh	0.0	0.0		0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	3.8	2.3		2.6	4.3	3.2	6.9	
LnGrp Delay(d),s/veh	36.2	7.4		15.5	19.8	18.1	20.6	
LnGrp LOS	D	A		B	B	B	C	
Approach Vol, veh/h		697		690		684		
Approach Delay, s/veh		15.3		17.2		19.0		
Approach LOS		B		B		B		
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		37.5		22.5	12.5	25.0		
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5		
Max Green Setting (Gmax), s		23.5		18.0	10.5	18.0		
Max Q Clear Time (g_c+I1), s		6.5		9.1	8.3	10.8		
Green Ext Time (p_c), s		6.2		1.7	0.1	3.7		
Intersection Summary								
HCM 2010 Ctrl Delay				17.2				
HCM 2010 LOS				B				
Notes								

Lanes, Volumes, Timings
15: SR-111 & Country Club Dr.

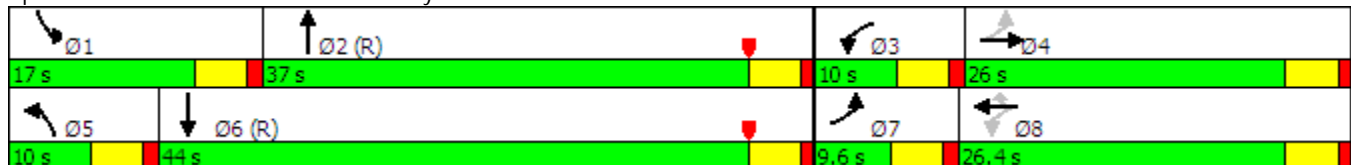
2040 Auto/LSEV AM Peak Hour (ALT1)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	16	161	142	92	201	229	37	1426	6	318	1582	176
Future Volume (vph)	16	161	142	92	201	229	37	1426	6	318	1582	176
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	30		0	100		0	160		0	190		0
Storage Lanes	1		0	1		1	1		0	2		0
Taper Length (ft)	60			75			60			60		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			45			55			55	
Link Distance (ft)		358			739			1799			632	
Travel Time (s)		8.1			11.2			22.3			7.8	
Confl. Peds. (#/hr)							9					8
Confl. Bikes (#/hr)			2				3		7			3
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)						13%						
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8		8						
Detector Phase	7	4		3	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5		9.5	22.5	22.5	9.5	22.5		9.5	22.5	
Total Split (s)	9.6	26.0		10.0	26.4	26.4	10.0	37.0		17.0	44.0	
Total Split (%)	10.7%	28.9%		11.1%	29.3%	29.3%	11.1%	41.1%		18.9%	48.9%	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5		4.5	4.5	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None	None	None	C-Max		None	C-Max	

Intersection Summary























Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated

Splits and Phases: 15: SR-111 & Country Club Dr.



HCM 2010 Signalized Intersection Summary
 15: SR-111 & Country Club Dr.

2040 Auto/LSEV AM Peak Hour (ALT1)

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	161	142	92	201	229	37	1426	6	318	1582	176
Future Volume (veh/h)	16	161	142	92	201	229	37	1426	6	318	1582	176
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	1.00		0.97	1.00		1.00	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	17	169	149	97	234	226	39	1501	0	335	1665	185
Adj No. of Lanes	1	1	0	1	1	1	1	3	0	2	3	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	244	190	168	214	463	384	61	2096	0	412	2303	255
Arrive On Green	0.02	0.21	0.21	0.06	0.25	0.25	0.07	0.82	0.00	0.12	0.50	0.50
Sat Flow, veh/h	1774	908	800	1774	1863	1543	1774	5253	0	3442	4631	513
Grp Volume(v), veh/h	17	0	318	97	234	226	39	1501	0	335	1218	632
Grp Sat Flow(s),veh/h/ln	1774	0	1708	1774	1863	1543	1774	1695	0	1721	1695	1753
Q Serve(g_s), s	0.7	0.0	16.3	3.8	9.7	11.6	1.9	11.4	0.0	8.5	25.4	25.5
Cycle Q Clear(g_c), s	0.7	0.0	16.3	3.8	9.7	11.6	1.9	11.4	0.0	8.5	25.4	25.5
Prop In Lane	1.00		0.47	1.00		1.00	1.00		0.00	1.00		0.29
Lane Grp Cap(c), veh/h	244	0	358	214	463	384	61	2096	0	412	1686	872
V/C Ratio(X)	0.07	0.00	0.89	0.45	0.50	0.59	0.64	0.72	0.00	0.81	0.72	0.73
Avail Cap(c_a), veh/h	311	0	408	219	463	384	108	2096	0	478	1686	872
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	0.90	0.90	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.2	0.0	34.5	26.6	29.0	29.7	41.3	5.6	0.0	38.6	17.7	17.8
Incr Delay (d2), s/veh	0.1	0.0	18.9	1.5	0.9	2.3	9.4	1.9	0.0	9.1	2.7	5.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	9.6	1.9	5.1	5.2	1.1	5.1	0.0	4.6	12.5	13.6
LnGrp Delay(d),s/veh	27.3	0.0	53.4	28.0	29.9	32.1	50.7	7.6	0.0	47.7	20.5	23.0
LnGrp LOS	C		D	C	C	C	D	A		D	C	C
Approach Vol, veh/h		335			557			1540			2185	
Approach Delay, s/veh		52.1			30.5			8.7			25.4	
Approach LOS		D			C			A			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.3	41.6	9.7	23.4	7.6	49.3	6.2	26.9				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	12.5	32.5	5.5	21.5	5.5	39.5	5.1	21.9				
Max Q Clear Time (g_c+I1), s	10.5	13.4	5.8	18.3	3.9	27.5	2.7	13.6				
Green Ext Time (p_c), s	0.2	17.2	0.0	0.6	0.0	11.1	0.0	2.7				
Intersection Summary												
HCM 2010 Ctrl Delay			22.4									
HCM 2010 LOS			C									
Notes												

Lanes, Volumes, Timings
16: SR-111 & Thunderbird Rd.

2040 Auto/LSEV AM Peak Hour (ALT1)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	4	26	10	4	16	24	1412	37	9	1432	42
Future Volume (vph)	60	4	26	10	4	16	24	1412	37	9	1432	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		50	0		0	210		0	195		135
Storage Lanes	0		1	0		0	1		0	1		1
Taper Length (ft)	60			60			60			60		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		479			372			923			1799	
Travel Time (s)		10.9			8.5			11.4			22.3	
Confl. Peds. (#/hr)			3	3					1			9
Confl. Bikes (#/hr)			2			2			8			9
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Shared Lane Traffic (%)												
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA		Prot	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8								6
Detector Phase	4	4	4	8	8		5	2		1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5		9.5	22.5		9.5	22.5	22.5
Total Split (s)	25.0	25.0	25.0	25.0	25.0		13.0	54.0		11.0	52.0	52.0
Total Split (%)	27.8%	27.8%	27.8%	27.8%	27.8%		14.4%	60.0%		12.2%	57.8%	57.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		4.5	4.5		4.5		4.5	4.5		4.5	4.5	4.5
Lead/Lag							Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	Yes
Recall Mode	Ped	Ped	Ped	None	None		None	C-Max		None	C-Max	C-Max

Intersection Summary

























Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Splits and Phases: 16: SR-111 & Thunderbird Rd.



HCM 2010 Signalized Intersection Summary
 16: SR-111 & Thunderbird Rd.

2040 Auto/LSEV AM Peak Hour (ALT1)

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  			  	
Traffic Volume (veh/h)	60	4	26	10	4	16	24	1412	37	9	1432	42
Future Volume (veh/h)	60	4	26	10	4	16	24	1412	37	9	1432	42
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.97	0.99		0.97	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	62	4	27	10	4	16	25	1456	38	9	1476	43
Adj No. of Lanes	0	1	1	0	1	0	1	3	0	1	3	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	183	7	108	71	28	52	46	3912	102	20	3832	1157
Arrive On Green	0.07	0.07	0.07	0.07	0.07	0.07	0.03	0.77	0.77	0.02	1.00	1.00
Sat Flow, veh/h	1489	96	1535	245	397	734	1774	5093	133	1774	5085	1535
Grp Volume(v), veh/h	66	0	27	30	0	0	25	969	525	9	1476	43
Grp Sat Flow(s),veh/h/ln	1585	0	1535	1377	0	0	1774	1695	1835	1774	1695	1535
Q Serve(g_s), s	0.0	0.0	1.5	0.0	0.0	0.0	1.3	8.4	8.4	0.5	0.0	0.0
Cycle Q Clear(g_c), s	3.3	0.0	1.5	3.3	0.0	0.0	1.3	8.4	8.4	0.5	0.0	0.0
Prop In Lane	0.94		1.00	0.33		0.53	1.00		0.07	1.00		1.00
Lane Grp Cap(c), veh/h	190	0	108	151	0	0	46	2604	1410	20	3832	1157
V/C Ratio(X)	0.35	0.00	0.25	0.20	0.00	0.00	0.55	0.37	0.37	0.45	0.39	0.04
Avail Cap(c_a), veh/h	409	0	350	387	0	0	168	2604	1410	128	3832	1157
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.68	0.68	0.68
Uniform Delay (d), s/veh	40.4	0.0	39.6	39.6	0.0	0.0	43.3	3.4	3.4	43.7	0.0	0.0
Incr Delay (d2), s/veh	1.1	0.0	1.2	0.6	0.0	0.0	9.7	0.4	0.8	10.6	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	0.7	0.7	0.0	0.0	0.7	3.9	4.4	0.3	0.1	0.0
LnGrp Delay(d),s/veh	41.5	0.0	40.7	40.2	0.0	0.0	53.1	3.8	4.1	54.3	0.2	0.0
LnGrp LOS	D		D	D			D	A	A	D	A	A
Approach Vol, veh/h		93			30			1519			1528	
Approach Delay, s/veh		41.3			40.2			4.7			0.5	
Approach LOS		D			D			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.5	73.6		10.9	6.8	72.3		10.9				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	6.5	49.5		20.5	8.5	47.5		20.5				
Max Q Clear Time (g_c+I1), s	2.5	10.4		5.3	3.3	2.0		5.3				
Green Ext Time (p_c), s	0.0	28.7		0.4	0.0	32.0		0.4				
Intersection Summary												
HCM 2010 Ctrl Delay			4.1									
HCM 2010 LOS			A									

Lanes, Volumes, Timings
17: SR-111 & Paxton Dr.

2040 Auto/LSEV AM Peak Hour (ALT1)

Lane Group	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	51	62	1	1424	112	58	1579
Future Volume (vph)	51	62	1	1424	112	58	1579
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	60	125		0	195	
Storage Lanes	1	1	1		0	1	
Taper Length (ft)	60		60			60	
Right Turn on Red		Yes			Yes		
Link Speed (mph)	55			55			55
Link Distance (ft)	411			627			554
Travel Time (s)	5.1			7.8			6.9
Confl. Peds. (#/hr)					1		
Confl. Bikes (#/hr)		8			2		
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Shared Lane Traffic (%)							
Turn Type	Prot	Perm	Prot	NA		Prot	NA
Protected Phases	8		5	2		1	6
Permitted Phases		8					
Detector Phase	8	8	5	2		1	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	22.5	22.5	9.5	22.5		9.5	22.5
Total Split (s)	24.0	24.0	10.0	51.0		15.0	56.0
Total Split (%)	26.7%	26.7%	11.1%	56.7%		16.7%	62.2%
Yellow Time (s)	3.5	3.5	3.5	3.5		3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5		4.5	4.5
Lead/Lag			Lead	Lag		Lead	Lag
Lead-Lag Optimize?			Yes	Yes		Yes	Yes
Recall Mode	None	None	None	C-Max		None	C-Max

Intersection Summary














Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Splits and Phases: 17: SR-111 & Paxton Dr.























HCM 2010 Signalized Intersection Summary
 17: SR-111 & Paxton Dr.

2040 Auto/LSEV AM Peak Hour (ALT1)

								
Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT	
Lane Configurations								
Traffic Volume (veh/h)	51	62	1	1424	112	58	1579	
Future Volume (veh/h)	51	62	1	1424	112	58	1579	
Number	3	18		2	12	1	6	
Initial Q (Qb), veh	0	0		0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00	1.00			0.98	1.00		
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00	1.00	
Adj Sat Flow, veh/h/ln	1863	1863		1863	1900	1863	1863	
Adj Flow Rate, veh/h	54	66		1515	119	62	1680	
Adj No. of Lanes	1	1		3	0	1	3	
Peak Hour Factor	0.94	0.94		0.94	0.94	0.94	0.94	
Percent Heavy Veh, %	2	2		2	2	2	2	
Cap, veh/h	110	99		3565	280	80	4260	
Arrive On Green	0.06	0.06		0.74	0.74	0.05	0.84	
Sat Flow, veh/h	1774	1583		4967	377	1774	5253	
Grp Volume(v), veh/h	54	66		1070	564	62	1680	
Grp Sat Flow(s),veh/h/ln	1774	1583		1695	1786	1774	1695	
Q Serve(g_s), s	2.6	3.7		10.7	10.7	3.1	7.2	
Cycle Q Clear(g_c), s	2.6	3.7		10.7	10.7	3.1	7.2	
Prop In Lane	1.00	1.00			0.21	1.00		
Lane Grp Cap(c), veh/h	110	99		2518	1327	80	4260	
V/C Ratio(X)	0.49	0.67		0.42	0.43	0.78	0.39	
Avail Cap(c_a), veh/h	384	343		2518	1327	207	4260	
HCM Platoon Ratio	1.00	1.00		1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00		1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	40.8	41.3		4.4	4.4	42.5	1.8	
Incr Delay (d2), s/veh	3.3	7.6		0.5	1.0	14.6	0.3	
Initial Q Delay(d3),s/veh	0.0	0.0		0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	1.4	1.8		5.1	5.5	1.9	3.4	
LnGrp Delay(d),s/veh	44.1	48.9		4.9	5.4	57.2	2.0	
LnGrp LOS	D	D		A	A	E	A	
Approach Vol, veh/h	120		1634		1742			
Approach Delay, s/veh	46.8		5.0		4.0			
Approach LOS	D		A		A			
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	8.6	71.3				79.9		10.1
Change Period (Y+Rc), s	4.5	4.5				4.5		4.5
Max Green Setting (Gmax), s	10.5	46.5				51.5		19.5
Max Q Clear Time (g_c+I1), s	5.1	12.7				9.2		5.7
Green Ext Time (p_c), s	0.0	28.1				33.7		0.2
Intersection Summary								
HCM 2010 Ctrl Delay			6.0					
HCM 2010 LOS			A					
Notes								

Lanes, Volumes, Timings
 18: San Jacinto Dr. & Rancho Las Palmas

2040 Auto/LSEV AM Peak Hour (ALT1)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	54	162	37	86	91	66	55	10	38	83	19	63
Future Volume (vph)	54	162	37	86	91	66	55	10	38	83	19	63
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	55		0	105		0	0		80	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	70			65			60			60		
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		481			423			425			397	
Travel Time (s)		10.9			9.6			9.7			9.0	
Confl. Peds. (#/hr)	6					6			4	4		
Confl. Bikes (#/hr)			3			2			4			2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection	
Intersection Delay, s/veh	10.7
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations		↶	↷			↶	↷				↶	↷
Traffic Vol, veh/h	0	54	162	37	0	86	91	66	0	55	10	38
Future Vol, veh/h	0	54	162	37	0	86	91	66	0	55	10	38
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	59	176	40	0	93	99	72	0	60	11	41
Number of Lanes	0	1	2	0	0	1	2	0	0	0	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	3	3	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	2	3
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	1	3
HCM Control Delay	10.3	10.2	10.3
HCM LOS	B	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	85%	0%	100%	0%	0%	100%	0%	0%	50%
Vol Thru, %	15%	0%	0%	100%	59%	0%	100%	31%	12%
Vol Right, %	0%	100%	0%	0%	41%	0%	0%	69%	38%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	65	38	54	108	91	86	61	96	165
LT Vol	55	0	54	0	0	86	0	0	83
Through Vol	10	0	0	108	54	0	61	30	19
RT Vol	0	38	0	0	37	0	0	66	63
Lane Flow Rate	71	41	59	117	99	93	66	105	179
Geometry Grp	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.138	0.068	0.11	0.204	0.164	0.176	0.115	0.168	0.319
Departure Headway (Hd)	7.057	5.929	6.754	6.247	5.959	6.779	6.272	5.785	6.408
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	507	602	530	574	600	528	570	619	560
Service Time	4.815	3.686	4.503	3.996	3.707	4.529	4.022	3.535	4.158
HCM Lane V/C Ratio	0.14	0.068	0.111	0.204	0.165	0.176	0.116	0.17	0.32
HCM Control Delay	11	9.1	10.3	10.6	9.9	11	9.8	9.7	12.2
HCM Lane LOS	B	A	B	B	A	B	A	A	B
HCM 95th-tile Q	0.5	0.2	0.4	0.8	0.6	0.6	0.4	0.6	1.4

Intersection

Intersection Delay, s/veh
 Intersection LOS

Movement	SBU	SBL	SBT	SBR
Lane Configurations			↕	
Traffic Vol, veh/h	0	83	19	63
Future Vol, veh/h	0	83	19	63
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	90	21	68
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	3
Conflicting Approach Right	EB
Conflicting Lanes Right	3
HCM Control Delay	12.2
HCM LOS	B

Lanes, Volumes, Timings
 19: Bob Hope Dr. & Rancho Las Palmas

2040 Auto/LSEV AM Peak Hour (ALT1)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	192	20	72	25	25	36	54	713	40	26	1039	198
Future Volume (vph)	192	20	72	25	25	36	54	713	40	26	1039	198
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	110		0	0		50	105		80	120		120
Storage Lanes	1		1	0		1	1		1	1		1
Taper Length (ft)	70			60			60			75		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		459			277			813			520	
Travel Time (s)		10.4			6.3			12.3			7.9	
Confl. Peds. (#/hr)	4		1	1		4	7		6	6		7
Confl. Bikes (#/hr)			3			2			15			13
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Shared Lane Traffic (%)												
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	4	4	4	8	8	8	2	2	2	6	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	41.0	41.0	41.0	41.0	41.0	41.0	64.0	64.0	64.0	64.0	64.0	64.0
Total Split (%)	39.0%	39.0%	39.0%	39.0%	39.0%	39.0%	61.0%	61.0%	61.0%	61.0%	61.0%	61.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Ped	Ped	Ped	Ped	Ped	Ped	C-Max	C-Max	C-Max	C-Max	C-Max	C-Max

Intersection Summary
























Area Type: Other
 Cycle Length: 105
 Actuated Cycle Length: 105
 Offset: 44 (42%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 50
 Control Type: Actuated-Coordinated

Splits and Phases: 19: Bob Hope Dr. & Rancho Las Palmas



HCM 2010 Signalized Intersection Summary
 19: Bob Hope Dr. & Rancho Las Palmas

2040 Auto/LSEV AM Peak Hour (ALT1)

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	192	20	72	25	25	36	54	713	40	26	1039	198
Future Volume (veh/h)	192	20	72	25	25	36	54	713	40	26	1039	198
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	0.99		0.98	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	200	21	75	26	26	38	56	743	42	27	1082	206
Adj No. of Lanes	1	1	1	0	1	1	1	2	1	1	2	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	304	375	312	190	174	312	319	2524	1092	557	2524	1108
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.20	1.00	1.00	1.00	0.71	0.71	0.71
Sat Flow, veh/h	1326	1863	1550	689	866	1552	427	3539	1532	685	3539	1553
Grp Volume(v), veh/h	200	21	75	52	0	38	56	743	42	27	1082	206
Grp Sat Flow(s),veh/h/ln	1326	1863	1550	1555	0	1552	427	1770	1532	685	1770	1553
Q Serve(g_s), s	15.3	1.0	4.3	0.5	0.0	2.1	3.0	0.0	0.0	1.2	13.3	4.6
Cycle Q Clear(g_c), s	17.8	1.0	4.3	2.5	0.0	2.1	16.3	0.0	0.0	1.2	13.3	4.6
Prop In Lane	1.00		1.00	0.50		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	304	375	312	364	0	312	319	2524	1092	557	2524	1108
V/C Ratio(X)	0.66	0.06	0.24	0.14	0.00	0.12	0.18	0.29	0.04	0.05	0.43	0.19
Avail Cap(c_a), veh/h	498	648	539	587	0	539	319	2524	1092	557	2524	1108
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	0.98	0.98	0.98	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.8	33.9	35.2	34.5	0.0	34.3	1.4	0.0	0.0	4.5	6.2	5.0
Incr Delay (d2), s/veh	2.4	0.1	0.4	0.2	0.0	0.2	1.2	0.3	0.1	0.2	0.5	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.8	0.5	1.9	1.3	0.0	0.9	0.4	0.1	0.0	0.3	6.6	2.1
LnGrp Delay(d),s/veh	44.3	33.9	35.6	34.6	0.0	34.5	2.6	0.3	0.1	4.7	6.8	5.4
LnGrp LOS	D	C	D	C		C	A	A	A	A	A	A
Approach Vol, veh/h		296			90			841			1315	
Approach Delay, s/veh		41.3			34.6			0.4			6.5	
Approach LOS		D			C			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		79.4		25.6		79.4		25.6				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		59.5		36.5		59.5		36.5				
Max Q Clear Time (g_c+I1), s		18.3		19.8		15.3		4.5				
Green Ext Time (p_c), s		21.1		1.3		21.8		1.5				
Intersection Summary												
HCM 2010 Ctrl Delay			9.5									
HCM 2010 LOS			A									

Lanes, Volumes, Timings
 20: Bob Hope Dr. & Avenida Las Palmas

2040 Auto/LSEV AM Peak Hour (ALT1)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗		↖	↗	↖	↑↑	↗	↖	↑↑	↗
Traffic Volume (vph)	70	20	78	93	16	116	94	574	63	57	1021	70
Future Volume (vph)	70	20	78	93	16	116	94	574	63	57	1021	70
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		25	0		180	100		40	120		120
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	60			60			60			80		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		299			661			491			813	
Travel Time (s)		6.8			15.0			7.4			12.3	
Confl. Peds. (#/hr)	13		25	25		13	20		19	19		20
Confl. Bikes (#/hr)			3			2			16			12
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Shared Lane Traffic (%)												
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	4	4	4	8	8	8	2	2	2	6	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	30.0	30.0	30.0	30.0	30.0	30.0	75.0	75.0	75.0	75.0	75.0	75.0
Total Split (%)	28.6%	28.6%	28.6%	28.6%	28.6%	28.6%	71.4%	71.4%	71.4%	71.4%	71.4%	71.4%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Ped	Ped	Ped	Ped	Ped	Ped	C-Max	C-Max	C-Max	C-Max	C-Max	C-Max

Intersection Summary























Area Type: Other
 Cycle Length: 105
 Actuated Cycle Length: 105
 Offset: 48 (46%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Splits and Phases: 20: Bob Hope Dr. & Avenida Las Palmas



HCM 2010 Signalized Intersection Summary
 20: Bob Hope Dr. & Avenida Las Palmas

2040 Auto/LSEV AM Peak Hour (ALT1)

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	20	78	93	16	116	94	574	63	57	1021	70
Future Volume (veh/h)	70	20	78	93	16	116	94	574	63	57	1021	70
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.96	1.00		0.96	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	73	21	81	97	17	121	98	598	66	59	1064	73
Adj No. of Lanes	0	1	1	0	1	1	1	2	1	1	2	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	61	10	367	63	6	368	398	2376	1017	532	2376	1019
Arrive On Green	0.24	0.24	0.24	0.24	0.24	0.24	0.67	0.67	0.67	1.00	1.00	1.00
Sat Flow, veh/h	0	42	1512	0	26	1514	491	3539	1515	766	3539	1518
Grp Volume(v), veh/h	94	0	81	114	0	121	98	598	66	59	1064	73
Grp Sat Flow(s),veh/h/ln	42	0	1512	26	0	1514	491	1770	1515	766	1770	1518
Q Serve(g_s), s	0.0	0.0	4.5	0.0	0.0	6.9	8.6	7.0	1.6	0.9	0.0	0.0
Cycle Q Clear(g_c), s	25.5	0.0	4.5	25.5	0.0	6.9	8.6	7.0	1.6	7.9	0.0	0.0
Prop In Lane	0.78		1.00	0.85		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	71	0	367	70	0	368	398	2376	1017	532	2376	1019
V/C Ratio(X)	1.32	0.00	0.22	1.64	0.00	0.33	0.25	0.25	0.06	0.11	0.45	0.07
Avail Cap(c_a), veh/h	71	0	367	70	0	368	398	2376	1017	532	2376	1019
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91
Uniform Delay (d), s/veh	48.9	0.0	31.8	50.2	0.0	32.7	7.1	6.8	5.9	0.4	0.0	0.0
Incr Delay (d2), s/veh	214.8	0.0	0.3	341.9	0.0	0.5	1.5	0.3	0.1	0.4	0.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.3	0.0	1.9	8.6	0.0	2.9	1.3	3.5	0.7	0.2	0.2	0.0
LnGrp Delay(d),s/veh	263.7	0.0	32.1	392.1	0.0	33.2	8.5	7.1	6.0	0.8	0.6	0.1
LnGrp LOS	F		C	F		C	A	A	A	A	A	A
Approach Vol, veh/h		175			235			762			1196	
Approach Delay, s/veh		156.5			207.3			7.2			0.5	
Approach LOS		F			F			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		75.0		30.0		75.0		30.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		70.5		25.5		70.5		25.5				
Max Q Clear Time (g_c+I1), s		10.6		27.5		9.9		27.5				
Green Ext Time (p_c), s		22.0		0.0		22.1		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			34.7									
HCM 2010 LOS			C									

Lanes, Volumes, Timings
 21: Bob Hope Dr. & Commercial Dwy.

2040 Auto/LSEV AM Peak Hour (ALT1)



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕	↖		↕
Traffic Volume (vph)	0	39	659	41	0	1273
Future Volume (vph)	0	39	659	41	0	1273
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		160	0	
Storage Lanes	0	1		1	0	
Taper Length (ft)	60				60	
Link Speed (mph)	30		45			45
Link Distance (ft)	471		345			491
Travel Time (s)	10.7		5.2			7.4
Confl. Peds. (#/hr)				9	9	
Confl. Bikes (#/hr)		1		14		
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Shared Lane Traffic (%)						
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection

Int Delay, s/veh 0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↑	↑↑	↑		↑↑
Traffic Vol, veh/h	0	39	659	41	0	1273
Future Vol, veh/h	0	39	659	41	0	1273
Conflicting Peds, #/hr	0	0	0	9	9	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	160	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	40	672	42	0	1299

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	-	345	0 0
Stage 1	-	-	- -
Stage 2	-	-	- -
Critical Hdwy	-	6.94	- -
Critical Hdwy Stg 1	-	-	- -
Critical Hdwy Stg 2	-	-	- -
Follow-up Hdwy	-	3.32	- -
Pot Cap-1 Maneuver	0	651	- - 0 -
Stage 1	0	-	- - 0 -
Stage 2	0	-	- - 0 -
Platoon blocked, %			- -
Mov Cap-1 Maneuver	-	645	- -
Mov Cap-2 Maneuver	-	-	- -
Stage 1	-	-	- -
Stage 2	-	-	- -

Approach	WB	NB	SB
HCM Control Delay, s	10.9	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	- 645	-
HCM Lane V/C Ratio	-	- 0.062	-
HCM Control Delay (s)	-	- 10.9	-
HCM Lane LOS	-	- B	-
HCM 95th %tile Q(veh)	-	- 0.2	-

Lanes, Volumes, Timings
22: SR-111 & Bob Hope Dr.

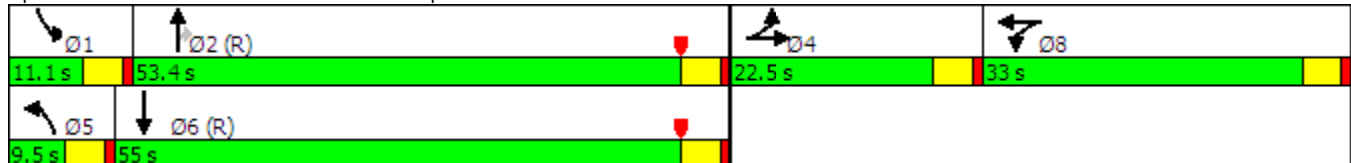
2040 Auto/LSEV AM Peak Hour (ALT1)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	18	11	834	17	194	6	1880	510	156	1529	12
Future Volume (vph)	8	18	11	834	17	194	6	1880	510	156	1529	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	225		150	100		240	250		0
Storage Lanes	0		0	1		0	1		1	2		0
Taper Length (ft)	60			80			70			110		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			50			50	
Link Distance (ft)		303			469			677			754	
Travel Time (s)		4.6			7.1			9.2			10.3	
Confl. Peds. (#/hr)			7			12			13			2
Confl. Bikes (#/hr)			2			3			14			3
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Shared Lane Traffic (%)				15%								
Turn Type	Split	NA		Split	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases									2			
Detector Phase	4	4		8	8		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5		9.5	22.5	22.5	9.5	22.5	
Total Split (s)	22.5	22.5		33.0	33.0		9.5	53.4	53.4	11.1	55.0	
Total Split (%)	18.8%	18.8%		27.5%	27.5%		7.9%	44.5%	44.5%	9.3%	45.8%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None		Ped	Ped		None	C-Max	C-Max	None	C-Max	

Intersection Summary






















Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 110
 Control Type: Actuated-Coordinated

Splits and Phases: 22: SR-111 & Bob Hope Dr.



HCM 2010 Signalized Intersection Summary
22: SR-111 & Bob Hope Dr.

2040 Auto/LSEV AM Peak Hour (ALT1)

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	18	11	834	17	194	6	1880	510	156	1529	12
Future Volume (veh/h)	8	18	11	834	17	194	6	1880	510	156	1529	12
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.93	1.00		0.97	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	8	19	11	789	117	200	6	1938	526	161	1576	12
Adj No. of Lanes	0	1	0	2	1	0	1	3	1	2	3	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	11	26	15	839	143	245	13	2688	816	189	2999	23
Arrive On Green	0.03	0.03	0.03	0.24	0.24	0.24	0.02	1.00	1.00	0.06	0.58	0.58
Sat Flow, veh/h	361	856	496	3548	606	1036	1774	5085	1544	3442	5205	40
Grp Volume(v), veh/h	38	0	0	789	0	317	6	1938	526	161	1026	562
Grp Sat Flow(s),veh/h/ln	1713	0	0	1774	0	1643	1774	1695	1544	1721	1695	1855
Q Serve(g_s), s	2.6	0.0	0.0	26.2	0.0	21.9	0.4	0.0	0.0	5.6	22.1	22.1
Cycle Q Clear(g_c), s	2.6	0.0	0.0	26.2	0.0	21.9	0.4	0.0	0.0	5.6	22.1	22.1
Prop In Lane	0.21		0.29	1.00		0.63	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	51	0	0	839	0	388	13	2688	816	189	1953	1068
V/C Ratio(X)	0.74	0.00	0.00	0.94	0.00	0.82	0.45	0.72	0.64	0.85	0.53	0.53
Avail Cap(c_a), veh/h	257	0	0	843	0	390	74	2688	816	189	1953	1068
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.09	0.09	0.09	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.7	0.0	0.0	45.0	0.0	43.3	58.8	0.0	0.0	56.2	15.5	15.5
Incr Delay (d2), s/veh	18.7	0.0	0.0	18.2	0.0	12.6	2.1	0.2	0.4	29.0	1.0	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.0	0.0	14.9	0.0	11.3	0.2	0.0	0.1	3.4	10.5	11.8
LnGrp Delay(d),s/veh	76.5	0.0	0.0	63.2	0.0	56.0	60.9	0.2	0.4	85.2	16.5	17.3
LnGrp LOS	E			E		E	E	A	A	F	B	B
Approach Vol, veh/h		38			1106			2470			1749	
Approach Delay, s/veh		76.5			61.1			0.3			23.1	
Approach LOS		E			E			A			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.1	67.9		8.1	5.4	73.6		32.9				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	6.6	48.9		18.0	5.0	50.5		28.5				
Max Q Clear Time (g_c+I1), s	7.6	2.0		4.6	2.4	24.1		28.2				
Green Ext Time (p_c), s	0.0	41.7		0.1	0.0	24.6		0.2				
Intersection Summary												
HCM 2010 Ctrl Delay			20.8									
HCM 2010 LOS			C									
Notes												

Lanes, Volumes, Timings
23: SR-111 & Magnesia Falls Dr.

2040 Auto/LSEV AM Peak Hour (ALT1)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	33	33	48	164	20	168	77	2194	419	358	1970	46
Future Volume (vph)	33	33	48	164	20	168	77	2194	419	358	1970	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		65	90		90	170		0	215		0
Storage Lanes	0		1	1		1	1		0	1		0
Taper Length (ft)	60			60			80			80		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			50			50	
Link Distance (ft)		488			382			582			677	
Travel Time (s)		11.1			8.7			7.9			9.2	
Confl. Peds. (#/hr)							12		5			15
Confl. Bikes (#/hr)			3			2			11			11
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Shared Lane Traffic (%)				44%								
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			8						
Detector Phase	4	4	4	8	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	9.5	22.5		9.5	22.5	
Total Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	13.2	53.0		22.0	61.8	
Total Split (%)	18.8%	18.8%	18.8%	18.8%	18.8%	18.8%	11.0%	44.2%		18.3%	51.5%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.5	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None	None	Ped	Ped	Ped	None	C-Max		None	C-Max	

Intersection Summary
























Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 120
 Control Type: Actuated-Coordinated

Splits and Phases: 23: SR-111 & Magnesia Falls Dr.



HCM 2010 Signalized Intersection Summary
23: SR-111 & Magnesia Falls Dr.

2040 Auto/LSEV AM Peak Hour (ALT1)

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	33	48	164	20	168	77	2194	419	358	1970	46
Future Volume (veh/h)	33	33	48	164	20	168	77	2194	419	358	1970	46
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.96	1.00		0.98	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	34	34	50	186	0	175	80	2285	436	373	2052	48
Adj No. of Lanes	0	1	1	2	0	1	1	3	0	1	3	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	50	50	85	481	0	206	101	2216	402	259	3077	72
Arrive On Green	0.05	0.05	0.05	0.14	0.00	0.14	0.06	0.51	0.51	0.29	1.00	1.00
Sat Flow, veh/h	909	909	1545	3548	0	1518	1774	4314	783	1774	5107	119
Grp Volume(v), veh/h	68	0	50	186	0	175	80	1770	951	373	1361	739
Grp Sat Flow(s),veh/h/ln	1817	0	1545	1774	0	1518	1774	1695	1706	1774	1695	1836
Q Serve(g_s), s	4.4	0.0	3.8	5.7	0.0	13.5	5.3	61.7	61.7	17.5	0.0	0.0
Cycle Q Clear(g_c), s	4.4	0.0	3.8	5.7	0.0	13.5	5.3	61.7	61.7	17.5	0.0	0.0
Prop In Lane	0.50		1.00	1.00		1.00	1.00		0.46	1.00		0.06
Lane Grp Cap(c), veh/h	100	0	85	481	0	206	101	1742	877	259	2043	1106
V/C Ratio(X)	0.68	0.00	0.59	0.39	0.00	0.85	0.79	1.02	1.08	1.44	0.67	0.67
Avail Cap(c_a), veh/h	273	0	232	532	0	228	129	1742	877	259	2043	1106
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.73	0.73	0.73
Uniform Delay (d), s/veh	55.7	0.0	55.4	47.3	0.0	50.7	55.9	29.2	29.2	42.5	0.0	0.0
Incr Delay (d2), s/veh	7.9	0.0	6.3	0.5	0.0	23.6	22.1	25.7	55.9	214.2	1.3	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	0.0	1.8	2.8	0.0	7.0	3.2	35.0	42.6	23.9	0.4	0.7
LnGrp Delay(d),s/veh	63.6	0.0	61.7	47.8	0.0	74.3	78.0	54.9	85.1	256.7	1.3	2.4
LnGrp LOS	E		E	D		E	E	F	F	F	A	A
Approach Vol, veh/h		118			361			2801			2473	
Approach Delay, s/veh		62.8			60.7			65.8			40.1	
Approach LOS		E			E			E			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	22.0	66.2		11.1	11.3	76.8		20.8				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	17.5	48.5		18.0	8.7	57.3		18.0				
Max Q Clear Time (g_c+I1), s	19.5	63.7		6.4	7.3	2.0		15.5				
Green Ext Time (p_c), s	0.0	0.0		0.3	0.0	53.4		0.3				
Intersection Summary												
HCM 2010 Ctrl Delay			54.4									
HCM 2010 LOS			D									
Notes												

Lanes, Volumes, Timings
24: Monterey Av. & Parkview Dr.

2040 Auto/LSEV AM Peak Hour (ALT1)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	154	26	175	68	17	22	126	1286	82	22	1368	130
Future Volume (vph)	154	26	175	68	17	22	126	1286	82	22	1368	130
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	90		90	0		0	145		0	400		100
Storage Lanes	1		1	1		1	1		1	2		1
Taper Length (ft)	60			60			90			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			50			50	
Link Distance (ft)		583			473			600			604	
Travel Time (s)		13.3			10.8			8.2			8.2	
Confl. Peds. (#/hr)	16		9	9		16			5			5
Confl. Bikes (#/hr)			9			8			6			8
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Shared Lane Traffic (%)												
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8			2			6
Detector Phase	4	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.0	22.0	22.0	22.0	22.0	22.0	9.5	22.0	22.0	9.5	22.0	22.0
Total Split (s)	22.0	22.0	22.0	22.0	22.0	22.0	13.0	28.5	28.5	9.5	25.0	25.0
Total Split (%)	36.7%	36.7%	36.7%	36.7%	36.7%	36.7%	21.7%	47.5%	47.5%	15.8%	41.7%	41.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	1.0	0.5	0.5	1.0	0.5	0.5
Lost Time Adjust (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
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.5	4.0	4.0	4.5	4.0	4.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	Ped	Ped	Ped	Ped	Ped	Ped	None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary

























Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 34 (57%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Splits and Phases: 24: Monterey Av. & Parkview Dr.



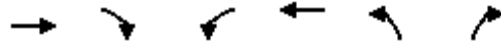
HCM 2010 Signalized Intersection Summary
 24: Monterey Av. & Parkview Dr.

2040 Auto/LSEV AM Peak Hour (ALT1)

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	154	26	175	68	17	22	126	1286	82	22	1368	130
Future Volume (veh/h)	154	26	175	68	17	22	126	1286	82	22	1368	130
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.95	0.98		0.96	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	157	27	179	69	17	22	129	1312	84	22	1396	133
Adj No. of Lanes	1	1	1	1	1	1	1	3	1	2	3	1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	377	373	303	337	373	303	165	2878	881	88	2535	765
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.20	0.09	0.57	0.57	0.03	0.50	0.50
Sat Flow, veh/h	1332	1863	1512	1151	1863	1514	1774	5085	1557	3442	5085	1535
Grp Volume(v), veh/h	157	27	179	69	17	22	129	1312	84	22	1396	133
Grp Sat Flow(s),veh/h/ln	1332	1863	1512	1151	1863	1514	1774	1695	1557	1721	1695	1535
Q Serve(g_s), s	6.5	0.7	6.4	3.1	0.4	0.7	4.3	9.1	1.5	0.4	11.4	2.9
Cycle Q Clear(g_c), s	6.9	0.7	6.4	3.8	0.4	0.7	4.3	9.1	1.5	0.4	11.4	2.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	377	373	303	337	373	303	165	2878	881	88	2535	765
V/C Ratio(X)	0.42	0.07	0.59	0.20	0.05	0.07	0.78	0.46	0.10	0.25	0.55	0.17
Avail Cap(c_a), veh/h	510	559	454	452	559	454	251	2878	881	287	2535	765
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.2	19.5	21.8	21.0	19.4	19.5	26.6	7.6	6.0	28.7	10.4	8.3
Incr Delay (d2), s/veh	0.7	0.1	1.8	0.3	0.0	0.1	8.5	0.5	0.2	1.5	0.9	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	0.4	2.8	1.0	0.2	0.3	2.5	4.3	0.7	0.2	5.5	1.3
LnGrp Delay(d),s/veh	22.9	19.6	23.6	21.3	19.4	19.6	35.1	8.1	6.2	30.1	11.3	8.8
LnGrp LOS	C	B	C	C	B	B	D	A	A	C	B	A
Approach Vol, veh/h		363			108			1525			1551	
Approach Delay, s/veh		23.0			20.7			10.3			11.3	
Approach LOS		C			C			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.0	38.0		16.0	10.1	33.9		16.0				
Change Period (Y+Rc), s	4.5	4.0		4.0	4.5	4.0		4.0				
Max Green Setting (Gmax), s	5.0	24.5		18.0	8.5	21.0		18.0				
Max Q Clear Time (g_c+I1), s	2.4	11.1		8.9	6.3	13.4		5.8				
Green Ext Time (p_c), s	0.0	11.8		1.2	0.1	7.0		1.4				
Intersection Summary												
HCM 2010 Ctrl Delay			12.4									
HCM 2010 LOS			B									

Lanes, Volumes, Timings
 25: San Pablo Ave. & Magnesia Falls Dr.

2040 Auto/LSEV AM Peak Hour (ALT1)



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↑	↑	↑	↑
Traffic Volume (vph)	176	146	164	94	144	151
Future Volume (vph)	176	146	164	94	144	151
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		50	155		200	0
Storage Lanes		1	1		1	1
Taper Length (ft)			120		120	
Link Speed (mph)	35			35	35	
Link Distance (ft)	823			2649	1341	
Travel Time (s)	16.0			51.6	26.1	
Confl. Peds. (#/hr)		11	11		7	7
Confl. Bikes (#/hr)		12				9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control	Stop			Stop	Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection	
Intersection Delay, s/veh	10.9
Intersection LOS	B

Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBU	NBL	NBR
Lane Configurations		↑	↑		↑	↑		↑	↑
Traffic Vol, veh/h	0	176	146	0	164	94	0	144	151
Future Vol, veh/h	0	176	146	0	164	94	0	144	151
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	191	159	0	178	102	0	157	164
Number of Lanes	0	1	1	0	1	1	0	1	1






















Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	2
HCM Control Delay	10.5	11.4	11
HCM LOS	B	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2
Vol Left, %	100%	0%	0%	0%	100%	0%
Vol Thru, %	0%	0%	100%	0%	0%	100%
Vol Right, %	0%	100%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	144	151	176	146	164	94
LT Vol	144	0	0	0	164	0
Through Vol	0	0	176	0	0	94
RT Vol	0	151	0	146	0	0
Lane Flow Rate	157	164	191	159	178	102
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.291	0.25	0.313	0.229	0.319	0.169
Departure Headway (Hd)	6.685	5.473	5.894	5.184	6.444	5.937
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	538	657	610	693	558	605
Service Time	4.415	3.203	3.624	2.914	4.175	3.668
HCM Lane V/C Ratio	0.292	0.25	0.313	0.229	0.319	0.169
HCM Control Delay	12.1	10	11.3	9.5	12.2	9.9
HCM Lane LOS	B	A	B	A	B	A
HCM 95th-tile Q	1.2	1	1.3	0.9	1.4	0.6

Lanes, Volumes, Timings

2040 Auto/LSEV AM Peak Hour (ALT1)

26: San Pablo Ave. & College of the Desert (Alumni Dr.)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	97	26	166	49	17	61	146	193	22	18	180	165
Future Volume (vph)	97	26	166	49	17	61	146	193	22	18	180	165
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		100	0		0	0		60	0		135
Storage Lanes	0		1	1		0	1		1	0		1
Taper Length (ft)	60			60			60			60		
Link Speed (mph)		30			30			35				35
Link Distance (ft)		595			218			303				1341
Travel Time (s)		13.5			5.0			5.9				26.1
Confl. Peds. (#/hr)	37						37			44	44	
Confl. Bikes (#/hr)			4				3			16		15
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Stop				Stop
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											

26: San Pablo Ave. & College of the Desert (Alumni Dr.)

Intersection	
Intersection Delay, s/veh	14.3
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations			↖	↗		↖	↗			↖	↗	↖
Traffic Vol, veh/h	0	97	26	166	0	49	17	61	0	146	193	22
Future Vol, veh/h	0	97	26	166	0	49	17	61	0	146	193	22
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	105	28	180	0	53	18	66	0	159	210	24
Number of Lanes	0	0	1	1	0	1	1	0	0	1	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	2	2
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	2	3	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	3	2	2
HCM Control Delay	13.8	12.4	15
HCM LOS	B	B	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	79%	0%	100%	0%	9%	0%
Vol Thru, %	0%	100%	0%	21%	0%	0%	22%	91%	0%
Vol Right, %	0%	0%	100%	0%	100%	0%	78%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	146	193	22	123	166	49	78	198	165
LT Vol	146	0	0	97	0	49	0	18	0
Through Vol	0	193	0	26	0	0	17	180	0
RT Vol	0	0	22	0	166	0	61	0	165
Lane Flow Rate	159	210	24	134	180	53	85	215	179
Geometry Grp	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.349	0.431	0.044	0.3	0.349	0.129	0.18	0.448	0.335
Departure Headway (Hd)	7.913	7.403	6.689	8.082	6.969	8.716	7.644	7.487	6.725
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	454	487	534	444	514	411	468	480	534
Service Time	5.669	5.158	4.444	5.84	4.727	6.484	5.412	5.243	4.481
HCM Lane V/C Ratio	0.35	0.431	0.045	0.302	0.35	0.129	0.182	0.448	0.335
HCM Control Delay	14.9	15.7	9.8	14.3	13.4	12.8	12.1	16.2	12.9
HCM Lane LOS	B	C	A	B	B	B	B	C	B
HCM 95th-tile Q	1.5	2.1	0.1	1.2	1.6	0.4	0.6	2.3	1.5

Intersection

Intersection Delay, s/veh

Intersection LOS

Movement	SBU	SBL	SBT	SBR
Lane Configurations			↖	↗
Traffic Vol, veh/h	0	18	180	165
Future Vol, veh/h	0	18	180	165
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	20	196	179
Number of Lanes	0	0	1	1

Approach	SB
Opposing Approach	NB
Opposing Lanes	3
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	14.7
HCM LOS	B

Lanes, Volumes, Timings
27: Portola Av. & Magnesia Falls Dr.

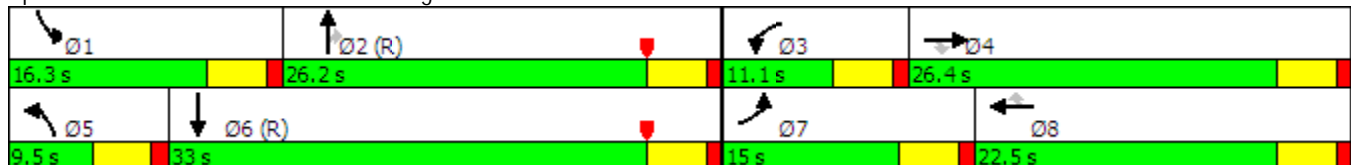
2040 Auto/LSEV AM Peak Hour (ALT1)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	179	95	64	50	57	98	17	659	211	177	916	141
Future Volume (vph)	179	95	64	50	57	98	17	659	211	177	916	141
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	230		230	200		200	90		105	355		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	60			60			95			80		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		35			35			50			50	
Link Distance (ft)		2649			517			536			570	
Travel Time (s)		51.6			10.1			7.3			7.8	
Confl. Peds. (#/hr)			22						21			6
Confl. Bikes (#/hr)			11			10			5			3
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	15.0	26.4	26.4	11.1	22.5	22.5	9.5	26.2	26.2	16.3	33.0	
Total Split (%)	18.8%	33.0%	33.0%	13.9%	28.1%	28.1%	11.9%	32.8%	32.8%	20.4%	41.3%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (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
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Ped	Ped	None	None	None	None	C-Max	C-Max	None	C-Max	

Intersection Summary

























Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated

Splits and Phases: 27: Portola Av. & Magnesia Falls Dr.



HCM 2010 Signalized Intersection Summary
 27: Portola Av. & Magnesia Falls Dr.

2040 Auto/LSEV AM Peak Hour (ALT1)

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	179	95	64	50	57	98	17	659	211	177	916	141
Future Volume (veh/h)	179	95	64	50	57	98	17	659	211	177	916	141
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.94	1.00		0.97	1.00		0.95	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	188	100	67	53	60	103	18	694	222	186	964	148
Adj No. of Lanes	1	1	1	1	1	1	1	2	1	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	225	347	277	77	191	157	37	1484	631	224	1608	247
Arrive On Green	0.13	0.19	0.19	0.04	0.10	0.10	0.02	0.42	0.42	0.13	0.52	0.52
Sat Flow, veh/h	1774	1863	1490	1774	1863	1530	1774	3539	1506	1774	3064	470
Grp Volume(v), veh/h	188	100	67	53	60	103	18	694	222	186	557	555
Grp Sat Flow(s),veh/h/ln	1774	1863	1490	1774	1863	1530	1774	1770	1506	1774	1770	1764
Q Serve(g_s), s	8.3	3.7	3.1	2.4	2.4	5.2	0.8	11.3	8.0	8.2	17.4	17.5
Cycle Q Clear(g_c), s	8.3	3.7	3.1	2.4	2.4	5.2	0.8	11.3	8.0	8.2	17.4	17.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.27
Lane Grp Cap(c), veh/h	225	347	277	77	191	157	37	1484	631	224	929	926
V/C Ratio(X)	0.84	0.29	0.24	0.69	0.31	0.66	0.49	0.47	0.35	0.83	0.60	0.60
Avail Cap(c_a), veh/h	233	510	408	146	419	344	111	1484	631	262	929	926
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.1	28.0	27.7	37.7	33.3	34.5	38.8	16.8	15.8	34.1	13.2	13.2
Incr Delay (d2), s/veh	22.0	0.5	0.4	10.5	0.9	4.6	9.9	1.1	1.5	17.5	2.9	2.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.4	1.9	1.3	1.4	1.3	2.4	0.5	5.7	3.6	5.1	9.2	9.2
LnGrp Delay(d),s/veh	56.1	28.4	28.2	48.3	34.2	39.1	48.7	17.8	17.4	51.6	16.0	16.0
LnGrp LOS	E	C	C	D	C	D	D	B	B	D	B	B
Approach Vol, veh/h		355			216			934			1298	
Approach Delay, s/veh		43.1			40.0			18.3			21.1	
Approach LOS		D			D			B			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.6	38.0	8.0	19.4	6.1	46.5	14.6	12.7				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	11.8	21.7	6.6	21.9	5.0	28.5	10.5	18.0				
Max Q Clear Time (g_c+I1), s	10.2	13.3	4.4	5.7	2.8	19.5	10.3	7.2				
Green Ext Time (p_c), s	0.1	6.2	0.0	1.3	0.0	6.6	0.0	1.0				
Intersection Summary												
HCM 2010 Ctrl Delay			24.4									
HCM 2010 LOS			C									

Lanes, Volumes, Timings
28: El Dorado Dr. & Fred Waring Dr.

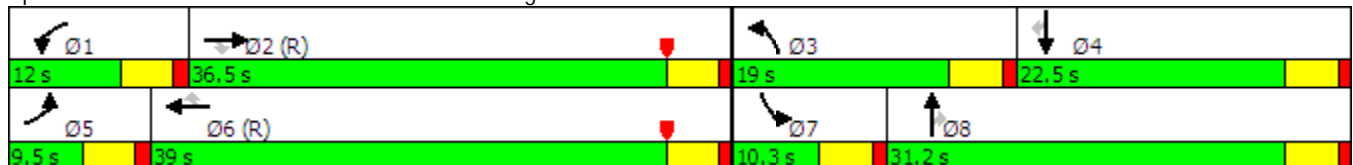
2040 Auto/LSEV AM Peak Hour (ALT1)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	1420	217	97	1639	19	223	11	98	29	14	42
Future Volume (vph)	22	1420	217	97	1639	19	223	11	98	29	14	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	225		210	290		145	0		125	105		105
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	60			120			60			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		50			50			45			45	
Link Distance (ft)		1266			970			386			401	
Travel Time (s)		17.3			13.2			5.8			6.1	
Confl. Peds. (#/hr)			2			2			2			2
Confl. Bikes (#/hr)			3			3			3			2
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Shared Lane Traffic (%)												
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6			8			4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	9.5	36.5	36.5	12.0	39.0	39.0	19.0	31.2	31.2	10.3	22.5	22.5
Total Split (%)	10.6%	40.6%	40.6%	13.3%	43.3%	43.3%	21.1%	34.7%	34.7%	11.4%	25.0%	25.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (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
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Max	Max	None	Max	Max

Intersection Summary

























Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated

Splits and Phases: 28: El Dorado Dr. & Fred Waring Dr.



HCM 2010 Signalized Intersection Summary
28: El Dorado Dr. & Fred Waring Dr.

2040 Auto/LSEV AM Peak Hour (ALT1)

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	1420	217	97	1639	19	223	11	98	29	14	42
Future Volume (veh/h)	22	1420	217	97	1639	19	223	11	98	29	14	42
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	24	1527	233	104	1762	20	240	12	105	31	15	45
Adj No. of Lanes	1	3	1	1	3	1	1	1	1	1	1	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	44	1889	579	131	2138	656	274	605	506	53	373	311
Arrive On Green	0.03	0.37	0.37	0.07	0.42	0.42	0.15	0.32	0.32	0.03	0.20	0.20
Sat Flow, veh/h	1774	5085	1559	1774	5085	1560	1774	1863	1558	1774	1863	1556
Grp Volume(v), veh/h	24	1527	233	104	1762	20	240	12	105	31	15	45
Grp Sat Flow(s),veh/h/ln	1774	1695	1559	1774	1695	1560	1774	1863	1558	1774	1863	1556
Q Serve(g_s), s	1.2	24.3	9.9	5.2	27.7	0.7	11.9	0.4	4.4	1.6	0.6	2.1
Cycle Q Clear(g_c), s	1.2	24.3	9.9	5.2	27.7	0.7	11.9	0.4	4.4	1.6	0.6	2.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	44	1889	579	131	2138	656	274	605	506	53	373	311
V/C Ratio(X)	0.54	0.81	0.40	0.79	0.82	0.03	0.88	0.02	0.21	0.58	0.04	0.14
Avail Cap(c_a), veh/h	99	1889	579	148	2138	656	286	605	506	114	373	311
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.4	25.4	20.9	41.0	23.1	15.3	37.2	20.7	22.0	43.1	29.0	29.7
Incr Delay (d2), s/veh	9.8	3.9	2.1	22.5	3.8	0.1	24.1	0.1	0.9	9.7	0.2	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	12.0	4.6	3.4	13.6	0.3	7.6	0.2	2.0	0.9	0.3	1.0
LnGrp Delay(d),s/veh	53.2	29.3	23.0	63.5	26.9	15.4	61.3	20.7	22.9	52.8	29.2	30.6
LnGrp LOS	D	C	C	E	C	B	E	C	C	D	C	C
Approach Vol, veh/h		1784			1886			357			91	
Approach Delay, s/veh		28.8			28.8			48.7			38.0	
Approach LOS		C			C			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.2	37.9	18.4	22.5	6.8	42.3	7.2	33.7				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	7.5	32.0	14.5	18.0	5.0	34.5	5.8	26.7				
Max Q Clear Time (g_c+I1), s	7.2	26.3	13.9	4.1	3.2	29.7	3.6	6.4				
Green Ext Time (p_c), s	0.0	5.5	0.0	0.4	0.0	4.7	0.0	0.5				
Intersection Summary												
HCM 2010 Ctrl Delay			30.7									
HCM 2010 LOS			C									

Lanes, Volumes, Timings
 29: Dune Palms Rd. & Corporate Center Dr.

2040 Auto/LSEV AM Peak Hour (ALT1)



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	33	37	33	321	856	18
Future Volume (vph)	33	37	33	321	856	18
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	120	0	95			0
Storage Lanes	1	1	1			0
Taper Length (ft)	60		90			
Link Speed (mph)	30			30	30	
Link Distance (ft)	371			267	354	
Travel Time (s)	8.4			6.1	8.0	
Confl. Peds. (#/hr)						8
Confl. Bikes (#/hr)		4				5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection

Int Delay, s/veh 1.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	33	37	33	321	856	18
Future Vol, veh/h	33	37	33	321	856	18
Conflicting Peds, #/hr	0	0	0	0	0	8
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	120	0	95	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	36	40	36	349	930	20













Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	1369	483	958	0	0
Stage 1	948	-	-	-	-
Stage 2	421	-	-	-	-
Critical Hdwy	6.63	6.93	4.13	-	-
Critical Hdwy Stg 1	5.83	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-
Follow-up Hdwy	3.519	3.319	2.219	-	-
Pot Cap-1 Maneuver	149	530	716	-	-
Stage 1	338	-	-	-	-
Stage 2	661	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	139	526	716	-	-
Mov Cap-2 Maneuver	139	-	-	-	-
Stage 1	335	-	-	-	-
Stage 2	623	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	25.3	1	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	716	-	139	526	-	-
HCM Lane V/C Ratio	0.05	-	0.258	0.076	-	-
HCM Control Delay (s)	10.3	-	39.7	12.4	-	-
HCM Lane LOS	B	-	E	B	-	-
HCM 95th %tile Q(veh)	0.2	-	1	0.2	-	-

Lanes, Volumes, Timings
 30: Monroe St., s/o I-10 EB Ramps

2040 Auto/LSEV AM Peak Hour (ALT1)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↑			↑			↑	
Traffic Volume (vph)	0	0	0	0	0	0	0	857	0	0	845	0
Future Volume (vph)	0	0	0	0	0	0	0	857	0	0	845	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		310			328			321			611	
Travel Time (s)		7.0			7.5			7.3			13.9	
Confl. Peds. (#/hr)							12					12
Confl. Bikes (#/hr)									11			11
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											

Intersection												
Int Delay, s/veh	0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↑			↑			↑	
Traffic Vol, veh/h	0	0	0	0	0	0	0	857	0	0	845	0
Future Vol, veh/h	0	0	0	0	0	0	0	857	0	0	845	0
Conflicting Peds, #/hr	0	0	0	0	0	0	12	0	0	0	0	12
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	932	0	0	918	0

















Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	-	1850	-	-	1850	-	-	0	-	-	-	0
Stage 1	-	918	-	-	932	-	-	-	-	-	-	-
Stage 2	-	932	-	-	918	-	-	-	-	-	-	-
Critical Hdwy	-	6.52	-	-	6.52	-	-	-	-	-	-	-
Critical Hdwy Stg 1	-	5.52	-	-	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	5.52	-	-	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	-	4.018	-	-	4.018	-	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	74	0	0	74	0	0	-	0	0	-	0
Stage 1	0	350	0	0	345	0	0	-	0	0	-	0
Stage 2	0	345	0	0	350	0	0	-	0	0	-	0
Platoon blocked, %								-				-
Mov Cap-1 Maneuver	-	74	-	-	74	-	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	74	-	-	74	-	-	-	-	-	-	-
Stage 1	-	350	-	-	345	-	-	-	-	-	-	-
Stage 2	-	345	-	-	350	-	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	EBLn1	WBLn1	SBT
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	0	0	-
HCM Lane LOS	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-

Lanes, Volumes, Timings
 31: Avenue 44, east of Palo Verde St.

2040 Auto/LSEV AM Peak Hour (ALT1)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	267	0	0	466	0	0	0	0	0	0	0
Future Volume (vph)	0	267	0	0	466	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		937			1325			323			354	
Travel Time (s)		14.2			20.1			7.3			8.0	
Confl. Peds. (#/hr)			9			9			3			4
Confl. Bikes (#/hr)			10			10			1			1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Shared Lane Traffic (%)												
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

Intersection

Int Delay, s/veh 0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↑			↑			↑	
Traffic Vol, veh/h	0	267	0	0	466	0	0	0	0	0	0	0
Future Vol, veh/h	0	267	0	0	466	0	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	9	0	0	9	0	0	3	0	0	4
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	287	0	0	501	0	0	0	0	0	0	0

















Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	- 0 -	- - 0	- 788 -	- 788 -
Stage 1	- - -	- - -	- 287 -	- 501 -
Stage 2	- - -	- - -	- 501 -	- 287 -
Critical Hdwy	- - -	- - -	- 6.52 -	- 6.52 -
Critical Hdwy Stg 1	- - -	- - -	- 5.52 -	- 5.52 -
Critical Hdwy Stg 2	- - -	- - -	- 5.52 -	- 5.52 -
Follow-up Hdwy	- - -	- - -	- 4.018 -	- 4.018 -
Pot Cap-1 Maneuver	0 - 0	0 - 0	0 323 0	0 323 0
Stage 1	0 - 0	0 - 0	0 674 0	0 543 0
Stage 2	0 - 0	0 - 0	0 543 0	0 674 0
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	- - -	- - -	- 323 -	- 323 -
Mov Cap-2 Maneuver	- - -	- - -	- 323 -	- 323 -
Stage 1	- - -	- - -	- 674 -	- 543 -
Stage 2	- - -	- - -	- 543 -	- 674 -

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

Minor Lane/Major Mvmt	NBLn1	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	0	-	-	0
HCM Lane LOS	A	-	-	A
HCM 95th %tile Q(veh)	-	-	-	-

Lanes, Volumes, Timings
 32: Dillon Rd., west of SR86S SB Ramps

2040 Auto/LSEV AM Peak Hour (ALT1)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	2020	0	0	1610	0	0	0	0	0	0	0
Future Volume (vph)	0	2020	0	0	1610	0	0	0	0	0	0	0
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		360			655			256			320	
Travel Time (s)		8.2			14.9			5.8			7.3	
Confl. Bikes (#/hr)			3			2			1			1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											

Intersection												
Int Delay, s/veh	0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↑			↑			↑	
Traffic Vol, veh/h	0	2020	0	0	1610	0	0	0	0	0	0	0
Future Vol, veh/h	0	2020	0	0	1610	0	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	2126	0	0	1695	0	0	0	0	0	0	0




















Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	-	-	-	0	-	3821	-	-	3821	-
Stage 1	-	-	-	-	-	-	-	2126	-	-	1695	-
Stage 2	-	-	-	-	-	-	-	1695	-	-	2126	-
Critical Hdwy	-	-	-	-	-	-	-	6.52	-	-	6.52	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	5.52	-	-	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	5.52	-	-	5.52	-
Follow-up Hdwy	-	-	-	-	-	-	-	4.018	-	-	4.018	-
Pot Cap-1 Maneuver	0	-	0	0	-	0	0	4	0	0	4	0
Stage 1	0	-	0	0	-	0	0	90	0	0	148	0
Stage 2	0	-	0	0	-	0	0	148	0	0	90	0
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	4	-	-	4	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	4	-	-	4	-
Stage 1	-	-	-	-	-	-	-	90	-	-	148	-
Stage 2	-	-	-	-	-	-	-	148	-	-	90	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	0	-	-	0
HCM Lane LOS	A	-	-	A
HCM 95th %tile Q(veh)	-	-	-	-

Lanes, Volumes, Timings
 33: Tyler St./Magnolia & Avenue 50-Tyler St.

2040 Auto/LSEV AM Peak Hour (ALT1)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	839	129	184	1360	1	270	0	251	2	0	2
Future Volume (vph)	3	839	129	184	1360	1	270	0	251	2	0	2
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		50	0		0	0		50	0		0
Storage Lanes	0		1	0		0	0		1	0		0
Taper Length (ft)	60			60			60			60		
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		450			459			683			545	
Travel Time (s)		10.2			10.4			15.5			12.4	
Confl. Peds. (#/hr)			5	5					1			
Confl. Bikes (#/hr)			7			1			5			1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection	
Intersection Delay, s/veh	681.1
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations			↶	↷			↕				↶	↷
Traffic Vol, veh/h	0	3	839	129	0	184	1360	1	0	270	0	251
Future Vol, veh/h	0	3	839	129	0	184	1360	1	0	270	0	251
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	3	912	140	0	200	1478	1	0	293	0	273
Number of Lanes	0	0	1	1	0	0	1	0	0	0	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	2	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	2	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	1	1
HCM Control Delay	362.5	1103.3	27.8
HCM LOS	F	F	D

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	100%	0%	0%	0%	12%	50%
Vol Thru, %	0%	0%	100%	0%	88%	0%
Vol Right, %	0%	100%	0%	100%	0%	50%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	270	251	842	129	1545	4
LT Vol	270	0	3	0	184	2
Through Vol	0	0	839	0	1360	0
RT Vol	0	251	0	129	1	2
Lane Flow Rate	293	273	915	140	1679	4
Geometry Grp	7	7	7	7	6	6
Degree of Util (X)	0.668	0.53	1.851	0.256	3.401	0.012
Departure Headway (Hd)	10.809	9.484	9.825	9.072	8.247	17.626
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	337	385	384	400	453	204
Service Time	8.509	7.184	7.525	6.772	6.247	15.626
HCM Lane V/C Ratio	0.869	0.709	2.383	0.35	3.706	0.02
HCM Control Delay	32.8	22.4	415.8	14.9	1103.3	20.8
HCM Lane LOS	D	C	F	B	F	C
HCM 95th-tile Q	4.5	3	44.7	1	135.1	0

Intersection

Intersection Delay, s/veh
 Intersection LOS

Movement	SBU	SBL	SBT	SBR
Lane Configurations			↕	
Traffic Vol, veh/h	0	2	0	2
Future Vol, veh/h	0	2	0	2
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	2	0	2
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	20.8
HCM LOS	C

Lanes, Volumes, Timings
1: Palm Cyn. Dr. (SR-111) & Tramway Rd.

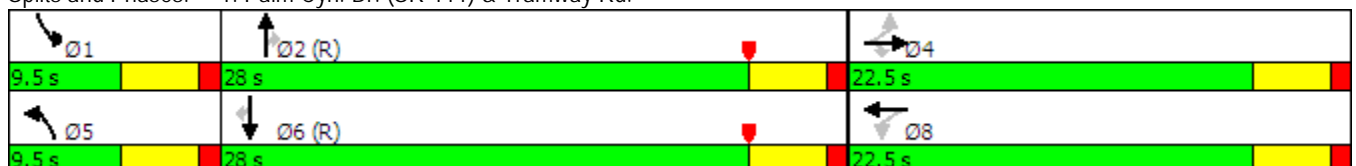
2040 Auto/LSEV PM Peak Hour (ALT1)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	135	134	148	48	70	126	109	1529	90	146	994	117
Future Volume (vph)	135	134	148	48	70	126	109	1529	90	146	994	117
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		105	0		0	190		155	90		180
Storage Lanes	1		1	0		0	1		1	1		1
Taper Length (ft)	60			60			60			90		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		35			30			45			45	
Link Distance (ft)		417			599			608			491	
Travel Time (s)		8.1			13.6			9.2			7.4	
Confl. Bikes (#/hr)			5			10			2			2
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Shared Lane Traffic (%)												
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8					2			6
Detector Phase	4	4	4	8	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5		9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	22.5	22.5	22.5	22.5	22.5		9.5	28.0	28.0	9.5	28.0	28.0
Total Split (%)	37.5%	37.5%	37.5%	37.5%	37.5%		15.8%	46.7%	46.7%	15.8%	46.7%	46.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5		4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	Ped	Ped		None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary























Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated

Splits and Phases: 1: Palm Cyn. Dr. (SR-111) & Tramway Rd.




















HCM 2010 Signalized Intersection Summary
 1: Palm Cyn. Dr. (SR-111) & Tramway Rd.

2040 Auto/LSEV PM Peak Hour (ALT1)

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	135	134	148	48	70	126	109	1529	90	146	994	117
Future Volume (veh/h)	135	134	148	48	70	126	109	1529	90	146	994	117
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	144	143	0	51	74	134	116	1627	96	155	1057	0
Adj No. of Lanes	1	1	1	0	2	0	1	2	1	1	2	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	318	463	394	202	259	351	148	1568	692	148	1568	701
Arrive On Green	0.25	0.25	0.00	0.25	0.25	0.25	0.08	0.44	0.44	0.08	0.44	0.00
Sat Flow, veh/h	1169	1863	1583	472	1040	1411	1774	3539	1563	1774	3539	1583
Grp Volume(v), veh/h	144	143	0	125	0	134	116	1627	96	155	1057	0
Grp Sat Flow(s),veh/h/ln	1169	1863	1583	1513	0	1411	1774	1770	1563	1774	1770	1583
Q Serve(g_s), s	7.0	3.7	0.0	0.6	0.0	4.7	3.8	26.6	2.2	5.0	14.2	0.0
Cycle Q Clear(g_c), s	11.7	3.7	0.0	4.3	0.0	4.7	3.8	26.6	2.2	5.0	14.2	0.0
Prop In Lane	1.00		1.00	0.41		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	318	463	394	461	0	351	148	1568	692	148	1568	701
V/C Ratio(X)	0.45	0.31	0.00	0.27	0.00	0.38	0.78	1.04	0.14	1.05	0.67	0.00
Avail Cap(c_a), veh/h	379	559	475	540	0	423	148	1568	692	148	1568	701
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	23.6	18.3	0.0	18.3	0.0	18.7	27.0	16.7	9.9	27.5	13.3	0.0
Incr Delay (d2), s/veh	1.0	0.4	0.0	0.3	0.0	0.7	23.6	33.1	0.4	87.5	2.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	2.0	0.0	1.7	0.0	1.9	2.8	20.1	1.0	6.0	7.4	0.0
LnGrp Delay(d),s/veh	24.6	18.7	0.0	18.6	0.0	19.4	50.6	49.8	10.3	115.1	15.6	0.0
LnGrp LOS	C	B		B		B	D	F	B	F	B	
Approach Vol, veh/h		287			259			1839			1212	
Approach Delay, s/veh		21.7			19.0			47.8			28.3	
Approach LOS		C			B			D			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.5	31.1		19.4	9.5	31.1		19.4				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	23.5		18.0	5.0	23.5		18.0				
Max Q Clear Time (g_c+I1), s	7.0	28.6		13.7	5.8	16.2		6.7				
Green Ext Time (p_c), s	0.0	0.0		1.2	0.0	6.7		2.3				
Intersection Summary												
HCM 2010 Ctrl Delay			37.1									
HCM 2010 LOS			D									

Lanes, Volumes, Timings
 2: Indian Cyn. Dr. & Sunrise Pkwy.

2040 Auto/LSEV PM Peak Hour (ALT1)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	116	152	92	288	547	365	220	1319	192	186	1011	213
Future Volume (vph)	116	152	92	288	547	365	220	1319	192	186	1011	213
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	150		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	60			25			25			60		
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		316			322			422			520	
Travel Time (s)		7.2			7.3			5.2			6.4	
Confl. Bikes (#/hr)			15			15			3			2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

Intersection												
Int Delay, s/veh	1.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↕	↕	
Traffic Vol, veh/h	116	152	92	288	547	365	220	1319	192	186	1011	213
Future Vol, veh/h	116	152	92	288	547	365	220	1319	192	186	1011	213
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	126	165	100	313	595	397	239	1434	209	202	1099	232

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	3111	3740	665	3052	3751	821	1330	0	0	1642	0	0
Stage 1	1619	1619	-	2016	2016	-	-	-	-	-	-	-
Stage 2	1492	2121	-	1036	1735	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	~ 5	~ 4	403	~ 5	~ 4	~ 318	515	-	-	390	-	-
Stage 1	~ 108	~ 160	-	~ 60	~ 101	-	-	-	-	-	-	-
Stage 2	129	~ 89	-	~ 248	~ 140	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	-	0	403	-	0	~ 318	515	-	-	390	-	-
Mov Cap-2 Maneuver	-	0	-	-	0	-	-	-	-	-	-	-
Stage 1	~ 108	~ 77	-	~ 60	0	-	-	-	-	-	-	-
Stage 2	-	0	-	-	~ 67	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			2.3	3.1
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	515	-	-	-	390	-	-
HCM Lane V/C Ratio	0.464	-	-	-	0.518	-	-
HCM Control Delay (s)	17.9	-	-	-	23.7	-	-
HCM Lane LOS	C	-	-	-	C	-	-
HCM 95th %tile Q(veh)	2.4	-	-	-	2.9	-	-

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

Lanes, Volumes, Timings
3: Sunrise Wy. & San Rafael Dr.

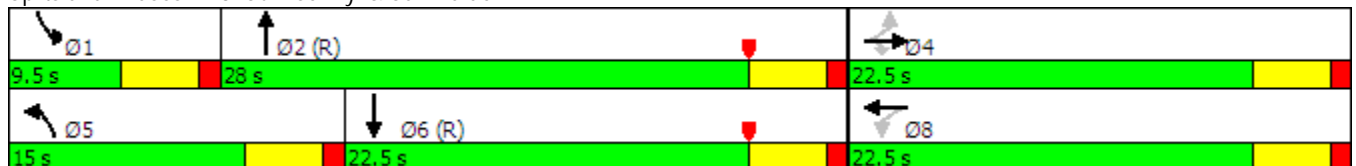
2040 Auto/LSEV PM Peak Hour (ALT1)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	38	27	241	86	38	18	365	657	164	25	539	44
Future Volume (vph)	38	27	241	86	38	18	365	657	164	25	539	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	85		0	110		0
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	60			60			60			60		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		50			30			45			45	
Link Distance (ft)		620			513			557			480	
Travel Time (s)		8.5			11.7			8.4			7.3	
Confl. Bikes (#/hr)			2			2			7			6
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Shared Lane Traffic (%)												
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8								
Detector Phase	4	4	4	8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5		9.5	22.5		9.5	22.5	
Total Split (s)	22.5	22.5	22.5	22.5	22.5		15.0	28.0		9.5	22.5	
Total Split (%)	37.5%	37.5%	37.5%	37.5%	37.5%		25.0%	46.7%		15.8%	37.5%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.5	4.5		4.5		4.5	4.5		4.5	4.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	Ped	Ped	Ped	Ped	Ped		None	C-Max		None	C-Max	

Intersection Summary




















Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 65
 Control Type: Actuated-Coordinated

Splits and Phases: 3: Sunrise Wy. & San Rafael Dr.



HCM 2010 Signalized Intersection Summary
3: Sunrise Wy. & San Rafael Dr.

2040 Auto/LSEV PM Peak Hour (ALT1)

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	27	241	86	38	18	365	657	164	25	539	44
Future Volume (veh/h)	38	27	241	86	38	18	365	657	164	25	539	44
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	39	28	248	89	39	19	376	677	169	26	556	45
Adj No. of Lanes	0	1	1	0	1	0	1	2	0	1	2	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	263	165	319	232	94	34	310	1512	377	52	1311	106
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.20	0.17	0.54	0.54	0.03	0.40	0.40
Sat Flow, veh/h	822	807	1561	664	459	167	1774	2792	696	1774	3313	268
Grp Volume(v), veh/h	67	0	248	147	0	0	376	429	417	26	296	305
Grp Sat Flow(s),veh/h/ln	1629	0	1561	1290	0	0	1774	1770	1719	1774	1770	1811
Q Serve(g_s), s	0.0	0.0	9.0	4.3	0.0	0.0	10.5	8.8	8.8	0.9	7.3	7.3
Cycle Q Clear(g_c), s	1.8	0.0	9.0	6.1	0.0	0.0	10.5	8.8	8.8	0.9	7.3	7.3
Prop In Lane	0.58		1.00	0.61		0.13	1.00		0.41	1.00		0.15
Lane Grp Cap(c), veh/h	428	0	319	360	0	0	310	958	931	52	700	717
V/C Ratio(X)	0.16	0.00	0.78	0.41	0.00	0.00	1.21	0.45	0.45	0.50	0.42	0.42
Avail Cap(c_a), veh/h	573	0	468	483	0	0	310	958	931	148	700	717
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.7	0.0	22.6	21.4	0.0	0.0	24.8	8.3	8.3	28.7	13.2	13.2
Incr Delay (d2), s/veh	0.2	0.0	5.0	0.7	0.0	0.0	121.1	1.5	1.6	7.3	1.9	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	4.3	2.2	0.0	0.0	15.5	4.7	4.6	0.5	3.9	4.0
LnGrp Delay(d),s/veh	19.9	0.0	27.5	22.1	0.0	0.0	145.8	9.8	9.9	35.9	15.0	15.0
LnGrp LOS	B		C	C			F	A	A	D	B	B
Approach Vol, veh/h		315			147			1222			627	
Approach Delay, s/veh		25.9			22.1			51.7			15.9	
Approach LOS		C			C			D			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.3	37.0		16.8	15.0	28.2		16.8				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	23.5		18.0	10.5	18.0		18.0				
Max Q Clear Time (g_c+I1), s	2.9	10.8		11.0	12.5	9.3		8.1				
Green Ext Time (p_c), s	0.0	6.6		1.2	0.0	5.1		1.5				
Intersection Summary												
HCM 2010 Ctrl Delay			36.6									
HCM 2010 LOS			D									

Lanes, Volumes, Timings
4: Vista Chino & Gene Autry Tr.

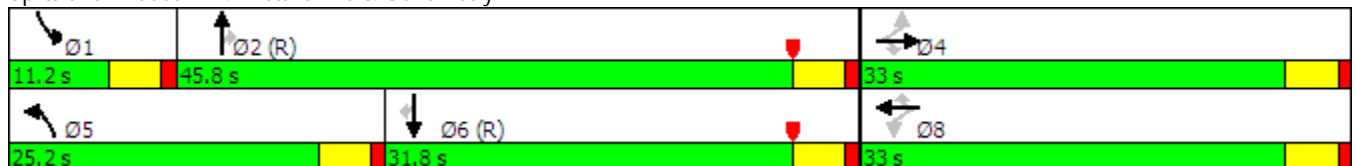
2040 Auto/LSEV PM Peak Hour (ALT1)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	213	58	72	35	115	44	306	1159	67	72	791	202
Future Volume (vph)	213	58	72	35	115	44	306	1159	67	72	791	202
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		75	0		75	200		0	215		215
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	60			60			90			200		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			45	
Link Distance (ft)		464			464			442			533	
Travel Time (s)		10.5			10.5			10.0			8.1	
Confl. Bikes (#/hr)			5			21			6			3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Shared Lane Traffic (%)												
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8			2			6
Detector Phase	4	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	33.0	33.0	33.0	33.0	33.0	33.0	25.2	45.8	45.8	11.2	31.8	31.8
Total Split (%)	36.7%	36.7%	36.7%	36.7%	36.7%	36.7%	28.0%	50.9%	50.9%	12.4%	35.3%	35.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	Ped	Ped	Ped	Ped	Ped	Ped	None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary























Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated

Splits and Phases: 4: Vista Chino & Gene Autry Tr.



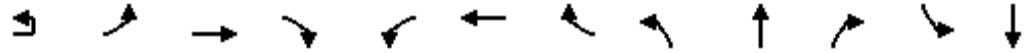
HCM 2010 Signalized Intersection Summary
4: Vista Chino & Gene Autry Tr.

2040 Auto/LSEV PM Peak Hour (ALT1)

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	213	58	72	35	115	44	306	1159	67	72	791	202
Future Volume (veh/h)	213	58	72	35	115	44	306	1159	67	72	791	202
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	229	62	77	38	124	47	329	1246	72	77	851	217
Adj No. of Lanes	0	1	1	0	1	1	1	2	1	1	2	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	71	0	494	49	132	488	365	1691	738	99	1159	506
Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.32	0.21	0.48	0.48	0.06	0.33	0.33
Sat Flow, veh/h	0	0	1559	0	417	1541	1774	3539	1544	1774	3539	1546
Grp Volume(v), veh/h	291	0	77	162	0	47	329	1246	72	77	851	217
Grp Sat Flow(s),veh/h/ln	0	0	1559	417	0	1541	1774	1770	1544	1774	1770	1546
Q Serve(g_s), s	0.0	0.0	3.2	0.0	0.0	1.9	16.3	25.5	2.3	3.9	19.2	9.9
Cycle Q Clear(g_c), s	28.5	0.0	3.2	28.5	0.0	1.9	16.3	25.5	2.3	3.9	19.2	9.9
Prop In Lane	0.79		1.00	0.23		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	71	0	494	181	0	488	365	1691	738	99	1159	506
V/C Ratio(X)	4.07	0.00	0.16	0.89	0.00	0.10	0.90	0.74	0.10	0.78	0.73	0.43
Avail Cap(c_a), veh/h	71	0	494	181	0	488	408	1691	738	132	1159	506
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.0	0.0	22.1	25.7	0.0	21.7	34.8	18.9	12.9	41.9	26.8	23.7
Incr Delay (d2), s/veh	1414.6	0.0	0.1	38.3	0.0	0.1	21.1	2.9	0.3	18.8	4.2	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	29.9	0.0	1.4	4.9	0.0	0.8	10.1	13.1	1.0	2.4	10.0	4.6
LnGrp Delay(d),s/veh	1459.6	0.0	22.2	64.0	0.0	21.8	56.0	21.9	13.1	60.7	31.0	26.3
LnGrp LOS	F		C	E		C	E	C	B	E	C	C
Approach Vol, veh/h		368			209			1647			1145	
Approach Delay, s/veh		1158.9			54.5			28.3			32.1	
Approach LOS		F			D			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.5	47.5		33.0	23.0	34.0		33.0				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	6.7	41.3		28.5	20.7	27.3		28.5				
Max Q Clear Time (g_c+I1), s	5.9	27.5		30.5	18.3	21.2		30.5				
Green Ext Time (p_c), s	0.0	11.2		0.0	0.3	5.4		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			154.7									
HCM 2010 LOS			F									

Lanes, Volumes, Timings
5: Clubhouse View & Vista Chino

2040 Auto/LSEV PM Peak Hour (ALT1)

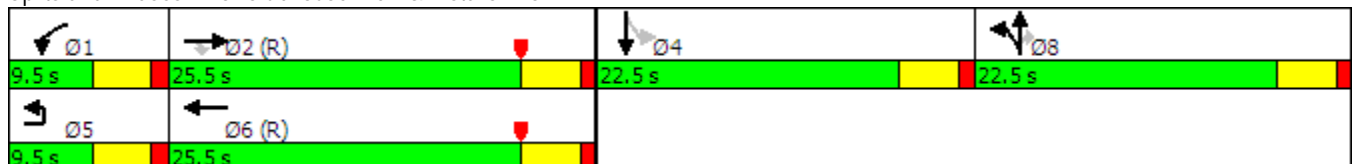


Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↔		↑↑	↗	↖	↑↑			↖	↗		↔
Traffic Volume (vph)	1	0	1552	20	31	1978	0	32	11	18	0	12
Future Volume (vph)	1	0	1552	20	31	1978	0	32	11	18	0	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		130		0	200		0	0		50	0	
Storage Lanes		1		1	1		0	0		0	0	
Taper Length (ft)		60			130			60			60	
Right Turn on Red				Yes			Yes			Yes		
Link Speed (mph)			50			50			45			30
Link Distance (ft)			501			679			345			209
Travel Time (s)			6.8			9.3			5.2			4.8
Confl. Bikes (#/hr)				3			2			21		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Turn Type	Prot		NA	Perm	Prot	NA		Split	NA	Perm		NA
Protected Phases	5		2		1	6		8	8			4
Permitted Phases				2						8	4	
Detector Phase	5		2	2	1	6		8	8	8	4	4
Switch Phase												
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5		22.5	22.5	9.5	22.5		22.5	22.5	22.5	22.5	22.5
Total Split (s)	9.5		25.5	25.5	9.5	25.5		22.5	22.5	22.5	22.5	22.5
Total Split (%)	11.9%		31.9%	31.9%	11.9%	31.9%		28.1%	28.1%	28.1%	28.1%	28.1%
Yellow Time (s)	3.5		3.5	3.5	3.5	3.5		3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5		4.5	4.5	4.5	4.5		4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead		Lag	Lag	Lead	Lag						
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes						
Recall Mode	None		C-Max	C-Max	None	C-Max		Max	Max	Max	None	None

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 120
 Control Type: Actuated-Coordinated

Splits and Phases: 5: Clubhouse View & Vista Chino





Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	0
Future Volume (vph)	0
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Right Turn on Red	Yes
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Bikes (#/hr)	19
Peak Hour Factor	0.92
Shared Lane Traffic (%)	
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	
Intersection Summary	

HCM 2010 Signalized Intersection Summary
5: Clubhouse View & Vista Chino




















2040 Auto/LSEV PM Peak Hour (ALT1)

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	1	0	1552	20	31	1978	0	32	11	18	0	12
Future Volume (veh/h)	1	0	1552	20	31	1978	0	32	11	18	0	12
Number		5	2	12	1	6	16	3	8	18	7	4
Initial Q (Qb), veh		0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00		0.98	1.00		1.00	1.00		0.97	1.00	
Parking Bus, Adj		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln		0	1863	1863	1863	1863	0	1900	1863	1863	1900	1863
Adj Flow Rate, veh/h		0	1687	22	34	2150	0	35	12	20	0	13
Adj No. of Lanes		0	2	1	1	2	0	0	1	1	0	1
Peak Hour Factor		0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %		0	2	2	2	2	0	2	2	2	2	2
Cap, veh/h		0	1774	776	59	2090	0	301	103	345	0	29
Arrive On Green		0.00	0.50	0.50	0.03	0.59	0.00	0.22	0.22	0.22	0.00	0.02
Sat Flow, veh/h		0	3632	1548	1774	3632	0	1337	459	1531	0	1863
Grp Volume(v), veh/h		0	1687	22	34	2150	0	47	0	20	0	13
Grp Sat Flow(s),veh/h/ln		0	1770	1548	1774	1770	0	1796	0	1531	0	1863
Q Serve(g_s), s		0.0	36.3	0.6	1.5	47.2	0.0	1.7	0.0	0.8	0.0	0.6
Cycle Q Clear(g_c), s		0.0	36.3	0.6	1.5	47.2	0.0	1.7	0.0	0.8	0.0	0.6
Prop In Lane		0.00		1.00	1.00		0.00	0.74		1.00	0.00	
Lane Grp Cap(c), veh/h		0	1774	776	59	2090	0	404	0	345	0	29
V/C Ratio(X)		0.00	0.95	0.03	0.58	1.03	0.00	0.12	0.00	0.06	0.00	0.45
Avail Cap(c_a), veh/h		0	1774	776	111	2090	0	404	0	345	0	419
HCM Platoon Ratio		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh		0.0	19.0	10.1	38.1	16.4	0.0	24.7	0.0	24.3	0.0	39.0
Incr Delay (d2), s/veh		0.0	12.6	0.1	8.7	27.4	0.0	0.6	0.0	0.3	0.0	10.3
Initial Q Delay(d3),s/veh		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		0.0	20.7	0.3	0.9	30.6	0.0	0.9	0.0	0.4	0.0	0.4
LnGrp Delay(d),s/veh		0.0	31.6	10.2	46.8	43.8	0.0	25.3	0.0	24.7	0.0	49.3
LnGrp LOS			C	B	D	F		C		C		D
Approach Vol, veh/h			1709			2184			67			13
Approach Delay, s/veh			31.3			43.8			25.1			49.3
Approach LOS			C			D			C			D
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	7.2	44.6		5.8		51.7		22.5				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	5.0	21.0		18.0		21.0		18.0				
Max Q Clear Time (g_c+I1), s	3.5	38.3		2.6		49.2		3.7				
Green Ext Time (p_c), s	0.0	0.0		0.0		0.0		0.2				
Intersection Summary												
HCM 2010 Ctrl Delay			38.2									
HCM 2010 LOS			D									
Notes												

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	0
Future Volume (veh/h)	0
Number	14
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Adj Sat Flow, veh/h/ln	1900
Adj Flow Rate, veh/h	0
Adj No. of Lanes	0
Peak Hour Factor	0.92
Percent Heavy Veh, %	2
Cap, veh/h	0
Arrive On Green	0.00
Sat Flow, veh/h	0
Grp Volume(v), veh/h	0
Grp Sat Flow(s),veh/h/ln	0
Q Serve(g_s), s	0.0
Cycle Q Clear(g_c), s	0.0
Prop In Lane	0.00
Lane Grp Cap(c), veh/h	0
V/C Ratio(X)	0.00
Avail Cap(c_a), veh/h	0
HCM Platoon Ratio	1.00
Upstream Filter(l)	0.00
Uniform Delay (d), s/veh	0.0
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.0
LnGrp Delay(d),s/veh	0.0
LnGrp LOS	
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer	

Lanes, Volumes, Timings
6: Sunrise Wy. & N. Riverside Dr.

2040 Auto/LSEV PM Peak Hour (ALT1)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	12	140	0	12	0	157	904	0	0	1020	35
Future Volume (vph)	25	12	140	0	12	0	157	904	0	0	1020	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	220		0	0		100
Storage Lanes	0		0	0		0	1		0	0		1
Taper Length (ft)	60			60			60			60		
Link Speed (mph)		30			30			40				40
Link Distance (ft)		407			301			806				363
Travel Time (s)		9.3			6.8			13.7				6.2
Confl. Bikes (#/hr)			2						1			2
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free				Free

Intersection Summary

Area Type: Other
Control Type: Unsignalized

Intersection												
Int Delay, s/veh	4.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↗			↗	↗
Traffic Vol, veh/h	25	12	140	0	12	0	157	904	0	0	1020	35
Future Vol, veh/h	25	12	140	0	12	0	157	904	0	0	1020	35
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	220	-	-	-	-	100
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	26	13	146	0	13	0	164	942	0	0	1063	36

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1867	2332	531	1807	2332	471	1063	0	-	-	-	0
Stage 1	1063	1063	-	1269	1269	-	-	-	-	-	-	-
Stage 2	804	1269	-	538	1063	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	-	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	-	-	-
Pot Cap-1 Maneuver	45	36	493	50	36	539	651	-	0	0	-	-
Stage 1	238	298	-	178	238	-	-	-	0	0	-	-
Stage 2	343	238	-	495	298	-	-	-	0	0	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	32	27	493	26	27	539	651	-	-	-	-	-
Mov Cap-2 Maneuver	107	113	-	80	82	-	-	-	-	-	-	-
Stage 1	178	298	-	133	178	-	-	-	-	-	-	-
Stage 2	239	178	-	334	298	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	38.4	56.6	1.8	0
HCM LOS	E	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1WBLn1	SBT	SBR
Capacity (veh/h)	651	-	284	82	-
HCM Lane V/C Ratio	0.251	-	0.649	0.152	-
HCM Control Delay (s)	12.4	-	38.4	56.6	-
HCM Lane LOS	B	-	E	F	-
HCM 95th %tile Q(veh)	1	-	4.2	0.5	-

Lanes, Volumes, Timings
7: Sunrise Wy. & Mesquite Av.

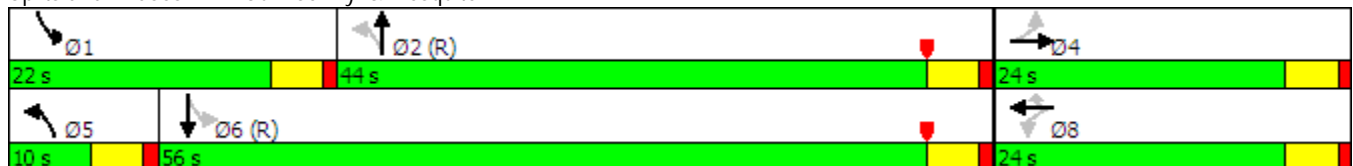
2040 Auto/LSEV PM Peak Hour (ALT1)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↖	↗	↖	↖↗		↖	↖↗	
Traffic Volume (vph)	64	95	22	77	116	227	17	840	80	218	913	73
Future Volume (vph)	64	95	22	77	116	227	17	840	80	218	913	73
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	85		0	100		0	150		150	150		150
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	60			60			60			60		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			30			40			40	
Link Distance (ft)		440			3092			475			806	
Travel Time (s)		6.7			70.3			8.1			13.7	
Confl. Bikes (#/hr)			2			3			3			2
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8	2			6		
Detector Phase	4	4		8	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5	22.5	9.5	22.5		9.5	22.5	
Total Split (s)	24.0	24.0		24.0	24.0	24.0	10.0	44.0		22.0	56.0	
Total Split (%)	26.7%	26.7%		26.7%	26.7%	26.7%	11.1%	48.9%		24.4%	62.2%	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5		4.5	4.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	Ped	Ped		Ped	Ped	Ped	None	C-Max		None	C-Max	

Intersection Summary






















Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 15 (17%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Splits and Phases: 7: Sunrise Wy. & Mesquite Av.



HCM 2010 Signalized Intersection Summary
7: Sunrise Wy. & Mesquite Av.

2040 Auto/LSEV PM Peak Hour (ALT1)

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	64	95	22	77	116	227	17	840	80	218	913	73
Future Volume (veh/h)	64	95	22	77	116	227	17	840	80	218	913	73
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	69	102	24	83	125	244	18	903	86	234	982	78
Adj No. of Lanes	1	1	0	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	206	274	65	241	352	294	376	1911	182	456	2126	169
Arrive On Green	0.19	0.19	0.19	0.06	0.06	0.06	0.02	0.59	0.59	0.08	0.64	0.64
Sat Flow, veh/h	1009	1454	342	1260	1863	1559	1774	3262	311	1774	3316	263
Grp Volume(v), veh/h	69	0	126	83	125	244	18	490	499	234	524	536
Grp Sat Flow(s),veh/h/ln	1009	0	1796	1260	1863	1559	1774	1770	1803	1774	1770	1810
Q Serve(g_s), s	5.8	0.0	5.5	5.8	5.8	13.9	0.4	14.3	14.3	4.3	13.6	13.6
Cycle Q Clear(g_c), s	11.6	0.0	5.5	11.3	5.8	13.9	0.4	14.3	14.3	4.3	13.6	13.6
Prop In Lane	1.00		0.19	1.00		1.00	1.00		0.17	1.00		0.15
Lane Grp Cap(c), veh/h	206	0	339	241	352	294	376	1037	1056	456	1135	1160
V/C Ratio(X)	0.34	0.00	0.37	0.34	0.36	0.83	0.05	0.47	0.47	0.51	0.46	0.46
Avail Cap(c_a), veh/h	234	0	389	276	404	338	448	1037	1056	667	1135	1160
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.86	0.86	0.86	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.0	0.0	31.9	42.2	36.9	40.8	7.5	10.7	10.7	7.7	8.2	8.2
Incr Delay (d2), s/veh	1.0	0.0	0.7	0.7	0.5	12.5	0.1	1.5	1.5	0.9	1.4	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	2.8	2.1	3.0	7.0	0.2	7.4	7.5	2.2	7.0	7.1
LnGrp Delay(d),s/veh	38.0	0.0	32.5	43.0	37.5	53.2	7.5	12.2	12.2	8.6	9.6	9.6
LnGrp LOS	D		C	D	D	D	A	B	B	A	A	A
Approach Vol, veh/h		195			452			1007			1294	
Approach Delay, s/veh		34.5			47.0			12.1			9.4	
Approach LOS		C			D			B			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.3	57.2		21.5	6.3	62.2		21.5				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	17.5	39.5		19.5	5.5	51.5		19.5				
Max Q Clear Time (g_c+I1), s	6.3	16.3		13.6	2.4	15.6		15.9				
Green Ext Time (p_c), s	0.5	14.1		1.5	0.0	18.0		1.1				
Intersection Summary												
HCM 2010 Ctrl Delay			17.7									
HCM 2010 LOS			B									

Lanes, Volumes, Timings
8: Farrel Dr. & Mesquite Av.

2040 Auto/LSEV PM Peak Hour (ALT1)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	248	55	158	357	118	131	412	139	115	459	65
Future Volume (vph)	60	248	55	158	357	118	131	412	139	115	459	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	90		0	75		0	70		0	0		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	60			30			80			80		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			45			45			30	
Link Distance (ft)		3092			889			512			696	
Travel Time (s)		70.3			13.5			7.8			15.8	
Confl. Bikes (#/hr)			15			15			4			4
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5		9.5	22.5		9.5	22.5	
Total Split (s)	39.0	39.0		39.0	39.0		17.0	35.0		16.0	34.0	
Total Split (%)	43.3%	43.3%		43.3%	43.3%		18.9%	38.9%		17.8%	37.8%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	Ped	Ped		Ped	Ped		None	C-Max		None	C-Max	

Intersection Summary

























Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated

Splits and Phases: 8: Farrel Dr. & Mesquite Av.















HCM 2010 Signalized Intersection Summary
8: Farrel Dr. & Mesquite Av.

2040 Auto/LSEV PM Peak Hour (ALT1)

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 			 	
Traffic Volume (veh/h)	60	248	55	158	357	118	131	412	139	115	459	65
Future Volume (veh/h)	60	248	55	158	357	118	131	412	139	115	459	65
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	65	267	59	170	384	127	141	443	149	124	494	70
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	247	894	194	314	809	264	509	1257	419	489	1485	210
Arrive On Green	0.10	0.10	0.10	0.31	0.31	0.31	0.06	0.48	0.48	0.06	0.48	0.48
Sat Flow, veh/h	885	2880	625	1050	2609	850	1774	2599	866	1774	3109	439
Grp Volume(v), veh/h	65	162	164	170	259	252	141	300	292	124	280	284
Grp Sat Flow(s),veh/h/ln	885	1770	1735	1050	1770	1689	1774	1770	1696	1774	1770	1778
Q Serve(g_s), s	6.3	7.6	7.9	13.5	10.6	10.9	3.6	9.5	9.7	3.2	8.8	8.9
Cycle Q Clear(g_c), s	17.2	7.6	7.9	21.4	10.6	10.9	3.6	9.5	9.7	3.2	8.8	8.9
Prop In Lane	1.00		0.36	1.00		0.50	1.00		0.51	1.00		0.25
Lane Grp Cap(c), veh/h	247	549	538	314	549	524	509	856	820	489	845	850
V/C Ratio(X)	0.26	0.30	0.30	0.54	0.47	0.48	0.28	0.35	0.36	0.25	0.33	0.33
Avail Cap(c_a), veh/h	312	678	665	390	678	648	646	856	820	616	845	850
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.87	0.87	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.8	31.3	31.4	32.4	25.1	25.2	10.9	14.5	14.5	11.1	14.6	14.6
Incr Delay (d2), s/veh	0.5	0.3	0.3	1.5	0.6	0.7	0.3	1.1	1.2	0.3	1.1	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	3.8	3.8	4.0	5.3	5.1	1.7	4.9	4.7	1.6	4.5	4.6
LnGrp Delay(d),s/veh	41.3	31.5	31.7	33.9	25.7	25.9	11.2	15.6	15.7	11.3	15.6	15.7
LnGrp LOS	D	C	C	C	C	C	B	B	B	B	B	B
Approach Vol, veh/h		391			681			733			688	
Approach Delay, s/veh		33.2			27.8			14.8			14.9	
Approach LOS		C			C			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.6	48.0		32.4	10.1	47.5		32.4				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	11.5	30.5		34.5	12.5	29.5		34.5				
Max Q Clear Time (g_c+I1), s	5.2	11.7		19.2	5.6	10.9		23.4				
Green Ext Time (p_c), s	0.1	6.8		5.4	0.2	6.7		4.5				
Intersection Summary												
HCM 2010 Ctrl Delay			21.3									
HCM 2010 LOS			C									

Lanes, Volumes, Timings
 9: El Cielo Rd. & Mesquite Av.

2040 Auto/LSEV PM Peak Hour (ALT1)

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	386	306	215	346	236	285
Future Volume (vph)	386	306	215	346	236	285
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	250		100	90	
Storage Lanes	1	1		1	1	
Taper Length (ft)	60				60	
Link Speed (mph)	35		45			45
Link Distance (ft)	566		352			331
Travel Time (s)	11.0		5.3			5.0
Confl. Peds. (#/hr)	49			7	7	
Confl. Bikes (#/hr)		3		6		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control	Stop		Stop			Stop

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

Intersection	
Intersection Delay, s/veh	34.1
Intersection LOS	D





















Movement	WBU	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Lane Configurations		↘	↗		↕	↗		↘	↕
Traffic Vol, veh/h	0	386	306	0	215	346	0	236	285
Future Vol, veh/h	0	386	306	0	215	346	0	236	285
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	420	333	0	234	376	0	257	310
Number of Lanes	0	1	1	0	1	1	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay	46.4	26.6	26
HCM LOS	E	D	D

Lane	NBLn1	NBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	0%	0%	100%	0%	100%	0%
Vol Thru, %	100%	0%	0%	0%	0%	100%
Vol Right, %	0%	100%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	215	346	386	306	236	285
LT Vol	0	0	386	0	236	0
Through Vol	215	0	0	0	0	285
RT Vol	0	346	0	306	0	0
Lane Flow Rate	234	376	420	333	257	310
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.527	0.772	0.971	0.656	0.614	0.697
Departure Headway (Hd)	8.111	7.387	8.33	7.1	8.617	8.1
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	444	489	436	509	418	446
Service Time	5.858	5.134	6.073	4.843	6.366	5.849
HCM Lane V/C Ratio	0.527	0.769	0.963	0.654	0.615	0.695
HCM Control Delay	19.6	31	65.4	22.4	24.2	27.5
HCM Lane LOS	C	D	F	C	C	D
HCM 95th-tile Q	3	6.8	11.8	4.7	4	5.3

Lanes, Volumes, Timings
10: Crossley Rd. & 34th Av.

2040 Auto/LSEV PM Peak Hour (ALT1)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	26	2	44	86	3	31	59	453	175	34	240	5
Future Volume (vph)	26	2	44	86	3	31	59	453	175	34	240	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	60		50	70		50
Storage Lanes	0		0	0		0	1		1	1		1
Taper Length (ft)	60			60			60			60		
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		346			491			509			544	
Travel Time (s)		7.9			11.2			7.7			8.2	
Confl. Bikes (#/hr)			2			6			13			8
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other
Control Type: Unsignalized

Intersection												
Int Delay, s/veh	4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕	↕	↕	↕	↕
Traffic Vol, veh/h	26	2	44	86	3	31	59	453	175	34	240	5
Future Vol, veh/h	26	2	44	86	3	31	59	453	175	34	240	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	60	-	50	70	-	50
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	27	2	45	89	3	32	61	467	180	35	247	5

















Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	675	907	124	784	907	234	247	0	0	467	0	0
Stage 1	318	318	-	589	589	-	-	-	-	-	-	-
Stage 2	357	589	-	195	318	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	340	274	904	283	274	768	1316	-	-	1091	-	-
Stage 1	668	652	-	461	494	-	-	-	-	-	-	-
Stage 2	633	494	-	788	652	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	304	253	904	251	253	768	1316	-	-	1091	-	-
Mov Cap-2 Maneuver	304	253	-	251	253	-	-	-	-	-	-	-
Stage 1	637	631	-	440	471	-	-	-	-	-	-	-
Stage 2	575	471	-	722	631	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.3	24.7	0.7	1
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1316	-	-	507	304	1091	-	-
HCM Lane V/C Ratio	0.046	-	-	0.146	0.407	0.032	-	-
HCM Control Delay (s)	7.9	-	-	13.3	24.7	8.4	-	-
HCM Lane LOS	A	-	-	B	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.5	1.9	0.1	-	-

Lanes, Volumes, Timings
 11: Crossley Rd. & Tahquitz Creek

2040 Auto/LSEV PM Peak Hour (ALT1)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	13	0	0	0	12	0	770	0	0	280	0
Future Volume (vph)	0	13	0	0	0	12	0	770	0	0	280	0
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		228			675			463			646	
Travel Time (s)		5.2			15.3			7.0			9.8	
Confl. Bikes (#/hr)			19			19			5			3
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											

Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕				↑↑			↑↑	
Traffic Vol, veh/h	0	13	0	0	0	12	0	770	0	0	280	0
Future Vol, veh/h	0	13	0	0	0	12	0	770	0	0	280	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	13	0	0	0	12	0	794	0	0	289	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	686	1083	144	945	-	397	-	0	-	-	-	0
Stage 1	289	289	-	794	-	-	-	-	-	-	-	-
Stage 2	397	794	-	151	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	-	6.94	-	-	-	-	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	-	3.32	-	-	-	-	-	-
Pot Cap-1 Maneuver	334	216	877	217	0	602	0	-	0	0	-	0
Stage 1	694	672	-	348	0	-	0	-	0	0	-	0
Stage 2	600	398	-	836	0	-	0	-	0	0	-	0
Platoon blocked, %												
Mov Cap-1 Maneuver	327	216	877	207	-	602	-	-	-	-	-	-
Mov Cap-2 Maneuver	327	216	-	207	-	-	-	-	-	-	-	-
Stage 1	694	672	-	348	-	-	-	-	-	-	-	-
Stage 2	588	398	-	819	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	22.8	11.1	0	0
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBT	EBLn1	WBLn1	SBT
Capacity (veh/h)	-	216	602	-
HCM Lane V/C Ratio	-	0.062	0.021	-
HCM Control Delay (s)	-	22.8	11.1	-
HCM Lane LOS	-	C	B	-
HCM 95th %tile Q(veh)	-	0.2	0.1	-

Lanes, Volumes, Timings
 12: Cathedral Cyn. Dr. & Officer David Vasquez Rd.

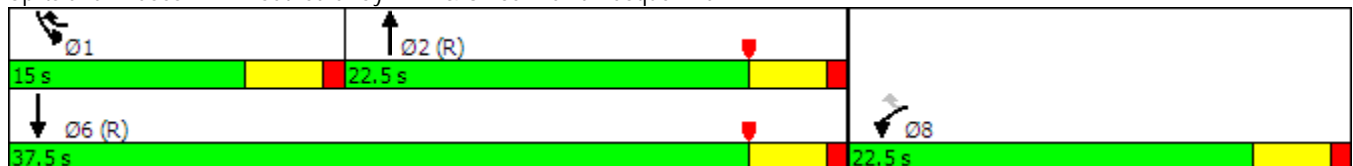
2040 Auto/LSEV PM Peak Hour (ALT1)

	↙	↖	↑	↗	↘	↓
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↙↙	↖	↑↔		↘	↑↑
Traffic Volume (vph)	28	416	449	7	193	486
Future Volume (vph)	28	416	449	7	193	486
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	120	120		150	200	
Storage Lanes	1	1		0	1	
Taper Length (ft)	90				80	
Right Turn on Red		Yes		Yes		
Link Speed (mph)	40		40			40
Link Distance (ft)	554		483			555
Travel Time (s)	9.4		8.2			9.5
Confl. Bikes (#/hr)		1		5		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)						
Turn Type	Prot	pm+ov	NA		Prot	NA
Protected Phases	8	1	2		1	6
Permitted Phases		8				
Detector Phase	8	1	2		1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	22.5	9.5	22.5		9.5	22.5
Total Split (s)	22.5	15.0	22.5		15.0	37.5
Total Split (%)	37.5%	25.0%	37.5%		25.0%	62.5%
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5
Lead/Lag		Lead	Lag		Lead	
Lead-Lag Optimize?		Yes	Yes		Yes	
Recall Mode	Ped	None	C-Max		None	C-Max

Intersection Summary












Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Splits and Phases: 12: Cathedral Cyn. Dr. & Officer David Vasquez Rd.



HCM 2010 Signalized Intersection Summary
 12: Cathedral Cyn. Dr. & Officer David Vasquez Rd.

2040 Auto/LSEV PM Peak Hour (ALT1)

								
Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations								
Traffic Volume (veh/h)	28	416	449	7	193	486		
Future Volume (veh/h)	28	416	449	7	193	486		
Number	3	18	2	12	1	6		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00		0.97	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863		
Adj Flow Rate, veh/h	29	438	473	7	203	512		
Adj No. of Lanes	2	1	2	0	1	2		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	919	646	1309	19	250	2063		
Arrive On Green	0.27	0.27	0.37	0.37	0.14	0.58		
Sat Flow, veh/h	3442	1583	3662	53	1774	3632		
Grp Volume(v), veh/h	29	438	234	246	203	512		
Grp Sat Flow(s),veh/h/ln	1721	1583	1770	1852	1774	1770		
Q Serve(g_s), s	0.4	13.6	5.8	5.8	6.7	4.2		
Cycle Q Clear(g_c), s	0.4	13.6	5.8	5.8	6.7	4.2		
Prop In Lane	1.00	1.00		0.03	1.00			
Lane Grp Cap(c), veh/h	919	646	649	679	250	2063		
V/C Ratio(X)	0.03	0.68	0.36	0.36	0.81	0.25		
Avail Cap(c_a), veh/h	1032	698	649	679	310	2063		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	16.2	14.5	13.9	13.9	25.0	6.1		
Incr Delay (d2), s/veh	0.0	2.4	1.6	1.5	12.4	0.3		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.2	6.3	3.1	3.2	4.1	2.1		
LnGrp Delay(d),s/veh	16.3	16.9	15.4	15.4	37.3	6.4		
LnGrp LOS	B	B	B	B	D	A		
Approach Vol, veh/h	467		480			715		
Approach Delay, s/veh	16.9		15.4			15.2		
Approach LOS	B		B			B		
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	13.0	26.5				39.5		20.5
Change Period (Y+Rc), s	4.5	4.5				4.5		4.5
Max Green Setting (Gmax), s	10.5	18.0				33.0		18.0
Max Q Clear Time (g_c+I1), s	8.7	7.8				6.2		15.6
Green Ext Time (p_c), s	0.1	4.2				6.5		0.5
Intersection Summary								
HCM 2010 Ctrl Delay			15.7					
HCM 2010 LOS			B					

Lanes, Volumes, Timings
 13: Date Palm Dr. & Perez Rd.

2040 Auto/LSEV PM Peak Hour (ALT1)

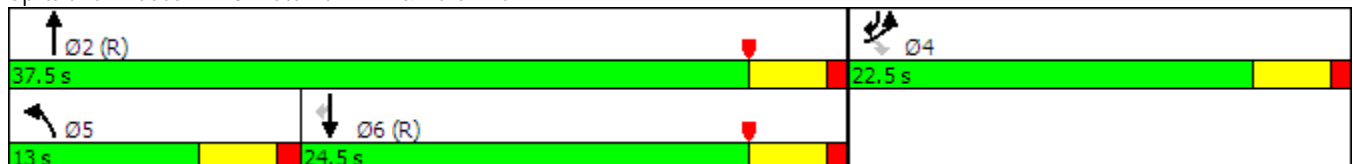


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↖↗	↗	↖	↑↑	↑↑	↗
Traffic Volume (vph)	729	189	192	1201	912	659
Future Volume (vph)	729	189	192	1201	912	659
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	165	0	160			150
Storage Lanes	1	1	1			1
Taper Length (ft)	60		80			
Right Turn on Red		Yes				Yes
Link Speed (mph)	40			40	40	
Link Distance (ft)	503			488	484	
Travel Time (s)	8.6			8.3	8.3	
Confl. Bikes (#/hr)		3				6
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)						
Turn Type	Prot	Perm	Prot	NA	NA	pm+ov
Protected Phases	4		5	2	6	4
Permitted Phases		4				6
Detector Phase	4	4	5	2	6	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	9.5	22.5	22.5	22.5
Total Split (s)	22.5	22.5	13.0	37.5	24.5	22.5
Total Split (%)	37.5%	37.5%	21.7%	62.5%	40.8%	37.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	Ped	Ped	None	C-Max	C-Max	Ped

Intersection Summary
















Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Splits and Phases: 13: Date Palm Dr. & Perez Rd.



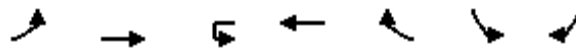
HCM 2010 Signalized Intersection Summary
 13: Date Palm Dr. & Perez Rd.

2040 Auto/LSEV PM Peak Hour (ALT1)

								
Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations	 			 	 			
Traffic Volume (veh/h)	729	189	192	1201	912	659		
Future Volume (veh/h)	729	189	192	1201	912	659		
Number	7	14	5	2	6	16		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.97		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863		
Adj Flow Rate, veh/h	767	199	202	1264	960	694		
Adj No. of Lanes	2	1	1	2	2	1		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	916	421	247	2067	1309	992		
Arrive On Green	0.27	0.27	0.14	0.58	0.37	0.37		
Sat Flow, veh/h	3442	1583	1774	3632	3632	1542		
Grp Volume(v), veh/h	767	199	202	1264	960	694		
Grp Sat Flow(s),veh/h/ln	1721	1583	1774	1770	1770	1542		
Q Serve(g_s), s	12.6	6.3	6.6	13.9	14.1	17.9		
Cycle Q Clear(g_c), s	12.6	6.3	6.6	13.9	14.1	17.9		
Prop In Lane	1.00	1.00	1.00			1.00		
Lane Grp Cap(c), veh/h	916	421	247	2067	1309	992		
V/C Ratio(X)	0.84	0.47	0.82	0.61	0.73	0.70		
Avail Cap(c_a), veh/h	1032	475	251	2067	1309	992		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	20.8	18.5	25.1	8.1	16.3	7.2		
Incr Delay (d2), s/veh	5.6	0.8	18.6	1.4	3.7	4.1		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	6.7	5.8	4.5	7.1	7.5	12.5		
LnGrp Delay(d),s/veh	26.4	19.3	43.7	9.4	20.0	11.3		
LnGrp LOS	C	B	D	A	C	B		
Approach Vol, veh/h	966			1466	1654			
Approach Delay, s/veh	24.9			14.2	16.4			
Approach LOS	C			B	B			
Timer	1	2	3	4	5	6	7	8
Assigned Phs	2		4		5	6		
Phs Duration (G+Y+Rc), s	39.5		20.5		12.8	26.7		
Change Period (Y+Rc), s	4.5		4.5		4.5	4.5		
Max Green Setting (Gmax), s	33.0		18.0		8.5	20.0		
Max Q Clear Time (g_c+I1), s	15.9		14.6		8.6	19.9		
Green Ext Time (p_c), s	14.6		1.3		0.0	0.1		
Intersection Summary								
HCM 2010 Ctrl Delay			17.6					
HCM 2010 LOS			B					

Lanes, Volumes, Timings
 14: Frank Sinatra Dr. & Da Vall Dr.

2040 Auto/LSEV PM Peak Hour (ALT1)

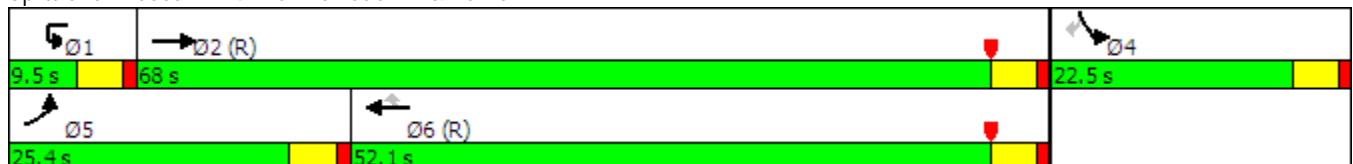


Lane Group	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (vph)	274	701	1	859	830	420	162
Future Volume (vph)	274	701	1	859	830	420	162
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	120		105		75	160	0
Storage Lanes	1		1		1	1	1
Taper Length (ft)	90		55			100	
Right Turn on Red					Yes		Yes
Link Speed (mph)		45		45		45	
Link Distance (ft)		584		653		606	
Travel Time (s)		8.8		9.9		9.2	
Confl. Bikes (#/hr)					4		2
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Shared Lane Traffic (%)							10%
Turn Type	Prot	NA	Prot	NA	Perm	Prot	Perm
Protected Phases	5	2	1	6		4	
Permitted Phases					6		4
Detector Phase	5	2	1	6	6	4	4
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	9.5	22.5	22.5	22.5	22.5
Total Split (s)	25.4	68.0	9.5	52.1	52.1	22.5	22.5
Total Split (%)	25.4%	68.0%	9.5%	52.1%	52.1%	22.5%	22.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag	Lag		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		
Recall Mode	None	C-Max	None	C-Max	C-Max	Max	Max

Intersection Summary

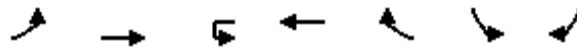
Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated

Splits and Phases: 14: Frank Sinatra Dr. & Da Vall Dr.



HCM 2010 Signalized Intersection Summary
 14: Frank Sinatra Dr. & Da Vall Dr.

2040 Auto/LSEV PM Peak Hour (ALT1)



Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR	
Lane Configurations								
Traffic Volume (veh/h)	274	701	1	859	830	420	162	
Future Volume (veh/h)	274	701	1	859	830	420	162	
Number	5	2		6	16	7	14	
Initial Q (Qb), veh	0	0		0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00				0.98	1.00	1.00	
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00	1.00	
Adj Sat Flow, veh/h/ln	1863	1863		1863	1863	1863	1863	
Adj Flow Rate, veh/h	285	730		895	865	438	169	
Adj No. of Lanes	1	2		2	1	2	1	
Peak Hour Factor	0.96	0.96		0.96	0.96	0.96	0.96	
Percent Heavy Veh, %	2	2		2	2	2	2	
Cap, veh/h	319	2584		1789	782	639	285	
Arrive On Green	0.18	0.73		0.51	0.51	0.18	0.18	
Sat Flow, veh/h	1774	3632		3632	1547	3548	1583	
Grp Volume(v), veh/h	285	730		895	865	438	169	
Grp Sat Flow(s),veh/h/ln	1774	1770		1770	1547	1774	1583	
Q Serve(g_s), s	15.7	7.0		16.7	50.5	11.5	9.8	
Cycle Q Clear(g_c), s	15.7	7.0		16.7	50.5	11.5	9.8	
Prop In Lane	1.00				1.00	1.00	1.00	
Lane Grp Cap(c), veh/h	319	2584		1789	782	639	285	
V/C Ratio(X)	0.89	0.28		0.50	1.11	0.69	0.59	
Avail Cap(c_a), veh/h	371	2584		1789	782	639	285	
HCM Platoon Ratio	1.00	1.00		1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00		1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	40.1	4.6		16.4	24.7	38.4	37.6	
Incr Delay (d2), s/veh	21.1	0.3		1.0	65.3	5.9	8.8	
Initial Q Delay(d3),s/veh	0.0	0.0		0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	9.6	3.4		8.3	35.7	6.2	9.2	
LnGrp Delay(d),s/veh	61.2	4.9		17.4	90.1	44.3	46.4	
LnGrp LOS	E	A		B	F	D	D	
Approach Vol, veh/h		1015		1760		607		
Approach Delay, s/veh		20.7		53.1		44.9		
Approach LOS		C		D		D		
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		77.5		22.5	22.5	55.0		
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5		
Max Green Setting (Gmax), s		63.5		18.0	20.9	47.6		
Max Q Clear Time (g_c+I1), s		9.0		13.5	17.7	52.5		
Green Ext Time (p_c), s		25.9		1.0	0.3	0.0		
Intersection Summary								
HCM 2010 Ctrl Delay			41.9					
HCM 2010 LOS			D					
Notes								

Lanes, Volumes, Timings
15: SR-111 & Country Club Dr.

2040 Auto/LSEV PM Peak Hour (ALT1)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	48	428	115	53	133	426	153	1760	86	272	1329	245
Future Volume (vph)	48	428	115	53	133	426	153	1760	86	272	1329	245
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	30		0	100		0	160		0	190		0
Storage Lanes	1		0	1		1	1		0	2		0
Taper Length (ft)	60			75			60			60		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			45			55			55	
Link Distance (ft)		358			739			1799			632	
Travel Time (s)		8.1			11.2			22.3			7.8	
Confl. Bikes (#/hr)			2			4			9			2
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Shared Lane Traffic (%)						37%						
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8		8						
Detector Phase	7	4		3	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5		9.5	22.5	22.5	9.5	22.5		9.5	22.5	
Total Split (s)	9.6	30.2		9.6	30.2	30.2	14.0	37.8		12.4	36.2	
Total Split (%)	10.7%	33.6%		10.7%	33.6%	33.6%	15.6%	42.0%		13.8%	40.2%	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5		4.5	4.5	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None	None	None	C-Max		None	C-Max	

Intersection Summary























Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 100
 Control Type: Actuated-Coordinated

Splits and Phases: 15: SR-111 & Country Club Dr.



HCM 2010 Signalized Intersection Summary
 15: SR-111 & Country Club Dr.

2040 Auto/LSEV PM Peak Hour (ALT1)

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	48	428	115	53	133	426	153	1760	86	272	1329	245
Future Volume (veh/h)	48	428	115	53	133	426	153	1760	86	272	1329	245
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	49	441	119	55	364	288	158	1814	0	280	1370	253
Adj No. of Lanes	1	1	0	1	1	1	1	3	0	2	3	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	239	402	109	154	536	449	187	1959	0	302	1579	291
Arrive On Green	0.04	0.29	0.29	0.04	0.29	0.29	0.21	0.77	0.00	0.09	0.37	0.37
Sat Flow, veh/h	1774	1409	380	1774	1863	1559	1774	5253	0	3442	4299	793
Grp Volume(v), veh/h	49	0	560	55	364	288	158	1814	0	280	1080	543
Grp Sat Flow(s),veh/h/ln	1774	0	1789	1774	1863	1559	1774	1695	0	1721	1695	1702
Q Serve(g_s), s	1.7	0.0	25.7	1.9	15.6	14.5	7.7	25.7	0.0	7.3	26.6	26.7
Cycle Q Clear(g_c), s	1.7	0.0	25.7	1.9	15.6	14.5	7.7	25.7	0.0	7.3	26.6	26.7
Prop In Lane	1.00		0.21	1.00		1.00	1.00		0.00	1.00		0.47
Lane Grp Cap(c), veh/h	239	0	511	154	536	449	187	1959	0	302	1245	625
V/C Ratio(X)	0.21	0.00	1.10	0.36	0.68	0.64	0.84	0.93	0.00	0.93	0.87	0.87
Avail Cap(c_a), veh/h	270	0	511	181	536	449	187	1959	0	302	1245	625
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	0.80	0.80	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.5	0.0	32.2	24.7	28.4	28.0	34.8	9.3	0.0	40.8	26.4	26.4
Incr Delay (d2), s/veh	0.4	0.0	68.5	1.4	3.4	3.1	23.6	7.5	0.0	33.2	8.3	15.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	22.4	1.0	8.5	6.6	4.9	12.4	0.0	4.9	13.9	15.1
LnGrp Delay(d),s/veh	22.9	0.0	100.7	26.1	31.8	31.1	58.3	16.8	0.0	74.0	34.7	41.6
LnGrp LOS	C		F	C	C	C	E	B		E	C	D
Approach Vol, veh/h		609			707			1972			1903	
Approach Delay, s/veh		94.4			31.1			20.2			42.5	
Approach LOS		F			C			C			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.4	39.2	8.2	30.2	14.0	37.6	8.0	30.4				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	7.9	33.3	5.1	25.7	9.5	31.7	5.1	25.7				
Max Q Clear Time (g_c+I1), s	9.3	27.7	3.9	27.7	9.7	28.7	3.7	17.6				
Green Ext Time (p_c), s	0.0	5.4	0.0	0.0	0.0	3.0	0.0	4.2				
Intersection Summary												
HCM 2010 Ctrl Delay			38.5									
HCM 2010 LOS			D									
Notes												

Lanes, Volumes, Timings
16: SR-111 & Thunderbird Rd.

2040 Auto/LSEV PM Peak Hour (ALT1)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	57	17	67	22	21	27	33	1812	30	4	1417	96
Future Volume (vph)	57	17	67	22	21	27	33	1812	30	4	1417	96
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		50	0		0	210		0	195		135
Storage Lanes	0		1	0		0	1		0	1		1
Taper Length (ft)	60			60			60			60		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		479			372			923			1799	
Travel Time (s)		10.9			8.5			11.4			22.3	
Confl. Bikes (#/hr)			2			2			9			8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA		Prot	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8								6
Detector Phase	4	4	4	8	8		5	2		1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5		9.5	22.5		9.5	22.5	22.5
Total Split (s)	24.0	24.0	24.0	24.0	24.0		11.0	56.0		10.0	55.0	55.0
Total Split (%)	26.7%	26.7%	26.7%	26.7%	26.7%		12.2%	62.2%		11.1%	61.1%	61.1%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		4.5	4.5		4.5		4.5	4.5		4.5	4.5	4.5
Lead/Lag							Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	Yes
Recall Mode	Ped	Ped	Ped	None	None		None	C-Max		None	C-Max	C-Max

Intersection Summary

























Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Splits and Phases: 16: SR-111 & Thunderbird Rd.



HCM 2010 Signalized Intersection Summary
16: SR-111 & Thunderbird Rd.

2040 Auto/LSEV PM Peak Hour (ALT1)

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  			  	
Traffic Volume (veh/h)	57	17	67	22	21	27	33	1812	30	4	1417	96
Future Volume (veh/h)	57	17	67	22	21	27	33	1812	30	4	1417	96
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	60	18	71	23	22	28	35	1907	32	4	1492	101
Adj No. of Lanes	0	1	1	0	1	0	1	3	0	1	3	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	170	41	144	74	51	45	57	3872	65	9	3687	1120
Arrive On Green	0.09	0.09	0.09	0.09	0.09	0.09	0.03	0.75	0.75	0.01	1.00	1.00
Sat Flow, veh/h	1067	446	1557	234	550	488	1774	5149	86	1774	5085	1545
Grp Volume(v), veh/h	78	0	71	73	0	0	35	1255	684	4	1492	101
Grp Sat Flow(s),veh/h/ln	1513	0	1557	1273	0	0	1774	1695	1845	1774	1695	1545
Q Serve(g_s), s	0.0	0.0	3.9	1.3	0.0	0.0	1.8	13.1	13.1	0.2	0.0	0.0
Cycle Q Clear(g_c), s	4.3	0.0	3.9	5.6	0.0	0.0	1.8	13.1	13.1	0.2	0.0	0.0
Prop In Lane	0.77		1.00	0.32		0.38	1.00		0.05	1.00		1.00
Lane Grp Cap(c), veh/h	211	0	144	170	0	0	57	2550	1388	9	3687	1120
V/C Ratio(X)	0.37	0.00	0.49	0.43	0.00	0.00	0.61	0.49	0.49	0.43	0.40	0.09
Avail Cap(c_a), veh/h	390	0	337	361	0	0	128	2550	1388	108	3687	1120
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.32	0.32	0.32
Uniform Delay (d), s/veh	38.9	0.0	38.8	39.2	0.0	0.0	43.0	4.4	4.4	44.4	0.0	0.0
Incr Delay (d2), s/veh	1.1	0.0	2.6	1.7	0.0	0.0	10.0	0.7	1.3	9.6	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.0	1.8	1.8	0.0	0.0	1.0	6.2	7.1	0.1	0.0	0.0
LnGrp Delay(d),s/veh	40.0	0.0	41.4	40.9	0.0	0.0	53.0	5.1	5.6	54.0	0.1	0.1
LnGrp LOS	D		D	D			D	A	A	D	A	A
Approach Vol, veh/h		149			73			1974			1597	
Approach Delay, s/veh		40.7			40.9			6.1			0.2	
Approach LOS		D			D			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.0	72.2		12.8	7.4	69.7		12.8				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.5	51.5		19.5	6.5	50.5		19.5				
Max Q Clear Time (g_c+I1), s	2.2	15.1		6.3	3.8	2.0		7.6				
Green Ext Time (p_c), s	0.0	30.9		0.8	0.0	39.3		0.8				
Intersection Summary												
HCM 2010 Ctrl Delay			5.7									
HCM 2010 LOS			A									

Lanes, Volumes, Timings
17: SR-111 & Paxton Dr.

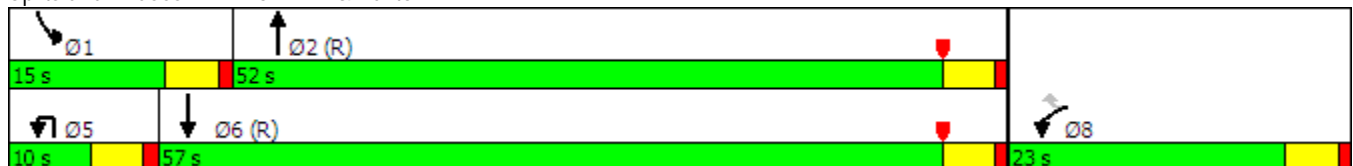
2040 Auto/LSEV PM Peak Hour (ALT1)

	↙	↖	↗	↑	↘	↙	↓
Lane Group	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations	↙	↖	↗	↑↑↑		↙	↑↑↑
Traffic Volume (vph)	123	137	1	1778	141	80	1375
Future Volume (vph)	123	137	1	1778	141	80	1375
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	60	125		0	195	
Storage Lanes	1	1	1		0	1	
Taper Length (ft)	60		60			60	
Right Turn on Red		Yes			Yes		
Link Speed (mph)	55			55			55
Link Distance (ft)	411			627			554
Travel Time (s)	5.1			7.8			6.9
Confl. Bikes (#/hr)		9			2		
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Shared Lane Traffic (%)							
Turn Type	Prot	Perm	Prot	NA		Prot	NA
Protected Phases	8		5	2		1	6
Permitted Phases		8					
Detector Phase	8	8	5	2		1	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	22.5	22.5	9.5	22.5		9.5	22.5
Total Split (s)	23.0	23.0	10.0	52.0		15.0	57.0
Total Split (%)	25.6%	25.6%	11.1%	57.8%		16.7%	63.3%
Yellow Time (s)	3.5	3.5	3.5	3.5		3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5		4.5	4.5
Lead/Lag			Lead	Lag		Lead	Lag
Lead-Lag Optimize?			Yes	Yes		Yes	Yes
Recall Mode	None	None	None	C-Max		None	C-Max

Intersection Summary














Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 65
 Control Type: Actuated-Coordinated

Splits and Phases: 17: SR-111 & Paxton Dr.























HCM 2010 Signalized Intersection Summary
 17: SR-111 & Paxton Dr.

2040 Auto/LSEV PM Peak Hour (ALT1)

								
Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT	
Lane Configurations								
Traffic Volume (veh/h)	123	137	1	1778	141	80	1375	
Future Volume (veh/h)	123	137	1	1778	141	80	1375	
Number	3	18		2	12	1	6	
Initial Q (Qb), veh	0	0		0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00	1.00			0.98	1.00		
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00	1.00	
Adj Sat Flow, veh/h/ln	1863	1863		1863	1900	1863	1863	
Adj Flow Rate, veh/h	124	138		1796	142	81	1389	
Adj No. of Lanes	1	1		3	0	1	3	
Peak Hour Factor	0.99	0.99		0.99	0.99	0.99	0.99	
Percent Heavy Veh, %	2	2		2	2	2	2	
Cap, veh/h	199	178		3258	257	104	4006	
Arrive On Green	0.11	0.11		0.68	0.68	0.06	0.79	
Sat Flow, veh/h	1774	1583		4966	378	1774	5253	
Grp Volume(v), veh/h	124	138		1267	671	81	1389	
Grp Sat Flow(s),veh/h/ln	1774	1583		1695	1786	1774	1695	
Q Serve(g_s), s	6.0	7.6		17.2	17.4	4.1	7.2	
Cycle Q Clear(g_c), s	6.0	7.6		17.2	17.4	4.1	7.2	
Prop In Lane	1.00	1.00			0.21	1.00		
Lane Grp Cap(c), veh/h	199	178		2302	1213	104	4006	
V/C Ratio(X)	0.62	0.78		0.55	0.55	0.78	0.35	
Avail Cap(c_a), veh/h	365	325		2302	1213	207	4006	
HCM Platoon Ratio	1.00	1.00		1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00		1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	38.1	38.9		7.4	7.4	41.8	2.8	
Incr Delay (d2), s/veh	3.2	7.1		1.0	1.8	11.6	0.2	
Initial Q Delay(d3),s/veh	0.0	0.0		0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	3.1	3.7		8.2	9.0	2.3	3.3	
LnGrp Delay(d),s/veh	41.3	46.0		8.4	9.2	53.3	3.0	
LnGrp LOS	D	D		A	A	D	A	
Approach Vol, veh/h	262		1938		1470			
Approach Delay, s/veh	43.8		8.7		5.8			
Approach LOS	D		A		A			
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	9.8	65.6				75.4		14.6
Change Period (Y+Rc), s	4.5	4.5				4.5		4.5
Max Green Setting (Gmax), s	10.5	47.5				52.5		18.5
Max Q Clear Time (g_c+I1), s	6.1	19.4				9.2		9.6
Green Ext Time (p_c), s	0.1	24.1				34.5		0.5
Intersection Summary								
HCM 2010 Ctrl Delay			10.0					
HCM 2010 LOS			B					
Notes								

Lanes, Volumes, Timings
 18: San Jacinto Dr. & Rancho Las Palmas

2040 Auto/LSEV PM Peak Hour (ALT1)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	57	173	56	86	119	61	93	11	38	70	26	61
Future Volume (vph)	57	173	56	86	119	61	93	11	38	70	26	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	55		0	105		0	0		80	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	70			65			60			60		
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		481			423			425			397	
Travel Time (s)		10.9			9.6			9.7			9.0	
Confl. Peds. (#/hr)	5					5			5	5		
Confl. Bikes (#/hr)			3			3			3			3
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection	
Intersection Delay, s/veh	11
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations		↵	↕↗			↵	↕↗				↕↗	↕↗
Traffic Vol, veh/h	0	57	173	56	0	86	119	61	0	93	11	38
Future Vol, veh/h	0	57	173	56	0	86	119	61	0	93	11	38
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	60	182	59	0	91	125	64	0	98	12	40
Number of Lanes	0	1	2	0	0	1	2	0	0	0	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	3	3	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	2	3
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	1	3
HCM Control Delay	10.7	10.5	11.3
HCM LOS	B	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	89%	0%	100%	0%	0%	100%	0%	0%	45%
Vol Thru, %	11%	0%	0%	100%	51%	0%	100%	39%	17%
Vol Right, %	0%	100%	0%	0%	49%	0%	0%	61%	39%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	104	38	57	115	114	86	79	101	157
LT Vol	93	0	57	0	0	86	0	0	70
Through Vol	11	0	0	115	58	0	79	40	26
RT Vol	0	38	0	0	56	0	0	61	61
Lane Flow Rate	109	40	60	121	120	91	84	106	165
Geometry Grp	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.219	0.067	0.115	0.216	0.202	0.175	0.15	0.177	0.304
Departure Headway (Hd)	7.198	6.045	6.927	6.419	6.068	6.968	6.46	6.029	6.631
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	497	590	516	557	589	513	553	592	540
Service Time	4.966	3.812	4.689	4.18	3.83	4.731	4.223	3.792	4.396
HCM Lane V/C Ratio	0.219	0.068	0.116	0.217	0.204	0.177	0.152	0.179	0.306
HCM Control Delay	12	9.3	10.6	11	10.4	11.2	10.4	10.1	12.3
HCM Lane LOS	B	A	B	B	B	B	B	B	B
HCM 95th-tile Q	0.8	0.2	0.4	0.8	0.7	0.6	0.5	0.6	1.3

Intersection

Intersection Delay, s/veh
 Intersection LOS

Movement	SBU	SBL	SBT	SBR
Lane Configurations			↕	
Traffic Vol, veh/h	0	70	26	61
Future Vol, veh/h	0	70	26	61
Peak Hour Factor	0.92	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	74	27	64
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	3
Conflicting Approach Right	EB
Conflicting Lanes Right	3
HCM Control Delay	12.3
HCM LOS	B

Lanes, Volumes, Timings
 19: Bob Hope Dr. & Rancho Las Palmas

2040 Auto/LSEV PM Peak Hour (ALT1)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	187	16	50	38	16	43	48	1258	35	27	1169	196
Future Volume (vph)	187	16	50	38	16	43	48	1258	35	27	1169	196
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	110		0	0		50	105		80	120		120
Storage Lanes	1		1	0		1	1		1	1		1
Taper Length (ft)	70			60			60			75		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		459			277			813			520	
Travel Time (s)		10.4			6.3			12.3			7.9	
Confl. Peds. (#/hr)	4		4	4		4	6		9	9		6
Confl. Bikes (#/hr)			3			2			14			14
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	4	4	4	8	8	8	2	2	2	6	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	37.0	37.0	37.0	37.0	37.0	37.0	68.0	68.0	68.0	68.0	68.0	68.0
Total Split (%)	35.2%	35.2%	35.2%	35.2%	35.2%	35.2%	64.8%	64.8%	64.8%	64.8%	64.8%	64.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Ped	Ped	Ped	Ped	Ped	Ped	C-Max	C-Max	C-Max	C-Max	C-Max	C-Max

Intersection Summary
























Area Type: Other
 Cycle Length: 105
 Actuated Cycle Length: 105
 Offset: 44 (42%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Splits and Phases: 19: Bob Hope Dr. & Rancho Las Palmas



HCM 2010 Signalized Intersection Summary
 19: Bob Hope Dr. & Rancho Las Palmas

2040 Auto/LSEV PM Peak Hour (ALT1)

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	187	16	50	38	16	43	48	1258	35	27	1169	196
Future Volume (veh/h)	187	16	50	38	16	43	48	1258	35	27	1169	196
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	0.99		0.98	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	203	17	54	41	17	47	52	1367	38	29	1271	213
Adj No. of Lanes	1	1	1	0	1	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	305	389	324	263	100	324	260	2497	1079	338	2497	1094
Arrive On Green	0.21	0.21	0.21	0.21	0.21	0.21	1.00	1.00	1.00	0.71	0.71	0.71
Sat Flow, veh/h	1326	1863	1550	980	477	1552	354	3539	1530	381	3539	1551
Grp Volume(v), veh/h	203	17	54	58	0	47	52	1367	38	29	1271	213
Grp Sat Flow(s),veh/h/ln	1326	1863	1550	1457	0	1552	354	1770	1530	381	1770	1551
Q Serve(g_s), s	15.6	0.8	3.0	2.4	0.0	2.6	4.6	0.0	0.0	2.5	17.3	4.9
Cycle Q Clear(g_c), s	18.8	0.8	3.0	3.2	0.0	2.6	21.9	0.0	0.0	2.5	17.3	4.9
Prop In Lane	1.00		1.00	0.71		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	305	389	324	363	0	324	260	2497	1079	338	2497	1094
V/C Ratio(X)	0.67	0.04	0.17	0.16	0.00	0.14	0.20	0.55	0.04	0.09	0.51	0.19
Avail Cap(c_a), veh/h	438	577	480	508	0	480	260	2497	1079	338	2497	1094
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	0.87	0.87	0.87	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.9	33.2	34.0	34.1	0.0	33.9	2.6	0.0	0.0	4.9	7.1	5.3
Incr Delay (d2), s/veh	2.5	0.0	0.2	0.2	0.0	0.2	1.5	0.8	0.1	0.5	0.7	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.9	0.4	1.3	1.4	0.0	1.1	0.5	0.3	0.0	0.3	8.6	2.2
LnGrp Delay(d),s/veh	44.4	33.2	34.3	34.3	0.0	34.1	4.1	0.8	0.1	5.4	7.9	5.7
LnGrp LOS	D	C	C	C		C	A	A	A	A	A	A
Approach Vol, veh/h		274			105			1457			1513	
Approach Delay, s/veh		41.7			34.2			0.9			7.5	
Approach LOS		D			C			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		78.6		26.4		78.6		26.4				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		63.5		32.5		63.5		32.5				
Max Q Clear Time (g_c+I1), s		23.9		20.8		19.3		5.2				
Green Ext Time (p_c), s		31.1		1.1		33.8		1.4				
Intersection Summary												
HCM 2010 Ctrl Delay			8.2									
HCM 2010 LOS			A									

Lanes, Volumes, Timings
20: Bob Hope Dr. & Avenida Las Palmas

2040 Auto/LSEV PM Peak Hour (ALT1)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕	↗	↖	↕	↗	↖	↕	↗
Traffic Volume (vph)	66	9	89	91	20	261	87	1039	181	71	1141	75
Future Volume (vph)	66	9	89	91	20	261	87	1039	181	71	1141	75
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		25	0		180	100		40	120		120
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	60			60			60			80		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		299			661			491			813	
Travel Time (s)		6.8			15.0			7.4			12.3	
Confl. Peds. (#/hr)	18		22	22		18	13		9	9		13
Confl. Bikes (#/hr)			3			2			14			14
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Shared Lane Traffic (%)												
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	4	4	4	8	8	8	2	2	2	6	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	33.0	33.0	33.0	33.0	33.0	33.0	72.0	72.0	72.0	72.0	72.0	72.0
Total Split (%)	31.4%	31.4%	31.4%	31.4%	31.4%	31.4%	68.6%	68.6%	68.6%	68.6%	68.6%	68.6%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Ped	Ped	Ped	Ped	Ped	Ped	C-Max	C-Max	C-Max	C-Max	C-Max	C-Max

Intersection Summary























Area Type: Other
 Cycle Length: 105
 Actuated Cycle Length: 105
 Offset: 48 (46%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Splits and Phases: 20: Bob Hope Dr. & Avenida Las Palmas



HCM 2010 Signalized Intersection Summary
 20: Bob Hope Dr. & Avenida Las Palmas

2040 Auto/LSEV PM Peak Hour (ALT1)

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	66	9	89	91	20	261	87	1039	181	71	1141	75
Future Volume (veh/h)	66	9	89	91	20	261	87	1039	181	71	1141	75
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.96	1.00		0.96	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	69	9	93	95	21	272	91	1082	189	74	1189	78
Adj No. of Lanes	0	1	1	0	1	1	1	2	1	1	2	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	65	5	413	62	8	414	348	2275	979	279	2275	979
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.64	0.64	0.64	1.00	1.00	1.00
Sat Flow, veh/h	0	17	1523	0	29	1524	435	3539	1523	434	3539	1523
Grp Volume(v), veh/h	78	0	93	116	0	272	91	1082	189	74	1189	78
Grp Sat Flow(s),veh/h/ln	17	0	1523	29	0	1524	435	1770	1523	434	1770	1523
Q Serve(g_s), s	0.0	0.0	5.0	0.0	0.0	16.6	9.9	16.5	5.3	6.0	0.0	0.0
Cycle Q Clear(g_c), s	28.5	0.0	5.0	28.5	0.0	16.6	9.9	16.5	5.3	22.5	0.0	0.0
Prop In Lane	0.88		1.00	0.82		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	69	0	413	70	0	414	348	2275	979	279	2275	979
V/C Ratio(X)	1.13	0.00	0.22	1.65	0.00	0.66	0.26	0.48	0.19	0.26	0.52	0.08
Avail Cap(c_a), veh/h	69	0	413	70	0	414	348	2275	979	279	2275	979
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.86	0.86	0.86
Uniform Delay (d), s/veh	50.6	0.0	29.7	49.3	0.0	33.9	8.5	9.6	7.6	2.7	0.0	0.0
Incr Delay (d2), s/veh	146.7	0.0	0.3	348.2	0.0	3.8	1.8	0.7	0.4	2.0	0.7	0.1
Initial Q Delay(d3),s/veh	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	0.0	2.1	8.8	0.0	7.4	1.4	8.2	2.3	0.8	0.2	0.0
LnGrp Delay(d),s/veh	197.5	0.0	30.0	397.6	0.0	37.7	10.3	10.4	8.1	4.7	0.7	0.1
LnGrp LOS	F		C	F		D	B	B	A	A	A	A
Approach Vol, veh/h		171			388			1362			1341	
Approach Delay, s/veh		106.4			145.3			10.0			0.9	
Approach LOS		F			F			B			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		72.0		33.0		72.0		33.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		67.5		28.5		67.5		28.5				
Max Q Clear Time (g_c+I1), s		18.5		30.5		24.5		30.5				
Green Ext Time (p_c), s		33.1		0.0		30.3		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			27.4									
HCM 2010 LOS			C									

Lanes, Volumes, Timings
 21: Bob Hope Dr. & Commercial Dwy.

2040 Auto/LSEV PM Peak Hour (ALT1)



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	70	1402	60	0	1482
Future Volume (vph)	0	70	1402	60	0	1482
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		160	0	
Storage Lanes	0	1		1	0	
Taper Length (ft)	60				60	
Link Speed (mph)	30		45			45
Link Distance (ft)	471		345			491
Travel Time (s)	10.7		5.2			7.4
Confl. Peds. (#/hr)				12	12	
Confl. Bikes (#/hr)		1		15		
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Shared Lane Traffic (%)						
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection

Int Delay, s/veh 0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕↕	↗		↕↕
Traffic Vol, veh/h	0	70	1402	60	0	1482
Future Vol, veh/h	0	70	1402	60	0	1482
Conflicting Peds, #/hr	0	0	0	12	12	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	160	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	75	1508	65	0	1594

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	-	766	0 0
Stage 1	-	-	- -
Stage 2	-	-	- -
Critical Hdwy	-	6.94	- -
Critical Hdwy Stg 1	-	-	- -
Critical Hdwy Stg 2	-	-	- -
Follow-up Hdwy	-	3.32	- -
Pot Cap-1 Maneuver	0	345	- - 0 -
Stage 1	0	-	- - 0 -
Stage 2	0	-	- - 0 -
Platoon blocked, %			- -
Mov Cap-1 Maneuver	-	341	- - - -
Mov Cap-2 Maneuver	-	-	- - - -
Stage 1	-	-	- - - -
Stage 2	-	-	- - - -

Approach	WB	NB	SB
HCM Control Delay, s	18.5	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	- 341	-
HCM Lane V/C Ratio	-	- 0.221	-
HCM Control Delay (s)	-	- 18.5	-
HCM Lane LOS	-	- C	-
HCM 95th %tile Q(veh)	-	- 0.8	-

Lanes, Volumes, Timings
22: SR-111 & Bob Hope Dr.

2040 Auto/LSEV PM Peak Hour (ALT1)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	22	17	857	22	303	17	1932	575	684	1522	12
Future Volume (vph)	8	22	17	857	22	303	17	1932	575	684	1522	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	225		150	100		240	250		0
Storage Lanes	0		0	1		0	1		1	2		0
Taper Length (ft)	60			80			70			110		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			50				50
Link Distance (ft)		303			469			677				754
Travel Time (s)		4.6			7.1			9.2				10.3
Confl. Bikes (#/hr)			2			3			15			5
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Shared Lane Traffic (%)				10%								
Turn Type	Split	NA		Split	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases									2			
Detector Phase	4	4		8	8		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5		9.5	22.5	22.5	9.5	22.5	
Total Split (s)	22.5	22.5		30.0	30.0		10.0	44.5	44.5	23.0	57.5	
Total Split (%)	18.8%	18.8%		25.0%	25.0%		8.3%	37.1%	37.1%	19.2%	47.9%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None		Ped	Ped		None	C-Max	C-Max	None	C-Max	

Intersection Summary






















Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 120
 Control Type: Actuated-Coordinated

Splits and Phases: 22: SR-111 & Bob Hope Dr.



HCM 2010 Signalized Intersection Summary
22: SR-111 & Bob Hope Dr.

2040 Auto/LSEV PM Peak Hour (ALT1)

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	22	17	857	22	303	17	1932	575	684	1522	12
Future Volume (veh/h)	8	22	17	857	22	303	17	1932	575	684	1522	12
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	8	23	18	857	73	316	18	2012	599	712	1585	12
Adj No. of Lanes	0	1	0	2	1	0	1	3	1	2	3	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	10	30	23	754	64	278	33	2271	693	531	3029	23
Arrive On Green	0.04	0.04	0.04	0.21	0.21	0.21	0.04	0.89	0.89	0.15	0.58	0.58
Sat Flow, veh/h	281	807	632	3548	302	1307	1774	5085	1553	3442	5205	39
Grp Volume(v), veh/h	49	0	0	857	0	389	18	2012	599	712	1032	565
Grp Sat Flow(s),veh/h/ln	1720	0	0	1774	0	1609	1774	1695	1553	1721	1695	1855
Q Serve(g_s), s	3.4	0.0	0.0	25.5	0.0	25.5	1.2	24.3	21.7	18.5	22.0	22.0
Cycle Q Clear(g_c), s	3.4	0.0	0.0	25.5	0.0	25.5	1.2	24.3	21.7	18.5	22.0	22.0
Prop In Lane	0.16		0.37	1.00		0.81	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	63	0	0	754	0	342	33	2271	693	531	1973	1079
V/C Ratio(X)	0.77	0.00	0.00	1.14	0.00	1.14	0.54	0.89	0.86	1.34	0.52	0.52
Avail Cap(c_a), veh/h	258	0	0	754	0	342	81	2271	693	531	1973	1079
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.09	0.09	0.09	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.3	0.0	0.0	47.2	0.0	47.3	57.2	4.9	4.7	50.8	15.1	15.1
Incr Delay (d2), s/veh	17.8	0.0	0.0	77.3	0.0	91.6	1.2	0.5	1.5	166.2	1.0	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.0	0.0	20.6	0.0	20.0	0.6	10.1	8.2	21.0	10.5	11.7
LnGrp Delay(d),s/veh	75.1	0.0	0.0	124.5	0.0	138.8	58.5	5.4	6.2	216.9	16.1	16.9
LnGrp LOS	E			F		F	E	A	A	F	B	B
Approach Vol, veh/h		49			1246			2629			2309	
Approach Delay, s/veh		75.1			129.0			5.9			78.2	
Approach LOS		E			F			A			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	23.0	58.1		8.9	6.8	74.3		30.0				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	18.5	40.0		18.0	5.5	53.0		25.5				
Max Q Clear Time (g_c+I1), s	20.5	26.3		5.4	3.2	24.0		27.5				
Green Ext Time (p_c), s	0.0	13.2		0.1	0.0	27.2		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			57.9									
HCM 2010 LOS			E									
Notes												

Lanes, Volumes, Timings
23: SR-111 & Magnesia Falls Dr.

2040 Auto/LSEV PM Peak Hour (ALT1)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	27	37	26	262	19	375	44	2123	439	297	2116	33
Future Volume (vph)	27	37	26	262	19	375	44	2123	439	297	2116	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		65	90		90	170		0	215		0
Storage Lanes	0		1	1		1	1		0	1		0
Taper Length (ft)	60			60			80			80		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			50			50	
Link Distance (ft)		488			382			582			677	
Travel Time (s)		11.1			8.7			7.9			9.2	
Confl. Bikes (#/hr)			6			2			13			12
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Shared Lane Traffic (%)				47%								
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			8						
Detector Phase	4	4	4	8	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	9.5	22.5		9.5	22.5	
Total Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	9.8	55.0		20.0	65.2	
Total Split (%)	18.8%	18.8%	18.8%	18.8%	18.8%	18.8%	8.2%	45.8%		16.7%	54.3%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.5	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None	None	Ped	Ped	Ped	None	C-Max		None	C-Max	

Intersection Summary























Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 120
 Control Type: Actuated-Coordinated

Splits and Phases: 23: SR-111 & Magnesia Falls Dr.



HCM 2010 Signalized Intersection Summary
23: SR-111 & Magnesia Falls Dr.

2040 Auto/LSEV PM Peak Hour (ALT1)

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	37	26	262	19	375	44	2123	439	297	2116	33
Future Volume (veh/h)	27	37	26	262	19	375	44	2123	439	297	2116	33
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.99	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	29	40	28	296	0	403	47	2283	472	319	2275	35
Adj No. of Lanes	0	1	1	2	0	1	1	3	0	1	3	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	41	57	82	532	0	234	60	2201	430	229	3157	48
Arrive On Green	0.05	0.05	0.05	0.15	0.00	0.15	0.03	0.52	0.52	0.26	1.00	1.00
Sat Flow, veh/h	767	1058	1525	3548	0	1560	1774	4257	831	1774	5157	79
Grp Volume(v), veh/h	69	0	28	296	0	403	47	1791	964	319	1494	816
Grp Sat Flow(s),veh/h/ln	1824	0	1525	1774	0	1560	1774	1695	1699	1774	1695	1846
Q Serve(g_s), s	4.5	0.0	2.1	9.3	0.0	18.0	3.2	62.0	62.0	15.5	0.0	0.0
Cycle Q Clear(g_c), s	4.5	0.0	2.1	9.3	0.0	18.0	3.2	62.0	62.0	15.5	0.0	0.0
Prop In Lane	0.42		1.00	1.00		1.00	1.00		0.49	1.00		0.04
Lane Grp Cap(c), veh/h	98	0	82	532	0	234	60	1753	878	229	2076	1130
V/C Ratio(X)	0.70	0.00	0.34	0.56	0.00	1.72	0.78	1.02	1.10	1.39	0.72	0.72
Avail Cap(c_a), veh/h	274	0	229	532	0	234	78	1753	878	229	2076	1130
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.66	0.66	0.66
Uniform Delay (d), s/veh	55.8	0.0	54.7	47.3	0.0	51.0	57.5	29.0	29.0	44.5	0.0	0.0
Incr Delay (d2), s/veh	8.8	0.0	2.4	1.3	0.0	342.6	30.1	27.1	60.7	193.3	1.5	2.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	0.0	1.0	4.7	0.0	30.0	2.1	35.6	43.8	19.8	0.4	0.8
LnGrp Delay(d),s/veh	64.6	0.0	57.2	48.6	0.0	393.6	87.6	56.1	89.7	237.8	1.5	2.7
LnGrp LOS	E		E	D		F	F	F	F	F	A	A
Approach Vol, veh/h		97			699			2802			2629	
Approach Delay, s/veh		62.5			247.5			68.2			30.5	
Approach LOS		E			F			E			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	20.0	66.5		11.0	8.6	78.0		22.5				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	15.5	50.5		18.0	5.3	60.7		18.0				
Max Q Clear Time (g_c+I1), s	17.5	64.0		6.5	5.2	2.0		20.0				
Green Ext Time (p_c), s	0.0	0.0		0.3	0.0	57.2		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			72.3									
HCM 2010 LOS			E									
Notes												

Lanes, Volumes, Timings
 24: Monterey Av. & Parkview Dr.

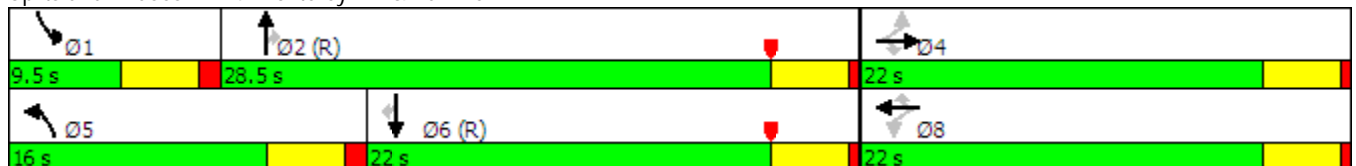
2040 Auto/LSEV PM Peak Hour (ALT1)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	197	15	250	37	46	53	374	1937	110	11	1253	120
Future Volume (vph)	197	15	250	37	46	53	374	1937	110	11	1253	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	90		90	0		0	145		0	400		100
Storage Lanes	1		1	1		1	1		1	2		1
Taper Length (ft)	60			60			90			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			50			50	
Link Distance (ft)		583			473			600			604	
Travel Time (s)		13.3			10.8			8.2			8.2	
Confl. Bikes (#/hr)			8			8			7			10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8			2			6
Detector Phase	4	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.0	22.0	22.0	22.0	22.0	22.0	9.5	22.0	22.0	9.5	22.0	22.0
Total Split (s)	22.0	22.0	22.0	22.0	22.0	22.0	16.0	28.5	28.5	9.5	22.0	22.0
Total Split (%)	36.7%	36.7%	36.7%	36.7%	36.7%	36.7%	26.7%	47.5%	47.5%	15.8%	36.7%	36.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	1.0	0.5	0.5	1.0	0.5	0.5
Lost Time Adjust (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
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.5	4.0	4.0	4.5	4.0	4.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	Ped	Ped	Ped	Ped	Ped	Ped	None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary

























Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 34 (57%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated

Splits and Phases: 24: Monterey Av. & Parkview Dr.



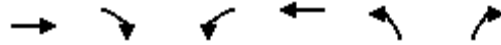
HCM 2010 Signalized Intersection Summary
 24: Monterey Av. & Parkview Dr.

2040 Auto/LSEV PM Peak Hour (ALT1)

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	197	15	250	37	46	53	374	1937	110	11	1253	120
Future Volume (veh/h)	197	15	250	37	46	53	374	1937	110	11	1253	120
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.99	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	214	16	272	40	50	58	407	2105	120	12	1362	130
Adj No. of Lanes	1	1	1	1	1	1	1	3	1	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	392	435	363	367	435	363	340	2761	847	52	1863	562
Arrive On Green	0.23	0.23	0.23	0.23	0.23	0.23	0.19	0.54	0.54	0.02	0.37	0.37
Sat Flow, veh/h	1280	1863	1552	1087	1863	1552	1774	5085	1560	3442	5085	1536
Grp Volume(v), veh/h	214	16	272	40	50	58	407	2105	120	12	1362	130
Grp Sat Flow(s),veh/h/ln	1280	1863	1552	1087	1863	1552	1774	1695	1560	1721	1695	1536
Q Serve(g_s), s	9.5	0.4	9.8	1.8	1.3	1.8	11.5	19.4	2.3	0.2	13.9	3.5
Cycle Q Clear(g_c), s	10.7	0.4	9.8	2.2	1.3	1.8	11.5	19.4	2.3	0.2	13.9	3.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	392	435	363	367	435	363	340	2761	847	52	1863	562
V/C Ratio(X)	0.55	0.04	0.75	0.11	0.11	0.16	1.20	0.76	0.14	0.23	0.73	0.23
Avail Cap(c_a), veh/h	477	559	466	439	559	466	340	2761	847	287	1863	562
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.3	17.8	21.4	18.6	18.1	18.3	24.3	10.7	6.8	29.2	16.5	13.2
Incr Delay (d2), s/veh	1.2	0.0	5.0	0.1	0.1	0.2	113.7	2.1	0.4	2.2	2.6	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	0.2	4.7	0.5	0.7	0.8	16.3	9.5	1.0	0.1	6.9	1.6
LnGrp Delay(d),s/veh	23.5	17.8	26.3	18.7	18.2	18.5	138.0	12.8	7.1	31.4	19.0	14.1
LnGrp LOS	C	B	C	B	B	B	F	B	A	C	B	B
Approach Vol, veh/h		502			148			2632			1504	
Approach Delay, s/veh		24.8			18.5			31.9			18.7	
Approach LOS		C			B			C			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.4	36.6		18.0	16.0	26.0		18.0				
Change Period (Y+Rc), s	4.5	4.0		4.0	4.5	4.0		4.0				
Max Green Setting (Gmax), s	5.0	24.5		18.0	11.5	18.0		18.0				
Max Q Clear Time (g_c+I1), s	2.2	21.4		12.7	13.5	15.9		4.2				
Green Ext Time (p_c), s	0.0	3.1		1.3	0.0	2.1		2.2				
Intersection Summary												
HCM 2010 Ctrl Delay			26.6									
HCM 2010 LOS			C									

Lanes, Volumes, Timings
 25: San Pablo Ave. & Magnesia Falls Dr.

2040 Auto/LSEV PM Peak Hour (ALT1)



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↖	↑	↘	↗
Traffic Volume (vph)	242	118	188	37	183	156
Future Volume (vph)	242	118	188	37	183	156
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		50	155		200	0
Storage Lanes		1	1		1	1
Taper Length (ft)			120		120	
Link Speed (mph)	35			35	35	
Link Distance (ft)	823			2649	1341	
Travel Time (s)	16.0			51.6	26.1	
Confl. Peds. (#/hr)		11	11		7	8
Confl. Bikes (#/hr)		13				8
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Shared Lane Traffic (%)						
Sign Control	Stop			Stop	Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection	
Intersection Delay, s/veh	12.1
Intersection LOS	B

Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBU	NBL	NBR
Lane Configurations		↑	↑		↑	↑		↑	↑
Traffic Vol, veh/h	0	242	118	0	188	37	0	183	156
Future Vol, veh/h	0	242	118	0	188	37	0	183	156
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	260	127	0	202	40	0	197	168
Number of Lanes	0	1	1	0	1	1	0	1	1






















Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	2
HCM Control Delay	12	12.7	11.9
HCM LOS	B	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2
Vol Left, %	100%	0%	0%	0%	100%	0%
Vol Thru, %	0%	0%	100%	0%	0%	100%
Vol Right, %	0%	100%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	183	156	242	118	188	37
LT Vol	183	0	0	0	188	0
Through Vol	0	0	242	0	0	37
RT Vol	0	156	0	118	0	0
Lane Flow Rate	197	168	260	127	202	40
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.369	0.258	0.434	0.187	0.374	0.068
Departure Headway (Hd)	6.754	5.542	6.009	5.299	6.664	6.156
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	533	647	598	678	540	582
Service Time	4.491	3.278	3.743	3.033	4.402	3.894
HCM Lane V/C Ratio	0.37	0.26	0.435	0.187	0.374	0.069
HCM Control Delay	13.4	10.2	13.3	9.3	13.4	9.3
HCM Lane LOS	B	B	B	A	B	A
HCM 95th-tile Q	1.7	1	2.2	0.7	1.7	0.2

Lanes, Volumes, Timings

2040 Auto/LSEV PM Peak Hour (ALT1)

26: San Pablo Ave. & College of the Desert (Alumni Dr.)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	161	4	201	50	22	37	79	213	96	53	183	131
Future Volume (vph)	161	4	201	50	22	37	79	213	96	53	183	131
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		100	0		0	0		60	0		135
Storage Lanes	0		1	1		0	1		1	0		1
Taper Length (ft)	60			60			60			60		
Link Speed (mph)		30			30			35				35
Link Distance (ft)		595			218			303				1341
Travel Time (s)		13.5			5.0			5.9				26.1
Confl. Peds. (#/hr)	34					34			46	46		
Confl. Bikes (#/hr)			4			2			16			15
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											

26: San Pablo Ave. & College of the Desert (Alumni Dr.)

Intersection	
Intersection Delay, s/veh	16
Intersection LOS	C

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations			↶	↷		↶	↷			↶	↷	↷
Traffic Vol, veh/h	0	161	4	201	0	50	22	37	0	79	213	96
Future Vol, veh/h	0	161	4	201	0	50	22	37	0	79	213	96
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	175	4	218	0	54	24	40	0	86	232	104
Number of Lanes	0	0	1	1	0	1	1	0	0	1	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	2	2
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	2	3	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	3	2	2
HCM Control Delay	16	12.9	15.4
HCM LOS	C	B	C

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	98%	0%	100%	0%	22%	0%
Vol Thru, %	0%	100%	0%	2%	0%	0%	37%	78%	0%
Vol Right, %	0%	0%	100%	0%	100%	0%	63%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	79	213	96	165	201	50	59	236	131
LT Vol	79	0	0	161	0	50	0	53	0
Through Vol	0	213	0	4	0	0	22	183	0
RT Vol	0	0	96	0	201	0	37	0	131
Lane Flow Rate	86	232	104	179	218	54	64	257	142
Geometry Grp	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.197	0.498	0.204	0.415	0.432	0.139	0.147	0.563	0.279
Departure Headway (Hd)	8.257	7.745	7.028	8.321	7.111	9.192	8.227	7.899	7.066
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	434	463	508	432	505	389	434	457	507
Service Time	6.031	5.518	4.802	6.093	4.883	6.982	6.017	5.673	4.84
HCM Lane V/C Ratio	0.198	0.501	0.205	0.414	0.432	0.139	0.147	0.562	0.28
HCM Control Delay	13.1	18	11.6	16.9	15.2	13.5	12.4	20.5	12.6
HCM Lane LOS	B	C	B	C	C	B	B	C	B
HCM 95th-tile Q	0.7	2.7	0.8	2	2.2	0.5	0.5	3.4	1.1

Intersection

Intersection Delay, s/veh
 Intersection LOS

Movement	SBU	SBL	SBT	SBR
Lane Configurations			↖	↗
Traffic Vol, veh/h	0	53	183	131
Future Vol, veh/h	0	53	183	131
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	58	199	142
Number of Lanes	0	0	1	1

Approach	SB
Opposing Approach	NB
Opposing Lanes	3
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	17.7
HCM LOS	C

Lanes, Volumes, Timings
 27: Portola Av. & Magnesia Falls Dr.

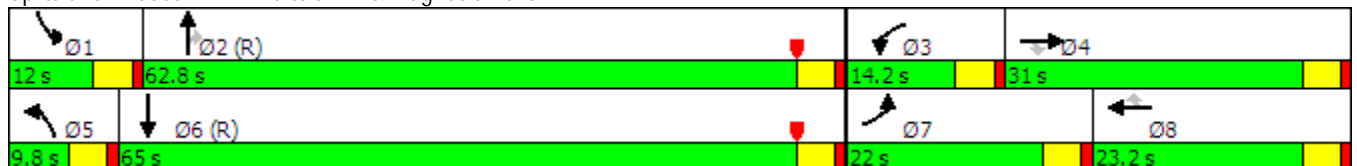
2040 Auto/LSEV PM Peak Hour (ALT1)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	242	97	87	59	63	342	47	1653	67	97	1403	171
Future Volume (vph)	242	97	87	59	63	342	47	1653	67	97	1403	171
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	230		230	200		200	90		105	355		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	60			60			95			80		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		35			35			50			50	
Link Distance (ft)		2649			517			536			570	
Travel Time (s)		51.6			10.1			7.3			7.8	
Confl. Bikes (#/hr)			13			11			2			3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Shared Lane Traffic (%)												
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	22.0	31.0	31.0	14.2	23.2	23.2	9.8	62.8	62.8	12.0	65.0	
Total Split (%)	18.3%	25.8%	25.8%	11.8%	19.3%	19.3%	8.2%	52.3%	52.3%	10.0%	54.2%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (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
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Ped	Ped	None	None	None	None	C-Max	C-Max	None	C-Max	

Intersection Summary

























Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 120
 Control Type: Actuated-Coordinated

Splits and Phases: 27: Portola Av. & Magnesia Falls Dr.



HCM 2010 Signalized Intersection Summary
27: Portola Av. & Magnesia Falls Dr.

2040 Auto/LSEV PM Peak Hour (ALT1)

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	242	97	87	59	63	342	47	1653	67	97	1403	171
Future Volume (veh/h)	242	97	87	59	63	342	47	1653	67	97	1403	171
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	252	101	91	61	66	356	49	1722	70	101	1461	178
Adj No. of Lanes	1	1	1	1	1	1	1	2	1	1	2	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	259	479	398	79	290	240	63	1719	753	111	1627	196
Arrive On Green	0.15	0.26	0.26	0.04	0.16	0.16	0.04	0.49	0.49	0.06	0.51	0.51
Sat Flow, veh/h	1774	1863	1547	1774	1863	1539	1774	3539	1549	1774	3172	382
Grp Volume(v), veh/h	252	101	91	61	66	356	49	1722	70	101	808	831
Grp Sat Flow(s),veh/h/ln	1774	1863	1547	1774	1863	1539	1774	1770	1549	1774	1770	1785
Q Serve(g_s), s	17.0	5.1	5.6	4.1	3.7	18.7	3.3	58.3	2.9	6.8	49.1	50.9
Cycle Q Clear(g_c), s	17.0	5.1	5.6	4.1	3.7	18.7	3.3	58.3	2.9	6.8	49.1	50.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.21
Lane Grp Cap(c), veh/h	259	479	398	79	290	240	63	1719	753	111	908	916
V/C Ratio(X)	0.97	0.21	0.23	0.78	0.23	1.48	0.78	1.00	0.09	0.91	0.89	0.91
Avail Cap(c_a), veh/h	259	479	398	143	290	240	78	1719	753	111	908	916
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.0	35.0	35.2	56.8	44.3	50.7	57.4	30.8	16.6	55.9	26.2	26.6
Incr Delay (d2), s/veh	48.6	0.2	0.3	15.0	0.4	238.7	31.6	22.1	0.2	58.2	12.8	14.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.8	2.7	2.4	2.3	1.9	23.9	2.2	33.7	1.3	5.1	27.0	28.6
LnGrp Delay(d),s/veh	99.6	35.2	35.4	71.7	44.7	289.4	89.0	52.9	16.9	114.1	39.0	41.0
LnGrp LOS	F	D	D	E	D	F	F	F	B	F	D	D
Approach Vol, veh/h		444			483			1841			1740	
Approach Delay, s/veh		71.8			228.5			52.5			44.3	
Approach LOS		E			F			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.0	62.8	9.8	35.4	8.8	66.0	22.0	23.2				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	7.5	58.3	9.7	26.5	5.3	60.5	17.5	18.7				
Max Q Clear Time (g_c+I1), s	8.8	60.3	6.1	7.6	5.3	52.9	19.0	20.7				
Green Ext Time (p_c), s	0.0	0.0	0.0	2.4	0.0	7.3	0.0	0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			70.1									
HCM 2010 LOS			E									

Lanes, Volumes, Timings
28: El Dorado Dr. & Fred Waring Dr.

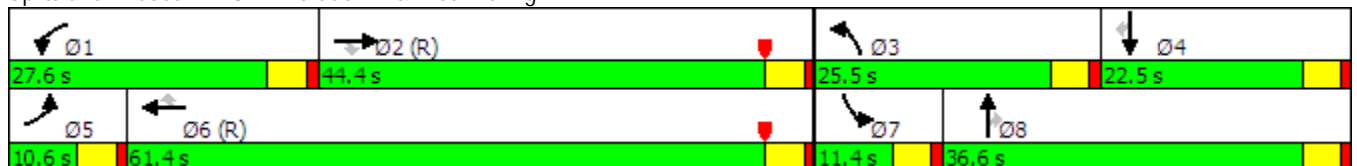
2040 Auto/LSEV PM Peak Hour (ALT1)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	1684	408	337	1683	40	304	21	384	36	15	33
Future Volume (vph)	25	1684	408	337	1683	40	304	21	384	36	15	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	225		210	290		145	0		125	105		105
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	60			120			60			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		50			50			45			45	
Link Distance (ft)		1266			970			386			401	
Travel Time (s)		17.3			13.2			5.8			6.1	
Confl. Bikes (#/hr)			4			2			4			2
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Shared Lane Traffic (%)												
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6			8			4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	10.6	44.4	44.4	27.6	61.4	61.4	25.5	36.6	36.6	11.4	22.5	22.5
Total Split (%)	8.8%	37.0%	37.0%	23.0%	51.2%	51.2%	21.3%	30.5%	30.5%	9.5%	18.8%	18.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (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
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Max	Max	None	Max	Max

Intersection Summary

























Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 120
 Control Type: Actuated-Coordinated

Splits and Phases: 28: El Dorado Dr. & Fred Waring Dr.



HCM 2010 Signalized Intersection Summary
28: El Dorado Dr. & Fred Waring Dr.

2040 Auto/LSEV PM Peak Hour (ALT1)

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	1684	408	337	1683	40	304	21	384	36	15	33
Future Volume (veh/h)	25	1684	408	337	1683	40	304	21	384	36	15	33
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	27	1811	439	362	1810	43	327	23	413	39	16	35
Adj No. of Lanes	1	3	1	1	3	1	1	1	1	1	1	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	44	1691	519	342	2544	782	310	549	460	54	279	234
Arrive On Green	0.02	0.33	0.33	0.19	0.50	0.50	0.17	0.29	0.29	0.03	0.15	0.15
Sat Flow, veh/h	1774	5085	1560	1774	5085	1563	1774	1863	1560	1774	1863	1560
Grp Volume(v), veh/h	27	1811	439	362	1810	43	327	23	413	39	16	35
Grp Sat Flow(s),veh/h/ln	1774	1695	1560	1774	1695	1563	1774	1863	1560	1774	1863	1560
Q Serve(g_s), s	1.8	39.9	31.4	23.1	33.1	1.7	21.0	1.1	30.5	2.6	0.9	2.3
Cycle Q Clear(g_c), s	1.8	39.9	31.4	23.1	33.1	1.7	21.0	1.1	30.5	2.6	0.9	2.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	44	1691	519	342	2544	782	310	549	460	54	279	234
V/C Ratio(X)	0.62	1.07	0.85	1.06	0.71	0.05	1.05	0.04	0.90	0.73	0.06	0.15
Avail Cap(c_a), veh/h	90	1691	519	342	2544	782	310	549	460	102	279	234
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.0	40.0	37.2	48.5	23.3	15.4	49.5	30.2	40.6	57.7	43.7	44.3
Incr Delay (d2), s/veh	13.2	43.7	15.6	65.4	1.7	0.1	65.8	0.1	23.1	16.8	0.4	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	25.5	15.7	17.5	15.8	0.8	15.9	0.6	16.1	1.5	0.5	1.1
LnGrp Delay(d),s/veh	71.1	83.8	52.8	113.9	25.0	15.5	115.3	30.4	63.7	74.5	44.1	45.7
LnGrp LOS	E	F	D	F	C	B	F	C	E	E	D	D
Approach Vol, veh/h		2277			2215			763			90	
Approach Delay, s/veh		77.6			39.3			84.8			57.9	
Approach LOS		E			D			F			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	27.6	44.4	25.5	22.5	7.5	64.5	8.1	39.9				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	23.1	39.9	21.0	18.0	6.1	56.9	6.9	32.1				
Max Q Clear Time (g_c+I1), s	25.1	41.9	23.0	4.3	3.8	35.1	4.6	32.5				
Green Ext Time (p_c), s	0.0	0.0	0.0	1.5	0.0	20.7	0.0	0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			62.5									
HCM 2010 LOS			E									

Lanes, Volumes, Timings
 29: Dune Palms Rd. & Corporate Center Dr.

2040 Auto/LSEV PM Peak Hour (ALT1)



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	67	47	28	984	587	33
Future Volume (vph)	67	47	28	984	587	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	120	0	95			0
Storage Lanes	1	1	1			0
Taper Length (ft)	60		90			
Link Speed (mph)	30			30	30	
Link Distance (ft)	371			267	354	
Travel Time (s)	8.4			6.1	8.0	
Confl. Bikes (#/hr)		4				5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

Intersection

Int Delay, s/veh 7.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	67	47	28	984	587	33
Future Vol, veh/h	67	47	28	984	587	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	120	0	95	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	73	51	30	1070	638	36













Major/Minor	Minor2	Major1		Major2
Conflicting Flow All	1786	337	674	0
Stage 1	656	-	-	-
Stage 2	1130	-	-	-
Critical Hdwy	6.63	6.93	4.13	-
Critical Hdwy Stg 1	5.83	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-
Follow-up Hdwy	3.519	3.319	2.219	-
Pot Cap-1 Maneuver	81	660	915	-
Stage 1	479	-	-	-
Stage 2	307	-	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	78	660	915	-
Mov Cap-2 Maneuver	78	-	-	-
Stage 1	479	-	-	-
Stage 2	297	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	108.1	0.3	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	915	-	78	660	-	-
HCM Lane V/C Ratio	0.033	-	0.934	0.077	-	-
HCM Control Delay (s)	9.1	-	176.3	10.9	-	-
HCM Lane LOS	A	-	F	B	-	-
HCM 95th %tile Q(veh)	0.1	-	4.9	0.3	-	-

Lanes, Volumes, Timings
 30: Monroe St., s/o I-10 EB Ramps

2040 Auto/LSEV PM Peak Hour (ALT1)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↑			↑			↑	
Traffic Volume (vph)	0	0	0	0	0	0	0	1077	0	0	1117	0
Future Volume (vph)	0	0	0	0	0	0	0	1077	0	0	1117	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		310			328			321			611	
Travel Time (s)		7.0			7.5			7.3			13.9	
Confl. Peds. (#/hr)							12					12
Confl. Bikes (#/hr)									12			12
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	

















Intersection Summary

Area Type: Other
 Control Type: Unsignalized

Intersection												
Int Delay, s/veh	0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↑			↑			↑	
Traffic Vol, veh/h	0	0	0	0	0	0	0	1077	0	0	1117	0
Future Vol, veh/h	0	0	0	0	0	0	0	1077	0	0	1117	0
Conflicting Peds, #/hr	0	0	0	0	0	0	12	0	0	0	0	12
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	1134	0	0	1176	0
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	2310	-	-	2310	-	-	0	-	-	-	0
Stage 1	-	1176	-	-	1134	-	-	-	-	-	-	-
Stage 2	-	1134	-	-	1176	-	-	-	-	-	-	-
Critical Hdwy	-	6.52	-	-	6.52	-	-	-	-	-	-	-
Critical Hdwy Stg 1	-	5.52	-	-	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	5.52	-	-	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	-	4.018	-	-	4.018	-	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	38	0	0	38	0	0	-	0	0	-	0
Stage 1	0	265	0	0	278	0	0	-	0	0	-	0
Stage 2	0	278	0	0	265	0	0	-	0	0	-	0
Platoon blocked, %								-				-
Mov Cap-1 Maneuver	-	38	-	-	38	-	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	38	-	-	38	-	-	-	-	-	-	-
Stage 1	-	265	-	-	278	-	-	-	-	-	-	-
Stage 2	-	278	-	-	265	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			0			0		
HCM LOS	A			A								
Minor Lane/Major Mvmt	NBT	EBLn1	WBLn1	SBT								
Capacity (veh/h)	-	-	-	-								
HCM Lane V/C Ratio	-	-	-	-								
HCM Control Delay (s)	-	0	0	-								
HCM Lane LOS	-	A	A	-								
HCM 95th %tile Q(veh)	-	-	-	-								

Lanes, Volumes, Timings
 31: Avenue 44, east of Palo Verde St.

2040 Auto/LSEV PM Peak Hour (ALT1)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	377	0	0	667	0	0	0	0	0	0	0
Future Volume (vph)	0	377	0	0	667	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		937			1325			323			354	
Travel Time (s)		14.2			20.1			7.3			8.0	
Confl. Bikes (#/hr)			10			12			1			1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											

Intersection												
Int Delay, s/veh	0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↑			↑			↑	
Traffic Vol, veh/h	0	377	0	0	667	0	0	0	0	0	0	0
Future Vol, veh/h	0	377	0	0	667	0	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	410	0	0	725	0	0	0	0	0	0	0

















Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	-	-	-	0	-	1135	-	-	1135	-
Stage 1	-	-	-	-	-	-	-	410	-	-	725	-
Stage 2	-	-	-	-	-	-	-	725	-	-	410	-
Critical Hdwy	-	-	-	-	-	-	-	6.52	-	-	6.52	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	5.52	-	-	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	5.52	-	-	5.52	-
Follow-up Hdwy	-	-	-	-	-	-	-	4.018	-	-	4.018	-
Pot Cap-1 Maneuver	0	-	0	0	-	0	0	202	0	0	202	0
Stage 1	0	-	0	0	-	0	0	595	0	0	430	0
Stage 2	0	-	0	0	-	0	0	430	0	0	595	0
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	202	-	-	202	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	202	-	-	202	-
Stage 1	-	-	-	-	-	-	-	595	-	-	430	-
Stage 2	-	-	-	-	-	-	-	430	-	-	595	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	0	-	-	0
HCM Lane LOS	A	-	-	A
HCM 95th %tile Q(veh)	-	-	-	-

Lanes, Volumes, Timings
 32: Dillon Rd., west of SR86S SB Ramps

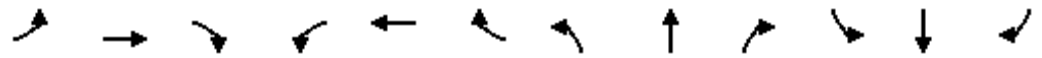
2040 Auto/LSEV PM Peak Hour (ALT1)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	2510	0	0	1790	0	0	0	0	0	0	0
Future Volume (vph)	0	2510	0	0	1790	0	0	0	0	0	0	0
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		360			655			256			320	
Travel Time (s)		8.2			14.9			5.8			7.3	
Confl. Bikes (#/hr)			3			2			1			1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											

Intersection												
Int Delay, s/veh	0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↑			↑			↑	
Traffic Vol, veh/h	0	2510	0	0	1790	0	0	0	0	0	0	0
Future Vol, veh/h	0	2510	0	0	1790	0	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	2728	0	0	1946	0	0	0	0	0	0	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	-	-	-	0	-	4674	-	-	4674	-
Stage 1	-	-	-	-	-	-	-	2728	-	-	1946	-
Stage 2	-	-	-	-	-	-	-	1946	-	-	2728	-
Critical Hdwy	-	-	-	-	-	-	-	6.52	-	-	6.52	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	5.52	-	-	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	5.52	-	-	5.52	-
Follow-up Hdwy	-	-	-	-	-	-	-	4.018	-	-	4.018	-
Pot Cap-1 Maneuver	0	-	0	0	-	0	0	1	0	0	1	0
Stage 1	0	-	0	0	-	0	0	44	0	0	111	0
Stage 2	0	-	0	0	-	0	0	111	0	0	44	0
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	1	-	-	1	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	1	-	-	1	-
Stage 1	-	-	-	-	-	-	-	44	-	-	111	-
Stage 2	-	-	-	-	-	-	-	111	-	-	44	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			0			0		
HCM LOS	A			A			A			A		
Minor Lane/Major Mvmt	NBLn1	EBT	WBT	SBLn1								
Capacity (veh/h)	-	-	-	-								
HCM Lane V/C Ratio	-	-	-	-								
HCM Control Delay (s)	0	-	-	0								
HCM Lane LOS	A	-	-	A								
HCM 95th %tile Q(veh)	-	-	-	-								

Lanes, Volumes, Timings
 33: Tyler St./Magnolia & Avenue 50-Tyler St.

2040 Auto/LSEV PM Peak Hour (ALT1)



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	1810	314	306	1259	1	221	0	290	1	0	1
Future Volume (vph)	1	1810	314	306	1259	1	221	0	290	1	0	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		50	0		0	0		50	0		0
Storage Lanes	0		1	0		0	0		1	0		0
Taper Length (ft)	60			60			60			60		
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		450			459			683			545	
Travel Time (s)		10.2			10.4			15.5			12.4	
Confl. Bikes (#/hr)			7			1			6			1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

Intersection	
Intersection Delay, s/veh	958.7
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations			↶	↷			↕				↶	↷
Traffic Vol, veh/h	0	1	1810	314	0	306	1259	1	0	221	0	290
Future Vol, veh/h	0	1	1810	314	0	306	1259	1	0	221	0	290
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1	1905	331	0	322	1325	1	0	233	0	305
Number of Lanes	0	0	1	1	0	0	1	0	0	0	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	2	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	2	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	1	1
HCM Control Delay	1105.3	1067.2	20.1
HCM LOS	F	F	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	100%	0%	0%	0%	20%	50%
Vol Thru, %	0%	0%	100%	0%	80%	0%
Vol Right, %	0%	100%	0%	100%	0%	50%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	221	290	1811	314	1566	2
LT Vol	221	0	1	0	306	1
Through Vol	0	0	1810	0	1259	0
RT Vol	0	290	0	314	1	1
Lane Flow Rate	233	305	1906	331	1648	2
Geometry Grp	7	7	7	7	6	6
Degree of Util (X)	0.529	0.593	3.817	0.598	3.318	0.006
Departure Headway (Hd)	8.508	7.164	9.603	8.854	8.75	18.453
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	426	507	400	413	429	195
Service Time	6.208	4.864	7.303	6.554	6.75	16.453
HCM Lane V/C Ratio	0.547	0.602	4.765	0.801	3.841	0.01
HCM Control Delay	20.4	19.8	1292.8	23.9	1067.2	21.6
HCM Lane LOS	C	C	F	C	F	C
HCM 95th-tile Q	3	3.8	136	3.8	123.4	0

Intersection

Intersection Delay, s/veh

Intersection LOS

Movement	SBU	SBL	SBT	SBR
Lane Configurations			↕	
Traffic Vol, veh/h	0	1	0	1
Future Vol, veh/h	0	1	0	1
Peak Hour Factor	0.92	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	1	0	1
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	21.6
HCM LOS	C

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WITH IMPROVEMENTS

Lanes, Volumes, Timings
1: Palm Cyn. Dr. (SR-111) & Tramway Rd.

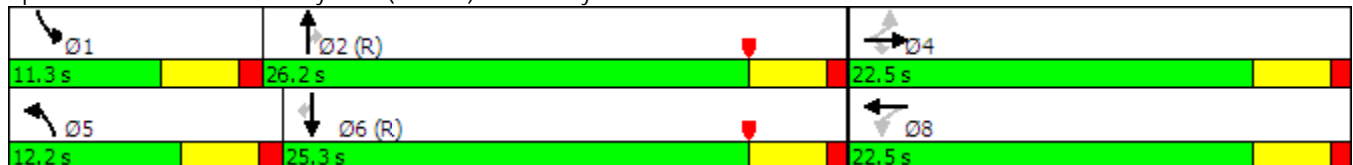
2040 Auto/LSEV AM Peak Hour (ALT1)
With Project Improvements

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	75	74	129	43	120	134	145	530	68	74	921	176
Future Volume (vph)	75	74	129	43	120	134	145	530	68	74	921	176
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		105	0		0	190		155	90		180
Storage Lanes	1		1	0		0	1		1	1		1
Taper Length (ft)	60			60			60			90		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		35			30			45			45	
Link Distance (ft)		417			599			608			491	
Travel Time (s)		8.1			13.6			9.2			7.4	
Confl. Peds. (#/hr)	3						3			4		
Confl. Bikes (#/hr)			9				8			3		4
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Shared Lane Traffic (%)												
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8					2			6
Detector Phase	4	4	4	8	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5		9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	22.5	22.5	22.5	22.5	22.5		12.2	26.2	26.2	11.3	25.3	25.3
Total Split (%)	37.5%	37.5%	37.5%	37.5%	37.5%		20.3%	43.7%	43.7%	18.8%	42.2%	42.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5		4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	Ped	Ped		None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary























Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Splits and Phases: 1: Palm Cyn. Dr. (SR-111) & Tramway Rd.



HCM 2010 Signalized Intersection Summary
 1: Palm Cyn. Dr. (SR-111) & Tramway Rd.

2040 Auto/LSEV AM Peak Hour (ALT1)
 With Project Improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	75	74	129	43	120	134	145	530	68	74	921	176
Future Volume (veh/h)	75	74	129	43	120	134	145	530	68	74	921	176
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	77	76	0	44	122	137	148	541	69	76	940	0
Adj No. of Lanes	1	1	1	0	2	0	1	2	1	1	2	1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	262	395	336	138	307	298	187	1780	784	106	1619	724
Arrive On Green	0.21	0.21	0.00	0.21	0.21	0.21	0.11	0.50	0.50	0.06	0.46	0.00
Sat Flow, veh/h	1113	1863	1583	295	1444	1406	1774	3539	1559	1774	3539	1583
Grp Volume(v), veh/h	77	76	0	166	0	137	148	541	69	76	940	0
Grp Sat Flow(s),veh/h/ln	1113	1863	1583	1739	0	1406	1774	1770	1559	1774	1770	1583
Q Serve(g_s), s	3.9	2.0	0.0	0.4	0.0	5.1	4.9	5.4	1.4	2.5	11.8	0.0
Cycle Q Clear(g_c), s	9.0	2.0	0.0	4.7	0.0	5.1	4.9	5.4	1.4	2.5	11.8	0.0
Prop In Lane	1.00		1.00	0.27		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	262	395	336	445	0	298	187	1780	784	106	1619	724
V/C Ratio(X)	0.29	0.19	0.00	0.37	0.00	0.46	0.79	0.30	0.09	0.72	0.58	0.00
Avail Cap(c_a), veh/h	359	559	475	592	0	422	228	1780	784	201	1619	724
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	24.6	19.4	0.0	20.4	0.0	20.6	26.2	8.7	7.8	27.7	12.0	0.0
Incr Delay (d2), s/veh	0.6	0.2	0.0	0.5	0.0	1.1	14.3	0.4	0.2	8.6	1.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	1.1	0.0	2.4	0.0	2.1	3.1	2.7	0.6	1.5	6.1	0.0
LnGrp Delay(d),s/veh	25.2	19.6	0.0	21.0	0.0	21.7	40.5	9.2	8.0	36.3	13.6	0.0
LnGrp LOS	C	B		C		C	D	A	A	D	B	
Approach Vol, veh/h		153			303			758			1016	
Approach Delay, s/veh		22.4			21.3			15.2			15.3	
Approach LOS		C			C			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.1	34.7		17.2	10.8	31.9		17.2				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	6.8	21.7		18.0	7.7	20.8		18.0				
Max Q Clear Time (g_c+I1), s	4.5	7.4		11.0	6.9	13.8		7.1				
Green Ext Time (p_c), s	0.0	8.1		1.5	0.0	4.8		1.9				
Intersection Summary												
HCM 2010 Ctrl Delay			16.6									
HCM 2010 LOS			B									

Lanes, Volumes, Timings
2: Indian Cyn. Dr. & Sunrise Pkwy.

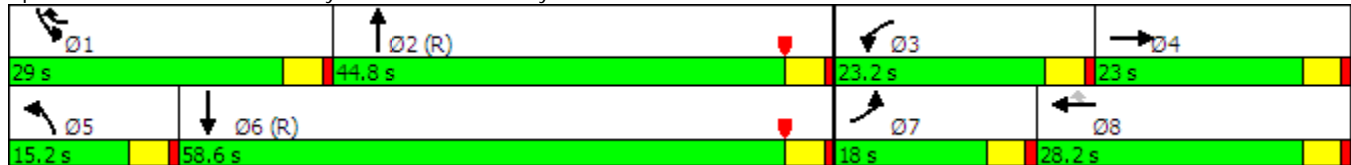
2040 Auto/LSEV PM Peak Hour (ALT1)
With Additional Improvements

	↖	→	↘	↙	←	↖	↙	↑	↘	↘	↓	↙
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕		↖	↕	↖	↖	↕		↖	↕	
Traffic Volume (vph)	79	156	85	123	84	113	66	798	176	188	922	70
Future Volume (vph)	79	156	85	123	84	113	66	798	176	188	922	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	150		0	150		0	150		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	60			60			25			60		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		338			322			422			520	
Travel Time (s)		7.7			7.3			5.2			6.4	
Confl. Peds. (#/hr)			1			11			4			
Confl. Bikes (#/hr)			12			12			3			3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA		Prot	NA	
Protected Phases	7	4		3	8	1	5	2		1	6	
Permitted Phases						8						
Detector Phase	7	4		3	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5		22.5	22.5	9.5	9.5	22.5		9.5	22.5	
Total Split (s)	18.0	23.0		23.2	28.2	29.0	15.2	44.8		29.0	58.6	
Total Split (%)	15.0%	19.2%		19.3%	23.5%	24.2%	12.7%	37.3%		24.2%	48.8%	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5		4.5	4.5	
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	Ped		None	Ped	None	None	C-Max		None	C-Max	

Intersection Summary


























Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated

Splits and Phases: 2: Indian Cyn. Dr. & Sunrise Pkwy.



HCM 2010 Signalized Intersection Summary
2: Indian Cyn. Dr. & Sunrise Pkwy.

2040 Auto/LSEV PM Peak Hour (ALT1)
With Additional Improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 			 	
Traffic Volume (veh/h)	79	156	85	123	84	113	66	798	176	188	922	70
Future Volume (veh/h)	79	156	85	123	84	113	66	798	176	188	922	70
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.95	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	86	170	92	134	91	123	72	867	191	204	1002	76
Adj No. of Lanes	1	2	0	1	2	1	1	3	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	109	257	131	164	516	428	92	2126	466	234	1968	149
Arrive On Green	0.06	0.11	0.11	0.09	0.15	0.15	0.05	0.51	0.51	0.13	0.59	0.59
Sat Flow, veh/h	1774	2237	1141	1774	3539	1501	1774	4163	912	1774	3331	253
Grp Volume(v), veh/h	86	132	130	134	91	123	72	705	353	204	532	546
Grp Sat Flow(s),veh/h/ln	1774	1770	1609	1774	1770	1501	1774	1695	1685	1774	1770	1814
Q Serve(g_s), s	5.7	8.6	9.3	8.9	2.7	7.7	4.8	15.4	15.6	13.5	21.1	21.1
Cycle Q Clear(g_c), s	5.7	8.6	9.3	8.9	2.7	7.7	4.8	15.4	15.6	13.5	21.1	21.1
Prop In Lane	1.00		0.71	1.00		1.00	1.00		0.54	1.00		0.14
Lane Grp Cap(c), veh/h	109	203	185	164	516	428	92	1731	860	234	1046	1072
V/C Ratio(X)	0.79	0.65	0.70	0.82	0.18	0.29	0.78	0.41	0.41	0.87	0.51	0.51
Avail Cap(c_a), veh/h	200	273	248	276	699	506	158	1731	860	362	1046	1072
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.5	50.8	51.1	53.5	44.9	34.1	56.2	18.1	18.2	51.1	14.4	14.4
Incr Delay (d2), s/veh	11.9	3.5	5.6	9.5	0.2	0.4	13.3	0.7	1.4	13.3	1.8	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	4.4	4.4	4.8	1.3	3.2	2.7	7.3	7.6	7.5	10.7	11.0
LnGrp Delay(d),s/veh	67.4	54.3	56.7	63.0	45.1	34.4	69.5	18.8	19.6	64.3	16.1	16.1
LnGrp LOS	E	D	E	E	D	C	E	B	B	E	B	B
Approach Vol, veh/h		348			348			1130			1282	
Approach Delay, s/veh		58.4			48.2			22.3			23.8	
Approach LOS		E			D			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.4	65.8	15.6	18.3	10.7	75.4	11.9	22.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	24.5	40.3	18.7	18.5	10.7	54.1	13.5	23.7				
Max Q Clear Time (g_c+I1), s	15.5	17.6	10.9	11.3	6.8	23.1	7.7	9.7				
Green Ext Time (p_c), s	0.3	13.6	0.2	1.5	0.0	16.1	0.1	2.2				
Intersection Summary												
HCM 2010 Ctrl Delay			29.9									
HCM 2010 LOS			C									

Lanes, Volumes, Timings
3: Sunrise Wy. & San Rafael Dr.

2040 Auto/LSEV AM Peak Hour (ALT1)

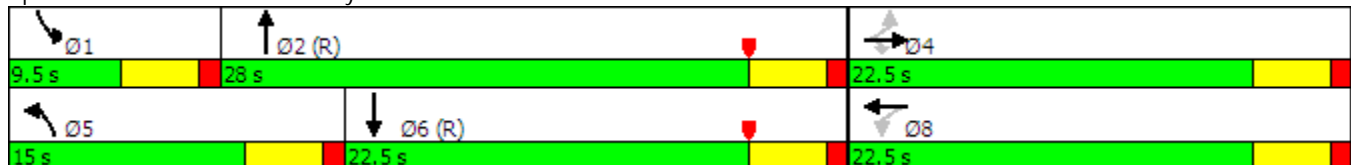
With Project Improvements

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗		↔		↖	↕		↖	↕	
Traffic Volume (vph)	101	21	189	104	34	31	262	544	71	12	417	104
Future Volume (vph)	101	21	189	104	34	31	262	544	71	12	417	104
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	85		0	110		0
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	60			60			60			60		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		50			30			45			45	
Link Distance (ft)		620			513			557			480	
Travel Time (s)		8.5			11.7			8.4			7.3	
Confl. Peds. (#/hr)	1		1	1		1			4			5
Confl. Bikes (#/hr)			2			2			6			5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8								
Detector Phase	4	4	4	8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5		9.5	22.5		9.5	22.5	
Total Split (s)	22.5	22.5	22.5	22.5	22.5		15.0	28.0		9.5	22.5	
Total Split (%)	37.5%	37.5%	37.5%	37.5%	37.5%		25.0%	46.7%		15.8%	37.5%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.5	4.5		4.5		4.5	4.5		4.5	4.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	Ped	Ped	Ped	Ped	Ped		None	C-Max		None	C-Max	

Intersection Summary




















Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Splits and Phases: 3: Sunrise Wy. & San Rafael Dr.



HCM 2010 Signalized Intersection Summary
3: Sunrise Wy. & San Rafael Dr.

2040 Auto/LSEV AM Peak Hour (ALT1)
With Project Improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	101	21	189	104	34	31	262	544	71	12	417	104
Future Volume (veh/h)	101	21	189	104	34	31	262	544	71	12	417	104
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	106	22	199	109	36	33	276	573	75	13	439	109
Adj No. of Lanes	0	1	1	0	1	0	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	357	64	364	220	72	44	310	1647	215	29	1028	253
Arrive On Green	0.23	0.23	0.23	0.23	0.23	0.23	0.17	0.53	0.53	0.02	0.37	0.37
Sat Flow, veh/h	1061	275	1559	529	307	190	1774	3137	409	1774	2805	690
Grp Volume(v), veh/h	128	0	199	178	0	0	276	323	325	13	276	272
Grp Sat Flow(s),veh/h/ln	1336	0	1559	1026	0	0	1774	1770	1777	1774	1770	1725
Q Serve(g_s), s	0.0	0.0	6.7	5.9	0.0	0.0	9.1	6.3	6.4	0.4	7.0	7.1
Cycle Q Clear(g_c), s	4.8	0.0	6.7	10.8	0.0	0.0	9.1	6.3	6.4	0.4	7.0	7.1
Prop In Lane	0.83		1.00	0.61		0.19	1.00		0.23	1.00		0.40
Lane Grp Cap(c), veh/h	422	0	364	336	0	0	310	929	933	29	648	632
V/C Ratio(X)	0.30	0.00	0.55	0.53	0.00	0.00	0.89	0.35	0.35	0.45	0.42	0.43
Avail Cap(c_a), veh/h	514	0	468	424	0	0	310	929	933	148	648	632
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.4	0.0	20.2	22.5	0.0	0.0	24.2	8.3	8.3	29.2	14.3	14.3
Incr Delay (d2), s/veh	0.4	0.0	1.3	1.3	0.0	0.0	25.4	1.0	1.0	10.7	2.0	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.0	3.0	2.9	0.0	0.0	6.6	3.3	3.3	0.3	3.7	3.8
LnGrp Delay(d),s/veh	19.8	0.0	21.5	23.8	0.0	0.0	49.6	9.3	9.3	39.9	16.3	16.4
LnGrp LOS	B		C	C			D	A	A	D	B	B
Approach Vol, veh/h		327			178			924			561	
Approach Delay, s/veh		20.8			23.8			21.3			16.9	
Approach LOS		C			C			C			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.5	36.0		18.5	15.0	26.5		18.5				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	23.5		18.0	10.5	18.0		18.0				
Max Q Clear Time (g_c+I1), s	2.4	8.4		8.7	11.1	9.1		12.8				
Green Ext Time (p_c), s	0.0	6.0		1.7	0.0	4.3		1.2				
Intersection Summary												
HCM 2010 Ctrl Delay			20.2									
HCM 2010 LOS			C									

Lanes, Volumes, Timings
4: Vista Chino & Gene Autry Tr.

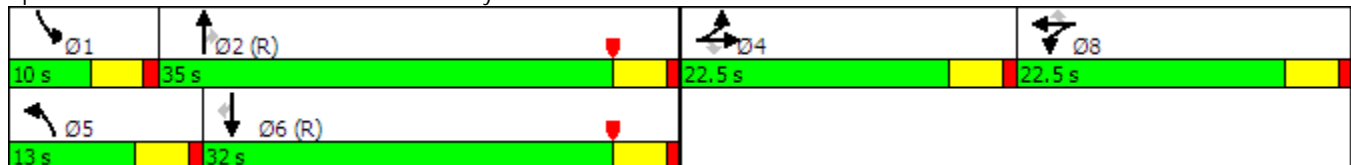
2040 Auto/LSEV PM Peak Hour (ALT1)
With Additional Improvements

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	153	28	124	15	28	54	139	998	79	79	899	113
Future Volume (vph)	153	28	124	15	28	54	139	998	79	79	899	113
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		75	0		75	200		0	215		215
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	60			60			90			200		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30				45
Link Distance (ft)		464			464			442				533
Travel Time (s)		10.5			10.5			10.0				8.1
Confl. Peds. (#/hr)			1			13			4			2
Confl. Bikes (#/hr)			4			15			5			4
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Shared Lane Traffic (%)												
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	4	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	13.0	35.0	35.0	10.0	32.0	32.0
Total Split (%)	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	14.4%	38.9%	38.9%	11.1%	35.6%	35.6%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	Ped	Ped	Ped	Ped	Ped	Ped	None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary























Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated

Splits and Phases: 4: Vista Chino & Gene Autry Tr.



HCM 2010 Signalized Intersection Summary
4: Vista Chino & Gene Autry Tr.

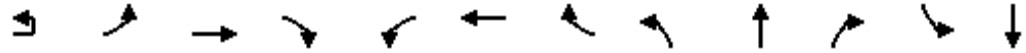
2040 Auto/LSEV PM Peak Hour (ALT1)
With Additional Improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	153	28	124	15	28	54	139	998	79	79	899	113
Future Volume (veh/h)	153	28	124	15	28	54	139	998	79	79	899	113
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.90	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	158	29	128	15	29	56	143	1029	81	81	927	116
Adj No. of Lanes	0	1	1	0	1	1	1	2	1	1	2	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	202	37	207	50	96	113	168	1871	814	104	1744	761
Arrive On Green	0.13	0.13	0.13	0.08	0.08	0.08	0.09	0.53	0.53	0.06	0.49	0.49
Sat Flow, veh/h	1510	277	1550	624	1207	1427	1774	3539	1540	1774	3539	1544
Grp Volume(v), veh/h	187	0	128	44	0	56	143	1029	81	81	927	116
Grp Sat Flow(s),veh/h/ln	1787	0	1550	1832	0	1427	1774	1770	1540	1774	1770	1544
Q Serve(g_s), s	9.1	0.0	7.0	2.0	0.0	3.4	7.1	17.4	2.4	4.1	16.2	3.7
Cycle Q Clear(g_c), s	9.1	0.0	7.0	2.0	0.0	3.4	7.1	17.4	2.4	4.1	16.2	3.7
Prop In Lane	0.84		1.00	0.34		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	239	0	207	145	0	113	168	1871	814	104	1744	761
V/C Ratio(X)	0.78	0.00	0.62	0.30	0.00	0.49	0.85	0.55	0.10	0.78	0.53	0.15
Avail Cap(c_a), veh/h	357	0	310	366	0	285	168	1871	814	108	1744	761
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.7	0.0	36.8	39.1	0.0	39.7	40.1	14.1	10.5	41.8	15.7	12.5
Incr Delay (d2), s/veh	6.5	0.0	3.0	1.2	0.0	3.3	32.3	1.2	0.2	29.0	1.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	0.0	3.2	1.1	0.0	1.4	5.0	8.7	1.0	2.8	8.1	1.7
LnGrp Delay(d),s/veh	44.2	0.0	39.8	40.2	0.0	43.0	72.5	15.3	10.8	70.8	16.9	12.9
LnGrp LOS	D		D	D		D	E	B	B	E	B	B
Approach Vol, veh/h		315			100			1253			1124	
Approach Delay, s/veh		42.4			41.8			21.5			20.3	
Approach LOS		D			D			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.8	52.1		16.5	13.0	48.8		11.6				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.5	30.5		18.0	8.5	27.5		18.0				
Max Q Clear Time (g_c+I1), s	6.1	19.4		11.1	9.1	18.2		5.4				
Green Ext Time (p_c), s	0.0	8.8		0.8	0.0	7.5		0.3				
Intersection Summary												
HCM 2010 Ctrl Delay			24.1									
HCM 2010 LOS			C									
Notes												

Lanes, Volumes, Timings
5: Clubhouse View/CV Link Path & Vista Chino

2040 Auto/LSEV AM Peak Hour (ALT1)

With Project Improvements

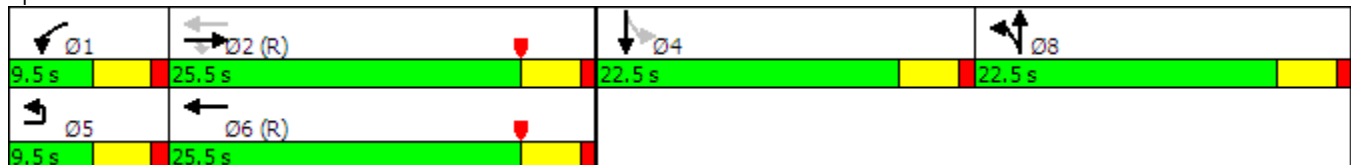


Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↔		↑↑	↗	↖	↑↑		↖	↗			↕
Traffic Volume (vph)	1	0	966	38	18	1025	0	35	9	17	0	10
Future Volume (vph)	1	0	966	38	18	1025	0	35	9	17	0	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		130		0	200		0	0		50	0	
Storage Lanes		1		1	1		0	1		0	0	
Taper Length (ft)		60			130			60			60	
Right Turn on Red				Yes			Yes			Yes		
Link Speed (mph)			50			50			45			25
Link Distance (ft)			501			679			345			296
Travel Time (s)			6.8			9.3			5.2			8.1
Confl. Peds. (#/hr)				2			1			16		
Confl. Bikes (#/hr)				3			2			15		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Shared Lane Traffic (%)												
Turn Type	Prot		NA	Perm	Prot	NA		Split	NA			NA
Protected Phases	5		2		1	6		8	8			4
Permitted Phases				2		2					4	
Detector Phase	5		2	2	1	6		8	8		4	4
Switch Phase												
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0
Minimum Split (s)	9.5		22.5	22.5	9.5	22.5		22.5	22.5		22.5	22.5
Total Split (s)	9.5		25.5	25.5	9.5	25.5		22.5	22.5		22.5	22.5
Total Split (%)	11.9%		31.9%	31.9%	11.9%	31.9%		28.1%	28.1%		28.1%	28.1%
Yellow Time (s)	3.5		3.5	3.5	3.5	3.5		3.5	3.5		3.5	3.5
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)	4.5		4.5	4.5	4.5	4.5		4.5	4.5		4.5	4.5
Lead/Lag	Lead		Lag	Lag	Lead	Lag						
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes						
Recall Mode	None		C-Max	C-Max	None	C-Max		Max	Max		None	None

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 0 (0%), Referenced to phase 2:EBWB and 6:WBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated

Splits and Phases: 5: Clubhouse View/CV Link Path & Vista Chino



Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	0
Future Volume (vph)	0
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Right Turn on Red	Yes
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	15
Peak Hour Factor	0.97
Shared Lane Traffic (%)	
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	
Intersection Summary	

HCM 2010 Signalized Intersection Summary
5: Clubhouse View/CV Link Path & Vista Chino

2040 Auto/LSEV AM Peak Hour (ALT1)
With Project Improvements

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	1	0	966	38	18	1025	0	35	9	17	0	10
Future Volume (veh/h)	1	0	966	38	18	1025	0	35	9	17	0	10
Number		5	2	12	1	6	16	3	8	18	7	4
Initial Q (Qb), veh		0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00		0.98	1.00		1.00	1.00		0.95	1.00	
Parking Bus, Adj		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln		0	1863	1863	1863	1863	0	1863	1863	1900	1900	1863
Adj Flow Rate, veh/h		0	996	39	19	1057	0	36	9	18	0	10
Adj No. of Lanes		0	2	1	1	2	0	1	1	0	0	1
Peak Hour Factor		0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %		0	2	2	2	2	0	2	2	2	2	2
Cap, veh/h		0	1826	797	38	2102	0	399	121	242	0	23
Arrive On Green		0.00	0.52	0.52	0.02	0.59	0.00	0.22	0.22	0.22	0.00	0.01
Sat Flow, veh/h		0	3632	1545	1774	3632	0	1774	537	1074	0	1863
Grp Volume(v), veh/h		0	996	39	19	1057	0	36	0	27	0	10
Grp Sat Flow(s),veh/h/ln		0	1770	1545	1774	1770	0	1774	0	1611	0	1863
Q Serve(g_s), s		0.0	15.2	1.0	0.8	13.8	0.0	1.3	0.0	1.1	0.0	0.4
Cycle Q Clear(g_c), s		0.0	15.2	1.0	0.8	13.8	0.0	1.3	0.0	1.1	0.0	0.4
Prop In Lane		0.00		1.00	1.00		0.00	1.00		0.67	0.00	
Lane Grp Cap(c), veh/h		0	1826	797	38	2102	0	399	0	362	0	23
V/C Ratio(X)		0.00	0.55	0.05	0.50	0.50	0.00	0.09	0.00	0.07	0.00	0.43
Avail Cap(c_a), veh/h		0	1826	797	111	2102	0	399	0	362	0	419
HCM Platoon Ratio		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh		0.0	13.0	9.6	38.7	9.4	0.0	24.5	0.0	24.4	0.0	39.2
Incr Delay (d2), s/veh		0.0	1.2	0.1	9.7	0.9	0.0	0.4	0.0	0.4	0.0	12.1
Initial Q Delay(d3),s/veh		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		0.0	7.6	0.4	0.5	6.9	0.0	0.7	0.0	0.5	0.0	0.3
LnGrp Delay(d),s/veh		0.0	14.2	9.7	48.4	10.3	0.0	25.0	0.0	24.8	0.0	51.3
LnGrp LOS			B	A	D	B		C		C		D
Approach Vol, veh/h			1035			1076			63			10
Approach Delay, s/veh			14.0			10.9			24.9			51.3
Approach LOS			B			B			C			D
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	6.2	45.8		5.5		52.0		22.5				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	5.0	21.0		18.0		21.0		18.0				
Max Q Clear Time (g_c+I1), s	2.8	17.2		2.4		15.8		3.3				
Green Ext Time (p_c), s	0.0	3.3		0.0		4.3		0.1				
Intersection Summary												
HCM 2010 Ctrl Delay			13.0									
HCM 2010 LOS			B									
Notes												

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	0
Future Volume (veh/h)	0
Number	14
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Adj Sat Flow, veh/h/ln	1900
Adj Flow Rate, veh/h	0
Adj No. of Lanes	0
Peak Hour Factor	0.97
Percent Heavy Veh, %	2
Cap, veh/h	0
Arrive On Green	0.00
Sat Flow, veh/h	0
Grp Volume(v), veh/h	0
Grp Sat Flow(s),veh/h/ln	0
Q Serve(g_s), s	0.0
Cycle Q Clear(g_c), s	0.0
Prop In Lane	0.00
Lane Grp Cap(c), veh/h	0
V/C Ratio(X)	0.00
Avail Cap(c_a), veh/h	0
HCM Platoon Ratio	1.00
Upstream Filter(l)	0.00
Uniform Delay (d), s/veh	0.0
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.0
LnGrp Delay(d),s/veh	0.0
LnGrp LOS	
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer	

Lanes, Volumes, Timings
6: Sunrise Wy. & N. Riverside Dr.

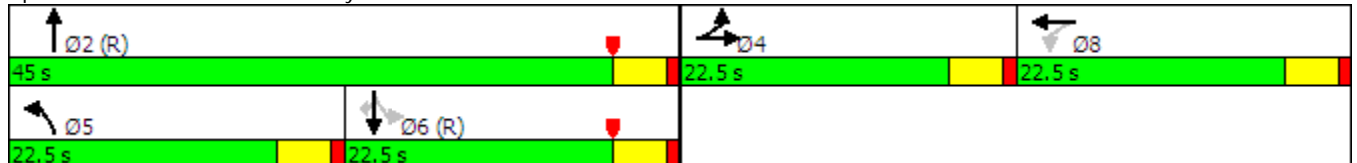
2040 Auto/LSEV AM Peak Hour (ALT1)
With Project Improvements

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	10	96	0	10	0	67	816	0	1	894	15
Future Volume (vph)	15	10	96	0	10	0	67	816	0	1	894	15
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	220		0	0		100
Storage Lanes	0		0	0		0	1		0	0		1
Taper Length (ft)	60			60			60			60		
Right Turn on Red			Yes			Yes			Yes			No
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		407			314			806			363	
Travel Time (s)		9.3			7.1			13.7			6.2	
Confl. Peds. (#/hr)			3						27			12
Confl. Bikes (#/hr)			2						1			14
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Shared Lane Traffic (%)												
Turn Type	Split	NA			NA		Prot	NA		Perm	NA	Perm
Protected Phases	4	4			8		5	2			6	
Permitted Phases				8						6		6
Detector Phase	4	4		8	8		5	2		6	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	22.5
Total Split (s)	22.5	22.5		22.5	22.5		22.5	45.0		22.5	22.5	22.5
Total Split (%)	25.0%	25.0%		25.0%	25.0%		25.0%	50.0%		25.0%	25.0%	25.0%
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)		0.0			0.0		0.0	0.0			0.0	0.0
Total Lost Time (s)		4.5			4.5		4.5	4.5			4.5	4.5
Lead/Lag							Lead			Lag	Lag	Lag
Lead-Lag Optimize?							Yes			Yes	Yes	Yes
Recall Mode	Min	Min		None	None		None	C-Max		C-Max	C-Max	C-Max

Intersection Summary



















Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow
 Natural Cycle: 100
 Control Type: Actuated-Coordinated

Splits and Phases: 6: Sunrise Wy. & N. Riverside Dr.



HCM 2010 Signalized Intersection Summary
6: Sunrise Wy. & N. Riverside Dr.

2040 Auto/LSEV AM Peak Hour (ALT1)
With Project Improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	10	96	0	10	0	67	816	0	1	894	15
Future Volume (veh/h)	15	10	96	0	10	0	67	816	0	1	894	15
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	0	1900	1863	1863
Adj Flow Rate, veh/h	16	10	100	0	10	0	70	850	0	1	931	16
Adj No. of Lanes	0	1	0	0	1	0	1	2	0	0	2	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	0	2	2	2
Cap, veh/h	21	13	131	0	23	0	91	2598	0	40	2198	965
Arrive On Green	0.10	0.10	0.10	0.00	0.01	0.00	0.10	1.00	0.00	0.63	0.63	0.63
Sat Flow, veh/h	202	126	1263	0	1863	0	1774	3632	0	0	3472	1524
Grp Volume(v), veh/h	126	0	0	0	10	0	70	850	0	500	432	16
Grp Sat Flow(s),veh/h/ln	1592	0	0	0	1863	0	1774	1770	0	1862	1610	1524
Q Serve(g_s), s	6.9	0.0	0.0	0.0	0.5	0.0	3.5	0.0	0.0	0.0	12.1	0.4
Cycle Q Clear(g_c), s	6.9	0.0	0.0	0.0	0.5	0.0	3.5	0.0	0.0	12.1	12.1	0.4
Prop In Lane	0.13		0.79	0.00		0.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	165	0	0	0	23	0	91	2598	0	1219	1019	965
V/C Ratio(X)	0.76	0.00	0.00	0.00	0.44	0.00	0.77	0.33	0.00	0.41	0.42	0.02
Avail Cap(c_a), veh/h	318	0	0	0	373	0	355	2598	0	1219	1019	965
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.00	1.00	0.00	0.94	0.94	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.3	0.0	0.0	0.0	44.1	0.0	39.9	0.0	0.0	8.3	8.3	6.1
Incr Delay (d2), s/veh	7.1	0.0	0.0	0.0	12.6	0.0	12.3	0.3	0.0	1.0	1.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	0.0	0.0	0.0	0.3	0.0	2.0	0.1	0.0	6.5	5.6	0.2
LnGrp Delay(d),s/veh	46.4	0.0	0.0	0.0	56.7	0.0	52.2	0.3	0.0	9.3	9.6	6.2
LnGrp LOS	D				E		D	A		A	A	A
Approach Vol, veh/h		126			10			920			948	
Approach Delay, s/veh		46.4			56.7			4.3			9.4	
Approach LOS		D			E			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		70.6		13.8	9.1	61.5		5.6				
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s		40.5		18.0	18.0	18.0		18.0				
Max Q Clear Time (g_c+I1), s		2.0		8.9	5.5	14.1		2.5				
Green Ext Time (p_c), s		15.9		0.4	0.1	3.1		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			9.6									
HCM 2010 LOS			A									

Lanes, Volumes, Timings
7: Sunrise Wy. & Mesquite Av.

2040 Auto/LSEV AM Peak Hour (ALT1)

With Project Improvements

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	106	76	25	36	66	131	32	682	37	94	715	94
Future Volume (vph)	106	76	25	36	66	131	32	682	37	94	715	94
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	85		0	100		0	150		150	150		150
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	60			60			60			60		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			30			40			40	
Link Distance (ft)		440			1356			475			806	
Travel Time (s)		6.7			30.8			8.1			13.7	
Confl. Peds. (#/hr)	3		2	2		3			31			8
Confl. Bikes (#/hr)			3			4			3			2
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8	2			6		
Detector Phase	4	4		8	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5	22.5	9.5	22.5		9.5	22.5	
Total Split (s)	29.0	29.0		29.0	29.0	29.0	12.0	46.0		15.0	49.0	
Total Split (%)	32.2%	32.2%		32.2%	32.2%	32.2%	13.3%	51.1%		16.7%	54.4%	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5		4.5	4.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	Ped	Ped		Ped	Ped	Ped	None	C-Max		None	C-Max	

Intersection Summary






















Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 15 (17%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated

Splits and Phases: 7: Sunrise Wy. & Mesquite Av.



HCM 2010 Signalized Intersection Summary
7: Sunrise Wy. & Mesquite Av.

2040 Auto/LSEV AM Peak Hour (ALT1)
With Project Improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	106	76	25	36	66	131	32	682	37	94	715	94
Future Volume (veh/h)	106	76	25	36	66	131	32	682	37	94	715	94
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	108	78	26	37	67	134	33	696	38	96	730	96
Adj No. of Lanes	1	1	0	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	232	215	72	220	301	250	556	2174	119	561	2060	271
Arrive On Green	0.16	0.16	0.16	0.16	0.16	0.16	0.03	0.64	0.64	0.10	1.00	1.00
Sat Flow, veh/h	1172	1330	443	1280	1863	1547	1774	3407	186	1774	3134	412
Grp Volume(v), veh/h	108	0	104	37	67	134	33	361	373	96	412	414
Grp Sat Flow(s),veh/h/ln	1172	0	1773	1280	1863	1547	1774	1770	1824	1774	1770	1777
Q Serve(g_s), s	7.9	0.0	4.7	2.4	2.8	7.2	0.6	8.4	8.4	1.6	0.0	0.0
Cycle Q Clear(g_c), s	10.8	0.0	4.7	7.1	2.8	7.2	0.6	8.4	8.4	1.6	0.0	0.0
Prop In Lane	1.00		0.25	1.00		1.00	1.00		0.10	1.00		0.23
Lane Grp Cap(c), veh/h	232	0	286	220	301	250	556	1129	1164	561	1163	1168
V/C Ratio(X)	0.46	0.00	0.36	0.17	0.22	0.54	0.06	0.32	0.32	0.17	0.35	0.35
Avail Cap(c_a), veh/h	362	0	483	362	507	421	649	1129	1164	678	1163	1168
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.89	0.89	0.89
Uniform Delay (d), s/veh	37.5	0.0	33.6	36.8	32.8	34.6	5.0	7.4	7.4	4.8	0.0	0.0
Incr Delay (d2), s/veh	1.4	0.0	0.8	0.4	0.4	1.8	0.0	0.7	0.7	0.1	0.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	0.0	2.4	0.9	1.5	3.2	0.3	4.2	4.4	0.7	0.2	0.2
LnGrp Delay(d),s/veh	39.0	0.0	34.4	37.1	33.2	36.4	5.1	8.2	8.1	4.9	0.8	0.8
LnGrp LOS	D		C	D	C	D	A	A	A	A	A	A
Approach Vol, veh/h		212			238			767			922	
Approach Delay, s/veh		36.7			35.6			8.0			1.2	
Approach LOS		D			D			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.0	61.9		19.0	7.3	63.7		19.0				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	10.5	41.5		24.5	7.5	44.5		24.5				
Max Q Clear Time (g_c+I1), s	3.6	10.4		12.8	2.6	2.0		9.2				
Green Ext Time (p_c), s	0.1	11.5		1.5	0.0	12.5		1.7				
Intersection Summary												
HCM 2010 Ctrl Delay			11.0									
HCM 2010 LOS			B									

Lanes, Volumes, Timings
8: Farrel Dr. & Mesquite Av.

2040 Auto/LSEV AM Peak Hour (ALT1)

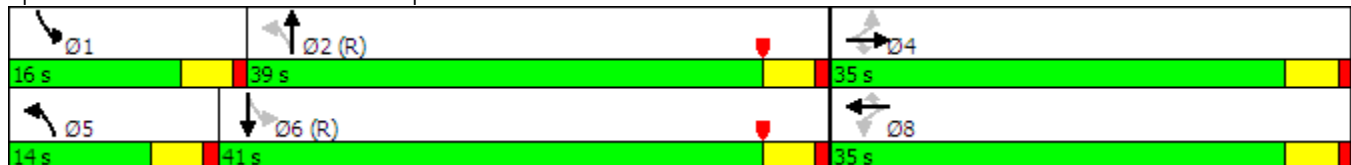
With Project Improvements

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	87	148	51	89	94	57	34	319	79	55	293	62
Future Volume (vph)	87	148	51	89	94	57	34	319	79	55	293	62
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	90		50	75		50	70		0	0		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	60			30			80			80		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			45			45			30	
Link Distance (ft)		1736			889			512			696	
Travel Time (s)		39.5			13.5			7.8			15.8	
Confl. Peds. (#/hr)	21		20	20		21			9			10
Confl. Bikes (#/hr)			14			13			7			7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8	2			6		
Detector Phase	4	4	4	8	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	9.5	22.5		9.5	22.5	
Total Split (s)	35.0	35.0	35.0	35.0	35.0	35.0	14.0	39.0		16.0	41.0	
Total Split (%)	38.9%	38.9%	38.9%	38.9%	38.9%	38.9%	15.6%	43.3%		17.8%	45.6%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	Ped	Ped	Ped	Ped	Ped	Ped	None	C-Max		None	C-Max	

Intersection Summary

























Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated

Splits and Phases: 8: Farrel Dr. & Mesquite Av.



HCM 2010 Signalized Intersection Summary
 8: Farrel Dr. & Mesquite Av.

2040 Auto/LSEV AM Peak Hour (ALT1)
 With Project Improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	87	148	51	89	94	57	34	319	79	55	293	62
Future Volume (veh/h)	87	148	51	89	94	57	34	319	79	55	293	62
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.94	0.98		0.94	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	95	161	55	97	102	62	37	347	86	60	318	67
Adj No. of Lanes	1	1	1	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	267	379	304	226	379	304	699	1690	412	675	1778	369
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.20	0.03	0.60	0.60	0.04	0.61	0.61
Sat Flow, veh/h	1190	1863	1493	1139	1863	1495	1774	2802	684	1774	2901	602
Grp Volume(v), veh/h	95	161	55	97	102	62	37	217	216	60	192	193
Grp Sat Flow(s),veh/h/ln	1190	1863	1493	1139	1863	1495	1774	1770	1716	1774	1770	1733
Q Serve(g_s), s	6.6	6.8	2.7	7.3	4.2	3.1	0.7	5.0	5.1	1.1	4.2	4.4
Cycle Q Clear(g_c), s	10.7	6.8	2.7	14.1	4.2	3.1	0.7	5.0	5.1	1.1	4.2	4.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.40	1.00		0.35
Lane Grp Cap(c), veh/h	267	379	304	226	379	304	699	1068	1035	675	1085	1062
V/C Ratio(X)	0.36	0.42	0.18	0.43	0.27	0.20	0.05	0.20	0.21	0.09	0.18	0.18
Avail Cap(c_a), veh/h	429	631	506	380	631	507	826	1068	1035	825	1085	1062
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.7	31.2	29.6	37.4	30.2	29.8	6.1	8.1	8.1	6.0	7.6	7.6
Incr Delay (d2), s/veh	0.8	0.8	0.3	1.3	0.4	0.3	0.0	0.4	0.5	0.1	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	3.6	1.1	2.4	2.2	1.3	0.3	2.5	2.5	0.5	2.2	2.2
LnGrp Delay(d),s/veh	35.5	32.0	29.9	38.7	30.6	30.1	6.2	8.5	8.6	6.0	7.9	8.0
LnGrp LOS	D	C	C	D	C	C	A	A	A	A	A	A
Approach Vol, veh/h		311			261			470			445	
Approach Delay, s/veh		32.7			33.5			8.3			7.7	
Approach LOS		C			C			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.4	58.8		22.8	7.5	59.7		22.8				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	11.5	34.5		30.5	9.5	36.5		30.5				
Max Q Clear Time (g_c+I1), s	3.1	7.1		12.7	2.7	6.4		16.1				
Green Ext Time (p_c), s	0.1	5.1		2.4	0.0	5.2		2.2				
Intersection Summary												
HCM 2010 Ctrl Delay			17.7									
HCM 2010 LOS			B									

Lanes, Volumes, Timings
 9: El Cielo Rd. & Mesquite Av.

2040 Auto/LSEV AM Peak Hour (ALT1)
 With Project Improvements



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	131	171	158	193	118	170
Future Volume (vph)	131	171	158	193	118	170
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	250		100	90	
Storage Lanes	1	1		1	1	
Taper Length (ft)	60				60	
Link Speed (mph)	35		45			45
Link Distance (ft)	566		352			331
Travel Time (s)	11.0		5.3			5.0
Confl. Peds. (#/hr)	39			6	6	
Confl. Bikes (#/hr)		3		4		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Shared Lane Traffic (%)						
Sign Control	Stop		Stop			Stop

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

Intersection	
Intersection Delay, s/veh	10.7
Intersection LOS	B

Movement	WBU	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Lane Configurations		↘	↗		↗	↗		↘	↗
Traffic Vol, veh/h	0	131	171	0	158	193	0	118	170
Future Vol, veh/h	0	131	171	0	158	193	0	118	170
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.92	0.97	0.97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	135	176	0	163	199	0	122	175
Number of Lanes	0	1	1	0	1	1	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay	10.9	10.3	11
HCM LOS	B	B	B

Lane	NBLn1	NBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	0%	0%	100%	0%	100%	0%
Vol Thru, %	100%	0%	0%	0%	0%	100%
Vol Right, %	0%	100%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	158	193	131	171	118	170
LT Vol	0	0	131	0	118	0
Through Vol	158	0	0	0	0	170
RT Vol	0	193	0	171	0	0
Lane Flow Rate	163	199	135	176	122	175
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.266	0.285	0.252	0.269	0.217	0.288
Departure Headway (Hd)	5.872	5.163	6.714	5.502	6.416	5.909
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	612	696	536	654	561	608
Service Time	3.601	2.891	4.444	3.232	4.146	3.639
HCM Lane V/C Ratio	0.266	0.286	0.252	0.269	0.217	0.288
HCM Control Delay	10.7	9.9	11.7	10.3	10.9	11
HCM Lane LOS	B	A	B	B	B	B
HCM 95th-tile Q	1.1	1.2	1	1.1	0.8	1.2

Lanes, Volumes, Timings
10: Crossley Rd. & 34th Av.

2040 Auto/LSEV AM Peak Hour (ALT1)

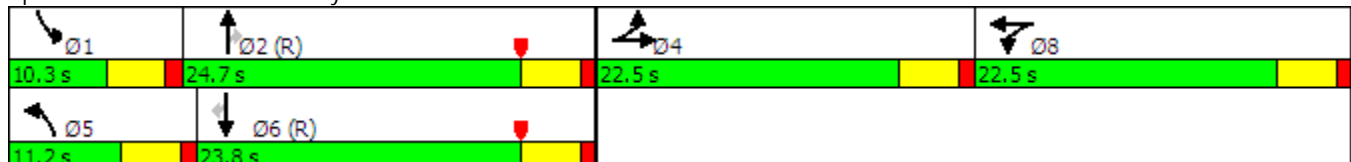
With Project Improvements

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	36	2	47	62	2	35	51	309	54	32	287	26
Future Volume (vph)	36	2	47	62	2	35	51	309	54	32	287	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	60		50	70		50
Storage Lanes	0		0	0		0	1		1	1		1
Taper Length (ft)	60			60			60			60		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		346			491			509			544	
Travel Time (s)		7.9			11.2			7.7			8.2	
Confl. Peds. (#/hr)	8		1	1		8			4			8
Confl. Bikes (#/hr)			2			7			13			8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Turn Type	Split	NA		Split	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases									2			6
Detector Phase	4	4		8	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5		22.5	22.5		9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	22.5	22.5		22.5	22.5		11.2	24.7	24.7	10.3	23.8	23.8
Total Split (%)	28.1%	28.1%		28.1%	28.1%		14.0%	30.9%	30.9%	12.9%	29.8%	29.8%
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5			4.5		4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary





















Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated

Splits and Phases: 10: Crossley Rd. & 34th Av.



HCM 2010 Signalized Intersection Summary
 10: Crossley Rd. & 34th Av.

2040 Auto/LSEV AM Peak Hour (ALT1)
 With Project Improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	2	47	62	2	35	51	309	54	32	287	26
Future Volume (veh/h)	36	2	47	62	2	35	51	309	54	32	287	26
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.95	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	39	2	51	67	2	38	55	336	59	35	312	28
Adj No. of Lanes	0	1	0	0	1	0	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	59	3	77	99	3	56	78	1982	858	60	1945	842
Arrive On Green	0.09	0.09	0.09	0.10	0.10	0.10	0.04	0.56	0.56	0.03	0.55	0.55
Sat Flow, veh/h	687	35	899	1044	31	592	1774	3539	1533	1774	3539	1532
Grp Volume(v), veh/h	92	0	0	107	0	0	55	336	59	35	312	28
Grp Sat Flow(s),veh/h/ln	1621	0	0	1668	0	0	1774	1770	1533	1774	1770	1532
Q Serve(g_s), s	4.4	0.0	0.0	5.0	0.0	0.0	2.4	3.7	1.4	1.6	3.5	0.7
Cycle Q Clear(g_c), s	4.4	0.0	0.0	5.0	0.0	0.0	2.4	3.7	1.4	1.6	3.5	0.7
Prop In Lane	0.42		0.55	0.63		0.36	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	139	0	0	159	0	0	78	1982	858	60	1945	842
V/C Ratio(X)	0.66	0.00	0.00	0.67	0.00	0.00	0.70	0.17	0.07	0.58	0.16	0.03
Avail Cap(c_a), veh/h	365	0	0	375	0	0	149	1982	858	129	1945	842
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.4	0.0	0.0	35.0	0.0	0.0	37.7	8.6	8.1	38.1	8.9	8.3
Incr Delay (d2), s/veh	5.2	0.0	0.0	4.9	0.0	0.0	10.9	0.2	0.2	8.7	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	0.0	0.0	2.5	0.0	0.0	1.4	1.8	0.6	0.9	1.7	0.3
LnGrp Delay(d),s/veh	40.6	0.0	0.0	39.9	0.0	0.0	48.6	8.7	8.2	46.8	9.1	8.3
LnGrp LOS	D			D			D	A	A	D	A	A
Approach Vol, veh/h		92			107			450			375	
Approach Delay, s/veh		40.6			39.9			13.5			12.5	
Approach LOS		D			D			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.2	49.3		11.4	8.0	48.5		12.1				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.8	20.2		18.0	6.7	19.3		18.0				
Max Q Clear Time (g_c+I1), s	3.6	5.7		6.4	4.4	5.5		7.0				
Green Ext Time (p_c), s	0.0	3.6		0.3	0.0	3.5		0.3				
Intersection Summary												
HCM 2010 Ctrl Delay			18.4									
HCM 2010 LOS			B									

Lanes, Volumes, Timings
 11: Crossley Rd. & Tahquitz Creek

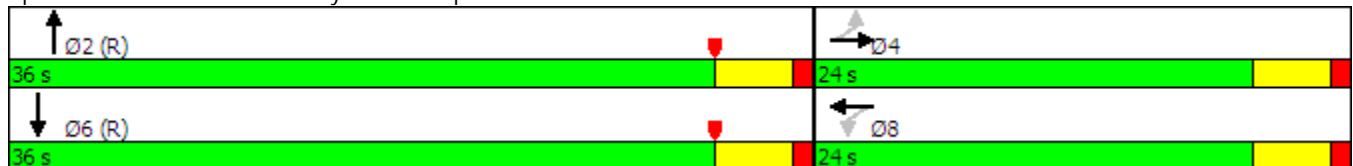
2040 Auto/LSEV AM Peak Hour (ALT1)
 With Project Improvements

	↖	→	↘	↙	←	↖	↙	↑	↘	↘	↓	↙
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	0	12	0	0	0	11	0	346	0	0	323	0
Future Volume (vph)	0	12	0	0	0	11	0	346	0	0	323	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		218			675			463			646	
Travel Time (s)		5.0			15.3			7.0			9.8	
Confl. Peds. (#/hr)	17		25	25		17			1			
Confl. Bikes (#/hr)			16			16			15			8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Turn Type		NA			NA			NA			NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8								
Detector Phase	4	4		8	8			2			6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0			5.0			5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5			22.5			22.5	
Total Split (s)	24.0	24.0		24.0	24.0			36.0			36.0	
Total Split (%)	40.0%	40.0%		40.0%	40.0%			60.0%			60.0%	
Yellow Time (s)	3.5	3.5		3.5	3.5			3.5			3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0			1.0			1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Ped	Ped		Ped	Ped			C-Max			C-Max	

Intersection Summary

















Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 15 (25%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 45
 Control Type: Actuated-Coordinated

Splits and Phases: 11: Crossley Rd. & Tahquitz Creek



HCM 2010 Signalized Intersection Summary
 11: Crossley Rd. & Tahquitz Creek

2040 Auto/LSEV AM Peak Hour (ALT1)
 With Project Improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	12	0	0	0	11	0	346	0	0	323	0
Future Volume (veh/h)	0	12	0	0	0	11	0	346	0	0	323	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.90	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	0	1863	0	0	1863	0
Adj Flow Rate, veh/h	0	13	0	0	0	12	0	376	0	0	351	0
Adj No. of Lanes	0	1	0	0	1	0	0	2	0	0	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	0	0	2	0
Cap, veh/h	0	228	0	0	0	175	0	2575	0	0	2575	0
Arrive On Green	0.00	0.12	0.00	0.00	0.00	0.12	0.00	0.73	0.00	0.00	0.73	0.00
Sat Flow, veh/h	0	1863	0	0	0	1428	0	3725	0	0	3725	0
Grp Volume(v), veh/h	0	13	0	0	0	12	0	376	0	0	351	0
Grp Sat Flow(s),veh/h/ln	0	1863	0	0	0	1428	0	1770	0	0	1770	0
Q Serve(g_s), s	0.0	0.4	0.0	0.0	0.0	0.4	0.0	1.9	0.0	0.0	1.8	0.0
Cycle Q Clear(g_c), s	0.0	0.4	0.0	0.0	0.0	0.4	0.0	1.9	0.0	0.0	1.8	0.0
Prop In Lane	0.00		0.00	0.00		1.00	0.00		0.00	0.00		0.00
Lane Grp Cap(c), veh/h	0	228	0	0	0	175	0	2575	0	0	2575	0
V/C Ratio(X)	0.00	0.06	0.00	0.00	0.00	0.07	0.00	0.15	0.00	0.00	0.14	0.00
Avail Cap(c_a), veh/h	0	605	0	0	0	464	0	2575	0	0	2575	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	23.3	0.0	0.0	0.0	23.3	0.0	2.5	0.0	0.0	2.5	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.0	0.0	0.2	0.0	0.1	0.0	0.0	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.2	0.0	0.0	0.0	0.2	0.0	1.0	0.0	0.0	0.9	0.0
LnGrp Delay(d),s/veh	0.0	23.4	0.0	0.0	0.0	23.5	0.0	2.6	0.0	0.0	2.6	0.0
LnGrp LOS		C				C		A			A	
Approach Vol, veh/h		13			12			376			351	
Approach Delay, s/veh		23.4			23.5			2.6			2.6	
Approach LOS		C			C			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		48.2		11.8		48.2		11.8				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		31.5		19.5		31.5		19.5				
Max Q Clear Time (g_c+I1), s		3.9		2.4		3.8		2.4				
Green Ext Time (p_c), s		4.6		0.1		4.6		0.1				
Intersection Summary												
HCM 2010 Ctrl Delay			3.3									
HCM 2010 LOS			A									
Notes												

Lanes, Volumes, Timings
 12: Cathedral Cyn. Dr. & Officer David Vasquez Rd.

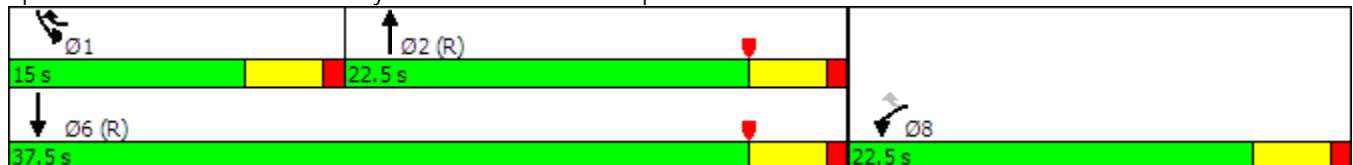
2040 Auto/LSEV AM Peak Hour (ALT1)
 With Project Improvements

	↙	↖	↑	↗	↘	↓
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↖↖	↖	↕↕		↘	↕↕
Traffic Volume (vph)	13	92	381	7	173	417
Future Volume (vph)	13	92	381	7	173	417
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	120	120		150	200	
Storage Lanes	1	1		0	1	
Taper Length (ft)	90				80	
Right Turn on Red		Yes		Yes		
Link Speed (mph)	40		40			40
Link Distance (ft)	554		483			555
Travel Time (s)	9.4		8.2			9.5
Confl. Peds. (#/hr)		41		18		
Confl. Bikes (#/hr)		1		2		
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Shared Lane Traffic (%)						
Turn Type	Prot	pm+ov	NA		Prot	NA
Protected Phases	8	1	2		1	6
Permitted Phases		8				
Detector Phase	8	1	2		1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	22.5	9.5	22.5		9.5	22.5
Total Split (s)	22.5	15.0	22.5		15.0	37.5
Total Split (%)	37.5%	25.0%	37.5%		25.0%	62.5%
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5
Lead/Lag		Lead	Lag		Lead	
Lead-Lag Optimize?		Yes	Yes		Yes	
Recall Mode	Ped	None	C-Max		None	C-Max

Intersection Summary












Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Splits and Phases: 12: Cathedral Cyn. Dr. & Officer David Vasquez Rd.



HCM 2010 Signalized Intersection Summary
 12: Cathedral Cyn. Dr. & Officer David Vasquez Rd.

2040 Auto/LSEV AM Peak Hour (ALT1)
 With Project Improvements

								
Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations								
Traffic Volume (veh/h)	13	92	381	7	173	417		
Future Volume (veh/h)	13	92	381	7	173	417		
Number	3	18	2	12	1	6		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00		0.96	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863		
Adj Flow Rate, veh/h	14	98	405	7	184	444		
Adj No. of Lanes	2	1	2	0	1	2		
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	260	325	2027	35	230	2741		
Arrive On Green	0.08	0.08	0.57	0.57	0.13	0.77		
Sat Flow, veh/h	3442	1583	3650	61	1774	3632		
Grp Volume(v), veh/h	14	98	201	211	184	444		
Grp Sat Flow(s),veh/h/ln	1721	1583	1770	1849	1774	1770		
Q Serve(g_s), s	0.2	3.1	3.3	3.3	6.0	1.9		
Cycle Q Clear(g_c), s	0.2	3.1	3.3	3.3	6.0	1.9		
Prop In Lane	1.00	1.00		0.03	1.00			
Lane Grp Cap(c), veh/h	260	325	1008	1054	230	2741		
V/C Ratio(X)	0.05	0.30	0.20	0.20	0.80	0.16		
Avail Cap(c_a), veh/h	1032	680	1008	1054	310	2741		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	25.7	20.2	6.3	6.3	25.4	1.7		
Incr Delay (d2), s/veh	0.1	0.5	0.4	0.4	10.2	0.1		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.1	1.4	1.7	1.8	3.6	1.0		
LnGrp Delay(d),s/veh	25.8	20.7	6.7	6.7	35.5	1.9		
LnGrp LOS	C	C	A	A	D	A		
Approach Vol, veh/h	112		412			628		
Approach Delay, s/veh	21.4		6.7			11.7		
Approach LOS	C		A			B		
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	12.3	38.7				51.0		9.0
Change Period (Y+Rc), s	4.5	4.5				4.5		4.5
Max Green Setting (Gmax), s	10.5	18.0				33.0		18.0
Max Q Clear Time (g_c+I1), s	8.0	5.3				3.9		5.1
Green Ext Time (p_c), s	0.1	4.1				5.5		0.2
Intersection Summary								
HCM 2010 Ctrl Delay			10.9					
HCM 2010 LOS			B					

Lanes, Volumes, Timings
13: Date Palm Dr. & Perez Rd.

2040 Auto/LSEV AM Peak Hour (ALT1)
With Project Improvements

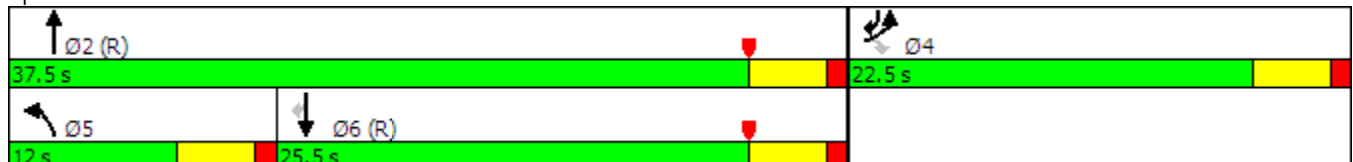


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↖↗	↗	↖	↑↑	↑↑	↗
Traffic Volume (vph)	426	208	140	639	955	432
Future Volume (vph)	426	208	140	639	955	432
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	165	0	160			150
Storage Lanes	1	1	1			1
Taper Length (ft)	60		80			
Right Turn on Red		Yes				Yes
Link Speed (mph)	40			40	40	
Link Distance (ft)	503			488	484	
Travel Time (s)	8.6			8.3	8.3	
Confl. Peds. (#/hr)		50				7
Confl. Bikes (#/hr)		3				7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Turn Type	Prot	Perm	Prot	NA	NA	pm+ov
Protected Phases	4		5	2	6	4
Permitted Phases		4				6
Detector Phase	4	4	5	2	6	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	9.5	22.5	22.5	22.5
Total Split (s)	22.5	22.5	12.0	37.5	25.5	22.5
Total Split (%)	37.5%	37.5%	20.0%	62.5%	42.5%	37.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	Ped	Ped	None	C-Max	C-Max	Ped

Intersection Summary
















Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Splits and Phases: 13: Date Palm Dr. & Perez Rd.



HCM 2010 Signalized Intersection Summary
 13: Date Palm Dr. & Perez Rd.

2040 Auto/LSEV AM Peak Hour (ALT1)
 With Project Improvements

								
Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations	 			 	 			
Traffic Volume (veh/h)	426	208	140	639	955	432		
Future Volume (veh/h)	426	208	140	639	955	432		
Number	7	14	5	2	6	16		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.97		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863		
Adj Flow Rate, veh/h	463	226	152	695	1038	470		
Adj No. of Lanes	2	1	1	2	2	1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	671	309	191	2318	1671	1032		
Arrive On Green	0.19	0.19	0.11	0.66	0.47	0.47		
Sat Flow, veh/h	3442	1583	1774	3632	3632	1532		
Grp Volume(v), veh/h	463	226	152	695	1038	470		
Grp Sat Flow(s),veh/h/ln	1721	1583	1774	1770	1770	1532		
Q Serve(g_s), s	7.5	8.0	5.0	5.1	13.1	8.8		
Cycle Q Clear(g_c), s	7.5	8.0	5.0	5.1	13.1	8.8		
Prop In Lane	1.00	1.00	1.00			1.00		
Lane Grp Cap(c), veh/h	671	309	191	2318	1671	1032		
V/C Ratio(X)	0.69	0.73	0.79	0.30	0.62	0.46		
Avail Cap(c_a), veh/h	1032	475	222	2318	1671	1032		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	22.5	22.7	26.1	4.4	11.8	4.8		
Incr Delay (d2), s/veh	1.3	3.3	15.7	0.3	1.7	1.5		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	3.7	7.0	3.3	2.5	6.7	6.3		
LnGrp Delay(d),s/veh	23.7	26.0	41.8	4.8	13.6	6.2		
LnGrp LOS	C	C	D	A	B	A		
Approach Vol, veh/h	689			847	1508			
Approach Delay, s/veh	24.5			11.4	11.3			
Approach LOS	C			B	B			
Timer	1	2	3	4	5	6	7	8
Assigned Phs	2		4		5	6		
Phs Duration (G+Y+Rc), s	43.8		16.2		11.0	32.8		
Change Period (Y+Rc), s	4.5		4.5		4.5	4.5		
Max Green Setting (Gmax), s	33.0		18.0		7.5	21.0		
Max Q Clear Time (g_c+I1), s	7.1		10.0		7.0	15.1		
Green Ext Time (p_c), s	16.0		1.7		0.0	4.9		
Intersection Summary								
HCM 2010 Ctrl Delay			14.3					
HCM 2010 LOS			B					

Lanes, Volumes, Timings
22: SR-111 & Bob Hope Dr.

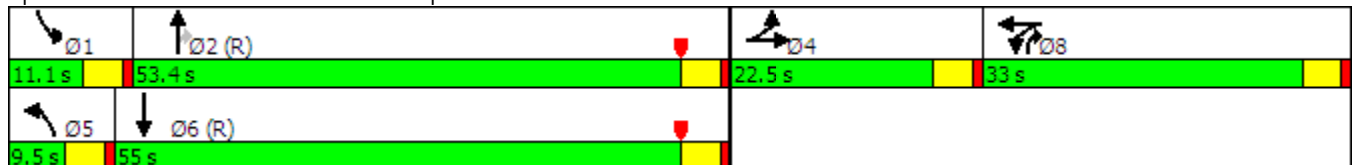
2040 Auto/LSEV PM Peak Hour (ALT1)
With Additional Improvements

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	18	11	834	17	194	6	1880	510	156	1529	12
Future Volume (vph)	8	18	11	834	17	194	6	1880	510	156	1529	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	225		150	100		240	250		0
Storage Lanes	0		0	1		0	1		1	2		0
Taper Length (ft)	60			80			70			110		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			50			50	
Link Distance (ft)		303			469			677			754	
Travel Time (s)		4.6			7.1			9.2			10.3	
Confl. Peds. (#/hr)			7			12			13			2
Confl. Bikes (#/hr)			2			3			14			3
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Shared Lane Traffic (%)				15%								
Turn Type	Split	NA		Split	NA		Prot	NA	pm+ov	Prot	NA	
Protected Phases	4	4		8	8		5	2	8	1	6	
Permitted Phases									2			
Detector Phase	4	4		8	8		5	2	8	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5		9.5	22.5	22.5	9.5	22.5	
Total Split (s)	22.5	22.5		33.0	33.0		9.5	53.4	33.0	11.1	55.0	
Total Split (%)	18.8%	18.8%		27.5%	27.5%		7.9%	44.5%	27.5%	9.3%	45.8%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		Ped	Ped		None	C-Max		Ped	None	C-Max

Intersection Summary






















Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 110
 Control Type: Actuated-Coordinated

Splits and Phases: 22: SR-111 & Bob Hope Dr.



HCM 2010 Signalized Intersection Summary
22: SR-111 & Bob Hope Dr.

2040 Auto/LSEV PM Peak Hour (ALT1)
With Additional Improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	18	11	834	17	194	6	1880	510	156	1529	12
Future Volume (veh/h)	8	18	11	834	17	194	6	1880	510	156	1529	12
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.93	1.00		0.97	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	8	19	11	789	117	200	6	1938	526	161	1576	12
Adj No. of Lanes	0	1	0	2	1	0	1	3	1	2	3	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	11	26	15	839	143	245	13	2688	1190	189	2999	23
Arrive On Green	0.03	0.03	0.03	0.24	0.24	0.24	0.02	1.00	1.00	0.06	0.58	0.58
Sat Flow, veh/h	361	856	496	3548	606	1036	1774	5085	1544	3442	5205	40
Grp Volume(v), veh/h	38	0	0	789	0	317	6	1938	526	161	1026	562
Grp Sat Flow(s),veh/h/ln	1713	0	0	1774	0	1643	1774	1695	1544	1721	1695	1855
Q Serve(g_s), s	2.6	0.0	0.0	26.2	0.0	21.9	0.4	0.0	0.0	5.6	22.1	22.1
Cycle Q Clear(g_c), s	2.6	0.0	0.0	26.2	0.0	21.9	0.4	0.0	0.0	5.6	22.1	22.1
Prop In Lane	0.21		0.29	1.00		0.63	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	51	0	0	839	0	388	13	2688	1190	189	1953	1068
V/C Ratio(X)	0.74	0.00	0.00	0.94	0.00	0.82	0.45	0.72	0.44	0.85	0.53	0.53
Avail Cap(c_a), veh/h	257	0	0	843	0	390	74	2688	1190	189	1953	1068
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.09	0.09	0.09	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.7	0.0	0.0	45.0	0.0	43.3	58.8	0.0	0.0	56.2	15.5	15.5
Incr Delay (d2), s/veh	18.7	0.0	0.0	18.2	0.0	12.6	2.1	0.2	0.1	29.0	1.0	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.0	0.0	14.9	0.0	11.3	0.2	0.0	0.0	3.4	10.5	11.8
LnGrp Delay(d),s/veh	76.5	0.0	0.0	63.2	0.0	56.0	60.9	0.2	0.1	85.2	16.5	17.3
LnGrp LOS	E			E		E	E	A	A	F	B	B
Approach Vol, veh/h		38			1106			2470			1749	
Approach Delay, s/veh		76.5			61.1			0.3			23.1	
Approach LOS		E			E			A			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.1	67.9		8.1	5.4	73.6		32.9				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	6.6	48.9		18.0	5.0	50.5		28.5				
Max Q Clear Time (g_c+I1), s	7.6	2.0		4.6	2.4	24.1		28.2				
Green Ext Time (p_c), s	0.0	41.7		0.1	0.0	24.6		0.2				
Intersection Summary												
HCM 2010 Ctrl Delay			20.8									
HCM 2010 LOS			C									
Notes												

Lanes, Volumes, Timings
23: SR-111 & Magnesia Falls Dr.

2040 Auto/LSEV PM Peak Hour (ALT1)
With Additional Improvements

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	33	33	48	164	20	168	77	2194	419	358	1970	46
Future Volume (vph)	33	33	48	164	20	168	77	2194	419	358	1970	46
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		65	90		90	170		0	215		0
Storage Lanes	0		1	1		1	1		0	1		0
Taper Length (ft)	60			60			80			80		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			50			50	
Link Distance (ft)		488			382			582			677	
Travel Time (s)		11.1			8.7			7.9			9.2	
Confl. Peds. (#/hr)							12			5		15
Confl. Bikes (#/hr)			3				2			11		11
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Shared Lane Traffic (%)				44%								
Turn Type	Split	NA	Perm	Split	NA	pm+ov	Prot	NA		Prot	NA	
Protected Phases	4	4		8	8	1	5	2		1	6	
Permitted Phases			4			8						
Detector Phase	4	4	4	8	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	9.5	9.5	22.5		9.5	22.5	
Total Split (s)	22.5	22.5	22.5	22.5	22.5	22.0	13.2	53.0		22.0	61.8	
Total Split (%)	18.8%	18.8%	18.8%	18.8%	18.8%	18.3%	11.0%	44.2%		18.3%	51.5%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.5	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5	
Lead/Lag						Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?						Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	None	None	Ped	Ped	None	None	C-Max		None	C-Max	

Intersection Summary
























Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 26 (22%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 120
 Control Type: Actuated-Coordinated

Splits and Phases: 23: SR-111 & Magnesia Falls Dr.



HCM 2010 Signalized Intersection Summary
 23: SR-111 & Magnesia Falls Dr.

2040 Auto/LSEV PM Peak Hour (ALT1)
 With Additional Improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	33	48	164	20	168	77	2194	419	358	1970	46
Future Volume (veh/h)	33	33	48	164	20	168	77	2194	419	358	1970	46
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.96	1.00		0.98	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	34	34	50	186	0	175	80	2285	436	373	2052	48
Adj No. of Lanes	0	1	1	2	0	1	1	3	0	1	3	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	50	50	85	436	0	417	101	2270	412	259	3141	73
Arrive On Green	0.05	0.05	0.05	0.12	0.00	0.12	0.06	0.53	0.53	0.29	1.00	1.00
Sat Flow, veh/h	909	909	1545	3548	0	1513	1774	4314	783	1774	5107	119
Grp Volume(v), veh/h	68	0	50	186	0	175	80	1770	951	373	1361	739
Grp Sat Flow(s),veh/h/ln	1817	0	1545	1774	0	1513	1774	1695	1706	1774	1695	1836
Q Serve(g_s), s	4.4	0.0	3.8	5.8	0.0	11.5	5.3	62.1	63.1	17.5	0.0	0.0
Cycle Q Clear(g_c), s	4.4	0.0	3.8	5.8	0.0	11.5	5.3	62.1	63.1	17.5	0.0	0.0
Prop In Lane	0.50		1.00	1.00		1.00	1.00		0.46	1.00		0.06
Lane Grp Cap(c), veh/h	100	0	85	436	0	417	101	1784	898	259	2085	1129
V/C Ratio(X)	0.68	0.00	0.59	0.43	0.00	0.42	0.79	0.99	1.06	1.44	0.65	0.65
Avail Cap(c_a), veh/h	273	0	232	532	0	458	129	1784	898	259	2085	1129
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.73	0.73	0.73
Uniform Delay (d), s/veh	55.7	0.0	55.4	48.7	0.0	36.3	55.9	28.2	28.4	42.5	0.0	0.0
Incr Delay (d2), s/veh	7.9	0.0	6.3	0.7	0.0	0.7	22.1	19.6	46.8	214.2	1.2	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	0.0	1.8	2.9	0.0	4.9	3.2	33.6	41.1	23.9	0.3	0.7
LnGrp Delay(d),s/veh	63.6	0.0	61.7	49.4	0.0	36.9	78.0	47.8	75.2	256.7	1.2	2.2
LnGrp LOS	E		E	D		D	E	D	F	F	A	A
Approach Vol, veh/h		118			361			2801			2473	
Approach Delay, s/veh		62.8			43.3			57.9			40.0	
Approach LOS		E			D			E			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	22.0	67.6		11.1	11.3	78.3		19.3				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	17.5	48.5		18.0	8.7	57.3		18.0				
Max Q Clear Time (g_c+I1), s	19.5	65.1		6.4	7.3	2.0		13.5				
Green Ext Time (p_c), s	0.0	0.0		0.3	0.0	53.4		0.6				
Intersection Summary												
HCM 2010 Ctrl Delay			49.4									
HCM 2010 LOS			D									
Notes												

Lanes, Volumes, Timings
24: Monterey Av. & Parkview Dr.

2040 Auto/LSEV AM Peak Hour (ALT1)

With Project Improvements

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	154	26	175	68	17	22	126	1286	82	22	1368	130
Future Volume (vph)	154	26	175	68	17	22	126	1286	82	22	1368	130
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	90		90	0		0	145		0	400		100
Storage Lanes	1		1	1		1	1		1	2		1
Taper Length (ft)	60			60			90			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			50			50	
Link Distance (ft)		583			473			600			604	
Travel Time (s)		13.3			10.8			8.2			8.2	
Confl. Peds. (#/hr)	16		9	9		16			5			5
Confl. Bikes (#/hr)			9			8			6			8
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Shared Lane Traffic (%)												
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8			2			6
Detector Phase	4	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.0	22.0	22.0	22.0	22.0	22.0	9.5	22.0	22.0	9.5	22.0	22.0
Total Split (s)	22.0	22.0	22.0	22.0	22.0	22.0	13.0	28.5	28.5	9.5	25.0	25.0
Total Split (%)	36.7%	36.7%	36.7%	36.7%	36.7%	36.7%	21.7%	47.5%	47.5%	15.8%	41.7%	41.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	1.0	0.5	0.5	1.0	0.5	0.5
Lost Time Adjust (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
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.5	4.0	4.0	4.5	4.0	4.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	Ped	Ped	Ped	Ped	Ped	Ped	None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary

























Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 34 (57%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Splits and Phases: 24: Monterey Av. & Parkview Dr.



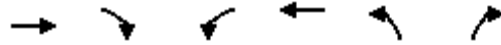
HCM 2010 Signalized Intersection Summary
 24: Monterey Av. & Parkview Dr.

2040 Auto/LSEV AM Peak Hour (ALT1)
 With Project Improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	154	26	175	68	17	22	126	1286	82	22	1368	130
Future Volume (veh/h)	154	26	175	68	17	22	126	1286	82	22	1368	130
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.95	0.98		0.96	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	157	27	179	69	17	22	129	1312	84	22	1396	133
Adj No. of Lanes	1	1	1	1	1	1	1	3	1	2	3	1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	377	373	303	337	373	303	165	2878	881	88	2535	765
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.20	0.09	0.57	0.57	0.03	0.50	0.50
Sat Flow, veh/h	1332	1863	1512	1151	1863	1514	1774	5085	1557	3442	5085	1535
Grp Volume(v), veh/h	157	27	179	69	17	22	129	1312	84	22	1396	133
Grp Sat Flow(s),veh/h/ln	1332	1863	1512	1151	1863	1514	1774	1695	1557	1721	1695	1535
Q Serve(g_s), s	6.5	0.7	6.4	3.1	0.4	0.7	4.3	9.1	1.5	0.4	11.4	2.9
Cycle Q Clear(g_c), s	6.9	0.7	6.4	3.8	0.4	0.7	4.3	9.1	1.5	0.4	11.4	2.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	377	373	303	337	373	303	165	2878	881	88	2535	765
V/C Ratio(X)	0.42	0.07	0.59	0.20	0.05	0.07	0.78	0.46	0.10	0.25	0.55	0.17
Avail Cap(c_a), veh/h	510	559	454	452	559	454	251	2878	881	287	2535	765
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.2	19.5	21.8	21.0	19.4	19.5	26.6	7.6	6.0	28.7	10.4	8.3
Incr Delay (d2), s/veh	0.7	0.1	1.8	0.3	0.0	0.1	8.5	0.5	0.2	1.5	0.9	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	0.4	2.8	1.0	0.2	0.3	2.5	4.3	0.7	0.2	5.5	1.3
LnGrp Delay(d),s/veh	22.9	19.6	23.6	21.3	19.4	19.6	35.1	8.1	6.2	30.1	11.3	8.8
LnGrp LOS	C	B	C	C	B	B	D	A	A	C	B	A
Approach Vol, veh/h		363			108			1525			1551	
Approach Delay, s/veh		23.0			20.7			10.3			11.3	
Approach LOS		C			C			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.0	38.0		16.0	10.1	33.9		16.0				
Change Period (Y+Rc), s	4.5	4.0		4.0	4.5	4.0		4.0				
Max Green Setting (Gmax), s	5.0	24.5		18.0	8.5	21.0		18.0				
Max Q Clear Time (g_c+I1), s	2.4	11.1		8.9	6.3	13.4		5.8				
Green Ext Time (p_c), s	0.0	11.8		1.2	0.1	7.0		1.4				
Intersection Summary												
HCM 2010 Ctrl Delay			12.4									
HCM 2010 LOS			B									

Lanes, Volumes, Timings
 25: San Pablo Ave. & Magnesia Falls Dr.

2040 Auto/LSEV AM Peak Hour (ALT1)
 With Project Improvements



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↑	↑	↑	↑
Traffic Volume (vph)	176	146	164	94	144	151
Future Volume (vph)	176	146	164	94	144	151
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		50	155		200	0
Storage Lanes		1	1		1	1
Taper Length (ft)			120		120	
Link Speed (mph)	35			35	35	
Link Distance (ft)	823			2649	1341	
Travel Time (s)	16.0			51.6	26.1	
Confl. Peds. (#/hr)		11	11		7	7
Confl. Bikes (#/hr)		12				9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control	Stop			Stop	Stop	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

Intersection	
Intersection Delay, s/veh	10.9
Intersection LOS	B

Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBU	NBL	NBR
Lane Configurations		↑	↑		↑	↑		↑	↑
Traffic Vol, veh/h	0	176	146	0	164	94	0	144	151
Future Vol, veh/h	0	176	146	0	164	94	0	144	151
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	191	159	0	178	102	0	157	164
Number of Lanes	0	1	1	0	1	1	0	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	2
HCM Control Delay	10.5	11.4	11
HCM LOS	B	B	B






















Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2
Vol Left, %	100%	0%	0%	0%	100%	0%
Vol Thru, %	0%	0%	100%	0%	0%	100%
Vol Right, %	0%	100%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	144	151	176	146	164	94
LT Vol	144	0	0	0	164	0
Through Vol	0	0	176	0	0	94
RT Vol	0	151	0	146	0	0
Lane Flow Rate	157	164	191	159	178	102
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.291	0.25	0.313	0.229	0.319	0.169
Departure Headway (Hd)	6.685	5.473	5.894	5.184	6.444	5.937
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	538	657	610	693	558	605
Service Time	4.415	3.203	3.624	2.914	4.175	3.668
HCM Lane V/C Ratio	0.292	0.25	0.313	0.229	0.319	0.169
HCM Control Delay	12.1	10	11.3	9.5	12.2	9.9
HCM Lane LOS	B	A	B	A	B	A
HCM 95th-tile Q	1.2	1	1.3	0.9	1.4	0.6

Lanes, Volumes, Timings

2040 Auto/LSEV AM Peak Hour (ALT1)

26: San Pablo Ave. & College of the Desert (Alumni Dr.)

With Project Improvements

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	97	26	166	49	17	61	146	193	22	18	180	165
Future Volume (vph)	97	26	166	49	17	61	146	193	22	18	180	165
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		100	0		0	0		60	0		135
Storage Lanes	0		1	1		0	1		1	0		1
Taper Length (ft)	60			60			60			60		
Link Speed (mph)		30			30			35				35
Link Distance (ft)		595			218			303				1341
Travel Time (s)		13.5			5.0			5.9				26.1
Confl. Peds. (#/hr)	37						37		44	44		
Confl. Bikes (#/hr)			4				3		16			15
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Stop				Stop

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection	
Intersection Delay, s/veh	14.3
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations			↔	↔		↔	↔			↔	↔	↔
Traffic Vol, veh/h	0	97	26	166	0	49	17	61	0	146	193	22
Future Vol, veh/h	0	97	26	166	0	49	17	61	0	146	193	22
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	105	28	180	0	53	18	66	0	159	210	24
Number of Lanes	0	0	1	1	0	1	1	0	0	1	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	2	2
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	2	3	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	3	2	2
HCM Control Delay	13.8	12.4	15
HCM LOS	B	B	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	79%	0%	100%	0%	9%	0%
Vol Thru, %	0%	100%	0%	21%	0%	0%	22%	91%	0%
Vol Right, %	0%	0%	100%	0%	100%	0%	78%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	146	193	22	123	166	49	78	198	165
LT Vol	146	0	0	97	0	49	0	18	0
Through Vol	0	193	0	26	0	0	17	180	0
RT Vol	0	0	22	0	166	0	61	0	165
Lane Flow Rate	159	210	24	134	180	53	85	215	179
Geometry Grp	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.349	0.431	0.044	0.3	0.349	0.129	0.18	0.448	0.335
Departure Headway (Hd)	7.913	7.403	6.689	8.082	6.969	8.716	7.644	7.487	6.725
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	454	487	534	444	514	411	468	480	534
Service Time	5.669	5.158	4.444	5.84	4.727	6.484	5.412	5.243	4.481
HCM Lane V/C Ratio	0.35	0.431	0.045	0.302	0.35	0.129	0.182	0.448	0.335
HCM Control Delay	14.9	15.7	9.8	14.3	13.4	12.8	12.1	16.2	12.9
HCM Lane LOS	B	C	A	B	B	B	B	C	B
HCM 95th-tile Q	1.5	2.1	0.1	1.2	1.6	0.4	0.6	2.3	1.5

Intersection

Intersection Delay, s/veh
 Intersection LOS

Movement	SBU	SBL	SBT	SBR
Lane Configurations			↖	↗
Traffic Vol, veh/h	0	18	180	165
Future Vol, veh/h	0	18	180	165
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	20	196	179
Number of Lanes	0	0	1	1

Approach	SB
Opposing Approach	NB
Opposing Lanes	3
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	14.7
HCM LOS	B

Lanes, Volumes, Timings
27: Portola Av. & Magnesia Falls Dr.

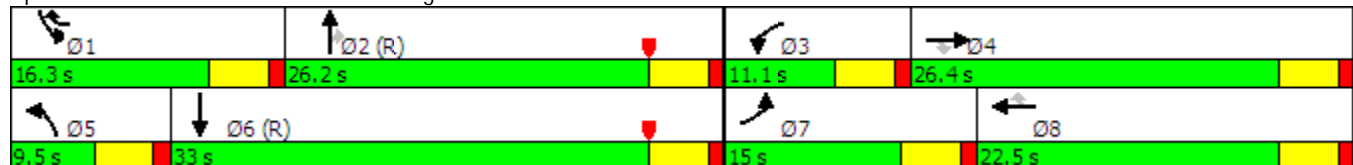
2040 Auto/LSEV PM Peak Hour (ALT1)
With Additional Improvements

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	179	95	64	50	57	98	17	659	211	177	916	141
Future Volume (vph)	179	95	64	50	57	98	17	659	211	177	916	141
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	230		230	200		200	90		105	355		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	60			60			95			80		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		35			35			50			50	
Link Distance (ft)		2649			517			536			570	
Travel Time (s)		51.6			10.1			7.3			7.8	
Confl. Peds. (#/hr)			22						21			6
Confl. Bikes (#/hr)			11			10			5			3
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Turn Type	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8	1	5	2		1	6	
Permitted Phases			4			8			2			
Detector Phase	7	4	4	3	8	1	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	9.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	15.0	26.4	26.4	11.1	22.5	16.3	9.5	26.2	26.2	16.3	33.0	33.0
Total Split (%)	18.8%	33.0%	33.0%	13.9%	28.1%	20.4%	11.9%	32.8%	32.8%	20.4%	41.3%	41.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (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
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Ped	Ped	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary

























Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated

Splits and Phases: 27: Portola Av. & Magnesia Falls Dr.



HCM 2010 Signalized Intersection Summary
27: Portola Av. & Magnesia Falls Dr.

2040 Auto/LSEV PM Peak Hour (ALT1)
With Additional Improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	179	95	64	50	57	98	17	659	211	177	916	141
Future Volume (veh/h)	179	95	64	50	57	98	17	659	211	177	916	141
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.94	1.00		0.96	1.00		0.95	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	188	100	67	53	60	103	18	694	222	186	964	148
Adj No. of Lanes	1	1	1	1	1	1	1	2	1	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	225	332	265	77	177	345	37	1512	644	224	1633	251
Arrive On Green	0.13	0.18	0.18	0.04	0.09	0.09	0.02	0.43	0.43	0.13	0.53	0.53
Sat Flow, veh/h	1774	1863	1486	1774	1863	1527	1774	3539	1507	1774	3064	470
Grp Volume(v), veh/h	188	100	67	53	60	103	18	694	222	186	557	555
Grp Sat Flow(s),veh/h/ln	1774	1863	1486	1774	1863	1527	1774	1770	1507	1774	1770	1764
Q Serve(g_s), s	8.3	3.7	3.1	2.4	2.4	4.5	0.8	11.2	7.9	8.2	17.1	17.2
Cycle Q Clear(g_c), s	8.3	3.7	3.1	2.4	2.4	4.5	0.8	11.2	7.9	8.2	17.1	17.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.27
Lane Grp Cap(c), veh/h	225	332	265	77	177	345	37	1512	644	224	943	940
V/C Ratio(X)	0.84	0.30	0.25	0.69	0.34	0.30	0.49	0.46	0.34	0.83	0.59	0.59
Avail Cap(c_a), veh/h	233	510	407	146	419	543	111	1512	644	262	943	940
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.1	28.5	28.3	37.7	33.9	26.0	38.8	16.3	15.4	34.1	12.7	12.7
Incr Delay (d2), s/veh	22.0	0.5	0.5	10.5	1.1	0.5	9.9	1.0	1.5	17.5	2.7	2.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.4	2.0	1.3	1.4	1.3	1.9	0.5	5.6	3.5	5.1	9.1	9.0
LnGrp Delay(d),s/veh	56.1	29.0	28.8	48.3	35.0	26.5	48.7	17.3	16.8	51.6	15.4	15.5
LnGrp LOS	E	C	C	D	C	C	D	B	B	D	B	B
Approach Vol, veh/h		355			216			934			1298	
Approach Delay, s/veh		43.3			34.2			17.8			20.6	
Approach LOS		D			C			B			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.6	38.7	8.0	18.8	6.1	47.1	14.6	12.1				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	11.8	21.7	6.6	21.9	5.0	28.5	10.5	18.0				
Max Q Clear Time (g_c+I1), s	10.2	13.2	4.4	5.7	2.8	19.2	10.3	6.5				
Green Ext Time (p_c), s	0.1	6.3	0.0	1.3	0.0	6.8	0.0	1.1				
Intersection Summary												
HCM 2010 Ctrl Delay			23.6									
HCM 2010 LOS			C									

Lanes, Volumes, Timings
28: El Dorado Dr. & Fred Waring Dr.

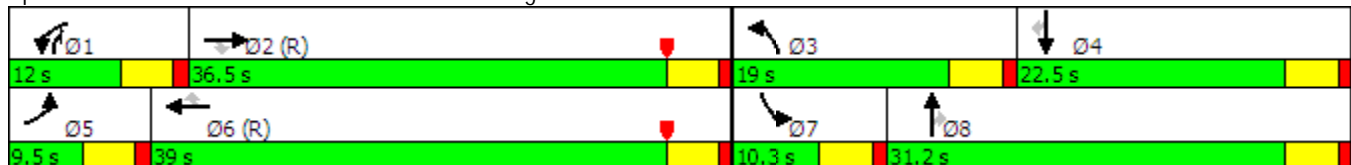
2040 Auto/LSEV PM Peak Hour (ALT1)
With Additional Improvements

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	1420	217	97	1639	19	223	11	98	29	14	42
Future Volume (vph)	22	1420	217	97	1639	19	223	11	98	29	14	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	225		210	290		145	0		125	105		105
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	60			120			60			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		50			50			45			45	
Link Distance (ft)		1266			970			386			401	
Travel Time (s)		17.3			13.2			5.8			6.1	
Confl. Peds. (#/hr)			2			2			2			2
Confl. Bikes (#/hr)			3			3			3			2
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Shared Lane Traffic (%)												
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8	1	7	4	
Permitted Phases			2			6			8			4
Detector Phase	5	2	2	1	6	6	3	8	1	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	9.5	9.5	22.5	22.5
Total Split (s)	9.5	36.5	36.5	12.0	39.0	39.0	19.0	31.2	12.0	10.3	22.5	22.5
Total Split (%)	10.6%	40.6%	40.6%	13.3%	43.3%	43.3%	21.1%	34.7%	13.3%	11.4%	25.0%	25.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (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
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Max	None	None	Max	Max

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 10.8 (12%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated

Splits and Phases: 28: El Dorado Dr. & Fred Waring Dr.



HCM 2010 Signalized Intersection Summary
28: El Dorado Dr. & Fred Waring Dr.

2040 Auto/LSEV PM Peak Hour (ALT1)
With Additional Improvements

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	1420	217	97	1639	19	223	11	98	29	14	42
Future Volume (veh/h)	22	1420	217	97	1639	19	223	11	98	29	14	42
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	24	1527	233	104	1762	20	240	12	105	31	15	45
Adj No. of Lanes	1	3	1	1	3	1	1	1	1	1	1	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	44	1887	578	131	2136	655	275	558	584	99	373	311
Arrive On Green	0.03	0.37	0.37	0.07	0.42	0.42	0.15	0.30	0.30	0.06	0.20	0.20
Sat Flow, veh/h	1774	5085	1559	1774	5085	1560	1774	1863	1558	1774	1863	1556
Grp Volume(v), veh/h	24	1527	233	104	1762	20	240	12	105	31	15	45
Grp Sat Flow(s),veh/h/ln	1774	1695	1559	1774	1695	1560	1774	1863	1558	1774	1863	1556
Q Serve(g_s), s	1.2	24.3	9.9	5.2	27.7	0.7	11.9	0.4	4.1	1.5	0.6	2.1
Cycle Q Clear(g_c), s	1.2	24.3	9.9	5.2	27.7	0.7	11.9	0.4	4.1	1.5	0.6	2.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	44	1887	578	131	2136	655	275	558	584	99	373	311
V/C Ratio(X)	0.54	0.81	0.40	0.79	0.82	0.03	0.87	0.02	0.18	0.31	0.04	0.14
Avail Cap(c_a), veh/h	99	1887	578	148	2136	655	286	558	584	114	373	311
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.4	25.4	20.9	41.0	23.2	15.3	37.2	22.2	18.9	40.9	29.0	29.7
Incr Delay (d2), s/veh	9.8	3.9	2.1	22.5	3.8	0.1	23.8	0.1	0.7	1.8	0.2	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	12.0	4.6	3.4	13.6	0.3	7.6	0.2	1.9	0.8	0.3	1.0
LnGrp Delay(d),s/veh	53.2	29.3	23.0	63.5	27.0	15.4	61.0	22.3	19.6	42.7	29.2	30.6
LnGrp LOS	D	C	C	E	C	B	E	C	B	D	C	C
Approach Vol, veh/h		1784			1886			357			91	
Approach Delay, s/veh		28.8			28.8			47.5			34.5	
Approach LOS		C			C			D			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.2	37.9	18.4	22.5	6.8	42.3	9.5	31.4				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	7.5	32.0	14.5	18.0	5.0	34.5	5.8	26.7				
Max Q Clear Time (g_c+I1), s	7.2	26.3	13.9	4.1	3.2	29.7	3.5	6.1				
Green Ext Time (p_c), s	0.0	5.5	0.0	0.4	0.0	4.7	0.0	0.5				
Intersection Summary												
HCM 2010 Ctrl Delay			30.6									
HCM 2010 LOS			C									
Notes												

Lanes, Volumes, Timings
 29: Dune Palms Rd. & Corporate Center Dr.

2040 Auto/LSEV PM Peak Hour (ALT1)
 With Additional Improvements



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	33	37	33	321	856	18
Future Volume (vph)	33	37	33	321	856	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	120	0	95			0
Storage Lanes	1	1	1			0
Taper Length (ft)	60		90			
Right Turn on Red		Yes				Yes
Link Speed (mph)	30			30	30	
Link Distance (ft)	371			267	354	
Travel Time (s)	8.4			6.1	8.0	
Confl. Peds. (#/hr)			8			8
Confl. Bikes (#/hr)		2				8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Turn Type	Prot	Perm	Prot	NA	NA	
Protected Phases	4		5	2	6	
Permitted Phases		4				
Detector Phase	4	4	5	2	6	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	
Total Split (s)	22.5	22.5	22.5	47.5	25.0	
Total Split (%)	32.1%	32.1%	32.1%	67.9%	35.7%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None	None	Max	C-Max	Max	

Intersection Summary












Area Type: Other
 Cycle Length: 70
 Actuated Cycle Length: 70
 Offset: 0 (0%), Referenced to phase 2:NBT, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated

Splits and Phases: 29: Dune Palms Rd. & Corporate Center Dr.



HCM 2010 Signalized Intersection Summary
 29: Dune Palms Rd. & Corporate Center Dr.













2040 Auto/LSEV PM Peak Hour (ALT1)
 With Additional Improvements

								
Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations								
Traffic Volume (veh/h)	33	37	33	321	856	18		
Future Volume (veh/h)	33	37	33	321	856	18		
Number	7	14	5	2	6	16		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.97		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900		
Adj Flow Rate, veh/h	36	40	36	349	930	20		
Adj No. of Lanes	1	1	1	1	2	0		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	98	87	456	1521	1752	38		
Arrive On Green	0.06	0.06	0.26	0.82	0.49	0.49		
Sat Flow, veh/h	1774	1583	1774	1863	3633	76		
Grp Volume(v), veh/h	36	40	36	349	465	485		
Grp Sat Flow(s),veh/h/ln	1774	1583	1774	1863	1770	1846		
Q Serve(g_s), s	1.4	1.7	1.1	3.0	12.6	12.6		
Cycle Q Clear(g_c), s	1.4	1.7	1.1	3.0	12.6	12.6		
Prop In Lane	1.00	1.00	1.00			0.04		
Lane Grp Cap(c), veh/h	98	87	456	1521	876	914		
V/C Ratio(X)	0.37	0.46	0.08	0.23	0.53	0.53		
Avail Cap(c_a), veh/h	456	407	456	1521	876	914		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	31.9	32.1	19.7	1.5	12.1	12.1		
Incr Delay (d2), s/veh	2.3	3.7	0.3	0.4	2.3	2.2		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.7	1.6	0.6	1.6	6.6	6.9		
LnGrp Delay(d),s/veh	34.2	35.8	20.1	1.8	14.4	14.3		
LnGrp LOS	C	D	C	A	B	B		
Approach Vol, veh/h	76			385	950			
Approach Delay, s/veh	35.0			3.5	14.4			
Approach LOS	D			A	B			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		61.6		8.4	22.5	39.1		
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5		
Max Green Setting (Gmax), s		43.0		18.0	18.0	20.5		
Max Q Clear Time (g_c+I1), s		5.0		3.7	3.1	14.6		
Green Ext Time (p_c), s		10.8		0.1	0.0	3.7		
Intersection Summary								
HCM 2010 Ctrl Delay			12.5					
HCM 2010 LOS			B					

Lanes, Volumes, Timings
 30: Monroe St., s/o I-10 EB Ramps

2040 Auto/LSEV AM Peak Hour (ALT1)

With Project Improvements

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↑			↑			↑	
Traffic Volume (vph)	0	0	0	0	0	0	0	857	0	0	845	0
Future Volume (vph)	0	0	0	0	0	0	0	857	0	0	845	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		310			328			321			611	
Travel Time (s)		7.0			7.5			7.3			13.9	
Confl. Peds. (#/hr)							12					12
Confl. Bikes (#/hr)									11			11
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection												
Int Delay, s/veh	0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↑			↑			↑	
Traffic Vol, veh/h	0	0	0	0	0	0	0	857	0	0	845	0
Future Vol, veh/h	0	0	0	0	0	0	0	857	0	0	845	0
Conflicting Peds, #/hr	0	0	0	0	0	0	12	0	0	0	0	12
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	932	0	0	918	0

Major/Minor	Minor2		Minor1		Major1		Major2	
Conflicting Flow All	-	1850	-	-	1850	-	-	0
Stage 1	-	918	-	-	932	-	-	-
Stage 2	-	932	-	-	918	-	-	-
Critical Hdwy	-	6.52	-	-	6.52	-	-	-
Critical Hdwy Stg 1	-	5.52	-	-	5.52	-	-	-
Critical Hdwy Stg 2	-	5.52	-	-	5.52	-	-	-
Follow-up Hdwy	-	4.018	-	-	4.018	-	-	-
Pot Cap-1 Maneuver	0	74	0	0	74	0	0	0
Stage 1	0	350	0	0	345	0	0	0
Stage 2	0	345	0	0	350	0	0	0
Platoon blocked, %								
Mov Cap-1 Maneuver	-	74	-	-	74	-	-	-
Mov Cap-2 Maneuver	-	74	-	-	74	-	-	-
Stage 1	-	350	-	-	345	-	-	-
Stage 2	-	345	-	-	350	-	-	-

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

Minor Lane/Major Mvmt	NBT	EBLn1	WBLn1	SBT
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	0	0	-
HCM Lane LOS	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-

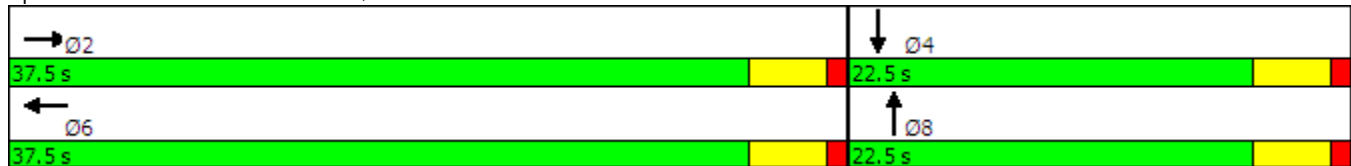
Lanes, Volumes, Timings
 31: Avenue 44, east of Palo Verde St.

2040 Auto/LSEV AM Peak Hour (ALT1)
 With Project Improvements

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↑			↑			↑	
Traffic Volume (vph)	0	267	0	0	466	0	0	0	0	0	0	0
Future Volume (vph)	0	267	0	0	466	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		937			1325			323			354	
Travel Time (s)		14.2			20.1			7.3			8.0	
Confl. Peds. (#/hr)			9			9			3			4
Confl. Bikes (#/hr)			10			10			1			1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Shared Lane Traffic (%)												
Turn Type		NA			NA							
Protected Phases		2			6			8			4	
Permitted Phases												
Detector Phase		2			6			8			4	
Switch Phase												
Minimum Initial (s)		5.0			5.0			5.0			5.0	
Minimum Split (s)		22.5			22.5			22.5			22.5	
Total Split (s)		37.5			37.5			22.5			22.5	
Total Split (%)		62.5%			62.5%			37.5%			37.5%	
Yellow Time (s)		3.5			3.5			3.5			3.5	
All-Red Time (s)		1.0			1.0			1.0			1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode		Max			Max			Ped			Ped	













Intersection Summary	
Area Type:	Other
Cycle Length:	60
Actuated Cycle Length:	60
Natural Cycle:	45
Control Type:	Actuated-Uncoordinated

Splits and Phases: 31: Avenue 44, east of Palo Verde St.



HCM 2010 Signalized Intersection Summary
 31: Avenue 44, east of Palo Verde St.

2040 Auto/LSEV AM Peak Hour (ALT1)
 With Project Improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↑			↑			↑	
Traffic Volume (veh/h)	0	267	0	0	466	0	0	0	0	0	0	0
Future Volume (veh/h)	0	267	0	0	466	0	0	0	0	0	0	0
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	0	0	1863	0	0	1863	0	0	1863	0
Adj Flow Rate, veh/h	0	287	0	0	501	0	0	0	0	0	0	0
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	2	0	0	2	0	0	2	0	0	2	0
Cap, veh/h	0	1639	0	0	1639	0	0	5	0	0	5	0
Arrive On Green	0.00	0.88	0.00	0.00	0.88	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Sat Flow, veh/h	0	1863	0	0	1863	0	0	-83824	0	0	-83824	0
Grp Volume(v), veh/h	0	287	0	0	501	0	0	0	0	0	0	0
Grp Sat Flow(s),veh/h/ln	0	1863	0	0	1863	0	0	1863	0	0	1863	0
Q Serve(g_s), s	0.0	0.8	0.0	0.0	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.8	0.0	0.0	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	0.00		0.00	0.00		0.00	0.00		0.00	0.00		0.00
Lane Grp Cap(c), veh/h	0	1639	0	0	1639	0	0	5	0	0	5	0
V/C Ratio(X)	0.00	0.18	0.00	0.00	0.31	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h	0	1639	0	0	1639	0	0	894	0	0	894	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.3	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.5	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LnGrp Delay(d),s/veh	0.0	0.6	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LnGrp LOS		A			A							
Approach Vol, veh/h		287			501			0			0	
Approach Delay, s/veh		0.6			0.9			0.0			0.0	
Approach LOS		A			A							
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		37.5		0.0		37.5		0.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		33.0		18.0		33.0		18.0				
Max Q Clear Time (g_c+I1), s		2.8		0.0		3.7		0.0				
Green Ext Time (p_c), s		4.8		0.0		4.8		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay				0.7								
HCM 2010 LOS				A								

Lanes, Volumes, Timings
 32: Dillon Rd., west of SR86S SB Ramps

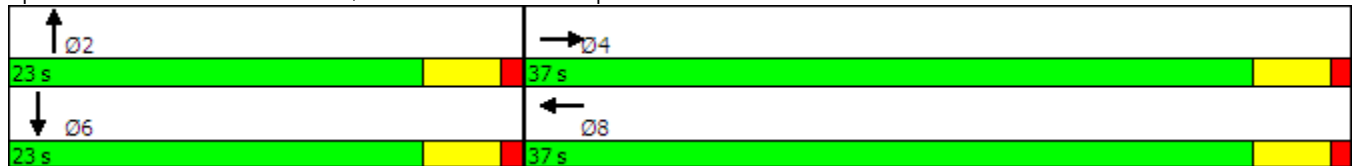
2040 Auto/LSEV PM Peak Hour (ALT1)
 With Additional Improvements

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑			↑			↑	
Traffic Volume (vph)	0	2020	0	0	1610	0	0	0	0	0	0	0
Future Volume (vph)	0	2020	0	0	1610	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		360			655			256			320	
Travel Time (s)		8.2			14.9			5.8			7.3	
Confl. Bikes (#/hr)			3			2			1			1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Turn Type		NA			NA							
Protected Phases		4			8			2			6	
Permitted Phases												
Detector Phase		4			8			2			6	
Switch Phase												
Minimum Initial (s)		5.0			5.0			5.0			5.0	
Minimum Split (s)		9.5			9.5			22.5			22.5	
Total Split (s)		37.0			37.0			23.0			23.0	
Total Split (%)		61.7%			61.7%			38.3%			38.3%	
Yellow Time (s)		3.5			3.5			3.5			3.5	
All-Red Time (s)		1.0			1.0			1.0			1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode		Max			Max			Ped			Ped	

Intersection Summary













Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 59.5
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated

Splits and Phases: 32: Dillon Rd., west of SR86S SB Ramps



HCM 2010 Signalized Intersection Summary
 32: Dillon Rd., west of SR86S SB Ramps

2040 Auto/LSEV PM Peak Hour (ALT1)
 With Additional Improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑			↑			↑	
Traffic Volume (veh/h)	0	2020	0	0	1610	0	0	0	0	0	0	0
Future Volume (veh/h)	0	2020	0	0	1610	0	0	0	0	0	0	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	0	0	1863	0	0	1863	0	0	1863	0
Adj Flow Rate, veh/h	0	2126	0	0	1695	0	0	0	0	0	0	0
Adj No. of Lanes	0	2	0	0	2	0	0	1	0	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	2	0	0	2	0	0	2	0	0	2	0
Cap, veh/h	0	3109	0	0	3109	0	0	5	0	0	5	0
Arrive On Green	0.00	0.88	0.00	0.00	0.88	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Sat Flow, veh/h	0	3725	0	0	3725	0	0	-83824	0	0	-83824	0
Grp Volume(v), veh/h	0	2126	0	0	1695	0	0	0	0	0	0	0
Grp Sat Flow(s),veh/h/ln	0	1770	0	0	1770	0	0	1863	0	0	1863	0
Q Serve(g_s), s	0.0	6.8	0.0	0.0	4.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	6.8	0.0	0.0	4.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	0.00		0.00	0.00		0.00	0.00		0.00	0.00		0.00
Lane Grp Cap(c), veh/h	0	3109	0	0	3109	0	0	5	0	0	5	0
V/C Ratio(X)	0.00	0.68	0.00	0.00	0.55	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h	0	3109	0	0	3109	0	0	931	0	0	931	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.7	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.2	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.2	0.0	0.0	1.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LnGrp Delay(d),s/veh	0.0	1.9	0.0	0.0	1.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LnGrp LOS		A			A							
Approach Vol, veh/h		2126			1695			0			0	
Approach Delay, s/veh		1.9			1.2			0.0			0.0	
Approach LOS		A			A							
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		0.0		37.0		0.0		37.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.5		32.5		18.5		32.5				
Max Q Clear Time (g_c+I1), s		0.0		8.8		0.0		6.1				
Green Ext Time (p_c), s		0.0		23.1		0.0		25.6				
Intersection Summary												
HCM 2010 Ctrl Delay				1.6								
HCM 2010 LOS				A								

Lanes, Volumes, Timings
 33: Tyler St./Magnolia & Avenue 50-Tyler St.

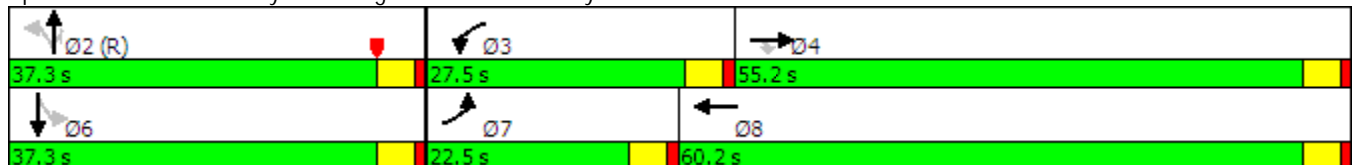
2040 Auto/LSEV PM Peak Hour (ALT1)
 With Additional Improvements

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	839	129	184	1360	1	270	0	251	2	0	2
Future Volume (vph)	3	839	129	184	1360	1	270	0	251	2	0	2
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	50		50	150		0	0		50	0		0
Storage Lanes	1		1	1		0	0		1	0		0
Taper Length (ft)	60			60			60			60		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		450			459			683			545	
Travel Time (s)		10.2			10.4			15.5			12.4	
Confl. Peds. (#/hr)			5	5					1			
Confl. Bikes (#/hr)			7			1			5			1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Turn Type	Prot	NA	Perm	Prot	NA		Perm	NA	Perm	Perm	NA	
Protected Phases	7	4		3	8			2			6	
Permitted Phases			4				2		2	6		
Detector Phase	7	4	4	3	8		2	2	2	6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5		22.5	22.5	22.5	22.5	22.5	
Total Split (s)	22.5	55.2	55.2	27.5	60.2		37.3	37.3	37.3	37.3	37.3	
Total Split (%)	18.8%	46.0%	46.0%	22.9%	50.2%		31.1%	31.1%	31.1%	31.1%	31.1%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0			0.0	0.0		0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Recall Mode	None	None	None	None	None		C-Max	C-Max	C-Max	Max	Max	

Intersection Summary





















Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBTL, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated

Splits and Phases: 33: Tyler St./Magnolia & Avenue 50-Tyler St.



HCM 2010 Signalized Intersection Summary
33: Tyler St./Magnolia & Avenue 50-Tyler St.

2040 Auto/LSEV PM Peak Hour (ALT1)
With Additional Improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	839	129	184	1360	1	270	0	251	2	0	2
Future Volume (veh/h)	3	839	129	184	1360	1	270	0	251	2	0	2
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1900	1863	1863	1900	1863	1900
Adj Flow Rate, veh/h	3	912	140	200	1478	1	293	0	273	2	0	2
Adj No. of Lanes	1	2	1	1	2	0	0	1	1	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	74	1341	580	230	1695	1	458	0	590	106	14	75
Arrive On Green	0.04	0.38	0.38	0.13	0.47	0.47	0.38	0.00	0.38	0.38	0.00	0.38
Sat Flow, veh/h	1774	3539	1531	1774	3629	2	1050	0	1558	161	37	198
Grp Volume(v), veh/h	3	912	140	200	721	758	293	0	273	4	0	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1531	1774	1770	1862	1050	0	1558	396	0	0
Q Serve(g_s), s	0.2	25.9	7.5	13.3	43.9	43.9	0.0	0.0	15.8	0.1	0.0	0.0
Cycle Q Clear(g_c), s	0.2	25.9	7.5	13.3	43.9	43.9	34.2	0.0	15.8	34.3	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	0.50		0.50
Lane Grp Cap(c), veh/h	74	1341	580	230	827	870	458	0	590	195	0	0
V/C Ratio(X)	0.04	0.68	0.24	0.87	0.87	0.87	0.64	0.00	0.46	0.02	0.00	0.00
Avail Cap(c_a), veh/h	266	1495	647	340	827	870	458	0	590	195	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	55.2	31.2	25.5	51.2	28.7	28.7	33.8	0.0	28.1	27.5	0.0	0.0
Incr Delay (d2), s/veh	0.2	1.1	0.2	14.6	10.1	9.6	6.7	0.0	2.6	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	12.9	3.2	7.4	23.7	24.9	9.6	0.0	7.2	0.1	0.0	0.0
LnGrp Delay(d),s/veh	55.4	32.3	25.7	65.8	38.8	38.4	40.5	0.0	30.7	27.7	0.0	0.0
LnGrp LOS	E	C	C	E	D	D	D		C	C		
Approach Vol, veh/h		1055			1679			566				4
Approach Delay, s/veh		31.5			41.8			35.8				27.7
Approach LOS		C			D			D				C
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		49.9	20.1	50.0		49.9	9.5	60.6				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		32.8	23.0	50.7		32.8	18.0	55.7				
Max Q Clear Time (g_c+I1), s		36.2	15.3	27.9		36.3	2.2	45.9				
Green Ext Time (p_c), s		0.0	0.3	17.6		0.0	0.0	8.7				
Intersection Summary												
HCM 2010 Ctrl Delay			37.5									
HCM 2010 LOS			D									

Lanes, Volumes, Timings
1: Palm Cyn. Dr. (SR-111) & Tramway Rd.

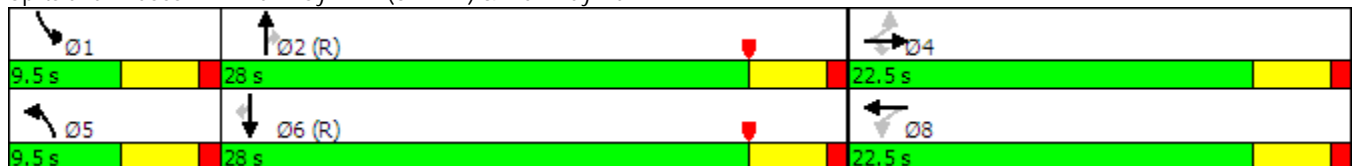
2040 Auto/LSEV PM Peak Hour (ALT1)
With Project Improvements

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	135	134	148	48	70	126	109	1529	90	146	994	117
Future Volume (vph)	135	134	148	48	70	126	109	1529	90	146	994	117
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		105	0		0	190		155	90		180
Storage Lanes	1		1	0		0	1		1	1		1
Taper Length (ft)	60			60			60			90		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		35			30			45			45	
Link Distance (ft)		417			599			608			491	
Travel Time (s)		8.1			13.6			9.2			7.4	
Confl. Bikes (#/hr)			5			10			2			2
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Shared Lane Traffic (%)												
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8					2			6
Detector Phase	4	4	4	8	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5		9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	22.5	22.5	22.5	22.5	22.5		9.5	28.0	28.0	9.5	28.0	28.0
Total Split (%)	37.5%	37.5%	37.5%	37.5%	37.5%		15.8%	46.7%	46.7%	15.8%	46.7%	46.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5		4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	Ped	Ped		None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary

Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated

Splits and Phases: 1: Palm Cyn. Dr. (SR-111) & Tramway Rd.



HCM 2010 Signalized Intersection Summary
 1: Palm Cyn. Dr. (SR-111) & Tramway Rd.

2040 Auto/LSEV PM Peak Hour (ALT1)
 With Project Improvements

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	135	134	148	48	70	126	109	1529	90	146	994	117
Future Volume (veh/h)	135	134	148	48	70	126	109	1529	90	146	994	117
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	144	143	0	51	74	134	116	1627	96	155	1057	0
Adj No. of Lanes	1	1	1	0	2	0	1	2	1	1	2	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	318	463	394	202	259	351	148	1568	692	148	1568	701
Arrive On Green	0.25	0.25	0.00	0.25	0.25	0.25	0.08	0.44	0.44	0.08	0.44	0.00
Sat Flow, veh/h	1169	1863	1583	472	1040	1411	1774	3539	1563	1774	3539	1583
Grp Volume(v), veh/h	144	143	0	125	0	134	116	1627	96	155	1057	0
Grp Sat Flow(s),veh/h/ln	1169	1863	1583	1513	0	1411	1774	1770	1563	1774	1770	1583
Q Serve(g_s), s	7.0	3.7	0.0	0.6	0.0	4.7	3.8	26.6	2.2	5.0	14.2	0.0
Cycle Q Clear(g_c), s	11.7	3.7	0.0	4.3	0.0	4.7	3.8	26.6	2.2	5.0	14.2	0.0
Prop In Lane	1.00		1.00	0.41		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	318	463	394	461	0	351	148	1568	692	148	1568	701
V/C Ratio(X)	0.45	0.31	0.00	0.27	0.00	0.38	0.78	1.04	0.14	1.05	0.67	0.00
Avail Cap(c_a), veh/h	379	559	475	540	0	423	148	1568	692	148	1568	701
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	23.6	18.3	0.0	18.3	0.0	18.7	27.0	16.7	9.9	27.5	13.3	0.0
Incr Delay (d2), s/veh	1.0	0.4	0.0	0.3	0.0	0.7	23.6	33.1	0.4	87.5	2.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	2.0	0.0	1.7	0.0	1.9	2.8	20.1	1.0	6.0	7.4	0.0
LnGrp Delay(d),s/veh	24.6	18.7	0.0	18.6	0.0	19.4	50.6	49.8	10.3	115.1	15.6	0.0
LnGrp LOS	C	B		B		B	D	F	B	F	B	
Approach Vol, veh/h		287			259			1839			1212	
Approach Delay, s/veh		21.7			19.0			47.8			28.3	
Approach LOS		C			B			D			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.5	31.1		19.4	9.5	31.1		19.4				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	23.5		18.0	5.0	23.5		18.0				
Max Q Clear Time (g_c+I1), s	7.0	28.6		13.7	5.8	16.2		6.7				
Green Ext Time (p_c), s	0.0	0.0		1.2	0.0	6.7		2.3				
Intersection Summary												
HCM 2010 Ctrl Delay			37.1									
HCM 2010 LOS			D									

Lanes, Volumes, Timings
2: Indian Cyn. Dr. & Sunrise Pkwy.

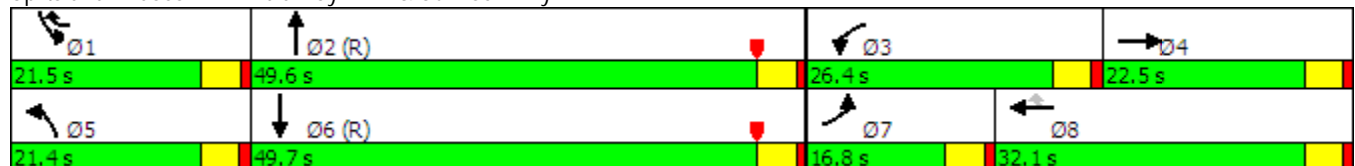
2040 Auto/LSEV PM Peak Hour (ALT1)
With Additional Improvements

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	116	152	92	288	547	365	220	1319	192	186	1011	213
Future Volume (vph)	116	152	92	288	547	365	220	1319	192	186	1011	213
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	150		0	150		0	150		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	60			60			25			60		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		338			322			422			520	
Travel Time (s)		7.7			7.3			5.2			6.4	
Confl. Bikes (#/hr)			15			15			3			2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA		Prot	NA	
Protected Phases	7	4		3	8	1	5	2		1	6	
Permitted Phases						8						
Detector Phase	7	4		3	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5		22.5	22.5	9.5	9.5	22.5		9.5	22.5	
Total Split (s)	16.8	22.5		26.4	32.1	21.5	21.4	49.6		21.5	49.7	
Total Split (%)	14.0%	18.8%		22.0%	26.8%	17.9%	17.8%	41.3%		17.9%	41.4%	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5		4.5	4.5	
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	Ped		None	Ped	None	None	C-Max		None	C-Max	

Intersection Summary


























Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 120
 Control Type: Actuated-Coordinated

Splits and Phases: 2: Indian Cyn. Dr. & Sunrise Pkwy.



HCM 2010 Signalized Intersection Summary
2: Indian Cyn. Dr. & Sunrise Pkwy.

2040 Auto/LSEV PM Peak Hour (ALT1)
With Additional Improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 			 	
Traffic Volume (veh/h)	116	152	92	288	547	365	220	1319	192	186	1011	213
Future Volume (veh/h)	116	152	92	288	547	365	220	1319	192	186	1011	213
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.97	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	126	165	100	313	595	397	239	1434	209	202	1099	232
Adj No. of Lanes	1	2	0	1	2	1	1	3	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	152	286	162	324	814	559	250	1814	264	229	1143	240
Arrive On Green	0.09	0.13	0.13	0.18	0.23	0.23	0.14	0.41	0.41	0.13	0.39	0.39
Sat Flow, veh/h	1774	2145	1218	1774	3539	1541	1774	4476	652	1774	2905	610
Grp Volume(v), veh/h	126	134	131	313	595	397	239	1086	557	202	667	664
Grp Sat Flow(s),veh/h/ln	1774	1770	1593	1774	1770	1541	1774	1695	1737	1774	1770	1746
Q Serve(g_s), s	8.4	8.5	9.3	21.0	18.7	26.7	16.1	33.6	33.7	13.4	44.1	44.7
Cycle Q Clear(g_c), s	8.4	8.5	9.3	21.0	18.7	26.7	16.1	33.6	33.7	13.4	44.1	44.7
Prop In Lane	1.00		0.76	1.00		1.00	1.00		0.38	1.00		0.35
Lane Grp Cap(c), veh/h	152	236	212	324	814	559	250	1374	704	229	696	687
V/C Ratio(X)	0.83	0.57	0.62	0.97	0.73	0.71	0.96	0.79	0.79	0.88	0.96	0.97
Avail Cap(c_a), veh/h	182	265	239	324	814	559	250	1374	704	251	696	687
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.0	48.8	49.1	48.7	42.8	33.2	51.2	31.2	31.2	51.4	35.4	35.6
Incr Delay (d2), s/veh	22.9	2.2	3.9	41.0	3.4	4.2	44.9	4.7	8.9	27.0	25.3	27.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	4.3	4.3	13.9	9.5	12.0	10.9	16.6	17.8	8.3	26.4	26.5
LnGrp Delay(d),s/veh	76.9	51.0	53.0	89.7	46.1	37.4	96.1	35.9	40.1	78.3	60.7	62.7
LnGrp LOS	E	D	D	F	D	D	F	D	D	E	E	E
Approach Vol, veh/h		391			1305			1882			1533	
Approach Delay, s/veh		60.0			53.9			44.8			63.9	
Approach LOS		E			D			D			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.0	53.1	26.4	20.5	21.4	51.7	14.8	32.1				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	17.0	45.1	21.9	18.0	16.9	45.2	12.3	27.6				
Max Q Clear Time (g_c+I1), s	15.4	35.7	23.0	11.3	18.1	46.7	10.4	28.7				
Green Ext Time (p_c), s	0.1	8.5	0.0	3.8	0.0	0.0	0.1	0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			54.0									
HCM 2010 LOS			D									

Lanes, Volumes, Timings
3: Sunrise Wy. & San Rafael Dr.

2040 Auto/LSEV PM Peak Hour (ALT1)

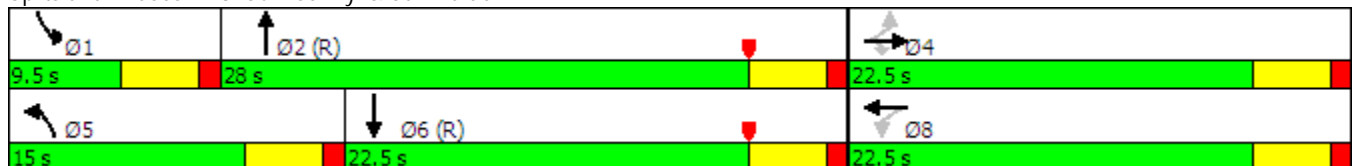
With Project Improvements

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕		↖	↕	↕	↖	↕	↖
Traffic Volume (vph)	38	27	241	86	38	18	365	657	164	25	539	44
Future Volume (vph)	38	27	241	86	38	18	365	657	164	25	539	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	85		0	110		0
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	60			60			60			60		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		50			30			45			45	
Link Distance (ft)		620			513			557			480	
Travel Time (s)		8.5			11.7			8.4			7.3	
Confl. Bikes (#/hr)			2			2			7			6
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Shared Lane Traffic (%)												
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8								
Detector Phase	4	4	4	8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5		9.5	22.5		9.5	22.5	
Total Split (s)	22.5	22.5	22.5	22.5	22.5		15.0	28.0		9.5	22.5	
Total Split (%)	37.5%	37.5%	37.5%	37.5%	37.5%		25.0%	46.7%		15.8%	37.5%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.5	4.5		4.5		4.5	4.5		4.5	4.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	Ped	Ped	Ped	Ped	Ped		None	C-Max		None	C-Max	

Intersection Summary




















Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 65
 Control Type: Actuated-Coordinated

Splits and Phases: 3: Sunrise Wy. & San Rafael Dr.



HCM 2010 Signalized Intersection Summary
3: Sunrise Wy. & San Rafael Dr.

2040 Auto/LSEV PM Peak Hour (ALT1)
With Project Improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	27	241	86	38	18	365	657	164	25	539	44
Future Volume (veh/h)	38	27	241	86	38	18	365	657	164	25	539	44
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	39	28	248	89	39	19	376	677	169	26	556	45
Adj No. of Lanes	0	1	1	0	1	0	1	2	0	1	2	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	263	165	319	232	94	34	310	1512	377	52	1311	106
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.20	0.17	0.54	0.54	0.03	0.40	0.40
Sat Flow, veh/h	822	807	1561	664	459	167	1774	2792	696	1774	3313	268
Grp Volume(v), veh/h	67	0	248	147	0	0	376	429	417	26	296	305
Grp Sat Flow(s),veh/h/ln	1629	0	1561	1290	0	0	1774	1770	1719	1774	1770	1811
Q Serve(g_s), s	0.0	0.0	9.0	4.3	0.0	0.0	10.5	8.8	8.8	0.9	7.3	7.3
Cycle Q Clear(g_c), s	1.8	0.0	9.0	6.1	0.0	0.0	10.5	8.8	8.8	0.9	7.3	7.3
Prop In Lane	0.58		1.00	0.61		0.13	1.00		0.41	1.00		0.15
Lane Grp Cap(c), veh/h	428	0	319	360	0	0	310	958	931	52	700	717
V/C Ratio(X)	0.16	0.00	0.78	0.41	0.00	0.00	1.21	0.45	0.45	0.50	0.42	0.42
Avail Cap(c_a), veh/h	573	0	468	483	0	0	310	958	931	148	700	717
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.7	0.0	22.6	21.4	0.0	0.0	24.8	8.3	8.3	28.7	13.2	13.2
Incr Delay (d2), s/veh	0.2	0.0	5.0	0.7	0.0	0.0	121.1	1.5	1.6	7.3	1.9	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	4.3	2.2	0.0	0.0	15.5	4.7	4.6	0.5	3.9	4.0
LnGrp Delay(d),s/veh	19.9	0.0	27.5	22.1	0.0	0.0	145.8	9.8	9.9	35.9	15.0	15.0
LnGrp LOS	B		C	C			F	A	A	D	B	B
Approach Vol, veh/h		315			147			1222			627	
Approach Delay, s/veh		25.9			22.1			51.7			15.9	
Approach LOS		C			C			D			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.3	37.0		16.8	15.0	28.2		16.8				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	23.5		18.0	10.5	18.0		18.0				
Max Q Clear Time (g_c+I1), s	2.9	10.8		11.0	12.5	9.3		8.1				
Green Ext Time (p_c), s	0.0	6.6		1.2	0.0	5.1		1.5				
Intersection Summary												
HCM 2010 Ctrl Delay			36.6									
HCM 2010 LOS			D									

Lanes, Volumes, Timings
4: Vista Chino & Gene Autry Tr.

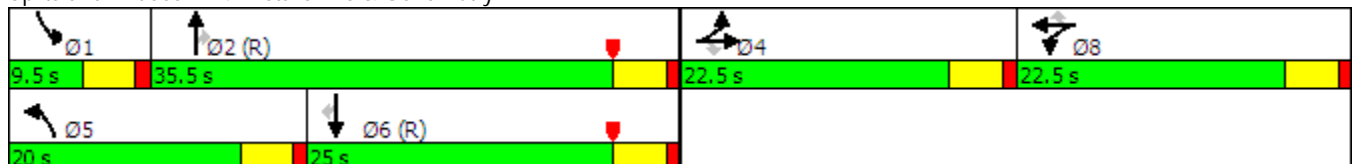
2040 Auto/LSEV PM Peak Hour (ALT1)
With Additional Improvements

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	213	58	72	35	115	44	306	1159	67	72	791	202
Future Volume (vph)	213	58	72	35	115	44	306	1159	67	72	791	202
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		75	0		75	200		0	215		215
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	60			60			90			200		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			45	
Link Distance (ft)		464			464			442			533	
Travel Time (s)		10.5			10.5			10.0			8.1	
Confl. Bikes (#/hr)			5			21			6			3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Shared Lane Traffic (%)												
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	4	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	20.0	35.5	35.5	9.5	25.0	25.0
Total Split (%)	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	22.2%	39.4%	39.4%	10.6%	27.8%	27.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	Ped	Ped	Ped	Ped	Ped	Ped	None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary























Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated

Splits and Phases: 4: Vista Chino & Gene Autry Tr.



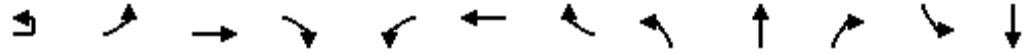
HCM 2010 Signalized Intersection Summary
4: Vista Chino & Gene Autry Tr.

2040 Auto/LSEV PM Peak Hour (ALT1)
With Additional Improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	213	58	72	35	115	44	306	1159	67	72	791	202
Future Volume (veh/h)	213	58	72	35	115	44	306	1159	67	72	791	202
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.95	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	229	62	77	38	124	47	329	1246	72	77	851	217
Adj No. of Lanes	0	1	1	0	1	1	1	2	1	1	2	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	260	70	287	49	160	171	306	1580	689	99	1167	510
Arrive On Green	0.18	0.18	0.18	0.11	0.11	0.11	0.17	0.45	0.45	0.06	0.33	0.33
Sat Flow, veh/h	1410	382	1555	432	1409	1499	1774	3539	1544	1774	3539	1546
Grp Volume(v), veh/h	291	0	77	162	0	47	329	1246	72	77	851	217
Grp Sat Flow(s),veh/h/ln	1792	0	1555	1841	0	1499	1774	1770	1544	1774	1770	1546
Q Serve(g_s), s	14.2	0.0	3.8	7.7	0.0	2.6	15.5	27.1	2.4	3.9	19.1	9.8
Cycle Q Clear(g_c), s	14.2	0.0	3.8	7.7	0.0	2.6	15.5	27.1	2.4	3.9	19.1	9.8
Prop In Lane	0.79		1.00	0.23		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	330	0	287	210	0	171	306	1580	689	99	1167	510
V/C Ratio(X)	0.88	0.00	0.27	0.77	0.00	0.28	1.08	0.79	0.10	0.78	0.73	0.43
Avail Cap(c_a), veh/h	358	0	311	368	0	300	306	1580	689	99	1167	510
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.7	0.0	31.5	38.8	0.0	36.5	37.3	21.3	14.5	42.0	26.6	23.5
Incr Delay (d2), s/veh	20.5	0.0	0.5	6.0	0.0	0.9	73.4	4.1	0.3	32.3	4.0	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.9	0.0	1.7	4.3	0.0	1.1	13.8	14.0	1.1	2.8	10.0	4.6
LnGrp Delay(d),s/veh	56.3	0.0	32.0	44.7	0.0	37.3	110.7	25.4	14.8	74.2	30.6	26.1
LnGrp LOS	E		C	D		D	F	C	B	E	C	C
Approach Vol, veh/h		368			209			1647			1145	
Approach Delay, s/veh		51.2			43.1			42.0			32.7	
Approach LOS		D			D			D			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.5	44.7		21.1	20.0	34.2		14.7				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	31.0		18.0	15.5	20.5		18.0				
Max Q Clear Time (g_c+I1), s	5.9	29.1		16.2	17.5	21.1		9.7				
Green Ext Time (p_c), s	0.0	1.8		0.4	0.0	0.0		0.6				
Intersection Summary												
HCM 2010 Ctrl Delay			39.9									
HCM 2010 LOS			D									
Notes												

Lanes, Volumes, Timings
5: Clubhouse View/CV Link Path & Vista Chino

2040 Auto/LSEV PM Peak Hour (ALT1)
With Project Improvements

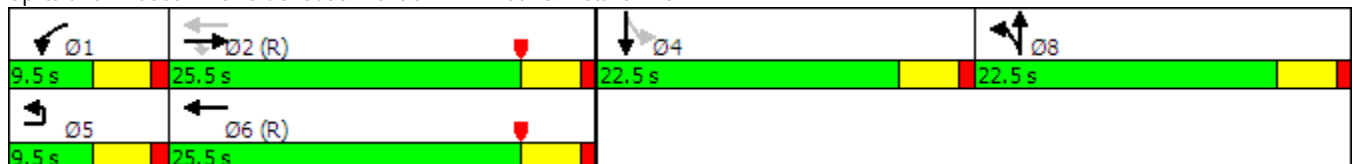


Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↔		↑↑	↗	↖	↑↑		↖	↗			↕
Traffic Volume (vph)	1	0	1552	20	31	1978	0	32	11	18	0	12
Future Volume (vph)	1	0	1552	20	31	1978	0	32	11	18	0	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		130		0	200		0	0		50	0	
Storage Lanes		1		1	1		0	1		0	0	
Taper Length (ft)		60			130			60				60
Right Turn on Red				Yes			Yes			Yes		
Link Speed (mph)			50			50			45			25
Link Distance (ft)			501			679			345			296
Travel Time (s)			6.8			9.3			5.2			8.1
Confl. Bikes (#/hr)				3			2			21		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Turn Type	Prot		NA	Perm	Prot	NA		Split	NA			NA
Protected Phases	5		2		1	6		8	8			4
Permitted Phases				2		2						4
Detector Phase	5		2	2	1	6		8	8			4
Switch Phase												
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0
Minimum Split (s)	9.5		22.5	22.5	9.5	22.5		22.5	22.5		22.5	22.5
Total Split (s)	9.5		25.5	25.5	9.5	25.5		22.5	22.5		22.5	22.5
Total Split (%)	11.9%		31.9%	31.9%	11.9%	31.9%		28.1%	28.1%		28.1%	28.1%
Yellow Time (s)	3.5		3.5	3.5	3.5	3.5		3.5	3.5		3.5	3.5
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)	4.5		4.5	4.5	4.5	4.5		4.5	4.5		4.5	4.5
Lead/Lag	Lead		Lag	Lag	Lead	Lag						
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes						
Recall Mode	None		C-Max	C-Max	None	C-Max		Max	Max		None	None

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 0 (0%), Referenced to phase 2:EBWB and 6:WBT, Start of Yellow
 Natural Cycle: 120
 Control Type: Actuated-Coordinated

Splits and Phases: 5: Clubhouse View/CV Link Path & Vista Chino





Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	0
Future Volume (vph)	0
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Right Turn on Red	Yes
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Bikes (#/hr)	19
Peak Hour Factor	0.92
Shared Lane Traffic (%)	
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	
Intersection Summary	

HCM 2010 Signalized Intersection Summary
 5: Clubhouse View/CV Link Path & Vista Chino

2040 Auto/LSEV PM Peak Hour (ALT1)
 With Project Improvements

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	1	0	1552	20	31	1978	0	32	11	18	0	12
Future Volume (veh/h)	1	0	1552	20	31	1978	0	32	11	18	0	12
Number		5	2	12	1	6	16	3	8	18	7	4
Initial Q (Qb), veh		0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00		0.98	1.00		1.00	1.00		0.97	1.00	
Parking Bus, Adj		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln		0	1863	1863	1863	1863	0	1863	1863	1900	1900	1863
Adj Flow Rate, veh/h		0	1687	22	34	2150	0	35	12	20	0	13
Adj No. of Lanes		0	2	1	1	2	0	1	1	0	0	1
Peak Hour Factor		0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %		0	2	2	2	2	0	2	2	2	2	2
Cap, veh/h		0	1774	776	59	2090	0	399	138	231	0	29
Arrive On Green		0.00	0.50	0.50	0.03	0.59	0.00	0.22	0.22	0.22	0.00	0.02
Sat Flow, veh/h		0	3632	1548	1774	3632	0	1774	615	1026	0	1863
Grp Volume(v), veh/h		0	1687	22	34	2150	0	35	0	32	0	13
Grp Sat Flow(s),veh/h/ln		0	1770	1548	1774	1770	0	1774	0	1641	0	1863
Q Serve(g_s), s		0.0	36.3	0.6	1.5	47.2	0.0	1.2	0.0	1.2	0.0	0.6
Cycle Q Clear(g_c), s		0.0	36.3	0.6	1.5	47.2	0.0	1.2	0.0	1.2	0.0	0.6
Prop In Lane		0.00		1.00	1.00		0.00	1.00		0.63	0.00	
Lane Grp Cap(c), veh/h		0	1774	776	59	2090	0	399	0	369	0	29
V/C Ratio(X)		0.00	0.95	0.03	0.58	1.03	0.00	0.09	0.00	0.09	0.00	0.45
Avail Cap(c_a), veh/h		0	1774	776	111	2090	0	399	0	369	0	419
HCM Platoon Ratio		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh		0.0	19.0	10.1	38.1	16.4	0.0	24.5	0.0	24.5	0.0	39.0
Incr Delay (d2), s/veh		0.0	12.6	0.1	8.7	27.4	0.0	0.4	0.0	0.5	0.0	10.3
Initial Q Delay(d3),s/veh		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		0.0	20.7	0.3	0.9	30.6	0.0	0.7	0.0	0.6	0.0	0.4
LnGrp Delay(d),s/veh		0.0	31.6	10.2	46.8	43.8	0.0	24.9	0.0	25.0	0.0	49.3
LnGrp LOS			C	B	D	F		C		C		D
Approach Vol, veh/h			1709			2184			67			13
Approach Delay, s/veh			31.3			43.8			25.0			49.3
Approach LOS			C			D			C			D
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	7.2	44.6		5.8		51.7		22.5				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	5.0	21.0		18.0		21.0		18.0				
Max Q Clear Time (g_c+I1), s	3.5	38.3		2.6		49.2		3.2				
Green Ext Time (p_c), s	0.0	0.0		0.0		0.0		0.1				
Intersection Summary												
HCM 2010 Ctrl Delay			38.2									
HCM 2010 LOS			D									
Notes												

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	0
Future Volume (veh/h)	0
Number	14
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Adj Sat Flow, veh/h/ln	1900
Adj Flow Rate, veh/h	0
Adj No. of Lanes	0
Peak Hour Factor	0.92
Percent Heavy Veh, %	2
Cap, veh/h	0
Arrive On Green	0.00
Sat Flow, veh/h	0
Grp Volume(v), veh/h	0
Grp Sat Flow(s),veh/h/ln	0
Q Serve(g_s), s	0.0
Cycle Q Clear(g_c), s	0.0
Prop In Lane	0.00
Lane Grp Cap(c), veh/h	0
V/C Ratio(X)	0.00
Avail Cap(c_a), veh/h	0
HCM Platoon Ratio	1.00
Upstream Filter(l)	0.00
Uniform Delay (d), s/veh	0.0
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.0
LnGrp Delay(d),s/veh	0.0
LnGrp LOS	
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer	

Lanes, Volumes, Timings
6: Sunrise Wy. & N. Riverside Dr.

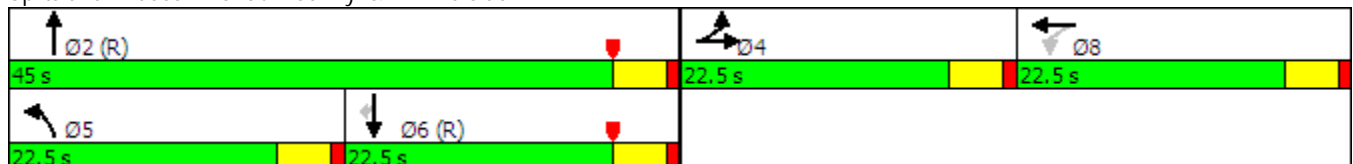
2040 Auto/LSEV PM Peak Hour (ALT1)
With Project Improvements

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	12	140	0	12	0	157	904	0	0	1020	35
Future Volume (vph)	25	12	140	0	12	0	157	904	0	0	1020	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	220		0	0		100
Storage Lanes	0		0	0		0	1		0	0		1
Taper Length (ft)	60			60			60			60		
Right Turn on Red			Yes			Yes			Yes			No
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		407			314			806			363	
Travel Time (s)		9.3			7.1			13.7			6.2	
Confl. Bikes (#/hr)			2						1			2
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Shared Lane Traffic (%)												
Turn Type	Split	NA			NA		Prot	NA			NA	Perm
Protected Phases	4	4			8		5	2			6	
Permitted Phases				8								6
Detector Phase	4	4		8	8		5	2			6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0			5.0	5.0
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5			22.5	22.5
Total Split (s)	22.5	22.5		22.5	22.5		22.5	45.0			22.5	22.5
Total Split (%)	25.0%	25.0%		25.0%	25.0%		25.0%	50.0%			25.0%	25.0%
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5			3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0			1.0	1.0
Lost Time Adjust (s)		0.0			0.0		0.0	0.0			0.0	0.0
Total Lost Time (s)		4.5			4.5		4.5	4.5			4.5	4.5
Lead/Lag							Lead				Lag	Lag
Lead-Lag Optimize?							Yes				Yes	Yes
Recall Mode	Min	Min		None	None		None	C-Max			C-Max	C-Max

Intersection Summary



















Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 100
 Control Type: Actuated-Coordinated

Splits and Phases: 6: Sunrise Wy. & N. Riverside Dr.



HCM 2010 Signalized Intersection Summary
6: Sunrise Wy. & N. Riverside Dr.

2040 Auto/LSEV PM Peak Hour (ALT1)
With Project Improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	12	140	0	12	0	157	904	0	0	1020	35
Future Volume (veh/h)	25	12	140	0	12	0	157	904	0	0	1020	35
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	0	0	1863	1863
Adj Flow Rate, veh/h	26	12	146	0	12	0	164	942	0	0	1062	36
Adj No. of Lanes	0	1	0	0	1	0	1	2	0	0	2	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	0	0	2	2
Cap, veh/h	32	15	177	0	27	0	197	2465	0	0	1894	829
Arrive On Green	0.14	0.14	0.14	0.00	0.01	0.00	0.22	1.00	0.00	0.00	0.54	0.54
Sat Flow, veh/h	227	105	1273	0	1863	0	1774	3632	0	0	3632	1549
Grp Volume(v), veh/h	184	0	0	0	12	0	164	942	0	0	1062	36
Grp Sat Flow(s),veh/h/ln	1604	0	0	0	1863	0	1774	1770	0	0	1770	1549
Q Serve(g_s), s	10.0	0.0	0.0	0.0	0.6	0.0	7.9	0.0	0.0	0.0	17.9	1.0
Cycle Q Clear(g_c), s	10.0	0.0	0.0	0.0	0.6	0.0	7.9	0.0	0.0	0.0	17.9	1.0
Prop In Lane	0.14		0.79	0.00		0.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	223	0	0	0	27	0	197	2465	0	0	1894	829
V/C Ratio(X)	0.82	0.00	0.00	0.00	0.45	0.00	0.83	0.38	0.00	0.00	0.56	0.04
Avail Cap(c_a), veh/h	321	0	0	0	373	0	355	2465	0	0	1894	829
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.00	1.00	0.00	0.85	0.85	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	37.7	0.0	0.0	0.0	44.0	0.0	34.2	0.0	0.0	0.0	13.9	10.0
Incr Delay (d2), s/veh	11.0	0.0	0.0	0.0	11.2	0.0	7.5	0.4	0.0	0.0	1.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	0.0	0.0	0.0	0.4	0.0	4.2	0.1	0.0	0.0	9.0	0.4
LnGrp Delay(d),s/veh	48.7	0.0	0.0	0.0	55.2	0.0	41.7	0.4	0.0	0.0	15.1	10.0
LnGrp LOS	D				E		D	A			B	B
Approach Vol, veh/h		184			12			1106			1098	
Approach Delay, s/veh		48.7			55.2			6.5			14.9	
Approach LOS		D			E			A			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		67.2		17.0	14.5	52.7		5.8				
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s		40.5		18.0	18.0	18.0		18.0				
Max Q Clear Time (g_c+I1), s		2.0		12.0	9.9	19.9		2.6				
Green Ext Time (p_c), s		20.2		0.5	0.2	0.0		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			13.8									
HCM 2010 LOS			B									

Lanes, Volumes, Timings
7: Sunrise Wy. & Mesquite Av.

2040 Auto/LSEV PM Peak Hour (ALT1)

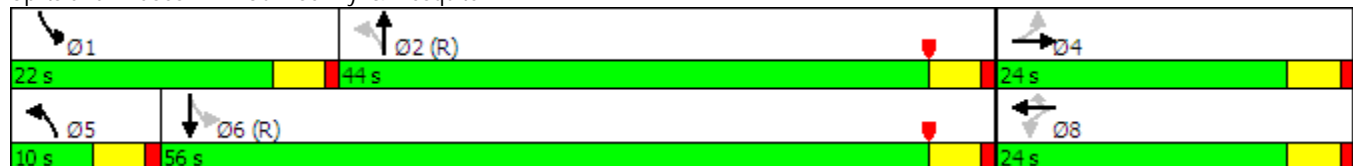
With Project Improvements

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	64	95	22	77	116	227	17	840	80	218	913	73
Future Volume (vph)	64	95	22	77	116	227	17	840	80	218	913	73
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	85		0	100		0	150		150	150		150
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	60			60			60			60		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			30			40			40	
Link Distance (ft)		440			1356			475			806	
Travel Time (s)		6.7			30.8			8.1			13.7	
Confl. Bikes (#/hr)			2			3			3			2
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8	2			6		
Detector Phase	4	4		8	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5	22.5	9.5	22.5		9.5	22.5	
Total Split (s)	24.0	24.0		24.0	24.0	24.0	10.0	44.0		22.0	56.0	
Total Split (%)	26.7%	26.7%		26.7%	26.7%	26.7%	11.1%	48.9%		24.4%	62.2%	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5		4.5	4.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	Ped	Ped		Ped	Ped	Ped	None	C-Max		None	C-Max	

Intersection Summary






















Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 15 (17%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Splits and Phases: 7: Sunrise Wy. & Mesquite Av.



HCM 2010 Signalized Intersection Summary
7: Sunrise Wy. & Mesquite Av.

2040 Auto/LSEV PM Peak Hour (ALT1)
With Project Improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	64	95	22	77	116	227	17	840	80	218	913	73
Future Volume (veh/h)	64	95	22	77	116	227	17	840	80	218	913	73
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	69	102	24	83	125	244	18	903	86	234	982	78
Adj No. of Lanes	1	1	0	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	208	270	64	237	346	290	426	1910	182	461	2135	170
Arrive On Green	0.19	0.19	0.19	0.19	0.19	0.19	0.02	0.59	0.59	0.16	1.00	1.00
Sat Flow, veh/h	1009	1454	342	1260	1863	1559	1774	3262	311	1774	3316	263
Grp Volume(v), veh/h	69	0	126	83	125	244	18	490	499	234	524	536
Grp Sat Flow(s),veh/h/ln	1009	0	1796	1260	1863	1559	1774	1770	1803	1774	1770	1810
Q Serve(g_s), s	5.8	0.0	5.5	5.6	5.3	13.6	0.4	14.3	14.3	4.6	0.0	0.0
Cycle Q Clear(g_c), s	11.0	0.0	5.5	11.1	5.3	13.6	0.4	14.3	14.3	4.6	0.0	0.0
Prop In Lane	1.00		0.19	1.00		1.00	1.00		0.17	1.00		0.15
Lane Grp Cap(c), veh/h	208	0	334	237	346	290	426	1036	1056	461	1140	1165
V/C Ratio(X)	0.33	0.00	0.38	0.35	0.36	0.84	0.04	0.47	0.47	0.51	0.46	0.46
Avail Cap(c_a), veh/h	240	0	389	276	404	338	499	1036	1056	667	1140	1165
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.80	0.80	0.80
Uniform Delay (d), s/veh	36.8	0.0	32.1	36.9	32.0	35.4	7.1	10.7	10.7	6.9	0.0	0.0
Incr Delay (d2), s/veh	0.9	0.0	0.7	0.9	0.6	15.4	0.0	1.5	1.5	0.7	1.1	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	2.8	2.0	2.8	7.1	0.2	7.4	7.5	2.3	0.3	0.3
LnGrp Delay(d),s/veh	37.7	0.0	32.8	37.8	32.6	50.7	7.1	12.2	12.2	7.6	1.1	1.0
LnGrp LOS	D		C	D	C	D	A	B	B	A	A	A
Approach Vol, veh/h		195			452			1007			1294	
Approach Delay, s/veh		34.5			43.4			12.1			2.2	
Approach LOS		C			D			B			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.6	57.2		21.2	6.3	62.5		21.2				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	17.5	39.5		19.5	5.5	51.5		19.5				
Max Q Clear Time (g_c+I1), s	6.6	16.3		13.0	2.4	2.0		15.6				
Green Ext Time (p_c), s	0.5	14.1		1.6	0.0	20.5		1.1				
Intersection Summary												
HCM 2010 Ctrl Delay			14.1									
HCM 2010 LOS			B									

Lanes, Volumes, Timings
8: Farrel Dr. & Mesquite Av.

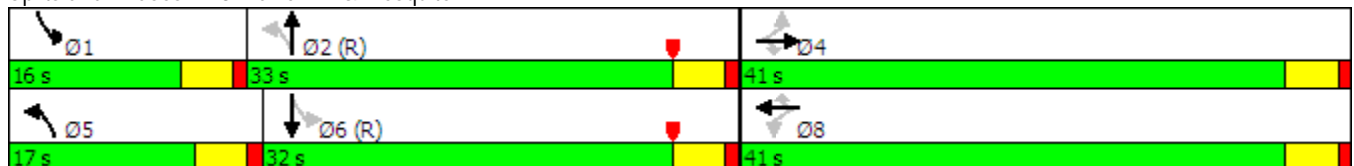
2040 Auto/LSEV PM Peak Hour (ALT1)
With Project Improvements

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	248	55	158	357	118	131	412	139	115	459	65
Future Volume (vph)	60	248	55	158	357	118	131	412	139	115	459	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	90		50	75		50	70		0	0		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	60			30			80			80		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			45			45			30	
Link Distance (ft)		1736			889			512			696	
Travel Time (s)		39.5			13.5			7.8			15.8	
Confl. Bikes (#/hr)			15			15			4			4
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Shared Lane Traffic (%)												
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8	2			6		
Detector Phase	4	4	4	8	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	9.5	22.5		9.5	22.5	
Total Split (s)	41.0	41.0	41.0	41.0	41.0	41.0	17.0	33.0		16.0	32.0	
Total Split (%)	45.6%	45.6%	45.6%	45.6%	45.6%	45.6%	18.9%	36.7%		17.8%	35.6%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	Ped	Ped	Ped	Ped	Ped	Ped	None	C-Max		None	C-Max	

Intersection Summary























Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated

Splits and Phases: 8: Farrel Dr. & Mesquite Av.















HCM 2010 Signalized Intersection Summary
8: Farrel Dr. & Mesquite Av.

2040 Auto/LSEV PM Peak Hour (ALT1)
With Project Improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	248	55	158	357	118	131	412	139	115	459	65
Future Volume (veh/h)	60	248	55	158	357	118	131	412	139	115	459	65
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	65	267	59	170	384	127	141	443	149	124	494	70
Adj No. of Lanes	1	1	1	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	220	618	513	311	618	513	489	1195	398	468	1412	199
Arrive On Green	0.33	0.33	0.33	0.33	0.33	0.33	0.06	0.46	0.46	0.06	0.45	0.45
Sat Flow, veh/h	885	1863	1548	1050	1863	1548	1774	2593	863	1774	3105	438
Grp Volume(v), veh/h	65	267	59	170	384	127	141	301	291	124	281	283
Grp Sat Flow(s),veh/h/ln	885	1863	1548	1050	1863	1548	1774	1770	1686	1774	1770	1773
Q Serve(g_s), s	6.0	10.1	2.4	13.6	15.6	5.4	3.7	9.9	10.1	3.3	9.2	9.3
Cycle Q Clear(g_c), s	21.6	10.1	2.4	23.6	15.6	5.4	3.7	9.9	10.1	3.3	9.2	9.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.51	1.00		0.25
Lane Grp Cap(c), veh/h	220	618	513	311	618	513	489	815	777	468	805	806
V/C Ratio(X)	0.30	0.43	0.11	0.55	0.62	0.25	0.29	0.37	0.37	0.26	0.35	0.35
Avail Cap(c_a), veh/h	285	755	628	388	755	628	622	815	777	593	805	806
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.4	23.5	20.9	32.7	25.3	21.9	11.9	15.8	15.8	12.1	15.9	15.9
Incr Delay (d2), s/veh	0.7	0.5	0.1	1.5	1.1	0.2	0.3	1.3	1.4	0.3	1.2	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	5.3	1.0	4.0	8.2	2.3	1.8	5.1	5.0	1.6	4.8	4.8
LnGrp Delay(d),s/veh	35.2	23.9	21.0	34.2	26.4	22.2	12.2	17.1	17.2	12.4	17.1	17.1
LnGrp LOS	D	C	C	C	C	C	B	B	B	B	B	B
Approach Vol, veh/h		391			681			733			688	
Approach Delay, s/veh		25.4			27.6			16.2			16.3	
Approach LOS		C			C			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.7	46.0		34.3	10.2	45.4		34.3				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	11.5	28.5		36.5	12.5	27.5		36.5				
Max Q Clear Time (g_c+I1), s	5.3	12.1		23.6	5.7	11.3		25.6				
Green Ext Time (p_c), s	0.1	6.4		4.6	0.2	6.3		4.2				
Intersection Summary												
HCM 2010 Ctrl Delay			20.8									
HCM 2010 LOS			C									

Lanes, Volumes, Timings
 9: El Cielo Rd. & Mesquite Av.

2040 Auto/LSEV PM Peak Hour (ALT1)
 With Project Improvements

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	386	306	215	346	236	285
Future Volume (vph)	386	306	215	346	236	285
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	250		100	90	
Storage Lanes	1	1		1	1	
Taper Length (ft)	60				60	
Link Speed (mph)	35		45			45
Link Distance (ft)	566		352			331
Travel Time (s)	11.0		5.3			5.0
Confl. Peds. (#/hr)	49			7	7	
Confl. Bikes (#/hr)		3		6		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control	Stop		Stop			Stop

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

Intersection	
Intersection Delay, s/veh	34.1
Intersection LOS	D

Movement	WBU	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Lane Configurations		↘	↗		↕	↗		↘	↕
Traffic Vol, veh/h	0	386	306	0	215	346	0	236	285
Future Vol, veh/h	0	386	306	0	215	346	0	236	285
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	420	333	0	234	376	0	257	310
Number of Lanes	0	1	1	0	1	1	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay	46.4	26.6	26
HCM LOS	E	D	D

Lane	NBLn1	NBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	0%	0%	100%	0%	100%	0%
Vol Thru, %	100%	0%	0%	0%	0%	100%
Vol Right, %	0%	100%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	215	346	386	306	236	285
LT Vol	0	0	386	0	236	0
Through Vol	215	0	0	0	0	285
RT Vol	0	346	0	306	0	0
Lane Flow Rate	234	376	420	333	257	310
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.527	0.772	0.971	0.656	0.614	0.697
Departure Headway (Hd)	8.111	7.387	8.33	7.1	8.617	8.1
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	444	489	436	509	418	446
Service Time	5.858	5.134	6.073	4.843	6.366	5.849
HCM Lane V/C Ratio	0.527	0.769	0.963	0.654	0.615	0.695
HCM Control Delay	19.6	31	65.4	22.4	24.2	27.5
HCM Lane LOS	C	D	F	C	C	D
HCM 95th-tile Q	3	6.8	11.8	4.7	4	5.3

Lanes, Volumes, Timings
10: Crossley Rd. & 34th Av.

2040 Auto/LSEV PM Peak Hour (ALT1)

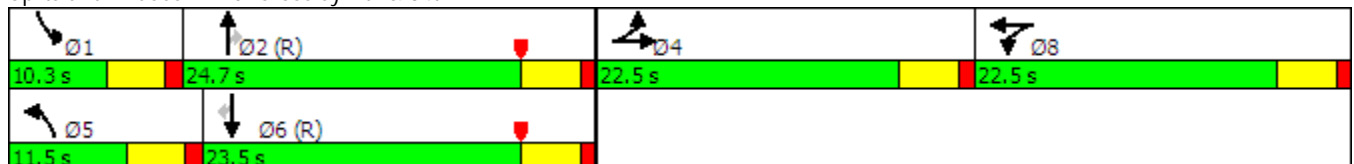
With Project Improvements

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	26	2	44	86	3	31	59	453	175	34	240	5
Future Volume (vph)	26	2	44	86	3	31	59	453	175	34	240	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	60		50	70		50
Storage Lanes	0		0	0		0	1		1	1		1
Taper Length (ft)	60			60			60			60		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		346			491			509			544	
Travel Time (s)		7.9			11.2			7.7			8.2	
Confl. Bikes (#/hr)			2			6			13			8
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Shared Lane Traffic (%)												
Turn Type	Split	NA		Split	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases									2			6
Detector Phase	4	4		8	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5		22.5	22.5		9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	22.5	22.5		22.5	22.5		11.5	24.7	24.7	10.3	23.5	23.5
Total Split (%)	28.1%	28.1%		28.1%	28.1%		14.4%	30.9%	30.9%	12.9%	29.4%	29.4%
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5			4.5		4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary





















Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated

Splits and Phases: 10: Crossley Rd. & 34th Av.



HCM 2010 Signalized Intersection Summary
 10: Crossley Rd. & 34th Av.

2040 Auto/LSEV PM Peak Hour (ALT1)
 With Project Improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	2	44	86	3	31	59	453	175	34	240	5
Future Volume (veh/h)	26	2	44	86	3	31	59	453	175	34	240	5
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	27	2	45	89	3	32	61	467	180	35	247	5
Adj No. of Lanes	0	1	0	0	1	0	1	2	1	1	2	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	35	3	58	116	4	42	82	2082	905	60	2038	889
Arrive On Green	0.06	0.06	0.06	0.09	0.09	0.09	0.05	0.59	0.59	0.03	0.58	0.58
Sat Flow, veh/h	596	44	994	1227	41	441	1774	3539	1539	1774	3539	1544
Grp Volume(v), veh/h	74	0	0	124	0	0	61	467	180	35	247	5
Grp Sat Flow(s),veh/h/ln	1635	0	0	1710	0	0	1774	1770	1539	1774	1770	1544
Q Serve(g_s), s	3.6	0.0	0.0	5.7	0.0	0.0	2.7	5.0	4.4	1.6	2.5	0.1
Cycle Q Clear(g_c), s	3.6	0.0	0.0	5.7	0.0	0.0	2.7	5.0	4.4	1.6	2.5	0.1
Prop In Lane	0.36		0.61	0.72		0.26	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	96	0	0	161	0	0	82	2082	905	60	2038	889
V/C Ratio(X)	0.77	0.00	0.00	0.77	0.00	0.00	0.74	0.22	0.20	0.58	0.12	0.01
Avail Cap(c_a), veh/h	368	0	0	385	0	0	155	2082	905	129	2038	889
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.1	0.0	0.0	35.4	0.0	0.0	37.7	7.8	7.7	38.1	7.7	7.2
Incr Delay (d2), s/veh	12.4	0.0	0.0	7.4	0.0	0.0	12.2	0.2	0.5	8.7	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.0	0.0	3.0	0.0	0.0	1.6	2.5	2.0	0.9	1.3	0.1
LnGrp Delay(d),s/veh	49.6	0.0	0.0	42.8	0.0	0.0	49.9	8.1	8.2	46.8	7.9	7.2
LnGrp LOS	D			D			D	A	A	D	A	A
Approach Vol, veh/h		74			124			708			287	
Approach Delay, s/veh		49.6			42.8			11.7			12.6	
Approach LOS		D			D			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.2	51.6		9.2	8.2	50.6		12.1				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.8	20.2		18.0	7.0	19.0		18.0				
Max Q Clear Time (g_c+I1), s	3.6	7.0		5.6	4.7	4.5		7.7				
Green Ext Time (p_c), s	0.0	4.1		0.2	0.0	4.3		0.4				
Intersection Summary												
HCM 2010 Ctrl Delay				17.5								
HCM 2010 LOS				B								

Lanes, Volumes, Timings
 11: Crossley Rd. & Tahquitz Creek

2040 Auto/LSEV PM Peak Hour (ALT1)
 With Project Improvements

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	13	0	0	0	12	0	770	0	0	280	0
Future Volume (vph)	0	13	0	0	0	12	0	770	0	0	280	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		218			675			463			646	
Travel Time (s)		5.0			15.3			7.0			9.8	
Confl. Bikes (#/hr)			19			19			5			3
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Shared Lane Traffic (%)												
Turn Type		NA			NA			NA			NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8								
Detector Phase	4	4		8	8			2			6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0			5.0			5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5			22.5			22.5	
Total Split (s)	23.0	23.0		23.0	23.0			37.0			37.0	
Total Split (%)	38.3%	38.3%		38.3%	38.3%			61.7%			61.7%	
Yellow Time (s)	3.5	3.5		3.5	3.5			3.5			3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0			1.0			1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Ped	Ped		Ped	Ped			C-Max			C-Max	

Intersection Summary

















Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 15 (25%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 45
 Control Type: Actuated-Coordinated

Splits and Phases: 11: Crossley Rd. & Tahquitz Creek



HCM 2010 Signalized Intersection Summary
 11: Crossley Rd. & Tahquitz Creek

2040 Auto/LSEV PM Peak Hour (ALT1)
 With Project Improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	13	0	0	0	12	0	770	0	0	280	0
Future Volume (veh/h)	0	13	0	0	0	12	0	770	0	0	280	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.94	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	0	1863	0	0	1863	0
Adj Flow Rate, veh/h	0	13	0	0	0	12	0	794	0	0	289	0
Adj No. of Lanes	0	1	0	0	1	0	0	2	0	0	2	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	0	0	2	0
Cap, veh/h	0	53	0	0	0	42	0	2908	0	0	2908	0
Arrive On Green	0.00	0.03	0.00	0.00	0.00	0.03	0.00	0.82	0.00	0.00	0.82	0.00
Sat Flow, veh/h	0	1863	0	0	0	1484	0	3725	0	0	3725	0
Grp Volume(v), veh/h	0	13	0	0	0	12	0	794	0	0	289	0
Grp Sat Flow(s),veh/h/ln	0	1863	0	0	0	1484	0	1770	0	0	1770	0
Q Serve(g_s), s	0.0	0.4	0.0	0.0	0.0	0.5	0.0	3.1	0.0	0.0	1.0	0.0
Cycle Q Clear(g_c), s	0.0	0.4	0.0	0.0	0.0	0.5	0.0	3.1	0.0	0.0	1.0	0.0
Prop In Lane	0.00		0.00	0.00		1.00	0.00		0.00	0.00		0.00
Lane Grp Cap(c), veh/h	0	53	0	0	0	42	0	2908	0	0	2908	0
V/C Ratio(X)	0.00	0.25	0.00	0.00	0.00	0.28	0.00	0.27	0.00	0.00	0.10	0.00
Avail Cap(c_a), veh/h	0	574	0	0	0	458	0	2908	0	0	2908	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	28.5	0.0	0.0	0.0	28.6	0.0	1.2	0.0	0.0	1.0	0.0
Incr Delay (d2), s/veh	0.0	2.4	0.0	0.0	0.0	3.6	0.0	0.2	0.0	0.0	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.2	0.0	0.0	0.0	0.2	0.0	1.5	0.0	0.0	0.5	0.0
LnGrp Delay(d),s/veh	0.0	30.9	0.0	0.0	0.0	32.2	0.0	1.5	0.0	0.0	1.1	0.0
LnGrp LOS		C				C		A			A	
Approach Vol, veh/h		13			12			794			289	
Approach Delay, s/veh		30.9			32.2			1.5			1.1	
Approach LOS		C			C			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		53.8		6.2		53.8		6.2				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		32.5		18.5		32.5		18.5				
Max Q Clear Time (g_c+I1), s		5.1		2.4		3.0		2.5				
Green Ext Time (p_c), s		7.6		0.1		7.7		0.1				
Intersection Summary												
HCM 2010 Ctrl Delay				2.0								
HCM 2010 LOS				A								
Notes												

Lanes, Volumes, Timings
 12: Cathedral Cyn. Dr. & Officer David Vasquez Rd.

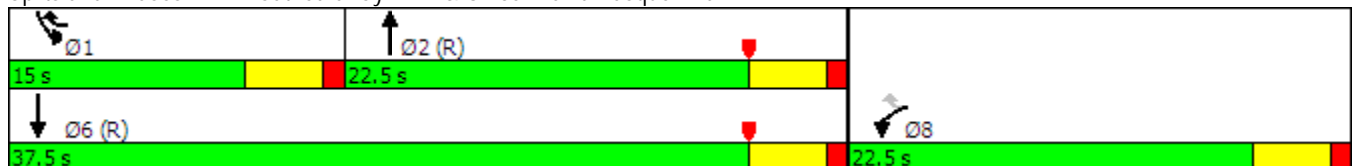
2040 Auto/LSEV PM Peak Hour (ALT1)
 With Project Improvements

	↙	↖	↑	↗	↘	↓
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↙↙	↖	↕↕		↘	↕↕
Traffic Volume (vph)	28	416	449	7	193	486
Future Volume (vph)	28	416	449	7	193	486
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	120	120		150	200	
Storage Lanes	1	1		0	1	
Taper Length (ft)	90				80	
Right Turn on Red		Yes		Yes		
Link Speed (mph)	40		40			40
Link Distance (ft)	554		483			555
Travel Time (s)	9.4		8.2			9.5
Confl. Bikes (#/hr)		1		5		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)						
Turn Type	Prot	pm+ov	NA		Prot	NA
Protected Phases	8	1	2		1	6
Permitted Phases		8				
Detector Phase	8	1	2		1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	22.5	9.5	22.5		9.5	22.5
Total Split (s)	22.5	15.0	22.5		15.0	37.5
Total Split (%)	37.5%	25.0%	37.5%		25.0%	62.5%
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5
Lead/Lag		Lead	Lag		Lead	
Lead-Lag Optimize?		Yes	Yes		Yes	
Recall Mode	Ped	None	C-Max		None	C-Max

Intersection Summary












Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Splits and Phases: 12: Cathedral Cyn. Dr. & Officer David Vasquez Rd.



HCM 2010 Signalized Intersection Summary
 12: Cathedral Cyn. Dr. & Officer David Vasquez Rd.

2040 Auto/LSEV PM Peak Hour (ALT1)
 With Project Improvements

								
Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations								
Traffic Volume (veh/h)	28	416	449	7	193	486		
Future Volume (veh/h)	28	416	449	7	193	486		
Number	3	18	2	12	1	6		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00		0.97	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863		
Adj Flow Rate, veh/h	29	438	473	7	203	512		
Adj No. of Lanes	2	1	2	0	1	2		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	919	646	1309	19	250	2063		
Arrive On Green	0.27	0.27	0.37	0.37	0.14	0.58		
Sat Flow, veh/h	3442	1583	3662	53	1774	3632		
Grp Volume(v), veh/h	29	438	234	246	203	512		
Grp Sat Flow(s),veh/h/ln	1721	1583	1770	1852	1774	1770		
Q Serve(g_s), s	0.4	13.6	5.8	5.8	6.7	4.2		
Cycle Q Clear(g_c), s	0.4	13.6	5.8	5.8	6.7	4.2		
Prop In Lane	1.00	1.00		0.03	1.00			
Lane Grp Cap(c), veh/h	919	646	649	679	250	2063		
V/C Ratio(X)	0.03	0.68	0.36	0.36	0.81	0.25		
Avail Cap(c_a), veh/h	1032	698	649	679	310	2063		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	16.2	14.5	13.9	13.9	25.0	6.1		
Incr Delay (d2), s/veh	0.0	2.4	1.6	1.5	12.4	0.3		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.2	6.3	3.1	3.2	4.1	2.1		
LnGrp Delay(d),s/veh	16.3	16.9	15.4	15.4	37.3	6.4		
LnGrp LOS	B	B	B	B	D	A		
Approach Vol, veh/h	467		480			715		
Approach Delay, s/veh	16.9		15.4			15.2		
Approach LOS	B		B			B		
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	13.0	26.5				39.5		20.5
Change Period (Y+Rc), s	4.5	4.5				4.5		4.5
Max Green Setting (Gmax), s	10.5	18.0				33.0		18.0
Max Q Clear Time (g_c+I1), s	8.7	7.8				6.2		15.6
Green Ext Time (p_c), s	0.1	4.2				6.5		0.5
Intersection Summary								
HCM 2010 Ctrl Delay			15.7					
HCM 2010 LOS			B					

Lanes, Volumes, Timings
 13: Date Palm Dr. & Perez Rd.

2040 Auto/LSEV PM Peak Hour (ALT1)

With Project Improvements

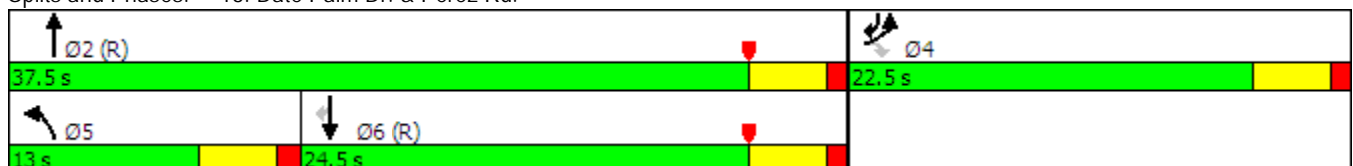


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↖↗	↗	↖	↑↑	↑↑	↗
Traffic Volume (vph)	729	189	192	1201	912	659
Future Volume (vph)	729	189	192	1201	912	659
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	165	0	160			150
Storage Lanes	1	1	1			1
Taper Length (ft)	60		80			
Right Turn on Red		Yes				Yes
Link Speed (mph)	40			40	40	
Link Distance (ft)	503			488	484	
Travel Time (s)	8.6			8.3	8.3	
Confl. Bikes (#/hr)		3				6
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)						
Turn Type	Prot	Perm	Prot	NA	NA	pm+ov
Protected Phases	4		5	2	6	4
Permitted Phases		4				6
Detector Phase	4	4	5	2	6	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	9.5	22.5	22.5	22.5
Total Split (s)	22.5	22.5	13.0	37.5	24.5	22.5
Total Split (%)	37.5%	37.5%	21.7%	62.5%	40.8%	37.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	Ped	Ped	None	C-Max	C-Max	Ped

Intersection Summary
















Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Splits and Phases: 13: Date Palm Dr. & Perez Rd.



HCM 2010 Signalized Intersection Summary
13: Date Palm Dr. & Perez Rd.

2040 Auto/LSEV PM Peak Hour (ALT1)
With Project Improvements

								
Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations	 			 	 			
Traffic Volume (veh/h)	729	189	192	1201	912	659		
Future Volume (veh/h)	729	189	192	1201	912	659		
Number	7	14	5	2	6	16		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.97		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863		
Adj Flow Rate, veh/h	767	199	202	1264	960	694		
Adj No. of Lanes	2	1	1	2	2	1		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	916	421	247	2067	1309	992		
Arrive On Green	0.27	0.27	0.14	0.58	0.37	0.37		
Sat Flow, veh/h	3442	1583	1774	3632	3632	1542		
Grp Volume(v), veh/h	767	199	202	1264	960	694		
Grp Sat Flow(s),veh/h/ln	1721	1583	1774	1770	1770	1542		
Q Serve(g_s), s	12.6	6.3	6.6	13.9	14.1	17.9		
Cycle Q Clear(g_c), s	12.6	6.3	6.6	13.9	14.1	17.9		
Prop In Lane	1.00	1.00	1.00			1.00		
Lane Grp Cap(c), veh/h	916	421	247	2067	1309	992		
V/C Ratio(X)	0.84	0.47	0.82	0.61	0.73	0.70		
Avail Cap(c_a), veh/h	1032	475	251	2067	1309	992		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	20.8	18.5	25.1	8.1	16.3	7.2		
Incr Delay (d2), s/veh	5.6	0.8	18.6	1.4	3.7	4.1		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	6.7	5.8	4.5	7.1	7.5	12.5		
LnGrp Delay(d),s/veh	26.4	19.3	43.7	9.4	20.0	11.3		
LnGrp LOS	C	B	D	A	C	B		
Approach Vol, veh/h	966			1466	1654			
Approach Delay, s/veh	24.9			14.2	16.4			
Approach LOS	C			B	B			
Timer	1	2	3	4	5	6	7	8
Assigned Phs	2		4		5	6		
Phs Duration (G+Y+Rc), s	39.5		20.5		12.8	26.7		
Change Period (Y+Rc), s	4.5		4.5		4.5	4.5		
Max Green Setting (Gmax), s	33.0		18.0		8.5	20.0		
Max Q Clear Time (g_c+I1), s	15.9		14.6		8.6	19.9		
Green Ext Time (p_c), s	14.6		1.3		0.0	0.1		
Intersection Summary								
HCM 2010 Ctrl Delay			17.6					
HCM 2010 LOS			B					

Lanes, Volumes, Timings
22: SR-111 & Bob Hope Dr.

2040 Auto/LSEV PM Peak Hour (ALT1)
With Additional Improvements

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	22	17	857	22	303	17	1932	575	684	1522	12
Future Volume (vph)	8	22	17	857	22	303	17	1932	575	684	1522	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	225		150	100		240	250		0
Storage Lanes	0		0	1		0	1		1	2		0
Taper Length (ft)	60			80			70			110		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			50				50
Link Distance (ft)		303			469			677				754
Travel Time (s)		4.6			7.1			9.2				10.3
Confl. Bikes (#/hr)			2			3			15			5
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Shared Lane Traffic (%)				10%								
Turn Type	Split	NA		Split	NA		Prot	NA	pm+ov	Prot	NA	
Protected Phases	4	4		8	8		5	2	8	1	6	
Permitted Phases									2			
Detector Phase	4	4		8	8		5	2	8	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5		9.5	22.5	22.5	9.5	22.5	
Total Split (s)	22.5	22.5		30.0	30.0		10.0	43.5	30.0	24.0	57.5	
Total Split (%)	18.8%	18.8%		25.0%	25.0%		8.3%	36.3%	25.0%	20.0%	47.9%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		Ped	Ped		None	C-Max	Ped	None	C-Max	

Intersection Summary






















Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 120
 Control Type: Actuated-Coordinated

Splits and Phases: 22: SR-111 & Bob Hope Dr.



HCM 2010 Signalized Intersection Summary
22: SR-111 & Bob Hope Dr.

2040 Auto/LSEV PM Peak Hour (ALT1)
With Additional Improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	22	17	857	22	303	17	1932	575	684	1522	12
Future Volume (veh/h)	8	22	17	857	22	303	17	1932	575	684	1522	12
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	8	23	18	857	73	316	18	2012	599	712	1585	12
Adj No. of Lanes	0	1	0	2	1	0	1	3	1	2	3	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	10	30	23	754	64	278	33	2228	1017	559	3029	23
Arrive On Green	0.04	0.04	0.04	0.21	0.21	0.21	0.04	0.88	0.88	0.16	0.58	0.58
Sat Flow, veh/h	281	807	632	3548	302	1307	1774	5085	1552	3442	5205	39
Grp Volume(v), veh/h	49	0	0	857	0	389	18	2012	599	712	1032	565
Grp Sat Flow(s),veh/h/ln	1720	0	0	1774	0	1609	1774	1695	1552	1721	1695	1855
Q Serve(g_s), s	3.4	0.0	0.0	25.5	0.0	25.5	1.2	28.1	15.6	19.5	22.0	22.0
Cycle Q Clear(g_c), s	3.4	0.0	0.0	25.5	0.0	25.5	1.2	28.1	15.6	19.5	22.0	22.0
Prop In Lane	0.16		0.37	1.00		0.81	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	63	0	0	754	0	342	33	2228	1017	559	1973	1079
V/C Ratio(X)	0.77	0.00	0.00	1.14	0.00	1.14	0.54	0.90	0.59	1.27	0.52	0.52
Avail Cap(c_a), veh/h	258	0	0	754	0	342	81	2228	1017	559	1973	1079
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.09	0.09	0.09	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.3	0.0	0.0	47.2	0.0	47.3	57.2	5.9	2.2	50.3	15.1	15.1
Incr Delay (d2), s/veh	17.8	0.0	0.0	77.3	0.0	91.6	1.2	0.7	0.2	136.4	1.0	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.0	0.0	20.6	0.0	20.0	0.6	11.7	9.7	19.8	10.5	11.7
LnGrp Delay(d),s/veh	75.1	0.0	0.0	124.5	0.0	138.8	58.5	6.6	2.4	186.7	16.1	16.9
LnGrp LOS	E			F		F	E	A	A	F	B	B
Approach Vol, veh/h		49			1246			2629			2309	
Approach Delay, s/veh		75.1			129.0			6.0			68.9	
Approach LOS		E			F			A			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	24.0	57.1		8.9	6.8	74.3		30.0				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	19.5	39.0		18.0	5.5	53.0		25.5				
Max Q Clear Time (g_c+I1), s	21.5	30.1		5.4	3.2	24.0		27.5				
Green Ext Time (p_c), s	0.0	8.7		0.1	0.0	27.2		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			54.4									
HCM 2010 LOS			D									
Notes												

Lanes, Volumes, Timings
23: SR-111 & Magnesia Falls Dr.

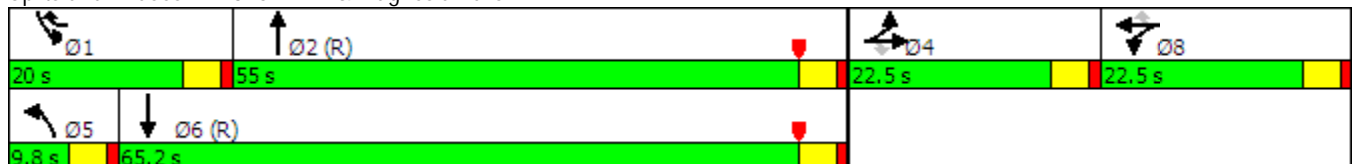
2040 Auto/LSEV PM Peak Hour (ALT1)
With Additional Improvements

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	27	37	26	262	19	375	44	2123	439	297	2116	33
Future Volume (vph)	27	37	26	262	19	375	44	2123	439	297	2116	33
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		65	90		90	170		0	215		0
Storage Lanes	0		1	1		1	1		0	1		0
Taper Length (ft)	60			60			80			80		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			50			50	
Link Distance (ft)		488			382			582			677	
Travel Time (s)		11.1			8.7			7.9			9.2	
Confl. Bikes (#/hr)			6			2			13			12
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Shared Lane Traffic (%)				47%								
Turn Type	Split	NA	Perm	Split	NA	pm+ov	Prot	NA		Prot	NA	
Protected Phases	4	4		8	8	1	5	2		1	6	
Permitted Phases			4			8						
Detector Phase	4	4	4	8	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	9.5	9.5	22.5		9.5	22.5	
Total Split (s)	22.5	22.5	22.5	22.5	22.5	20.0	9.8	55.0		20.0	65.2	
Total Split (%)	18.8%	18.8%	18.8%	18.8%	18.8%	16.7%	8.2%	45.8%		16.7%	54.3%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.5	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5	
Lead/Lag						Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?						Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	None	None	Ped	Ped	None	None	C-Max		None	C-Max	

Intersection Summary






















Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 26 (22%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 120
 Control Type: Actuated-Coordinated

Splits and Phases: 23: SR-111 & Magnesia Falls Dr.



HCM 2010 Signalized Intersection Summary
23: SR-111 & Magnesia Falls Dr.

2040 Auto/LSEV PM Peak Hour (ALT1)
With Additional Improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	37	26	262	19	375	44	2123	439	297	2116	33
Future Volume (veh/h)	27	37	26	262	19	375	44	2123	439	297	2116	33
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.99	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	29	40	28	296	0	403	47	2283	472	319	2275	35
Adj No. of Lanes	0	1	1	2	0	1	1	3	0	1	3	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	41	57	82	532	0	438	60	2201	430	229	3157	48
Arrive On Green	0.05	0.05	0.05	0.15	0.00	0.15	0.03	0.52	0.52	0.26	1.00	1.00
Sat Flow, veh/h	767	1058	1525	3548	0	1560	1774	4257	831	1774	5157	79
Grp Volume(v), veh/h	69	0	28	296	0	403	47	1791	964	319	1494	816
Grp Sat Flow(s),veh/h/ln	1824	0	1525	1774	0	1560	1774	1695	1699	1774	1695	1846
Q Serve(g_s), s	4.5	0.0	2.1	9.3	0.0	18.0	3.2	62.0	62.0	15.5	0.0	0.0
Cycle Q Clear(g_c), s	4.5	0.0	2.1	9.3	0.0	18.0	3.2	62.0	62.0	15.5	0.0	0.0
Prop In Lane	0.42		1.00	1.00		1.00	1.00		0.49	1.00		0.04
Lane Grp Cap(c), veh/h	98	0	82	532	0	438	60	1753	878	229	2076	1130
V/C Ratio(X)	0.70	0.00	0.34	0.56	0.00	0.92	0.78	1.02	1.10	1.39	0.72	0.72
Avail Cap(c_a), veh/h	274	0	229	532	0	438	78	1753	878	229	2076	1130
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.66	0.66	0.66
Uniform Delay (d), s/veh	55.8	0.0	54.7	47.3	0.0	42.0	57.5	29.0	29.0	44.5	0.0	0.0
Incr Delay (d2), s/veh	8.8	0.0	2.4	1.3	0.0	24.4	30.1	27.1	60.7	193.3	1.5	2.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	0.0	1.0	4.7	0.0	15.9	2.1	35.6	43.8	19.8	0.4	0.8
LnGrp Delay(d),s/veh	64.6	0.0	57.2	48.6	0.0	66.4	87.6	56.1	89.7	237.8	1.5	2.7
LnGrp LOS	E		E	D		E	F	F	F	F	A	A
Approach Vol, veh/h		97			699			2802			2629	
Approach Delay, s/veh		62.5			58.8			68.2			30.5	
Approach LOS		E			E			E			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	20.0	66.5		11.0	8.6	78.0		22.5				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	15.5	50.5		18.0	5.3	60.7		18.0				
Max Q Clear Time (g_c+I1), s	17.5	64.0		6.5	5.2	2.0		20.0				
Green Ext Time (p_c), s	0.0	0.0		0.3	0.0	57.2		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			51.1									
HCM 2010 LOS			D									
Notes												

Lanes, Volumes, Timings
 24: Monterey Av. & Parkview Dr.

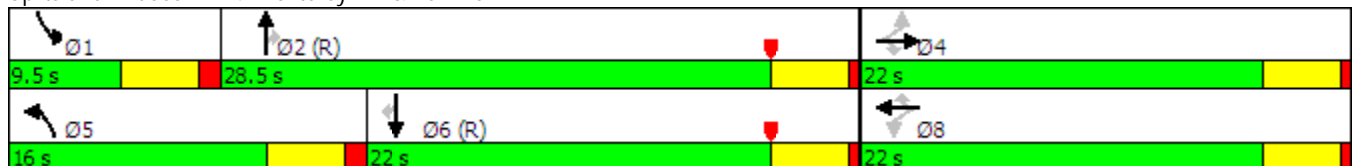
2040 Auto/LSEV PM Peak Hour (ALT1)
 With Project Improvements

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	197	15	250	37	46	53	374	1937	110	11	1253	120
Future Volume (vph)	197	15	250	37	46	53	374	1937	110	11	1253	120
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	90		90	0		0	145		0	400		100
Storage Lanes	1		1	1		1	1		1	2		1
Taper Length (ft)	60			60			90			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			50			50	
Link Distance (ft)		583			473			600			604	
Travel Time (s)		13.3			10.8			8.2			8.2	
Confl. Bikes (#/hr)			8			8			7			10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8			2			6
Detector Phase	4	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.0	22.0	22.0	22.0	22.0	22.0	9.5	22.0	22.0	9.5	22.0	22.0
Total Split (s)	22.0	22.0	22.0	22.0	22.0	22.0	16.0	28.5	28.5	9.5	22.0	22.0
Total Split (%)	36.7%	36.7%	36.7%	36.7%	36.7%	36.7%	26.7%	47.5%	47.5%	15.8%	36.7%	36.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	1.0	0.5	0.5	1.0	0.5	0.5
Lost Time Adjust (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
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.5	4.0	4.0	4.5	4.0	4.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	Ped	Ped	Ped	Ped	Ped	Ped	None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary

Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 34 (57%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated

Splits and Phases: 24: Monterey Av. & Parkview Dr.



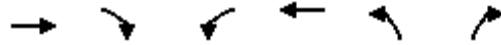
HCM 2010 Signalized Intersection Summary
 24: Monterey Av. & Parkview Dr.

2040 Auto/LSEV PM Peak Hour (ALT1)
 With Project Improvements

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	197	15	250	37	46	53	374	1937	110	11	1253	120
Future Volume (veh/h)	197	15	250	37	46	53	374	1937	110	11	1253	120
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.99	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	214	16	272	40	50	58	407	2105	120	12	1362	130
Adj No. of Lanes	1	1	1	1	1	1	1	3	1	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	392	435	363	367	435	363	340	2761	847	52	1863	562
Arrive On Green	0.23	0.23	0.23	0.23	0.23	0.23	0.19	0.54	0.54	0.02	0.37	0.37
Sat Flow, veh/h	1280	1863	1552	1087	1863	1552	1774	5085	1560	3442	5085	1536
Grp Volume(v), veh/h	214	16	272	40	50	58	407	2105	120	12	1362	130
Grp Sat Flow(s),veh/h/ln	1280	1863	1552	1087	1863	1552	1774	1695	1560	1721	1695	1536
Q Serve(g_s), s	9.5	0.4	9.8	1.8	1.3	1.8	11.5	19.4	2.3	0.2	13.9	3.5
Cycle Q Clear(g_c), s	10.7	0.4	9.8	2.2	1.3	1.8	11.5	19.4	2.3	0.2	13.9	3.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	392	435	363	367	435	363	340	2761	847	52	1863	562
V/C Ratio(X)	0.55	0.04	0.75	0.11	0.11	0.16	1.20	0.76	0.14	0.23	0.73	0.23
Avail Cap(c_a), veh/h	477	559	466	439	559	466	340	2761	847	287	1863	562
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.3	17.8	21.4	18.6	18.1	18.3	24.3	10.7	6.8	29.2	16.5	13.2
Incr Delay (d2), s/veh	1.2	0.0	5.0	0.1	0.1	0.2	113.7	2.1	0.4	2.2	2.6	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	0.2	4.7	0.5	0.7	0.8	16.3	9.5	1.0	0.1	6.9	1.6
LnGrp Delay(d),s/veh	23.5	17.8	26.3	18.7	18.2	18.5	138.0	12.8	7.1	31.4	19.0	14.1
LnGrp LOS	C	B	C	B	B	B	F	B	A	C	B	B
Approach Vol, veh/h		502			148			2632			1504	
Approach Delay, s/veh		24.8			18.5			31.9			18.7	
Approach LOS		C			B			C			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.4	36.6		18.0	16.0	26.0		18.0				
Change Period (Y+Rc), s	4.5	4.0		4.0	4.5	4.0		4.0				
Max Green Setting (Gmax), s	5.0	24.5		18.0	11.5	18.0		18.0				
Max Q Clear Time (g_c+I1), s	2.2	21.4		12.7	13.5	15.9		4.2				
Green Ext Time (p_c), s	0.0	3.1		1.3	0.0	2.1		2.2				
Intersection Summary												
HCM 2010 Ctrl Delay			26.6									
HCM 2010 LOS			C									

Lanes, Volumes, Timings
 25: San Pablo Ave. & Magnesia Falls Dr.

2040 Auto/LSEV PM Peak Hour (ALT1)
 With Project Improvements



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↘	↑	↘	↗
Traffic Volume (vph)	242	118	188	37	183	156
Future Volume (vph)	242	118	188	37	183	156
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		50	155		200	0
Storage Lanes		1	1		1	1
Taper Length (ft)			120		120	
Link Speed (mph)	35			35	35	
Link Distance (ft)	823			2649	1341	
Travel Time (s)	16.0			51.6	26.1	
Confl. Peds. (#/hr)		11	11		7	8
Confl. Bikes (#/hr)		13				8
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Shared Lane Traffic (%)						
Sign Control	Stop			Stop	Stop	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

Intersection	
Intersection Delay, s/veh	12.1
Intersection LOS	B

Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBU	NBL	NBR
Lane Configurations		↑	↑		↑	↑		↑	↑
Traffic Vol, veh/h	0	242	118	0	188	37	0	183	156
Future Vol, veh/h	0	242	118	0	188	37	0	183	156
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	260	127	0	202	40	0	197	168
Number of Lanes	0	1	1	0	1	1	0	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	2
HCM Control Delay	12	12.7	11.9
HCM LOS	B	B	B






















Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2
Vol Left, %	100%	0%	0%	0%	100%	0%
Vol Thru, %	0%	0%	100%	0%	0%	100%
Vol Right, %	0%	100%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	183	156	242	118	188	37
LT Vol	183	0	0	0	188	0
Through Vol	0	0	242	0	0	37
RT Vol	0	156	0	118	0	0
Lane Flow Rate	197	168	260	127	202	40
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.369	0.258	0.434	0.187	0.374	0.068
Departure Headway (Hd)	6.754	5.542	6.009	5.299	6.664	6.156
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	533	647	598	678	540	582
Service Time	4.491	3.278	3.743	3.033	4.402	3.894
HCM Lane V/C Ratio	0.37	0.26	0.435	0.187	0.374	0.069
HCM Control Delay	13.4	10.2	13.3	9.3	13.4	9.3
HCM Lane LOS	B	B	B	A	B	A
HCM 95th-tile Q	1.7	1	2.2	0.7	1.7	0.2

Lanes, Volumes, Timings

2040 Auto/LSEV PM Peak Hour (ALT1)

26: San Pablo Ave. & College of the Desert (Alumni Dr.)

With Project Improvements

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	161	4	201	50	22	37	79	213	96	53	183	131
Future Volume (vph)	161	4	201	50	22	37	79	213	96	53	183	131
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		100	0		0	0		60	0		135
Storage Lanes	0		1	1		0	1		1	0		1
Taper Length (ft)	60			60			60			60		
Link Speed (mph)		30			30			35				35
Link Distance (ft)		595			218			303				1341
Travel Time (s)		13.5			5.0			5.9				26.1
Confl. Peds. (#/hr)	34						34		46	46		
Confl. Bikes (#/hr)			4				2		16			15
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection	
Intersection Delay, s/veh	16
Intersection LOS	C

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations			↶	↷		↶	↷			↶	↷	↷
Traffic Vol, veh/h	0	161	4	201	0	50	22	37	0	79	213	96
Future Vol, veh/h	0	161	4	201	0	50	22	37	0	79	213	96
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	175	4	218	0	54	24	40	0	86	232	104
Number of Lanes	0	0	1	1	0	1	1	0	0	1	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	2	2
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	2	3	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	3	2	2
HCM Control Delay	16	12.9	15.4
HCM LOS	C	B	C

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	98%	0%	100%	0%	22%	0%
Vol Thru, %	0%	100%	0%	2%	0%	0%	37%	78%	0%
Vol Right, %	0%	0%	100%	0%	100%	0%	63%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	79	213	96	165	201	50	59	236	131
LT Vol	79	0	0	161	0	50	0	53	0
Through Vol	0	213	0	4	0	0	22	183	0
RT Vol	0	0	96	0	201	0	37	0	131
Lane Flow Rate	86	232	104	179	218	54	64	257	142
Geometry Grp	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.197	0.498	0.204	0.415	0.432	0.139	0.147	0.563	0.279
Departure Headway (Hd)	8.257	7.745	7.028	8.321	7.111	9.192	8.227	7.899	7.066
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	434	463	508	432	505	389	434	457	507
Service Time	6.031	5.518	4.802	6.093	4.883	6.982	6.017	5.673	4.84
HCM Lane V/C Ratio	0.198	0.501	0.205	0.414	0.432	0.139	0.147	0.562	0.28
HCM Control Delay	13.1	18	11.6	16.9	15.2	13.5	12.4	20.5	12.6
HCM Lane LOS	B	C	B	C	C	B	B	C	B
HCM 95th-tile Q	0.7	2.7	0.8	2	2.2	0.5	0.5	3.4	1.1

Intersection

Intersection Delay, s/veh
 Intersection LOS

Movement	SBU	SBL	SBT	SBR
Lane Configurations			↖	↗
Traffic Vol, veh/h	0	53	183	131
Future Vol, veh/h	0	53	183	131
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	58	199	142
Number of Lanes	0	0	1	1

Approach	SB
Opposing Approach	NB
Opposing Lanes	3
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	17.7
HCM LOS	C

Lanes, Volumes, Timings
27: Portola Av. & Magnesia Falls Dr.

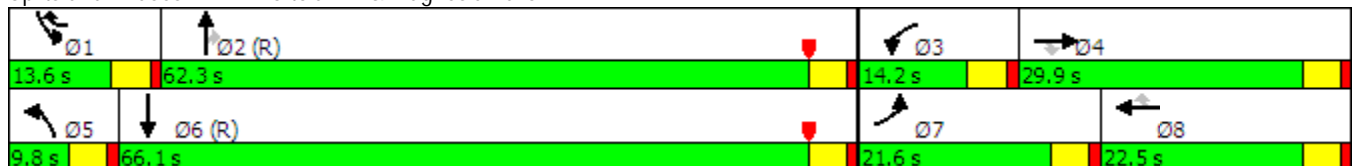
2040 Auto/LSEV PM Peak Hour (ALT1)
With Additional Improvements

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	242	97	87	59	63	342	47	1653	67	97	1403	171
Future Volume (vph)	242	97	87	59	63	342	47	1653	67	97	1403	171
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	230		230	200		200	90		105	355		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	60			60			95			80		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		35			35			50			50	
Link Distance (ft)		2649			517			536			570	
Travel Time (s)		51.6			10.1			7.3			7.8	
Confl. Bikes (#/hr)			13			11			2			3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Shared Lane Traffic (%)												
Turn Type	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8	1	5	2		1	6	
Permitted Phases			4			8			2			
Detector Phase	7	4	4	3	8	1	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	9.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	21.6	29.9	29.9	14.2	22.5	13.6	9.8	62.3	62.3	13.6	66.1	
Total Split (%)	18.0%	24.9%	24.9%	11.8%	18.8%	11.3%	8.2%	51.9%	51.9%	11.3%	55.1%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (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
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Ped	Ped	None	None	None	None	C-Max	C-Max	None	C-Max	

Intersection Summary

























Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 120
 Control Type: Actuated-Coordinated

Splits and Phases: 27: Portola Av. & Magnesia Falls Dr.



HCM 2010 Signalized Intersection Summary
 27: Portola Av. & Magnesia Falls Dr.

2040 Auto/LSEV PM Peak Hour (ALT1)
 With Additional Improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	242	97	87	59	63	342	47	1653	67	97	1403	171
Future Volume (veh/h)	242	97	87	59	63	342	47	1653	67	97	1403	171
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	252	101	91	61	66	356	49	1722	70	101	1461	178
Adj No. of Lanes	1	1	1	1	1	1	1	2	1	1	2	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	253	462	384	79	279	342	63	1724	755	125	1656	200
Arrive On Green	0.14	0.25	0.25	0.04	0.15	0.15	0.04	0.49	0.49	0.07	0.52	0.52
Sat Flow, veh/h	1774	1863	1546	1774	1863	1539	1774	3539	1549	1774	3172	382
Grp Volume(v), veh/h	252	101	91	61	66	356	49	1722	70	101	808	831
Grp Sat Flow(s),veh/h/ln	1774	1863	1546	1774	1863	1539	1774	1770	1549	1774	1770	1785
Q Serve(g_s), s	17.0	5.2	5.6	4.1	3.7	18.0	3.3	58.3	2.9	6.7	48.2	50.0
Cycle Q Clear(g_c), s	17.0	5.2	5.6	4.1	3.7	18.0	3.3	58.3	2.9	6.7	48.2	50.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.21
Lane Grp Cap(c), veh/h	253	462	384	79	279	342	63	1724	755	125	924	932
V/C Ratio(X)	1.00	0.22	0.24	0.78	0.24	1.04	0.78	1.00	0.09	0.81	0.87	0.89
Avail Cap(c_a), veh/h	253	462	384	143	279	342	78	1724	755	135	924	932
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.4	35.9	36.0	56.8	44.9	46.9	57.4	30.7	16.5	55.0	25.2	25.6
Incr Delay (d2), s/veh	55.7	0.2	0.3	15.0	0.4	59.6	31.6	21.4	0.2	28.1	11.3	12.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.2	2.7	2.4	2.3	2.0	17.0	2.2	33.6	1.3	4.3	26.2	27.7
LnGrp Delay(d),s/veh	107.1	36.1	36.3	71.7	45.4	106.4	89.0	52.1	16.8	83.1	36.5	38.3
LnGrp LOS	F	D	D	E	D	F	F	D	B	F	D	D
Approach Vol, veh/h		444			483			1841			1740	
Approach Delay, s/veh		76.4			93.7			51.7			40.1	
Approach LOS		E			F			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.9	63.0	9.8	34.3	8.8	67.1	21.6	22.5				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	9.1	57.8	9.7	25.4	5.3	61.6	17.1	18.0				
Max Q Clear Time (g_c+I1), s	8.7	60.3	6.1	7.6	5.3	52.0	19.0	20.0				
Green Ext Time (p_c), s	0.0	0.0	0.0	2.4	0.0	9.2	0.0	0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			54.2									
HCM 2010 LOS			D									

Lanes, Volumes, Timings
28: El Dorado Dr. & Fred Waring Dr.

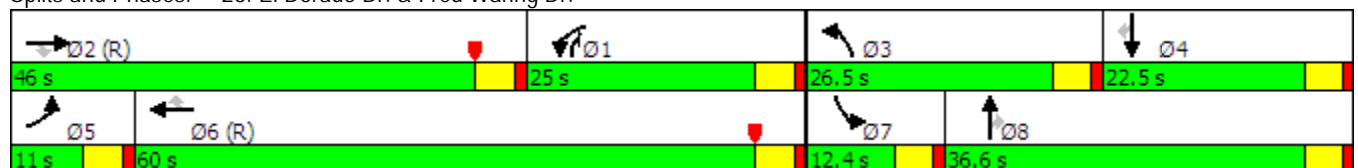
2040 Auto/LSEV PM Peak Hour (ALT1)
With Additional Improvements

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	1684	408	337	1683	40	304	21	384	36	15	33
Future Volume (vph)	25	1684	408	337	1683	40	304	21	384	36	15	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	225		210	290		145	0		125	105		105
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	60			120			60			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		50			50			45			45	
Link Distance (ft)		1266			970			386			401	
Travel Time (s)		17.3			13.2			5.8			6.1	
Confl. Bikes (#/hr)			4			2			4			2
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Shared Lane Traffic (%)												
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8	1	7	4	
Permitted Phases			2			6			8			4
Detector Phase	5	2	2	1	6	6	3	8	1	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	9.5	9.5	22.5	22.5
Total Split (s)	11.0	46.0	46.0	25.0	60.0	60.0	26.5	36.6	25.0	12.4	22.5	22.5
Total Split (%)	9.2%	38.3%	38.3%	20.8%	50.0%	50.0%	22.1%	30.5%	20.8%	10.3%	18.8%	18.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (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
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Max	None	None	Max	Max

Intersection Summary

























Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 17 (14%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 120
 Control Type: Actuated-Coordinated

Splits and Phases: 28: El Dorado Dr. & Fred Waring Dr.



HCM 2010 Signalized Intersection Summary
28: El Dorado Dr. & Fred Waring Dr.

2040 Auto/LSEV PM Peak Hour (ALT1)
With Additional Improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	1684	408	337	1683	40	304	21	384	36	15	33
Future Volume (veh/h)	25	1684	408	337	1683	40	304	21	384	36	15	33
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	27	1811	439	362	1810	43	327	23	413	39	16	35
Adj No. of Lanes	1	3	1	1	3	1	1	1	1	1	1	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	44	1759	540	303	2502	769	325	543	725	74	279	234
Arrive On Green	0.02	0.35	0.35	0.17	0.49	0.49	0.18	0.29	0.29	0.04	0.15	0.15
Sat Flow, veh/h	1774	5085	1560	1774	5085	1563	1774	1863	1560	1774	1863	1560
Grp Volume(v), veh/h	27	1811	439	362	1810	43	327	23	413	39	16	35
Grp Sat Flow(s),veh/h/ln	1774	1695	1560	1774	1695	1563	1774	1863	1560	1774	1863	1560
Q Serve(g_s), s	1.8	41.5	18.6	20.5	33.7	1.7	22.0	1.1	3.4	2.6	0.9	2.3
Cycle Q Clear(g_c), s	1.8	41.5	18.6	20.5	33.7	1.7	22.0	1.1	3.4	2.6	0.9	2.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	44	1759	540	303	2502	769	325	543	725	74	279	234
V/C Ratio(X)	0.62	1.03	0.81	1.19	0.72	0.06	1.01	0.04	0.57	0.53	0.06	0.15
Avail Cap(c_a), veh/h	96	1759	540	303	2502	769	325	543	725	117	279	234
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.0	39.3	13.1	49.8	24.0	15.9	49.0	30.5	12.4	56.3	43.7	44.3
Incr Delay (d2), s/veh	13.2	29.5	12.7	115.2	1.9	0.1	51.3	0.1	3.2	5.7	0.4	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	24.2	9.9	19.7	16.2	0.8	15.4	0.6	7.5	1.4	0.5	1.1
LnGrp Delay(d),s/veh	71.1	68.7	25.7	165.0	25.9	16.1	100.3	30.6	15.7	62.1	44.1	45.7
LnGrp LOS	E	F	C	F	C	B	F	C	B	E	D	D
Approach Vol, veh/h		2277			2215			763			90	
Approach Delay, s/veh		60.5			48.4			52.4			52.5	
Approach LOS		E			D			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	25.0	46.0	26.5	22.5	7.5	63.5	9.5	39.5				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	20.5	41.5	22.0	18.0	6.5	55.5	7.9	32.1				
Max Q Clear Time (g_c+I1), s	22.5	43.5	24.0	4.3	3.8	35.7	4.6	5.4				
Green Ext Time (p_c), s	0.0	0.0	0.0	1.5	0.0	13.3	0.0	1.8				
Intersection Summary												
HCM 2010 Ctrl Delay			54.2									
HCM 2010 LOS			D									
Notes												

Lanes, Volumes, Timings
 29: Dune Palms Rd. & Corporate Center Dr.

2040 Auto/LSEV PM Peak Hour (ALT1)
 With Additional Improvements

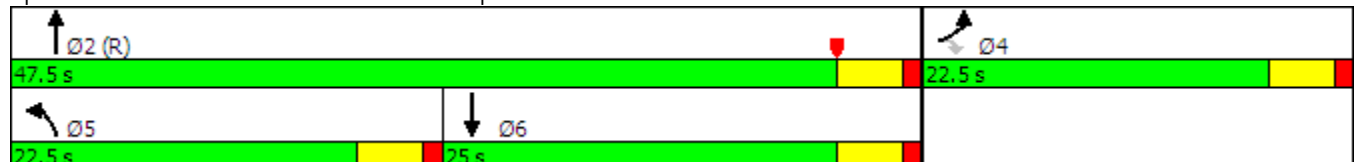


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	67	47	28	984	587	33
Future Volume (vph)	67	47	28	984	587	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	120	0	95			0
Storage Lanes	1	1	1			0
Taper Length (ft)	60		90			
Right Turn on Red		Yes				Yes
Link Speed (mph)	30			30	30	
Link Distance (ft)	371			267	354	
Travel Time (s)	8.4			6.1	8.0	
Confl. Peds. (#/hr)			11			11
Confl. Bikes (#/hr)		3				8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Turn Type	Prot	Perm	Prot	NA	NA	
Protected Phases	4		5	2	6	
Permitted Phases		4				
Detector Phase	4	4	5	2	6	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	
Total Split (s)	22.5	22.5	22.5	47.5	25.0	
Total Split (%)	32.1%	32.1%	32.1%	67.9%	35.7%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None	None	Max	C-Max	Max	

Intersection Summary













Area Type: Other
 Cycle Length: 70
 Actuated Cycle Length: 70
 Offset: 0 (0%), Referenced to phase 2:NBT, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated

Splits and Phases: 29: Dune Palms Rd. & Corporate Center Dr.



HCM 2010 Signalized Intersection Summary
29: Dune Palms Rd. & Corporate Center Dr.

















2040 Auto/LSEV PM Peak Hour (ALT1)
With Additional Improvements

								
Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations								
Traffic Volume (veh/h)	67	47	28	984	587	33		
Future Volume (veh/h)	67	47	28	984	587	33		
Number	7	14	5	2	6	16		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.96		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900		
Adj Flow Rate, veh/h	73	51	30	1070	638	36		
Adj No. of Lanes	1	1	1	1	2	0		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	117	104	456	1501	1646	93		
Arrive On Green	0.07	0.07	0.26	0.81	0.48	0.48		
Sat Flow, veh/h	1774	1583	1774	1863	3491	192		
Grp Volume(v), veh/h	73	51	30	1070	332	342		
Grp Sat Flow(s),veh/h/ln	1774	1583	1774	1863	1770	1820		
Q Serve(g_s), s	2.8	2.2	0.9	18.4	8.3	8.4		
Cycle Q Clear(g_c), s	2.8	2.2	0.9	18.4	8.3	8.4		
Prop In Lane	1.00	1.00	1.00			0.11		
Lane Grp Cap(c), veh/h	117	104	456	1501	857	882		
V/C Ratio(X)	0.63	0.49	0.07	0.71	0.39	0.39		
Avail Cap(c_a), veh/h	456	407	456	1501	857	882		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	31.9	31.6	19.6	3.1	11.5	11.5		
Incr Delay (d2), s/veh	5.4	3.5	0.3	2.9	1.3	1.3		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	1.6	2.0	0.5	10.1	4.4	4.5		
LnGrp Delay(d),s/veh	37.3	35.1	19.9	6.0	12.8	12.8		
LnGrp LOS	D	D	B	A	B	B		
Approach Vol, veh/h	124			1100	674			
Approach Delay, s/veh	36.4			6.4	12.8			
Approach LOS	D			A	B			
Timer	1	2	3	4	5	6	7	8
Assigned Phs	2		4		6			
Phs Duration (G+Y+Rc), s	60.9		9.1		22.5		38.4	
Change Period (Y+Rc), s	4.5		4.5		4.5		4.5	
Max Green Setting (Gmax), s	43.0		18.0		18.0		20.5	
Max Q Clear Time (g_c+I1), s	20.4		4.8		2.9		10.4	
Green Ext Time (p_c), s	14.4		0.2		0.0		7.8	
Intersection Summary								
HCM 2010 Ctrl Delay	10.6							
HCM 2010 LOS	B							

Lanes, Volumes, Timings
 30: Monroe St., s/o I-10 EB Ramps

2040 Auto/LSEV PM Peak Hour (ALT1)

With Project Improvements

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	0	0	1077	0	0	1117	0
Future Volume (vph)	0	0	0	0	0	0	0	1077	0	0	1117	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		310			328			321			611	
Travel Time (s)		7.0			7.5			7.3			13.9	
Confl. Peds. (#/hr)							12					12
Confl. Bikes (#/hr)									12			12
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection												
Int Delay, s/veh	0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↑			↑			↑	
Traffic Vol, veh/h	0	0	0	0	0	0	0	1077	0	0	1117	0
Future Vol, veh/h	0	0	0	0	0	0	0	1077	0	0	1117	0
Conflicting Peds, #/hr	0	0	0	0	0	0	12	0	0	0	0	12
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	1134	0	0	1176	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	-	2310	-	-	2310	-	-	0	-	-	-	0
Stage 1	-	1176	-	-	1134	-	-	-	-	-	-	-
Stage 2	-	1134	-	-	1176	-	-	-	-	-	-	-
Critical Hdwy	-	6.52	-	-	6.52	-	-	-	-	-	-	-
Critical Hdwy Stg 1	-	5.52	-	-	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	5.52	-	-	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	-	4.018	-	-	4.018	-	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	38	0	0	38	0	0	-	0	0	-	0
Stage 1	0	265	0	0	278	0	0	-	0	0	-	0
Stage 2	0	278	0	0	265	0	0	-	0	0	-	0
Platoon blocked, %								-				-
Mov Cap-1 Maneuver	-	38	-	-	38	-	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	38	-	-	38	-	-	-	-	-	-	-
Stage 1	-	265	-	-	278	-	-	-	-	-	-	-
Stage 2	-	278	-	-	265	-	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	EBLn1	WBLn1	SBT
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	0	0	-
HCM Lane LOS	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-

Lanes, Volumes, Timings
31: Avenue 44, east of Palo Verde St.

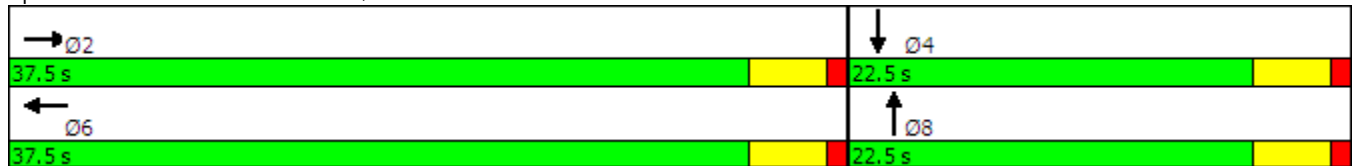
2040 Auto/LSEV PM Peak Hour (ALT1)
With Project Improvements

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↑			↑			↑	
Traffic Volume (vph)	0	377	0	0	667	0	0	0	0	0	0	0
Future Volume (vph)	0	377	0	0	667	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		937			1325			323			354	
Travel Time (s)		14.2			20.1			7.3			8.0	
Confl. Bikes (#/hr)			10			12			1			1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Turn Type		NA			NA							
Protected Phases		2			6			8			4	
Permitted Phases												
Detector Phase		2			6			8			4	
Switch Phase												
Minimum Initial (s)		5.0			5.0			5.0			5.0	
Minimum Split (s)		22.5			22.5			22.5			22.5	
Total Split (s)		37.5			37.5			22.5			22.5	
Total Split (%)		62.5%			62.5%			37.5%			37.5%	
Yellow Time (s)		3.5			3.5			3.5			3.5	
All-Red Time (s)		1.0			1.0			1.0			1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode		Max			Max			Ped			Ped	

Intersection Summary













Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated

Splits and Phases: 31: Avenue 44, east of Palo Verde St.



HCM 2010 Signalized Intersection Summary
31: Avenue 44, east of Palo Verde St.

2040 Auto/LSEV PM Peak Hour (ALT1)
With Project Improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↑			↑			↑	
Traffic Volume (veh/h)	0	377	0	0	667	0	0	0	0	0	0	0
Future Volume (veh/h)	0	377	0	0	667	0	0	0	0	0	0	0
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	0	0	1863	0	0	1863	0	0	1863	0
Adj Flow Rate, veh/h	0	410	0	0	725	0	0	0	0	0	0	0
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	0	0	2	0	0	2	0	0	2	0
Cap, veh/h	0	1639	0	0	1639	0	0	5	0	0	5	0
Arrive On Green	0.00	0.88	0.00	0.00	0.88	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Sat Flow, veh/h	0	1863	0	0	1863	0	0	-83824	0	0	-83824	0
Grp Volume(v), veh/h	0	410	0	0	725	0	0	0	0	0	0	0
Grp Sat Flow(s),veh/h/ln	0	1863	0	0	1863	0	0	1863	0	0	1863	0
Q Serve(g_s), s	0.0	1.3	0.0	0.0	2.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	1.3	0.0	0.0	2.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	0.00		0.00	0.00		0.00	0.00		0.00	0.00		0.00
Lane Grp Cap(c), veh/h	0	1639	0	0	1639	0	0	5	0	0	5	0
V/C Ratio(X)	0.00	0.25	0.00	0.00	0.44	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h	0	1639	0	0	1639	0	0	894	0	0	894	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.3	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.4	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.7	0.0	0.0	1.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LnGrp Delay(d),s/veh	0.0	0.7	0.0	0.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LnGrp LOS		A			A							
Approach Vol, veh/h		410			725			0			0	
Approach Delay, s/veh		0.7			1.3			0.0			0.0	
Approach LOS		A			A							
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		37.5		0.0		37.5		0.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		33.0		18.0		33.0		18.0				
Max Q Clear Time (g_c+I1), s		3.3		0.0		4.9		0.0				
Green Ext Time (p_c), s		8.0		0.0		7.9		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay				1.1								
HCM 2010 LOS				A								

Lanes, Volumes, Timings
 32: Dillon Rd., west of SR86S SB Ramps

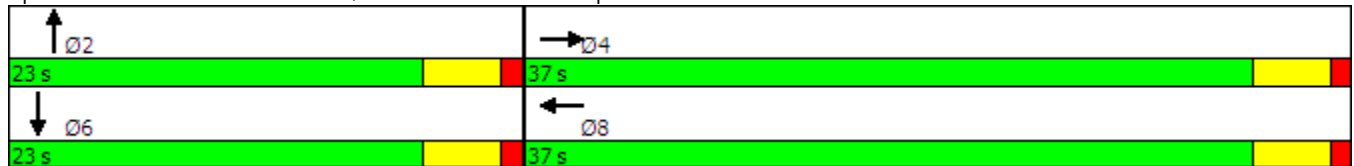
2040 Auto/LSEV PM Peak Hour (ALT1)
 With Additional Improvements

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑			↑			↑	
Traffic Volume (vph)	0	2510	0	0	1790	0	0	0	0	0	0	0
Future Volume (vph)	0	2510	0	0	1790	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		360			655			256			320	
Travel Time (s)		8.2			14.9			5.8			7.3	
Confl. Bikes (#/hr)			3			2			1			1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Turn Type		NA			NA							
Protected Phases		4			8			2			6	
Permitted Phases												
Detector Phase		4			8			2			6	
Switch Phase												
Minimum Initial (s)		5.0			5.0			5.0			5.0	
Minimum Split (s)		9.5			9.5			22.5			22.5	
Total Split (s)		37.0			37.0			23.0			23.0	
Total Split (%)		61.7%			61.7%			38.3%			38.3%	
Yellow Time (s)		3.5			3.5			3.5			3.5	
All-Red Time (s)		1.0			1.0			1.0			1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode		Max			Max			Ped			Ped	

Intersection Summary













Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 59.5
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated

Splits and Phases: 32: Dillon Rd., west of SR86S SB Ramps



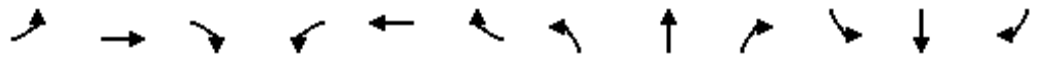
HCM 2010 Signalized Intersection Summary
32: Dillon Rd., west of SR86S SB Ramps

2040 Auto/LSEV PM Peak Hour (ALT1)
With Additional Improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑			↑			↑	
Traffic Volume (veh/h)	0	2510	0	0	1790	0	0	0	0	0	0	0
Future Volume (veh/h)	0	2510	0	0	1790	0	0	0	0	0	0	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	0	0	1863	0	0	1863	0	0	1863	0
Adj Flow Rate, veh/h	0	2728	0	0	1946	0	0	0	0	0	0	0
Adj No. of Lanes	0	2	0	0	2	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	0	0	2	0	0	2	0	0	2	0
Cap, veh/h	0	3109	0	0	3109	0	0	5	0	0	5	0
Arrive On Green	0.00	0.88	0.00	0.00	0.88	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Sat Flow, veh/h	0	3725	0	0	3725	0	0	-83824	0	0	-83824	0
Grp Volume(v), veh/h	0	2728	0	0	1946	0	0	0	0	0	0	0
Grp Sat Flow(s),veh/h/ln	0	1770	0	0	1770	0	0	1863	0	0	1863	0
Q Serve(g_s), s	0.0	15.1	0.0	0.0	5.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	15.1	0.0	0.0	5.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	0.00		0.00	0.00		0.00	0.00		0.00	0.00		0.00
Lane Grp Cap(c), veh/h	0	3109	0	0	3109	0	0	5	0	0	5	0
V/C Ratio(X)	0.00	0.88	0.00	0.00	0.63	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h	0	3109	0	0	3109	0	0	931	0	0	931	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	1.2	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	3.9	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	7.7	0.0	0.0	2.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LnGrp Delay(d),s/veh	0.0	5.1	0.0	0.0	1.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LnGrp LOS		A			A							
Approach Vol, veh/h		2728			1946			0			0	
Approach Delay, s/veh		5.1			1.6			0.0			0.0	
Approach LOS		A			A							
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		0.0		37.0		0.0		37.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.5		32.5		18.5		32.5				
Max Q Clear Time (g_c+I1), s		0.0		17.1		0.0		7.5				
Green Ext Time (p_c), s		0.0		15.3		0.0		24.9				
Intersection Summary												
HCM 2010 Ctrl Delay				3.6								
HCM 2010 LOS				A								

Lanes, Volumes, Timings
 33: Tyler St./Magnolia & Avenue 50-Tyler St.

2040 Auto/LSEV PM Peak Hour (ALT1)
 With Additional Improvements

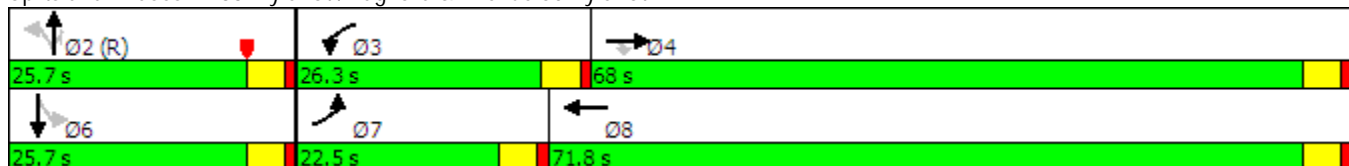


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑	↗	↖	↑↑			↑	↗		↕	
Traffic Volume (vph)	1	1810	314	306	1259	1	221	0	290	1	0	1
Future Volume (vph)	1	1810	314	306	1259	1	221	0	290	1	0	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	50		50	150		0	0		50	0		0
Storage Lanes	1		1	1		0	0		1	0		0
Taper Length (ft)	60			60			60			60		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		450			459			683			545	
Travel Time (s)		10.2			10.4			15.5			12.4	
Confl. Bikes (#/hr)			7			1			6			1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Turn Type	Prot	NA	Perm	Prot	NA		Perm	NA	Perm	Perm	NA	
Protected Phases	7	4		3	8			2			6	
Permitted Phases			4				2		2	6		
Detector Phase	7	4	4	3	8		2	2	2	6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5		22.5	22.5	22.5	22.5	22.5	
Total Split (s)	22.5	68.0	68.0	26.3	71.8		25.7	25.7	25.7	25.7	25.7	
Total Split (%)	18.8%	56.7%	56.7%	21.9%	59.8%		21.4%	21.4%	21.4%	21.4%	21.4%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Recall Mode	None	None	None	None	None		C-Max	C-Max	C-Max	Max	Max	

Intersection Summary





















Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBTL, Start of Yellow
 Natural Cycle: 120
 Control Type: Actuated-Coordinated

Splits and Phases: 33: Tyler St./Magnolia & Avenue 50-Tyler St.



HCM 2010 Signalized Intersection Summary
 33: Tyler St./Magnolia & Avenue 50-Tyler St.

2040 Auto/LSEV PM Peak Hour (ALT1)
 With Additional Improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	1810	314	306	1259	1	221	0	290	1	0	1
Future Volume (veh/h)	1	1810	314	306	1259	1	221	0	290	1	0	1
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1900	1863	1863	1900	1863	1900
Adj Flow Rate, veh/h	1	1905	331	322	1325	1	233	0	305	1	0	1
Adj No. of Lanes	1	2	1	1	2	0	0	1	1	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	74	1873	817	322	2428	2	227	0	274	45	14	14
Arrive On Green	0.04	0.53	0.53	0.18	0.67	0.67	0.18	0.00	0.18	0.18	0.00	0.18
Sat Flow, veh/h	1774	3539	1544	1774	3629	3	947	0	1552	0	80	80
Grp Volume(v), veh/h	1	1905	331	322	646	680	233	0	305	2	0	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1544	1774	1770	1862	947	0	1552	160	0	0
Q Serve(g_s), s	0.1	63.5	15.4	21.8	22.8	22.8	0.0	0.0	21.2	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.1	63.5	15.4	21.8	22.8	22.8	21.2	0.0	21.2	21.2	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	0.50		0.50
Lane Grp Cap(c), veh/h	74	1873	817	322	1184	1246	227	0	274	73	0	0
V/C Ratio(X)	0.01	1.02	0.41	1.00	0.55	0.55	1.02	0.00	1.11	0.03	0.00	0.00
Avail Cap(c_a), veh/h	266	1873	817	322	1184	1246	227	0	274	73	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	55.1	28.3	16.9	49.1	10.3	10.3	52.2	0.0	49.4	42.3	0.0	0.0
Incr Delay (d2), s/veh	0.1	25.2	0.3	49.9	0.5	0.5	66.3	0.0	87.8	0.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	37.2	6.6	15.1	11.1	11.7	11.7	0.0	15.7	0.1	0.0	0.0
LnGrp Delay(d),s/veh	55.2	53.4	17.3	99.0	10.9	10.8	118.6	0.0	137.2	42.9	0.0	0.0
LnGrp LOS	E	F	B	F	B	B	F		F	D		
Approach Vol, veh/h		2237			1648			538			2	
Approach Delay, s/veh		48.1			28.1			129.2			42.9	
Approach LOS		D			C			F			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		25.7	26.3	68.0		25.7	9.5	84.8				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		21.2	21.8	63.5		21.2	18.0	67.3				
Max Q Clear Time (g_c+I1), s		23.2	23.8	65.5		23.2	2.1	24.8				
Green Ext Time (p_c), s		0.0	0.0	0.0		0.0	0.0	38.4				
Intersection Summary												
HCM 2010 Ctrl Delay			50.5									
HCM 2010 LOS			D									

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PEDESTRIAN LEVEL OF SERVICE WORKSHEETS

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	48.1	61.3	73.3	59.9
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	4	4	6	5
Number of Right-Turn Islands	1	0	0	1
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	35	30	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	30.0	30.0	30.0	30.0
Pedestrian Compliance Code	Fair	Fair	Fair	Fair
Pedestrian Crosswalk Score	2.40	2.25	2.90	2.80
Pedestrian Crosswalk LOS	B	B	C	C

Approach

Approach Direction	NB
Median Present?	No
Approach Delay(s)	94300
Level of Service	F

Crosswalk

Length (ft)	68
Lanes Crossed	4
Veh Vol Crossed	1720
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	22.43
Prob of Delayed X-ing	1.00
Prob of Blocked Lane	0.93
Delay for adq Gap	94302.10
Avg Ped Delay (s)	94300.00

Approach

Approach Direction	SB
Median Present?	No
Approach Delay(s)	94300
Level of Service	F

Crosswalk

Length (ft)	68
Lanes Crossed	4
Veh Vol Crossed	1720
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	22.43
Prob of Delayed X-ing	1.00
Prob of Blocked Lane	0.93
Delay for adq Gap	94302.10
Avg Ped Delay (s)	94300.00

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	48.0	24.0	61.2	61.2
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	4	2	5	5
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	50	30	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	30.0	30.0	30.0	30.0
Pedestrian Compliance Code	Fair	Fair	Fair	Fair
Pedestrian Crosswalk Score	2.43	1.85	2.78	2.67
Pedestrian Crosswalk LOS	B	A	C	B

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	37.9	37.9	73.0	73.0
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	3	3	6	6
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	30	30	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	30.0	30.0	30.0	30.0
Pedestrian Compliance Code	Fair	Fair	Fair	Fair
Pedestrian Crosswalk Score	2.13	2.03	2.82	3.02
Pedestrian Crosswalk LOS	B	B	C	C

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	72.0	61.0	38.3	24.0
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	6	5	3	2
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	4	8	2	6
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	50	50	45	30
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	40.0	40.0	40.0	40.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	3.03	2.98	2.01	1.73
Pedestrian Crosswalk LOS	C	C	B	A

Approach

Approach Direction	NB
Median Present?	No
Approach Delay(s)	89121
Level of Service	F

Crosswalk

Length (ft)	68
Lanes Crossed	4
Veh Vol Crossed	1710
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	22.43
Prob of Delayed X-ing	1.00
Prob of Blocked Lane	0.93
Delay for adq Gap	89123.10
Avg Ped Delay (s)	89121.00

Approach

Approach Direction	SB
Median Present?	No
Approach Delay(s)	454295
Level of Service	F

Crosswalk

Length (ft)	80
Lanes Crossed	4
Veh Vol Crossed	1710
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	25.86
Prob of Delayed X-ing	1.00
Prob of Blocked Lane	0.95
Delay for adq Gap	454297.00
Avg Ped Delay (s)	454295.00

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	36.0	60.0	61.2	61.2
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	3	5	5	5
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	45	30	40	40
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	45.0	45.0	45.0	45.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.15	2.40	2.72	2.79
Pedestrian Crosswalk LOS	B	B	B	C

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	60.0	60.0	60.0	60.0
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	5	5	5	5
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	45	45	30
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	45.0	45.0	45.0	45.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.41	2.48	2.58	2.49
Pedestrian Crosswalk LOS	B	B	B	B

Approach

Approach Direction	NB
Median Present?	No
Approach Delay(s)	404.8
Level of Service	F

Crosswalk

Length (ft)	80
Lanes Crossed	4
Veh Vol Crossed	596
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	25.86
Prob of Delayed X-ing	0.99
Prob of Blocked Lane	0.66
Delay for adq Gap	410.48
Avg Ped Delay (s)	404.80

Approach

Approach Direction	SB
Median Present?	No
Approach Delay(s)	404.8
Level of Service	F

Crosswalk

Length (ft)	80
Lanes Crossed	4
Veh Vol Crossed	596
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	25.86
Prob of Delayed X-ing	0.99
Prob of Blocked Lane	0.66
Delay for adq Gap	410.48
Avg Ped Delay (s)	404.80

Approach

Approach Direction	NB	
Median Present?	Yes	
Approach Delay(s)	16.8	
Level of Service	C	

Crosswalk

Length (ft)	29	28
Lanes Crossed	2	2
Veh Vol Crossed	346	323
Ped Vol Crossed	0	0
Yield Rate(%)	0	0
Ped Platooning	No	No
Critical Headway (s)	11.29	11.00
Prob of Delayed X-ing	0.66	0.63
Prob of Blocked Lane	0.42	0.39
Delay for adq Gap	13.73	12.37
Avg Ped Delay (s)	9.09	7.76

Approach

Approach Direction	SB	
Median Present?	Yes	
Approach Delay(s)	16.8	
Level of Service	C	

Crosswalk

Length (ft)	28	29
Lanes Crossed	2	2
Veh Vol Crossed	323	346
Ped Vol Crossed	0	0
Yield Rate(%)	0	0
Ped Platooning	No	No
Critical Headway (s)	11.00	11.29
Prob of Delayed X-ing	0.63	0.66
Prob of Blocked Lane	0.39	0.42
Delay for adq Gap	12.37	13.73
Avg Ped Delay (s)	7.76	9.09

Approach	WB	NB	SB
Crosswalk Length (ft)	48.1	60.0	60.0
Crosswalk Width (ft)	12.0	12.0	12.0
Total Number of Lanes Crossed	4	4	5
Number of Right-Turn Islands	0	0	0
Type of Control	None	None	None
Corresponding Signal Phase	2	6	8
Effective Walk Time (s)	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0
85th percentile speed (mph)	40	40	40
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-
Pedestrian Delay (s/p)	30.0	30.0	30.0
Pedestrian Compliance Code	Fair	Fair	Fair
Pedestrian Crosswalk Score	2.22	2.41	2.59
Pedestrian Crosswalk LOS	B	B	B

Approach	EB	NB	SB
Crosswalk Length (ft)	62.2	60.0	70.6
Crosswalk Width (ft)	12.0	12.0	12.0
Total Number of Lanes Crossed	5	5	5
Number of Right-Turn Islands	0	0	0
Type of Control	None	None	None
Corresponding Signal Phase	6	4	2
Effective Walk Time (s)	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0
85th percentile speed (mph)	40	40	40
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-
Pedestrian Delay (s/p)	30.0	30.0	30.0
Pedestrian Compliance Code	Fair	Fair	Fair
Pedestrian Crosswalk Score	2.63	2.84	2.99
Pedestrian Crosswalk LOS	B	C	C

Approach	EB	WB	SB
Crosswalk Length (ft)	60.0	72.0	61.2
Crosswalk Width (ft)	12.0	12.0	12.0
Total Number of Lanes Crossed	5	6	5
Number of Right-Turn Islands	0	0	0
Type of Control	None	None	None
Corresponding Signal Phase	4	2	6
Effective Walk Time (s)	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0
85th percentile speed (mph)	45	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-
Pedestrian Delay (s/p)	30.0	30.0	30.0
Pedestrian Compliance Code	Fair	Fair	Fair
Pedestrian Crosswalk Score	2.69	2.85	2.63
Pedestrian Crosswalk LOS	B	C	B

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	43.7	92.3	140.8	96.0
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	3	5	7	8
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	45	55	55
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	45.0	45.0	45.0	45.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.20	2.62	3.49	3.62
Pedestrian Crosswalk LOS	B	B	C	D

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	38.0	24.1	85.0	95.9
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	3	2	7	8
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	30	55	55
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	45.0	45.0	45.0	45.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.00	1.76	3.38	3.42
Pedestrian Crosswalk LOS	B	A	C	C

Approach	WB	NB	SB
Crosswalk Length (ft)	41.5	84.0	84.1
Crosswalk Width (ft)	12.0	12.0	12.0
Total Number of Lanes Crossed	3	7	7
Number of Right-Turn Islands	0	0	0
Type of Control	None	None	None
Corresponding Signal Phase	2	6	8
Effective Walk Time (s)	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0
85th percentile speed (mph)	55	55	55
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-
Pedestrian Delay (s/p)	45.0	45.0	45.0
Pedestrian Compliance Code	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.13	3.46	3.45
Pedestrian Crosswalk LOS	B	C	C

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	61.2	49.5	73.0	72.0
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	5	3	6	6
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	30	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	52.5	52.5	52.5	52.5
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.43	2.01	2.96	3.03
Pedestrian Crosswalk LOS	B	B	C	C

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	37.9	37.9	73.0	73.0
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	3	3	6	6
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	30	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	52.5	52.5	52.5	52.5
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.07	2.08	2.96	2.95
Pedestrian Crosswalk LOS	B	B	C	C

Approach		
Approach Direction	NB	
Median Present?	Yes	
Approach Delay(s)	181.2	
Level of Service	F	
Crosswalk		
Length (ft)	40	28
Lanes Crossed	2	2
Veh Vol Crossed	659	1273
Ped Vol Crossed	0	0
Yield Rate(%)	0	0
Ped Platooning	No	No
Critical Headway (s)	14.43	11.00
Prob of Delayed X-ing	0.93	0.98
Prob of Blocked Lane	0.73	0.86
Delay for adq Gap	61.11	127.05
Avg Ped Delay (s)	56.75	124.45

Approach		
Approach Direction	SB	
Median Present?	Yes	
Approach Delay(s)	148.9	
Level of Service	F	
Crosswalk		
Length (ft)	28	28
Lanes Crossed	2	2
Veh Vol Crossed	1273	659
Ped Vol Crossed	0	0
Yield Rate(%)	0	0
Ped Platooning	No	No
Critical Headway (s)	11.00	11.00
Prob of Delayed X-ing	0.98	0.87
Prob of Blocked Lane	0.86	0.63
Delay for adq Gap	127.05	28.22
Avg Ped Delay (s)	124.45	24.46

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	43.7	60.4	107.1	97.3
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	2	5	8	8
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	45	45	50	50
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	60.0	60.0	60.0	60.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	1.79	2.84	3.75	3.54
Pedestrian Crosswalk LOS	A	C	D	D

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	48.0	60.2	83.9	85.4
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	3	5	7	7
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	30	50	50
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	60.0	60.0	60.0	60.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.05	2.56	3.79	3.77
Pedestrian Crosswalk LOS	B	B	D	D

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	49.6	61.1	107.1	108.7
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	4	5	8	9
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	30	50	50
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	30.0	30.0	30.0	30.0
Pedestrian Compliance Code	Fair	Fair	Fair	Fair
Pedestrian Crosswalk Score	2.28	2.34	3.36	3.39
Pedestrian Crosswalk LOS	B	B	C	C

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	48.0	49.5	73.0	61.2
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	4	4	6	5
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	35	35	50	50
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	40.0	40.0	40.0	40.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.30	2.34	3.00	3.05
Pedestrian Crosswalk LOS	B	B	C	C

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	96.0	96.0	61.2	61.2
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	8	8	5	5
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	4	8	2	6
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	50	50	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	45.0	45.0	45.0	45.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	3.51	3.46	2.52	2.35
Pedestrian Crosswalk LOS	D	C	B	B

Approach

Approach Direction	NB
Median Present?	No
Approach Delay(s)	1503.2
Level of Service	F

Crosswalk

Length (ft)	56
Lanes Crossed	3
Veh Vol Crossed	1177
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	19.00
Prob of Delayed X-ing	1.00
Prob of Blocked Lane	0.87
Delay for adq Gap	1506.20
Avg Ped Delay (s)	1503.18

Approach

Approach Direction	SB
Median Present?	Yes
Approach Delay(s)	45.8
Level of Service	F

Crosswalk

Length (ft)	28	17
Lanes Crossed	2	1
Veh Vol Crossed	856	321
Ped Vol Crossed	0	0
Yield Rate(%)	0	0
Ped Platooning	No	No
Critical Headway (s)	11.00	7.86
Prob of Delayed X-ing	0.93	0.50
Prob of Blocked Lane	0.73	0.50
Delay for adq Gap	45.64	7.00
Avg Ped Delay (s)	42.31	3.53

Approach

Approach Direction	EB
Median Present?	No
Approach Delay(s)	55.3
Level of Service	F

Crosswalk

Length (ft)	36
Lanes Crossed	2
Veh Vol Crossed	733
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	13.29
Prob of Delayed X-ing	0.93
Prob of Blocked Lane	0.74
Delay for adq Gap	59.22
Avg Ped Delay (s)	55.26

Approach

Approach Direction	WB
Median Present?	No
Approach Delay(s)	55.3
Level of Service	F

Crosswalk

Length (ft)	36
Lanes Crossed	2
Veh Vol Crossed	733
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	13.29
Prob of Delayed X-ing	0.93
Prob of Blocked Lane	0.74
Delay for adq Gap	59.22
Avg Ped Delay (s)	55.26

Approach

Approach Direction	EB
Median Present?	No
Approach Delay(s)	274807
Level of Service	F

Crosswalk

Length (ft)	33
Lanes Crossed	2
Veh Vol Crossed	3630
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	12.43
Prob of Delayed X-ing	1.00
Prob of Blocked Lane	1.00
Delay for adq Gap	274808.00
Avg Ped Delay (s)	274807.00

Approach

Approach Direction	WB
Median Present?	No
Approach Delay(s)	274807
Level of Service	F

Crosswalk

Length (ft)	33
Lanes Crossed	2
Veh Vol Crossed	3630
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	12.43
Prob of Delayed X-ing	1.00
Prob of Blocked Lane	1.00
Delay for adq Gap	274808.00
Avg Ped Delay (s)	274807.00

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	48.1	61.3	73.3	59.9
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	4	4	6	5
Number of Right-Turn Islands	1	0	0	1
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	35	30	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	30.0	30.0	30.0	30.0
Pedestrian Compliance Code	Fair	Fair	Fair	Fair
Pedestrian Crosswalk Score	2.41	2.28	3.20	3.00
Pedestrian Crosswalk LOS	B	B	C	C

Approach

Approach Direction	NB
Median Present?	No
Approach Delay(s)	3113770
Level of Service	F

Crosswalk

Length (ft)	68
Lanes Crossed	4
Veh Vol Crossed	2330
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	22.43
Prob of Delayed X-ing	1.00
Prob of Blocked Lane	0.97
Delay for adq Gap	3113770.00
Avg Ped Delay (s)	3113770.00

Approach

Approach Direction	SB
Median Present?	No
Approach Delay(s)	3113770
Level of Service	F

Crosswalk

Length (ft)	68
Lanes Crossed	4
Veh Vol Crossed	2330
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	22.43
Prob of Delayed X-ing	1.00
Prob of Blocked Lane	0.97
Delay for adq Gap	3113770.00
Avg Ped Delay (s)	3113770.00

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	48.0	24.0	61.2	61.2
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	4	2	5	5
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	50	30	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	30.0	30.0	30.0	30.0
Pedestrian Compliance Code	Fair	Fair	Fair	Fair
Pedestrian Crosswalk Score	2.44	1.89	2.91	2.69
Pedestrian Crosswalk LOS	B	A	C	B

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	37.9	37.9	73.0	73.0
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	3	3	6	6
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	30	30	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	45.0	45.0	45.0	45.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.29	2.09	2.89	3.11
Pedestrian Crosswalk LOS	B	B	C	C

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	72.0	61.0	38.3	24.0
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	6	5	3	2
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	4	8	2	6
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	50	50	45	30
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	40.0	40.0	40.0	40.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	3.51	3.57	2.01	1.73
Pedestrian Crosswalk LOS	D	D	B	A

Approach

Approach Direction	NB
Median Present?	No
Approach Delay(s)	300525
Level of Service	F

Crosswalk

Length (ft)	68
Lanes Crossed	4
Veh Vol Crossed	1924
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	22.43
Prob of Delayed X-ing	1.00
Prob of Blocked Lane	0.95
Delay for adq Gap	300527.00
Avg Ped Delay (s)	300525.00

Approach

Approach Direction	SB
Median Present?	No
Approach Delay(s)	1877960
Level of Service	F

Crosswalk

Length (ft)	80
Lanes Crossed	4
Veh Vol Crossed	1924
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	25.86
Prob of Delayed X-ing	1.00
Prob of Blocked Lane	0.97
Delay for adq Gap	1877960.00
Avg Ped Delay (s)	1877960.00

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	36.0	60.0	61.2	61.2
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	3	5	5	5
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	45	30	40	40
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	45.0	45.0	45.0	45.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.15	2.48	2.85	2.96
Pedestrian Crosswalk LOS	B	B	C	C

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	60.0	60.0	60.0	60.0
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	5	5	5	5
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	45	45	30
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	45.0	45.0	45.0	45.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.50	2.67	2.74	2.57
Pedestrian Crosswalk LOS	B	B	B	B

Approach

Approach Direction	NB
Median Present?	No
Approach Delay(s)	722.8
Level of Service	F

Crosswalk

Length (ft)	80
Lanes Crossed	4
Veh Vol Crossed	693
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	25.86
Prob of Delayed X-ing	0.99
Prob of Blocked Lane	0.71
Delay for adq Gap	727.78
Avg Ped Delay (s)	722.77

Approach

Approach Direction	SB
Median Present?	No
Approach Delay(s)	722.8
Level of Service	F

Crosswalk

Length (ft)	80
Lanes Crossed	4
Veh Vol Crossed	693
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	25.86
Prob of Delayed X-ing	0.99
Prob of Blocked Lane	0.71
Delay for adq Gap	727.78
Avg Ped Delay (s)	722.77

Approach		
Approach Direction	NB	
Median Present?	Yes	
Approach Delay(s)	42.7	
Level of Service	E	
Crosswalk		
Length (ft)	29	28
Lanes Crossed	2	2
Veh Vol Crossed	770	280
Ped Vol Crossed	0	0
Yield Rate(%)	0	0
Ped Platooning	No	No
Critical Headway (s)	11.29	11.00
Prob of Delayed X-ing	0.91	0.57
Prob of Blocked Lane	0.70	0.35
Delay for adq Gap	39.86	11.12
Avg Ped Delay (s)	36.30	6.39

Approach		
Approach Direction	SB	
Median Present?	Yes	
Approach Delay(s)	42.7	
Level of Service	E	
Crosswalk		
Length (ft)	28	29
Lanes Crossed	2	2
Veh Vol Crossed	280	770
Ped Vol Crossed	0	0
Yield Rate(%)	0	0
Ped Platooning	No	No
Critical Headway (s)	11.00	11.29
Prob of Delayed X-ing	0.57	0.91
Prob of Blocked Lane	0.35	0.70
Delay for adq Gap	11.12	39.86
Avg Ped Delay (s)	6.39	36.30

Approach	WB	NB	SB
Crosswalk Length (ft)	48.1	60.0	60.0
Crosswalk Width (ft)	12.0	12.0	12.0
Total Number of Lanes Crossed	4	4	5
Number of Right-Turn Islands	0	0	0
Type of Control	None	None	None
Corresponding Signal Phase	2	6	8
Effective Walk Time (s)	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0
85th percentile speed (mph)	40	40	40
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-
Pedestrian Delay (s/p)	30.0	30.0	30.0
Pedestrian Compliance Code	Fair	Fair	Fair
Pedestrian Crosswalk Score	2.34	2.46	2.72
Pedestrian Crosswalk LOS	B	B	B

Approach	EB	NB	SB
Crosswalk Length (ft)	62.2	60.0	70.6
Crosswalk Width (ft)	12.0	12.0	12.0
Total Number of Lanes Crossed	5	5	5
Number of Right-Turn Islands	0	0	0
Type of Control	None	None	None
Corresponding Signal Phase	6	4	2
Effective Walk Time (s)	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0
85th percentile speed (mph)	40	40	40
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-
Pedestrian Delay (s/p)	30.0	30.0	30.0
Pedestrian Compliance Code	Fair	Fair	Fair
Pedestrian Crosswalk Score	2.78	2.98	3.25
Pedestrian Crosswalk LOS	C	C	C

Approach	EB	WB	SB
Crosswalk Length (ft)	60.0	72.0	61.2
Crosswalk Width (ft)	12.0	12.0	12.0
Total Number of Lanes Crossed	5	6	5
Number of Right-Turn Islands	0	0	0
Type of Control	None	None	None
Corresponding Signal Phase	4	2	6
Effective Walk Time (s)	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0
85th percentile speed (mph)	45	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-
Pedestrian Delay (s/p)	50.0	50.0	50.0
Pedestrian Compliance Code	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.92	3.18	2.83
Pedestrian Crosswalk LOS	C	C	C

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	43.7	92.3	140.8	96.0
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	3	5	7	8
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	45	55	55
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	45.0	45.0	45.0	45.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.33	2.73	3.52	3.67
Pedestrian Crosswalk LOS	B	B	D	D

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	38.0	24.1	85.0	95.9
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	3	2	7	8
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	30	55	55
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	45.0	45.0	45.0	45.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.05	1.79	3.51	3.54
Pedestrian Crosswalk LOS	B	A	D	D

Approach	WB	NB	SB
Crosswalk Length (ft)	41.5	84.0	84.1
Crosswalk Width (ft)	12.0	12.0	12.0
Total Number of Lanes Crossed	3	7	7
Number of Right-Turn Islands	0	0	0
Type of Control	None	None	None
Corresponding Signal Phase	2	6	8
Effective Walk Time (s)	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0
85th percentile speed (mph)	55	55	55
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-
Pedestrian Delay (s/p)	45.0	45.0	45.0
Pedestrian Compliance Code	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.24	3.49	3.47
Pedestrian Crosswalk LOS	B	C	C

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	61.2	49.5	73.0	72.0
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	5	3	6	6
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	30	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	52.5	52.5	52.5	52.5
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.42	2.02	3.16	3.23
Pedestrian Crosswalk LOS	B	B	C	C

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	37.9	37.9	73.0	73.0
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	3	3	6	6
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	30	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	52.5	52.5	52.5	52.5
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.07	2.17	3.14	3.14
Pedestrian Crosswalk LOS	B	B	C	C

Approach		
Approach Direction	NB	
Median Present?	Yes	
Approach Delay(s)	902.3	
Level of Service	F	
Crosswalk		
Length (ft)	40	28
Lanes Crossed	2	2
Veh Vol Crossed	1402	1482
Ped Vol Crossed	0	0
Yield Rate(%)	0	0
Ped Platooning	No	No
Critical Headway (s)	14.43	11.00
Prob of Delayed X-ing	1.00	0.99
Prob of Blocked Lane	0.94	0.90
Delay for adq Gap	693.33	213.83
Avg Ped Delay (s)	690.81	211.52

Approach		
Approach Direction	SB	
Median Present?	Yes	
Approach Delay(s)	384.2	
Level of Service	F	
Crosswalk		
Length (ft)	28	28
Lanes Crossed	2	2
Veh Vol Crossed	1482	1402
Ped Vol Crossed	0	0
Yield Rate(%)	0	0
Ped Platooning	No	No
Critical Headway (s)	11.00	11.00
Prob of Delayed X-ing	0.99	0.99
Prob of Blocked Lane	0.90	0.88
Delay for adq Gap	213.83	175.07
Avg Ped Delay (s)	211.52	172.65

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	43.7	60.4	107.1	97.3
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	2	5	8	8
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	45	45	50	50
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	60.0	60.0	60.0	60.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	1.81	3.07	3.79	3.69
Pedestrian Crosswalk LOS	A	C	D	D

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	48.0	60.2	83.9	85.4
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	3	5	7	7
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	30	50	50
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	60.0	60.0	60.0	60.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.03	2.62	3.87	3.86
Pedestrian Crosswalk LOS	B	B	D	D

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	49.6	61.1	107.1	108.7
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	4	5	8	9
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	30	50	50
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	30.0	30.0	30.0	30.0
Pedestrian Compliance Code	Fair	Fair	Fair	Fair
Pedestrian Crosswalk Score	2.39	2.35	3.59	3.54
Pedestrian Crosswalk LOS	B	B	D	D

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	48.0	49.5	73.0	61.2
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	4	4	6	5
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	35	35	50	50
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	60.0	60.0	60.0	60.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.36	2.37	3.41	3.64
Pedestrian Crosswalk LOS	B	B	C	D

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	96.0	96.0	61.2	61.2
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	8	8	5	5
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	4	8	2	6
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	50	50	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	60.0	60.0	60.0	60.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	3.65	3.66	2.78	2.37
Pedestrian Crosswalk LOS	D	D	C	B

Approach

Approach Direction	NB
Median Present?	No
Approach Delay(s)	9120.5
Level of Service	F

Crosswalk

Length (ft)	56
Lanes Crossed	3
Veh Vol Crossed	1571
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	19.00
Prob of Delayed X-ing	1.00
Prob of Blocked Lane	0.94
Delay for adq Gap	9122.78
Avg Ped Delay (s)	9120.49

Approach

Approach Direction	SB
Median Present?	Yes
Approach Delay(s)	39.6
Level of Service	E

Crosswalk

Length (ft)	28	17
Lanes Crossed	2	1
Veh Vol Crossed	587	984
Ped Vol Crossed	0	0
Yield Rate(%)	0	0
Ped Platooning	No	No
Critical Headway (s)	11.00	7.86
Prob of Delayed X-ing	0.83	0.88
Prob of Blocked Lane	0.59	0.88
Delay for adq Gap	23.67	22.44
Avg Ped Delay (s)	19.73	19.82

Approach

Approach Direction	EB
Median Present?	No
Approach Delay(s)	145.8
Level of Service	F

Crosswalk

Length (ft)	36
Lanes Crossed	2
Veh Vol Crossed	1044
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	13.29
Prob of Delayed X-ing	0.98
Prob of Blocked Lane	0.85
Delay for adq Gap	148.93
Avg Ped Delay (s)	145.77

Approach

Approach Direction	WB
Median Present?	No
Approach Delay(s)	145.8
Level of Service	F

Crosswalk

Length (ft)	36
Lanes Crossed	2
Veh Vol Crossed	1044
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	13.29
Prob of Delayed X-ing	0.98
Prob of Blocked Lane	0.85
Delay for adq Gap	148.93
Avg Ped Delay (s)	145.77

Approach

Approach Direction	EB
Median Present?	No
Approach Delay(s)	2344510
Level of Service	F

Crosswalk

Length (ft)	33
Lanes Crossed	2
Veh Vol Crossed	4300
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	12.43
Prob of Delayed X-ing	1.00
Prob of Blocked Lane	1.00
Delay for adq Gap	2344510.00
Avg Ped Delay (s)	2344510.00

Approach

Approach Direction	WB
Median Present?	No
Approach Delay(s)	2344510
Level of Service	F

Crosswalk

Length (ft)	33
Lanes Crossed	2
Veh Vol Crossed	4300
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	12.43
Prob of Delayed X-ing	1.00
Prob of Blocked Lane	1.00
Delay for adq Gap	2344510.00
Avg Ped Delay (s)	2344510.00

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WITH IMPROVEMENTS

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	48.1	61.3	73.3	59.9
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	4	4	6	5
Number of Right-Turn Islands	1	0	0	1
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	35	30	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	30.0	30.0	30.0	30.0
Pedestrian Compliance Code	Fair	Fair	Fair	Fair
Pedestrian Crosswalk Score	2.40	2.25	2.90	2.80
Pedestrian Crosswalk LOS	B	B	C	C

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	60.0	72.0	72.0	73.0
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	5	6	6	6
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	30	55	55
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	60.0	60.0	60.0	60.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.44	2.62	3.18	3.18
Pedestrian Crosswalk LOS	B	B	C	C

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	48.0	24.0	61.2	61.2
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	4	2	5	5
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	50	30	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	30.0	30.0	30.0	30.0
Pedestrian Compliance Code	Fair	Fair	Fair	Fair
Pedestrian Crosswalk Score	2.43	1.85	2.78	2.67
Pedestrian Crosswalk LOS	B	A	C	B

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	37.9	37.9	73.0	73.0
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	3	3	6	6
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	30	30	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	45.0	45.0	45.0	45.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.15	2.04	2.84	3.04
Pedestrian Crosswalk LOS	B	B	C	C

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	72.0	60.0	37.9	34.2
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	6	5	3	2
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	4	8	2	6
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	50	50	45	25
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	40.0	40.0	40.0	40.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	3.03	2.98	2.01	1.73
Pedestrian Crosswalk LOS	C	C	B	A

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	27.1	24.0	60.0	72.0
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	2	2	5	5
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	30	40	40
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	45.0	45.0	45.0	45.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	1.83	1.74	2.82	2.78
Pedestrian Crosswalk LOS	A	A	C	C

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	36.0	60.0	61.2	61.2
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	3	5	5	5
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	45	30	40	40
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	45.0	45.0	45.0	45.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.15	2.40	2.72	2.79
Pedestrian Crosswalk LOS	B	B	B	C

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	48.0	48.0	61.2	61.1
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	4	4	5	5
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	45	45	30
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	45.0	45.0	45.0	45.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.27	2.35	2.58	2.49
Pedestrian Crosswalk LOS	B	B	B	B

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	25.2	28.8	72.0	71.9
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	2	2	6	6
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	30	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	40.0	40.0	40.0	40.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	1.81	1.82	2.67	2.65
Pedestrian Crosswalk LOS	A	A	B	B

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	23.9	24.1	60.1	60.1
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	2	2	4	4
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	30	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	30.0	30.0	30.0	30.0
Pedestrian Compliance Code	Fair	Fair	Fair	Fair
Pedestrian Crosswalk Score	1.71	1.72	2.39	2.39
Pedestrian Crosswalk LOS	A	A	B	B

Approach	WB	NB	SB
Crosswalk Length (ft)	48.1	60.0	60.0
Crosswalk Width (ft)	12.0	12.0	12.0
Total Number of Lanes Crossed	4	4	5
Number of Right-Turn Islands	0	0	0
Type of Control	None	None	None
Corresponding Signal Phase	2	6	8
Effective Walk Time (s)	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0
85th percentile speed (mph)	40	40	40
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-
Pedestrian Delay (s/p)	30.0	30.0	30.0
Pedestrian Compliance Code	Fair	Fair	Fair
Pedestrian Crosswalk Score	2.22	2.41	2.59
Pedestrian Crosswalk LOS	B	B	B

Approach	EB	NB	SB
Crosswalk Length (ft)	62.2	60.0	70.6
Crosswalk Width (ft)	12.0	12.0	12.0
Total Number of Lanes Crossed	5	5	5
Number of Right-Turn Islands	0	0	0
Type of Control	None	None	None
Corresponding Signal Phase	6	4	2
Effective Walk Time (s)	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0
85th percentile speed (mph)	40	40	40
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-
Pedestrian Delay (s/p)	30.0	30.0	30.0
Pedestrian Compliance Code	Fair	Fair	Fair
Pedestrian Crosswalk Score	2.63	2.84	2.99
Pedestrian Crosswalk LOS	B	C	C

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	48.0	49.5	73.0	61.2
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	4	4	6	5
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	35	35	50	50
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	40.0	40.0	40.0	40.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.30	2.34	3.00	3.05
Pedestrian Crosswalk LOS	B	B	C	C

Approach	EB	NB	SB
Crosswalk Length (ft)	36.1	48.0	48.0
Crosswalk Width (ft)	12.0	12.0	12.0
Total Number of Lanes Crossed	3	4	3
Number of Right-Turn Islands	0	0	0
Type of Control	None	None	None
Corresponding Signal Phase	6	4	2
Effective Walk Time (s)	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0
85th percentile speed (mph)	30	30	30
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-
Pedestrian Delay (s/p)	35.0	35.0	35.0
Pedestrian Compliance Code	Poor	Poor	Poor
Pedestrian Crosswalk Score	1.98	2.46	2.37
Pedestrian Crosswalk LOS	A	B	B

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	27.2	27.1	27.1	27.1
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	2	2	2	2
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	4	8	2	6
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	45	45	30	30
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	30.0	30.0	30.0	30.0
Pedestrian Compliance Code	Fair	Fair	Fair	Fair
Pedestrian Crosswalk Score	2.28	2.28	1.71	1.71
Pedestrian Crosswalk LOS	B	B	A	A

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	49.2	49.2	24.9	25.0
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	4	4	2	2
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	30	30	30
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	30.0	30.0	30.0	30.0
Pedestrian Compliance Code	Fair	Fair	Fair	Fair
Pedestrian Crosswalk Score	3.06	3.06	1.71	1.71
Pedestrian Crosswalk LOS	C	C	A	A

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	89.6	88.5	44.6	39.7
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	6	5	3	2
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	30	30	30
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	60.0	60.0	60.0	60.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.93	2.88	2.26	1.74
Pedestrian Crosswalk LOS	C	C	B	A

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	48.1	61.3	73.3	59.9
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	4	4	6	5
Number of Right-Turn Islands	1	0	0	1
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	35	30	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	30.0	30.0	30.0	30.0
Pedestrian Compliance Code	Fair	Fair	Fair	Fair
Pedestrian Crosswalk Score	2.41	2.28	3.20	3.00
Pedestrian Crosswalk LOS	B	B	C	C

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	60.0	72.0	72.0	73.0
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	5	6	6	6
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	30	55	55
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	60.0	60.0	60.0	60.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.61	2.78	3.49	3.51
Pedestrian Crosswalk LOS	B	C	C	D

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	48.0	24.0	61.2	61.2
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	4	2	5	5
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	50	30	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	30.0	30.0	30.0	30.0
Pedestrian Compliance Code	Fair	Fair	Fair	Fair
Pedestrian Crosswalk Score	2.44	1.89	2.91	2.69
Pedestrian Crosswalk LOS	B	A	C	B

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	37.9	37.9	73.0	73.0
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	3	3	6	6
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	30	30	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	45.0	45.0	45.0	45.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.29	2.09	2.89	3.11
Pedestrian Crosswalk LOS	B	B	C	C

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	72.0	60.0	37.9	34.2
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	6	5	3	2
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	4	8	2	6
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	50	50	45	25
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	40.0	40.0	40.0	40.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	3.51	3.57	2.01	1.73
Pedestrian Crosswalk LOS	D	D	B	A

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	27.1	24.0	60.0	72.0
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	2	2	5	5
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	30	40	40
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	45.0	45.0	45.0	45.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	1.92	1.74	2.91	2.85
Pedestrian Crosswalk LOS	A	A	C	C

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	36.0	60.0	61.2	61.2
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	3	5	5	5
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	45	30	40	40
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	45.0	45.0	45.0	45.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.15	2.48	2.85	2.96
Pedestrian Crosswalk LOS	B	B	C	C

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	48.0	48.0	61.2	61.1
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	4	4	5	5
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	45	45	30
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	45.0	45.0	45.0	45.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.38	2.59	2.74	2.57
Pedestrian Crosswalk LOS	B	B	B	B

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	25.2	28.8	72.0	71.9
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	2	2	6	6
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	30	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	40.0	40.0	40.0	40.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	1.79	1.89	2.72	2.66
Pedestrian Crosswalk LOS	A	A	B	B

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	23.9	24.1	60.1	60.1
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	2	2	4	4
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	30	45	45
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	30.0	30.0	30.0	30.0
Pedestrian Compliance Code	Fair	Fair	Fair	Fair
Pedestrian Crosswalk Score	1.71	1.72	2.52	2.53
Pedestrian Crosswalk LOS	A	A	B	B

Approach	WB	NB	SB
Crosswalk Length (ft)	48.1	60.0	60.0
Crosswalk Width (ft)	12.0	12.0	12.0
Total Number of Lanes Crossed	4	4	5
Number of Right-Turn Islands	0	0	0
Type of Control	None	None	None
Corresponding Signal Phase	2	6	8
Effective Walk Time (s)	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0
85th percentile speed (mph)	40	40	40
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-
Pedestrian Delay (s/p)	30.0	30.0	30.0
Pedestrian Compliance Code	Fair	Fair	Fair
Pedestrian Crosswalk Score	2.34	2.46	2.72
Pedestrian Crosswalk LOS	B	B	B

Approach	EB	NB	SB
Crosswalk Length (ft)	62.2	60.0	70.6
Crosswalk Width (ft)	12.0	12.0	12.0
Total Number of Lanes Crossed	5	5	5
Number of Right-Turn Islands	0	0	0
Type of Control	None	None	None
Corresponding Signal Phase	6	4	2
Effective Walk Time (s)	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0
85th percentile speed (mph)	40	40	40
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-
Pedestrian Delay (s/p)	30.0	30.0	30.0
Pedestrian Compliance Code	Fair	Fair	Fair
Pedestrian Crosswalk Score	2.78	2.98	3.25
Pedestrian Crosswalk LOS	C	C	C

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	48.0	49.5	73.0	61.2
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	4	4	6	5
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	35	35	50	50
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	60.0	60.0	60.0	60.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.36	2.37	3.41	3.64
Pedestrian Crosswalk LOS	B	B	C	D

Approach	EB	NB	SB
Crosswalk Length (ft)	36.1	48.0	48.0
Crosswalk Width (ft)	12.0	12.0	12.0
Total Number of Lanes Crossed	3	4	3
Number of Right-Turn Islands	0	0	0
Type of Control	None	None	None
Corresponding Signal Phase	6	4	2
Effective Walk Time (s)	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0
85th percentile speed (mph)	30	30	30
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-
Pedestrian Delay (s/p)	35.0	35.0	35.0
Pedestrian Compliance Code	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.00	2.57	2.53
Pedestrian Crosswalk LOS	B	B	B

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	27.2	27.1	27.1	27.1
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	2	2	2	2
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	4	8	2	6
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	45	45	30	30
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	30.0	30.0	30.0	30.0
Pedestrian Compliance Code	Fair	Fair	Fair	Fair
Pedestrian Crosswalk Score	2.54	2.54	1.71	1.71
Pedestrian Crosswalk LOS	B	B	A	A

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	49.2	49.2	24.9	25.0
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	4	4	2	2
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	30	30	30
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	30.0	30.0	30.0	30.0
Pedestrian Compliance Code	Fair	Fair	Fair	Fair
Pedestrian Crosswalk Score	3.26	3.26	1.71	1.71
Pedestrian Crosswalk LOS	C	C	A	A

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	89.6	88.5	44.6	39.7
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	6	5	3	2
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	6	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	30	30	30	30
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	60.0	60.0	60.0	60.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	3.09	3.07	2.35	1.74
Pedestrian Crosswalk LOS	C	C	B	A

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BICYCLE LEVEL OF SERVICE WORKSHEETS

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	285	303	758	1196
Effct. Green for Bike (s)	18.0	18.0	26.2	23.2
Cross Street Width (ft)	77.0	65.0	64.0	64.0
Through Lanes Number	1	2	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	6.0	2.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	600	600	873	773
Bicycle Delay (s/bike)	14.7	14.7	9.5	11.3
Bicycle Compliance	Fair	Fair	Good	Fair
Bicycle LOS Score	2.24	2.70	3.16	3.53
Bicycle LOS	B	B	C	D

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	327	178	924	561
Effct. Green for Bike (s)	18.0	18.0	31.1	18.0
Cross Street Width (ft)	68.0	80.0	35.0	63.0
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	5.0	2.0	5.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	600	600	1037	600
Bicycle Delay (s/bike)	14.7	14.7	7.0	14.7
Bicycle Compliance	Fair	Fair	Good	Fair
Bicycle LOS Score	3.14	2.33	2.75	2.24
Bicycle LOS	C	B	C	B

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	315	100	1253	1124
Effct. Green for Bike (s)	18.0	18.0	25.0	23.4
Cross Street Width (ft)	73.0	90.0	40.0	42.0
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	600	600	833	780
Bicycle Delay (s/bike)	14.7	14.7	10.2	11.2
Bicycle Compliance	Fair	Fair	Fair	Fair
Bicycle LOS Score	3.20	3.10	3.21	3.13
Bicycle LOS	C	C	C	C

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	1036	1076	63	10
Effct. Green for Bike (s)	26.7	28.6	38.2	6.0
Cross Street Width (ft)	78.0	78.0	82.0	72.0
Through Lanes Number	2	2	1	1
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	7.0	8.0	0.0
Curb Is Present?	Yes	Yes	Yes	No
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	668	715	955	150
Bicycle Delay (s/bike)	17.8	16.5	10.9	34.2
Bicycle Compliance	Fair	Fair	Fair	Poor
Bicycle LOS Score	3.61	2.46	1.52	2.68
Bicycle LOS	D	B	A	B

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	212	238	767	922
Effct. Green for Bike (s)	18.0	18.0	53.5	56.5
Cross Street Width (ft)	69.0	69.0	64.0	40.0
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	3.0	0.0	2.0	8.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	400	400	1189	1256
Bicycle Delay (s/bike)	28.8	28.8	7.4	6.2
Bicycle Compliance	Fair	Fair	Good	Good
Bicycle LOS Score	2.64	3.01	3.06	1.54
Bicycle LOS	B	C	C	A

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	311	261	470	445
Effct. Green for Bike (s)	18.3	18.3	53.8	56.2
Cross Street Width (ft)	64.0	64.0	64.0	64.0
Through Lanes Number	2	2	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	3.0	3.0	3.0	2.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	407	407	1196	1249
Bicycle Delay (s/bike)	28.6	28.6	7.3	6.3
Bicycle Compliance	Fair	Fair	Good	Good
Bicycle LOS Score	2.47	2.43	2.60	2.80
Bicycle LOS	B	B	B	C

Approach	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0
Total Flow Rate (veh/h)	112	412	628
Effct. Green for Bike (s)	18.0	18.8	33.0
Cross Street Width (ft)	70.0	49.0	49.0
Through Lanes Number	2	2	2
Through Lane Width (ft)	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	5.0	5.0
Paved Shoulder Width (ft)	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes
On Street Parking?	No	No	No
Bicycle Lane Capacity (bike/h)	600	627	1100
Bicycle Delay (s/bike)	14.7	14.1	6.1
Bicycle Compliance	Fair	Fair	Good
Bicycle LOS Score	2.72	1.58	1.76
Bicycle LOS	B	A	A

Approach	EB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0
Total Flow Rate (veh/h)	689	847	1508
Effct. Green for Bike (s)	18.0	33.0	23.4
Cross Street Width (ft)	68.0	76.0	76.0
Through Lanes Number	2	2	2
Through Lane Width (ft)	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes
On Street Parking?	No	No	No
Bicycle Lane Capacity (bike/h)	600	1100	780
Bicycle Delay (s/bike)	14.7	6.1	11.2
Bicycle Compliance	Fair	Good	Fair
Bicycle LOS Score	3.17	3.42	3.97
Bicycle LOS	C	C	D

Approach	EB	WB	SB
Bicycle Flow Rate (bike/h)	0	0	0
Total Flow Rate (veh/h)	697	691	685
Effct. Green for Bike (s)	31.1	18.7	18.0
Cross Street Width (ft)	70.0	70.0	68.0
Through Lanes Number	2	2	2
Through Lane Width (ft)	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0
Curb Is Present?	No	No	No
On Street Parking?	No	No	No
Bicycle Lane Capacity (bike/h)	1037	623	600
Bicycle Delay (s/bike)	7.0	14.2	14.7
Bicycle Compliance	Good	Fair	Fair
Bicycle LOS Score	3.21	3.20	3.17
Bicycle LOS	C	C	C

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	335	550	1546	2185
Effct. Green for Bike (s)	18.4	22.6	37.8	48.3
Cross Street Width (ft)	140.8	96.0	92.3	74.0
Through Lanes Number	1	1	3	3
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	7.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	3.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	409	502	840	1073
Bicycle Delay (s/bike)	28.5	25.2	15.1	9.7
Bicycle Compliance	Fair	Fair	Fair	Good
Bicycle LOS Score	2.77	3.94	3.82	3.57
Bicycle LOS	C	D	D	D

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	93	30	1519	1528
Effct. Green for Bike (s)	18.0	18.0	60.7	58.0
Cross Street Width (ft)	96.0	107.0	38.0	120.0
Through Lanes Number	1	1	3	3
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	8.0	4.0	5.0	4.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	400	400	1349	1289
Bicycle Delay (s/bike)	28.8	28.8	4.8	5.7
Bicycle Compliance	Fair	Fair	Good	Good
Bicycle LOS Score	1.79	2.71	2.23	3.70
Bicycle LOS	A	B	B	D

Approach	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0
Total Flow Rate (veh/h)	120	1635	1742
Effct. Green for Bike (s)	9.6	63.3	72.3
Cross Street Width (ft)	84.1	41.5	84.0
Through Lanes Number	1	3	3
Through Lane Width (ft)	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0
Curb Is Present?	No	No	No
On Street Parking?	No	No	No
Bicycle Lane Capacity (bike/h)	213	1407	1607
Bicycle Delay (s/bike)	35.9	4.0	1.7
Bicycle Compliance	Poor	Good	Good
Bicycle LOS Score	3.04	3.09	3.80
Bicycle LOS	C	C	D

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	296	90	841	1315
Effct. Green for Bike (s)	22.4	22.4	73.6	73.6
Cross Street Width (ft)	86.0	86.0	60.0	68.0
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	427	427	1402	1402
Bicycle Delay (s/bike)	32.5	32.5	4.7	4.7
Bicycle Compliance	Poor	Poor	Good	Good
Bicycle LOS Score	3.36	3.02	3.17	3.68
Bicycle LOS	C	C	C	D

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	175	235	762	1196
Effct. Green for Bike (s)	18.7	18.7	77.3	77.3
Cross Street Width (ft)	86.0	86.0	62.0	62.0
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	356	356	1472	1472
Bicycle Delay (s/bike)	35.5	35.5	3.7	3.7
Bicycle Compliance	Poor	Poor	Good	Good
Bicycle LOS Score	3.16	3.26	3.14	3.49
Bicycle LOS	C	C	C	C

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	38	1078	2470	1749
Effct. Green for Bike (s)	7.5	35.1	55.3	66.1
Cross Street Width (ft)	106.0	99.0	80.0	38.0
Through Lanes Number	1	1	3	3
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	7.0	7.0	0.0	3.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	125	585	922	1102
Bicycle Delay (s/bike)	52.7	30.0	17.4	12.1
Bicycle Compliance	Poor	Poor	Fair	Fair
Bicycle LOS Score	2.06	3.67	4.14	2.78
Bicycle LOS	B	D	D	C

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	118	367	2801	2473
Effct. Green for Bike (s)	9.8	18.0	48.5	68.0
Cross Street Width (ft)	88.0	98.0	58.0	42.0
Through Lanes Number	1	1	3	3
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	5.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	163	300	808	1133
Bicycle Delay (s/bike)	50.6	43.3	21.3	11.3
Bicycle Compliance	Poor	Poor	Fair	Fair
Bicycle LOS Score	3.10	3.66	3.99	2.81
Bicycle LOS	C	D	D	C

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	363	108	1525	1551
Effct. Green for Bike (s)	18.0	18.0	32.1	23.7
Cross Street Width (ft)	99.0	99.0	81.0	68.0
Through Lanes Number	1	1	3	3
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	3.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	600	600	1070	790
Bicycle Delay (s/bike)	14.7	14.7	6.5	11.0
Bicycle Compliance	Fair	Fair	Good	Fair
Bicycle LOS Score	3.67	3.25	3.32	3.45
Bicycle LOS	D	C	C	C

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	355	216	934	1298
Effct. Green for Bike (s)	18.8	10.9	27.8	43.1
Cross Street Width (ft)	76.0	76.0	79.0	57.0
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	2.0	2.0	2.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	470	272	695	1078
Bicycle Delay (s/bike)	23.4	29.8	17.0	8.5
Bicycle Compliance	Fair	Fair	Fair	Good
Bicycle LOS Score	3.31	2.97	3.43	3.40
Bicycle LOS	C	C	C	C

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	1784	1886	357	91
Effct. Green for Bike (s)	32.1	40.2	30.8	18.4
Cross Street Width (ft)	70.0	82.0	102.0	105.0
Through Lanes Number	3	3	1	1
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	5.0	0.0	3.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	713	893	684	409
Bicycle Delay (s/bike)	18.6	13.8	19.5	28.5
Bicycle Compliance	Fair	Fair	Fair	Fair
Bicycle LOS Score	3.61	3.10	3.71	2.99
Bicycle LOS	D	C	D	C

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	444	259	1839	1336
Effct. Green for Bike (s)	18.0	18.0	23.5	25.4
Cross Street Width (ft)	77.0	65.0	64.0	64.0
Through Lanes Number	1	2	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	6.0	2.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	600	600	783	847
Bicycle Delay (s/bike)	14.7	14.7	11.1	10.0
Bicycle Compliance	Fair	Fair	Fair	Good
Bicycle LOS Score	2.51	2.66	4.06	3.64
Bicycle LOS	B	B	D	D

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	315	147	1222	627
Effct. Green for Bike (s)	18.0	18.0	29.2	18.0
Cross Street Width (ft)	68.0	80.0	35.0	63.0
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	5.0	2.0	5.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	600	600	973	600
Bicycle Delay (s/bike)	14.7	14.7	7.9	14.7
Bicycle Compliance	Fair	Fair	Good	Fair
Bicycle LOS Score	3.12	2.28	3.00	2.29
Bicycle LOS	C	B	C	B

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	368	209	1647	1145
Effct. Green for Bike (s)	25.5	25.5	46.2	31.6
Cross Street Width (ft)	73.0	90.0	40.0	42.0
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	567	567	1027	702
Bicycle Delay (s/bike)	23.1	23.1	10.7	18.9
Bicycle Compliance	Fair	Fair	Fair	Fair
Bicycle LOS Score	3.28	3.28	3.53	3.15
Bicycle LOS	C	C	D	C

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	1710	2184	67	13
Effct. Green for Bike (s)	24.8	28.6	38.1	6.2
Cross Street Width (ft)	78.0	78.0	82.0	72.0
Through Lanes Number	2	2	1	1
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	7.0	8.0	0.0
Curb Is Present?	Yes	Yes	Yes	No
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	620	715	952	155
Bicycle Delay (s/bike)	19.0	16.5	11.0	34.0
Bicycle Compliance	Fair	Fair	Fair	Poor
Bicycle LOS Score	4.16	3.38	1.53	2.68
Bicycle LOS	D	C	A	B

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	195	452	1007	1294
Effct. Green for Bike (s)	18.1	18.1	48.1	58.7
Cross Street Width (ft)	69.0	69.0	64.0	40.0
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	3.0	0.0	2.0	8.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	402	402	1069	1304
Bicycle Delay (s/bike)	28.7	28.7	9.8	5.4
Bicycle Compliance	Fair	Fair	Good	Good
Bicycle LOS Score	2.62	3.36	3.26	1.85
Bicycle LOS	B	C	C	A

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	391	681	733	688
Effct. Green for Bike (s)	23.3	23.3	45.1	44.7
Cross Street Width (ft)	64.0	64.0	64.0	64.0
Through Lanes Number	2	2	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	3.0	3.0	3.0	2.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	518	518	1002	993
Bicycle Delay (s/bike)	24.7	24.7	11.2	11.4
Bicycle Compliance	Fair	Fair	Fair	Fair
Bicycle LOS Score	2.54	2.78	2.82	3.00
Bicycle LOS	B	C	C	C

Approach	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0
Total Flow Rate (veh/h)	467	480	715
Effct. Green for Bike (s)	18.0	18.6	33.0
Cross Street Width (ft)	70.0	49.0	49.0
Through Lanes Number	2	2	2
Through Lane Width (ft)	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	5.0	5.0
Paved Shoulder Width (ft)	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes
On Street Parking?	No	No	No
Bicycle Lane Capacity (bike/h)	600	620	1100
Bicycle Delay (s/bike)	14.7	14.3	6.1
Bicycle Compliance	Fair	Fair	Good
Bicycle LOS Score	3.02	1.63	1.83
Bicycle LOS	C	A	A

Approach	EB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0
Total Flow Rate (veh/h)	966	1466	1654
Effct. Green for Bike (s)	18.0	33.0	20.0
Cross Street Width (ft)	68.0	76.0	76.0
Through Lanes Number	2	2	2
Through Lane Width (ft)	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes
On Street Parking?	No	No	No
Bicycle Lane Capacity (bike/h)	600	1100	667
Bicycle Delay (s/bike)	14.7	6.1	13.3
Bicycle Compliance	Fair	Good	Fair
Bicycle LOS Score	3.40	3.93	4.09
Bicycle LOS	C	D	D

Approach	EB	WB	SB
Bicycle Flow Rate (bike/h)	0	0	0
Total Flow Rate (veh/h)	1015	1761	607
Effct. Green for Bike (s)	71.1	49.2	18.0
Cross Street Width (ft)	70.0	70.0	68.0
Through Lanes Number	2	2	2
Through Lane Width (ft)	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0
Curb Is Present?	No	No	No
On Street Parking?	No	No	No
Bicycle Lane Capacity (bike/h)	1422	984	360
Bicycle Delay (s/bike)	4.2	12.9	33.6
Bicycle Compliance	Good	Fair	Poor
Bicycle LOS Score	3.47	4.08	3.10
Bicycle LOS	C	D	C

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	609	631	2061	1903
Effct. Green for Bike (s)	27.6	29.5	33.3	31.7
Cross Street Width (ft)	140.8	96.0	92.3	74.0
Through Lanes Number	1	1	3	3
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	7.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	3.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	613	656	740	704
Bicycle Delay (s/bike)	21.6	20.3	17.9	18.9
Bicycle Compliance	Fair	Fair	Fair	Fair
Bicycle LOS Score	3.22	4.07	4.11	3.42
Bicycle LOS	C	D	D	C

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	149	73	1974	1597
Effct. Green for Bike (s)	18.0	18.0	60.8	55.7
Cross Street Width (ft)	96.0	107.0	38.0	120.0
Through Lanes Number	1	1	3	3
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	8.0	4.0	5.0	4.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	400	400	1351	1238
Bicycle Delay (s/bike)	28.8	28.8	4.7	6.5
Bicycle Compliance	Fair	Fair	Good	Good
Bicycle LOS Score	1.88	2.78	2.48	3.74
Bicycle LOS	A	C	B	D

Approach	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0
Total Flow Rate (veh/h)	262	1939	1470
Effct. Green for Bike (s)	12.0	57.6	66.9
Cross Street Width (ft)	84.1	41.5	84.0
Through Lanes Number	1	3	3
Through Lane Width (ft)	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0
Curb Is Present?	No	No	No
On Street Parking?	No	No	No
Bicycle Lane Capacity (bike/h)	267	1280	1487
Bicycle Delay (s/bike)	33.8	5.8	3.0
Bicycle Compliance	Poor	Good	Good
Bicycle LOS Score	3.28	3.26	3.65
Bicycle LOS	C	C	D

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	274	105	1457	1513
Effct. Green for Bike (s)	22.3	22.3	73.7	73.7
Cross Street Width (ft)	86.0	86.0	60.0	68.0
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	425	425	1404	1404
Bicycle Delay (s/bike)	32.6	32.6	4.7	4.7
Bicycle Compliance	Poor	Poor	Good	Good
Bicycle LOS Score	3.33	3.05	3.68	3.85
Bicycle LOS	C	C	D	D

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	171	388	1362	1341
Effct. Green for Bike (s)	20.6	20.6	75.4	75.4
Cross Street Width (ft)	86.0	86.0	62.0	62.0
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	392	392	1436	1436
Bicycle Delay (s/bike)	33.9	33.9	4.2	4.2
Bicycle Compliance	Poor	Poor	Good	Good
Bicycle LOS Score	3.16	3.52	3.63	3.61
Bicycle LOS	C	D	D	D

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	49	1232	2629	2309
Effct. Green for Bike (s)	7.8	37.7	40.0	59.0
Cross Street Width (ft)	106.0	99.0	80.0	38.0
Through Lanes Number	1	1	3	3
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	7.0	7.0	0.0	3.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	130	628	667	983
Bicycle Delay (s/bike)	52.5	28.2	26.7	15.5
Bicycle Compliance	Poor	Fair	Fair	Fair
Bicycle LOS Score	2.08	3.93	4.23	3.09
Bicycle LOS	B	D	D	C

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	97	705	2802	2629
Effct. Green for Bike (s)	9.9	19.5	50.5	69.6
Cross Street Width (ft)	88.0	98.0	58.0	42.0
Through Lanes Number	1	1	3	3
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	5.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	165	325	842	1160
Bicycle Delay (s/bike)	50.5	42.1	20.1	10.6
Bicycle Compliance	Poor	Poor	Fair	Fair
Bicycle LOS Score	3.07	4.22	3.99	2.90
Bicycle LOS	C	D	D	C

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	502	148	2632	1504
Effct. Green for Bike (s)	18.0	18.0	32.1	18.0
Cross Street Width (ft)	99.0	99.0	81.0	68.0
Through Lanes Number	1	1	3	3
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	3.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	600	600	1070	600
Bicycle Delay (s/bike)	14.7	14.7	6.5	14.7
Bicycle Compliance	Fair	Fair	Good	Fair
Bicycle LOS Score	3.90	3.32	3.92	3.43
Bicycle LOS	D	C	D	C

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	444	483	1841	1740
Effct. Green for Bike (s)	29.7	18.7	58.3	62.5
Cross Street Width (ft)	76.0	76.0	79.0	57.0
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	2.0	2.0	2.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	495	312	972	1042
Bicycle Delay (s/bike)	34.0	42.8	15.9	13.8
Bicycle Compliance	Poor	Poor	Fair	Fair
Bicycle LOS Score	3.45	3.41	4.18	3.76
Bicycle LOS	C	C	D	D

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	2277	2215	763	90
Effct. Green for Bike (s)	39.9	61.1	36.7	18.0
Cross Street Width (ft)	70.0	82.0	102.0	105.0
Through Lanes Number	3	3	1	1
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	5.0	0.0	3.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	665	1018	612	300
Bicycle Delay (s/bike)	26.7	14.5	28.9	43.3
Bicycle Compliance	Fair	Fair	Fair	Poor
Bicycle LOS Score	3.88	3.28	4.38	2.99
Bicycle LOS	D	C	E	C

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WITH IMPROVEMENTS

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	285	303	758	1196
Effct. Green for Bike (s)	18.0	18.0	26.2	23.2
Cross Street Width (ft)	77.0	65.0	64.0	64.0
Through Lanes Number	1	2	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	6.0	2.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	600	600	873	773
Bicycle Delay (s/bike)	14.7	14.7	9.5	11.3
Bicycle Compliance	Fair	Fair	Good	Fair
Bicycle LOS Score	2.24	2.70	3.16	3.53
Bicycle LOS	B	B	C	D

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	348	348	1130	1282
Effct. Green for Bike (s)	18.0	23.7	51.0	62.4
Cross Street Width (ft)	72.0	73.0	72.0	60.0
Through Lanes Number	2	2	3	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	3.0	18.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	300	395	850	1040
Bicycle Delay (s/bike)	43.3	38.6	19.8	13.8
Bicycle Compliance	Poor	Poor	Fair	Fair
Bicycle LOS Score	2.95	2.96	2.96	0.00
Bicycle LOS	C	C	C	-

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	327	178	924	561
Effct. Green for Bike (s)	18.0	18.0	31.1	18.0
Cross Street Width (ft)	68.0	80.0	35.0	63.0
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	6.0
Paved Shoulder Width (ft)	0.0	5.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	600	600	1037	600
Bicycle Delay (s/bike)	14.7	14.7	7.0	14.7
Bicycle Compliance	Fair	Fair	Good	Fair
Bicycle LOS Score	3.14	2.33	2.86	1.70
Bicycle LOS	C	B	C	A

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	315	100	1253	1124
Effct. Green for Bike (s)	18.0	18.0	32.5	27.5
Cross Street Width (ft)	73.0	90.0	40.0	42.0
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	10.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	400	400	722	611
Bicycle Delay (s/bike)	28.8	28.8	18.4	21.7
Bicycle Compliance	Fair	Fair	Fair	Fair
Bicycle LOS Score	3.20	3.10	3.21	0.99
Bicycle LOS	C	C	C	A

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	1036	1076	63	10
Effct. Green for Bike (s)	26.7	28.6	38.2	6.0
Cross Street Width (ft)	78.0	78.0	82.0	82.0
Through Lanes Number	2	2	1	1
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	6.0	6.0
Paved Shoulder Width (ft)	2.0	5.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	No
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	668	715	955	150
Bicycle Delay (s/bike)	17.8	16.5	10.9	34.2
Bicycle Compliance	Fair	Fair	Fair	Poor
Bicycle LOS Score	3.50	2.89	1.63	1.54
Bicycle LOS	D	C	A	A

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	126	10	920	948
Effct. Green for Bike (s)	7.8	8.3	66.5	55.1
Cross Street Width (ft)	58.0	72.0	79.0	32.0
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	6.0	6.0	6.0	6.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	Yes	No	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	173	184	1478	1224
Bicycle Delay (s/bike)	37.5	37.1	3.1	6.8
Bicycle Compliance	Poor	Poor	Good	Good
Bicycle LOS Score	1.37	1.39	2.24	1.54
Bicycle LOS	A	A	B	A

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	212	238	767	922
Effct. Green for Bike (s)	18.0	18.0	53.5	56.5
Cross Street Width (ft)	69.0	69.0	64.0	40.0
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	7.0	0.0	0.0
Paved Shoulder Width (ft)	3.0	0.0	2.0	8.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	400	400	1189	1256
Bicycle Delay (s/bike)	28.8	28.8	7.4	6.2
Bicycle Compliance	Fair	Fair	Good	Good
Bicycle LOS Score	2.64	1.51	3.06	1.54
Bicycle LOS	B	A	C	A

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	311	261	470	445
Effct. Green for Bike (s)	18.2	18.2	53.8	56.2
Cross Street Width (ft)	64.0	64.0	64.0	64.0
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	7.0	7.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	3.0	2.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	404	404	1196	1249
Bicycle Delay (s/bike)	28.6	28.6	7.3	6.3
Bicycle Compliance	Fair	Fair	Good	Good
Bicycle LOS Score	1.55	1.47	2.60	2.80
Bicycle LOS	A	A	B	C

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	92	107	450	375
Effct. Green for Bike (s)	9.1	10.1	45.4	44.8
Cross Street Width (ft)	76.0	81.0	42.0	42.0
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	8.0	8.0
Paved Shoulder Width (ft)	6.0	6.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	228	253	1135	1120
Bicycle Delay (s/bike)	31.4	30.5	7.5	7.7
Bicycle Compliance	Poor	Poor	Good	Good
Bicycle LOS Score	1.91	2.01	0.86	0.80
Bicycle LOS	A	B	A	A

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	13	12	376	351
Effct. Green for Bike (s)	18.0	18.0	33.0	33.0
Cross Street Width (ft)	79.0	79.0	20.0	20.0
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	6.0	6.0	8.0	8.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	600	600	1100	1100
Bicycle Delay (s/bike)	14.7	14.7	6.1	6.1
Bicycle Compliance	Fair	Fair	Good	Good
Bicycle LOS Score	1.50	1.50	0.46	0.44
Bicycle LOS	A	A	A	A

Approach	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0
Total Flow Rate (veh/h)	112	412	628
Effct. Green for Bike (s)	18.0	18.8	33.0
Cross Street Width (ft)	70.0	49.0	49.0
Through Lanes Number	2	2	2
Through Lane Width (ft)	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	5.0	6.0
Paved Shoulder Width (ft)	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes
On Street Parking?	No	No	No
Bicycle Lane Capacity (bike/h)	600	627	1100
Bicycle Delay (s/bike)	14.7	14.1	6.1
Bicycle Compliance	Fair	Fair	Good
Bicycle LOS Score	2.72	1.58	1.54
Bicycle LOS	B	A	A

Approach	EB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0
Total Flow Rate (veh/h)	689	847	1508
Effct. Green for Bike (s)	18.0	33.0	23.4
Cross Street Width (ft)	68.0	76.0	76.0
Through Lanes Number	2	2	2
Through Lane Width (ft)	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	3.0	0.0
Curb Is Present?	Yes	Yes	Yes
On Street Parking?	No	No	No
Bicycle Lane Capacity (bike/h)	600	1100	780
Bicycle Delay (s/bike)	14.7	6.1	11.2
Bicycle Compliance	Fair	Good	Fair
Bicycle LOS Score	3.17	3.10	3.97
Bicycle LOS	C	C	D

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	355	216	934	1298
Effct. Green for Bike (s)	18.8	10.9	27.8	43.1
Cross Street Width (ft)	76.0	76.0	79.0	57.0
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	2.0	2.0	2.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	470	272	695	1078
Bicycle Delay (s/bike)	23.4	29.8	17.0	8.5
Bicycle Compliance	Fair	Fair	Fair	Good
Bicycle LOS Score	3.31	2.97	3.43	3.40
Bicycle LOS	C	C	C	C

Approach	EB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0
Total Flow Rate (veh/h)	76	385	950
Effct. Green for Bike (s)	8.8	58.1	20.5
Cross Street Width (ft)	52.0	48.0	36.1
Through Lanes Number	1	1	2
Through Lane Width (ft)	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	7.0
Paved Shoulder Width (ft)	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes
On Street Parking?	No	No	No
Bicycle Lane Capacity (bike/h)	251	1660	586
Bicycle Delay (s/bike)	26.8	1.0	17.5
Bicycle Compliance	Fair	Good	Fair
Bicycle LOS Score	2.48	2.93	1.39
Bicycle LOS	B	C	A

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	287	501	0	0
Effct. Green for Bike (s)	33.0	33.0	18.0	18.0
Cross Street Width (ft)	27.1	27.1	27.1	27.2
Through Lanes Number	1	1	1	1
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	7.0	7.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	1100	1100	600	600
Bicycle Delay (s/bike)	6.1	6.1	14.7	14.7
Bicycle Compliance	Good	Good	Fair	Fair
Bicycle LOS Score	2.45	2.80	0.47	0.47
Bicycle LOS	B	C	A	A

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	2126	1695	0	0
Effct. Green for Bike (s)	32.5	32.5	18.0	18.0
Cross Street Width (ft)	24.9	25.0	49.2	49.2
Through Lanes Number	2	2	1	1
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	7.0	7.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	1083	1083	600	600
Bicycle Delay (s/bike)	6.3	6.3	14.7	14.7
Bicycle Compliance	Good	Good	Fair	Fair
Bicycle LOS Score	2.19	1.84	2.31	2.31
Bicycle LOS	B	A	B	B

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	1055	1679	566	4
Effct. Green for Bike (s)	40.2	60.8	48.1	48.1
Cross Street Width (ft)	44.6	39.7	88.5	89.6
Through Lanes Number	2	2	1	1
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	No	No	No	No
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	670	1013	802	802
Bicycle Delay (s/bike)	26.5	14.6	21.5	21.5
Bicycle Compliance	Fair	Fair	Fair	Fair
Bicycle LOS Score	3.11	3.55	3.85	2.94
Bicycle LOS	C	D	D	C

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	444	259	1839	1336
Effct. Green for Bike (s)	18.0	18.0	23.5	25.4
Cross Street Width (ft)	77.0	65.0	64.0	64.0
Through Lanes Number	1	2	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	6.0	2.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	600	600	783	847
Bicycle Delay (s/bike)	14.7	14.7	11.1	10.0
Bicycle Compliance	Fair	Fair	Fair	Good
Bicycle LOS Score	2.51	2.66	4.06	3.64
Bicycle LOS	B	B	D	D

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	391	1305	1882	1533
Effct. Green for Bike (s)	18.0	28.3	45.9	45.2
Cross Street Width (ft)	72.0	73.0	72.0	60.0
Through Lanes Number	2	2	3	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	3.0	18.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	300	472	765	753
Bicycle Delay (s/bike)	43.3	35.0	22.9	23.3
Bicycle Compliance	Poor	Poor	Fair	Fair
Bicycle LOS Score	2.98	3.75	3.37	0.20
Bicycle LOS	C	D	C	A

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	315	147	1222	627
Effct. Green for Bike (s)	18.0	18.0	29.2	18.0
Cross Street Width (ft)	68.0	80.0	35.0	63.0
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	6.0
Paved Shoulder Width (ft)	0.0	5.0	2.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	600	600	973	600
Bicycle Delay (s/bike)	14.7	14.7	7.9	14.7
Bicycle Compliance	Fair	Fair	Good	Fair
Bicycle LOS Score	3.12	2.28	3.00	1.75
Bicycle LOS	C	B	C	A

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	368	209	1647	1145
Effct. Green for Bike (s)	18.0	18.0	32.9	20.5
Cross Street Width (ft)	73.0	90.0	40.0	42.0
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	10.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	400	400	731	456
Bicycle Delay (s/bike)	28.8	28.8	18.1	26.8
Bicycle Compliance	Fair	Fair	Fair	Fair
Bicycle LOS Score	3.28	3.28	3.53	1.00
Bicycle LOS	C	C	D	A

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	1710	2184	67	13
Effct. Green for Bike (s)	24.8	28.6	38.1	6.2
Cross Street Width (ft)	78.0	78.0	82.0	82.0
Through Lanes Number	2	2	1	1
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	6.0	6.0
Paved Shoulder Width (ft)	2.0	5.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	No
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	620	715	952	155
Bicycle Delay (s/bike)	19.0	16.5	11.0	34.0
Bicycle Compliance	Fair	Fair	Fair	Poor
Bicycle LOS Score	4.06	3.80	1.64	1.55
Bicycle LOS	D	D	A	A

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	184	12	1106	1098
Effct. Green for Bike (s)	8.7	8.3	65.6	47.6
Cross Street Width (ft)	58.0	72.0	79.0	32.0
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	6.0	6.0	6.0	6.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	Yes	No	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	193	184	1458	1058
Bicycle Delay (s/bike)	36.7	37.1	3.3	10.0
Bicycle Compliance	Poor	Poor	Good	Good
Bicycle LOS Score	1.46	1.39	2.39	1.67
Bicycle LOS	A	A	B	A

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	195	452	1007	1294
Effct. Green for Bike (s)	18.1	18.1	48.1	58.7
Cross Street Width (ft)	69.0	69.0	64.0	40.0
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	7.0	0.0	0.0
Paved Shoulder Width (ft)	3.0	0.0	2.0	8.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	402	402	1069	1304
Bicycle Delay (s/bike)	28.7	28.7	9.8	5.4
Bicycle Compliance	Fair	Fair	Good	Good
Bicycle LOS Score	2.62	1.86	3.26	1.85
Bicycle LOS	B	A	C	A

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	391	681	733	688
Effct. Green for Bike (s)	25.2	25.2	43.0	42.6
Cross Street Width (ft)	64.0	64.0	64.0	64.0
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	7.0	7.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	3.0	2.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	560	560	956	947
Bicycle Delay (s/bike)	23.3	23.3	12.3	12.5
Bicycle Compliance	Fair	Fair	Fair	Fair
Bicycle LOS Score	1.68	2.16	2.82	3.00
Bicycle LOS	A	B	C	C

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	74	124	708	287
Effct. Green for Bike (s)	8.8	10.9	44.9	44.2
Cross Street Width (ft)	76.0	81.0	42.0	42.0
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	8.0	8.0
Paved Shoulder Width (ft)	6.0	6.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	220	272	1122	1105
Bicycle Delay (s/bike)	31.7	29.8	7.7	8.0
Bicycle Compliance	Poor	Fair	Good	Good
Bicycle LOS Score	1.88	2.04	1.07	0.72
Bicycle LOS	A	B	A	A

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	13	12	794	289
Effct. Green for Bike (s)	18.0	18.0	33.0	33.0
Cross Street Width (ft)	79.0	79.0	20.0	20.0
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	6.0	6.0	8.0	8.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	600	600	1100	1100
Bicycle Delay (s/bike)	14.7	14.7	6.1	6.1
Bicycle Compliance	Fair	Fair	Good	Good
Bicycle LOS Score	1.50	1.50	0.81	0.39
Bicycle LOS	A	A	A	A

Approach	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0
Total Flow Rate (veh/h)	467	480	715
Effct. Green for Bike (s)	18.0	18.6	33.0
Cross Street Width (ft)	70.0	49.0	49.0
Through Lanes Number	2	2	2
Through Lane Width (ft)	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	5.0	6.0
Paved Shoulder Width (ft)	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes
On Street Parking?	No	No	No
Bicycle Lane Capacity (bike/h)	600	620	1100
Bicycle Delay (s/bike)	14.7	14.3	6.1
Bicycle Compliance	Fair	Fair	Good
Bicycle LOS Score	3.02	1.63	1.61
Bicycle LOS	C	A	A

Approach	EB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0
Total Flow Rate (veh/h)	966	1466	1654
Effct. Green for Bike (s)	18.0	33.0	20.0
Cross Street Width (ft)	68.0	76.0	76.0
Through Lanes Number	2	2	2
Through Lane Width (ft)	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	3.0	0.0
Curb Is Present?	Yes	Yes	Yes
On Street Parking?	No	No	No
Bicycle Lane Capacity (bike/h)	600	1100	667
Bicycle Delay (s/bike)	14.7	6.1	13.3
Bicycle Compliance	Fair	Good	Fair
Bicycle LOS Score	3.40	3.61	4.09
Bicycle LOS	C	D	D

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	444	483	1841	1740
Effct. Green for Bike (s)	18.6	9.9	61.2	70.4
Cross Street Width (ft)	76.0	76.0	79.0	57.0
Through Lanes Number	1	1	2	2
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	2.0	2.0	2.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	310	165	1020	1173
Bicycle Delay (s/bike)	42.8	50.5	14.4	10.3
Bicycle Compliance	Poor	Poor	Fair	Fair
Bicycle LOS Score	3.45	3.41	4.18	3.76
Bicycle LOS	C	C	D	D

Approach	EB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0
Total Flow Rate (veh/h)	124	1100	674
Effct. Green for Bike (s)	9.6	54.3	20.5
Cross Street Width (ft)	52.0	48.0	36.1
Through Lanes Number	1	1	2
Through Lane Width (ft)	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	7.0
Paved Shoulder Width (ft)	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes
On Street Parking?	No	No	No
Bicycle Lane Capacity (bike/h)	274	1551	586
Bicycle Delay (s/bike)	26.1	1.8	17.5
Bicycle Compliance	Fair	Good	Fair
Bicycle LOS Score	2.56	4.11	1.17
Bicycle LOS	B	D	A

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	410	725	0	0
Effct. Green for Bike (s)	33.0	33.0	18.0	18.0
Cross Street Width (ft)	27.1	27.1	27.1	27.2
Through Lanes Number	1	1	1	1
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	7.0	7.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	1100	1100	600	600
Bicycle Delay (s/bike)	6.1	6.1	14.7	14.7
Bicycle Compliance	Good	Good	Fair	Fair
Bicycle LOS Score	2.65	3.17	0.47	0.47
Bicycle LOS	B	C	A	A

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	2728	1946	0	0
Effct. Green for Bike (s)	32.5	32.5	18.0	18.0
Cross Street Width (ft)	24.9	25.0	49.2	49.2
Through Lanes Number	2	2	1	1
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	7.0	7.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	Yes	Yes	Yes	Yes
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	1083	1083	600	600
Bicycle Delay (s/bike)	6.3	6.3	14.7	14.7
Bicycle Compliance	Good	Good	Fair	Fair
Bicycle LOS Score	2.69	2.05	2.31	2.31
Bicycle LOS	B	B	B	B

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	2237	1648	538	2
Effct. Green for Bike (s)	63.5	87.7	21.2	21.2
Cross Street Width (ft)	44.6	39.7	88.5	89.6
Through Lanes Number	2	2	1	1
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	No	No	No	No
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	1058	1462	353	353
Bicycle Delay (s/bike)	13.3	4.3	40.7	40.7
Bicycle Compliance	Fair	Good	Poor	Poor
Bicycle LOS Score	4.09	3.53	3.80	2.93
Bicycle LOS	D	D	D	C

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