

Desert Retreat Specific Plan Project

Transportation Study

Prepared for:
City of Indio

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OC21-0857

FEHR  PEERS

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Introduction

This report presents the analysis and findings of the Transportation Study prepared for the proposed Desert Retreat Specific Plan ("Project") in the City of Indio, California (City). The Project would develop up to 1,500 single-family active adult dwelling homes within the 361-acre specific plan area. The Project includes a private clubhouse for residents that will not be open for public use.

The Project site is generally bound by Avenue 38 to the north, Madison Street to the east, Avenue 40 to the south, and Jefferson Street to the west. The Project proposes three entrances for residents - one primary entrance and two secondary entrances. Primary access to the site would be provided on Avenue 40 at Camino San Gregorio. The secondary entrances are located on Madison Street at Sun City Boulevard and on Avenue 38 at Talavera Boulevard. There is an additional emergency access road off Avenue 40 west of the primary entrance. A conceptual land use plan is shown on **Figure 1**.

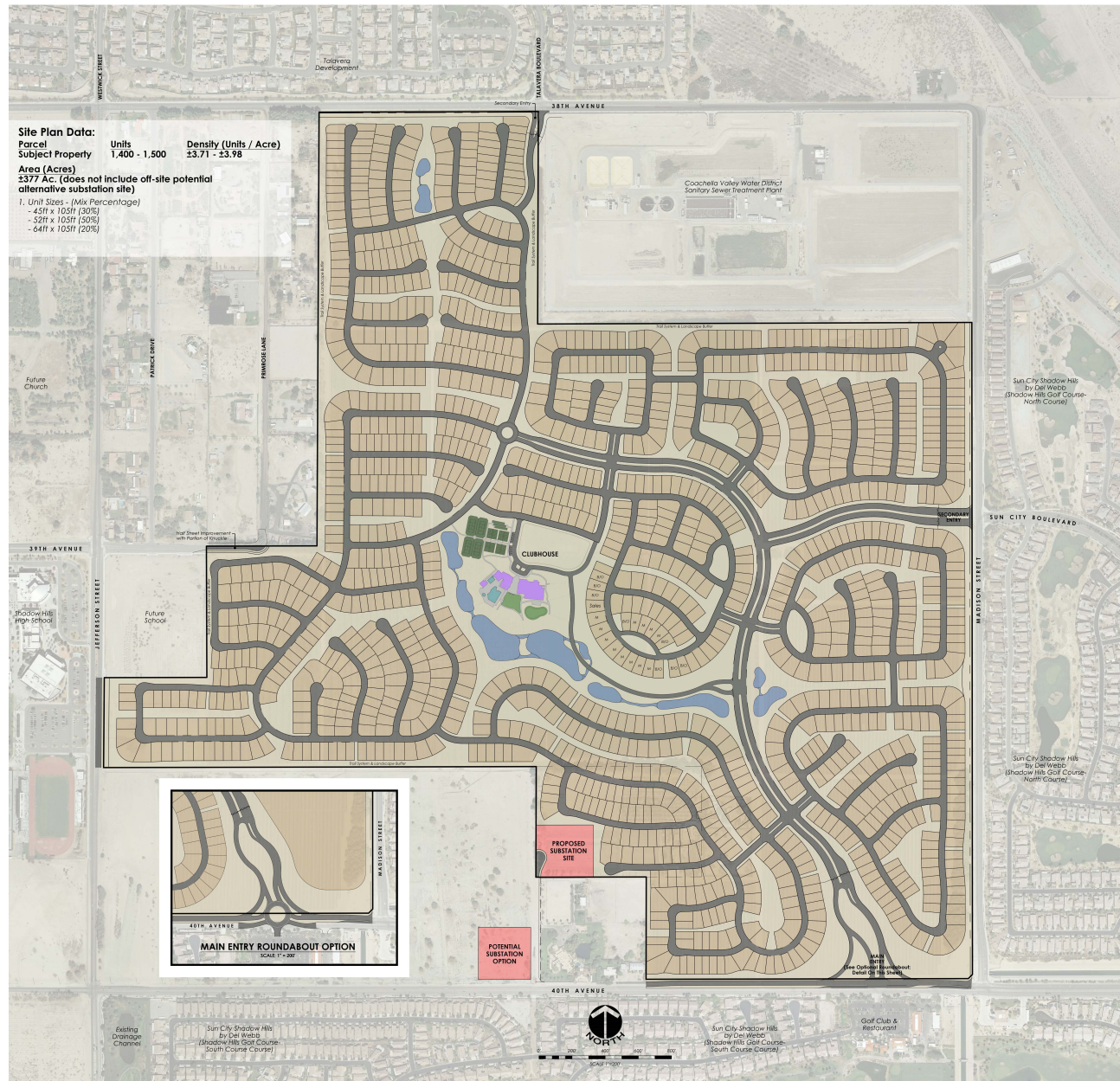
This TIA satisfies the requirements documented in the Riverside County (County) *Transportation Analysis Guidelines for Level of Service and Vehicle Miles Traveled* (2020), as directed by the City of Indio. The TIA Guidelines requires the preparation of a California Environmental Quality Act (CEQA) Transportation Impact Study and a Local Transportation Study. Both studies are included in this report.

CEQA Transportation Impact Study

In response to California Senate Bill 743 (SB 743), the Office of Planning and Research (OPR) has updated *California Environmental Quality Act Statutes and Guidelines* (Association of Environmental Professionals, 2019) to include new transportation-related evaluation metrics. For the purposes of CEQA, level of service (LOS), a qualitative description of traffic on a roadway facility or intersection, can no longer be used to determine a project's environmental impact. The final proposed Guidelines include a new Section 15064.3 on Vehicle Miles of Travel (VMT) analysis and thresholds for land use developments. OPR also released a *Technical Advisory on Evaluating Transportation Impacts in CEQA* (2018) which was applied to this TIA.

According to current CEQA guidelines and the TIA Guidelines a transportation impact from a project is considered a significant if the associated change to the transportation system with the project will:

- A. Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit roadway, bicycle, and pedestrian facilities.
- B. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b).
- C. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
- D. Result in inadequate emergency access.



Site Plan Source: MSA Consulting, Inc., March 15, 2022

Figure 1

Conceptual Site Plan



Local Transportation Study

The Local Transportation Study is prepared to provide information to identify any improvements needed to maintain consistency with the City’s General Plan LOS policy.

LOS is a qualitative description of traffic flow from a vehicle driver’s perspective based on factors such as speed, travel time, delay, and freedom to maneuver. Six levels of service are defined ranging from LOS A (free-flow conditions) to LOS F (over capacity conditions). The City generally strives to maintain LOS D or better as a guideline for intersection and roadway operations, as identified in the *City of Indio General Plan* (General Plan) approved in 2019.

Operations of intersections were evaluated in Synchro 11 (for intersections 1-3 and 7-13) and in the microsimulation software VISSIM 2022 (for intersections 4-6) using the method from the Transportation Research Board’s *Highway Capacity Manual, 6th Edition* (HCM), which uses various intersection characteristics (such as traffic volumes, lane geometry, and signal phasing) to estimate the average control delay experienced by motorists traveling through a signalized intersection. Microsimulation/VISSIM was used to analyze intersections 4-6 to evaluate the potential vehicles queues that build up over space and time between these closely spaced intersections, capture the influence of high pedestrian and school activity, and appropriately estimate delay associated with the proposed roundabout in this corridor. Control delay incorporates delay associated with deceleration, acceleration, stopping, and moving up in the queue. **Table 1** summarizes the relationship between average delay per vehicle and LOS for signalized and unsignalized intersections.

Table 1: Intersection Level of Service Criteria

LOS	Description	Signalized	Unsignalized
		Delay (seconds/vehicle)	
A	Operations with very low delay occurring with favorable progression and/or short cycle length.	≤ 10.0	≤ 10.0
B	Operations with low delay occurring with good progression and/or short cycle lengths.	> 10.0 to 20.0	> 10.0 to 15.0
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	> 20.0 to 35.0	> 15.0 to 25.0
D	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.	> 35.0 to 55.0	> 25.0 to 35.0
E	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences.	> 55.0 to 80.0	> 35.0 to 50.0
F	Operation with delays unacceptable to most drivers occurring due to over saturation, poor progression, or very long cycle lengths.	> 80.0	> 50.0

Source: *Highway Capacity Manual, 6th Edition*. (Transportation Research Board, 2021)

Operations of roadway segments were evaluated using the Average Daily Traffic (ADT) based thresholds from the *County Transportation Analysis Guidelines for Level of Service and Vehicle Miles Traveled*. **Table 2** summarizes the relationship between ADT by roadway classification and LOS for roadway segments.

Table 2: Riverside County Roadway Level of Service Criteria

Level of Service	Two-Way Average Daily Traffic (ADT) Volume		
	2-Lane Collector	4-Lane Secondary	4-Lane Major
A – C	≤ 10,400	≤ 20,700	≤ 27,300
D	> 10,400 and ≤ 11,700	> 20,700 and ≤ 23,300	> 27,300 and ≤ 30,700
E	> 11,700 and ≤ 13,000	> 23,300 and ≤ 25,900	> 30,700 and ≤ 34,100
F	> 13,000	> 25,900	> 34,100

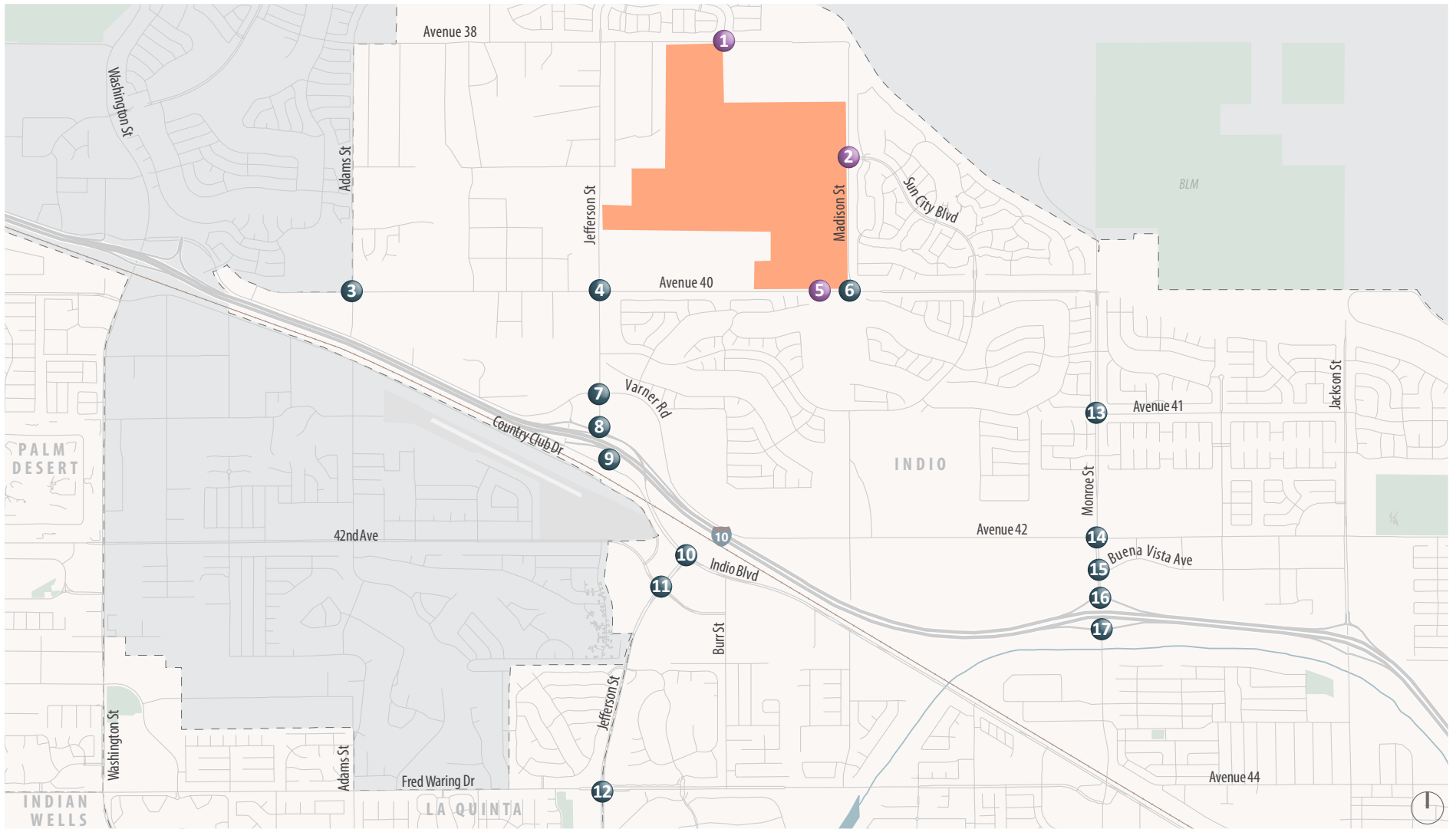
Source: *Transportation Analysis Guidelines for Level of Service and Vehicle Miles Traveled* (Riverside County, 2020)

Study Area

The study area for the local transportation study includes the area immediately adjacent to the Project site, along with roadways that provide primary access to the regional transportation network. The following seventeen intersections were selected for evaluation in consultation with City of Indio staff:

As shown in **Figure 2**, the proposed study intersections are:

1. Avenue 38 and Talavera Boulevard/Project Driveway
2. Madison Street and Sun City Boulevard/Project Driveway
3. Adams Street and Avenue 40
4. Jefferson Street and Avenue 40
5. Avenue 40 and Camino San Gregorio/Project Driveway
6. Madison Street and Avenue 40
7. Jefferson Street and Varner Road
8. Jefferson Street and I-10 Westbound Ramps
9. Jefferson Street and I-10 Eastbound Ramps
10. Jefferson Street and Indio Boulevard
11. Jefferson Street and Avenue 42/Country Club Drive
12. Jefferson Street and Fred Waring Drive
13. Monroe Street and Avenue 41
14. Monroe Street and Avenue 42
15. Monroe Street and Buena Vista Avenue
16. Monroe Street and I-10 Westbound Ramps
17. Monroe Street and I-10 Eastbound Ramps



- Project Site
- # Study Intersection
- # Project Driveway Study Intersection



Figure 2

Project Site Vicinity and Study Intersection Locations

Additionally, the traffic study evaluates the four roadway segments surrounding the Project:

1. Avenue 38 from Jefferson Street to Madison Street
2. Madison Street from Avenue 38 to Avenue 40
3. Avenue 40 from Jefferson Street to Madison Street
4. Jefferson Street from Avenue 39 to Avenue 40

Analysis Scenarios

Study locations listed for the local transportation study were evaluated for the following scenarios:

- Existing (2022) Conditions – 2022 traffic turning movement counts collected at study intersections adjusted to reflect non-pandemic conditions.
- Near-Term (2030) without Project Conditions – Projected traffic volumes and near-term roadway improvements expected to occur around time the proposed Project would be operational, without development of the Project.
- Near-Term (2030) with Project Conditions – Projected traffic volumes and near-term roadway improvements expected to occur around time the proposed Project would be operational, with development of the Project.
- Cumulative (2045) without Project Conditions – Projected traffic volumes and future roadway improvements based on the Riverside County Transportation Analysis Model (RIVCOM) under City of Indio General Plan build-out conditions, without development of the Project.
- Cumulative (2045) with Project Conditions – Projected traffic volumes and future roadway improvements based on the RIVCOM under City of Indio General Plan build-out conditions, with development of the Project.

Existing Conditions

This chapter describes the existing transportation conditions in the Project study area, including the roadway network and the transit, pedestrian, and bicycle facilities in the vicinity of the Project site.

Roadway System

Regional access to the study area is provided by Interstate 10 (I-10). Local access to the site is provided by Avenue 38 to the north, Madison Street to the east, and Avenue 40 to the south from Jefferson Street and Monroe Street.

I-10 is the southernmost cross-country federal highway that traverses the states of California, Arizona, New Mexico, Texas, Louisiana, Mississippi, Alabama, and Florida. I-10 runs through the northern portion of the City, south of the Project site. In the Project study area, I-10 has three mixed-flow lanes in each direction.

Avenue 38 is an east-west collector that extends from Del Webb Boulevard to Madison Street and forms the northern boundary of the Project site. Avenue 38 is generally one lane in each direction and has two lanes in the eastbound direction east of Talavera Boulevard. There are Class II bicycle lanes on Avenue 38 between Dune Palms Road and Madison Street.

Madison Street is a north-south collector that connects Avenue 38 and Avenue 40 and forms the eastern boundary of the Project site. Madison Street is a three-lane facility with two lanes in northbound direction and one lane in southbound direction. There are no bicycle facilities on Madison Street.

Avenue 40 is an east-west boulevard that extends from Fifties Way to Monroe Street and forms the southern boundary of the Project site. Avenue 40 is generally one lane in each direction west of Jefferson Street and two lanes in each direction east of Jefferson Street. There are Class II bicycle lanes on Avenue 40 west of Madison Street.

Jefferson Street is a north-south roadway located west of the Project site that provides direct access to I-10. Jefferson Street is classified as a collector north of Avenue 40 and as an arterial south of Avenue 40. Jefferson Street is generally one lane in each direction north of Sun City Boulevard, and two to three lanes in each direction south of Sun City Boulevard. The I-10/Jefferson Street interchange was recently reconstructed as a partial cloverleaf with three through lanes in each direction on the overcrossing. There are Class II bicycle lanes on the recently completed I-10/Jefferson Street interchange.

Monroe Street is north-south roadway located east of the Project site that provides direct access to I-10. Monroe Street is classified as a boulevard north of Avenue 42 and south of I-10 and as an arterial between Avenue 42 and I-10. Monroe Street is two lanes in each direction north of Villa Palazzo/Colby Way and south of Industrial Place/Avenue 44 and is generally one lanes in each direction between Villa

Palazzo/Colby Way and Industrial Place/Avenue 44. There are Class II bicycle lanes on Monroe street north of Villa Palazzo/Colby Way.

Transit Service

Transit in the study area is provided Sun Line Transit Agency (SLTA), which is the regional transit provider for Riverside County. Currently, Sun Line Transit operates a variety of bus routes in Indio.

Routes 800, 801, 802, and 803 provide school shuttle service to Shadow Hills High School. Each bus operates once on weekday mornings before school starts and once on weekday evenings after school. Bus stops are located directly adjacent to the Project site on the corner of Avenue 38 and Talavera Boulevard, and Avenue 40 and Madison Street.

Route 8 operates weekdays between 5:35 AM and 11:00 PM and provides service between the Walmart Supercenter and the Mecca Health Clinic. The route operates with headways of approximately one hour. The closest bus stop to the Project site served by Route 8, is located near the Walmart Supercenter on the corner of Showcase Parkway and Monroe Street, approximately 2.6 miles away.

Bicycle Facilities

Bicycle facilities in the City are classified as follows:

Class I – Bicycle Path

Shared-use paths are off-street bicycle facilities, such as paved trails, that may be used by all types of non-motorized users.

Class II – Bicycle Lanes

Bicycle lanes are designated street space for bicyclists, typically adjacent to the outer vehicle travel lanes. These lanes may include special lane markings and signage and can also be enhanced by adding buffered striping.

Class III – Bicycle Route

Bicycle routes are designated streets for shared use by motor vehicles and bicyclists. While bicyclists have no exclusive use or priority, signage both by the side of the street and stenciled on the roadway surface alerts motorists to bicyclists sharing the roadway space and denotes that the street is an official bike route. These routes are typically designated along gaps between bicycle trails or bicycle lanes.

Class IV – Separated Bikeway/Cycle Track

Cycle tracks are a separated bicycle facility that combines the user experience of a separated path with the on-street infrastructure of a conventional bicycle lane. Cycle tracks can be adjacent to vehicle traffic but are exclusive to bicycles and must be physically separated from motor vehicle travel lanes.

Adjacent to the Project site, there are Class II bicycle lanes on Avenue 38 between Dune Palms Road and Madison Street, and Class II bicycle lanes on Avenue 40 between Jefferson Street and Monroe Street.

The City's General Plan proposes a Class I bicycle path on Jefferson Street between Avenue 38 and Varner Road and Class II bicycle lanes on Avenue 40 between Fifties Way and Monroe Street.

Pedestrian Facilities

Pedestrian facilities include sidewalks, crosswalks, pedestrian signals, and multi-use trails. Sidewalks are provided along most roadways in Indio where land uses have been developed adjacent to the roadway. Within the study area, limited pedestrian facilities are provided. While many signalized intersections in the area have marked crosswalks, pedestrian signals, and push buttons, there are very few sidewalks adjacent to the Project site.

Data Collection

Weekday morning (AM) and evening (PM) peak period intersection turning movement counts were conducted at the study intersections in February 2022 on a typical week with fair weather conditions while school was in session. Traffic counts for the Synchro analysis (for intersections 1-3 and 7-17) were collected on a single day between 7:00 to 9:00 AM and 4:00 to 6:00 PM, including separate counts of pedestrians, and bicyclists. Traffic counts for the VISSIM analysis (for intersections 4-6) were collected for an entire week between 7:00 AM to 7:00 PM, including separate counts of pedestrians, and bicyclists, to ensure that school traffic volumes on Jefferson and Avenue 40 are fully captured and analyzed. Traffic counts are provided in **Appendix A**.

For the study intersections, the single hour with the highest traffic volumes during each count period was identified. For the Synchro analysis, the AM peak hour in the Project study area is generally 7:30 to 8:30 AM and the PM peak hour is generally 4:00 to 5:00 PM. For the VISSIM analysis, the AM peak hour in the Project study area occurred on Wednesday between 7:45 to 8:45 AM and the PM peak hour occurred on Wednesday between 3:15 to 4:15 PM, coinciding with the pick-up/drop-off period at the nearby schools.

To account for abnormal traffic patterns caused by the Coronavirus Disease of 2019 (COVID-19) pandemic, traffic volumes on Jefferson Street and Monroe Street north of I-10 were compared to pre-COVID-19 conditions using Streetlight Data. Streetlight Data uses anonymous in-vehicle navigation system data and cell phone location-based services data that can be aggregated together to obtain trip information. A comparison of daily and peak period traffic count estimates on roadways in the study area from Streetlight Data for the month of February 2020 (i.e., representing pre-COVID-19 conditions) and February 2022 is presented in **Table 3**. For the purpose of relative comparison, the traffic count estimates presented were not calibrated to historical traffic counts and do not represent the actual daily and peak period traffic counts but are useful in identifying historic traffic trends and an appropriate COVID-19 adjustment factor, if needed.

Table 3: Historical Traffic Count Estimate Comparison

Peak Period	ADT Count Estimate		Volume Difference	Percent Difference
	February 2020	February 2022		
Weekday Daily (12:00 AM – 11:59 PM)	39595	41235	+1640	104%
Weekday Peak Hours (7:00 – 8:00 AM; 4:00 – 6:00 PM)	12520	13088	+568	105%

Source: Streetlight Data, February 2020 and 2022; Fehr & Peers, 2022.

Since the weekday daily and peak period traffic count estimates are higher in 2022 than in 2020, no adjustments were made. The peak hour intersection turning movement counts are presented on **Figure 3** along with the existing lane configuration and traffic control.

Intersection Operations

Intersection operations under Existing Conditions were evaluated using the HCM methodology with results summarized in **Table 4**. Observed peak hour factors were used at all intersections, and pedestrian and bicycle activity was factored into the analysis. Under Existing Conditions, all study intersections operate at acceptable service levels in accordance with benchmarks set by the City of Indio during both the weekday morning and evening peak hours, which was confirmed during field observations. Intersection LOS calculation worksheets are provided in **Appendix B**.

Peak Hour Signal Warrant

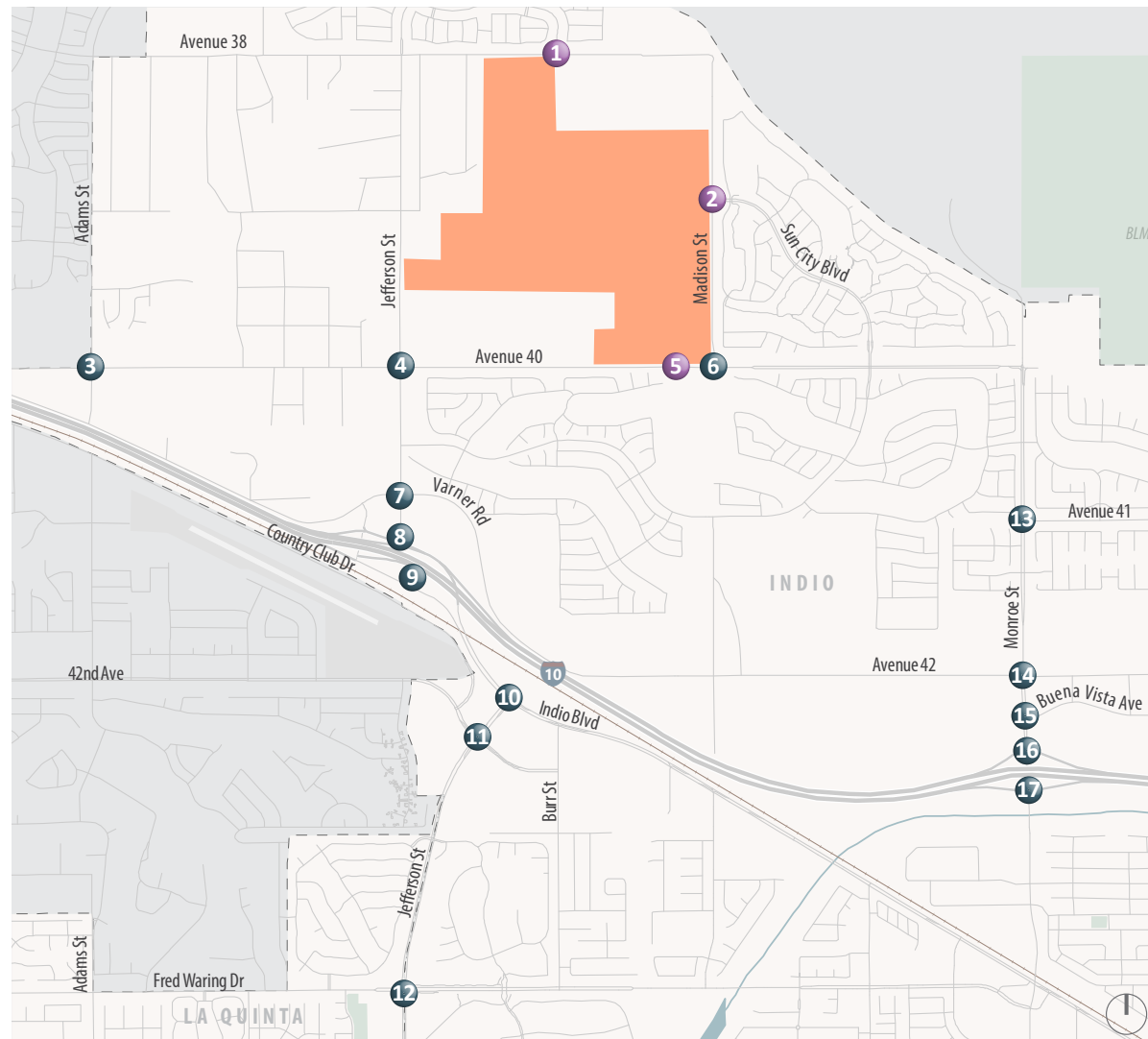
Peak hour traffic signal warrants under Existing Conditions were reviewed at the unsignalized study intersections in **Table 5**. Under Existing Conditions, the peak hour signal warrant is satisfied at:

- Monroe Street and Avenue 41 (Intersection 13)

The City of Indio has plans to construct a traffic signal at this intersection. Signal warrant worksheets are provided in **Appendix C**.

Roadway Segment Operations

Roadway segment operations under Existing Conditions were evaluated using the ADT based thresholds for Riverside County with results summarized in **Table 6**. Under Existing Conditions, all study roadway segments operate at LOS C or better.



XX (YY) AM (PM) Peak Hour Traffic Volumes

Signalized Intersection Stop Sign

Project Site Study Intersection Project Driveway Study Intersection

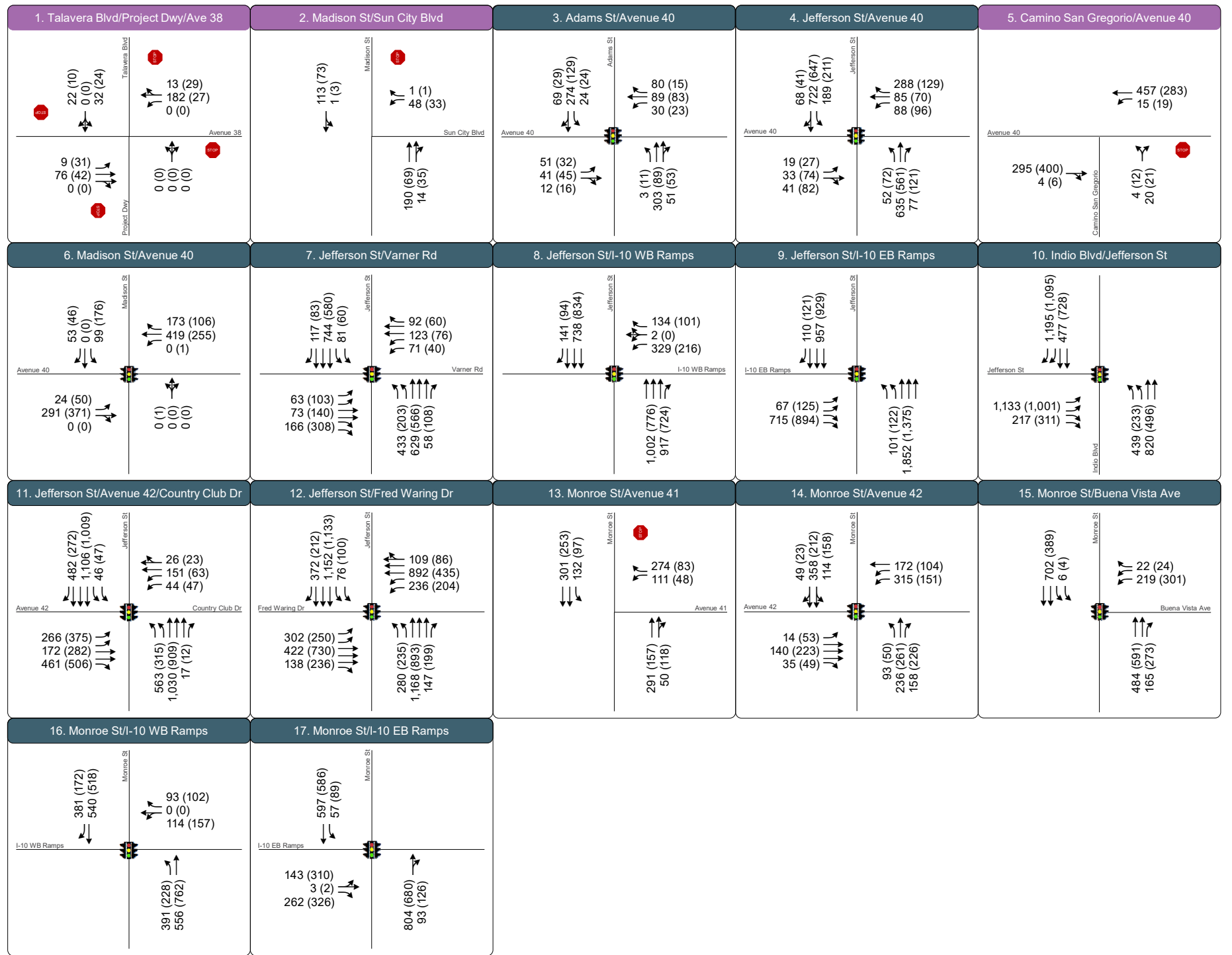


Figure 3

Existing (2022) Peak Hour Intersection Turning Movement Volumes



Table 4: Existing (2022) Intersection Levels of Service

	Intersection	Control ¹	Peak Hour	Existing Conditions	
				LOS ²	Delay ²
1	Avenue 38 and Talavera Boulevard/Project Driveway	AWSC	AM PM	B A	10 8
2	Madison Street and Sun City Boulevard/Project Driveway	SSSC	AM PM	A (B) A (A)	2 (12) 2 (10)
3	Adams Street and Avenue 40	Signal	AM PM	A A	8 7
4	Jefferson Street and Avenue 40	Signal	AM PM	D C	54 29
5	Avenue 40 and Camino San Gregorio/Project Driveway	SSSC	AM PM	A (A) A (A)	1 (5) 1 (4)
6	Madison Street and Avenue 40	Signal	AM PM	A B	9 12
7	Jefferson Street and Varner Road	Signal	AM PM	D D	41 36
8	Jefferson Street and I-10 Westbound Ramps	Signal	AM PM	A A	7 3
9	Jefferson Street and I-10 Eastbound Ramps	Signal	AM PM	B C	15 28
10	Jefferson Street and Indio Boulevard	Signal	AM PM	C C	35 34
11	Jefferson Street and Avenue 42/Country Club Drive	Signal	AM PM	C C	33 32
12	Jefferson Street and Fred Waring Drive	Signal	AM PM	D C	38 34
13	Monroe Street and Avenue 41	SSSC	AM PM	A (C) A (C)	8 (20) 3 (16)
14	Monroe Street and Avenue 42	Signal	AM PM	C C	28 28
15	Monroe Street and Buena Vista Avenue	Signal	AM PM	A A	8 9
16	Monroe Street and I-10 Westbound Ramps	Signal	AM PM	C A	24 8
17	Monroe Street and I-10 Eastbound Ramps	Signal	AM PM	B C	13 22

Notes:

1. SSSC = side-street stop-controlled intersection; AWSC = all-way stop-control.
2. For SSSC intersections, LOS/delay is presented as: Intersection Average (Worst Movement).
3. Deficient intersection operations are noted in **bold text**.

Source: Fehr & Peers, 2022.

Table 5: Existing (2022) Peak Hour Signal Warrants

	Intersection	Control ¹	Peak Hour	Signal Warrant Met?
1	Avenue 38 and Talavera Boulevard/Project Driveway	AWSC	AM PM	No No
2	Madison Street and Sun City Boulevard/Project Driveway	SSSC	AM PM	No No
5	Avenue 40 and Camino San Gregorio/Project Driveway	SSSC	AM PM	No No
13	Monroe Street and Avenue 41	SSSC	AM PM	Yes No

Note:

1. SSSC = side-street stop-controlled intersection; AWSC = all-way stop-controlled intersection.

Source: Fehr & Peers, 2022.

Table 6: Existing (2022) Roadway Segments

	Roadway Segment	Roadway Classification	Average Daily Traffic (ADT)	LOS
1	Avenue 38 From Jefferson Street to Madison Street	2-Lane Collector	1,600	A – C
2	Madison Street From Avenue 38 to Avenue 40	2-Lane Collector	2,700	A – C
3	Avenue 40 From Jefferson Street to Madison Street	2-Lane Collector	5,400	A – C
4	Jefferson Street From Avenue 39 to Avenue 40	2-Lane Collector	10,200	A – C

Note:

1. Deficient roadway segment operations are noted in **bold text**.

Source: Fehr & Peers, 2022.

Project Characteristics

This section provides an overview of the proposed Project and describes the trip generation, trip distribution, and trip assignment characteristics for the Project, which allow for an evaluation of the effect of the Project on the operating conditions of the surrounding roadway network. The amount of Project traffic volume projected to be added to the transportation system was estimated using a three-step process:

1. **Trip Generation** – The *amount* of vehicle traffic entering/exiting the site was estimated.
2. **Trip Distribution** – The *direction* trips will use to approach and depart the area was projected.
3. **Trip Assignment** – Trips were then *assigned* to specific roadway segments and intersection turning movements based on likely paths of travel.

Project Trip Generation

Trip generation refers to the process of estimating the amount of vehicular traffic a project will add to the surrounding roadway system. The *Trip Generation Manual, 11th Edition* (Institute of Transportation Engineers [ITE], 2021) was used to estimate the number of daily, morning (AM) peak hour, and evening (PM) peak hour trips associated with the Project.

The Project would develop up to 1,500 single-family active adult dwelling homes (i.e., age-restricted) within the 361-acre specific plan area. Primary residents within the specific plan area are required to be 55 years or older and no children are allowed to be permanent residents. As such, ITE Land Use Code 251 - Senior Adult Housing was used to estimate the Project’s trip generation.

The Project is expected to generate approximately 6,470 daily trips, with 304 trips occurring during the AM peak hour and 367 trips occurring during the PM peak hour, as presented in **Table 7**.

Table 7: Project Trip Generation Estimates

ITE Land Use	Quantity	Units	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
(251) – Senior Adult Housing – Single-Family ¹	1,500	Dwelling Units	6,470	100	204	304	224	143	367

Notes:

- Based on trip generation rates for ITE land use 251.
 - a. Daily = $4.31 * X$; X = Dwelling Units
 - b. AM: $=e^{(0.76*(\ln(X)) + 0.16)}$; X = Dwelling Units; 33% Inbound, 67% Outbound
 - c. PM: $=e^{(0.78*(\ln(X)) + 0.2)}$; X = Dwelling Units; 61% Inbound, 39% Outbound

Source: *Trip Generation Manual, 11th Edition* (ITE, 2021); Fehr & Peers, 2022.

Project Trip Distribution

Project trip distribution refers to the directions of approach and departure that vehicles would take to access and leave the Project. Estimates of Project trip distribution were developed using the cumulative year RIVCOM model for the cumulative analysis year as reviewed and verified by City staff. The Project trip distribution is shown in **Figure 4**.

Project Trip Assignment

Project trip assignment refers to the specific route and roadway segments vehicles would take to access and leave the Project. Using the trip distribution percentages on Figure 4, Project trips were then assigned to the roadway network as presented in **Figure 5**.

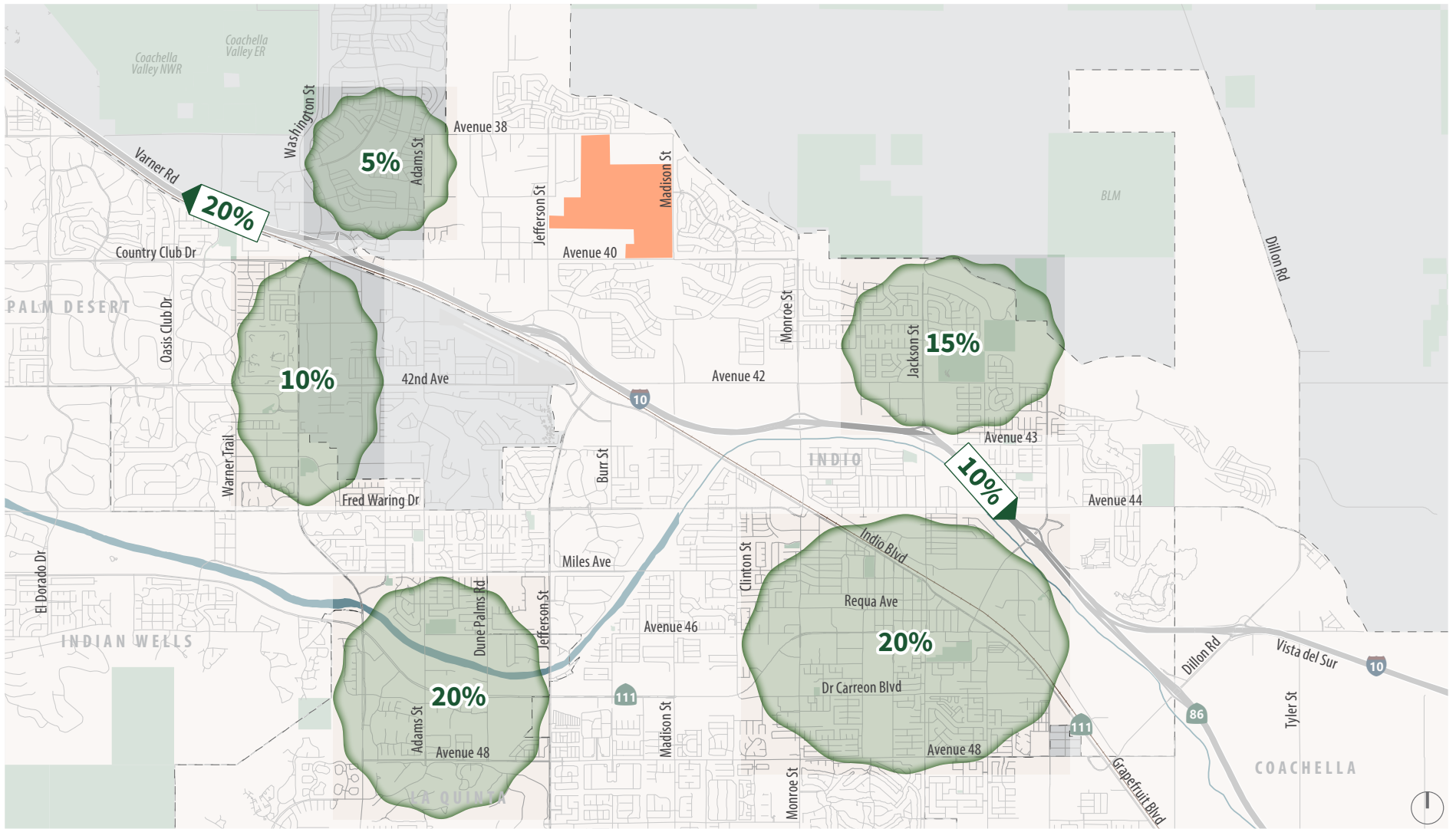
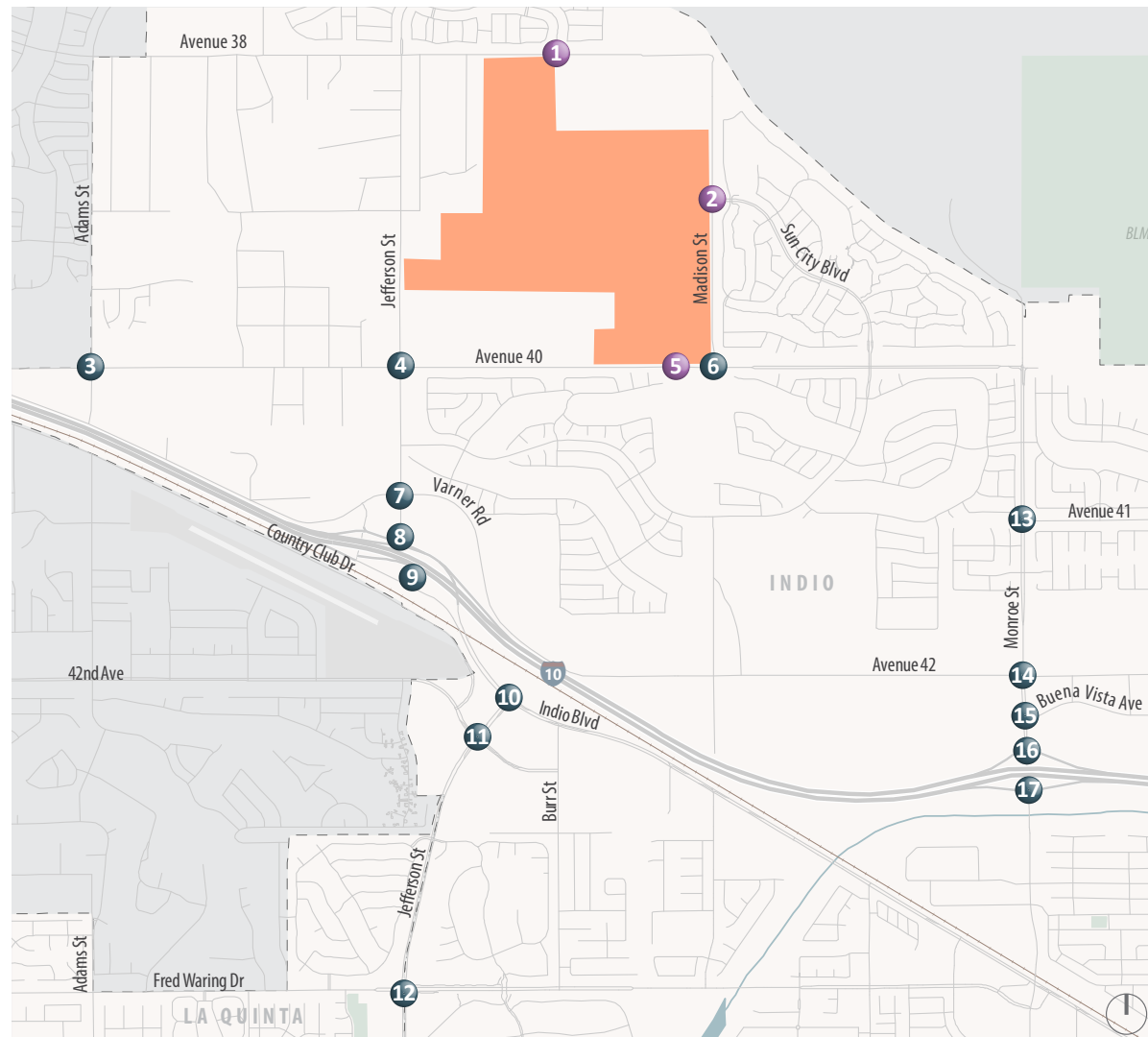


Figure 4

Project Trip Distribution





XX (YY) AM (PM) Peak Hour Traffic Volumes
 Signalized Intersection
 Stop Sign
 Project Site
 Study Intersection
 Project Driveway Study Intersection

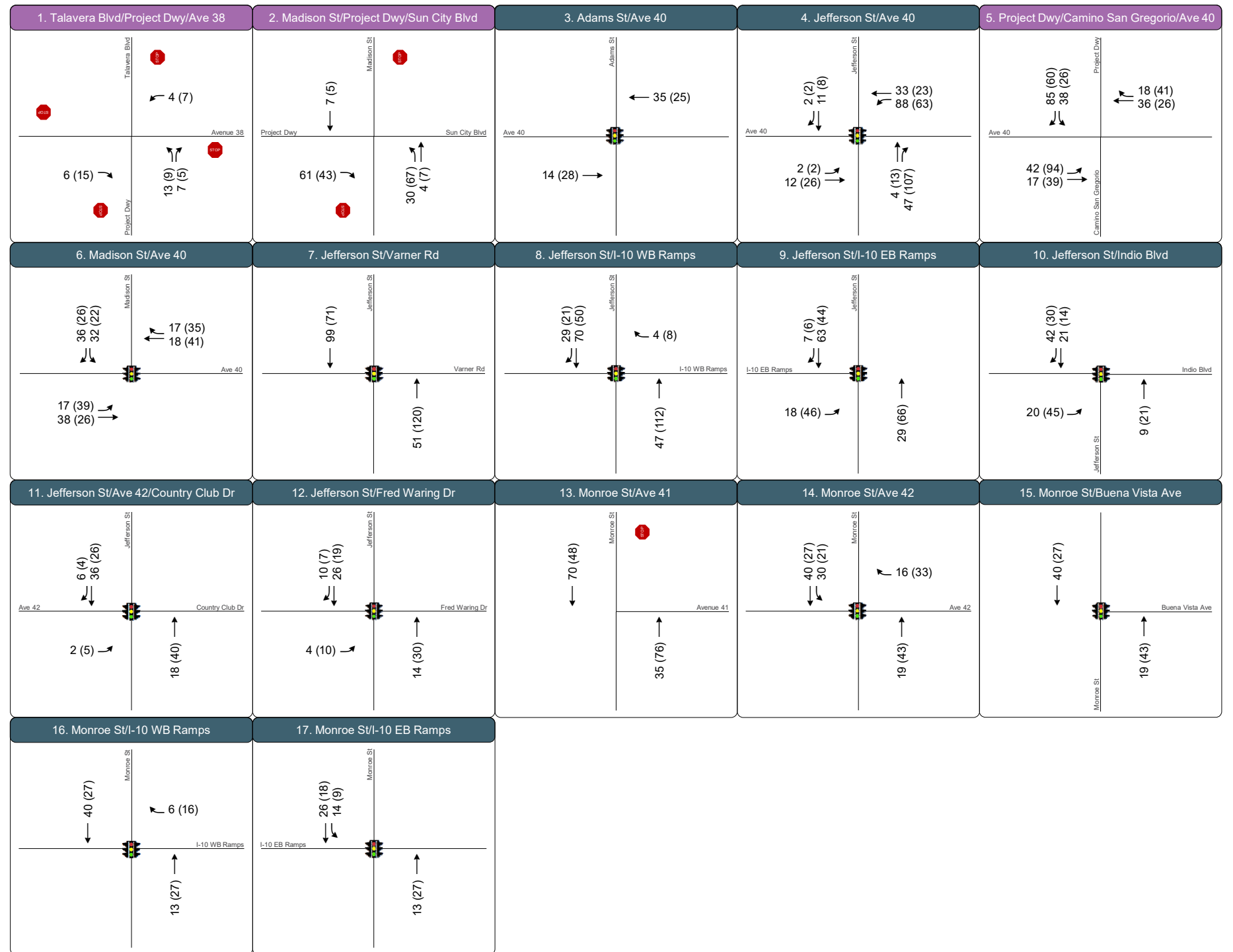


Figure 5



CEQA Transportation Study

Based on the definitions and determining factors outlined in the CEQA Appendix G Environmental Checklist Form, the Project would have a significant impact on the environment if the Project would:

- A. Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit roadway, bicycle, and pedestrian facilities.
- B. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b).
- C. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
- D. Result in inadequate emergency access.

A – Programs, Plans, Ordinances, and Policies

The *City of Indio General Plan (2019)* is a comprehensive plan for the growth and development of the City. The General Plan includes policies related to land use and urban design, mobility, economic development, health and equity, parks, recreation, and open space, conversation, infrastructure and public facilities, safety, and noise. An impact is considered significant if the project conflicts with an adopted policy within the Mobility Element (ME) of the General Plan. Policies applicable to the Project include:

Complete Streets Policies:

- **ME-1.2 Users.** Design and build streets that accommodate users of all ages and all abilities. This includes utilizing the layered networks approach to identify key modes that shall be prioritized and enhanced along streets.
- **ME-1.3 Projects and phases.** Design, plan, maintain, and operate streets using complete streets principles for all types of transportation projects including design, planning, construction, maintenance, and operations of new and existing streets and facilities. This includes repurposing unneeded roadway pavement to implement bicycle and pedestrian improvements (e.g. road diets) when Average Daily Traffic (ADT) volumes are less than 15,000 vehicles.
- **ME-1.10 Residential streets.** Design residential streets to minimize traffic volumes and/or speed, as appropriate, without compromising connectivity for emergency first responders, bicycles, and pedestrians. This could be accomplished through management and implementation of complete streets strategies, short block lengths, narrow streets, and/or traffic calming measures.
- **ME-1.12 Compliance.** Require new developments in Indio to comply with the City's Complete Streets Implementation Plan.

Active Transportation Policies:

- **ME-2.2 Facility enhancement.** Enhance the bicycle and pedestrian facilities as identified in Figure 4-1 [of the General Plan] as part of development, private grants, signing of shared routes, maintenance activities, etc.
- **ME-2.4 Intersection and signal enhancements.** Enhance pedestrian and bicycle crossing efficiency and safety, including timing of signals, crosswalks, and intersection design features.

Transit Policies:

- **ME-3.3 Safe linkages.** Encourage convenient and safe pedestrian linkages to and from transit service to provide better first-mile/last-mile connectivity. This includes connectivity to/from existing and new development and along streets providing access to the transit stop.

Vehicle Policies:

- **ME-4.1 Street sections.** Minimize street widths to minimize capital costs, maintenance costs, decrease vehicle speeds, and improve safety for all users of the street while ensuring consistency with the street guidance provided in Table 4-2 [of the General Plan].

Parking Policies:

- **ME-8.1 Off-street parking.** Require new developments to provide sufficient off-street parking (or payment of in-lieu fees) to reduce on-street parking congestion and increase both auto and pedestrian safety. New development shall provide electric vehicle charging stations and preferential parking for carpools, vanpools, and alternative fuel vehicles.
- **ME-8.4 Bicycle parking.** Safe and secure bicycle parking facilities shall be provided with all new development.

Complete Streets Policy Review

The *City of Indio Complete Streets & Drainage Master Plan (2020)* uses a layer network approach to identify preferred travel models on each of the roadways in the City, including roadways adjacent to the proposed Project.

- The high priority pedestrian network includes Avenue 38, Jefferson Street, and Madison Street. Avenue 40 is included in the moderate priority pedestrian network.
- The priority bicycle networks includes all streets adjacent to the Project including Avenue 38, Jefferson Street, Madison Street, and Avenue 40. There are existing bicycle lanes on Avenue 38 and Avenue 40.

- The priority transit network does not include any streets adjacent to the Project.
- The high priority automobile network includes Avenue 40. Avenue 38, Jefferson Street, and Madison Street are included in the moderate priority automobile network.

None of the roadways adjacent to the Project site were identified as Complete Streets priority corridors.

The Project would comply with the City's Complete Street Implementation Plan (ME-1.12) and reconstruct the street frontage adjacent to the Project with improvements consistent with the layer network approach, including 1) pedestrian facilities on Avenue 38, Jefferson Street, Madison Street, and Avenue 40, adjacent to the Project and 2) roadway widening on Madison Street to accommodate bicycle lanes (ME-1.2). Existing bicycle lanes on Avenue 38 and Avenue 40 would be maintained.

Frontage improvements on local roadways and residential streets internal to the Project site would be designed using complete street principals. The project is considering a roundabout on Avenue 40 at the main entrance to the Project site to provide traffic calming, while prioritizing all modes of access. (ME-1.10). Additionally, the Project does not preclude the repurposing of unneeded roadway pavement to implement road diets for bicycle and pedestrian improvements (ME 1.3).

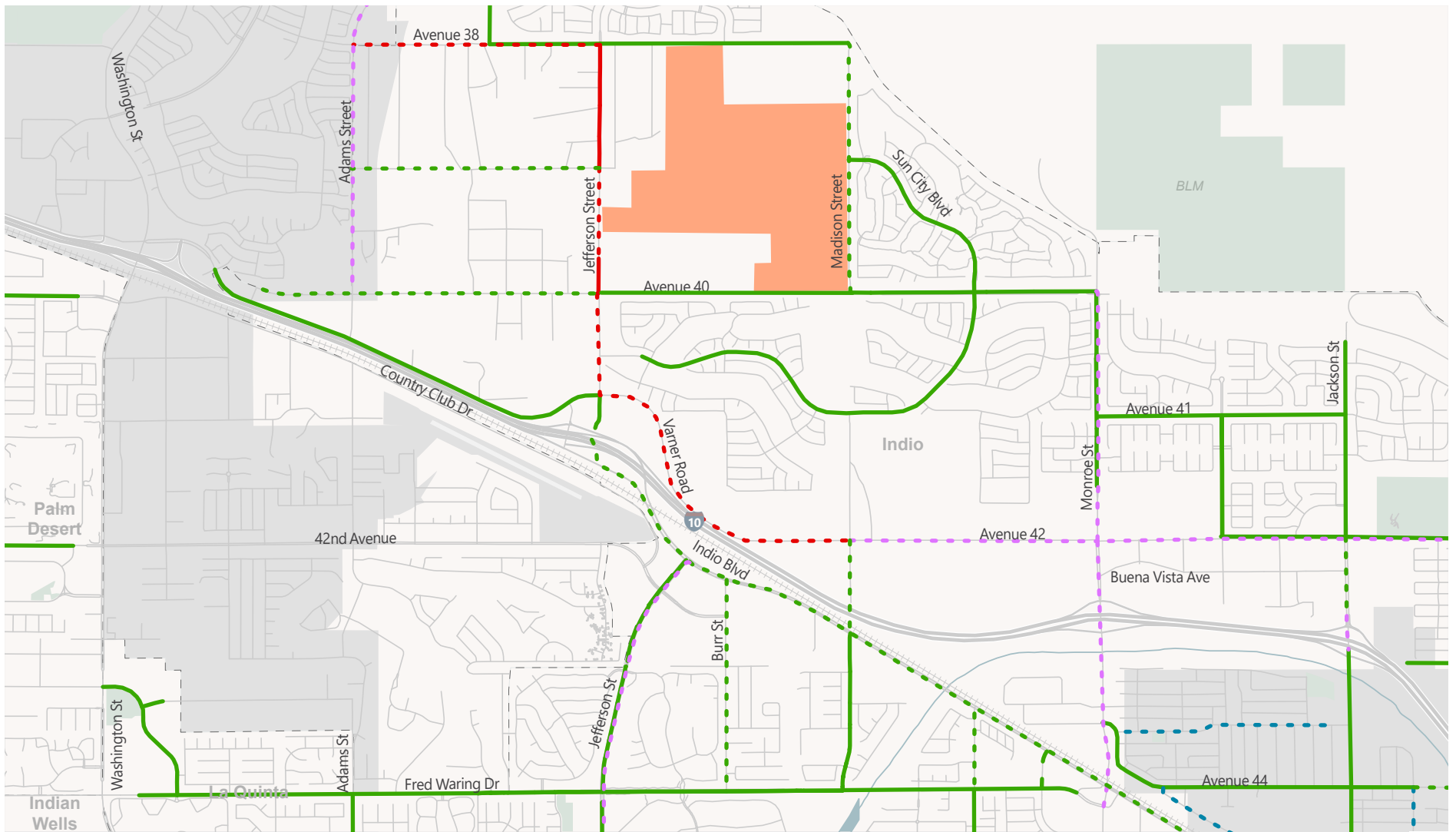
*The Project does not disrupt existing Complete Streets improvements, interfere with planned Complete Street improvements, or propose any changes to the Complete Streets network that would be inconsistent with General Plan policies, therefore the Projects impact to the Complete Streets policies is **less-than-significant**.*

Active Transportation Policy Review

Pedestrian facilities are provided along most roadways in Indio where land uses have been developed adjacent to the roadway. Within the study area, limited pedestrian facilities are provided. While many signalized intersections in the area have marked crosswalks, pedestrian signals, and push buttons, there are few sidewalks adjacent to the Project site.

*The Project would construct sidewalks along the Project frontages on Avenue 38, Jefferson Street, Madison Street, and Avenue 40 with ADA accessible crosswalks at intersections (ME-2.2). The project is also considering a roundabout on Avenue 40 at the main entrance to the Project site to provide traffic calming, while prioritizing all modes of access (ME-2.4). The Project does not disrupt existing pedestrian facilities, interfere with planned pedestrian facilities, or propose any changes to the pedestrian system that would be inconsistent with pedestrian system policies, therefore the Project's impact to the pedestrian system is **less-than-significant**.*

Bicycle facilities, existing and proposed, are presented on **Figure 6**.



Existing and Proposed Bike Facilities

- | | | |
|--|--|--|
| Existing Bike Facilities | Proposed Bike Facilities | Project Site |
| — Class 1 | - - - Class 1 | Project Site |
| — Class 2 | - - - Class 2 | |
| | - - - Class 3 | |
| | - - - Class 4 | |

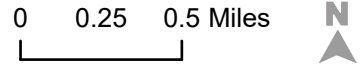


Figure 6

Bike Facilities

* Existing bike facilities along Sun City Boulevard are on private roadways.



Adjacent to the Project site there are Class II bicycle lanes on Avenue 38 between Dune Palms Road and Madison Street, and Class II bicycle lanes on Avenue 40 between Jefferson Street and Monroe Street.

Adjacent to the Project site, there are Class I bicycle paths proposed on Jefferson Street between Avenue 39 and Varner Road, and Class II bicycle lanes planned on Madison Street between Avenue 38 and Avenue 40.

*The Project would improve the roadway frontage adjacent to the Project site and widen Madison Street to accommodate bicycle lanes (ME-2.2). The Project is considering a roundabout on Avenue 40 at the main entrance to the Project site to provide traffic calming, while prioritizing all modes of access (ME-2.4). The improvements would be compatible with the planned bicycle facilities in the area, therefore the Project's impact to the bicycle system is **less-than-significant**.*

Transit Policy Review

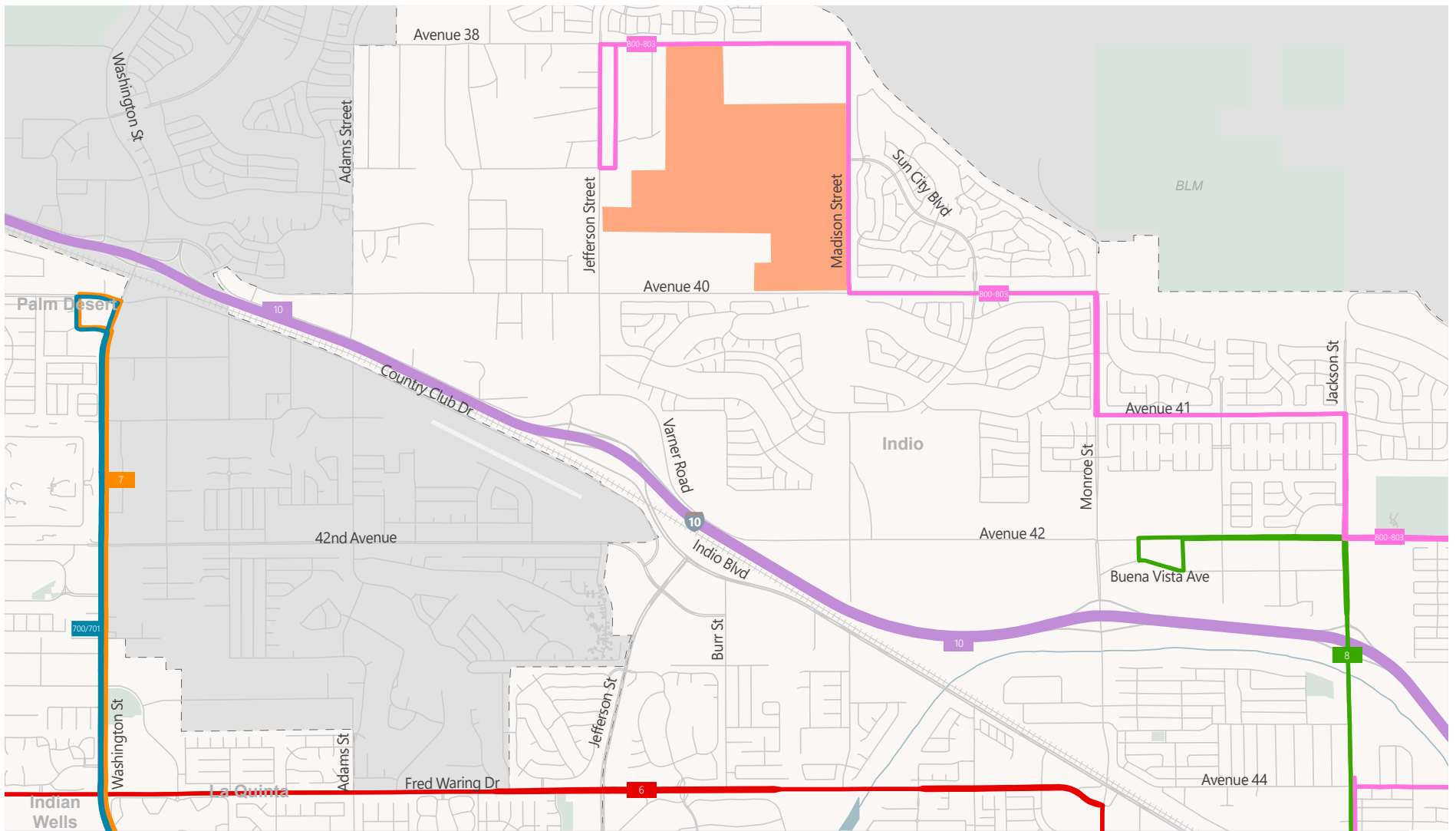
Transit routes are presented on **Figure 7**. Transit in the study area is provided Sun Line Transit Agency (SLTA), which is the regional transit provider for Riverside County. Currently, Sun Line Transit operates a variety of bus routes in Indio. Routes 800, 801, 802, and 803 provide school shuttle service to Shadow Hills High School. Each bus operates once on weekday mornings before school starts and once on weekday evenings after school. Bus stops are located directly adjacent to the Project site on the corner of Avenue 38 and Talavera Boulevard, and Avenue 40 and Madison Street. There are no other bus routes that operate within 1 mile of the Project site.

*The project will provide pedestrian linkages along the Project frontage to existing bus stops by constructing sidewalks along the Project frontages on Avenue 38, Jefferson Street, Madison Street, and Avenue 40 with ADA accessible crosswalks at intersections (ME-3.3). The Project does not disrupt an existing transit facility or service and would not interfere with the implementation of future transit service, therefore the Project's impact to transit is **less-than-significant**.*

Vehicle Circulation Policy Review

The Project proposes three entrances for residents - one primary entrance and two secondary entrances. Primary access to the site would be provided on Avenue 40 at Camino San Gregorio. The secondary entrances are located on Madison Street at Sun City Boulevard and on Avenue 38 at Talavera Boulevard. There is an additional emergency access road off Avenue 40 west of the primary entrance.

*The Project would widen the roadway along the Project frontage to accommodate the number of vehicle travel lanes indicated in the City's General Plan. The main entrance on Avenue 40, part of the high priority automobile network, and all other Project connections to external roadways will be constructed to minimize capital costs, maintenance costs, decreasing vehicle speeds through the implementation of complete street policies, while prioritizing all modes of access (ME-4.1), therefore the Project's impact to vehicle circulation is **less-than-significant**.*



Sunline Transit Agency

School Tripper

Routes 700, 701

Routes 800, 801, 802, 803

SunBus

Route 6

Route 7

Route 8

Commuter Link

Route 10

Project Site

0 0.25 0.5 Miles



Figure 7



Transit Routes

Source: Sunline Transit Agency, 2022

Parking Policy Review

The General Plan parking policies direct new developments to limit on-street parking and provide safe and secure bicycle parking.

*The Project would develop up to 1,500 single-family active adult dwelling homes within the 361-acre specific plan area. Off-street parking for the private clubhouse will be designed to accommodate resident and employee parking and limit on-street parking. Each dwelling home would have a parking garage to limit on-street parking and provide safe and secure bicycle storage (ME-8.1, ME-8.4), therefore the Project's impact to parking is **less-than-significant**.*

B – Vehicle Miles Travel

For the purposes of CEQA, level of service cannot be used to determine a project's environmental impact; CEQA Guidelines Section §15064.3 requires Vehicle Miles of Travel (VMT) analysis for land use developments. The City of Indio has adopted Riverside County's *Transportation Analysis Guidelines for Level of Service and Vehicles Miles Traveled* (2020).

Riverside County's Guidelines follow OPR's *Technical Advisory on Evaluating Transportation Impacts in CEQA* (2018). The updates outline the VMT analysis methodology and screening criteria by which land-development projects can apply when evaluating transportation impacts. An impact is considered significant if the project generates VMT above the existing county-wide average VMT per capita.

Screening Criteria

VMT impacts for the Project will be less than significant if any one of the identified screening criteria outlined below are met:

Criterion #1: Small Project

The total Project would construct up to 1,500 single family dwelling units. The proposed Project does not meet the condition (less than 110 dwelling units) necessary to satisfy Criterion #1.

Criterion #2: Projects Near High Quality Transit

The nearest transit stop to the Project site is approximately 2.6 miles away. The proposed Project does not meet the condition (major transit stop within one-half mile away) necessary to satisfy Criterion #2.

Criterion #3 Affordable Residential Development

The Project would not provide any affordable residential housing. The proposed Project does not meet the condition (high percentage of affordable housing) necessary to satisfy Criterion #3.

Criterion #4: Map-Based Screening

There is no readily available map-based screening tool available for Eastern Riverside County. The proposed Project cannot use a map-based screening tool to satisfy Criterion #4.

Criterion #5: Redevelopment Project

The Project would be constructed on a vacant parcel and would not replace any existing VMT-generating land uses. The proposed Project does not meet the condition necessary to satisfy Criterion #5.

The proposed Project does not satisfy any of the screening criteria as described above.

VMT Impact Criteria

Per the guidelines, projects not screened out are required to complete a VMT analysis using RIVCOM to determine if there would be a significant VMT impact. RIVCOM was released in summer of 2021 and is considered the best tool available for VMT estimation in Riverside County and Indio. RIVCOM has a 2018 base year and 2045 future year, with land uses and roadway networks consistent with the *2020 Southern California Association of Governments Regional Transportation Plan and Sustainable Communities Strategy* (2020 SCAG RTP/SCS). For residential projects, the project would create a significant impact if the Project-generated home-based production VMT per capita exceeds the existing county-wide average home-based production VMT per capita. The project generated VMT method relies on tracking trips to/from an individual project. In simple terms, it looks at the total number and distance each trip traveled divided by the population that generated those trips (i.e., residents, employees, students, visitors, etc. as appropriate).

Consistent with guidance from the *Transportation Analysis Guidelines for Level of Service and Vehicles Miles Traveled*, VMT analysis was performed under Baseline conditions for the Project. VMT analysis results under Cumulative (2045) conditions is provided for informational purposes.

VMT Analysis

VMT was estimated using the Baseline and Cumulative RIVCOM, as presented in **Table 8**. VMT is calculated by tracking vehicle trips and trip lengths from origin and destination Transportation Analysis Zones (TAZs) within the model. TAZs are representative of land-uses within a geographic region and vary in size based on the density development and roadway network in the region. Trips are multiplied by trip length to calculate VMT. Home-based VMT was isolated by trip purpose to prepare the VMT analysis below.

The home-based VMT per capita threshold was determined under “No Project” conditions. The proposed Project was then added to the model to evaluate “With Project” conditions. To represent the Project Transportation Analysis Zone (TAZ), 2,700 persons and 1,500 single family households were added, reflective of an estimated persons per household ratio of 1.8 (the original model used a persons per household ratio of roughly 1.5).

The Project generated VMT per capita under Baseline conditions (11.6) is 22.0% lower than the county-wide average (14.9). It is anticipated that based on the Project type (senior living) and location (access to regional freeways and other goods and services), that the Project will generate VMT on a per capita basis lower than the County-wide average. The Project generated VMT per

capita is below the threshold of the county-wide average, therefore the Project VMT impact is **less-than-significant**.

Table 8: Project Generated VMT

Scenario	VMT per Capita		Below County Average?
	County-wide Average	Project	
Baseline	14.9	11.6	Yes
Cumulative (2045)	15.8	12.0	Yes

Source: Fehr & Peers, 2022.

C – Geometric Design Features

Vehicular access to the project site will be provided by a main entry at Avenue 40 and two secondary entrances on Madison Street and Avenue 38. Vehicles can circulate within the project site between the three driveways. On-site vehicle circulation is provided by a network of internal roadways.

The Project is considering a roundabout on Avenue 40 at the main entrance. A roundabout would provide traffic calming on Avenue 40 while prioritizing all modes of access. The proposed roundabout include accommodations for pedestrians, bicyclists, golf carts, vehicles, and emergency vehicles, as shown in the conceptual design in **Appendix D**.

- Vehicles would enter the roundabout by yielding to traffic approaching from the left; only right-turns are permitted.
- Bicyclists have the option to travel within the roundabout or use the sidewalks and crosswalks surrounding the roundabout. Bicycle exit and entrance ramps are proposed to allow bicyclists to shift between the bicycle lane and sidewalk prior to and after departing the roundabout.
- Pedestrians would use the existing sidewalks and new sidewalks that would be constructed by the Project along the frontage and around the roundabout. Crosswalks are proposed on all four legs of the roundabout. Safety features including vehicle deflection angles, yield signs/markers, and raised reflective pavement markers would accompany the pedestrian crossings.

The main entrance and roundabout is proposed across from Camino San Gregorio. Traffic existing the existing driveway at Camino San Gregorio would experience reduced delay (see Intersection Control Evaluation in the Site Plan Assessment) and added safety benefits. The roundabout is designed with deflection angles at each of the entry approaches that require vehicles to slow down prior to entry. This helps reduce vehicle speeds at the proposed pedestrian crossings across each leg of the roundabout. The roundabout would also remove left-turns and the conflicts associated with yielding to two-directions of traffic. These two factors would reduce the severity of collisions should they occur.

Locating the main entrance across from Camino San Gregorio reduces circuitry and creates a more direct path of travel for vehicles, bicyclists, and pedestrians. Offsetting the intersection to a different location would create more points of entry on Avenue 40 and create additional conflict points. The roundabout was evaluated in the Intersection Control Evaluation in the Site Plan Assessment for vehicular queueing. Vehicle queueing will not spillback into the adjacent intersection on Avenue 40 at Madison Street.

All Project driveways are aligned perpendicular to the major streets. Parking is restricted on the major streets and there are no additional obstructions that would limit sight distance from the Project driveways. The Project would also provide turn pockets with adequate vehicular storage and deceleration distance. The roadways internal to the Project site would be constructed per City standards.

*The Project does not propose any substandard design features, therefore the Project's impact to geometric design hazards is considered **less-than-significant**.*

D – Emergency Access

Factors such as the number of access points, roadway width, and proximity to fire stations determine whether a project provides enough emergency access. The fire station most likely to serve the site is Riverside County Fire Department Station 80, located at 81024 Avenue 40, directly adjacent to the Project site. Emergency vehicles could travel westbound on Avenue 40 or northbound on Madison Street to access the Project site. Internal roadways are designed to accommodate large trucks and emergency vehicles.

*Emergency Vehicle Access to the Project sites is proposed is available at the main entry at Avenue 40, two secondary entrances on Madison Street and Avenue 38, and at an additional emergency access road off Avenue 40 west of the main entry. If one entrance is blocked, emergency personnel could access the site from multiple other entry points. The Project's impact to emergency access is **less-than-significance**.*

Local Transportation Study

The traffic operations analysis is not related to CEQA. The operational analysis is intended to assess the potential effect of the project on the surrounding roadway network. The City of Indio generally strives to maintain LOS D or better as a guideline for intersection operations, as outlined in the *City of Indio General Plan* (General Plan) approved in 2019.

Near-Term (2030) Conditions

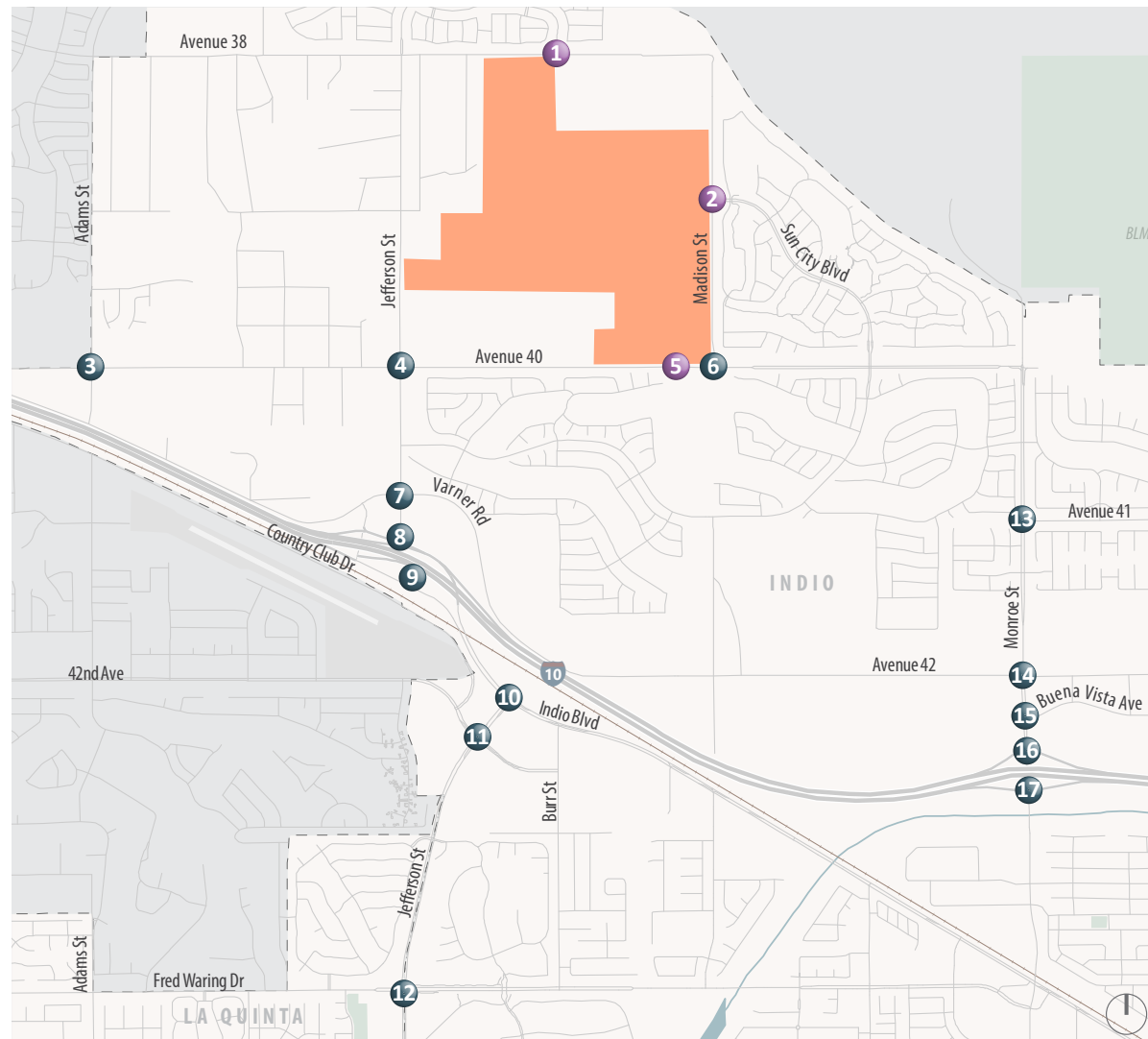
This chapter presents intersection operations under Near-Term (2030) conditions without and with the Project. Near-Term conditions represent projected traffic volumes expected to occur by the time the proposed Project would be built-out. Per the 2020 SCAG RTP/SCS financially constrained project list, the only Near-Term (2030) roadway improvement assumed at study intersections was the completion of I-10/Monroe Street interchange.

Traffic Volume Development

The latest version of RIVCOM was used to develop traffic volume forecasts. Traffic volume forecasts were developed using the “difference methodology”. The difference methodology uses the Base Year (2018) and Future Year (2045) model outputs to calculate the annual growth at study facilities. This projected annual growth was added to the Existing (2022) traffic counts to develop initial Near-Term (2030) without Project traffic forecasts. City staff identified a list of approved projects within a 2-mile radius of the Project site, including:

- 267 Multi-family residential units on the west corner of Jefferson Street and Avenue 42,
- 2,056 square foot (sq. ft.) Starbucks with drive-through on the east corner of Jefferson Street and Avenue 42,
- Chandi Square, which includes 5,500 sq. ft. of convenience market, 3,600 sq. ft. of carwash, 10 fuel pump stations, 2,600 sq. ft. of high-turnover sit-down restaurant, and 2,400 sq. ft. of fast-food restaurant with drive-through on the southwest corner of Jefferson Street and Varner Road, and
- 3,820 sq. ft. Raising Canes with drive-through on the southeast corner of Monroe Street and Buena Vista Avenue.

Vehicle trips generated by the approved projects were estimated and assigned to the roadway network, added on top of the existing traffic counts, and then compared to the initial Near-Term (2030) without Project traffic forecasts. If turning movement forecasts were lower at any of the movements, traffic volumes were increased and balanced accordingly to develop the final Near-Term (2030) without Project traffic forecasts. Near-Term (2030) without Project intersection turning movement forecasts are presented in **Figure 8**. Project trips from Figure 5 were then added to develop Near-Term (2030) with Project intersection turning movement forecasts, as presented in **Figure 9**.



XX (YY) AM (PM) Peak Hour Traffic Volumes

Signalized Intersection Stop Sign

Project Site Study Intersection Project Driveway Study Intersection

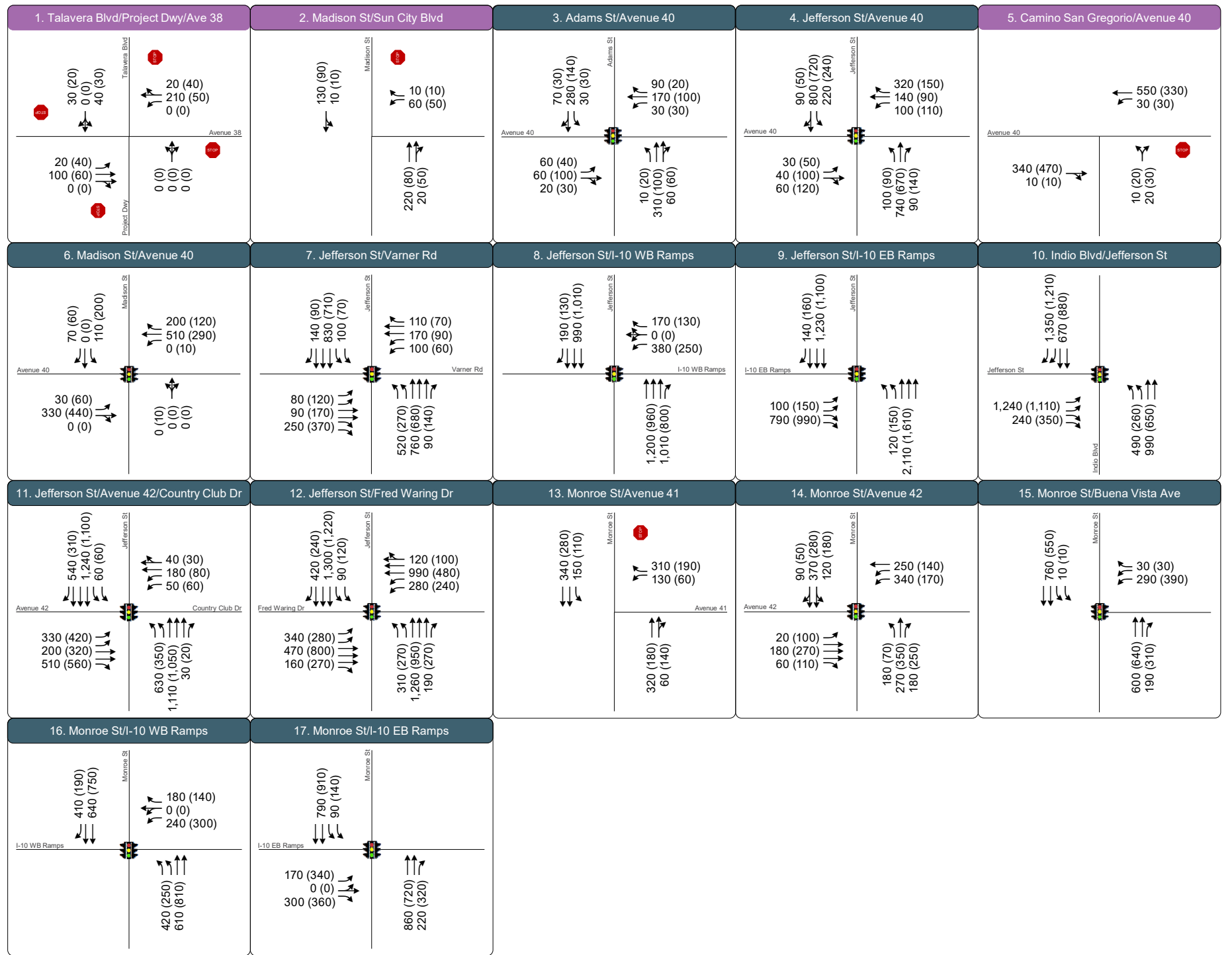
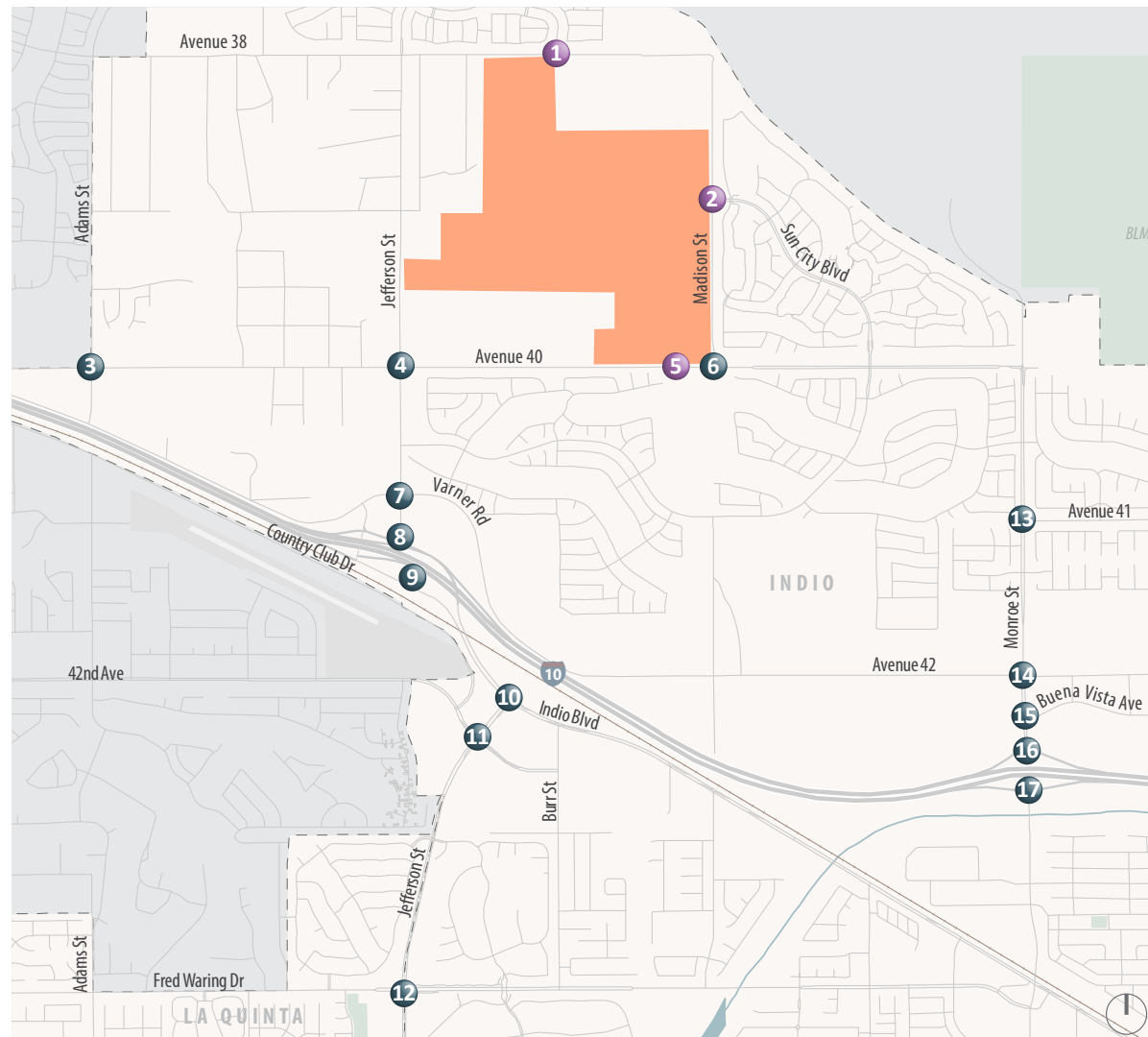


Figure 8

Near-Term (2030) without Project Intersection Turning Movement Volumes

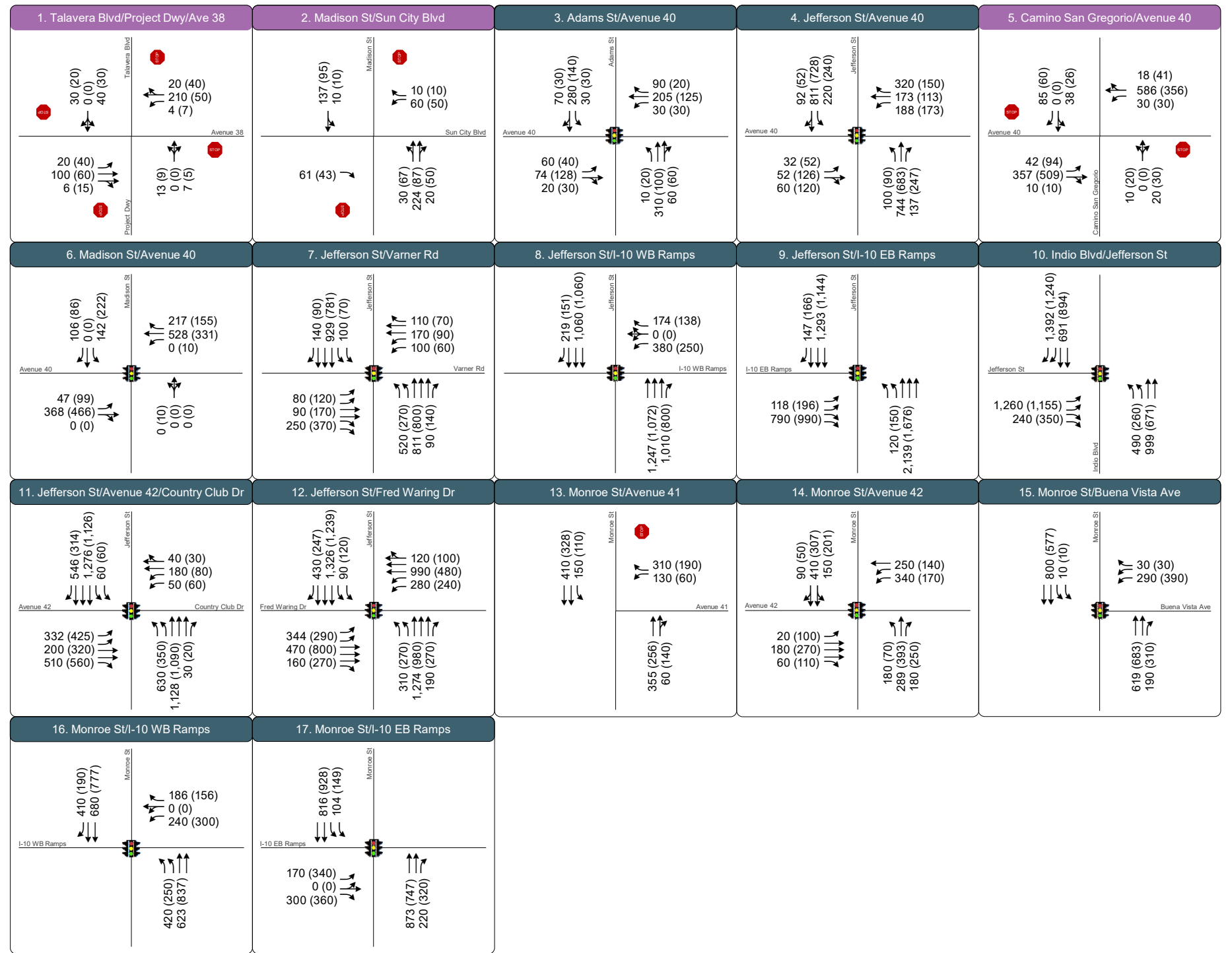




XX (YY) AM (PM) Peak Hour Traffic Volumes

Signalized Intersection Stop Sign

Project Site Study Intersection Project Driveway Study Intersection



Intersection Operations

Near-Term (2030) intersection operations were evaluated using the HCM methodology. Peak hour factors and heavy vehicle percentages were consistent with existing conditions. Traffic signal timings were left unchanged from existing conditions.

Intersection operations under Near-Term (2030) conditions, with and without the Project, are presented in **Table 9**. Under Near-Term (2030) without Project conditions, the following intersections would have deficient operations during at least one peak hour:

- Jefferson Street and Avenue 40 (Intersection 4) would operate at LOS F during the AM and PM peak hours
- Monroe Street and Avenue 41 (Intersection 13); the westbound left movement would operate at LOS E during the AM peak hour

Under Near-Term (2030) with Project conditions, the following intersections remain deficient during at least one peak hour:

- Jefferson Street and Avenue 40 (Intersection 4) would continue to operate at LOS F during the AM and PM peak hours
- Monroe Street and Avenue 41 (Intersection 13); the westbound left movement would degrade from LOS E to LOS F during the AM peak hour

All other study intersections operate at acceptable service levels. Intersection LOS calculation worksheets are provided in **Appendix B**.

Peak Hour Signal Warrant

Peak hour traffic signal warrants under Near-Term (2030) conditions, with and without the Project, were reviewed at the unsignalized study intersections in **Table 5**. Under Near-Term (2030) without Project conditions, the peak hour signal warrant is satisfied at:

- Monroe Street and Avenue 41 (Intersection 13)

Under Near-Term (2030) with Project conditions, the peak hour signal warrant is satisfied at:

- Avenue 40 and Camino San Gregorio/Project Driveway (Intersection 5)
- Monroe Street and Avenue 41 (Intersection 13)

Signal warrant worksheets are provided in **Appendix C**.

Table 9: Near-Term (2030) Intersection Levels of Service

Intersection	Control ¹	Peak Hour	Near-Term without Project Conditions		Near-Term with Project Conditions	
			LOS ²	Delay ²	LOS ²	Delay ²
1 Avenue 38 and Talavera Boulevard/Project Driveway	AWSC	AM	B	11	B	12
		PM	A	8	A	8
2 Madison Street and Sun City Boulevard/Project Driveway	SSSC	AM	A (B)	2 (14)	A (C)	4 (18)
		PM	A (B)	2 (11)	BA(B)	4 (14)
3 Adams Street and Avenue 40	Signal	AM	A	9	A	9
		PM	A	8	A	8
4 Jefferson Street and Avenue 40	Signal	AM	F	151	F	185
		PM	F	139	F	165
5 Avenue 40 and Camino San Gregorio/Project Driveway	SSSC	AM	A (A)	1 (5)	A (B)	3 (13)
		PM	A (A)	1 (5)	A (B)	2 (12)
6 Madison Street and Avenue 40	Signal	AM	A	10	B	11
		PM	B	14	B	14
7 Jefferson Street and Varner Road	Signal	AM	D	45	D	41
		PM	D	35	C	34
8 Jefferson Street and I-10 Westbound Ramps	Signal	AM	A	7	A	6
		PM	A	4	A	4
9 Jefferson Street and I-10 Eastbound Ramps	Signal	AM	D	21	C	21
		PM	D	36	D	35
10 Jefferson Street and Indio Boulevard	Signal	AM	D	43	D	46
		PM	D	48	D	51
11 Jefferson Street and Avenue 42/Country Club Drive	Signal	AM	D	35	D	35
		PM	D	36	D	36
12 Jefferson Street and Fred Waring Drive	Signal	AM	D	43	D	44
		PM	D	36	D	36
13 Monroe Street and Avenue 41	SSSC	AM	B (F)	11 (67)	B (F)	13 (95)
		PM	A (C)	4 (19)	A (C)	4 (23)
14 Monroe Street and Avenue 42	Signal	AM	C	33	D	37
		PM	C	35	D	41
15 Monroe Street and Buena Vista Avenue	Signal	AM	A	9	A	9
		PM	A	9	A	9
16 Monroe Street and I-10 Westbound Ramps	Signal	AM	A	10	B	11
		PM	A	9	A	9
17 Monroe Street and I-10 Eastbound Ramps	Signal	AM	B	8	A	8
		PM	B	12	B	12

Notes:

1. SSSC = side-street stop-controlled intersection; AWSC = all-way stop-control.
2. For SSSC intersections, LOS/delay is presented as: Intersection Average (Worst Movement).
3. Deficient intersection operations are noted in **bold text**.

Source: Fehr & Peers, 2022.

Table 10: Near-Term (2030) Peak Hour Signal Warrants

	Intersection	Control ¹	Peak Hour	Signal Warrant Met?	
				Near-Term without Project Conditions	Near-Term with Project Conditions
1	Avenue 38 and Talavera Boulevard/Project Driveway	AWSC	AM PM	No No	No No
2	Madison Street and Sun City Boulevard/Project Driveway	SSSC	AM PM	No No	No No
5	Avenue 40 and Camino San Gregorio/Project Driveway	SSSC	AM PM	No No	Yes Yes
13	Monroe Street and Avenue 41	SSSC	AM PM	Yes No	Yes Yes

Note:

1. SSSC = side-street stop-controlled intersection; AWSC = all-way stop-controlled intersection.

Source: Fehr & Peers, 2022.

Roadway Segment Operations

Roadway segment operations under Near-Term (2030) conditions, with and without the Project, were evaluated using the ADT based thresholds for Riverside County with results summarized in **Table 11**. Under Near-Term (2030) without Project conditions, the following roadway would have deficient operations:

- Jefferson Street from Avenue 39 to Avenue 40 (Roadway Segment 4)

Table 11: Near-Term (2030) Roadway Segments

	Roadway Segment	Roadway Classification	Near-Term without Project Conditions		Near-Term with Project Conditions	
			ADT	LOS	ADT	LOS
1	Avenue 38 From Jefferson Street to Madison Street	2-Lane Collector	2,360	A – C	2,520	A – C
2	Madison Street From Avenue 38 to Avenue 40	2-Lane Collector	3,470	A – C	5,040	A – C
3	Avenue 40 From Jefferson Street to Madison Street	2-Lane Collector	6,390	A – C	8,080	A – C
4	Jefferson Street From Avenue 39 to Avenue 40	2-Lane Collector	11,870	E	12,020	E

Note:

1. Deficient roadway segment operations are noted in **bold text**.

Source: Fehr & Peers, 2022.

Under Near-Term (2030) with Project conditions, the following roadway would remain deficient:

- Jefferson Street from Avenue 39 to Avenue 40 (Roadway Segment 4)

All other study roadway segments would operate at LOS C or better.

Improvements

The following improvements would improve operations to acceptable or better than No Project conditions at the deficient intersections, as shown in **Table 12**.

Table 12: Near-Term (2030) Conditions with Improvement Intersection Levels of Service

Intersection	Control ¹	Peak Hour	Near-Term without Project Conditions		Near-Term with Project Conditions		Near-Term with Project + Improvement Conditions		Percent Project Traffic ²
			LOS	Delay	LOS	Delay	LOS	Delay	
4 Jefferson Street and Avenue 40	Signal	AM	F	151	F	185	22	C	9%
		PM	F	139	F	165	23	C	
13 Monroe Street and Avenue 41	SSSC/Signal ³	AM	B (F)	11 (67)	B (F)	13 (95)	A	9	11%
		PM	A (C)	4 (19)	A (C)	4 (23)	A	7	

Notes:

1. SSSC = side-street stop-controlled intersection. For SSSC intersections, LOS/delay is presented as: Intersection Average (Worst Movement).
2. Percent of Project traffic at the intersection is calculated using PM peak hour volumes.
3. Intersection signalized as improvement.
4. Potentially deficient intersection operations are noted in **bold text**

Source: Fehr & Peers, 2022.

Jefferson Avenue and Avenue 40 (Intersection 4) – Under Near-Term (2030) conditions, the addition of Project traffic would exacerbate LOS F operations during the AM and PM peak hours.

Recommendation 1: *Widen/restripe Jefferson Street between Avenue 39 and Sun City Boulevard (Intersection 4/Roadway Segment 4) to accommodate one additional northbound through lane and one additional southbound through lane. This improvement would require additional one additional northbound through and one additional southbound through receiving lane, effectively widening Jefferson Street between Avenue 39 and Sun City Boulevard to four-lanes.*

The addition of a northbound and southbound through lane at the intersection of Jefferson Street and Avenue 40 (Intersection 4) would result in LOS C operations.

Monroe Street and Avenue 41 (Intersection 13) – Under Near-Term (2030) conditions, the addition of Project traffic would exacerbate side-street LOS F operations during the AM peak hour. This intersection meets the peak hour signal warrant under Existing conditions.

Recommendation 2: Signalize the intersection of Monroe Street and Avenue 41 (Intersection 13).

The signalization of the intersection of Monroe Street and Avenue 41 (Intersection 13) would result in LOS A operations.

Jefferson Avenue from Avenue 39 to Avenue 40 (Roadway Segment 4) – Under Near-Term (2030) conditions, the addition of Project traffic would exacerbate LOS E operations during the AM and PM peak hours.

Recommendation 3: Implement Recommendation 1.

The addition of a northbound and southbound through lane on Jefferson Street from Avenue 39 to Avenue 40 would result in LOS C or better operations.

Cumulative (2045) Conditions

This chapter presents intersection operations under Cumulative (2045) conditions without and with the Project. Cumulative conditions represent projected traffic volumes and future roadway improvements generally consistent with the City of Indio General Plan.

Roadway Network

Table 13 compares the future roadway improvements planned in the City of Indio General Plan and the project list in the *Connect SoCal 2020 Regional Transportation Plan/Sustainable Communities Strategy* (RTP/SCS) (Southern California Association of Governments (SCAG), 2020) plus *Amendment 1* (SCAG, 2021) to the Existing (2022) roadway geometry.

Table 13: Cumulative (2045) Year Roadway Assumptions

	Roadway Segment	Existing	General Plan	Connect SoCal 2020 RTP/SCS	Analysis Assumption
1	Avenue 38 from Jefferson Street to Madison Street	Varies; 1-2 lanes in each direction	2-lanes	4-lanes	4-lanes
2	Avenue 40 from Varner Road to Jefferson Street	2-lanes	4-lanes	4-lanes	4-lanes
3	Avenue 40 from Jefferson Street to Madison Street	2-lanes	4-lanes	No Improvement	4-lanes
4	Varner Road/Avenue 42 from Jefferson Street to Monroe Street	2-lanes	4-lanes	4-lanes	4-lanes
5	Avenue 42 from Monroe Street to Jackson Street	Varies; 1-3 lanes in each direction	6-lanes	6-lanes	6-lanes
6	Adams Street from Avenue 38 to Avenue 40	Varies; 1-2 lanes in each direction	2-lanes	4-lanes	Retain Existing Geometry
7	Jefferson Street from Avenue 39 to Avenue 40	Varies; 1-2 lanes in each direction	2-lanes	4-lanes	4-lanes
8	Jefferson Street from Avenue 40 to Sun City Blvd	Varies; 1-2 lanes in each direction	6-lanes	6-lanes	6-lanes
9	Jefferson Street from I-10 to Indio Blvd	Varies; 2-3 lanes in each direction	6-lanes	6-lanes	6-lanes
10	Madison Street from Avenue 38 to Avenue 40	Varies; 1-2 lanes in each direction	2-lanes	4-lanes	4-lanes
11	Monroe Street from Avenue 41 to Avenue 42	Varies; 1-2 lanes in each direction	4-lanes	4-lanes	4-lanes
12	Monroe Street from I-10 to Avenue 42	Varies; 1-2 lanes in each direction	6-lanes	6-lanes	6-lanes
13	Monroe Street from I-10 to Avenue 44	Varies; 1-2 lanes in each direction	4-lanes	4-lanes	4-lanes

Source: *City of Indio General Plan*, 2019; *Connect SoCal 2020 RTP/SCS plus Amendment 1* (SCAG, 2020 and 2021). Fehr & Peers, 2022.

The Cumulative (2045) conditions analysis assumes:

- All planned roadway improvements that are consistent between the General Plan and the Connect SoCal 2020 RTP/SCS.
- For planned roadway improvements that are not consistent between the General Plan and the Connect SoCal 2020 RTP/SCS, analysis assumptions were verified with City of Indio staff.
- The completion of the I-10/Monroe Street interchange (also included in the Near-Term (2030) analysis)

Projected roadway network deficiencies under the aforementioned assumptions, with and without the Project, were identified with accompanying improvements.

Traffic Volume Development

The latest version of RIVCOM was used to develop traffic volume forecasts. Traffic volume forecasts were developed using the “difference methodology”. The difference methodology uses the Base Year (2018) and Future Year (2045) model outputs to calculate the annual growth at study facilities. This projected annual growth was added to the Existing (2022) traffic counts to develop Cumulative (2045) without Project traffic forecasts.

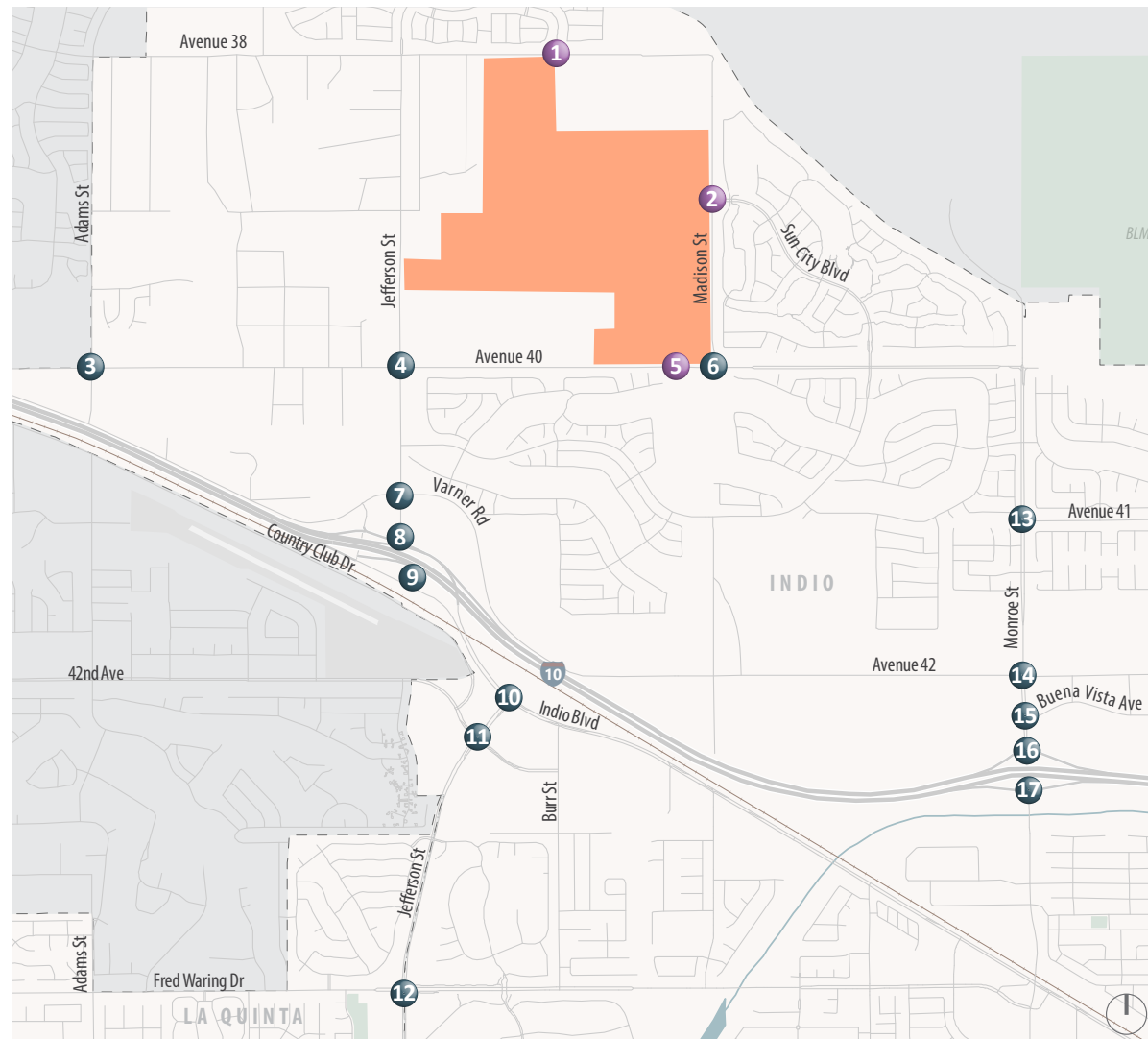
Cumulative (2045) without Project intersection turning movement forecasts are presented in **Figure 10**. Project trips from Figure 5 were then added to develop Cumulative (2045) with Project intersection turning movement forecasts, as presented in **Figure 11**.

Intersection Operations

Cumulative (2045) intersection operations were evaluated using the HCM methodology. Heavy vehicle percentages were consistent with existing conditions. Recognizing that ongoing and planned development in the vicinity of the Project site will likely necessitate traffic signal timing updates between the current year and 2045, traffic signal timings were optimized under the Cumulative conditions when necessary.

Per the Riverside County's *Transportation Analysis Guidelines for Level of Service and Vehicle Miles Traveled* (2020), the peak hour factor under Cumulative (2045) conditions was set to 1 for all of the study intersection analyzed in Synchro (Intersections 1-3, 7-17). Due to the proximity to nearby schools, the peak hour factor under Cumulative (2045) conditions were consistent with existing conditions for all of the study intersections analyzed in VISSIM (Intersections 4-6).

Intersection operations under Cumulative (2045) conditions, with and without the Project, are presented in **Table 14**.



XX (YY) AM (PM) Peak Hour Traffic Volumes Signalized Intersection Stop Sign

Project Site Study Intersection Project Driveway Study Intersection

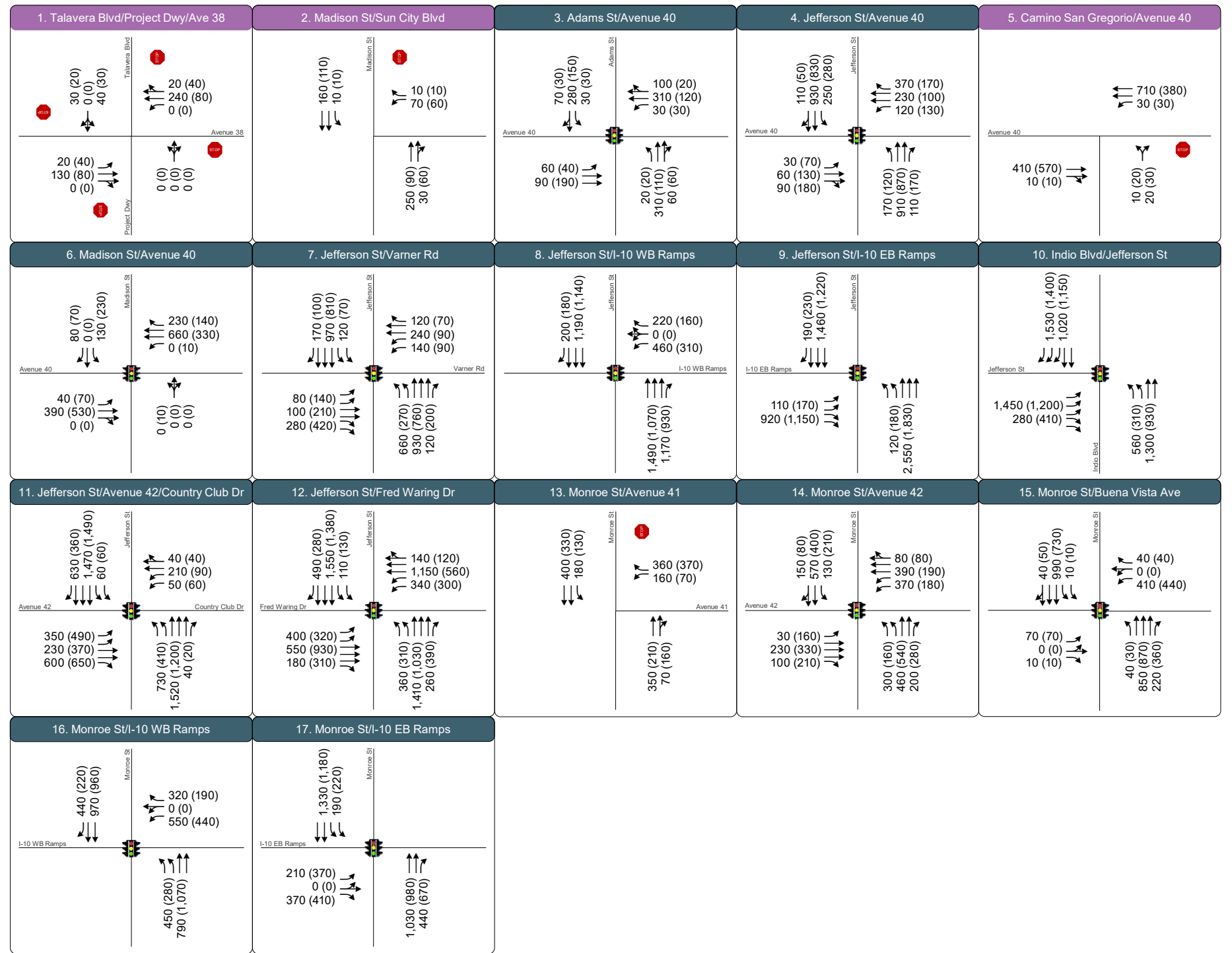
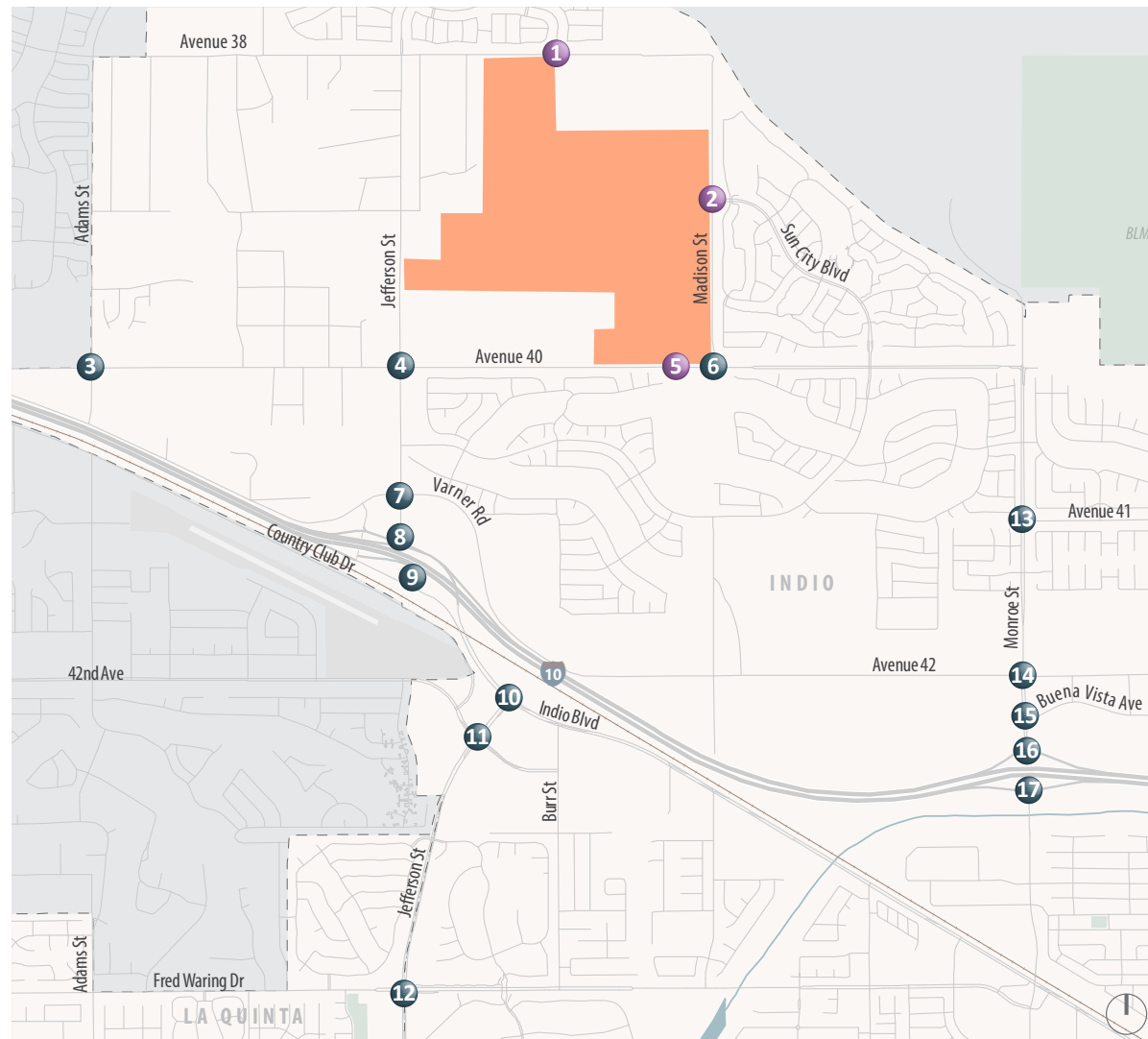


Figure 10

Cumulative (2045) without Project Intersection Turning Movement Volumes





XX (YY) AM (PM) Peak Hour Traffic Volumes

Signalized Intersection Stop Sign

Project Site Study Intersection Project Driveway Study Intersection

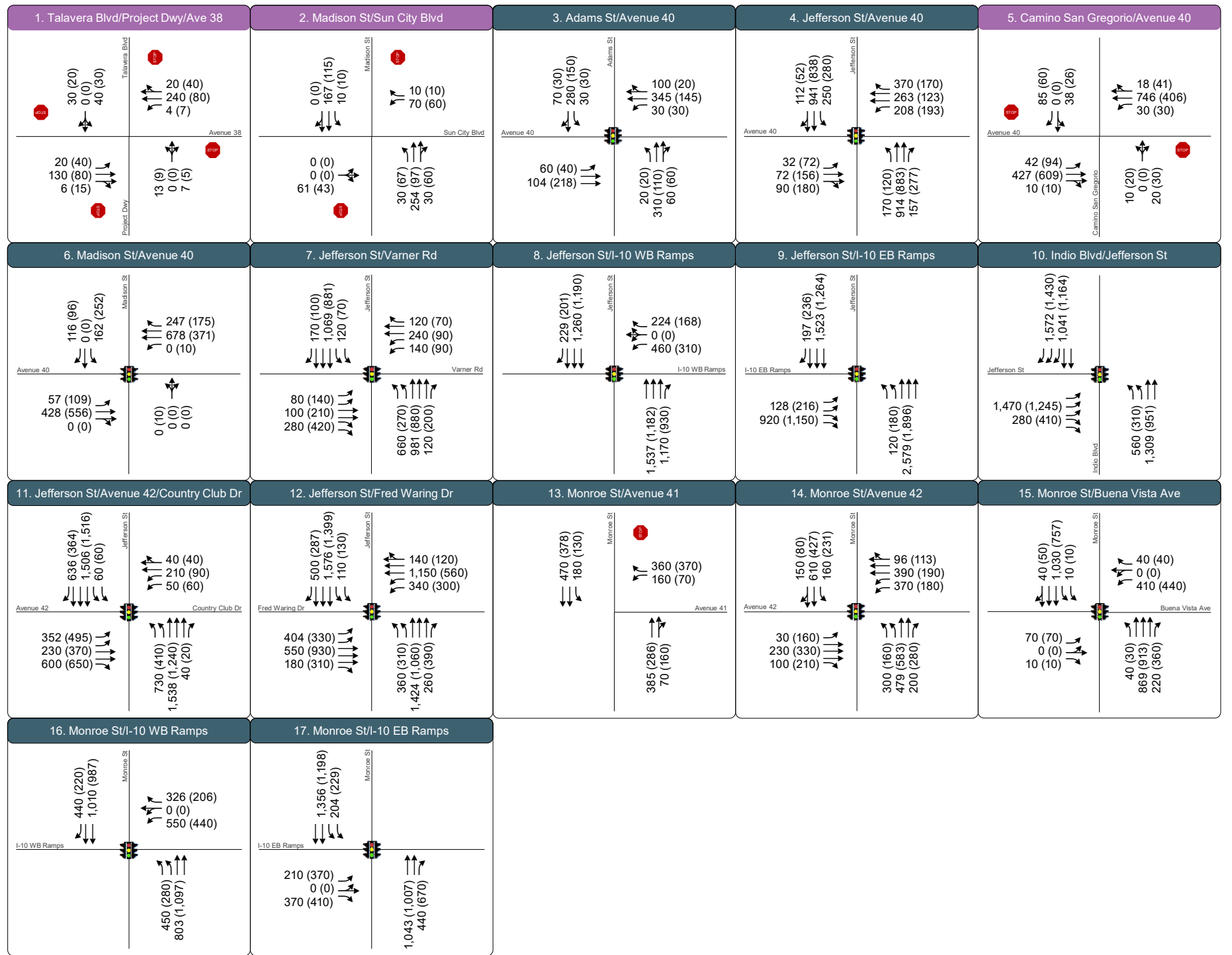


Table 14: Cumulative (2045) Intersection Levels of Service

	Intersection	Control ¹	Peak Hour	Cumulative (2045) without Project Conditions		Cumulative (2045) with Project Conditions	
				LOS ²	Delay ²	LOS ²	Delay ²
1	Avenue 38 and Talavera Boulevard/Project Driveway	AWSC	AM	A	8	A	9
			PM	A	8	A	8
2	Madison Street and Sun City Boulevard/Project Driveway	SSSC	AM	A (B)	2 (12)	A (B)	3 (14)
			PM	A (B)	2 (10)	A (B)	4 (13)
3	Adams Street and Avenue 40	Signal	AM	A	9	A	9
			PM	A	8	A	8
4	Jefferson Street and Avenue 40	Signal	AM	D	40	D	49
			PM	D	37	D	50
5	Avenue 40 and Camino San Gregorio/Project Driveway	SSSC	AM	A (B)	1 (11)	A (B)	2 (11)
			PM	A (A)	1 (10)	A (A)	2 (12)
6	Madison Street and Avenue 40	Signal	AM	A	8	A	9
			PM	B	11	B	11
7	Jefferson Street and Varner Road	Signal	AM	D	43	D	40
			PM	C	34	C	33
8	Jefferson Street and I-10 Westbound Ramps	Signal	AM	A	6	A	6
			PM	A	4	A	4
9	Jefferson Street and I-10 Eastbound Ramps	Signal	AM	C	28	C	28
			PM	C	25	C	25
10	Jefferson Street and Indio Boulevard	Signal	AM	D	30	D	30
			PM	C	26	C	26
11	Jefferson Street and Avenue 42/Country Club Drive	Signal	AM	C	35	C	35
			PM	D	40	D	40
12	Jefferson Street and Fred Waring Drive	Signal	AM	D	41	D	41
			PM	D	37	D	37
13	Monroe Street and Avenue 41	SSSC	AM	B (F)	10 (58)	B (F)	12 (77)
			PM	A (C)	6 (19)	A (C)	6 (22)
14	Monroe Street and Avenue 42	Signal	AM	C	31	C	32
			PM	C	28	C	29
15	Monroe Street and Buena Vista Avenue	Signal	AM	B	15	B	15
			PM	B	15	B	15
16	Monroe Street and I-10 Westbound Ramps	Signal	AM	B	13	B	13
			PM	A	10	A	10
17	Monroe Street and I-10 Eastbound Ramps	Signal	AM	B	14	B	14
			PM	B	16	B	16

Notes:

1. SSSC = side-street stop-controlled intersection; AWSC = all-way stop-control.
2. For SSSC intersections, LOS/delay is presented as: Intersection Average (Worst Movement).
3. Deficient intersection operations are noted in **bold text**.

Source: Fehr & Peers, 2022.

Under Cumulative (2045) without Project conditions, the following intersection would have deficient operations during at least one peak hour:

- Monroe Street and Avenue 41 (Intersection 13); the westbound left movement would operate at LOS F during the AM peak hour

Under Cumulative (2045) with Project conditions, the following intersection remain deficient during at least one peak hour:

- Monroe Street and Avenue 41 (Intersection 13); the westbound left movement would continue to operate at LOS F during the AM peak hour

All other study intersections operate at acceptable service levels. Intersection LOS calculation worksheets are provided in **Appendix B**.

Peak Hour Signal Warrant

Peak hour traffic signal warrants under Cumulative (2045) conditions, with and without the Project, were reviewed at the unsignalized study intersections in **Table 15**. Under Cumulative (2045) without Project conditions, the peak hour signal warrant is satisfied at:

- Monroe Street and Avenue 41 (Intersection 13)

Under Cumulative (2045) with Project conditions, the peak hour signal warrant is satisfied at:

- Avenue 40 and Camino San Gregorio/Project Driveway (Intersection 5)
- Monroe Street and Avenue 41 (Intersection 13)

Signal warrant worksheets are provided in **Appendix C**.

Roadway Segment Operations

Roadway segment operations under Cumulative (2045) conditions, with and without the Project, were evaluated using the ADT based thresholds for Riverside County with results summarized in **Table 16**. Under Cumulative (2045) conditions, with and without the Project, all study roadway segments would operate at LOS C or better.

Table 15: Cumulative (2045) Peak Hour Signal Warrants

	Intersection	Control ¹	Peak Hour	Signal Warrant Met?	
				Cumulative without Project Conditions	Cumulative with Project Conditions
1	Avenue 38 and Talavera Boulevard/Project Driveway	AWSC	AM PM	No No	No No
2	Madison Street and Sun City Boulevard/Project Driveway	SSSC	AM PM	No No	No No
5	Avenue 40 and Camino San Gregorio/Project Driveway	SSSC	AM PM	No No	Yes Yes
13	Monroe Street and Avenue 41	SSSC	AM PM	Yes Yes	Yes Yes

Note:

1. SSSC = side-street stop-controlled intersection; AWSC = all-way stop-controlled intersection.

Source: Fehr & Peers, 2022.

Table 16: Cumulative (2045) Roadway Segments

	Roadway Segment	Roadway Classification	Cumulative without Project Conditions		Cumulative with Project Conditions	
			ADT	LOS	ADT	LOS
1	Avenue 38 From Jefferson Street to Madison Street	4-Lane Collector (Secondary)	3,020	A – C	3,170	A – C
2	Madison Street From Avenue 38 to Avenue 40	4-Lane Collector (Secondary)	4,110	A – C	5,680	A – C
3	Avenue 40 From Jefferson Street to Madison Street	4-Lane Boulevard (Major)	7,550	A – C	9,240	A – C
4	Jefferson Street From Avenue 39 to Avenue 40	4-Lane Collector (Secondary)	14,330	A – C	14,490	A – C

Note:

1. Deficient roadway segment operations are noted in **bold text**.

Source: Fehr & Peers, 2022.

Improvements

The following improvements would improve operations to acceptable or better than No Project conditions at the deficient intersections, as shown in **Table 17**.

Table 17: Cumulative (2045) Conditions with Improvement Intersection Levels of Service

Intersection	Control ¹	Peak Hour	Cumulative without Project Conditions		Cumulative with Project Conditions		Cumulative with Project + COA Conditions		Percent Project Traffic
			LOS	Delay	LOS	Delay	LOS	Delay	
13 Monroe Street and Avenue 41	SSSC/ Signal ⁵	AM PM	B (F) A (C)	11 (67) 4 (19)	B (F) A (C)	13 (95) 4 (23)	A A	10 8	9%

Notes:

1. SSSC = side-street stop-controlled intersection; For SSSC intersections, LOS/delay is presented as: Intersection Average (Worst Movement).
2. Percent of Project traffic at the intersection is calculated using PM peak hour volumes.
3. Intersection signalized as condition of approval.
4. Potentially deficient intersection operations are noted in **bold text**.

Source: Fehr & Peers, 2022.

Monroe Street and Avenue 41 (Intersection 13) – Under Cumulative (2045) conditions, the addition of Project traffic would exacerbate side-street LOS F operations during the AM peak hour. This intersection meets the peak hour signal warrant under Existing conditions.

Recommendation 4: Implement Recommendation 2.

The signalization of the intersection of Monroe Street and Avenue 41 (Intersection 13) would result in LOS A operations.

Site Access Assessment

Project access driveway intersections were evaluated for vehicles, pedestrians, bicycles, and golf carts accessibility and safety. The Project proposes three driveways for residents - one primary entrance and two secondary entrances. Primary access to the site would be provided on Avenue 40 at Camino San Gregorio. The secondary entrances are located on Madison Street at Sun City Boulevard and on Avenue 38 at Talavera Boulevard.

Intersection Control Evaluation

The three residential driveways were evaluated to review appropriate traffic control options based on peak hour traffic volumes.

Avenue 38 and Talavera Boulevard/Project Driveway (Intersection 1) has one northbound shared left/through/right lane for vehicles exiting the site. To access the Project site, vehicles could use the existing shared eastbound through/right-turn lane, or the existing westbound left-turn pocket.

- The intersection is currently all-way stop-controlled.
- The intersection would not satisfy the peak hour signal warrant under Near-Term (2030) with Project conditions.

Recommendation 5: *The intersection of Avenue 38 and Talavera Boulevard/Project Driveway should remain an all-way stop-controlled intersection.*

Madison Street and Sun City Boulevard/Project Driveway (Intersection 2) has one eastbound shared left/through/right lane for vehicles exiting the site. To access the Project site, vehicles could use the existing shared northbound through/left-turn lane, or the existing southbound shared left/through/right-turn lane.

- The intersection is currently side-street stop-controlled.
- The intersection satisfies an all-way-stop control warrant based on guidance from the California Manual on Uniform Traffic Control Devices (CA MUTCD) under Option D - The intersection would join two residential neighborhood collector streets of similar design and operating characteristics.
- The intersection would not satisfy the peak hour signal warrant under Near-Term (2030) with Project conditions.

Recommendation 6: *The intersection of Madison Street and Sun City Boulevard/Project Driveway is recommended to be all-way stop-controlled intersection.*

Avenue 40 and Camino San Gregorio/Project Driveway (Intersection 5) has one southbound shared left/through lane and one right turn lane for vehicles exiting the site. To access the Project site, vehicles could use the existing two-way-left-turn lane for vehicles traveling eastbound, or the existing westbound shared through/right-turn lane.

- The intersection is currently side-street stop-controlled.
- The intersection satisfies the peak hour signal warrant under Near-Term (2030) with Project conditions.
- The intersection only satisfies an all-way-stop control warrant as an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of a traffic signal. The intersection does not meet any of the other all-way stop control warrants criteria based on guidance from the California Manual on Uniform Traffic Control Devices (CA MUTCD) criteria or options, as discussed below.
 - Criteria B (5 or more reported collisions in a 12-month period) – Between 2015 and 2021 there were no reported collisions at this intersection.
 - Criteria C (minimum volume and delay thresholds) – The posted speed limit on is 50 miles per hour, so the minimum volume criteria requires an average of at least 210 vehicles per hour entering from the major street for eight hours of a day, and an average of 140 vehicles, pedestrians, and bicycles per hour entering from the minor street for the same eight hours of a day with a minimum average vehicular delay on the minor-street of at least 30 seconds. As shown on **Table 9** in the prior chapter, the minimum average vehicular delay on the minor-street does not exceed 30 seconds.
 - Criteria D (80 percent satisfaction of Criteria B and C) - Between 2015 and 2021 there were no reported collisions at this intersection.
 - Option A (left-turn conflicts) – Left-turns into and out of the minor street are able to utilize the two-way-left-turn lane, therefore there are no significant concerns related to left-turn conflict.
 - Option B (vehicle/pedestrian conflicts) – Based on existing multimodal traffic counts, there were less than five observed pedestrians during the peak hour, therefore there are no significant concerns vehicle/pedestrian conflict concerns near a location that generates high pedestrian volumes.
 - Option C (sight distance) – There are no sight distance obstructions and vehicles are not allowed to stop or park on Avenue 40 or Camino San Gregorio near the intersection.
 - Option D (intersection of two residential collectors) – Although the Project would construct a residential collector on the north leg, the south leg is a private local driveway that provides access to the golf club and indirect access to the adjacent neighborhood.

- The CA MUTCD does not include roundabout warrants, but roundabouts are considered appropriate in place of traffic signals when factors such as safety and life-cycle cost are taken into consideration.

Because all-way stop sign control of this intersection would only be appropriate at this intersection as an interim measure prior to the installation of a traffic signal, only the 1) side-street-stop, 2) traffic signal, and 3) roundabout alternatives for traffic control at this intersection were evaluated further.

Operations Analysis

Based on the results of the all-way stop and peak hour signal warrants, the intersection operations were evaluated under Near-Term (2030) with Project and Cumulative (2045) with Project conditions using the VISSIM 2022 microsimulation model. Intersection operations are presented in **Table 18**. The intersection of Avenue 40 and Camino San Gregorio/Project Driveway under Near-Term (2030) and Cumulative (2045) conditions would operate at LOS B or better for either of the three intersection control alternatives.

Table 18: Intersection Control Evaluation - Levels of Service

Intersection	Peak Hour	SSSC ¹		Signal		Roundabout		
		LOS	Delay	LOS	Delay	LOS	Delay	
Near-Term (2030) with Project								
5	Avenue 40 and Camino San Gregorio/Project Driveway	AM	A (B)	3 (13)	B	12	A	9
		PM	A (B)	2 (12)	B	15	A	6
Cumulative (2045) with Project								
5	Avenue 40 and Camino San Gregorio/Project Driveway	AM	A (B)	2 (11)	A	8	B	10
		PM	A (B)	2 (12)	B	12	A	7

Notes:

1. SSSC = side-street stop-controlled intersection. For SSSC intersections, LOS/delay is presented as: Intersection Average (Worst Movement).
2. Potentially deficient intersection operations are noted in **bold text**.

Source: Fehr & Peers, 2022.

Maximum vehicle queues for each of the three intersection control alternatives are presented in **Table 19**. Under Near-Term (2030) with Project conditions, maximum vehicle queues are exceeded for the following movements:

- Westbound left-turn at Jefferson Street and Avenue 40 (Intersection 4) – All Alternatives
- Westbound right-turn at Jefferson Street and Avenue 40 (Intersection 4) – All Alternatives (AM Only)
- Eastbound left-turn at Avenue 40 and Camino San Gregorio/Project Driveway (Intersection 5) – Signal Alternative (PM Only)
- Westbound left-turn at Avenue 40 and Camino San Gregorio/Project Driveway (Intersection 5) – Signal Alternative

Although the maximum vehicle queues are exceeded at some of the left-turn pockets, along Avenue 40 there is a two-way-left turn lane that provides adequate queue storage. Additionally, maximum vehicle queues at both right-turn and left-turn pockets would not spill into adjacent intersections and can be contained within the through movement storage.

Under Cumulative (2045) with Project conditions, it is assumed that Avenue 40 is widened from 2-lanes with a two-way-left-turn lane to 4-lanes with a two-way-left turn lane. Maximum vehicle queues are exceeded for the following movements:

- Westbound left-turn at Jefferson Street and Avenue 40 (Intersection 4) – All Alternatives
- Westbound right-turn at Jefferson Street and Avenue 40 (Intersection 4) – All Alternatives (AM Only)

Although the maximum vehicle queues are exceeded the westbound left-turn pocket at Intersection 4, along Avenue 40 there is a two-way-left turn lane that provides adequate queue storage. Additionally, maximum vehicle queues at both right-turn and left-turn pockets would not spill into adjacent intersections and can be contained within the through movement storage.

The main project driveway, the intersection of Avenue 40 and Camino San Gregorio/Project Driveway (Intersection 5) and the intersection of Jefferson Street and Avenue 40 (Intersection 4) are roughly 4,500 feet apart. The the intersection of Avenue 40 and Camino San Gregorio/Project Driveway (Intersection 5) and the intersection of Madison Street and Avenue 40 (Intersection 6) are roughly 500 feet apart. Vehicle queues from the intersection of Avenue 40 and Camino San Gregorio/Project Driveway (Intersection 5), under Near-Term (2030) and Cumulative (2045) conditions would not spill into either of the adjacent intersections for either of the three intersection control alternatives.

All of the intersection control alternatives are applicable based on the operations and queueing evaluations. Intersection control evaluation worksheets are provided in **Appendix E**.

Table 19: Intersection Control Evaluation - Vehicle Queues

Intersection	Movement ¹	Storage (feet)	Side-Street-Stop		Signal		Roundabout		
			AM	PM	AM	PM	AM	PM	
Near-Term (2030) with Project									
4	Jefferson Street and Avenue 40	WB L	150 ²	300	250	250	275	250	275
		WB T	4,500	275	175	225	175	225	175
		WB R	175	250	175	300	150	225	125
5	Avenue 40 and Camino San Gregorio/Project Driveway	NB L/T/R	100	50	50	75	75	25	50
		SB L/T	100	50	50	100	75	75	50
		SB R	100	75	75	75	75	0	0
		EB L	100 ²	75	75	100	450	-	-
		EB T/R	4,500	-	-	250	450	-	-
		EB L/T/R	4,500	-	-	-	-	200	275
		WB L	100 ²	50	50	125	125	-	-
		WB T/R	500	-	-	475	300	-	-
		WB L/T	500	-	-	-	-	450	250
6	Madison Street and Avenue 40	EB L	175 ²	50	100	50	75	100	125
		EB T	500	175	325	175	275	175	325
Cumulative (2045) with Project									
4	Jefferson Street and Avenue 40	WB L	150 ²	675	600	725	700	625	600
		WB T	4,500	200	125	225	125	200	125
		WB R	175	400	150	400	175	400	150
5	Avenue 40 and Camino San Gregorio/Project Driveway	NB L/T/R	100	75	75	75	75	50	50
		SB L/T	100	50	50	100	75	75	50
		SB R	100	75	75	75	50	0	0
		EB L	100 ²	50	50	100	150	-	-
		EB T/R	4,500	-	-	200	250	-	-
		EB L/T/R	4,500	-	-	-	-	400	450
		WB L	100 ²	50	50	75	75	-	-
		WB T/R	500	-	-	225	200	-	-
		WB L/T	500	-	-	-	-	325	100
6	Madison Street and Avenue 40	EB L	175 ²	100	100	75	125	125	125
		EB T	500	150	175	150	175	100	150

Notes:

1. NB = Northbound; SB = Southbound; EB = Eastbound; WB = Westbound; L = Left-Turn; T = Through; R = Right-Turn.
2. There is a two-way-left turn lane that provides adequate queue storage at this location.
3. Movements that exceed the available queue storage are noted in **bold text**.

Source: Fehr & Peers, 2022.

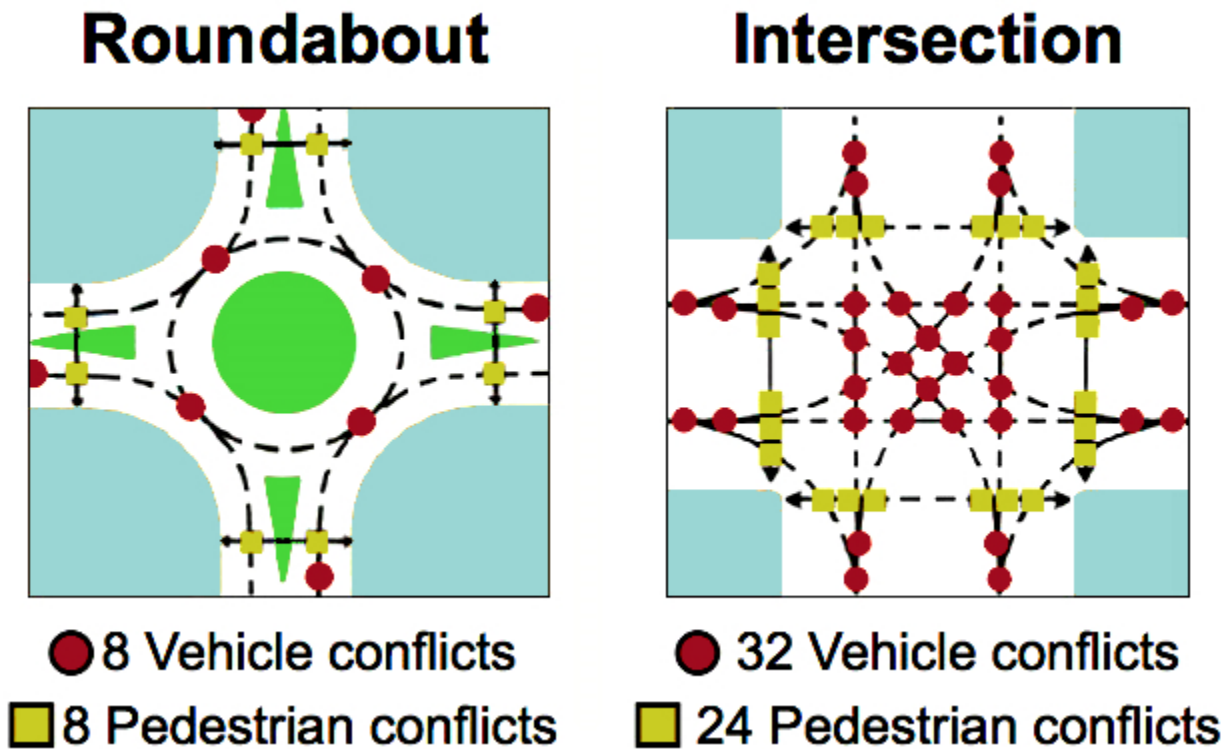
Safety Considerations

A major safety consideration at intersections is the number of conflict points - defined as locations at an intersection where vehicle, bicycle, golf cart, or pedestrian paths merge, diverge, or cross. Intersection configurations with fewer conflict points can reduce the potential for head-on, broadside, and vehicle/pedestrian collisions. Assuming that pedestrians may cross at either of the four legs of the intersection:

- The side-street-stop and traffic signal alternatives have 32 vehicle conflict points and 24 pedestrian conflict points as shown in Exhibit A below.
- The roundabout alternative has 8 vehicle/bicycle/golf cart conflict points and 8 pedestrian conflict points as shown in Exhibit A below.

The number of bicycles and golf carts conflict points could be similar to either the vehicle or pedestrian conflict points depending on the facility they choose to travel on. The roundabout interchange has the least number of conflicts points due to the removal of left turns.

Exhibit A: Intersection Control Evaluation – Conflict Points



Source: https://web.northeastern.edu/holland2017sustrans/?page_id=1266

In 2020, the California Department of Transportation (Caltrans) published the *Local Roadway Safety Manual* (LRSM) to provide for local agencies to evaluate safety countermeasures on local roadways.

- The installation of a traffic signal at a non-signalized intersection is estimated to provide an overall collision reduction factor of 30 percent.
- The installation of a roundabout at a non-signalized intersection is estimated to provide an overall collision reduction of 12 to 78 percent dependent on the annual daily traffic.

The *Highway Safety Manual, 1st Edition* (American Association of State Highway and Transportation Officials (AASHTO), 2010) reports that the installation of a roundabout in place of a two-way-stop controlled intersection is estimated to provide an overall collision reduction factor of 44 percent, which is greater than the 30 percent collision reduction factor for a traffic signal.

Life-Cycle Cost Assessment

Planning level cost estimates for construction and maintenance over the design life-span of each control strategy are presented below:

- The installation of a side-street-stop would cost approximately \$5,000 with negligible maintenance costs
- The installation of a traffic signal would cost approximately \$600,000. Reoccurring traffic signal maintenance costs on average approximately \$5,000 per year.
- The installation of a roundabout would cost approximately \$1,200,000. Maintenance costs for roundabouts are most dependent on landscaping costs which could average approximately \$1,000 per year.

Conclusions

The intersection of Avenue 40 and Camino San Gregorio/Project Driveway (Intersection 5) was evaluated under three intersection control alternatives: 1) side-street stop, 2) traffic signal, or 3) roundabout. Each alternative was evaluated based on traffic operations, safety, and life-cycle cost considerations, as summarized in **Table 20**.

Recommendation 7: *The intersection of Avenue 40 and Camino San Gregorio/Project Driveway is recommended to be a roundabout controlled intersection for the following reasons:*

1. *The level of service for a roundabout controlled intersection would be LOS A as opposed to LOS B for a traffic signal-controlled intersection at project buildout.*
2. *The installation of a roundabout in place of a two-way-stop controlled intersection is estimated to provide an overall collision reduction factor of 44 percent, which is greater than the 30 percent collision reduction for a traffic signal.*

- The annual maintenance cost for a roundabout is approximately \$1,000 per year as compared to \$5,000 per year for a traffic signal.

Table 20: Intersection Control Evaluation

Intersection Control	Traffic Operations		Safety Considerations		Life-Cycle Costs	
	Rank	Discussion	Rank	Discussion	Rank	Discussion
Side-Street-Stop	1	All three alternatives would operate at acceptable levels of service.	3	Traffic safety was evaluated relatively between the three alternatives.	1	Construction costs would be the responsibility of the project applicant.
		There are no vehicle queueing concerns related to the unsignalized intersection.		The side-street-stop and traffic signal alternatives would have the most conflict points.		Maintenance costs for the unsignalized intersection are negligible.
Traffic Signal	1	There are no vehicle queueing concerns related to traffic signal alternatives.	2	Installing a traffic signal to control the major street would improve overall safety relative to an unsignalized intersection.	3	Maintenance costs are highest for the traffic signal.
		There are no vehicle queueing concerns related to the roundabout.		Installing a roundabout would significantly reduce the number of conflict points and provide the greatest improvement to overall safety relative to the other alternatives.		Maintenance costs for the roundabout are dependent on landscaping and would be most likely less than the traffic signal.
Roundabout	1		1		2	

Source: Fehr & Peers, 2022.

Multimodal Connectivity

This section evaluates the Project’s internal and external connectivity to existing and proposed sidewalks and trails, bicycle facilities, golf cart facilities, and nearby transit. Recommendations to support the development of the final site plan are provided.

Transit Access

Transit in the study area is provided Sun Line Transit Agency (SLTA), which is the regional transit provider for Riverside County. Currently, Sun Line Transit operates a variety of bus routes in Indio. Routes 800, 801, 802, and 803 provide school shuttle service to Shadow Hills High School. Each bus operates once on weekday mornings before school starts and once on weekday evenings after school. Bus stops are located directly adjacent to the Project site on the corner of Avenue 38 and Talavera Boulevard, and Avenue 40

and Madison Street. Access to the Project site is very limited via transit during any other time of day, with the closest transit stop is a bus stop located near the Walmart Supercenter on the corner of Showcase Parkway and Monroe Street, approximately 2.6 miles away.

Recommendation 8: *To anticipate the expansion of future bus service into the area identify locations on Avenue 38, Madison Street, and/or Avenue 40 that could be readily converted to a bus stop.*

Bicycle Access

Adjacent to the Project site, there is an existing Class I bicycle path on Jefferson Street between Avenue 38 and Avenue 39, Class II bicycle lanes on Avenue 38 between Dune Palms Road and Madison Street, and Class II bicycle lanes on Avenue 40 between Jefferson Street and Monroe Street.

There are Class I bicycle paths proposed on Jefferson Street between Avenue 39 and Varner Road and Class II bicycle lanes planned on Madison Street between Avenue 38 and Avenue 40.

Recommendation 9: *When the roadway frontage along Madison Street is improved as the Project is constructed, work with the City to restripe Madison Street to provide Class II bicycle lanes between Avenue 38 and Avenue 40. Consider installing buffered bicycle lanes considering the posted speed limit of 45 miles per hour.*

Recommendation 10: *Provide Class II lanes along all internal collector streets on the final site plan.*

Golf Cart Access

Given the Project's proximity to the Shadow Hills Golf Club, many of the adjacent bicycle facilities and pedestrian sidewalks are shared with golf carts.

Recommendation 11: *Ensure that the bicycle lanes constructed within and around the Project are wide enough to accommodate golf carts.*

Pedestrian Access

Pedestrian facilities are provided along most roadways in Indio where land uses have been developed adjacent to the roadway. The Project will construct sidewalks on all existing streets adjacent to the Project site including Avenue 38, Madison Street, and Avenue 40.

Recommendation 12: *Provide pedestrian facilities along all internal collector streets on the final site plan. Marked crosswalks should be provided at all major intersections along the collector streets.*

Appendix A: Traffic Counts

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:
Tue, Feb 8, 22

LOCATION: Indio
NORTH & SOUTH: Talavera
EAST & WEST: Ave 38

PROJECT #: SC3235
LOCATION #: 1
CONTROL: STOP ALL

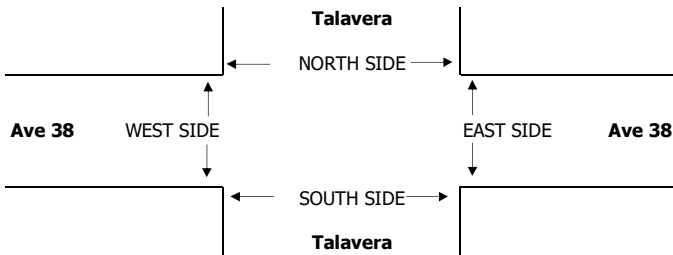
<p>NOTES:</p>	AM PM MD OTHER OTHER	▲ N ◀ W E ▶ S ▼	
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Add U-Turns to Left Turns

	NORTHBOUND <small>Talavera - Burr</small>			SOUTHBOUND <small>Talavera - Burr</small>			EASTBOUND <small>Ave 38</small>			WESTBOUND <small>Ave 38</small>			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
LANES:	X	X	X	0	X	0	1	2	X	X	1	0	
AM													
7:00 AM	0	0	0	5	0	7	0	8	0	0	4	4	28
7:15 AM	0	0	0	9	0	7	1	7	0	0	9	2	35
7:30 AM	0	0	0	8	0	12	0	10	0	0	9	1	40
7:45 AM	0	0	0	11	0	6	1	10	0	0	23	1	52
8:00 AM	0	0	0	7	0	4	2	10	0	0	64	2	89
8:15 AM	0	0	0	6	0	9	4	31	0	0	73	8	131
8:30 AM	0	0	0	8	0	3	2	25	0	0	22	2	62
8:45 AM	0	0	0	3	0	4	3	6	0	0	13	1	30
VOLUMES	0	0	0	57	0	52	13	107	0	0	217	21	469
APPROACH %	0%	0%	0%	52%	0%	47%	11%	88%	0%	0%	91%	9%	
APP/DEPART	0	/	35	110	/	0	121	/	164	238	/	270	0
BEGIN PEAK HR	7:45 AM												
VOLUMES	0	0	0	32	0	22	9	76	0	0	182	13	335
APPROACH %	0%	0%	0%	58%	0%	40%	11%	89%	0%	0%	93%	7%	
PEAK HR FACTOR	0.000			0.809			0.607			0.602			0.634
APP/DEPART	0	/	23	55	/	0	85	/	108	195	/	204	0
PM													
4:00 PM	0	0	0	4	0	0	7	13	0	0	8	6	38
4:15 PM	0	0	0	10	0	5	9	12	0	0	6	6	48
4:30 PM	0	0	0	6	0	2	7	10	0	0	7	8	40
4:45 PM	0	0	0	4	0	3	8	7	0	0	6	9	37
5:00 PM	0	0	0	2	0	0	2	8	0	0	4	10	26
5:15 PM	0	0	0	7	0	2	11	5	0	0	6	7	38
5:30 PM	0	0	0	4	0	2	5	7	0	0	6	5	29
5:45 PM	0	0	0	3	0	4	4	2	0	0	6	10	29
VOLUMES	0	0	0	40	0	18	53	64	0	0	49	61	286
APPROACH %	0%	0%	0%	69%	0%	31%	45%	55%	0%	0%	44%	55%	
APP/DEPART	0	/	114	58	/	0	117	/	105	111	/	67	0
BEGIN PEAK HR	4:00 PM												
VOLUMES	0	0	0	24	0	10	31	42	0	0	27	29	163
APPROACH %	0%	0%	0%	71%	0%	29%	42%	58%	0%	0%	48%	52%	
PEAK HR FACTOR	0.000			0.567			0.869			0.933			0.849
APP/DEPART	0	/	60	34	/	0	73	/	66	56	/	37	0

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	1	0	0	1
0	0	0	0	0
0	0	1	0	1
0	1	1	0	2

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	1	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	1	1



	PEDESTRIAN + BIKE CROSSINGS				
	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
AM					
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	2	0	0	0	2
7:45 AM	2	0	0	0	2
8:00 AM	0	1	0	0	1
8:15 AM	0	0	0	0	0
8:30 AM	2	1	0	1	4
8:45 AM	0	2	0	0	2
TOTAL	6	4	0	1	11
AM BEGIN PEAK HR	7:45 AM				
4:00 PM	2	0	0	0	2
4:15 PM	0	0	0	0	0
4:30 PM	1	0	1	0	2
4:45 PM	0	6	0	0	6
5:00 PM	0	19	0	0	19
5:15 PM	0	2	0	0	2
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL	3	27	1	0	31
PM BEGIN PEAK HR	4:00 PM				

	PEDESTRIAN CROSSINGS				
	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
AM					
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	2	0	0	0	2
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	1	0	0	0	1
8:45 AM	0	1	0	0	1
TOTAL	3	1	0	0	4
AM BEGIN PEAK HR	7:45 AM				
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	4	0	0	4
5:00 PM	0	19	0	0	19
5:15 PM	0	2	0	0	2
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL	0	25	1	0	26
PM BEGIN PEAK HR	4:00 PM				

	BICYCLE CROSSINGS				
	NS	SS	ES	WS	TOTAL
AM					
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	2	0	0	0	2
7:45 AM	0	0	0	0	0
8:00 AM	0	1	0	0	1
8:15 AM	0	0	0	0	0
8:30 AM	1	1	0	1	3
8:45 AM	0	1	0	0	1
TOTAL	3	3	0	1	7
AM BEGIN PEAK HR	7:45 AM				
4:00 PM	2	0	0	0	2
4:15 PM	0	0	0	0	0
4:30 PM	1	0	0	0	1
4:45 PM	0	2	0	0	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	3	2	0	0	5
PM BEGIN PEAK HR	4:00 PM				

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:
Tue, Feb 8, 22

LOCATION:
NORTH & SOUTH: Indio
EAST & WEST: Madison
Sun City

PROJECT #: SC3235
LOCATION #: 2
CONTROL: STOP W

NOTES:

AM	◀ W	▲ N	▶ E
PM			
MD			
OTHER			
OTHER		▼ S	

Add U-Turns to Left Turns

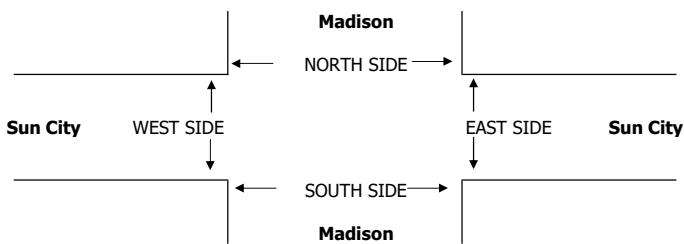
LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Madison			Madison			Sun City			Sun City			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	

U-TURNS				
NB	SB	EB	WB	TTL

7:00 AM	0	9	2	0	15	0	0	0	0	9	0	2	37
7:15 AM	0	10	3	0	8	0	0	0	0	14	0	0	35
7:30 AM	0	9	2	3	13	0	0	0	0	8	0	0	35
7:45 AM	0	31	2	0	20	0	0	0	0	10	0	1	64
8:00 AM	0	63	3	0	23	0	0	0	0	12	0	0	101
8:15 AM	0	69	8	1	33	0	0	0	0	8	0	0	119
8:30 AM	0	27	1	0	37	0	0	0	0	18	0	0	83
8:45 AM	0	14	3	0	15	0	0	0	0	16	0	0	48
VOLUMES	0	232	24	4	164	0	0	0	0	95	0	3	524
APPROACH %	0%	90%	9%	2%	98%	0%	0%	0%	0%	96%	0%	3%	
APP/DEPART	257	/	235	168	/	260	0	/	29	99	/	0	0
BEGIN PEAK HR	7:45 AM												
VOLUMES	0	190	14	1	113	0	0	0	0	48	0	1	368
APPROACH %	0%	93%	7%	1%	99%	0%	0%	0%	0%	98%	0%	2%	
PEAK HR FACTOR	0.657			0.770			0.000			0.681			0.767
APP/DEPART	205	/	191	114	/	162	0	/	15	49	/	0	0
4:00 PM	0	26	4	1	22	0	0	0	0	10	0	1	64
4:15 PM	0	12	8	0	20	0	0	0	0	8	0	0	48
4:30 PM	0	14	15	1	18	0	0	0	0	7	0	0	55
4:45 PM	0	17	8	1	13	0	0	0	0	8	0	0	47
5:00 PM	0	15	11	0	9	0	0	0	0	5	0	0	40
5:15 PM	0	12	7	2	9	0	0	0	0	3	0	0	33
5:30 PM	0	12	4	0	16	0	0	0	0	2	0	0	34
5:45 PM	0	16	11	0	6	0	0	0	0	2	0	0	35
VOLUMES	0	124	68	5	113	0	0	0	0	45	0	1	356
APPROACH %	0%	65%	35%	4%	96%	0%	0%	0%	0%	98%	0%	2%	
APP/DEPART	192	/	125	118	/	158	0	/	73	46	/	0	0
BEGIN PEAK HR	4:00 PM												
VOLUMES	0	69	35	3	73	0	0	0	0	33	0	1	214
APPROACH %	0%	66%	34%	4%	96%	0%	0%	0%	0%	97%	0%	3%	
PEAK HR FACTOR	0.867			0.826			0.000			0.773			0.836
APP/DEPART	104	/	70	76	/	106	0	/	38	34	/	0	0

0	0	0	0	0
0	0	0	1	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
1	0	0	0	1
0	0	0	0	0
0	0	0	0	0
1	0	0	1	2

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0



	PEDESTRIAN + BIKE CROSSINGS				
	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	5	0	5
7:30 AM	0	0	1	0	1
7:45 AM	0	0	0	2	2
8:00 AM	0	0	0	1	1
8:15 AM	0	0	0	1	1
8:30 AM	0	0	0	1	1
8:45 AM	0	0	1	2	3
TOTAL	0	0	7	7	14
AM BEGIN PEAK HR	7:45 AM				
4:00 PM	0	0	0	0	0
4:15 PM	0	0	1	1	2
4:30 PM	0	0	1	0	1
4:45 PM	0	0	0	25	25
5:00 PM	0	0	0	2	2
5:15 PM	1	0	0	0	1
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL	1	0	2	28	31
PM BEGIN PEAK HR	4:00 PM				

	PEDESTRIAN CROSSINGS				
	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	3	0	3
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	1	1
TOTAL	0	0	3	1	4
AM BEGIN PEAK HR	7:45 AM				
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	23	23
5:00 PM	0	0	0	2	2
5:15 PM	1	0	0	0	1
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL	1	0	0	25	26
PM BEGIN PEAK HR	4:00 PM				

	BICYCLE CROSSINGS				
	NS	SS	ES	WS	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	2	0	2
7:30 AM	0	0	1	0	1
7:45 AM	0	0	0	2	2
8:00 AM	0	0	0	1	1
8:15 AM	0	0	0	1	1
8:30 AM	0	0	0	1	1
8:45 AM	0	0	1	1	2
TOTAL	0	0	4	6	10
AM BEGIN PEAK HR	7:45 AM				
4:00 PM	0	0	0	0	0
4:15 PM	0	0	1	1	2
4:30 PM	0	0	1	0	1
4:45 PM	0	0	0	2	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	0	0	2	3	5
PM BEGIN PEAK HR	4:00 PM				

0	0	0	0	0	
0	0	3	0	3	
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	1	1	
0	0	0	1	1	
0	0	1	1	2	
0	0	4	6	10	
AM BEGIN PEAK HR	7:45 AM				
4:00 PM	0	0	0	0	0
4:15 PM	0	0	1	1	2
4:30 PM	0	0	1	0	1
4:45 PM	0	0	0	2	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	0	0	2	3	5
PM BEGIN PEAK HR	4:00 PM				

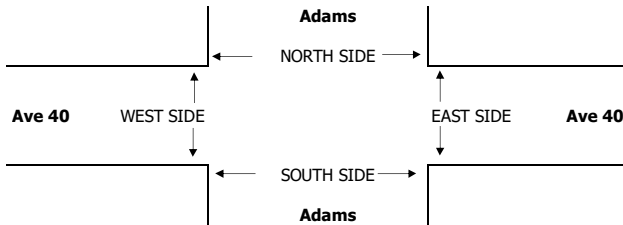
INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: Tue, Feb 8, 22	LOCATION: NORTH & SOUTH: EAST & WEST:	Indio Adams Ave 40	PROJECT #: SC3235 LOCATION #: 3 CONTROL: SIGNAL														
NOTES:		<table border="1" style="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 colspan="2"></td> </tr> </table>	AM	▲	N	PM	◀	W	MD	▶	E	OTHER	▼	S	OTHER		
AM	▲	N															
PM	◀	W															
MD	▶	E															
OTHER	▼	S															
OTHER																	

Add U-Turns to Left Turns

	NORTHBOUND <small>Adams</small>			SOUTHBOUND <small>Adams</small>			EASTBOUND <small>Ave 40</small>			WESTBOUND <small>Ave 40</small>			TOTAL	U-TURNS						
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 1	SR 0	EL 1	ET 1	ER 0	WL 1	WT 1		WR 1	NB 0	SB 0	EB 0	WB 0	TTL	
AM	7:00 AM	3	24	11	10	57	9	3	6	4	11	20	6	164	0	0	0	0	0	
	7:15 AM	3	32	7	7	56	18	11	6	0	13	22	3	178	1	0	0	0	1	
	7:30 AM	2	33	9	2	117	15	4	7	3	18	25	6	241	0	0	0	0	0	
	7:45 AM	2	51	10	4	59	12	10	4	2	12	26	5	197	0	0	0	0	0	
	8:00 AM	0	94	15	3	50	13	15	7	4	7	18	21	247	0	0	0	0	0	
	8:15 AM	0	125	14	8	75	19	13	10	3	7	17	34	325	0	0	0	0	0	
	8:30 AM	1	42	12	10	85	19	12	10	3	10	33	20	257	0	0	0	0	0	
	8:45 AM	2	42	10	3	64	18	11	14	2	6	21	5	198	0	0	0	0	0	
	9:00 AM	3	22	5	3	28	6	4	12	1	4	18	6	112	0	0	0	0	0	
	9:15 AM	1	22	11	2	30	7	7	9	3	5	18	7	122	0	0	0	0	0	
	9:30 AM	4	21	14	3	38	9	5	11	4	7	17	5	138	0	0	0	0	0	
	9:45 AM	1	24	8	6	44	14	2	10	4	10	18	5	146	0	0	0	0	0	
VOLUMES		22	532	126	61	703	159	97	106	33	110	253	123	2,325	1	0	0	0	1	
APPROACH %		3%	78%	19%	7%	76%	17%	41%	45%	14%	23%	52%	25%							
APP/DEPART		680	/	752	923	/	847	236	/	293	486	/	433	0						
BEGIN PEAK HR		8:00 AM			24	274	69	51	41	12	30	89	80	1,027						
VOLUMES		3	303	51																
APPROACH %		1%	85%	14%	7%	75%	19%	49%	39%	12%	15%	45%	40%							
PEAK HR FACTOR		0.642			0.805			0.963			0.790			0.790						
APP/DEPART		357	/	434	367	/	316	104	/	116	199	/	161	0						
MD	10:00 AM	1	23	14	7	25	6	6	10	1	4	18	7	122	0	0	0	0	0	
	10:15 AM	1	23	14	2	31	9	6	12	2	1	18	5	124	0	0	0	0	0	
	10:30 AM	2	19	7	4	31	5	3	12	2	7	22	6	120	0	0	0	0	0	
	10:45 AM	1	29	8	7	24	13	7	17	4	6	24	3	143	0	0	0	0	0	
	11:00 AM	0	17	11	6	35	5	7	13	2	5	30	4	135	0	0	0	0	0	
	11:15 AM	6	21	13	6	28	8	8	13	4	5	15	2	129	0	0	0	0	0	
	11:30 AM	0	28	18	3	42	6	9	8	6	7	21	4	152	0	0	0	0	0	
	11:45 AM	5	23	11	9	24	10	8	11	4	6	17	5	133	0	0	0	0	0	
	12:00 PM	1	21	12	6	25	16	6	10	3	8	22	2	132	0	0	0	0	0	
	12:15 PM	2	30	11	8	30	8	3	20	3	8	23	2	148	0	0	0	0	0	
	12:30 PM	2	29	11	8	35	8	5	13	0	2	18	0	131	0	0	0	0	0	
	12:45 PM	3	27	11	6	43	7	8	11	4	15	18	3	156	0	0	0	0	0	
VOLUMES		24	290	141	72	373	101	76	150	35	74	246	43	1,625	0	0	0	0	0	
APPROACH %		5%	64%	31%	13%	68%	18%	29%	57%	13%	20%	68%	12%							
APP/DEPART		455	/	409	546	/	482	261	/	363	363	/	371	0						
BEGIN PEAK HR		12:00 PM			28	133	39	22	54	10	33	81	7	567						
VOLUMES		8	107	45																
APPROACH %		5%	67%	28%	14%	67%	20%	26%	63%	12%	27%	67%	6%							
PEAK HR FACTOR		0.930			0.893			0.827			0.840			0.909						
APP/DEPART		160	/	136	200	/	176	86	/	127	121	/	128	0						



	PEDESTRIAN + BIKE CROSSINGS					
	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	
AM	7:00 AM	1	1	0	0	2
	7:15 AM	0	0	0	0	0
	7:30 AM	1	2	0	0	3
	7:45 AM	0	0	0	0	0
	8:00 AM	0	0	0	0	0
	8:15 AM	0	1	0	0	1
	8:30 AM	0	0	1	0	1
	8:45 AM	0	1	0	0	1
	9:00 AM	0	2	1	0	3
	9:15 AM	0	0	0	0	0
	9:30 AM	0	1	0	0	1
	9:45 AM	0	0	0	0	0
TOTAL		2	8	2	0	12
AM BEGIN PEAK HR		8:00 AM				
MD	10:00 AM	0	0	0	0	0
	10:15 AM	0	1	0	0	1
	10:30 AM	1	0	2	0	3
	10:45 AM	1	0	2	0	3
	11:00 AM	1	0	0	0	1
	11:15 AM	1	0	0	0	1
	11:30 AM	1	3	2	0	6
	11:45 AM	0	0	0	0	0
	12:00 PM	0	0	0	0	0
	12:15 PM	1	1	1	0	3
	12:30 PM	0	0	0	0	0
	12:45 PM	0	1	0	0	1
TOTAL		6	6	7	0	19
MD BEGIN PEAK HR		12:00 PM				
		0	2	0	0	2

	PEDESTRIAN CROSSINGS					
	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	
AM	7:00 AM	1	1	0	0	2
	7:15 AM	0	0	0	0	0
	7:30 AM	1	2	0	0	3
	7:45 AM	0	0	0	0	0
	8:00 AM	0	0	0	0	0
	8:15 AM	0	1	0	0	1
	8:30 AM	0	0	0	0	0
	8:45 AM	0	1	0	0	1
	9:00 AM	0	2	1	0	3
	9:15 AM	0	0	0	0	0
	9:30 AM	0	0	0	0	0
	9:45 AM	0	0	0	0	0
TOTAL		2	7	1	0	10
AM BEGIN PEAK HR		8:00 AM				
MD	10:00 AM	0	0	0	0	0
	10:15 AM	0	1	0	0	1
	10:30 AM	0	0	2	0	2
	10:45 AM	0	0	2	0	2
	11:00 AM	0	0	0	0	0
	11:15 AM	0	0	0	0	0
	11:30 AM	0	1	1	0	2
	11:45 AM	0	0	0	0	0
	12:00 PM	0	0	0	0	0
	12:15 PM	0	1	1	0	2
	12:30 PM	0	0	0	0	0
	12:45 PM	0	1	0	0	1
TOTAL		0	4	6	0	10
MD BEGIN PEAK HR		12:00 PM				
		0	2	1	0	3

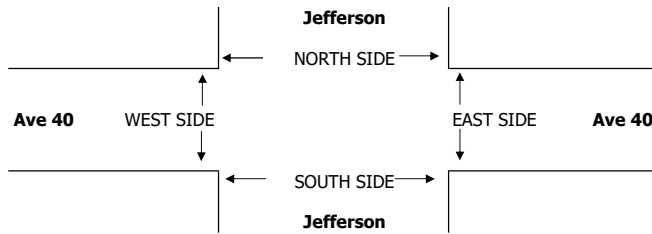
	BICYCLE CROSSINGS					
	NS	SS	ES	WS	TOTAL	
AM	7:00 AM	0	0	0	0	0
	7:15 AM	0	0	0	0	0
	7:30 AM	0	0	0	0	0
	7:45 AM	0	0	0	0	0
	8:00 AM	0	0	0	0	0
	8:15 AM	0	0	0	0	0
	8:30 AM	0	0	1	0	1
	8:45 AM	0	0	0	0	0
	9:00 AM	0	0	0	0	0
	9:15 AM	0	0	0	0	0
	9:30 AM	0	1	0	0	1
	9:45 AM	0	0	0	0	0
TOTAL		0	1	1	0	2
AM BEGIN PEAK HR		8:00 AM				
MD	10:00 AM	0	0	0	0	0
	10:15 AM	0	0	0	0	0
	10:30 AM	1	0	0	0	1
	10:45 AM	1	0	0	0	1
	11:00 AM	1	0	0	0	1
	11:15 AM	1	0	0	0	1
	11:30 AM	1	2	1	0	4
	11:45 AM	0	0	0	0	0
	12:00 PM	0	0	0	0	0
	12:15 PM	1	0	0	0	1
	12:30 PM	0	0	0	0	0
	12:45 PM	0	0	0	0	0
TOTAL		6	2	1	0	9
MD BEGIN PEAK HR		12:00 PM				
		0	2	1	0	3

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: Sun, Feb 13, 22	LOCATION: NORTH & SOUTH: EAST & WEST:	Indio Jefferson Ave 40	PROJECT #: SC3235 LOCATION #: 4 CONTROL: SIGNAL																		
NOTES:		<table border="1" style="margin: auto;"> <tr><td>AM</td><td>▲</td><td></td></tr> <tr><td>PM</td><td></td><td>N</td></tr> <tr><td>MD</td><td>◀</td><td>W</td></tr> <tr><td>OTHER</td><td></td><td>S</td></tr> <tr><td>OTHER</td><td></td><td>▶</td></tr> <tr><td></td><td></td><td>E</td></tr> </table>	AM	▲		PM		N	MD	◀	W	OTHER		S	OTHER		▶			E	<input checked="" type="checkbox"/> Add U-Turns to Left Turns
AM	▲																				
PM		N																			
MD	◀	W																			
OTHER		S																			
OTHER		▶																			
		E																			

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL	U-TURNS					
	Jefferson			Jefferson			Ave 40			Ave 40				NB	SB	EB	WB	TTL	
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR		0	0	0	0	0	
1:00 PM	6	33	20	3	85	4	2	11	3	15	13	1	196	0	0	0	0	0	
1:15 PM	8	35	13	5	57	3	1	12	4	15	11	2	166	0	0	0	0	0	
1:30 PM	11	33	10	4	38	2	3	18	8	17	13	5	162	0	0	0	0	0	
1:45 PM	11	44	22	2	38	2	3	6	7	16	11	2	164	0	0	0	0	0	
2:00 PM	2	46	15	7	32	2	2	11	11	22	9	4	163	0	0	0	0	0	
2:15 PM	11	46	20	3	32	2	3	12	4	11	8	4	156	0	0	1	0	1	
2:30 PM	12	57	25	4	29	2	4	8	10	18	13	1	183	0	0	0	0	0	
2:45 PM	7	54	23	2	44	4	0	9	12	13	12	8	188	0	0	0	0	0	
3:00 PM	9	46	24	3	35	0	0	8	9	12	9	0	155	0	0	0	0	0	
3:15 PM	16	54	17	3	31	0	0	8	12	12	12	2	167	0	0	0	0	0	
3:30 PM	12	45	9	2	29	1	0	9	6	13	8	2	136	0	0	0	0	0	
3:45 PM	10	43	15	0	27	1	5	7	17	6	9	1	141	0	0	0	0	0	
VOLUMES	115	536	213	38	477	23	23	119	103	170	128	32	1,977	0	0	1	0	1	
APPROACH %	13%	62%	25%	7%	89%	4%	9%	49%	42%	52%	39%	10%							
APP/DEPART	864	/	590	538	/	750	245	/	370	330	/	267	0						
BEGIN PEAK HR	2:30 PM																		
VOLUMES	44	211	89	12	139	6	4	33	43	55	46	11	693						
APPROACH %	13%	61%	26%	8%	89%	4%	5%	41%	54%	49%	41%	10%							
PEAK HR FACTOR	0.915			0.785			0.909			0.848			0.922						
APP/DEPART	344	/	226	157	/	237	80	/	134	112	/	96	0						
4:00 PM	9	32	15	2	26	1	0	11	6	15	6	2	125	0	0	0	0	0	
4:15 PM	4	30	11	1	22	3	1	7	4	8	9	1	101	0	0	0	0	0	
4:30 PM	11	28	9	2	15	0	0	10	6	6	6	0	93	0	0	0	0	0	
4:45 PM	4	31	10	0	23	0	1	3	8	7	7	0	94	0	0	0	0	0	
5:00 PM	7	31	15	2	18	0	0	4	3	10	6	0	96	0	0	0	0	0	
5:15 PM	5	26	11	0	19	0	1	6	7	1	4	1	81	0	0	0	0	0	
5:30 PM	6	15	12	1	23	0	0	2	5	7	7	0	78	0	0	0	0	0	
5:45 PM	11	29	15	1	16	0	0	6	4	6	4	2	94	1	1	0	0	2	
6:00 PM	5	24	7	0	28	1	1	5	7	4	8	2	92	0	0	0	0	0	
6:15 PM	4	20	5	4	26	0	0	3	3	3	4	3	75	0	0	0	0	0	
6:30 PM	5	20	10	2	16	1	1	5	3	5	7	3	78	0	0	0	0	0	
6:45 PM	4	15	2	0	11	1	0	2	5	0	0	0	40	0	0	0	0	0	
VOLUMES	75	301	122	15	243	7	5	64	61	72	68	14	1,047	1	1	0	0	2	
APPROACH %	15%	60%	24%	6%	92%	3%	4%	49%	47%	47%	44%	9%							
APP/DEPART	498	/	321	265	/	377	130	/	200	154	/	149	0						
BEGIN PEAK HR	4:00 PM																		
VOLUMES	28	121	45	5	86	4	2	31	24	36	28	3	413						
APPROACH %	14%	62%	23%	5%	91%	4%	4%	54%	42%	54%	42%	4%							
PEAK HR FACTOR	0.866			0.819			0.838			0.728			0.826						
APP/DEPART	194	/	126	95	/	146	57	/	81	67	/	60	0						



MD	PEDESTRIAN + BIKE CROSSINGS				
	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
1:00 PM	0	0	0	0	0
1:15 PM	0	1	0	0	1
1:30 PM	0	1	0	1	2
1:45 PM	0	0	0	0	0
2:00 PM	2	0	0	0	2
2:15 PM	0	0	0	0	0
2:30 PM	4	0	2	0	6
2:45 PM	0	0	0	0	0
3:00 PM	0	0	0	0	0
3:15 PM	0	0	0	0	0
3:30 PM	0	0	0	0	0
3:45 PM	0	1	0	1	2
TOTAL	6	3	2	2	13
MD BEGIN PEAK HR	2:30 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	1	0	0	1
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	1	0	1	0	2
5:45 PM	0	0	0	0	0
6:00 PM	1	0	1	0	2
6:15 PM	0	1	0	0	1
6:30 PM	0	0	0	0	0
6:45 PM	0	1	0	0	1
TOTAL	2	3	2	0	7
PM BEGIN PEAK HR	4:00 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	1	0	0	1
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	1	0	1	0	2
5:45 PM	0	0	0	0	0
6:00 PM	1	0	1	0	2
6:15 PM	0	1	0	0	1
6:30 PM	0	0	0	0	0
6:45 PM	0	1	0	0	1
TOTAL	2	3	2	0	7

MD	PEDESTRIAN CROSSINGS				
	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
1:00 PM	0	0	0	0	0
1:15 PM	0	0	0	0	0
1:30 PM	0	0	0	0	0
1:45 PM	0	0	0	0	0
2:00 PM	0	0	0	0	0
2:15 PM	0	0	0	0	0
2:30 PM	0	0	0	0	0
2:45 PM	0	0	0	0	0
3:00 PM	0	0	0	0	0
3:15 PM	0	0	0	0	0
3:30 PM	0	0	0	0	0
3:45 PM	0	0	0	0	0
TOTAL	0	0	0	0	0
MD BEGIN PEAK HR	2:30 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	1	0	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
6:00 PM	0	0	0	0	0
6:15 PM	0	0	0	0	0
6:30 PM	0	1	0	0	1
6:45 PM	0	2	0	0	2
TOTAL	0	1	0	0	1

MD	BICYCLE CROSSINGS				
	NS	SS	ES	WS	TOTAL
1:00 PM	0	0	0	0	0
1:15 PM	0	1	0	0	1
1:30 PM	0	1	0	1	2
1:45 PM	0	0	0	0	0
2:00 PM	2	0	0	0	2
2:15 PM	0	0	0	0	0
2:30 PM	4	0	2	0	6
2:45 PM	0	0	0	0	0
3:00 PM	0	0	0	0	0
3:15 PM	0	0	0	0	0
3:30 PM	0	0	0	0	0
3:45 PM	0	1	0	1	2
TOTAL	6	3	2	2	13
MD BEGIN PEAK HR	2:30 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	1	0	1	0	2
5:45 PM	0	0	0	0	0
6:00 PM	1	0	1	0	2
6:15 PM	0	1	0	0	1
6:30 PM	0	0	0	0	0
6:45 PM	0	0	0	0	0
TOTAL	2	1	2	0	5

PM	PEDESTRIAN + BIKE CROSSINGS				
	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
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	1	0	0	1
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	1	0	1	0	2
5:45 PM	0	0	0	0	0
6:00 PM	1	0	1	0	2
6:15 PM	0	1	0	0	1
6:30 PM	0	0	0	0	0
6:45 PM	0	0	0	0	0
TOTAL	2	3	2	0	7
PM BEGIN PEAK HR	4:00 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	1	0	0	1

INTERSECTION TURNING MOVEMENT COUNTS

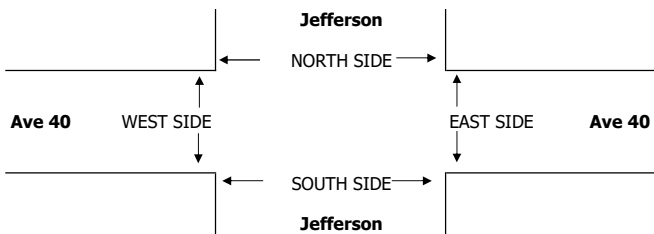
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tue, Feb 8, 22	LOCATION: NORTH & SOUTH: EAST & WEST:	Indio Jefferson Ave 40	PROJECT #: SC3235 LOCATION #: 4 CONTROL: SIGNAL																				
NOTES:		<table border="1" style="margin: auto;"> <tr><td>AM</td><td></td><td>▲</td><td></td></tr> <tr><td>PM</td><td></td><td>N</td><td></td></tr> <tr><td>MD</td><td>◀ W</td><td></td><td>E ▶</td></tr> <tr><td>OTHER</td><td></td><td>S</td><td></td></tr> <tr><td>OTHER</td><td></td><td>▼</td><td></td></tr> </table>	AM		▲		PM		N		MD	◀ W		E ▶	OTHER		S		OTHER		▼		<input checked="" type="checkbox"/> Add U-Turns to Left Turns
AM		▲																					
PM		N																					
MD	◀ W		E ▶																				
OTHER		S																					
OTHER		▼																					

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL	
	Jefferson			Jefferson			Ave 40			Ave 40				
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR		
	1	1	1	1	1	0	1	1	0	1	1	1		
MD	1:00 PM	9	45	43	4	46	1	1	19	12	37	20	5	242
	1:15 PM	12	45	26	8	46	3	2	13	7	34	15	5	216
	1:30 PM	14	51	27	5	52	2	2	9	13	33	13	10	231
	1:45 PM	7	51	36	0	51	2	2	18	17	33	16	4	237
	2:00 PM	14	42	37	5	50	1	2	22	16	22	18	5	234
	2:15 PM	14	53	26	1	40	0	2	15	13	21	14	11	210
	2:30 PM	18	54	29	14	66	5	3	15	18	32	18	10	282
	2:45 PM	21	73	32	7	73	4	4	16	23	31	14	23	321
	3:00 PM	20	118	46	3	58	8	5	24	37	17	19	30	385
	3:15 PM	18	136	36	8	58	6	7	13	18	22	18	47	387
	3:30 PM	15	138	30	71	192	13	5	20	20	21	20	37	582
	3:45 PM	16	125	30	97	229	19	4	15	26	16	21	23	621
	VOLUMES	178	931	398	223	961	64	39	199	220	319	206	210	3,948
	APPROACH %	12%	62%	26%	18%	77%	5%	9%	43%	48%	43%	28%	29%	
	APP/DEPART	1,507	/	1,180	1,248	/	1,501	458	/	820	735	/	447	0
	BEGIN PEAK HR	3:00 PM												
	VOLUMES	69	517	142	179	537	46	21	72	101	76	78	137	1,975
	APPROACH %	9%	71%	20%	23%	70%	6%	11%	37%	52%	26%	27%	47%	
	PEAK HR FACTOR	0.958			0.552			0.735			0.836			0.795
	APP/DEPART	728	/	675	762	/	714	194	/	393	291	/	193	0
PM	4:00 PM	20	101	31	26	129	8	6	16	26	36	22	17	438
	4:15 PM	18	79	27	16	110	4	9	17	24	16	16	11	347
	4:30 PM	14	72	34	10	77	4	3	18	19	17	15	5	288
	4:45 PM	12	84	29	7	63	1	1	19	13	14	9	9	261
	5:00 PM	14	81	31	7	63	1	2	19	15	14	25	11	283
	5:15 PM	7	127	20	8	63	2	4	19	14	13	14	9	300
	5:30 PM	7	119	21	14	82	6	3	16	16	14	8	13	319
	5:45 PM	4	117	22	20	83	5	5	18	6	16	4	17	317
	6:00 PM	11	113	22	30	82	8	5	10	10	14	9	15	329
	6:15 PM	7	122	13	17	63	8	4	13	12	5	6	14	284
	6:30 PM	11	83	16	12	62	2	2	6	7	2	5	10	218
	6:45 PM	10	63	15	14	44	3	2	7	10	4	4	10	186
	VOLUMES	135	1,161	281	181	921	52	46	178	172	165	137	141	3,570
	APPROACH %	9%	74%	18%	16%	80%	5%	12%	45%	43%	37%	31%	32%	
	APP/DEPART	1,577	/	1,348	1,154	/	1,258	396	/	640	443	/	324	0
	BEGIN PEAK HR	4:00 PM												
	VOLUMES	64	336	121	59	379	17	19	70	82	83	62	42	1,334
	APPROACH %	12%	64%	23%	13%	83%	4%	11%	41%	48%	44%	33%	22%	
	PEAK HR FACTOR	0.857			0.698			0.855			0.623			0.761
	APP/DEPART	521	/	397	455	/	544	171	/	250	187	/	143	0

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
1	0	0	0	1
0	0	0	0	0
0	0	0	0	0
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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
1	0	0	0	1

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
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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



	MD	PEDESTRIAN + BIKE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
1:00 PM		0	0	0	0	0
1:15 PM		1	0	1	0	2
1:30 PM		0	0	0	0	0
1:45 PM		0	0	0	0	0
2:00 PM		0	0	0	0	0
2:15 PM		0	0	0	0	0
2:30 PM		0	0	0	0	0
2:45 PM		0	2	0	2	4
3:00 PM		2	2	1	1	6
3:15 PM		0	0	0	0	0
3:30 PM		0	0	0	0	0
3:45 PM		0	0	0	4	4
TOTAL		3	4	2	7	16
	MD BEGIN PEAK HR	3:00 PM				
4:00 PM		0	4	0	1	5
4:15 PM		0	0	0	0	0
4:30 PM		28	0	0	0	28
4:45 PM		0	0	0	0	0
5:00 PM		2	0	0	0	2
5:15 PM		0	0	0	0	0
5:30 PM		0	0	0	0	0
5:45 PM		0	0	0	0	0
6:00 PM		0	0	0	0	0
6:15 PM		0	0	1	0	1
6:30 PM		0	0	0	0	0
6:45 PM		0	0	0	0	0
TOTAL		30	4	1	1	36
	PM BEGIN PEAK HR	4:00 PM				
4:00 PM		0	1	0	1	2
4:15 PM		0	0	0	0	0
4:30 PM		26	0	0	0	26
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
6:00 PM		0	0	0	0	0
6:15 PM		0	0	1	0	1
6:30 PM		0	0	0	0	0
6:45 PM		0	0	0	0	0
TOTAL		26	1	1	1	29
	PM BEGIN PEAK HR	4:00 PM				
4:00 PM		26	1	0	1	28

	PM	PEDESTRIAN CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
1:00 PM		0	0	0	0	0
1:15 PM		0	0	0	0	0
1:30 PM		0	0	0	0	0
1:45 PM		0	0	0	0	0
2:00 PM		0	0	0	0	0
2:15 PM		0	0	0	0	0
2:30 PM		0	0	0	0	0
2:45 PM		0	0	0	0	0
3:00 PM		2	2	1	1	6
3:15 PM		0	0	0	0	0
3:30 PM		0	0	0	0	0
3:45 PM		0	0	0	1	1
TOTAL		2	2	1	2	7
	MD BEGIN PEAK HR	3:00 PM				
4:00 PM		0	1	0	1	2
4:15 PM		0	0	0	0	0
4:30 PM		26	0	0	0	26
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
6:00 PM		0	0	0	0	0
6:15 PM		0	0	1	0	1
6:30 PM		0	0	0	0	0
6:45 PM		0	0	0	0	0
TOTAL		26	1	1	1	29
	PM BEGIN PEAK HR	4:00 PM				
4:00 PM		26	1	0	1	28

	PM	BICYCLE CROSSINGS				
		NS	SS	ES	WS	TOTAL
1:00 PM		0	0	0	0	0
1:15 PM		1	0	1	0	2
1:30 PM		0	0	0	0	0
1:45 PM		0	0	0	0	0
2:00 PM		0	0	0	0	0
2:15 PM		0	0	0	0	0
2:30 PM		0	0	0	0	0
2:45 PM		0	2	0	2	4
3:00 PM		0	0	0	0	0
3:15 PM		0	0	0	0	0
3:30 PM		0	0	0	0	0
3:45 PM		0	0	0	3	3
TOTAL		1	2	1	5	9
	MD BEGIN PEAK HR	3:00 PM				
4:00 PM		0	3	0	0	3
4:15 PM		0	0	0	0	0
4:30 PM		2	0	0	0	2
4:45 PM		0	0	0	0	0
5:00 PM		2	0	0	0	2
5:15 PM		0	0	0	0	0
5:30 PM		0	0	0	0	0
5:45 PM		0	0	0	0	0
6:00 PM		0	0	0	0	0
6:15 PM		0	0	0	0	0
6:30 PM		0	0			

INTERSECTION TURNING MOVEMENT COUNTS

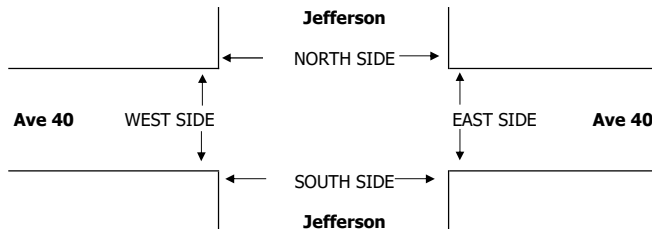
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Wed, Feb 9, 22	LOCATION: NORTH & SOUTH: EAST & WEST:	Indio Jefferson Ave 40	PROJECT #: LOCATION #: CONTROL:	SC3235 4 SIGNAL
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NOTES:	AM	▲	N	▶
	PM	◀	S	▶
	MD	◀	E	▶
	OTHER	◀	W	▶
	OTHER	▶	E	▶

 Add U-Turns to Left Turns

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			U-TURNS						
	Jefferson			Jefferson			Ave 40			Ave 40			NB	SB	EB	WB	TTL		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	0	0	0	0	0		
LANES:	1	1	1	1	1	0	1	1	0	1	1	1							
MD	1:00 PM	11	38	28	3	58	2	4	14	20	21	21	4	224	0	0	0	0	0
	1:15 PM	14	52	27	4	39	0	1	14	10	24	22	9	216	0	0	0	0	0
	1:30 PM	14	46	35	5	47	3	0	18	10	35	12	6	231	0	0	0	0	0
	1:45 PM	9	36	34	3	48	6	1	16	12	20	15	5	205	0	0	0	0	0
	2:00 PM	10	41	28	3	30	0	3	13	13	19	20	3	183	0	0	0	0	0
	2:15 PM	11	44	27	4	36	1	0	18	17	21	21	7	207	0	0	0	0	0
	2:30 PM	23	64	30	9	68	5	1	16	16	23	24	10	289	0	0	0	0	0
	2:45 PM	20	71	31	8	58	4	4	29	21	20	15	9	290	0	0	0	0	0
	3:00 PM	17	114	38	3	54	1	5	11	32	15	9	27	326	0	0	0	0	0
	3:15 PM	24	152	29	9	75	3	7	12	12	21	19	47	410	0	0	0	0	0
	3:30 PM	14	138	33	77	213	17	7	21	25	30	19	36	630	0	0	0	0	0
3:45 PM	19	164	31	84	224	17	9	21	28	19	16	29	661	0	0	0	0	0	
VOLUMES	186	960	371	212	950	59	42	203	216	268	213	192	3,872	0	0	0	0	0	
APPROACH %	12%	63%	24%	17%	78%	5%	9%	44%	47%	40%	32%	29%							
APP/DEPART	1,517	/	1,194	1,221	/	1,434	461	/	786	673	/	458	0						
BEGIN PEAK HR	3:00 PM																		
VOLUMES	74	568	131	173	566	38	28	65	97	85	63	139	2,027						
APPROACH %	10%	73%	17%	22%	73%	5%	15%	34%	51%	30%	22%	48%							
PEAK HR FACTOR	0.903			0.598			0.819			0.825			0.767						
APP/DEPART	773	/	735	777	/	748	190	/	369	287	/	175	0						
PM	4:00 PM	15	107	28	41	135	4	4	20	17	26	16	17	430	0	0	0	0	0
	4:15 PM	18	77	26	17	88	3	4	19	19	16	16	12	315	0	0	0	0	0
	4:30 PM	13	88	26	6	69	1	5	16	15	19	18	5	281	0	0	0	0	0
	4:45 PM	10	70	26	9	67	2	5	20	8	18	13	5	253	0	0	0	0	0
	5:00 PM	12	93	27	4	70	1	1	16	14	9	12	10	269	0	0	0	0	0
	5:15 PM	9	108	17	19	76	2	3	18	8	9	19	18	306	0	0	0	0	0
	5:30 PM	9	88	20	20	97	4	2	13	16	17	14	21	321	0	0	0	0	0
	5:45 PM	13	99	23	18	99	4	8	18	13	10	7	26	338	0	0	0	0	0
	6:00 PM	10	97	19	29	94	3	7	3	11	12	6	22	313	0	0	0	0	0
	6:15 PM	7	136	19	13	57	5	5	7	7	9	6	13	284	0	0	0	0	0
	6:30 PM	9	80	19	11	49	0	0	3	5	8	5	13	202	0	0	0	0	0
6:45 PM	2	50	11	16	34	2	3	5	9	7	5	6	150	0	0	0	0	0	
VOLUMES	127	1,093	261	203	935	31	47	158	142	160	137	168	3,462						
APPROACH %	9%	74%	18%	17%	80%	3%	14%	46%	41%	34%	29%	36%							
APP/DEPART	1,481	/	1,308	1,169	/	1,237	347	/	622	465	/	295	0						
BEGIN PEAK HR	4:00 PM																		
VOLUMES	56	342	106	73	359	10	18	75	59	79	63	39	1,279						
APPROACH %	11%	68%	21%	17%	81%	2%	12%	49%	39%	44%	35%	22%							
PEAK HR FACTOR	0.840			0.614			0.905			0.767			0.744						
APP/DEPART	504	/	399	442	/	497	152	/	254	181	/	129	0						



	MD	PM
1:00 PM		
1:15 PM		
1:30 PM		
1:45 PM		
2:00 PM		
2:15 PM		
2:30 PM		
2:45 PM		
3:00 PM		
3:15 PM		
3:30 PM		
3:45 PM		
TOTAL		
MD BEGIN PEAK HR		
4:00 PM		
4:15 PM		
4:30 PM		
4:45 PM		
5:00 PM		
5:15 PM		
5:30 PM		
5:45 PM		
6:00 PM		
6:15 PM		
6:30 PM		
6:45 PM		
TOTAL		
PM BEGIN PEAK HR		

PEDESTRIAN + BIKE CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
5	0	0	0	5
0	0	0	0	0
1	1	1	0	3
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
5	1	0	2	8
11	2	1	2	16
3:00 PM				
0	0	0	1	1
1	0	0	1	2
0	0	0	0	0
0	0	0	0	0
2	0	0	2	4
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
3	0	0	2	5
4:00 PM				

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
3	1	0	2	6
3	1	0	2	6
0	0	0	1	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	1	1

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
5	0	0	0	5
0	0	0	0	0
1	1	1	0	3
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
2	0	0	0	2
8	1	1	0	10
0	0	0	0	0
1	0	0	1	2
0	0	0	0	0
0	0	0	0	0
2	0	0	0	2
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
3	0	0	1	4

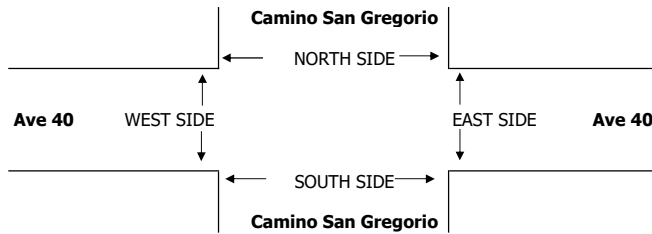
INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: Fri, Feb 11, 22	LOCATION: NORTH & SOUTH: EAST & WEST:	Indio Camino San Gregorio Ave 40	PROJECT #: SC3235 LOCATION #: 5 CONTROL: NO CONTROL																				
NOTES:		<table border="1" style="display: inline-table; border-collapse: collapse;"> <tr><td>AM</td><td></td><td>▲</td><td></td></tr> <tr><td>PM</td><td></td><td>N</td><td></td></tr> <tr><td>MD</td><td>◀ W</td><td></td><td>E ▶</td></tr> <tr><td>OTHER</td><td></td><td>S</td><td></td></tr> <tr><td></td><td></td><td>▼</td><td></td></tr> </table>		AM		▲		PM		N		MD	◀ W		E ▶	OTHER		S				▼	
AM		▲																					
PM		N																					
MD	◀ W		E ▶																				
OTHER		S																					
		▼																					

Add U-Turns to Left Turns

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			U-TURNS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
	Camino San Gregorio			Camino San Gregorio			Ave 40			Ave 40			NB	SB	EB	WB	TTL																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	0	0	0	0	0																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
LANES:	0	X	0	X	X	X	X	1	0	0	1	X																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
AM	<table border="1" style="width: 100%; border-collapse: collapse; text-align: center;"> <tr><td>7:00 AM</td><td>1</td><td>0</td><td>4</td><td>0</td><td>0</td><td>0</td><td>0</td><td>25</td><td>1</td><td>4</td><td>28</td><td>0</td><td>63</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>7:15 AM</td><td>1</td><td>0</td><td>5</td><td>0</td><td>0</td><td>0</td><td>0</td><td>19</td><td>2</td><td>2</td><td>43</td><td>0</td><td>72</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>7:30 AM</td><td>2</td><td>0</td><td>1</td><td>0</td><td>0</td><td>0</td><td>0</td><td>31</td><td>3</td><td>3</td><td>72</td><td>0</td><td>112</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>7:45 AM</td><td>0</td><td>0</td><td>1</td><td>0</td><td>0</td><td>0</td><td>0</td><td>40</td><td>2</td><td>5</td><td>83</td><td>0</td><td>131</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>8:00 AM</td><td>2</td><td>0</td><td>8</td><td>0</td><td>0</td><td>0</td><td>0</td><td>56</td><td>0</td><td>3</td><td>117</td><td>0</td><td>186</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>8:15 AM</td><td>0</td><td>0</td><td>3</td><td>0</td><td>0</td><td>0</td><td>0</td><td>69</td><td>2</td><td>2</td><td>127</td><td>0</td><td>203</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>8:30 AM</td><td>2</td><td>0</td><td>6</td><td>0</td><td>0</td><td>0</td><td>0</td><td>119</td><td>4</td><td>6</td><td>74</td><td>0</td><td>211</td><td>0</td><td>0</td><td>0</td><td>1</td><td>1</td></tr> <tr><td>8:45 AM</td><td>2</td><td>0</td><td>2</td><td>0</td><td>0</td><td>0</td><td>0</td><td>67</td><td>3</td><td>6</td><td>71</td><td>0</td><td>151</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>9:00 AM</td><td>1</td><td>0</td><td>3</td><td>0</td><td>0</td><td>0</td><td>0</td><td>40</td><td>3</td><td>10</td><td>42</td><td>0</td><td>99</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>9:15 AM</td><td>5</td><td>0</td><td>4</td><td>0</td><td>0</td><td>0</td><td>0</td><td>24</td><td>2</td><td>7</td><td>46</td><td>0</td><td>88</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>9:30 AM</td><td>1</td><td>0</td><td>7</td><td>0</td><td>0</td><td>0</td><td>0</td><td>33</td><td>2</td><td>5</td><td>58</td><td>0</td><td>106</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>9:45 AM</td><td>2</td><td>0</td><td>3</td><td>0</td><td>0</td><td>0</td><td>0</td><td>36</td><td>0</td><td>8</td><td>59</td><td>0</td><td>108</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>VOLUMES</td><td>19</td><td>0</td><td>47</td><td>0</td><td>0</td><td>0</td><td>0</td><td>559</td><td>24</td><td>61</td><td>820</td><td>0</td><td>1,530</td><td>0</td><td>0</td><td>0</td><td>1</td><td>1</td></tr> <tr><td>APPROACH %</td><td>29%</td><td>0%</td><td>71%</td><td>0%</td><td>0%</td><td>0%</td><td>0%</td><td>96%</td><td>4%</td><td>7%</td><td>93%</td><td>0%</td><td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>APP/DEPART</td><td>66</td><td>/</td><td>0</td><td>0</td><td>/</td><td>84</td><td>583</td><td>/</td><td>607</td><td>881</td><td>/</td><td>839</td><td>0</td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>BEGIN PEAK HR</td><td colspan="3">8:00 AM</td><td colspan="14"></td></tr> <tr><td>VOLUMES</td><td>6</td><td>0</td><td>19</td><td>0</td><td>0</td><td>0</td><td>0</td><td>311</td><td>9</td><td>17</td><td>389</td><td>0</td><td>751</td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>APPROACH %</td><td>24%</td><td>0%</td><td>76%</td><td>0%</td><td>0%</td><td>0%</td><td>0%</td><td>97%</td><td>3%</td><td>4%</td><td>96%</td><td>0%</td><td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>PEAK HR FACTOR</td><td colspan="3">0.625</td><td colspan="14">0.000</td></tr> <tr><td>APP/DEPART</td><td>25</td><td>/</td><td>0</td><td>0</td><td>/</td><td>25</td><td>320</td><td>/</td><td>331</td><td>406</td><td>/</td><td>395</td><td>0</td><td></td><td></td><td></td><td></td><td></td></tr> <tr> <td>MD</td> <td colspan="17"> <table border="1" style="width: 100%; border-collapse: collapse; text-align: center;"> <tr><td>10:00 AM</td><td>2</td><td>0</td><td>1</td><td>0</td><td>0</td><td>0</td><td>0</td><td>40</td><td>3</td><td>12</td><td>46</td><td>0</td><td>104</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>10:15 AM</td><td>1</td><td>0</td><td>7</td><td>0</td><td>0</td><td>0</td><td>0</td><td>36</td><td>4</td><td>1</td><td>49</td><td>0</td><td>98</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>10:30 AM</td><td>1</td><td>0</td><td>8</td><td>0</td><td>0</td><td>0</td><td>0</td><td>37</td><td>1</td><td>13</td><td>57</td><td>0</td><td>117</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>10:45 AM</td><td>2</td><td>0</td><td>3</td><td>0</td><td>0</td><td>0</td><td>0</td><td>50</td><td>3</td><td>7</td><td>51</td><td>0</td><td>116</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>11:00 AM</td><td>3</td><td>0</td><td>6</td><td>0</td><td>0</td><td>0</td><td>0</td><td>36</td><td>1</td><td>10</td><td>52</td><td>0</td><td>108</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>11:15 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PM</td><td>2</td><td>0</td><td>8</td><td>0</td><td>0</td><td>0</td><td>0</td><td>35</td><td>0</td><td>8</td><td>53</td><td>0</td><td>106</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>12:15 PM</td><td>2</td><td>0</td><td>7</td><td>0</td><td>0</td><td>0</td><td>0</td><td>46</td><td>2</td><td>9</td><td>44</td><td>0</td><td>110</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>12:30 PM</td><td>6</td><td>0</td><td>9</td><td>0</td><td>0</td><td>0</td><td>0</td><td>48</td><td>3</td><td>8</td><td>53</td><td>0</td><td>127</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>12:45 PM</td><td>1</td><td>0</td><td>7</td><td>0</td><td>0</td><td>0</td><td>0</td><td>45</td><td>4</td><td>8</td><td>41</td><td>0</td><td>106</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>VOLUMES</td><td>25</td><td>0</td><td>75</td><td>0</td><td>0</td><td>0</td><td>0</td><td>531</td><td>33</td><td>100</td><td>588</td><td>0</td><td>1,352</td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>APPROACH %</td><td>25%</td><td>0%</td><td>75%</td><td>0%</td><td>0%</td><td>0%</td><td>0%</td><td>94%</td><td>6%</td><td>15%</td><td>85%</td><td>0%</td><td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>APP/DEPART</td><td>100</td><td>/</td><td>0</td><td>0</td><td>/</td><td>133</td><td>564</td><td>/</td><td>606</td><td>688</td><td>/</td><td>613</td><td>0</td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>BEGIN PEAK HR</td><td colspan="3">11:00 AM</td><td colspan="14"></td></tr> <tr><td>VOLUMES</td><td>8</td><td>0</td><td>25</td><td>0</td><td>0</td><td>0</td><td>0</td><td>194</td><td>13</td><td>34</td><td>194</td><td>0</td><td>468</td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>APPROACH %</td><td>24%</td><td>0%</td><td>76%</td><td>0%</td><td>0%</td><td>0%</td><td>0%</td><td>94%</td><td>6%</td><td>15%</td><td>85%</td><td>0%</td><td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>PEAK HR FACTOR</td><td colspan="3">0.825</td><td colspan="14">0.000</td></tr> <tr><td>APP/DEPART</td><td>33</td><td>/</td><td>0</td><td>0</td><td>/</td><td>47</td><td>207</td><td>/</td><td>219</td><td>228</td><td>/</td><td>202</td><td>0</td><td></td><td></td><td></td><td></td><td></td></tr> </table>																	10:00 AM	2	0	1	0	0	0	0	40	3	12	46	0	104	0	0	0	0	0	10:15 AM	1	0	7	0	0	0	0	36	4	1	49	0	98	0	0	0	0	0	10:30 AM	1	0	8	0	0	0	0	37	1	13	57	0	117	0	0	0	0	0	10:45 AM	2	0	3	0	0	0	0	50	3	7	51	0	116	0	0	0	0	0	11:00 AM	3	0	6	0	0	0	0	36	1	10	52	0	108	0	0	0	0	0	11:15 AM	3	0	4	0	0	0	0	53	4	6	53	0	123	0	0	0	0	0	11:30 AM	1	0	9	0	0	0	0	48	3	5	47	0	113	0	0	0	0	0	11:45 AM	1	0	6	0	0	0	0	57	5	13	42	0	124	0	0	0	0	0	12:00 PM	2	0	8	0	0	0	0	35	0	8	53	0	106	0	0	0	0	0	12:15 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AM	7:00 AM	0	4	0	0	4
	7:15 AM	0	3	0	0	3
	7:30 AM	0	0	0	0	0
	7:45 AM	0	0	0	0	0
	8:00 AM	4	1	0	0	5
	8:15 AM	0	2	0	0	2
	8:30 AM	1	6	0	0	7
	8:45 AM	3	3	0	0	6
	9:00 AM	0	1	0	0	1
	9:15 AM	1	2	0	0	3
MD	10:00 AM	0	0	0	0	0
	10:15 AM	3	3	0	0	6
	10:30 AM	1	5	0	0	6
	10:45 AM	0	4	0	0	4
	11:00 AM	1	0	0	0	1
	11:15 AM	1	1	0	0	2
	11:30 AM	0	0	0	0	0
	11:45 AM	0	0	0	0	0
	12:00 PM	0	2	0	0	2
	12:15 PM	0	2	0	0	2
TOTAL	7	17	0	0	24	

PEDESTRIAN + BIKE CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	4	0	0	4
0	3	0	0	3
0	0	0	0	0
0	0	0	0	0
4	1	0	0	5
0	2	0	0	2
1	6	0	0	7
3	3	0	0	6
0	1	0	0	1
1	2	0	0	3
0	2	0	0	2
2	3	0	0	5
TOTAL	11	27	0	38
8:00 AM				
0	0	0	0	0
3	3	0	0	6
1	5	0	0	6
0	4	0	0	4
1	0	0	0	1
1	1	0	0	2
0	0	0	0	0
0	0	0	0	0
0	2	0	0	2
0	2	0	0	2
1	0	0	0	1
0	0	0	0	0
TOTAL	7	17	0	24

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	2	0	0	2
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	1	0	0	1
0	1	0	0	1
0	5	0	0	5
0	2	0	0	2
0	1	0	0	1
0	0	0	0	0
0	1	0	0	1
0	1	0	0	1
0	1	0	0	1
TOTAL	0	14	0	14
9:00 AM				
0	0	0	0	0
0	2	0	0	2
0	2	0	0	2
0	1	0	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
TOTAL	0	5	0	5

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
0	2	0	0	2
0	3	0	0	3
0	0	0	0	0
0	0	0	0	0
4	0	0	0	4
0	1	0	0	1
1	1	0	0	2
3	1	0	0	4
0	0	0	0	0
1	2	0	0	3
0	1	0	0	1
2	2	0	0	4
TOTAL	11	13	0	24
11:00 AM				
0	0	0	0	0
3	1	0	0	4
1	3	0	0	4
0	3	0	0	3
1	0	0	0	1
1	1	0	0	2
0	0	0	0	0
0	0	0	0	0
0	2	0	0	2
0	2	0	0	2
1	0	0	0	1
0	0	0	0	0
TOTAL	7	12	0	19

INTERSECTION TURNING MOVEMENT COUNTS

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

T218

DATE: Fri, Feb 11, 22	LOCATION: NORTH & SOUTH: EAST & WEST:	Indio Camino San Gregorio Ave 40	PROJECT #: LOCATION #: CONTROL:	SC3235 5 NO CONTROL
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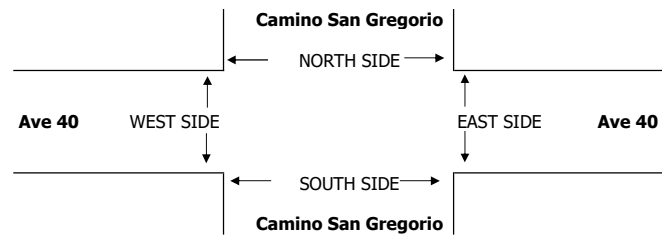
NOTES:											
AM			▲	N							
PM						◀	W			E ▶	
MD									S		▼
OTHER											

Add U-Turns to Left Turns

LANES:	NORTHBOUND Camino San Gregorio			SOUTHBOUND Camino San Gregorio			EASTBOUND Ave 40			WESTBOUND Ave 40			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	X	0	X	X	X	X	1	0	0	1	X	
MD	1:00 PM	4	0	4	0	0	0	48	1	6	45	0	108
	1:15 PM	4	0	6	0	0	0	37	3	7	45	0	102
	1:30 PM	2	0	13	0	0	0	60	0	9	40	0	124
	1:45 PM	0	0	10	0	0	0	66	2	3	49	0	130
	2:00 PM	5	0	6	0	0	0	54	1	8	48	0	122
	2:15 PM	4	0	7	0	0	0	39	4	8	30	0	92
	2:30 PM	2	0	3	0	0	0	50	0	4	46	0	105
	2:45 PM	3	0	14	0	0	0	57	5	10	51	0	140
	3:00 PM	2	0	6	0	0	0	53	0	1	85	0	147
	3:15 PM	5	0	9	0	0	0	52	3	4	78	0	151
	3:30 PM	5	0	10	0	0	0	129	0	11	71	0	226
	3:45 PM	2	0	13	0	0	0	130	2	14	70	0	231
VOLUMES	38	0	101	0	0	0	775	21	85	658	0	1,678	
APPROACH %	27%	0%	73%	0%	0%	0%	0%	97%	3%	11%	89%	0%	
APP/DEPART	139	/	0	0	/	106	796	/	876	743	/	696	0
BEGIN PEAK HR	3:00 PM												
VOLUMES	14	0	38	0	0	0	0	364	5	30	304	0	755
APPROACH %	27%	0%	73%	0%	0%	0%	0%	99%	1%	9%	91%	0%	
PEAK HR FACTOR	0.867			0.000			0.699			0.971			0.817
APP/DEPART	52	/	0	0	/	35	369	/	402	334	/	318	0
PM	4:00 PM	3	0	5	0	0	0	67	1	5	48	0	129
	4:15 PM	1	0	4	0	0	0	80	1	5	39	0	130
	4:30 PM	1	0	11	0	0	0	58	2	9	35	0	116
	4:45 PM	0	0	4	0	0	0	43	1	8	31	0	87
	5:00 PM	2	0	7	0	0	0	50	2	9	35	0	105
	5:15 PM	1	0	2	0	0	0	45	1	3	34	0	86
	5:30 PM	4	0	7	0	0	0	44	2	6	44	0	107
	5:45 PM	3	0	5	0	0	0	65	0	5	33	0	111
	6:00 PM	0	0	5	0	0	0	55	1	3	18	0	82
	6:15 PM	2	0	2	0	0	0	50	2	4	22	0	82
	6:30 PM	1	0	2	0	0	0	32	1	6	16	0	58
	6:45 PM	3	0	8	0	0	0	30	0	2	15	0	58
VOLUMES	21	0	62	0	0	0	619	14	65	370	0	1,151	
APPROACH %	25%	0%	75%	0%	0%	0%	0%	98%	2%	15%	85%	0%	
APP/DEPART	83	/	0	0	/	78	633	/	682	435	/	391	0
BEGIN PEAK HR	4:00 PM												
VOLUMES	5	0	24	0	0	0	0	248	5	27	153	0	462
APPROACH %	17%	0%	83%	0%	0%	0%	0%	98%	2%	15%	85%	0%	
PEAK HR FACTOR	0.604			0.000			0.781			0.849			0.888
APP/DEPART	29	/	0	0	/	32	253	/	272	180	/	158	0

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	1	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	1	1



	MD
	PM

	PEDESTRIAN + BIKE CROSSINGS				
	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
1:00 PM	2	2	0	0	4
1:15 PM	2	0	0	0	2
1:30 PM	0	0	0	0	0
1:45 PM	0	0	0	0	0
2:00 PM	0	1	0	0	1
2:15 PM	0	0	0	0	0
2:30 PM	0	0	0	0	0
2:45 PM	0	0	0	0	0
3:00 PM	0	0	0	0	0
3:15 PM	0	0	0	0	0
3:30 PM	0	0	0	0	0
3:45 PM	0	0	0	0	0
TOTAL	4	3	0	0	7
MD BEGIN PEAK HR	3:00 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	1	1	0	0	2
5:15 PM	0	1	0	0	1
5:30 PM	0	0	0	0	0
5:45 PM	0	2	0	0	2
6:00 PM	0	0	0	0	0
6:15 PM	0	0	0	0	0
6:30 PM	0	0	0	0	0
6:45 PM	0	0	0	0	0
TOTAL	1	4	0	0	5
PM BEGIN PEAK HR	4:00 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	1	0	0	1
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	2	0	0	2
6:00 PM	0	0	0	0	0
6:15 PM	0	0	0	0	0
6:30 PM	0	0	0	0	0
6:45 PM	0	0	0	0	0
TOTAL	0	3	0	0	3
PM BEGIN PEAK HR	4:00 PM				
4:00 PM	0	0	0	0	0

	PEDESTRIAN CROSSINGS				
	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
1:00 PM	0	1	0	0	1
1:15 PM	0	0	0	0	0
1:30 PM	0	0	0	0	0
1:45 PM	0	0	0	0	0
2:00 PM	0	0	0	0	0
2:15 PM	0	0	0	0	0
2:30 PM	0	0	0	0	0
2:45 PM	0	0	0	0	0
3:00 PM	0	0	0	0	0
3:15 PM	0	0	0	0	0
3:30 PM	0	0	0	0	0
3:45 PM	0	0	0	0	0
TOTAL	0	1	0	0	1
MD BEGIN PEAK HR	3:00 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	1	0	0	1
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	2	0	0	2
6:00 PM	0	0	0	0	0
6:15 PM	0	0	0	0	0
6:30 PM	0	0	0	0	0
6:45 PM	0	0	0	0	0
TOTAL	0	3	0	0	3
PM BEGIN PEAK HR	4:00 PM				
4:00 PM	0	0	0	0	0

	BICYCLE CROSSINGS				
	NS	SS	ES	WS	TOTAL
1:00 PM	2	1	0	0	3
1:15 PM	2	0	0	0	2
1:30 PM	0	0	0	0	0
1:45 PM	0	0	0	0	0
2:00 PM	0	1	0	0	1
2:15 PM	0	0	0	0	0
2:30 PM	0	0	0	0	0
2:45 PM	0	0	0	0	0
3:00 PM	0	0	0	0	0
3:15 PM	0	0	0	0	0
3:30 PM	0	0	0	0	0
3:45 PM	0	0	0	0	0
TOTAL	4	2	0	0	6
MD BEGIN PEAK HR	3:00 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	1	0	0	0	1
5:15 PM	0	1	0	0	1
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
6:00 PM	0	0	0	0	0
6:15 PM	0	0	0	0	0
6:30 PM	0	0	0	0	0
6:45 PM	0	0	0	0	0
TOTAL	1	1	0	0	2
PM BEGIN PEAK HR	4:00 PM				
4:00 PM	0	0	0	0	0

INTERSECTION TURNING MOVEMENT COUNTS

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

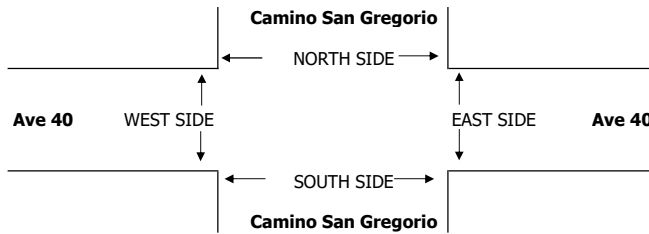
DATE: Mon, Feb 7, 22 LOCATION: Indio PROJECT #: SC3235
 NORTH & SOUTH: Camino San Gregorio LOCATION #: 5
 EAST & WEST: Ave 40 CONTROL: NO CONTROL

NOTES:

AM	← W	▲ N	E ▶
PM			
MD		▼ S	
OTHER			

Add U-Turns to Left Turns

	NORTHBOUND Camino San Gregorio			SOUTHBOUND Camino San Gregorio			EASTBOUND Ave 40			WESTBOUND Ave 40			TOTAL	U-TURNS				
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR		NB	SB	EB	WB	TTL
LANES:	0	X	0	X	X	X	X	1	0	0	1	X	0	0	0	0	0	
AM	7:00 AM	0	0	2	0	0	0	12	2	2	26	0	0	0	0	0	0	
	7:15 AM	1	0	4	0	0	0	27	0	2	42	0	0	0	0	0	0	
	7:30 AM	1	0	2	0	0	0	22	2	0	58	0	0	0	0	0	0	
	7:45 AM	0	0	3	0	0	0	34	1	2	57	0	0	0	0	0	0	
	8:00 AM	1	0	2	0	0	0	54	3	4	149	0	0	0	0	0	0	
	8:15 AM	0	0	6	0	0	0	75	1	7	113	0	0	0	0	0	0	
	8:30 AM	2	0	5	0	0	0	100	8	3	52	0	0	0	0	0	0	
	8:45 AM	0	0	3	0	0	0	55	1	5	59	0	0	0	0	0	0	
	9:00 AM	1	0	5	0	0	0	41	4	3	46	0	0	0	0	0	0	
	9:15 AM	0	0	6	0	0	0	30	2	5	46	0	0	0	0	0	0	
9:30 AM	0	0	2	0	0	0	28	1	6	41	0	0	0	0	0	0		
9:45 AM	0	0	3	0	0	0	33	3	6	53	0	0	0	0	0	0		
VOLUMES	6	0	43	0	0	0	511	28	45	742	0	0	0	0	0	0		
APPROACH %	12%	0%	88%	0%	0%	0%	0%	95%	5%	6%	94%	0%	0	0	0	0		
APP/DEPART	49	/	0	0	/	73	539	/	554	787	/	748	0	0	0	0		
BEGIN PEAK HR	8:00 AM																	
VOLUMES	3	0	16	0	0	0	284	13	19	373	0	0	0	0	0	0		
APPROACH %	16%	0%	84%	0%	0%	0%	0%	96%	4%	5%	95%	0%	0	0	0	0		
PEAK HR FACTOR	0.679			0.000			0.688			0.641			0.831					
APP/DEPART	19	/	0	0	/	32	297	/	300	392	/	376	0	0	0	0		
MD	10:00 AM	2	0	4	0	0	0	46	3	9	48	0	0	0	0	0		
	10:15 AM	2	0	3	0	0	0	43	3	7	56	0	0	0	0	0		
	10:30 AM	3	0	4	0	0	0	34	2	6	50	0	0	0	0	0		
	10:45 AM	5	0	1	0	0	0	47	2	9	57	0	1	1	1	1		
	11:00 AM	2	0	5	0	0	0	50	0	3	45	0	0	0	0	0		
	11:15 AM	1	0	2	0	0	0	52	2	12	50	0	0	0	0	0		
	11:30 AM	3	0	9	0	0	0	46	3	6	48	0	0	0	0	0		
	11:45 AM	2	0	7	0	0	0	28	4	6	46	0	0	0	0	0		
	12:00 PM	3	0	7	0	0	0	52	4	9	37	0	0	0	0	0		
	12:15 PM	0	0	13	0	0	0	50	3	7	49	0	0	0	0	0		
12:30 PM	2	0	7	0	0	0	54	6	5	45	0	0	0	0	0			
12:45 PM	3	0	8	0	0	0	46	3	8	47	0	0	0	0	0			
VOLUMES	28	0	70	0	0	0	548	35	87	578	0	0	0	0	0			
APPROACH %	29%	0%	71%	0%	0%	0%	0%	94%	6%	13%	87%	0%	0	0	0	0		
APP/DEPART	98	/	0	0	/	121	583	/	619	665	/	606	0	0	0	0		
BEGIN PEAK HR	12:00 PM																	
VOLUMES	8	0	35	0	0	0	202	16	29	178	0	0	0	0	0	0		
APPROACH %	19%	0%	81%	0%	0%	0%	0%	93%	7%	14%	86%	0%	0	0	0	0		
PEAK HR FACTOR	0.827			0.000			0.908			0.924			0.959					
APP/DEPART	43	/	0	0	/	45	218	/	237	207	/	186	0	0	0	0		



AM	MD
7:00 AM	10:00 AM
7:15 AM	10:15 AM
7:30 AM	10:30 AM
7:45 AM	10:45 AM
8:00 AM	11:00 AM
8:15 AM	11:15 AM
8:30 AM	11:30 AM
8:45 AM	11:45 AM
9:00 AM	12:00 PM
9:15 AM	12:15 PM
9:30 AM	12:30 PM
9:45 AM	12:45 PM
TOTAL	TOTAL
AM BEGIN PEAK HR	MD BEGIN PEAK HR

PEDESTRIAN + BIKE CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	1	0	0	1
0	2	0	0	2
0	1	0	0	1
0	2	0	0	2
0	0	0	0	0
0	12	0	0	12
0	2	0	0	2
1	2	0	0	3
2	5	0	0	7
3	27	0	0	30
8:00 AM				
0	1	0	0	1
1	3	0	0	4
1	4	0	0	5
1	1	0	0	2
0	0	0	0	0
5	0	0	0	5
2	3	0	0	5
0	0	0	0	0
1	1	0	0	2
0	3	0	0	3
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
11	16	0	0	27
12:00 PM				
0	0	0	0	0

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	1	0	0	1
0	0	0	0	0
0	1	0	0	1
0	2	0	0	2
0	0	0	0	0
0	3	0	0	3
0	2	0	0	2
0	2	0	0	2
0	4	0	0	4
0	15	0	0	15
0	3	0	0	3
0	1	0	0	1
0	3	0	0	3
0	3	0	0	3
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	9	0	0	9
0	0	0	0	0

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	2	0	0	2
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	9	0	0	9
0	0	0	0	0
1	0	0	0	1
2	1	0	0	3
3	12	0	0	15
0	0	0	0	0
1	0	0	0	1
1	1	0	0	2
1	1	0	0	2
0	0	0	0	0
5	0	0	0	5
2	1	0	0	3
0	0	0	0	0
1	1	0	0	2
0	3	0	0	3
0	0	0	0	0
0	0	0	0	0
11	7	0	0	18

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: **Mon, Feb 7, 22** LOCATION: **Indio** PROJECT #: **SC3235**
 NORTH & SOUTH: **Camino San Gregorio** LOCATION #: **5**
 EAST & WEST: **Ave 40** CONTROL: **NO CONTROL**

NOTES:

AM	▲	N	▶
PM			
MD	◀	W	E ▶
OTHER		S	▼
OTHER			

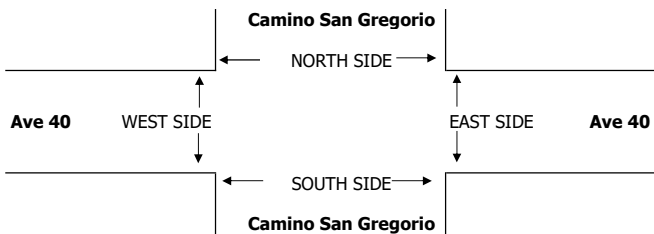
Add U-Turns to Left Turns

LANES:	NORTHBOUND Camino San Gregorio			SOUTHBOUND Camino San Gregorio			EASTBOUND Ave 40			WESTBOUND Ave 40			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
1:00 PM	4	0	11	0	0	0	0	46	4	14	31	0	110
1:15 PM	1	0	6	0	0	0	0	44	0	3	43	0	97
1:30 PM	2	0	10	0	0	0	0	50	3	5	41	0	111
1:45 PM	0	0	2	0	0	0	0	50	2	4	45	0	103
2:00 PM	4	0	3	0	0	0	0	42	1	1	38	0	89
2:15 PM	4	0	9	0	0	0	0	58	3	3	39	0	116
2:30 PM	1	0	15	0	0	0	0	49	0	4	41	0	110
2:45 PM	3	0	5	0	0	0	0	59	3	2	47	0	119
3:00 PM	2	0	6	0	0	0	0	45	1	0	66	0	120
3:15 PM	5	0	8	0	0	0	0	55	4	3	87	0	162
3:30 PM	5	0	6	0	0	0	0	116	2	3	65	0	197
3:45 PM	3	0	8	0	0	0	0	120	2	3	61	0	197
VOLUMES	34	0	89	0	0	0	0	734	25	45	604	0	1,531
APPROACH %	28%	0%	72%	0%	0%	0%	0%	97%	3%	7%	93%	0%	
APP/DEPART	123	/	0	0	/	70	759	/	823	649	/	638	0
BEGIN PEAK HR	3:00 PM												
VOLUMES	15	0	28	0	0	0	0	336	9	9	279	0	676
APPROACH %	35%	0%	65%	0%	0%	0%	0%	97%	3%	3%	97%	0%	
PEAK HR FACTOR	0.827			0.000			0.707			0.800			0.858
APP/DEPART	43	/	0	0	/	18	345	/	364	288	/	294	0
4:00 PM	3	0	11	0	0	0	0	74	1	4	42	0	135
4:15 PM	1	0	9	0	0	0	0	59	1	5	32	0	107
4:30 PM	0	0	4	0	0	0	0	46	3	5	37	0	95
4:45 PM	3	0	8	0	0	0	0	51	0	6	31	0	99
5:00 PM	1	0	6	0	0	0	0	53	1	2	29	0	92
5:15 PM	1	0	1	0	0	0	0	58	0	2	33	0	95
5:30 PM	2	0	6	0	0	0	0	61	1	3	43	0	116
5:45 PM	0	0	5	0	0	0	0	56	0	2	32	0	95
6:00 PM	0	0	1	0	0	0	0	52	0	0	26	0	79
6:15 PM	1	0	0	0	0	0	0	48	0	1	17	0	67
6:30 PM	0	0	2	0	0	0	0	27	1	1	14	0	45
6:45 PM	0	0	0	0	0	0	0	29	0	0	14	0	43
VOLUMES	12	0	53	0	0	0	0	614	8	31	350	0	1,068
APPROACH %	18%	0%	82%	0%	0%	0%	0%	99%	1%	8%	92%	0%	
APP/DEPART	65	/	0	0	/	39	622	/	667	381	/	362	0
BEGIN PEAK HR	4:00 PM												
VOLUMES	7	0	32	0	0	0	0	230	5	20	142	0	436
APPROACH %	18%	0%	82%	0%	0%	0%	0%	98%	2%	12%	88%	0%	
PEAK HR FACTOR	0.696			0.000			0.783			0.880			0.807
APP/DEPART	39	/	0	0	/	25	235	/	262	162	/	149	0

U-TURNS

NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0



MD	PM
1:00 PM	4:00 PM
1:15 PM	4:15 PM
1:30 PM	4:30 PM
1:45 PM	4:45 PM
2:00 PM	5:00 PM
2:15 PM	5:15 PM
2:30 PM	5:30 PM
2:45 PM	5:45 PM
3:00 PM	6:00 PM
3:15 PM	6:15 PM
3:30 PM	6:30 PM
3:45 PM	6:45 PM
TOTAL	TOTAL
MD BEGIN PEAK HR	PM BEGIN PEAK HR

PEDESTRIAN + BIKE CROSSINGS

N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	9	0	0	9
2	0	0	1	3
0	1	0	0	1
0	0	0	0	0
2	0	0	1	3
0	0	0	0	0
1	0	0	1	2
0	1	0	0	1
1	0	0	0	1
0	0	0	0	0
0	0	0	0	0
1	1	0	0	2
7	12	0	3	22
3:00 PM				
0	1	0	0	1
2	0	0	0	2
1	2	0	0	3
0	0	0	0	0
2	0	0	0	2
0	1	0	0	1
0	0	0	0	0
0	0	0	0	0
1	0	0	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
6	4	0	0	10
4:00 PM				
0	2	0	0	2

PEDESTRIAN CROSSINGS

N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	1	0	0	1
0	0	0	0	0
0	1	0	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	2	0	0	2

BICYCLE CROSSINGS

NS	SS	ES	WS	TOTAL
0	9	0	0	9
2	0	0	1	3
0	1	0	0	1
0	0	0	0	0
2	0	0	1	3
0	0	0	0	0
1	0	0	1	2
0	1	0	0	1
1	0	0	0	1
0	0	0	0	0
0	0	0	0	0
1	1	0	0	2
7	12	0	3	22
0	0	0	0	0
0	0	0	0	0
2	0	0	0	2
1	1	0	0	2
0	0	0	0	0
2	0	0	0	2
0	1	0	0	1
0	0	0	0	0
0	0	0	0	0
1	0	0	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
6	2	0	0	8

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: Sat, Feb 12, 22 LOCATION: INDIO Camino San Gregorio Ave 40 PROJECT #: SC3235 LOCATION #: 5 CONTROL: NO CONTROL

NOTES: AM PM MD OTHER OTHER W N E S

Add U-Turns to Left Turns

Table with columns: NORTHBOUND, SOUTHBOUND, EASTBOUND, WESTBOUND, TOTAL. Sub-columns: NL, NT, NR, SL, ST, SR, EL, ET, ER, WL, WT, WR.

U-TURNS table with columns: NB, SB, EB, WB, TTL

AM Period data table with time slots from 7:00 AM to 9:45 AM and various traffic volume columns.

U-TURNS data for AM period.

Summary statistics for AM period including VOLUMES, APPROACH %, APP/DEPART, and PEAK HR FACTOR.

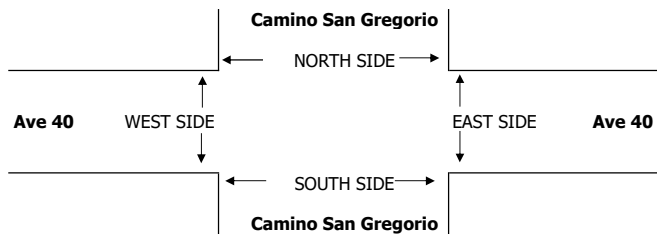
U-TURNS summary for AM period.

MD Period data table with time slots from 10:00 AM to 12:45 PM and various traffic volume columns.

U-TURNS data for MD period.

Summary statistics for MD period including VOLUMES, APPROACH %, APP/DEPART, and PEAK HR FACTOR.

U-TURNS summary for MD period.



AM Period summary table with time slots from 7:00 AM to 9:45 AM.

PEDESTRIAN + BIKE CROSSINGS table for AM period with columns: N SIDE, S SIDE, E SIDE, W SIDE, TOTAL.

PEDESTRIAN CROSSINGS table for AM period with columns: N SIDE, S SIDE, E SIDE, W SIDE, TOTAL.

BICYCLE CROSSINGS table for AM period with columns: NS, SS, ES, WS, TOTAL.

MD Period summary table with time slots from 10:00 AM to 12:45 PM.

PEDESTRIAN + BIKE CROSSINGS table for MD period with columns: N SIDE, S SIDE, E SIDE, W SIDE, TOTAL.

PEDESTRIAN CROSSINGS table for MD period with columns: N SIDE, S SIDE, E SIDE, W SIDE, TOTAL.

BICYCLE CROSSINGS table for MD period with columns: NS, SS, ES, WS, TOTAL.

INTERSECTION TURNING MOVEMENT COUNTS

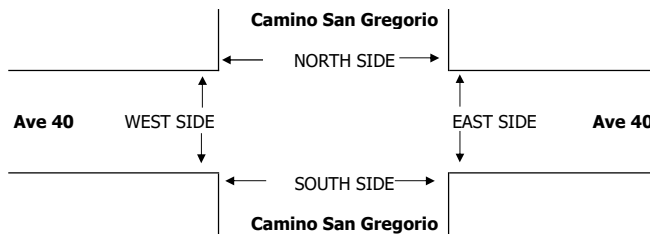
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Sat, Feb 12, 22	LOCATION: NORTH & SOUTH: EAST & WEST:	Indio Camino San Gregorio Ave 40	PROJECT #: SC3235 LOCATION #: 5 CONTROL: NO CONTROL												
NOTES:		<table border="1" style="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;">▼</td> <td style="padding: 2px;">S</td> </tr> </table>	AM	▲	N	PM	▶	E	MD	◀	W	OTHER	▼	S	<div style="border: 1px solid black; padding: 2px; width: fit-content; margin: auto;"> <input checked="" type="checkbox"/> Add U-Turns to Left Turns </div>
AM	▲	N													
PM	▶	E													
MD	◀	W													
OTHER	▼	S													

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Camino San Gregorio			Camino San Gregorio			Ave 40			Ave 40			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
LANES:	0	X	0	X	X	X	X	1	0	0	1	X	
MD	1:00 PM	1	0	7	0	0	0	40	0	8	27	0	83
	1:15 PM	1	0	11	0	0	0	42	0	4	35	0	93
	1:30 PM	0	0	8	0	0	0	35	5	4	23	0	75
	1:45 PM	2	0	8	0	0	0	35	2	2	34	0	83
	2:00 PM	4	0	14	0	0	0	56	3	2	37	0	116
	2:15 PM	2	0	2	0	0	0	22	3	0	29	0	58
	2:30 PM	5	0	1	0	0	0	44	1	8	26	0	85
	2:45 PM	1	0	2	0	0	0	41	0	4	32	0	80
	3:00 PM	5	0	7	0	0	0	41	1	3	27	0	84
	3:15 PM	2	0	10	0	0	0	42	0	2	29	0	85
3:30 PM	5	0	2	0	0	0	40	1	1	34	0	83	
3:45 PM	5	0	5	0	0	0	49	0	2	32	0	93	
VOLUMES	33	0	77	0	0	0	487	16	40	365	0	1,018	
APPROACH %	30%	0%	70%	0%	0%	0%	0%	97%	3%	10%	90%	0%	
APP/DEPART	110	/	0	0	/	56	503	/	564	405	/	398	0
BEGIN PEAK HR	1:15 PM												
VOLUMES	7	0	41	0	0	0	0	168	10	12	129	0	367
APPROACH %	15%	0%	85%	0%	0%	0%	0%	94%	6%	9%	91%	0%	
PEAK HR FACTOR	0.667			0.000			0.754			0.904			0.791
APP/DEPART	48	/	0	0	/	22	178	/	209	141	/	136	0
PM	4:00 PM	4	0	3	0	0	0	35	1	0	40	0	83
	4:15 PM	4	0	8	0	0	0	33	0	6	28	0	79
	4:30 PM	2	0	7	0	0	0	36	1	3	38	0	87
	4:45 PM	1	0	9	0	0	0	27	1	5	34	0	77
	5:00 PM	5	0	6	0	0	0	46	0	4	33	0	94
	5:15 PM	4	0	4	0	0	0	48	1	3	39	0	99
	5:30 PM	4	0	5	0	0	0	31	1	3	34	0	78
	5:45 PM	3	0	6	0	0	0	32	2	3	27	0	73
	6:00 PM	5	0	2	0	0	0	31	2	2	31	0	73
	6:15 PM	1	0	0	0	0	0	30	0	1	21	0	53
6:30 PM	1	0	1	0	0	0	17	0	2	17	0	38	
6:45 PM	2	0	0	0	0	0	23	1	2	12	0	40	
VOLUMES	36	0	51	0	0	0	389	10	34	354	0	874	
APPROACH %	41%	0%	59%	0%	0%	0%	0%	97%	3%	9%	91%	0%	
APP/DEPART	87	/	0	0	/	43	399	/	441	388	/	390	0
BEGIN PEAK HR	4:30 PM												
VOLUMES	12	0	26	0	0	0	0	157	3	15	144	0	357
APPROACH %	32%	0%	68%	0%	0%	0%	0%	98%	2%	9%	91%	0%	
PEAK HR FACTOR	0.864			0.000			0.816			0.946			0.902
APP/DEPART	38	/	0	0	/	17	160	/	184	159	/	156	0

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	1	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	1	1



	PEDESTRIAN + BIKE CROSSINGS				TOTAL
	N SIDE	S SIDE	E SIDE	W SIDE	
MD	1:00 PM	0	0	0	0
	1:15 PM	1	0	0	1
	1:30 PM	0	0	0	0
	1:45 PM	0	0	0	0
	2:00 PM	2	0	0	2
	2:15 PM	1	0	0	1
	2:30 PM	0	0	0	0
	2:45 PM	0	1	0	1
	3:00 PM	0	0	0	0
	3:15 PM	0	1	0	1
3:30 PM	0	0	0	0	
3:45 PM	1	1	0	2	
TOTAL	5	3	0	8	
MD BEGIN PEAK HR	1:15 PM				
4:00 PM	0	0	0	0	
4:15 PM	0	0	0	0	
4:30 PM	1	1	0	2	
4:45 PM	0	0	0	0	
5:00 PM	0	3	0	3	
5:15 PM	0	1	0	1	
5:30 PM	0	4	0	4	
5:45 PM	0	0	0	0	
6:00 PM	0	0	0	0	
6:15 PM	0	0	0	0	
6:30 PM	0	0	0	0	
6:45 PM	0	0	0	0	
TOTAL	1	9	0	10	
PM BEGIN PEAK HR	4:30 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	3	0	3	
5:15 PM	0	1	0	1	
5:30 PM	0	3	0	3	
5:45 PM	0	0	0	0	
6:00 PM	0	0	0	0	
6:15 PM	0	0	0	0	
6:30 PM	0	0	0	0	
6:45 PM	0	0	0	0	
TOTAL	0	7	0	7	
PM BEGIN PEAK HR	4:30 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	3	0	3	
5:15 PM	0	1	0	1	
5:30 PM	0	3	0	3	
5:45 PM	0	0	0	0	
6:00 PM	0	0	0	0	
6:15 PM	0	0	0	0	
6:30 PM	0	0	0	0	
6:45 PM	0	0	0	0	
TOTAL	0	7	0	7	

	PEDESTRIAN CROSSINGS				TOTAL
	N SIDE	S SIDE	E SIDE	W SIDE	
MD	1:00 PM	0	0	0	0
	1:15 PM	0	0	0	0
	1:30 PM	0	0	0	0
	1:45 PM	0	0	0	0
	2:00 PM	0	0	0	0
	2:15 PM	0	0	0	0
	2:30 PM	0	0	0	0
	2:45 PM	0	0	0	0
	3:00 PM	0	0	0	0
	3:15 PM	0	0	0	0
3:30 PM	0	0	0	0	
3:45 PM	0	0	0	0	
TOTAL	0	0	0	0	
MD BEGIN PEAK HR	1:15 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	3	0	3	
5:15 PM	0	1	0	1	
5:30 PM	0	3	0	3	
5:45 PM	0	0	0	0	
6:00 PM	0	0	0	0	
6:15 PM	0	0	0	0	
6:30 PM	0	0	0	0	
6:45 PM	0	0	0	0	
TOTAL	0	7	0	7	
PM BEGIN PEAK HR	4:30 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	3	0	3	
5:15 PM	0	1	0	1	
5:30 PM	0	3	0	3	
5:45 PM	0	0	0	0	
6:00 PM	0	0	0	0	
6:15 PM	0	0	0	0	
6:30 PM	0	0	0	0	
6:45 PM	0	0	0	0	
TOTAL	0	7	0	7	

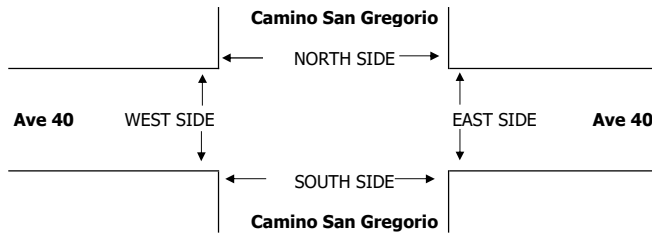
	BICYCLE CROSSINGS				TOTAL
	NS	SS	ES	WS	
MD	1:00 PM	0	0	0	0
	1:15 PM	1	0	0	1
	1:30 PM	0	0	0	0
	1:45 PM	0	0	0	0
	2:00 PM	2	0	0	2
	2:15 PM	1	0	0	1
	2:30 PM	0	0	0	0
	2:45 PM	0	1	0	1
	3:00 PM	0	0	0	0
	3:15 PM	0	1	0	1
3:30 PM	0	0	0	0	
3:45 PM	1	1	0	2	
TOTAL	5	3			

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: Sun, Feb 13, 22	LOCATION: NORTH & SOUTH: EAST & WEST:	Indio Camino San Gregorio Ave 40	PROJECT #: SC3235 LOCATION #: 5 CONTROL: NO CONTROL																				
NOTES:		<table border="1" style="margin: auto;"> <tr><td>AM</td><td></td><td>▲</td><td></td></tr> <tr><td>PM</td><td></td><td>N</td><td></td></tr> <tr><td>MD</td><td>◀ W</td><td></td><td>E ▶</td></tr> <tr><td>OTHER</td><td></td><td>S</td><td></td></tr> <tr><td></td><td></td><td>▼</td><td></td></tr> </table>	AM		▲		PM		N		MD	◀ W		E ▶	OTHER		S				▼		<input checked="" type="checkbox"/> Add U-Turns to Left Turns
AM		▲																					
PM		N																					
MD	◀ W		E ▶																				
OTHER		S																					
		▼																					

	NORTHBOUND <small>Camino San Gregorio</small>			SOUTHBOUND <small>Camino San Gregorio</small>			EASTBOUND <small>Ave 40</small>			WESTBOUND <small>Ave 40</small>			TOTAL	U-TURNS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR		NB	SB	EB	WB	TTL																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
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AM	<table border="1" style="width: 100%; border-collapse: collapse; text-align: center;"> <tr><td>7:00 AM</td><td>1</td><td>0</td><td>1</td><td>0</td><td>0</td><td>0</td><td>0</td><td>8</td><td>0</td><td>1</td><td>8</td><td>0</td><td>19</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>7:15 AM</td><td>1</td><td>0</td><td>1</td><td>0</td><td>0</td><td>0</td><td>0</td><td>6</td><td>0</td><td>1</td><td>15</td><td>0</td><td>24</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>7:30 AM</td><td>1</td><td>0</td><td>2</td><td>0</td><td>0</td><td>0</td><td>0</td><td>7</td><td>0</td><td>1</td><td>18</td><td>0</td><td>29</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>7:45 AM</td><td>0</td><td>0</td><td>2</td><td>0</td><td>0</td><td>0</td><td>0</td><td>13</td><td>5</td><td>4</td><td>19</td><td>0</td><td>43</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>8:00 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11:00 AM	6	0	6	0	0	0	0	25	1	8	37	0	83	0	0	0	0	0																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
11:15 AM	3	0	9	0	0	0	0	50	1	7	35	0	105	0	0	0	0	0																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
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12:30 PM	2	0	9	0	0	0	0	36	2	2	22	0	73	0	0	0	0	0																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
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VOLUMES	29	0	72	0	0	0	0	431	28	78	366	0	1,004																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
APPROACH %	29%	0%	71%	0%	0%	0%	0%	94%	6%	18%	82%	0%																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
APP/DEPART	101	/	0	0	/	106	459	/	503	444	/	395	0																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
BEGIN PEAK HR	11:15 AM																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
VOLUMES	8	0	28	0	0	0	0	173	9	26	122	0	366																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
APPROACH %	22%	0%	78%	0%	0%	0%	0%	95%	5%	18%	82%	0%																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
PEAK HR FACTOR	0.750			0.000																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
APP/DEPART	36	/	0	0	/	35	182	/	201	148	/	130	0																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																



AM	7:00 AM	7:15 AM	7:30 AM	7:45 AM	8:00 AM	8:15 AM	8:30 AM	8:45 AM	9:00 AM	9:15 AM	9:30 AM	9:45 AM	TOTAL	
	AM BEGIN PEAK HR													
	MD	10:00 AM	10:15 AM	10:30 AM	10:45 AM	11:00 AM	11:15 AM	11:30 AM	11:45 AM	12:00 PM	12:15 PM	12:30 PM	12:45 PM	TOTAL
		MD BEGIN PEAK HR												

PEDESTRIAN + BIKE CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	0	0	0	0
0	0	0	0	0
0	1	0	0	1
0	0	0	0	0
0	1	0	0	1
0	2	0	0	2
0	1	0	0	1
0	1	0	0	1
1	0	0	0	1
1	0	0	0	1
0	1	0	0	1
0	1	0	0	1
0	4	0	0	4
2	11	0	0	13
9:00 AM				
2	0	0	0	2
2	1	0	0	3
0	0	0	0	0
0	8	0	0	8
1	0	0	0	1
1	2	0	1	4
1	1	0	0	2
1	0	0	0	1
0	2	0	0	2
0	2	0	0	2
0	0	0	0	0
0	0	0	0	0
8	16	0	1	25
11:15 AM				
0	1	0	0	1

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
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	2	0	0	2
0	0	0	0	0
0	1	0	0	1
0	0	0	0	0
0	1	0	0	1
0	0	0	0	0
0	0	0	0	0
0	1	0	0	1
0	4	0	0	4
0	1	0	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	1	0	0	1
0	0	0	0	0
0	0	0	0	0
0	2	0	0	2
0	1	0	0	1

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
0	0	0	0	0
0	0	0	0	0
0	1	0	0	1
0	0	0	0	0
0	1	0	0	1
0	0	0	0	0
0	0	0	0	0
1	0	0	0	1
1	0	0	0	1
0	0	0	0	0
1	2	0	1	4
1	0	0	0	1
1	0	0	0	1
0	2	0	0	2
0	2	0	0	2
0	0	0	0	0
0	0	0	0	0
8	14	0	1	23

INTERSECTION TURNING MOVEMENT COUNTS

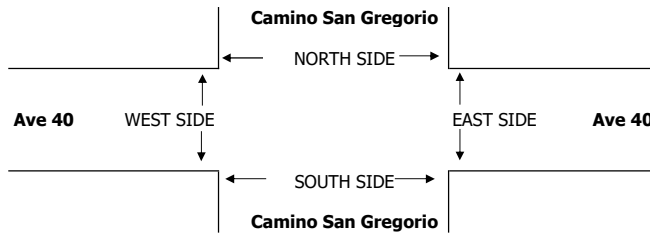
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Wed, Feb 9, 22	LOCATION: NORTH & SOUTH: EAST & WEST:	Indio Camino San Gregorio Ave 40	PROJECT #: SC3235 LOCATION #: 5 CONTROL: NO CONTROL																				
NOTES:		<table border="1" style="margin: auto;"> <tr><td>AM</td><td></td><td>▲</td><td></td></tr> <tr><td>PM</td><td></td><td>N</td><td></td></tr> <tr><td>MD</td><td>◀ W</td><td></td><td>E ▶</td></tr> <tr><td>OTHER</td><td></td><td>S</td><td></td></tr> <tr><td>OTHER</td><td></td><td>▼</td><td></td></tr> </table>	AM		▲		PM		N		MD	◀ W		E ▶	OTHER		S		OTHER		▼		<input type="checkbox"/> Add U-Turns to Left Turns
AM		▲																					
PM		N																					
MD	◀ W		E ▶																				
OTHER		S																					
OTHER		▼																					

	NORTHBOUND <small>Camino San Gregorio</small>			SOUTHBOUND <small>Camino San Gregorio</small>			EASTBOUND <small>Ave 40</small>			WESTBOUND <small>Ave 40</small>			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
LANES:	0	X	0	X	X	X	X	1	0	0	1	X	
AM													
7:00 AM	0	0	4	0	0	0	0	23	0	8	23	0	58
7:15 AM	0	0	4	0	0	0	0	13	1	18	51	0	87
7:30 AM	0	0	3	0	0	0	0	40	0	9	61	0	113
7:45 AM	0	0	7	0	0	0	0	37	0	3	72	0	119
8:00 AM	3	0	5	0	0	0	0	37	0	3	150	0	198
8:15 AM	1	0	3	0	0	0	0	109	3	4	131	0	251
8:30 AM	0	0	5	0	0	0	0	86	1	5	83	0	180
8:45 AM	0	0	6	0	0	0	0	66	4	3	59	0	138
9:00 AM	0	0	5	0	0	0	0	40	1	2	49	0	97
9:15 AM	1	0	0	0	0	0	0	30	0	7	56	0	94
9:30 AM	0	0	3	0	0	0	0	32	1	8	56	0	100
9:45 AM	0	0	8	0	0	0	0	42	1	5	58	0	114
VOLUMES	5	0	53	0	0	0	0	555	12	75	849	0	1,551
APPROACH %	9%	0%	91%	0%	0%	0%	0%	98%	2%	8%	92%	0%	
APP/DEPART	58	/	0	0	/	87	568	/	609	925	/	855	0
BEGIN PEAK HR	8:00 AM												
VOLUMES	4	0	19	0	0	0	0	298	8	15	423	0	768
APPROACH %	17%	0%	83%	0%	0%	0%	0%	97%	3%	3%	97%	0%	
PEAK HR FACTOR	0.719												
APP/DEPART	23	/	0	0	/	23	307	/	317	438	/	428	0
MD													
10:00 AM	0	0	9	0	0	0	0	43	1	5	51	0	109
10:15 AM	3	0	4	0	0	0	0	35	3	10	36	0	91
10:30 AM	0	0	9	0	0	0	0	34	0	4	65	0	112
10:45 AM	4	0	4	0	0	0	0	42	0	7	54	0	111
11:00 AM	2	0	6	0	0	0	0	39	1	5	53	0	106
11:15 AM	3	0	3	0	0	0	0	46	4	8	43	0	107
11:30 AM	1	0	5	0	0	0	0	38	4	7	47	0	102
11:45 AM	2	0	11	0	0	0	0	53	2	5	43	0	116
12:00 PM	2	0	5	0	0	0	0	51	0	8	52	0	118
12:15 PM	5	0	12	0	0	0	0	57	4	12	45	0	135
12:30 PM	2	0	6	0	0	0	0	61	0	8	52	0	129
12:45 PM	2	0	7	0	0	0	0	52	5	7	54	0	127
VOLUMES	26	0	81	0	0	0	0	551	24	86	595	0	1,364
APPROACH %	24%	0%	76%	0%	0%	0%	0%	96%	4%	13%	87%	0%	
APP/DEPART	107	/	0	0	/	110	575	/	633	682	/	621	0
BEGIN PEAK HR	12:00 PM												
VOLUMES	11	0	30	0	0	0	0	221	9	35	203	0	510
APPROACH %	27%	0%	73%	0%	0%	0%	0%	96%	4%	15%	85%	0%	
PEAK HR FACTOR	0.603												
APP/DEPART	41	/	0	0	/	44	230	/	252	239	/	214	0

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	1	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	1	0	1
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	1	1	2

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	1	1
0	0	0	1	1



	PEDESTRIAN + BIKE CROSSINGS				TOTAL
	N SIDE	S SIDE	E SIDE	W SIDE	
AM					
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	2	0	0	2
7:45 AM	0	0	0	0	0
8:00 AM	1	0	0	0	1
8:15 AM	1	0	0	0	1
8:30 AM	0	2	0	0	2
8:45 AM	0	0	0	0	0
9:00 AM	0	2	0	0	2
9:15 AM	0	1	0	0	1
9:30 AM	4	1	0	0	5
9:45 AM	0	3	0	0	3
TOTAL	6	11	0	0	17
AM BEGIN PEAK HR					
10:00 AM	0	7	0	0	7
10:15 AM	3	1	0	0	4
10:30 AM	1	1	0	0	2
10:45 AM	2	2	0	0	4
11:00 AM	2	4	0	0	6
11:15 AM	0	2	0	0	2
11:30 AM	2	2	0	0	4
11:45 AM	0	5	0	0	5
12:00 PM	1	8	0	0	9
12:15 PM	0	0	0	0	0
12:30 PM	0	0	0	0	0
12:45 PM	0	0	0	0	0
TOTAL	11	32	0	0	43
MD BEGIN PEAK HR					
12:00 PM	0	0	0	0	0

	PEDESTRIAN CROSSINGS				TOTAL
	N SIDE	S SIDE	E SIDE	W SIDE	
AM					
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	1	0	0	1
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	2	0	0	2
8:45 AM	0	0	0	0	0
9:00 AM	0	2	0	0	2
9:15 AM	0	1	0	0	1
9:30 AM	0	1	0	0	1
9:45 AM	0	1	0	0	1
TOTAL	0	8	0	0	8
AM BEGIN PEAK HR					
10:00 AM	0	6	0	0	6
10:15 AM	0	1	0	0	1
10:30 AM	0	0	0	0	0
10:45 AM	0	0	0	0	0
11:00 AM	0	0	0	0	0
11:15 AM	0	0	0	0	0
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
TOTAL	0	7	0	0	7
MD BEGIN PEAK HR					
12:00 PM	0	0	0	0	0

	BICYCLE CROSSINGS				TOTAL
	NS	SS	ES	WS	
AM					
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	1	0	0	1
7:45 AM	0	0	0	0	0
8:00 AM	1	0	0	0	1
8:15 AM	1	0	0	0	1
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
9:00 AM	0	0	0	0	0
9:15 AM	0	0	0	0	0
9:30 AM	4	0	0	0	4
9:45 AM	0	2	0	0	2
TOTAL	6	3	0	0	9
AM BEGIN PEAK HR					
10:00 AM	0	1	0	0	1
10:15 AM	3	0	0	0	3
10:30 AM	1	1	0	0	2
10:45 AM	2	2	0	0	4
11:00 AM	2	4	0	0	6
11:15 AM	0	2	0	0	2
11:30 AM	2	2	0	0	4
11:45 AM	0	5	0	0	5
12:00 PM	1	8	0	0	9
12:15 PM	0	0	0	0	0
12:30 PM	0	0	0	0	0
12:45 PM	0	0	0	0	0
TOTAL	11	25	0	0	36
MD BEGIN PEAK HR					
12:00 PM	0	0	0	0	0

INTERSECTION TURNING MOVEMENT COUNTS

T218

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

DATE:
Wed, Feb 9, 22

LOCATION:
NORTH & SOUTH: **Indio Camino San Gregorio**
EAST & WEST: **Ave 40**

PROJECT #: SC3235
LOCATION #: 5
CONTROL: NO CONTROL

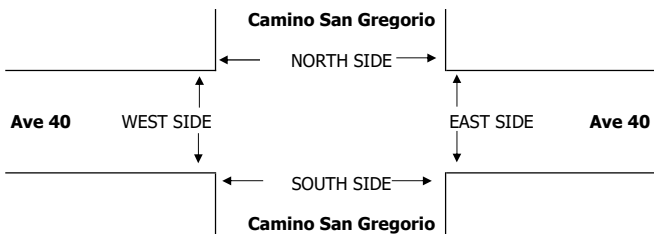
NOTES:

	AM	PM	MD	OTHER	◀ W	▲ N	▶ E
						▼ S	

Add U-Turns to Left Turns

LANES:	NORTHBOUND Camino San Gregorio			SOUTHBOUND Camino San Gregorio			EASTBOUND Ave 40			WESTBOUND Ave 40			TOTAL	
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR		
	0	X	0	X	X	X	X	1	0	0	1	X		
MD	1:00 PM	6	0	6	0	0	0	0	39	3	6	43	0	103
	1:15 PM	5	0	5	0	0	0	0	43	4	3	52	0	112
	1:30 PM	3	0	4	0	0	0	0	56	0	4	52	0	119
	1:45 PM	2	0	8	0	0	0	0	55	2	8	34	0	109
	2:00 PM	2	0	9	0	0	0	0	45	0	5	38	0	99
	2:15 PM	0	0	1	0	0	0	0	47	1	6	47	0	102
	2:30 PM	3	0	2	0	0	0	0	51	2	2	55	0	115
	2:45 PM	0	0	4	0	0	0	0	66	2	5	38	0	115
	3:00 PM	0	0	4	0	0	0	0	47	2	5	59	0	117
	3:15 PM	4	0	3	0	0	0	0	53	1	6	81	0	148
	3:30 PM	4	0	4	0	0	0	0	113	1	2	73	0	197
	3:45 PM	4	0	8	0	0	0	0	141	2	6	64	0	225
	VOLUMES	33	0	58	0	0	0	0	756	20	58	636	0	1,561
	APPROACH %	36%	0%	64%	0%	0%	0%	0%	97%	3%	8%	92%	0%	
	APP/DEPART	91	/	0	0	/	78	776	/	814	694	/	669	0
	BEGIN PEAK HR VOLUMES	3:00 PM						0	354	6	19	277	0	687
	APPROACH %	39%	0%	61%	0%	0%	0%	0%	98%	2%	6%	94%	0%	
	PEAK HR FACTOR	0.646			0.000			0.629			0.851			0.763
	APP/DEPART	31	/	0	0	/	25	360	/	373	296	/	289	0
PM	4:00 PM	0	0	6	0	0	0	0	93	2	5	46	0	152
	4:15 PM	2	0	6	0	0	0	0	60	0	4	48	0	120
	4:30 PM	0	0	2	0	0	0	0	47	2	5	35	0	91
	4:45 PM	0	0	3	0	0	0	0	50	3	1	34	0	91
	5:00 PM	2	0	7	0	0	0	0	45	1	3	33	0	91
	5:15 PM	1	0	5	0	0	0	0	55	0	3	45	0	109
	5:30 PM	1	0	3	0	0	0	0	52	0	4	49	0	109
	5:45 PM	1	0	4	0	0	0	0	54	1	3	42	0	105
	6:00 PM	0	0	5	0	0	0	0	53	1	1	38	0	98
	6:15 PM	0	0	1	0	0	0	0	35	1	4	33	0	74
	6:30 PM	3	0	1	0	0	0	0	33	0	2	16	0	55
	6:45 PM	3	0	4	0	0	0	0	29	1	0	15	0	52
	VOLUMES	13	0	47	0	0	0	0	606	12	35	434	0	1,147
	APPROACH %	22%	0%	78%	0%	0%	0%	0%	98%	2%	7%	93%	0%	
	APP/DEPART	60	/	0	0	/	47	618	/	653	469	/	447	0
	BEGIN PEAK HR VOLUMES	4:00 PM						0	250	7	15	163	0	454
	APPROACH %	11%	0%	89%	0%	0%	0%	0%	97%	3%	8%	92%	0%	
	PEAK HR FACTOR	0.594			0.000			0.676			0.856			0.747
	APP/DEPART	19	/	0	0	/	22	257	/	267	178	/	165	0

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0



LANES:	PEDESTRIAN + BIKE CROSSINGS				
	N SIDE	S SIDE	E SIDE	W SIDE	
MD	1:00 PM	1	0	0	1
	1:15 PM	0	0	0	0
	1:30 PM	0	1	0	1
	1:45 PM	0	0	0	0
	2:00 PM	0	0	0	0
	2:15 PM	1	1	0	2
	2:30 PM	0	0	0	0
	2:45 PM	0	0	0	0
	3:00 PM	0	1	0	1
	3:15 PM	0	1	0	1
	3:30 PM	0	0	0	0
	3:45 PM	2	0	0	2
	TOTAL	4	4	0	8
	MD BEGIN PEAK HR	3:00 PM			
	4:00 PM	1	0	0	1
	4:15 PM	0	0	0	0
	4:30 PM	0	0	0	0
	4:45 PM	0	0	0	0
	5:00 PM	2	0	0	2
	5:15 PM	0	0	0	0
	5:30 PM	0	0	0	0
	5:45 PM	0	0	0	0
	6:00 PM	0	0	0	0
	6:15 PM	0	0	0	0
	6:30 PM	0	0	0	0
	6:45 PM	0	0	0	0
	TOTAL	3	0	0	3
	PM BEGIN PEAK HR	4:00 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	2	0	0	2
	5:15 PM	0	0	0	0
	5:30 PM	0	0	0	0
	5:45 PM	0	0	0	0
	6:00 PM	0	0	0	0
	6:15 PM	0	0	0	0
	6:30 PM	0	0	0	0
	6:45 PM	0	0	0	0
	TOTAL	3	0	0	3

LANES:	PEDESTRIAN CROSSINGS				
	N SIDE	S SIDE	E SIDE	W SIDE	
MD	1:00 PM	0	0	0	0
	1:15 PM	0	0	0	0
	1:30 PM	0	0	0	0
	1:45 PM	0	0	0	0
	2:00 PM	0	0	0	0
	2:15 PM	0	0	0	0
	2:30 PM	0	0	0	0
	2:45 PM	0	0	0	0
	3:00 PM	0	0	0	0
	3:15 PM	0	1	0	1
	3:30 PM	0	0	0	0
	3:45 PM	0	0	0	0
	TOTAL	0	1	0	1
	MD BEGIN PEAK HR	3:00 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
	6:00 PM	0	0	0	0
	6:15 PM	0	0	0	0
	6:30 PM	0	0	0	0
	6:45 PM	0	0	0	0
	TOTAL	0	0	0	0
	PM BEGIN PEAK HR	4:00 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
	6:00 PM	0	0	0	0
	6:15 PM	0	0	0	0
	6:30 PM	0	0	0	0
	6:45 PM	0	0	0	0
	TOTAL	0	0	0	0

LANES:	BICYCLE CROSSINGS				
	NS	SS	ES	WS	
MD	1:00 PM	1	0	0	1
	1:15 PM	0	0	0	0
	1:30 PM	0	1	0	1
	1:45 PM	0	0	0	0
	2:00 PM	0	0	0	0
	2:15 PM	1	1	0	2
	2:30 PM	0	0	0	0
	2:45 PM	0	0	0	0
	3:00 PM	0	1	0	1
	3:15 PM	0	0	0	0
	3:30 PM	0	0	0	0
	3:45 PM	2	0	0	2
	TOTAL	4	3	0	7
	MD BEGIN PEAK HR	3:00 PM			
	4:00 PM	1	0	0	1
	4:15 PM	0	0	0	0
	4:30 PM	0	0	0	0
	4:45 PM	0	0	0	0
	5:00 PM	2	0	0	2
	5:15 PM	0	0	0	0
	5:30 PM	0	0	0	0
	5:45 PM	0	0	0	0
	6:00 PM	0	0	0	0
	6:15 PM	0	0	0	0
	6:30 PM	0	0	0	0
	6:45 PM	0	0	0	0
	TOTAL	3	0	0	3
	PM BEGIN PEAK HR	4:00 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	2	0	0	2
	5:15 PM	0	0	0	0
	5:30 PM	0	0	0	0
	5:45 PM	0	0	0	0
	6:00 PM	0	0	0	0
	6:15 PM	0	0	0	0
	6:30 PM	0	0	0	0
	6:45 PM	0	0	0	0
	TOTAL	3	0	0	3

LANES:	BICYCLE CROSSINGS				
	NS	SS	ES	WS	
MD	1:00 PM	1	0	0	1
	1:15 PM	0	0	0	0
	1:30 PM	0	1	0	1
	1:45 PM	0	0	0	0
	2:00 PM	0	0	0	0
	2:15 PM	1	1	0	2
	2:30 PM	0	0	0	0
	2:45 PM	0	0	0	0
	3:00 PM	0	1	0	1
	3:15 PM	0	0	0	0
	3:30 PM</				

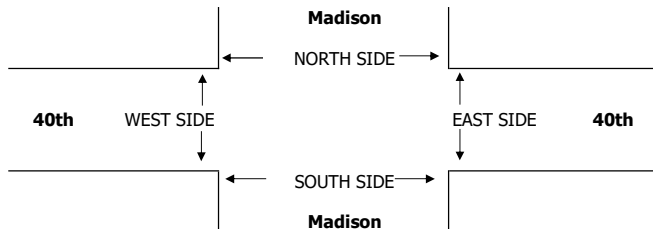
INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: Fri, Mar 25, 22	LOCATION: NORTH & SOUTH: Indio EAST & WEST: Madison 40th	PROJECT #: SC3235	LOCATION #: 6 CONTROL: SIGNAL																				
NOTES:																							
<table border="1" style="display: inline-table; 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;">W</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><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><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	◀	W	E	MD	◀	W	E	OTHER	▶	S	▶	OTHER	▶	S	▶
AM	▲	N	▶																				
PM	◀	W	E																				
MD	◀	W	E																				
OTHER	▶	S	▶																				
OTHER	▶	S	▶																				

☑ Add U-Turns to Left Turns

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			U-TURNS					
	Madison			Madison			40th			40th			NB	SB	EB	WB	TTL	
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	0	0	0	0	0
LANES:	0	1	0	1	1	1	1	1	0	1	1	1						
AM																		
7:00 AM	0	0	0	9	0	9	2	20	0	0	25	9	74	0	0	0	0	0
7:15 AM	0	0	0	11	0	8	2	22	0	0	36	13	92	0	0	0	0	0
7:30 AM	0	0	0	13	0	5	4	29	0	1	51	18	121	0	0	0	0	0
7:45 AM	0	0	0	18	0	7	2	52	0	0	72	15	166	0	0	0	0	0
8:00 AM	0	0	0	12	0	9	3	64	0	0	126	66	280	0	0	0	0	0
8:15 AM	0	0	0	35	0	12	7	78	0	0	144	77	353	0	0	0	0	0
8:30 AM	0	0	0	30	0	12	4	102	0	0	70	25	243	0	0	0	0	0
8:45 AM	0	0	1	16	0	10	5	70	0	1	63	9	175	0	0	0	0	0
9:00 AM	1	0	0	11	0	14	6	38	0	0	37	8	115	0	0	0	0	0
9:15 AM	0	0	0	10	0	16	3	32	0	0	49	10	120	0	0	0	0	0
9:30 AM	0	0	1	9	0	15	8	36	0	0	47	13	129	0	0	1	0	1
9:45 AM	0	0	0	13	0	15	9	30	0	0	43	8	118	0	0	0	0	0
VOLUMES	1	0	2	187	0	132	55	573	0	2	763	271	1,986	0	0	1	0	1
APPROACH %	33%	0%	67%	59%	0%	41%	9%	91%	0%	0%	74%	26%						
APP/DEPART	3	/	325	319	/	2	628	/	762	1,036	/	897	0					
BEGIN PEAK HR	8:00 AM																	
VOLUMES	0	0	1	93	0	43	19	314	0	1	403	177	1,051					
APPROACH %	0%	0%	100%	68%	0%	32%	6%	94%	0%	0%	69%	30%						
PEAK HR FACTOR		0.250		0.723				0.785			0.657		0.744					
APP/DEPART	1	/	196	136	/	1	333	/	408	581	/	446	0					
MD																		
10:00 AM	0	0	0	10	0	19	4	40	0	0	42	12	127	0	0	0	0	0
10:15 AM	0	0	0	13	0	11	13	47	0	0	55	13	152	0	0	0	0	0
10:30 AM	0	0	0	14	0	14	8	32	0	0	63	10	141	0	0	0	0	0
10:45 AM	1	0	0	17	0	7	15	49	0	1	70	12	172	0	0	0	1	1
11:00 AM	0	0	0	21	0	12	15	77	0	0	144	48	317	0	0	0	0	0
11:15 AM	0	0	0	104	0	27	24	96	0	0	93	47	391	0	0	0	0	0
11:30 AM	0	0	1	49	0	15	9	74	0	1	82	19	250	0	0	0	0	0
11:45 AM	0	0	0	42	0	10	10	59	0	0	70	14	205	0	0	0	0	0
12:00 PM	0	0	0	48	0	11	8	80	0	0	54	17	218	0	0	0	0	0
12:15 PM	0	0	0	34	0	7	12	87	0	0	43	12	195	0	0	0	0	0
12:30 PM	0	0	0	20	0	8	12	50	0	0	49	16	155	0	0	1	0	1
12:45 PM	0	0	0	20	0	10	10	69	0	0	38	12	159	0	0	0	0	0
VOLUMES	1	0	1	392	0	151	140	760	0	2	803	232	2,482	0	0	1	1	2
APPROACH %	50%	0%	50%	72%	0%	28%	16%	84%	0%	0%	77%	22%						
APP/DEPART	2	/	371	543	/	1	900	/	1,154	1,037	/	956	0					
BEGIN PEAK HR	11:00 AM																	
VOLUMES	0	0	1	216	0	64	58	306	0	1	389	128	1,163					
APPROACH %	0%	0%	100%	77%	0%	23%	16%	84%	0%	0%	75%	25%						
PEAK HR FACTOR		0.250		0.534				0.758			0.674		0.744					
APP/DEPART	1	/	186	280	/	1	364	/	523	518	/	453	0					



AM				
7:00 AM	0	0	0	0
7:15 AM	0	0	0	0
7:30 AM	0	1	0	1
7:45 AM	0	1	0	1
8:00 AM	0	0	0	2
8:15 AM	0	1	1	2
8:30 AM	1	10	1	13
8:45 AM	1	7	0	9
9:00 AM	0	6	0	8
9:15 AM	0	2	0	2
9:30 AM	1	3	0	6
9:45 AM	0	3	1	4
TOTAL	3	34	3	49
AM BEGIN PEAK HR	8:00 AM			
10:00 AM	2	2	0	4
10:15 AM	0	4	0	4
10:30 AM	1	4	0	9
10:45 AM	0	2	1	5
11:00 AM	1	2	0	4
11:15 AM	0	4	0	5
11:30 AM	2	5	0	7
11:45 AM	1	2	0	4
12:00 PM	0	4	0	4
12:15 PM	0	6	2	8
12:30 PM	2	3	0	5
12:45 PM	0	2	2	4
TOTAL	9	40	5	63
MD BEGIN PEAK HR	11:00 AM			
2	7	0	2	11

PEDESTRIAN + BIKE CROSSINGS					
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	
0	0	0	0	0	
0	0	0	0	0	
0	1	0	1	2	
0	1	0	0	1	
0	0	0	2	2	
0	1	1	0	2	
1	10	1	1	13	
1	7	0	1	9	
0	6	0	2	8	
0	2	0	0	2	
1	3	0	2	6	
0	3	1	0	4	
TOTAL	3	34	3	9	49
8:00 AM					
2	2	0	0	4	
0	4	0	0	4	
1	4	0	4	9	
0	2	1	2	5	
1	2	0	1	4	
0	4	0	1	5	
2	5	0	0	7	
1	2	0	1	4	
0	4	0	0	4	
0	6	2	0	8	
2	3	0	0	5	
0	2	2	0	4	
TOTAL	9	40	5	9	63
11:00 AM					
2	7	0	2	11	

PEDESTRIAN CROSSINGS					
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	
0	0	0	0	0	
0	0	0	0	0	
0	1	0	0	1	
0	1	0	0	1	
0	0	0	2	2	
0	1	0	0	1	
1	2	0	1	4	
1	1	0	1	3	
0	6	0	2	8	
0	1	0	0	1	
1	2	0	2	5	
0	1	0	0	1	
TOTAL	3	16	0	8	27
8:00 AM					
2	4	0	4	10	
2	1	0	0	3	
0	4	0	0	4	
0	0	0	4	4	
0	2	0	2	4	
1	0	0	1	2	
0	0	0	0	0	
0	5	0	0	5	
1	2	0	1	4	
0	2	0	0	2	
0	0	0	0	0	
0	3	0	0	3	
0	0	0	0	0	
TOTAL	4	19	0	8	31
11:00 AM					
2	7	0	2	11	

BICYCLE CROSSINGS					
NS	SS	ES	WS	TOTAL	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	1	1	
0	0	0	0	0	
0	0	0	0	0	
0	0	1	0	1	
0	8	1	0	9	
0	6	0	0	6	
0	0	0	0	0	
0	1	0	0	1	
0	1	0	0	1	
0	2	1	0	3	
TOTAL	0	18	3	1	22
8:00 AM					
0	1	0	0	1	
0	0	0	0	0	
1	4	0	0	5	
0	0	1	0	1	
0	2	0	0	2	
0	4	0	1	5	
2	0	0	0	2	
0	0	0	0	0	
0	6	2	0	8	
2	0	0	0	2	
0	2	2	0	4	
TOTAL	5	21	5	1	32
11:00 AM					
2	7	0	2	11	

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: Fri, Mar 25, 22	LOCATION: NORTH & SOUTH: Indio EAST & WEST: Madison 40th	PROJECT #: SC3235 LOCATION #: 6 CONTROL: SIGNAL	
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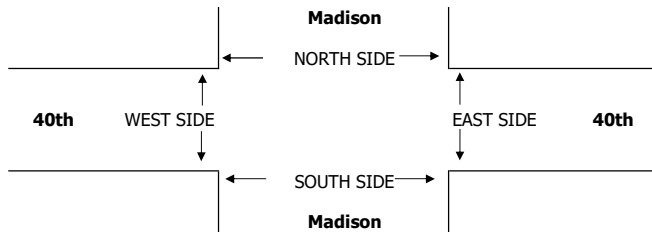
NOTES:

AM	▲
PM	▼
MD	◀ W
OTHER	▶ E

▲	N	▶
▼	S	▶

Add U-Turns to Left Turns

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL	U-TURNS							
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR		NB	SB	EB	WB	TTL			
LANES:	0	1	0	1	1	1	1	1	0	1	1	1									
MD																					
1:00 PM	0	0	1	24	1	17	16	52	0	0	35	12	158	0	0	0	0	0			
1:15 PM	0	0	0	20	0	15	26	36	0	1	37	8	143	0	0	0	0	0			
1:30 PM	0	0	0	12	0	13	24	40	0	0	39	11	139	0	0	0	0	0			
1:45 PM	0	0	0	23	0	19	24	36	0	0	33	16	151	0	0	0	0	0			
2:00 PM	0	0	0	31	0	16	31	40	0	0	32	13	163	0	0	0	0	0			
2:15 PM	0	0	0	32	0	16	24	58	0	0	40	17	187	0	0	0	0	0			
2:30 PM	0	1	0	26	0	7	18	47	0	0	33	16	148	0	0	0	0	0			
2:45 PM	0	0	0	19	0	12	9	36	0	0	27	13	116	0	0	0	0	0			
3:00 PM	0	0	1	21	0	10	16	45	1	0	38	15	147	0	0	0	0	0			
3:15 PM	0	0	1	12	0	5	18	55	0	1	26	15	133	0	0	1	0	1			
3:30 PM	0	0	1	15	0	13	3	54	0	0	30	21	137	0	0	0	0	0			
3:45 PM	0	0	0	17	0	9	16	46	0	0	32	25	145	0	0	0	0	0			
VOLUMES	0	1	4	252	1	152	225	545	1	2	402	182	1,767	0	0	1	0	1			
APPROACH %	0%	20%	80%	62%	0%	38%	29%	71%	0%	0%	69%	31%									
APP/DEPART	5	/	407	405	/	4	771	/	801	586	/	555	0								
BEGIN PEAK HR	1:45 PM																				
VOLUMES	0	1	0	112	0	58	97	181	0	0	138	62	649								
APPROACH %	0%	100%	0%	66%	0%	34%	35%	65%	0%	0%	69%	31%									
PEAK HR FACTOR	0.250																				
APP/DEPART	1	/	160	170	/	0	278	/	293	200	/	196	0								
PM																					
4:00 PM	0	0	0	10	0	5	16	56	0	0	41	16	144	0	0	0	0	0			
4:15 PM	0	0	0	22	0	8	16	44	0	0	39	14	143	0	0	0	0	0			
4:30 PM	0	0	1	16	0	10	6	43	0	0	38	11	125	0	0	0	0	0			
4:45 PM	0	0	0	18	0	9	11	41	0	0	35	9	123	0	0	0	0	0			
5:00 PM	0	0	0	17	0	8	12	42	0	0	32	12	123	0	0	0	0	0			
5:15 PM	0	0	0	15	0	7	14	39	0	0	34	8	117	0	0	0	0	0			
5:30 PM	0	0	1	21	0	11	9	38	0	0	28	7	115	0	0	0	0	0			
5:45 PM	0	0	0	16	0	9	13	41	0	0	26	11	116	0	0	0	0	0			
6:00 PM	0	0	0	14	0	7	12	44	0	0	27	8	112	0	0	0	0	0			
6:15 PM	0	0	0	11	0	12	11	39	0	0	29	5	107	0	0	0	0	0			
6:30 PM	0	0	0	9	0	9	9	38	0	0	28	6	99	0	0	0	0	0			
6:45 PM	0	0	0	8	0	11	8	31	0	0	25	8	91	0	0	0	0	0			
VOLUMES	0	0	2	177	0	106	137	496	0	0	382	115	1,415								
APPROACH %	0%	0%	100%	63%	0%	37%	22%	78%	0%	0%	77%	23%									
APP/DEPART	2	/	252	283	/	0	633	/	675	497	/	488	0								
BEGIN PEAK HR	4:00 PM																				
VOLUMES	0	0	1	66	0	32	49	184	0	0	153	50	535								
APPROACH %	0%	0%	100%	67%	0%	33%	21%	79%	0%	0%	75%	25%									
PEAK HR FACTOR	0.250																				
APP/DEPART	1	/	99	98	/	0	233	/	251	203	/	185	0								



MD	1:00 PM	0	0	1	0	1
	1:15 PM	1	0	0	0	1
	1:30 PM	0	0	0	0	0
	1:45 PM	0	0	1	0	1
	2:00 PM	0	0	0	0	0
	2:15 PM	0	1	0	1	2
	2:30 PM	0	0	0	0	0
	2:45 PM	1	0	0	0	1
	3:00 PM	0	0	0	0	0
	3:15 PM	0	1	1	0	2
	3:30 PM	0	1	0	1	2
	3:45 PM	0	0	0	0	0
	TOTAL	2	3	3	2	10
	MD BEGIN PEAK HR	1:45 PM				
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	1	0	1	0	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	1	1	0	0	2
	6:00 PM	0	0	0	0	0
	6:15 PM	0	0	1	0	1
	6:30 PM	0	0	0	1	1
	6:45 PM	0	0	0	0	0
	TOTAL	2	1	2	1	6
	PM BEGIN PEAK HR	4:00 PM				

PEDESTRIAN + BIKE CROSSINGS					
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	
0	0	1	0	1	
1	0	0	0	1	
0	0	0	0	0	
0	0	1	0	1	
0	0	0	0	0	
0	1	0	1	2	
0	0	0	0	0	
1	0	0	0	1	
0	0	0	0	0	
0	1	1	0	2	
0	1	0	1	2	
0	0	0	0	0	
2	3	3	2	10	
1:45 PM					
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
1	0	1	0	2	
0	0	0	0	0	
0	0	0	0	0	
1	1	0	0	2	
0	0	0	0	0	
0	0	1	0	1	
0	0	0	1	1	
0	0	0	0	0	
2	1	2	1	6	
4:00 PM					
0	0	1	0	1	

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	1	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	1	0	1
0	0	0	0	0
0	0	0	0	0
0	0	2	0	2
0	0	1	0	1

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
0	0	1	0	1
1	0	0	0	1
0	0	0	0	0
0	0	1	0	1
0	0	0	0	0
0	1	0	1	2
0	0	0	0	0
1	0	0	0	1
0	0	0	0	0
0	0	0	0	0
1	1	0	0	2
0	0	0	0	0
0	0	0	0	0
0	0	0	1	1
0	0	0	0	0
2	1	0	1	4

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: Mon, Mar 28, 22	LOCATION: NORTH & SOUTH: EAST & WEST:	Indio Madison 40th	PROJECT #: LOCATION #: CONTROL:	SC3235 6 SIGNAL
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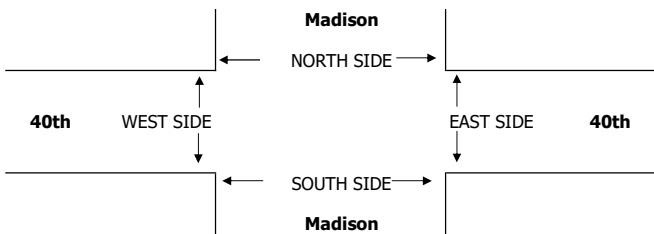
NOTES:	AM		▲	N	
	PM	←	W	E	→
	MD	↓	S		
	OTHER				

Add U-Turns to Left Turns

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL	
	Madison			Madison			40th			40th				
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR		
LANES:	0	1	0	1	1	1	1	1	0	1	1	1		
AM	7:00 AM	0	0	0	9	0	7	4	21	0	0	25	5	71
	7:15 AM	0	0	0	11	0	8	6	22	0	0	46	6	99
	7:30 AM	0	0	0	11	0	11	5	28	0	0	51	8	114
	7:45 AM	0	0	0	12	0	9	4	31	0	0	75	15	146
	8:00 AM	0	0	0	33	0	11	6	33	0	0	132	65	280
	8:15 AM	0	0	0	28	0	13	8	88	0	0	121	72	330
	8:30 AM	0	0	1	25	0	15	10	75	0	0	81	18	225
	8:45 AM	0	0	0	16	0	9	7	61	0	0	45	12	150
	9:00 AM	0	0	0	11	0	12	9	32	0	0	35	6	105
	9:15 AM	0	0	0	9	0	11	8	31	0	0	34	7	100
	9:30 AM	0	0	0	8	0	16	7	28	0	0	31	5	95
	9:45 AM	0	0	0	9	0	15	5	25	0	0	35	3	92
	VOLUMES	0	0	1	182	0	137	79	475	0	0	711	222	1,807
	APPROACH %	0%	0%	100%	57%	0%	43%	14%	86%	0%	0%	76%	24%	
APP/DEPART	1	/	301	319	/	0	554	/	658	933	/	848	0	
BEGIN PEAK HR	8:00 AM													
VOLUMES	0	0	1	102	0	48	31	257	0	0	379	167	985	
APPROACH %	0%	0%	100%	68%	0%	32%	11%	89%	0%	0%	69%	31%		
PEAK HR FACTOR	0.250			0.852			0.750			0.693			0.746	
APP/DEPART	1	/	198	150	/	0	288	/	360	546	/	427	0	
MD	10:00 AM	0	0	0	9	0	12	11	38	0	0	38	7	115
	10:15 AM	0	1	0	12	0	14	9	31	0	0	35	8	110
	10:30 AM	0	0	0	15	0	15	8	38	0	0	48	5	129
	10:45 AM	0	0	1	12	0	13	9	39	0	0	38	9	121
	11:00 AM	0	0	0	13	0	11	7	41	1	0	51	8	132
	11:15 AM	0	1	1	11	0	9	11	28	0	0	45	6	112
	11:30 AM	0	0	0	8	0	11	15	39	0	0	46	9	128
	11:45 AM	0	0	0	8	0	14	12	35	1	0	43	11	124
	12:00 PM	0	0	0	10	0	13	11	31	0	1	41	9	116
	12:15 PM	0	0	0	12	0	11	14	35	0	0	48	8	128
	12:30 PM	1	0	0	6	0	12	12	48	0	0	42	11	132
	12:45 PM	0	0	0	8	0	6	8	41	0	0	35	9	107
	VOLUMES	1	2	2	124	0	141	127	444	2	1	510	100	1,454
	APPROACH %	20%	40%	40%	47%	0%	53%	22%	77%	0%	0%	83%	16%	
APP/DEPART	5	/	228	265	/	3	573	/	570	611	/	653	0	
BEGIN PEAK HR	11:45 AM													
VOLUMES	1	0	0	36	0	50	49	149	1	1	174	39	500	
APPROACH %	100%	0%	0%	42%	0%	58%	25%	75%	1%	0%	81%	18%		
PEAK HR FACTOR	0.250			0.935			0.829			0.955			0.947	
APP/DEPART	1	/	87	86	/	2	199	/	185	214	/	226	0	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0



AM	7:00 AM
	7:15 AM
	7:30 AM
	7:45 AM
	8:00 AM
	8:15 AM
	8:30 AM
	8:45 AM
	9:00 AM
	9:15 AM
	9:30 AM
	9:45 AM
TOTAL	
AM BEGIN PEAK HR	

PEDESTRIAN + BIKE CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	0	0	0	0
0	1	0	0	1
0	0	0	2	2
1	0	0	1	2
0	1	0	0	1
1	0	0	0	1
1	3	0	0	4
0	1	0	0	1
0	0	0	1	1
0	3	0	1	4
2	1	0	1	4
0	1	0	0	1
5	11	0	6	22

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	0	0	0	0
0	1	0	0	1
0	0	0	2	2
1	0	0	1	2
0	1	0	0	1
1	0	0	0	1
0	1	0	0	1
0	0	0	1	1
0	2	0	1	3
1	1	0	1	3
0	0	0	0	0
3	6	0	6	15

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
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
1	3	0	0	4
0	0	0	0	0
0	0	0	0	0
0	1	0	0	1
1	0	0	0	1
0	1	0	0	1
2	5	0	0	7

MD	10:00 AM
	10:15 AM
	10:30 AM
	10:45 AM
	11:00 AM
	11:15 AM
	11:30 AM
	11:45 AM
	12:00 PM
	12:15 PM
	12:30 PM
	12:45 PM
TOTAL	
MD BEGIN PEAK HR	

PEDESTRIAN + BIKE CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
2	2	0	0	4
1	1	0	0	2
0	3	0	0	3
0	3	0	0	3
0	1	0	0	1
0	1	0	1	2
0	1	0	0	1
1	4	0	2	7
0	3	0	0	3
0	2	0	0	2
1	0	0	1	2
0	0	0	0	0
5	21	0	4	30

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	1	0	0	1
1	1	0	0	2
0	0	0	0	0
0	0	0	0	0
0	1	0	0	1
0	0	0	1	1
0	0	0	0	0
0	1	0	0	1
0	0	0	0	0
0	1	0	0	1
0	0	0	0	0
1	5	0	1	7
0	2	0	0	2

2	1	0	0	3
0	0	0	0	0
0	3	0	0	3
0	3	0	0	3
0	0	0	0	0
0	1	0	0	1
0	1	0	0	1
1	3	0	2	6
0	3	0	0	3
0	1	0	0	1
1	0	0	1	2
0	0	0	0	0
4	16	0	3	23

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: Sat, Mar 26, 22	LOCATION: NORTH & SOUTH: EAST & WEST:	Indio Madison 40th	PROJECT #: LOCATION #: CONTROL:	SC3235 6 SIGNAL
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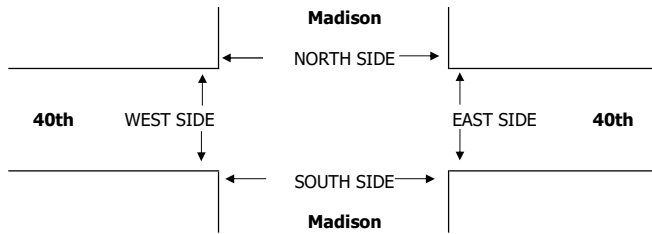
NOTES:	AM	PM	MD	OTHER	▲ N ▼ S	← W → E
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Add U-Turns to Left Turns

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL	
	Madison			Madison			40th			40th				
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR		
AM	7:00 AM	0	0	0	5	0	5	1	15	0	1	15	8	50
	7:15 AM	0	0	0	6	0	6	1	11	0	0	12	11	47
	7:30 AM	0	0	0	7	0	7	2	19	0	0	15	15	65
	7:45 AM	0	0	0	9	0	4	1	18	0	0	38	12	82
	8:00 AM	0	0	0	8	0	8	2	21	0	1	39	25	104
	8:15 AM	0	0	0	15	0	9	1	31	0	0	54	21	131
	8:30 AM	0	0	0	17	0	8	2	42	0	1	41	18	129
	8:45 AM	0	0	1	11	0	7	3	35	0	0	38	11	106
	9:00 AM	1	0	0	9	0	8	2	28	0	0	28	15	91
	9:15 AM	0	0	0	8	0	4	1	21	0	0	25	8	67
	9:30 AM	0	0	1	7	0	6	5	18	0	0	21	11	69
	9:45 AM	0	0	0	8	0	3	3	15	0	0	18	9	56
	VOLUMES	1	0	2	110	0	75	24	274	0	3	344	164	997
	APPROACH %	33%	0%	67%	59%	0%	41%	8%	92%	0%	1%	67%	32%	
APP/DEPART	3	/	187	185	/	3	298	/	386	511	/	421	0	
BEGIN PEAK HR	8:00 AM													
VOLUMES	0	0	1	51	0	32	8	129	0	2	172	75	470	
APPROACH %	0%	0%	100%	61%	0%	39%	6%	94%	0%	1%	69%	30%		
PEAK HR FACTOR	0.250			0.830			0.778			0.830			0.897	
APP/DEPART	1	/	83	83	/	2	137	/	181	249	/	204	0	
MD	10:00 AM	0	0	0	8	0	11	5	22	0	0	38	9	93
	10:15 AM	0	0	0	7	0	9	8	25	0	0	41	8	98
	10:30 AM	0	0	0	11	0	12	9	21	0	0	42	10	105
	10:45 AM	1	0	0	9	0	9	11	31	0	0	45	7	113
	11:00 AM	0	0	0	11	0	8	12	41	0	1	45	16	134
	11:15 AM	0	0	0	25	0	15	15	55	0	0	44	21	175
	11:30 AM	0	0	1	28	0	11	14	54	0	1	38	15	162
	11:45 AM	0	0	0	15	0	8	9	28	0	0	31	11	102
	12:00 PM	0	0	0	14	0	9	11	54	0	0	35	13	136
	12:15 PM	0	0	0	21	0	11	8	51	0	0	31	9	131
	12:30 PM	0	0	0	15	0	12	9	28	0	0	28	15	107
	12:45 PM	0	0	0	14	0	8	12	22	0	0	27	8	91
	VOLUMES	1	0	1	178	0	123	123	432	0	2	445	142	1,447
	APPROACH %	50%	0%	50%	59%	0%	41%	22%	78%	0%	0%	76%	24%	
APP/DEPART	2	/	264	301	/	1	555	/	612	589	/	570	0	
BEGIN PEAK HR	10:45 AM													
VOLUMES	1	0	1	73	0	43	52	181	0	2	172	59	584	
APPROACH %	50%	0%	50%	63%	0%	37%	22%	78%	0%	1%	74%	25%		
PEAK HR FACTOR	0.500			0.725			0.832			0.896			0.834	
APP/DEPART	2	/	111	116	/	1	233	/	256	233	/	216	0	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	1	0	1
0	0	0	0	0
0	0	1	0	1

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	1	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	1	0	1
0	0	1	1	2



AM	7:00 AM	0	0	0	0
	7:15 AM	0	0	0	0
	7:30 AM	0	0	0	0
	7:45 AM	0	0	0	0
	8:00 AM	0	1	0	1
	8:15 AM	0	0	0	1
	8:30 AM	0	0	0	0
	8:45 AM	0	0	0	0
	9:00 AM	0	0	0	1
	9:15 AM	1	1	0	2

PEDESTRIAN + BIKE CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	1	0	1	2
0	0	0	1	1
0	0	0	0	0
0	0	0	0	0
0	0	0	1	1
1	1	0	0	2
0	1	0	0	1
0	0	0	0	0
0	0	0	0	0
1	1	0	0	2
0	0	0	0	0
1	3	0	0	4
0	0	1	0	1
4	6	1	2	13

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	1	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	1	1
1	0	0	0	1
0	1	0	0	1
0	0	0	0	0
0	0	0	0	0
1	0	0	0	1
0	0	0	0	0
1	3	0	0	4
0	0	0	0	0
3	4	0	2	9

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	1	0	0	1
0	0	0	1	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	1	0	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
1	0	0	0	1
0	0	0	0	0
0	0	0	0	0
0	0	1	0	1
1	2	1	0	4

MD	10:00 AM	0	0	0	0
	10:15 AM	0	0	0	0
	10:30 AM	0	1	0	1
	10:45 AM	1	0	0	1
	11:00 AM	0	1	0	1
	11:15 AM	0	0	0	0
	11:30 AM	1	0	0	1
	11:45 AM	0	0	0	0
	12:00 PM	1	1	0	2
	12:15 PM	0	0	0	0

PEDESTRIAN + BIKE CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	0	0	0	0
0	0	0	0	0
0	1	0	0	1
1	0	0	1	2
0	1	0	0	1
0	0	0	0	0
1	0	0	1	2
0	0	0	0	0
1	1	0	0	2
0	0	0	0	0
1	3	0	0	4
0	0	1	0	1
4	6	1	2	13

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	1	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	1	1
1	0	0	0	1
0	1	0	0	1
0	0	0	0	0
0	0	0	0	0
1	0	0	0	1
0	0	0	0	0
1	3	0	0	4
0	0	0	0	0
3	4	0	2	9

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
0	0	0	0	0
0	0	0	0	0
0	1	0	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
1	0	0	0	1
0	0	0	0	0
0	1	0	0	1
0	0	0	0	0
0	0	0	0	0
0	0	1	0	1
1	2	1	0	4

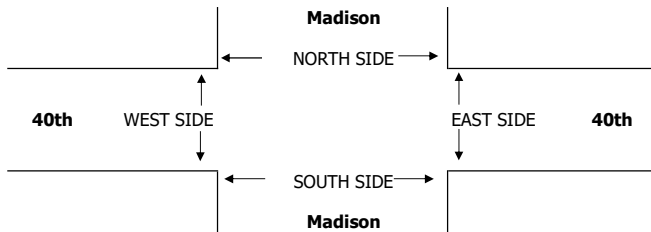
INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: Sun, Mar 27, 22	LOCATION: NORTH & SOUTH: Madison EAST & WEST: 40th	PROJECT #: SC3235 LOCATION #: 6 CONTROL: SIGNAL
NOTES: <div style="float: right; margin-top: 10px;"> AM ↑ PM ↓ MD ← W E → OTHER S N OTHER </div>		

Add U-Turns to Left Turns

	NORTHBOUND <small>Madison</small>			SOUTHBOUND <small>Madison</small>			EASTBOUND <small>40th</small>			WESTBOUND <small>40th</small>			TOTAL	U-TURNS					
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR		NB	SB	EB	WB	TTL	
LANES:	0	1	0	1	1	1	1	1	0	1	1	1	0	0	0	0	0		
AM	7:00 AM	0	0	0	4	0	2	2	11	0	1	12	9	41	0	0	0	0	0
	7:15 AM	0	0	0	5	0	5	3	9	0	0	13	8	43	0	0	0	0	0
	7:30 AM	0	0	0	6	0	6	1	11	0	0	14	11	49	0	0	0	0	0
	7:45 AM	0	0	0	8	0	3	2	15	0	0	21	13	62	0	0	0	0	0
	8:00 AM	0	0	1	7	0	5	0	17	0	1	25	15	71	0	0	0	0	0
	8:15 AM	0	0	0	10	0	4	0	18	0	0	33	17	82	0	0	0	0	0
	8:30 AM	0	0	0	7	0	5	1	21	0	1	38	16	89	0	0	0	0	0
	8:45 AM	0	0	0	9	0	3	2	18	0	0	32	12	76	0	0	0	0	0
	9:00 AM	1	0	0	5	0	5	1	21	0	0	25	8	66	0	0	0	0	0
	9:15 AM	0	0	0	4	0	10	2	19	0	0	22	9	66	0	0	0	0	0
	9:30 AM	0	0	1	6	0	4	4	15	0	0	18	8	56	0	0	1	0	1
	9:45 AM	0	0	0	7	0	7	2	12	0	0	21	7	56	0	0	0	0	0
	VOLUMES	1	0	2	78	0	59	20	187	0	3	274	133		757	0	0	1	0
APPROACH %	33%	0%	67%	57%	0%	43%	10%	90%	0%	1%	67%	32%							
APP/DEPART	3	/	152	137	/	3	207	/	267	410	/	335		0					
BEGIN PEAK HR	8:00 AM																		
VOLUMES	0	0	1	33	0	17	3	74	0	2	128	60		318					
APPROACH %	0%	0%	100%	66%	0%	34%	4%	96%	0%	1%	67%	32%							
PEAK HR FACTOR	0.250			0.893			0.875			0.864			0.893						
APP/DEPART	1	/	63	50	/	2	77	/	108	190	/	145		0					
MD	10:00 AM	1	0	0	10	0	11	5	18	0	0	25	11	81	0	0	0	0	0
	10:15 AM	0	0	0	12	0	12	8	22	0	0	21	15	90	0	0	0	0	0
	10:30 AM	0	0	0	13	0	11	9	19	0	1	26	13	92	0	0	0	0	0
	10:45 AM	0	0	1	15	0	9	11	15	0	0	38	12	101	0	0	0	0	0
	11:00 AM	0	0	0	16	0	8	9	31	0	0	41	15	120	0	0	0	0	0
	11:15 AM	1	0	0	21	0	15	15	51	0	0	37	10	150	0	0	0	0	0
	11:30 AM	0	0	0	22	0	14	8	42	0	0	38	21	145	0	0	0	0	0
	11:45 AM	0	0	0	25	0	11	9	31	0	0	31	11	118	0	0	0	0	0
	12:00 PM	1	0	0	28	0	12	7	48	0	0	29	15	140	0	0	0	0	0
	12:15 PM	0	0	0	29	0	15	11	38	0	0	21	16	130	0	0	0	0	0
	12:30 PM	0	0	0	21	0	11	9	21	0	1	33	13	109	0	0	0	0	0
	12:45 PM	0	0	0	16	0	9	8	28	0	0	25	9	95	0	0	0	0	0
	VOLUMES	3	0	1	228	0	138	109	364	0	2	365	161		1,371				
APPROACH %	75%	0%	25%	62%	0%	38%	23%	77%	0%	0%	69%	30%							
APP/DEPART	4	/	270	366	/	2	473	/	593	528	/	506		0					
BEGIN PEAK HR	11:15 AM																		
VOLUMES	2	0	0	96	0	52	39	172	0	0	135	57		553					
APPROACH %	100%	0%	0%	65%	0%	35%	18%	82%	0%	0%	70%	30%							
PEAK HR FACTOR	0.500			0.925			0.799			0.814			0.922						
APP/DEPART	2	/	96	148	/	0	211	/	268	192	/	189		0					



AM	7:00 AM	0	0	0	0
	7:15 AM	1	1	0	0
	7:30 AM	0	1	0	0
	7:45 AM	1	0	0	0
	8:00 AM	0	0	0	1
	8:15 AM	0	0	0	0
	8:30 AM	0	2	0	0
	8:45 AM	0	1	0	0
	9:00 AM	0	2	0	1
	9:15 AM	0	0	1	0
9:30 AM	0	1	0	1	
9:45 AM	0	0	0	0	
TOTAL	2	8	1	3	

PEDESTRIAN + BIKE CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	0	0	0	0
1	1	0	0	2
0	1	0	0	1
1	0	0	0	1
0	0	0	1	1
0	0	0	0	0
0	2	0	0	2
0	1	0	0	1
0	2	0	1	3
0	0	1	0	1
0	1	0	1	2
0	0	0	0	0
2	8	1	3	14

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	0	0	0	0
1	1	0	0	2
0	0	0	0	0
1	0	0	0	1
0	0	0	1	1
0	0	0	0	0
0	1	0	0	1
0	1	0	0	1
0	2	0	1	3
0	0	0	0	0
0	1	0	1	2
0	0	0	0	0
2	6	0	3	11

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
0	0	0	0	0
0	0	0	0	0
0	1	0	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	1	0	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	1	0	1
0	0	0	0	0
0	0	0	0	0
0	2	1	0	3

MD	10:00 AM	1	0	0	0
	10:15 AM	0	1	0	0
	10:30 AM	0	0	1	2
	10:45 AM	0	0	0	0
	11:00 AM	1	0	0	1
	11:15 AM	0	0	0	0
	11:30 AM	1	1	0	0
	11:45 AM	0	0	0	0
	12:00 PM	0	2	0	2
	12:15 PM	0	0	0	0
12:30 PM	3	0	0	4	
12:45 PM	0	0	1	1	
TOTAL	6	4	2	15	

PEDESTRIAN + BIKE CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
1	0	0	0	1
0	1	0	0	1
0	0	1	2	3
0	0	0	0	0
1	0	0	0	1
0	0	0	0	0
0	1	0	0	1
0	0	0	0	0
0	2	0	0	2
0	0	0	0	0
3	0	0	1	4
0	0	1	0	1
6	4	2	3	15

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
1	0	0	0	1
0	1	0	0	1
0	0	0	2	2
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
1	0	0	0	1
0	0	0	0	0
0	1	0	0	1
0	0	0	0	0
1	0	0	1	2
0	0	0	0	0
3	2	0	3	8

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	1	0	1
0	0	0	0	0
1	0	0	0	1
0	0	0	0	0
0	0	0	0	0
0	1	0	0	1
0	0	0	0	0
0	1	0	0	1
0	0	0	0	0
0	0	1	0	1
3	2	2	0	7

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:
Sun, Mar 27, 22

LOCATION:
NORTH & SOUTH: Indio
EAST & WEST: Madison
40th

PROJECT #: SC3235
LOCATION #: 6
CONTROL: SIGNAL

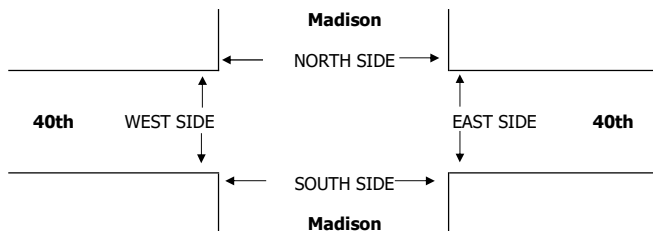
<p>NOTES:</p>	AM PM MD OTHER	▲ N ◀ W S ▶ E ▼	
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☑ Add U-Turns to Left Turns

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL	
	Madison			Madison			40th			40th				
LANES:	NL 0	NT 1	NR 0	SL 1	ST 1	SR 1	EL 1	ET 1	ER 0	WL 1	WT 1	WR 1		
MD	1:00 PM	0	0	0	3	0	1	1	29	0	0	13	11	58
	1:15 PM	0	0	0	4	0	4	2	25	0	0	15	9	59
	1:30 PM	0	0	0	5	0	5	2	38	0	0	13	8	71
	1:45 PM	0	0	0	7	0	4	1	36	0	0	25	11	84
	2:00 PM	0	0	0	5	0	3	1	37	0	0	28	12	86
	2:15 PM	0	0	0	8	0	5	0	40	0	0	35	15	103
	2:30 PM	0	0	1	8	0	4	2	32	0	0	38	11	96
	2:45 PM	0	0	0	9	0	4	2	27	0	0	35	13	90
	3:00 PM	0	0	0	6	0	6	2	35	0	0	31	15	95
	3:15 PM	0	0	1	5	0	2	1	38	0	1	28	12	88
	3:30 PM	0	0	0	4	0	5	2	29	0	1	21	11	73
	3:45 PM	0	0	0	8	0	1	3	25	0	0	22	8	67
	VOLUMES	0	0	2	72	0	44	19	391	0	2	304	136	970
APPROACH %	0%	0%	100%	62%	0%	38%	5%	95%	0%	0%	69%	31%		
APP/DEPART	2	/	154	116	/	2	410	/	465	442	/	349	0	
BEGIN PEAK HR	2:15 PM													
VOLUMES	0	0	1	31	0	19	6	134	0	0	139	54	384	
APPROACH %	0%	0%	100%	62%	0%	38%	4%	96%	0%	0%	72%	28%		
PEAK HR FACTOR	0.250			0.962			0.875			0.965			0.932	
APP/DEPART	1	/	59	50	/	0	140	/	166	193	/	159	0	
PM	4:00 PM	1	0	0	9	0	9	4	16	0	0	18	12	69
	4:15 PM	0	0	0	8	0	8	5	14	0	0	16	13	64
	4:30 PM	0	0	0	7	0	5	8	18	0	0	13	11	62
	4:45 PM	0	0	0	5	0	4	9	10	0	0	12	9	49
	5:00 PM	0	0	0	9	0	9	11	11	0	0	15	8	63
	5:15 PM	1	0	0	9	0	5	8	9	0	0	12	8	52
	5:30 PM	0	0	0	8	0	9	7	11	0	0	11	7	53
	5:45 PM	0	0	0	9	0	8	4	8	0	1	9	9	48
	6:00 PM	0	0	1	7	0	7	5	9	0	0	8	7	44
	6:15 PM	0	0	0	6	0	9	6	8	0	0	10	9	48
	6:30 PM	0	0	0	5	0	5	5	5	0	0	9	7	36
	6:45 PM	0	0	0	4	0	4	4	7	0	0	7	5	31
	VOLUMES	2	0	1	86	0	82	76	126	0	1	140	105	619
APPROACH %	67%	0%	33%	51%	0%	49%	38%	62%	0%	0%	57%	43%		
APP/DEPART	3	/	181	168	/	1	202	/	213	246	/	224	0	
BEGIN PEAK HR	4:00 PM													
VOLUMES	1	0	0	29	0	26	26	58	0	0	59	45	244	
APPROACH %	100%	0%	0%	53%	0%	47%	31%	69%	0%	0%	57%	43%		
PEAK HR FACTOR	0.250			0.764			0.808			0.867			0.884	
APP/DEPART	1	/	71	55	/	0	84	/	87	104	/	86	0	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	1	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	1	0	1

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0



MD	1:00 PM	0	0	0	0
	1:15 PM	0	1	0	1
	1:30 PM	0	0	0	0
	1:45 PM	0	0	0	0
	2:00 PM	1	0	0	1
	2:15 PM	0	0	0	1
	2:30 PM	0	0	0	0
	2:45 PM	0	0	0	0
	3:00 PM	0	1	1	2
	3:15 PM	0	0	0	0
	3:30 PM	0	0	0	0
	3:45 PM	0	0	0	0
	TOTAL	1	2	1	5
MD BEGIN PEAK HR	2:15 PM				
PM	4:00 PM	0	0	0	0
	4:15 PM	0	0	0	0
	4:30 PM	0	0	0	1
	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	1	0	1
	5:45 PM	0	1	0	1
	6:00 PM	0	0	0	0
	6:15 PM	1	0	0	1
	6:30 PM	0	1	0	1
	6:45 PM	0	0	1	1
	TOTAL	1	3	1	6
PM BEGIN PEAK HR	4:00 PM				

PEDESTRIAN + BIKE CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	0	0	0	0
0	1	0	0	1
0	0	0	0	0
0	0	0	0	0
1	0	0	0	1
0	0	0	1	1
0	0	0	0	0
0	0	0	0	0
0	1	1	0	2
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	1	0	0	1
0	1	0	0	1
0	0	0	0	0
1	0	0	0	1
0	1	0	0	1
0	0	1	0	1
TOTAL	1	3	1	6
MD BEGIN PEAK HR	2:15 PM			
PM BEGIN PEAK HR	4:00 PM			

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
1	0	0	0	1
0	0	0	1	1
0	0	0	0	0
0	0	0	0	0
0	1	0	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	1	0	0	1
0	1	0	0	1
0	0	0	0	0
0	2	0	1	3
MD BEGIN PEAK HR	0	1	0	2
PM BEGIN PEAK HR	0	0	0	1

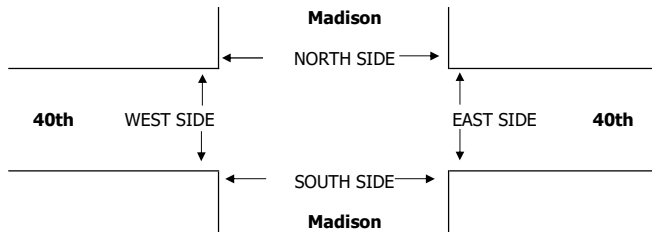
BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
0	0	0	0	0
0	1	0	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	1	0	1
0	0	0	0	0
0	0	0	0	0
0	1	0	0	1
1	0	0	0	1
0	0	0	0	0
0	0	1	0	1
TOTAL	1	1	1	3

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: Thu, Mar 24, 22	LOCATION: NORTH & SOUTH: Indio EAST & WEST: Madison 40th	PROJECT #: SC3235	LOCATION #: 6 CONTROL: SIGNAL																				
NOTES:		<table border="1" style="margin: auto;"> <tr><td>AM</td><td></td><td>▲</td><td></td></tr> <tr><td>PM</td><td></td><td></td><td>N</td></tr> <tr><td>MD</td><td>◀</td><td>W</td><td>▶</td></tr> <tr><td>OTHER</td><td></td><td></td><td>S</td></tr> <tr><td></td><td></td><td>▼</td><td></td></tr> </table>	AM		▲		PM			N	MD	◀	W	▶	OTHER			S			▼		<input checked="" type="checkbox"/> Add U-Turns to Left Turns
AM		▲																					
PM			N																				
MD	◀	W	▶																				
OTHER			S																				
		▼																					

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL	U-TURNS				
	Madison	Madison	Madison	40th	40th	40th	40th	40th	40th	40th	40th	40th		NB	SB	EB	WB	TTL
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	0	0	0	0	0	
AM																		
7:00 AM	0	0	0	13	0	8	2	17	1	0	29	9	0	0	0	0	0	
7:15 AM	0	0	0	11	0	9	2	30	0	0	31	6	0	0	0	0	0	
7:30 AM	0	0	0	14	0	15	5	27	0	0	39	11	0	0	0	0	0	
7:45 AM	0	0	0	14	0	10	4	30	0	0	57	5	0	0	0	0	0	
8:00 AM	0	0	0	13	0	7	4	36	0	0	62	11	0	0	0	0	0	
8:15 AM	0	0	0	12	0	7	0	22	0	0	46	15	0	0	0	0	0	
8:30 AM	0	0	0	10	0	7	1	26	0	0	57	14	0	0	0	0	0	
8:45 AM	1	0	0	12	0	11	9	65	0	1	91	23	0	0	0	0	0	
9:00 AM	0	0	0	17	0	14	5	50	0	1	121	55	0	0	0	1	1	
9:15 AM	0	0	2	35	0	17	4	94	0	0	122	71	0	0	0	0	0	
9:30 AM	0	0	1	31	0	15	3	122	0	0	82	18	0	0	0	0	0	
9:45 AM	0	0	0	10	0	18	5	60	0	0	56	9	0	0	0	0	0	
VOLUMES	1	0	3	192	0	138	44	579	1	2	793	247						
APPROACH %	25%	0%	75%	58%	0%	42%	7%	93%	0%	0%	76%	24%						
APP/DEPART	4	/	291	330	/	2	624	/	775	1,042	/	932						
BEGIN PEAK HR	8:45 AM																	
VOLUMES	1	0	3	95	0	57	21	331	0	2	416	167						
APPROACH %	25%	0%	75%	63%	0%	38%	6%	94%	0%	0%	71%	29%						
PEAK HR FACTOR	0.500			0.731			0.704			0.758								
APP/DEPART	4	/	188	152	/	1	352	/	430	585	/	474						
MD																		
10:00 AM	0	0	0	8	0	16	2	44	0	0	51	7	0	0	0	0	0	
10:15 AM	0	0	0	11	0	13	10	37	0	0	41	9	0	0	0	0	0	
10:30 AM	0	0	0	9	0	16	8	43	0	0	48	7	0	0	0	0	0	
10:45 AM	1	0	0	10	0	14	9	41	0	0	40	6	0	0	1	0	1	
11:00 AM	0	0	0	7	0	20	18	33	0	0	51	5	0	0	0	0	0	
11:15 AM	0	0	0	9	0	18	15	39	0	0	33	4	0	0	0	0	0	
11:30 AM	0	1	2	4	0	9	14	45	1	0	47	5	0	0	1	0	1	
11:45 AM	0	0	0	9	0	15	20	53	0	0	43	7	0	0	0	0	0	
12:00 PM	0	0	0	12	0	16	11	45	0	0	47	8	0	0	0	0	0	
12:15 PM	0	0	0	8	0	10	9	50	0	0	60	10	0	0	0	0	0	
12:30 PM	0	0	0	11	0	11	17	55	0	0	40	10	0	0	0	0	0	
12:45 PM	0	0	0	10	0	10	15	49	0	0	35	10	0	0	1	0	1	
VOLUMES	1	1	2	108	0	168	148	534	1	0	536	88						
APPROACH %	25%	25%	50%	39%	0%	61%	22%	78%	0%	0%	86%	14%						
APP/DEPART	4	/	234	276	/	1	683	/	644	624	/	708						
BEGIN PEAK HR	11:45 AM																	
VOLUMES	0	0	0	40	0	52	57	203	0	0	190	35						
APPROACH %	0%	0%	0%	43%	0%	57%	22%	78%	0%	0%	84%	16%						
PEAK HR FACTOR	0.000			0.821			0.890			0.804								
APP/DEPART	0	/	92	92	/	0	260	/	243	225	/	242						



AM	
7:00 AM	
7:15 AM	
7:30 AM	
7:45 AM	
8:00 AM	
8:15 AM	
8:30 AM	
8:45 AM	
9:00 AM	
9:15 AM	
9:30 AM	
9:45 AM	
TOTAL	
AM BEGIN PEAK HR	
MD	
10:00 AM	
10:15 AM	
10:30 AM	
10:45 AM	
11:00 AM	
11:15 AM	
11:30 AM	
11:45 AM	
12:00 PM	
12:15 PM	
12:30 PM	
12:45 PM	
TOTAL	
MD BEGIN PEAK HR	

PEDESTRIAN + BIKE CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	0	0	0	0
0	3	0	3	6
1	0	0	1	2
0	2	0	0	2
0	1	0	0	1
0	3	0	0	3
0	2	0	1	3
0	2	0	0	2
0	1	0	1	2
0	3	0	1	4
0	4	0	0	4
1	1	1	2	5
2	22	1	9	34
8:45 AM				
0	1	0	1	2
0	3	0	0	3
1	5	0	3	9
0	1	0	0	1
0	2	0	0	2
2	3	0	2	7
0	1	0	0	1
0	0	0	0	0
1	0	0	1	2
1	0	0	0	1
0	1	0	1	2
0	0	0	0	0
5	17	0	8	30
11:45 AM				
1	1	0	2	4

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	0	0	0	0
0	0	0	0	0
1	0	0	1	2
0	2	0	0	2
0	1	0	0	1
0	1	0	0	1
0	2	0	0	2
0	0	0	0	0
0	1	0	1	2
0	4	0	0	4
1	1	0	2	4
2	13	0	4	19
0	7	0	1	8
0	0	0	0	0
0	0	0	0	0
0	2	0	0	2
0	0	0	0	0
0	1	0	0	1
2	2	0	2	6
0	1	0	0	1
0	0	0	0	0
1	0	0	1	2
0	0	0	0	0
0	1	0	1	2
0	0	0	0	0
3	7	0	4	14
1	1	0	2	4

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
0	0	0	0	0
0	3	0	3	6
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	2	0	0	2
0	1	0	1	2
0	0	0	0	0
0	1	0	1	2
0	2	0	0	2
0	0	0	0	0
0	1	0	1	2
0	0	0	0	0
0	0	0	0	0
1	0	0	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
2	10	0	4	16

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: Thu, Mar 24, 22	LOCATION: NORTH & SOUTH: Indio EAST & WEST: Madison 40th	PROJECT #: LOCATION #: CONTROL: SC3235 6 SIGNAL
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NOTES:

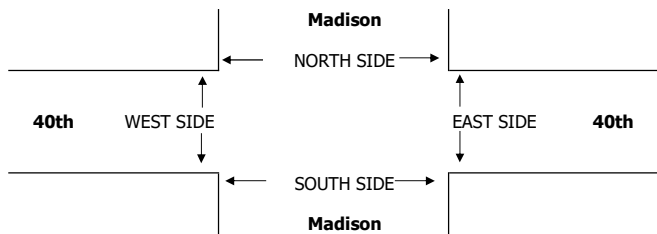
AM	▲	N	▶
PM	◀	W	▶
MD	◀	W	▶
OTHER	◀	W	▶
OTHER	◀	W	▶
OTHER	◀	W	▶

Add U-Turns to Left Turns

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Madison			Madison			40th			40th			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
MD													
1:00 PM	0	0	0	14	0	12	19	48	0	0	31	13	137
1:15 PM	0	0	0	8	0	9	8	57	0	0	45	12	139
1:30 PM	0	0	1	10	0	15	14	53	1	0	37	6	137
1:45 PM	1	0	1	7	0	10	10	37	1	1	53	13	134
2:00 PM	1	0	0	12	0	9	11	41	0	1	40	15	130
2:15 PM	0	0	2	9	0	7	8	35	0	1	56	14	132
2:30 PM	1	0	1	10	0	9	10	38	1	1	53	12	136
2:45 PM	1	0	1	11	0	10	9	43	1	1	48	13	138
3:00 PM	1	0	2	18	0	8	18	53	0	2	76	20	198
3:15 PM	0	0	0	22	0	14	9	73	0	0	66	23	207
3:30 PM	0	0	0	22	0	11	12	53	0	0	73	32	203
3:45 PM	0	0	0	91	0	10	8	142	0	0	60	24	335
VOLUMES	5	0	8	234	0	124	136	673	4	7	638	197	2,026
APPROACH %	38%	0%	62%	65%	0%	35%	17%	83%	0%	1%	76%	23%	
APP/DEPART	13	/	332	358	/	11	813	/	915	842	/	768	0
BEGIN PEAK HR	3:00 PM												
VOLUMES	1	0	2	153	0	43	47	321	0	2	275	99	943
APPROACH %	33%	0%	67%	78%	0%	22%	13%	87%	0%	1%	73%	26%	
PEAK HR FACTOR	0.250			0.485									
APP/DEPART	3	/	146	196	/	2	368	/	476	376	/	319	0
PM													
4:00 PM	0	0	0	30	0	6	14	111	0	0	48	11	220
4:15 PM	0	0	0	17	0	6	11	65	0	1	34	15	149
4:30 PM	0	0	0	12	0	6	16	57	0	0	39	14	144
4:45 PM	0	0	0	8	0	3	10	45	0	0	35	20	121
5:00 PM	0	0	2	12	0	7	7	39	0	0	34	7	108
5:15 PM	0	0	0	13	0	1	9	59	0	0	49	17	148
5:30 PM	0	0	1	9	0	4	9	54	0	0	35	19	131
5:45 PM	1	0	0	14	0	6	7	55	1	0	46	7	137
6:00 PM	0	0	1	10	0	8	6	52	0	0	29	7	113
6:15 PM	0	0	0	7	0	4	8	32	0	0	28	9	88
6:30 PM	0	0	0	7	0	3	3	23	0	0	20	11	67
6:45 PM	0	0	0	9	0	4	8	24	0	0	19	17	81
VOLUMES	1	0	4	148	0	58	108	616	1	1	416	154	1,507
APPROACH %	20%	0%	80%	72%	0%	28%	15%	85%	0%	0%	73%	27%	
APP/DEPART	5	/	261	206	/	1	725	/	769	571	/	476	0
BEGIN PEAK HR	4:00 PM												
VOLUMES	0	0	0	67	0	21	51	278	0	1	156	60	634
APPROACH %	0%	0%	0%	76%	0%	24%	16%	84%	0%	0%	72%	28%	
PEAK HR FACTOR	0.000			0.611									
APP/DEPART	0	/	111	88	/	0	329	/	346	217	/	177	0

U-TURNS				
NB	SB	EB	WB	TTL
0	0	1	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	1	0	1

0	0	0	0	0
0	0	0	1	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	1	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	1	1	2



MD	
1:00 PM	0
1:15 PM	0
1:30 PM	0
1:45 PM	0
2:00 PM	0
2:15 PM	1
2:30 PM	0
2:45 PM	1
3:00 PM	1
3:15 PM	3
3:30 PM	0
3:45 PM	1
TOTAL	8
MD BEGIN PEAK HR	
4:00 PM	0
4:15 PM	0
4:30 PM	0
4:45 PM	1
5:00 PM	0
5:15 PM	2
5:30 PM	0
5:45 PM	0
6:00 PM	0
6:15 PM	0
6:30 PM	1
6:45 PM	0
TOTAL	4
PM BEGIN PEAK HR	

PEDESTRIAN + BIKE CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
1	0	0	1	2
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
1	0	0	0	1
0	0	0	0	0
1	0	0	0	1
1	2	0	2	5
3	1	0	0	4
0	0	0	0	0
1	0	0	0	1
8	3	0	3	14
3:00 PM				
0	1	0	0	1
0	0	0	0	0
0	0	0	0	0
1	0	0	0	1
0	1	0	0	1
2	1	0	0	3
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
1	0	0	0	1
0	2	0	0	2
4	5	0	0	9
4:00 PM				

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
1	0	0	1	2
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
1	0	0	0	1
0	0	0	0	0
0	0	0	0	0
1	1	0	1	3
0	1	0	0	1
0	0	0	0	0
1	0	0	0	1
4	2	0	2	8
2	2	0	1	5
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
1	0	0	0	1
0	1	0	0	1
2	1	0	0	3
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
1	0	0	0	1
0	2	0	0	2
4	5	0	0	9

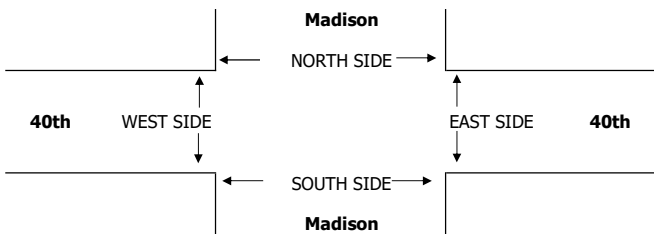
INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: Tue, Mar 29, 22	LOCATION: NORTH & SOUTH: Indio EAST & WEST: Madison 40th	PROJECT #: SC3235 LOCATION #: 6 CONTROL: SIGNAL	NOTES:
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☑ Add U-Turns to Left Turns

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL	U-TURNS					
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR		NB	SB	EB	WB	TTL	
LANES:	0	1	0	1	1	1	1	1	0	1	1	1	0	0	0	0	0	0	
AM	7:00 AM	0	0	0	11	0	9	4	21	0	0	33	5	83	0	0	0	0	0
	7:15 AM	0	0	0	9	0	12	3	22	0	0	35	6	87	0	0	0	0	0
	7:30 AM	1	0	0	11	0	11	5	25	0	1	44	9	107	0	0	0	0	0
	7:45 AM	0	0	1	8	0	9	3	25	2	0	62	11	121	0	0	0	0	0
	8:00 AM	2	0	0	11	0	11	3	31	0	1	42	28	129	0	0	0	0	0
	8:15 AM	0	0	0	21	0	15	5	28	0	0	55	21	145	0	0	0	0	0
	8:30 AM	0	0	0	25	0	16	9	31	1	0	81	28	191	0	0	0	0	0
	8:45 AM	1	0	1	11	0	12	8	67	0	0	98	22	220	0	0	0	0	0
	9:00 AM	0	0	0	15	0	9	9	60	0	0	132	59	284	0	0	0	0	0
	9:15 AM	0	0	0	21	0	11	8	91	0	0	126	76	333	0	0	0	0	0
	9:30 AM	0	0	0	32	0	15	7	128	0	0	84	17	283	0	0	0	0	0
	9:45 AM	0	0	0	14	0	14	3	55	0	0	58	15	159	0	0	0	0	0
	VOLUMES	4	0	2	189	0	144	67	584	3	2	850	297	2,142	0	0	0	0	0
	APPROACH %	67%	0%	33%	57%	0%	43%	10%	89%	0%	0%	74%	26%						
APP/DEPART	6	/	364	333	/	5	654	/	775	1,149	/	998	0						
BEGIN PEAK HR	8:45 AM																		
VOLUMES	1	0	1	79	0	47	32	346	0	0	440	174	1,120						
APPROACH %	50%	0%	50%	63%	0%	37%	8%	92%	0%	0%	72%	28%							
PEAK HR FACTOR	0.250			0.670			0.700			0.760			0.841						
APP/DEPART	2	/	206	126	/	0	378	/	426	614	/	488	0						
MD	10:00 AM	0	1	0	9	0	14	11	38	0	0	54	8	135	0	0	0	0	0
	10:15 AM	0	0	0	8	0	15	7	32	0	0	42	7	111	0	0	0	0	0
	10:30 AM	0	0	0	11	0	18	8	38	0	1	51	9	136	0	0	0	0	0
	10:45 AM	0	0	0	8	0	16	9	41	0	0	52	8	134	0	0	0	0	0
	11:00 AM	0	0	0	14	0	11	8	38	2	0	48	6	127	0	0	0	0	0
	11:15 AM	0	0	0	11	0	9	11	35	0	0	39	7	112	0	0	0	0	0
	11:30 AM	1	0	0	12	0	8	12	39	0	0	45	9	126	0	0	0	0	0
	11:45 AM	0	0	0	10	0	12	8	35	0	0	41	9	115	0	0	0	0	0
	12:00 PM	1	0	0	12	0	12	10	50	0	0	52	12	149	0	0	0	0	0
	12:15 PM	0	0	0	7	0	10	17	56	0	0	41	9	140	0	0	1	0	1
	12:30 PM	0	0	0	12	0	12	10	56	0	0	35	9	134	0	0	0	0	0
	12:45 PM	0	0	0	7	0	11	14	39	0	0	40	6	117	0	0	0	0	0
	VOLUMES	2	1	0	121	0	148	125	497	2	1	540	99	1,536	0	0	1	0	1
	APPROACH %	67%	33%	0%	45%	0%	55%	20%	80%	0%	0%	84%	15%						
APP/DEPART	3	/	224	269	/	3	624	/	618	640	/	691	0						
BEGIN PEAK HR	12:00 PM																		
VOLUMES	1	0	0	38	0	45	51	201	0	0	168	36	540						
APPROACH %	100%	0%	0%	46%	0%	54%	20%	80%	0%	0%	82%	18%							
PEAK HR FACTOR	0.250			0.865			0.863			0.797			0.906						
APP/DEPART	1	/	86	83	/	0	252	/	239	204	/	215	0						



AM	7:00 AM	0	0	0	0	
	7:15 AM	1	2	0	1	4
	7:30 AM	1	0	0	2	3
	7:45 AM	0	2	0	0	2
	8:00 AM	0	0	0	0	0
	8:15 AM	1	0	0	0	1
	8:30 AM	0	2	0	0	2
	8:45 AM	0	0	0	1	1
	9:00 AM	0	1	0	1	2
	9:15 AM	1	1	0	1	3
	9:30 AM	0	0	0	1	1
	9:45 AM	0	1	0	0	1
	TOTAL	4	9	0	7	20
	AM BEGIN PEAK HR	8:45 AM				
MD	10:00 AM	1	1	0	1	3
	10:15 AM	1	1	0	0	2
	10:30 AM	0	2	0	0	2
	10:45 AM	0	1	0	2	3
	11:00 AM	0	1	0	0	1
	11:15 AM	2	0	0	1	3
	11:30 AM	0	1	0	0	1
	11:45 AM	0	2	0	1	3
	12:00 PM	0	1	0	0	1
	12:15 PM	0	2	0	0	2
	12:30 PM	0	1	0	0	1
	12:45 PM	0	0	0	0	0
	TOTAL	4	13	0	5	22
	MD BEGIN PEAK HR	12:00 PM				

PEDESTRIAN + BIKE CROSSINGS					
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	
0	0	0	0	0	0
1	2	0	1	4	4
1	0	0	2	3	3
0	2	0	0	2	2
0	0	0	0	0	0
1	0	0	0	1	1
0	2	0	0	2	2
0	0	0	1	1	1
0	1	0	1	2	2
1	1	0	1	3	3
0	0	0	1	1	1
0	1	0	0	1	1
0	2	0	1	3	3
0	1	0	0	1	1
0	2	0	0	2	2
0	1	0	0	1	1
0	0	0	0	0	0
TOTAL	4	9	0	7	20
MD BEGIN PEAK HR	12:00 PM				

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	0	0	0	0
1	1	0	1	3
0	0	0	2	2
0	1	0	0	1
0	0	0	0	0
1	0	0	0	1
0	0	0	1	1
0	0	0	1	1
0	0	0	1	1
0	1	0	0	1
0	0	0	1	1
0	0	0	1	1
0	1	0	0	1
0	0	0	0	0
0	1	0	0	1
0	0	0	0	0
0	0	0	0	0
TOTAL	2	3	0	7
MD BEGIN PEAK HR	0	0	0	4

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
0	0	0	0	0
0	1	0	0	1
1	0	0	0	1
0	1	0	0	1
0	0	0	0	0
0	0	0	0	0
0	2	0	0	2
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
1	1	0	0	2
0	0	0	0	0
0	0	0	0	0
0	1	0	0	1
0	1	0	1	2
0	1	0	0	1
0	1	0	0	1
0	0	0	0	0
TOTAL	3	8	0	2

INTERSECTION TURNING MOVEMENT COUNTS

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

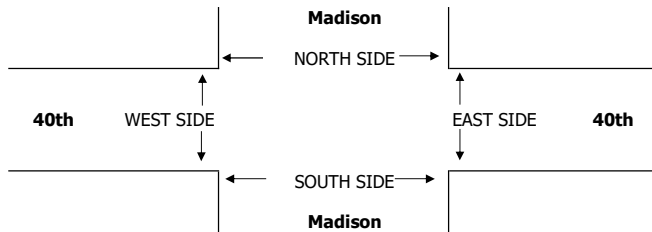
DATE: Wed, Mar 30, 22	LOCATION: NORTH & SOUTH: Indio EAST & WEST: Madison 40th	PROJECT #: SC3235 LOCATION #: 6 CONTROL: SIGNAL
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NOTES:

AM	▲ N	E ▶
PM		
MD	◀ W	▶
OTHER	▼ S	▶

Add U-Turns to Left Turns

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL	U-TURNS					
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR		NB	SB	EB	WB	TTL	
LANES: 0 1 0 1 1 1 1 1 0 1 1 1																			
MD	1:00 PM	0	0	1	12	0	12	9	47	0	0	35	17	133	0	0	0	0	0
	1:15 PM	0	0	0	9	0	19	10	48	0	0	39	8	133	0	0	1	0	1
	1:30 PM	0	0	0	10	0	8	12	31	2	0	35	17	115	0	0	0	0	0
	1:45 PM	1	0	0	12	0	11	11	45	0	0	34	11	125	0	0	0	0	0
	2:00 PM	0	0	0	7	0	9	12	38	0	0	41	15	122	0	0	0	0	0
	2:15 PM	0	0	2	9	0	13	12	39	1	0	33	6	115	0	0	0	0	0
	2:30 PM	0	1	0	12	0	6	16	37	1	0	38	11	122	0	0	0	0	0
	2:45 PM	0	0	1	16	0	4	12	45	1	0	44	20	143	0	0	0	0	0
	3:00 PM	0	0	1	10	0	7	12	49	0	0	62	22	163	0	0	0	0	0
	3:15 PM	0	0	0	17	0	5	5	26	0	0	62	38	153	0	0	0	0	0
	3:30 PM	0	0	0	43	0	18	16	95	0	0	64	32	268	0	0	0	0	0
3:45 PM	1	0	0	100	0	13	14	139	0	1	47	25	340	0	0	0	0	0	
VOLUMES	2	1	5	257	0	125	141	639	5	1	534	222	1,932	0	0	1	0	1	
APPROACH %	25%	13%	63%	67%	0%	33%	18%	81%	1%	0%	71%	29%							
APP/DEPART	8	/	363	382	/	6	785	/	901	757	/	662	0						
BEGIN PEAK HR	3:00 PM																		
VOLUMES	1	0	1	170	0	43	47	309	0	1	235	117	924						
APPROACH %	50%	0%	50%	80%	0%	20%	13%	87%	0%	0%	67%	33%							
PEAK HR FACTOR	0.500			0.471			0.582			0.883			0.679						
APP/DEPART	2	/	164	213	/	1	356	/	480	353	/	279	0						
PM	4:00 PM	0	0	0	16	0	10	15	54	0	0	48	11	154	0	0	0	0	0
	4:15 PM	0	0	0	16	0	13	14	50	0	0	28	9	130	0	0	0	0	0
	4:30 PM	0	1	0	14	0	9	6	57	0	1	26	7	121	0	0	0	0	0
	4:45 PM	0	0	1	11	0	3	7	37	0	0	42	6	107	0	0	0	0	0
	5:00 PM	0	0	0	15	0	7	15	45	0	0	27	20	129	0	0	0	0	0
	5:15 PM	0	0	0	14	0	8	12	43	0	0	31	21	129	0	0	0	0	0
	5:30 PM	0	0	0	6	0	7	10	49	0	0	30	13	115	0	0	0	0	0
	5:45 PM	0	0	0	10	0	6	9	40	0	0	29	15	109	0	0	0	0	0
	6:00 PM	0	0	0	7	0	1	11	37	0	0	29	9	94	0	0	0	0	0
	6:15 PM	0	0	0	7	0	3	5	17	0	0	32	15	79	0	0	0	0	0
	6:30 PM	0	0	0	11	0	2	3	35	0	0	33	11	95	0	0	0	0	0
6:45 PM	0	0	0	9	0	1	5	30	0	0	16	13	74	0	0	0	0	0	
VOLUMES	0	1	1	136	0	70	112	494	0	1	371	150	1,336						
APPROACH %	0%	50%	50%	66%	0%	34%	18%	82%	0%	0%	71%	29%							
APP/DEPART	2	/	263	206	/	1	606	/	631	522	/	441	0						
BEGIN PEAK HR	4:00 PM																		
VOLUMES	0	1	1	57	0	35	42	198	0	1	144	33	512						
APPROACH %	0%	50%	50%	62%	0%	38%	18%	83%	0%	1%	81%	19%							
PEAK HR FACTOR	0.500			0.793			0.870			0.754			0.831						
APP/DEPART	2	/	76	92	/	1	240	/	256	178	/	179	0						



	PEDESTRIAN + BIKE CROSSINGS				TOTAL	
	N SIDE	S SIDE	E SIDE	W SIDE		
MD	1:00 PM	0	0	0	0	
	1:15 PM	1	1	0	1	3
	1:30 PM	0	0	0	0	0
	1:45 PM	0	2	0	2	4
	2:00 PM	0	1	0	1	2
	2:15 PM	0	1	0	0	1
	2:30 PM	1	0	0	0	1
	2:45 PM	0	0	0	0	0
	3:00 PM	0	2	1	1	4
	3:15 PM	0	1	0	0	1
	3:30 PM	0	0	0	0	0
3:45 PM	0	1	0	1	2	
TOTAL	2	9	1	6	18	
MD BEGIN PEAK HR	3:00 PM					
PM	4:00 PM	0	0	0	0	0
	4:15 PM	3	0	0	2	5
	4:30 PM	0	3	3	0	6
	4:45 PM	0	0	0	0	0
	5:00 PM	1	0	1	0	2
	5:15 PM	0	0	0	0	0
	5:30 PM	0	0	0	0	0
	5:45 PM	0	0	0	0	0
	6:00 PM	0	2	0	0	2
	6:15 PM	0	1	0	0	1
	6:30 PM	0	0	0	1	1
6:45 PM	0	0	0	0	0	
TOTAL	4	6	4	3	17	
PM BEGIN PEAK HR	4:00 PM					

	PEDESTRIAN CROSSINGS				TOTAL	
	N SIDE	S SIDE	E SIDE	W SIDE		
MD	1:00 PM	0	0	0	0	
	1:15 PM	1	1	0	1	3
	1:30 PM	0	0	0	0	0
	1:45 PM	0	1	0	1	2
	2:00 PM	0	1	0	1	2
	2:15 PM	0	0	0	0	0
	2:30 PM	0	0	0	0	0
	2:45 PM	0	0	0	0	0
	3:00 PM	0	1	1	0	2
	3:15 PM	0	0	0	0	0
	3:30 PM	0	0	0	0	0
3:45 PM	0	1	0	1	2	
TOTAL	1	5	1	4	11	
MD BEGIN PEAK HR	0	2	1	1	4	
PM	4:00 PM	0	0	0	0	0
	4:15 PM	2	0	0	1	3
	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
	6:00 PM	0	0	0	0	0
	6:15 PM	0	0	0	0	0
	6:30 PM	0	0	0	0	0
6:45 PM	0	0	0	0	0	
TOTAL	2	0	0	1	3	
PM BEGIN PEAK HR	2	0	0	1	3	

	BICYCLE CROSSINGS				TOTAL	
	NS	SS	ES	WS		
MD	1:00 PM	0	0	0	0	0
	1:15 PM	0	0	0	0	0
	1:30 PM	0	0	0	0	0
	1:45 PM	0	1	0	1	2
	2:00 PM	0	0	0	0	0
	2:15 PM	0	1	0	0	1
	2:30 PM	1	0	0	0	1
	2:45 PM	0	0	0	0	0
	3:00 PM	0	1	0	1	2
	3:15 PM	0	1	0	0	1
	3:30 PM	0	0	0	0	0
3:45 PM	0	0	0	0	0	
TOTAL	1	4	0	2	7	
MD BEGIN PEAK HR	0	0	0	0	0	
PM	4:00 PM	1	0	0	1	2
	4:15 PM	0	3	3	0	6
	4:30 PM	0	0	0	0	0
	4:45 PM	0	0	0	0	0
	5:00 PM	1	0	1	0	2
	5:15 PM	0	0	0	0	0
	5:30 PM	0	0	0	0	0
	5:45 PM	0	0	0	0	0
	6:00 PM	0	2	0	0	2
	6:15 PM	0	1	0	0	1
	6:30 PM	0	0	0	1	1
6:45 PM	0	0	0	0	0	
TOTAL	2	6	4	2	14	
PM BEGIN PEAK HR	0	0	0	0	0	

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: Tue, Feb 8, 22	LOCATION: NORTH & SOUTH: Indio EAST & WEST: Jefferson Varner	PROJECT #: SC3235 LOCATION #: 7 CONTROL: SIGNAL
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NOTES:	AM PM MD OTHER OTHER	◀ W S ▶	▲ N E ▶ S ▼	
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Add U-Turns to Left Turns

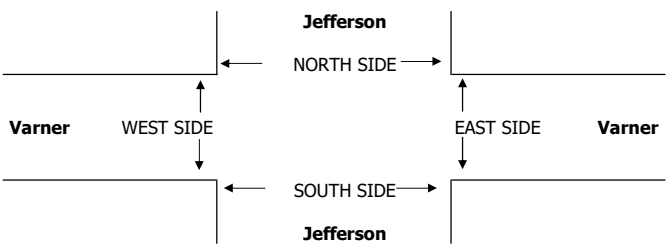
LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	

U-TURNS				
NB	SB	EB	WB	TTL

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL	
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR		
AM	7:00 AM	54	57	3	6	87	20	11	14	23	6	21	9	311
	7:15 AM	75	63	10	5	132	19	4	23	25	14	43	5	418
	7:30 AM	85	81	20	7	137	23	11	16	35	28	33	11	487
	7:45 AM	135	125	14	7	181	24	10	20	39	13	37	20	625
	8:00 AM	106	251	12	24	158	28	12	14	35	27	39	37	743
	8:15 AM	133	154	15	34	174	30	29	23	37	14	31	23	697
	8:30 AM	59	99	17	16	231	35	12	16	55	17	16	12	585
	8:45 AM	88	107	12	20	201	25	13	15	39	18	29	8	575
	VOLUMES	735	937	103	119	1,301	204	102	141	288	137	249	125	4,441
	APPROACH %	41%	53%	6%	7%	80%	13%	19%	27%	54%	27%	49%	24%	
APP/DEPART	1,775	/	1,164	1,624	/	1,729	531	/	363	511	/	1,185	0	
BEGIN PEAK HR	7:45 AM													
VOLUMES	433	629	58	81	744	117	63	73	166	71	123	92	2,650	
APPROACH %	39%	56%	5%	9%	79%	12%	21%	24%	55%	25%	43%	32%		
PEAK HR FACTOR	0.759			0.835			0.848			0.694			0.892	
APP/DEPART	1,120	/	784	942	/	983	302	/	212	286	/	671	0	
PM	4:00 PM	46	163	30	34	188	28	32	46	90	7	13	9	686
	4:15 PM	73	148	41	13	153	21	18	42	69	14	23	18	633
	4:30 PM	49	138	19	7	116	20	36	23	89	12	21	9	539
	4:45 PM	35	109	18	6	123	14	17	29	60	7	19	24	461
	5:00 PM	47	167	31	7	97	18	21	26	86	7	13	12	532
	5:15 PM	38	169	29	11	95	15	21	37	73	11	19	10	528
	5:30 PM	41	161	33	14	96	20	18	44	66	8	11	12	524
	5:45 PM	28	146	25	12	105	13	23	18	44	12	18	11	455
	VOLUMES	357	1,201	226	104	973	149	186	265	577	78	137	105	4,358
	APPROACH %	20%	67%	13%	8%	79%	12%	18%	26%	56%	24%	43%	33%	
APP/DEPART	1,784	/	1,492	1,226	/	1,629	1,028	/	595	320	/	642	0	
BEGIN PEAK HR	4:00 PM													
VOLUMES	203	558	108	60	580	83	103	140	308	40	76	60	2,319	
APPROACH %	23%	64%	12%	8%	80%	11%	19%	25%	56%	23%	43%	34%		
PEAK HR FACTOR	0.829			0.723			0.820			0.800			0.845	
APP/DEPART	869	/	721	723	/	928	551	/	308	176	/	362	0	

1	0	0	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
1	0	0	0	1
1	0	0	0	1
0	0	0	0	0
3	0	0	0	3

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0	0	0	0	0
0	0	0	0	0
1	0	0	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
1	0	0	0	1



	PEDESTRIAN + BIKE CROSSINGS				
	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	1	0	1
7:45 AM	0	0	0	0	0
8:00 AM	0	0	1	0	1
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL	0	0	2	0	2
AM BEGIN PEAK HR	7:45 AM				
4:00 PM	1	0	1	0	2
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	1	0	1	0	2
PM BEGIN PEAK HR	4:00 PM				
4:00 PM	1	0	1	0	2

	PEDESTRIAN CROSSINGS				
	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	1	0	1
7:45 AM	0	0	0	0	0
8:00 AM	0	0	1	0	1
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL	0	0	2	0	2
AM BEGIN PEAK HR	7:45 AM				
4:00 PM	1	0	1	0	2
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	1	0	1	0	2
PM BEGIN PEAK HR	4:00 PM				
4:00 PM	1	0	1	0	2

	BICYCLE CROSSINGS				
	NS	SS	ES	WS	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL	0	0	0	0	0
AM BEGIN PEAK HR	7:45 AM				
4:00 PM	0	0	1	0	1
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	1	0	1
PM BEGIN PEAK HR	4:00 PM				
4:00 PM	0	0	1	0	1

	BICYCLE CROSSINGS				
	NS	SS	ES	WS	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL	0	0	0	0	0
AM BEGIN PEAK HR	7:45 AM				
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
PM BEGIN PEAK HR	4:00 PM				
4:00 PM	0	0	0	0	0

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: Tue, Feb 8, 22	LOCATION: NORTH & SOUTH: Indio EAST & WEST: Jefferson I-10 WB Ramps	PROJECT #: LOCATION #: CONTROL: SC3235 8 SIGNAL
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NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W S ▶ E ▼	<input checked="" type="checkbox"/> Add U-Turns to Left Turns
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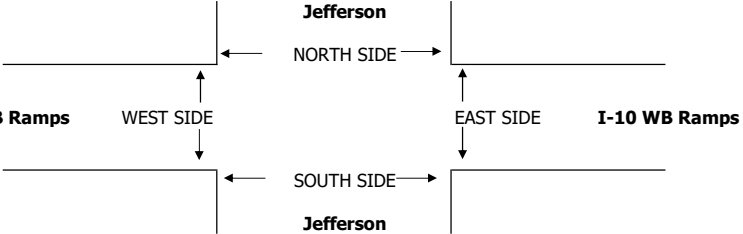
LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Jefferson			Jefferson			I-10 WB Ramps			I-10 WB Ramps			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	0	88	197	0	87	30	0	0	0	28	0	26	456
	7:15 AM	0	119	222	0	136	33	0	0	0	61	1	29	601
	7:30 AM	0	166	294	0	150	50	0	0	0	93	0	20	773
	7:45 AM	0	230	220	0	206	27	0	0	0	102	0	44	829
	8:00 AM	0	343	194	0	184	36	0	0	0	73	1	26	857
	8:15 AM	0	258	209	0	198	28	0	0	0	61	1	44	799
	8:30 AM	0	138	183	0	282	22	0	0	0	30	0	37	692
	8:45 AM	0	165	161	0	225	33	0	0	0	39	0	46	669
	VOLUMES	0	1,507	1,680	0	1,468	259	0	0	0	487	3	272	5,676
	APPROACH %	0%	47%	53%	0%	85%	15%	0%	0%	0%	64%	0%	36%	
APP/DEPART	3,187	/	1,779	1,727	/	1,955	0	/	1,680	762	/	262	0	
BEGIN PEAK HR	7:30 AM													
VOLUMES	0	997	917	0	738	141	0	0	0	329	2	134	3,258	
APPROACH %	0%	52%	48%	0%	84%	16%	0%	0%	0%	71%	0%	29%		
PEAK HR FACTOR		0.891			0.943			0.000			0.796		0.950	
APP/DEPART	1,914	/	1,131	879	/	1,067	0	/	917	465	/	143	0	
PM	4:00 PM	0	210	189	0	248	37	0	0	0	58	0	32	774
	4:15 PM	0	236	189	0	221	15	0	0	0	74	0	26	761
	4:30 PM	0	180	176	0	200	17	0	0	0	48	0	26	647
	4:45 PM	0	145	170	0	165	25	0	0	0	36	0	17	558
	5:00 PM	0	226	184	0	165	26	0	0	0	57	0	19	677
	5:15 PM	0	217	185	0	159	17	0	0	0	59	0	19	656
	5:30 PM	0	208	144	0	158	12	0	0	0	61	0	27	610
	5:45 PM	0	180	150	0	147	14	0	0	0	43	0	19	553
	VOLUMES	0	1,602	1,387	0	1,463	163	0	0	0	436	0	185	5,236
	APPROACH %	0%	54%	46%	0%	90%	10%	0%	0%	0%	70%	0%	30%	
APP/DEPART	2,989	/	1,787	1,626	/	1,899	0	/	1,387	621	/	163	0	
BEGIN PEAK HR	4:00 PM													
VOLUMES	0	771	724	0	834	94	0	0	0	216	0	101	2,740	
APPROACH %	0%	52%	48%	0%	90%	10%	0%	0%	0%	68%	0%	32%		
PEAK HR FACTOR		0.879			0.814			0.000			0.793		0.885	
APP/DEPART	1,495	/	872	928	/	1,050	0	/	724	317	/	94	0	

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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0



	PEDESTRIAN + BIKE CROSSINGS				
	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL	0	0	0	0	0
AM BEGIN PEAK HR	7:30 AM				
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	1	0	0	0	1
5:45 PM	0	0	0	0	0
TOTAL	1	0	0	0	1
PM BEGIN PEAK HR	4:00 PM				
0	0	0	0	0	

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

	BICYCLE CROSSINGS				
	NS	SS	ES	WS	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL	0	0	0	0	0
AM BEGIN PEAK HR	7:30 AM				
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	1	0	0	0	1
5:45 PM	0	0	0	0	0
TOTAL	1	0	0	0	1
PM BEGIN PEAK HR	4:00 PM				
0	0	0	0	0	

	BICYCLE CROSSINGS				
	NS	SS	ES	WS	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL	0	0	0	0	0
AM BEGIN PEAK HR	7:30 AM				
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	1	0	0	0	1
5:45 PM	0	0	0	0	0
TOTAL	1	0	0	0	1
PM BEGIN PEAK HR	4:00 PM				
0	0	0	0	0	

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:
Tue, Feb 8, 22

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Indio
Jefferson
Ave 42

PROJECT #:
LOCATION #:
CONTROL:

SC3235
11
SIGNAL

NOTES:	AM	
	PM	
	MD	
	OTHER	
	OTHER	

Add U-Turns to Left Turns

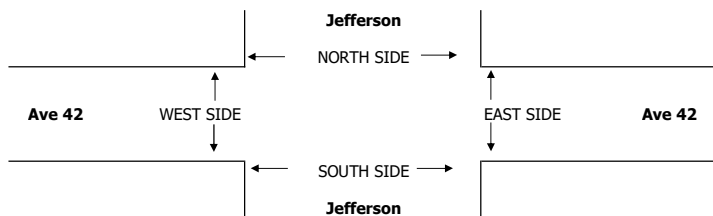
LANES:	NORTHBOUND Jefferson			SOUTHBOUND Jefferson			EASTBOUND Ave 42			WESTBOUND Ave 42			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	2	3	1	2	3	1	2	2	1	2	2	0	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

AM	NORTHBOUND Jefferson			SOUTHBOUND Jefferson			EASTBOUND Ave 42			WESTBOUND Ave 42			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
7:00 AM	84	158	0	9	190	114	46	41	50	13	23	8	736
7:15 AM	103	222	3	8	215	105	49	32	70	7	58	4	876
7:30 AM	162	248	2	9	274	128	79	55	104	11	49	8	1,129
7:45 AM	167	250	7	7	327	142	80	53	144	8	51	7	1,243
8:00 AM	121	309	6	12	266	113	57	45	129	12	24	7	1,101
8:15 AM	113	223	2	18	228	99	50	19	84	13	27	4	880
8:30 AM	82	194	5	10	239	83	42	24	90	11	18	7	805
8:45 AM	96	195	1	5	239	99	53	23	84	10	25	5	835
VOLUMES	928	1,799	26	78	1,978	883	456	292	755	85	275	50	7,605
APPROACH %	34%	65%	1%	3%	67%	30%	30%	19%	50%	21%	67%	12%	
APP/DEPART	2,753	/	2,310	2,939	/	2,813	1,503	/	396	410	/	2,086	0
BEGIN PEAK HR	7:30 AM												
VOLUMES	563	1,030	17	46	1,095	482	266	172	461	44	151	26	4,353
APPROACH %	35%	64%	1%	3%	67%	30%	30%	19%	51%	20%	68%	12%	
PEAK HR FACTOR	0.923			0.852			0.811			0.813			0.876
APP/DEPART	1,610	/	1,324	1,623	/	1,599	899	/	234	221	/	1,196	0
PM	NORTHBOUND Jefferson			SOUTHBOUND Jefferson			EASTBOUND Ave 42			WESTBOUND Ave 42			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
4:00 PM	73	241	3	13	257	68	104	77	124	8	17	6	991
4:15 PM	90	257	3	12	263	57	97	71	129	9	14	7	1,009
4:30 PM	74	202	4	8	256	84	94	65	135	9	15	5	951
4:45 PM	78	209	2	14	222	63	80	69	118	21	17	5	898
5:00 PM	75	253	8	10	226	75	90	66	114	12	18	3	950
5:15 PM	79	215	6	12	247	73	108	66	144	14	15	10	989
5:30 PM	77	199	0	12	229	67	80	55	108	12	9	2	850
5:45 PM	55	220	6	8	217	62	58	44	87	7	12	9	785
VOLUMES	601	1,796	32	89	1,917	549	711	513	959	92	117	47	7,423
APPROACH %	25%	74%	1%	3%	75%	21%	33%	23%	44%	36%	46%	18%	
APP/DEPART	2,429	/	2,567	2,555	/	2,967	2,183	/	623	256	/	1,266	0
BEGIN PEAK HR	4:00 PM												
VOLUMES	315	909	12	47	998	272	375	282	506	47	63	23	3,849
APPROACH %	25%	74%	1%	4%	76%	21%	32%	24%	44%	35%	47%	17%	
PEAK HR FACTOR	0.883			0.946			0.953			0.773			0.954
APP/DEPART	1,236	/	1,312	1,317	/	1,551	1,163	/	336	133	/	650	0

0	1	0	2	3
0	0	0	0	0
0	1	0	1	2
0	0	0	0	0
0	0	0	0	0
0	1	0	0	1
0	2	0	1	3
0	0	0	1	1
0	0	0	1	1
0	5	0	5	10

0	3	0	0	3
0	1	0	0	1
0	1	0	0	1
0	0	0	0	0
0	5	0	0	5
0	2	0	1	3
0	0	0	1	1
1	1	0	0	2
1	13	0	2	16



AM	PEDESTRIAN + BIKE CROSSINGS				
	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
7:00 AM	1	1	1	0	3
7:15 AM	0	0	0	0	0
7:30 AM	0	1	0	0	1
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL	1	2	1	0	4
AM BEGIN PEAK HR	7:30 AM				
4:00 PM	0	1	0	0	1
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	1	0	0	1
PM BEGIN PEAK HR	4:00 PM				

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

AM	BICYCLE CROSSINGS				
	NS	SS	ES	WS	TOTAL
7:00 AM	1	0	1	0	2
7:15 AM	0	0	0	0	0
7:30 AM	0	1	0	0	1
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL	1	1	1	0	3
AM BEGIN PEAK HR	7:30 AM				
4:00 PM	0	1	0	0	1
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	1	0	0	1
PM BEGIN PEAK HR	4:00 PM				

INTERSECTION TURNING MOVEMENT COUNTS

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

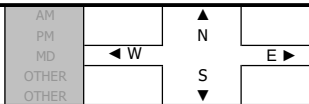
DATE:
Tue, Feb 8, 22

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Indio
Jefferson
Fred Waring

PROJECT #: SC3235
LOCATION #: 12
CONTROL: SIGNAL

NOTES:

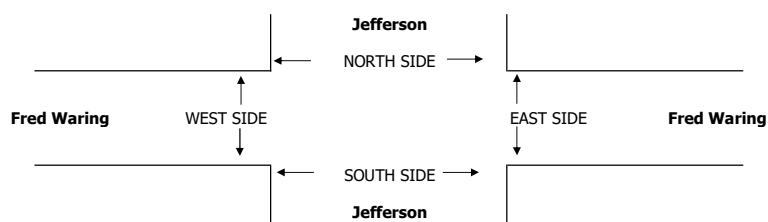


Add U-Turns to Left Turns

LANES:	NORTHBOUND <small>Jefferson</small>			SOUTHBOUND <small>Jefferson</small>			EASTBOUND <small>Fred Waring</small>			WESTBOUND <small>Fred Waring</small>			TOTAL
	NL 2	NT 3	NR 1	SL 2	ST 3	SR 1	EL 2	ET 3	ER 1	WL 2	WT 3	WR 0	

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	39	171	21	8	183	29	46	51	17	21	119	21	726	2	0	2	0	4
	7:15 AM	60	202	26	10	202	68	53	73	29	39	198	21	981	3	0	7	0	10
	7:30 AM	56	298	20	14	240	95	65	85	25	41	250	25	1,214	0	0	7	0	7
	7:45 AM	72	321	45	15	321	106	69	114	38	61	242	28	1,432	3	0	11	1	15
	8:00 AM	84	318	41	23	317	110	87	91	23	72	209	20	1,395	2	0	9	0	11
	8:15 AM	68	231	41	24	274	61	81	132	52	62	191	36	1,253	5	0	8	0	13
	8:30 AM	48	202	26	13	220	81	50	102	54	51	171	17	1,035	2	0	3	1	6
	8:45 AM	52	206	27	15	256	79	58	68	39	63	166	23	1,052	5	0	7	0	12
	VOLUMES	479	1,949	247	122	2,013	629	509	716	277	410	1,546	191	9,088	22	0	54	2	78
	APPROACH %	18%	73%	9%	4%	73%	23%	34%	48%	18%	19%	72%	9%						
APP/DEPART	2,675	/	2,595	2,764	/	2,720	1,502	/	1,087	2,147	/	2,686	0						
BEGIN PEAK HR	7:30 AM																		
VOLUMES	280	1,168	147	76	1,152	372	302	422	138	236	892	109	5,294						
APPROACH %	18%	73%	9%	5%	72%	23%	35%	49%	16%	19%	72%	9%							
PEAK HR FACTOR	0.900																		
PEAK HR FACTOR	0.900																		
APP/DEPART	1,595	/	1,544	1,600	/	1,535	862	/	646	1,237	/	1,569	0						
PM	4:00 PM	58	215	45	35	306	59	64	158	46	47	110	17	1,160	11	0	5	0	16
	4:15 PM	52	247	44	23	299	83	60	158	49	44	114	24	1,197	6	0	2	1	9
	4:30 PM	70	205	42	39	275	54	59	165	45	47	122	23	1,146	6	0	5	1	12
	4:45 PM	51	211	47	31	288	45	53	157	49	51	96	21	1,100	9	0	7	1	17
	5:00 PM	54	268	48	24	290	50	65	146	65	48	107	16	1,181	10	0	3	0	13
	5:15 PM	59	207	62	24	283	55	76	240	64	67	119	28	1,284	12	0	8	0	20
	5:30 PM	71	207	42	21	272	62	56	187	58	38	113	21	1,148	16	0	4	0	20
	5:45 PM	47	206	31	30	218	59	52	170	50	48	113	22	1,046	3	0	2	0	5
	VOLUMES	462	1,766	361	227	2,231	467	485	1,381	426	390	894	172	9,262	73	0	36	3	112
	APPROACH %	18%	68%	14%	8%	76%	16%	21%	60%	19%	27%	61%	12%						
APP/DEPART	2,589	/	2,387	2,925	/	3,117	2,292	/	1,972	1,456	/	1,786	0						
BEGIN PEAK HR	4:45 PM																		
VOLUMES	235	893	199	100	1,133	212	250	730	236	204	435	86	4,713						
APPROACH %	18%	67%	15%	7%	78%	15%	21%	60%	19%	28%	60%	12%							
PEAK HR FACTOR	0.897																		
PEAK HR FACTOR	0.897																		
APP/DEPART	1,327	/	1,207	1,445	/	1,619	1,216	/	1,030	725	/	857	0						



AM	7:00 AM	0	0	1	0	1
	7:15 AM	2	0	2	0	4
	7:30 AM	0	1	0	0	1
	7:45 AM	2	0	0	1	3
	8:00 AM	1	0	0	0	1
	8:15 AM	2	0	2	0	4
	8:30 AM	1	0	0	0	1
	8:45 AM	0	0	0	0	0
TOTAL	8	1	5	1	15	
AM BEGIN PEAK HR	7:30 AM					
PM	4:00 PM	0	1	0	1	2
	4:15 PM	2	3	3	1	9
	4:30 PM	1	2	0	0	3
	4:45 PM	0	0	1	2	3
	5:00 PM	0	0	0	2	2
	5:15 PM	0	0	0	0	0
	5:30 PM	0	2	0	0	2
	5:45 PM	0	0	0	0	0
TOTAL	3	8	4	6	21	
PM BEGIN PEAK HR	4:45 PM					

PEDESTRIAN + BIKE CROSSINGS					
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	
0	0	1	0	1	1
2	0	2	0	2	4
0	1	0	0	1	1
2	0	0	1	3	3
1	0	0	0	1	1
2	0	2	0	4	4
1	0	0	0	1	1
0	0	0	0	0	0
8	1	5	1	15	15
7:30 AM					
0	1	0	1	2	2
2	3	3	1	9	9
1	2	0	0	3	3
0	0	1	2	3	3
0	0	0	2	2	2
0	0	0	0	0	0
0	2	0	0	2	2
0	0	0	0	0	0
3	8	4	6	21	21
4:45 PM					

PEDESTRIAN CROSSINGS					
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
2	0	0	0	2	2
0	0	0	0	0	0
2	0	2	0	4	4
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
4	0	2	0	6	6
4	0	2	0	6	6
0	1	0	1	2	2
1	1	2	0	4	4
1	1	0	0	2	2
0	0	1	0	1	1
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
2	3	3	1	9	9
0	0	1	0	1	1

BICYCLE CROSSINGS					
NS	SS	ES	WS	TOTAL	
0	0	1	0	1	1
2	0	2	0	4	4
0	1	0	0	1	1
0	0	0	1	1	1
1	0	0	0	1	1
0	0	0	0	0	0
0	0	0	0	0	0
1	0	0	0	1	1
0	0	0	0	0	0
0	2	0	0	2	2
0	0	0	0	0	0
4	1	3	1	9	9
0	0	0	0	0	0
1	2	1	1	5	5
0	1	0	0	1	1
0	0	0	2	2	2
0	0	0	2	2	2
0	0	0	0	0	0
0	2	0	0	2	2
0	0	0	0	0	0
1	5	1	5	12	12

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:
Tue, Feb 8, 22

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Indio
Monroe
Ave 41

PROJECT #:
LOCATION #:
CONTROL:

SC3235
13
STOP W

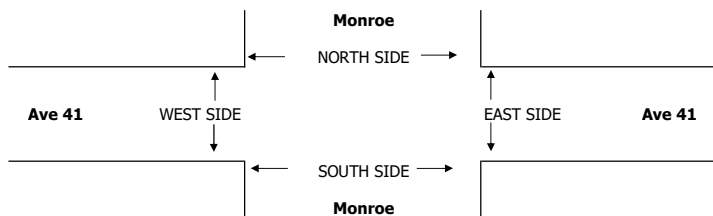
NOTES:	AM		▲	<input type="checkbox"/> Add U-Turns to Left Turns	
	PM		N		
	MD		◀		▶
	OTHER		S		
	OTHER		▼		

LANES:	NORTHBOUND Monroe			SOUTHBOUND Monroe			EASTBOUND Ave 41			WESTBOUND Ave 41			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	X	2	0	1	2	X	X	X	X	1	X	1	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

	NORTHBOUND Monroe			SOUTHBOUND Monroe			EASTBOUND Ave 41			WESTBOUND Ave 41			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
AM													
7:00 AM	0	31	6	7	26	0	0	0	0	27	0	16	113
7:15 AM	0	37	6	8	39	0	0	0	0	37	0	23	150
7:30 AM	0	31	6	9	49	0	0	0	0	52	0	23	170
7:45 AM	0	60	14	16	57	0	0	0	0	40	0	57	244
8:00 AM	0	102	12	30	56	0	0	0	0	31	0	119	350
8:15 AM	0	74	14	41	86	0	0	0	0	19	0	64	298
8:30 AM	0	55	10	45	102	0	0	0	0	21	0	34	267
8:45 AM	0	45	12	27	65	0	0	0	0	20	0	14	183
VOLUMES	0	435	80	183	480	0	0	0	0	247	0	350	1,775
APPROACH %	0%	84%	16%	28%	72%	0%	0%	0%	0%	41%	0%	59%	
APP/DEPART	515	/	785	663	/	727	0	/	263	597	/	0	0
BEGIN PEAK HR	7:45 AM												
VOLUMES	0	291	50	132	301	0	0	0	0	111	0	274	1,159
APPROACH %	0%	85%	15%	30%	70%	0%	0%	0%	0%	29%	0%	71%	
PEAK HR FACTOR	0.748			0.736			0.000			0.642			0.828
APP/DEPART	341	/	565	433	/	412	0	/	182	385	/	0	0
PM													
4:00 PM	0	49	23	32	85	0	0	0	0	10	0	24	223
4:15 PM	0	36	35	26	52	0	0	0	0	7	0	18	174
4:30 PM	0	38	31	23	56	0	0	0	0	14	0	22	184
4:45 PM	0	34	29	16	60	0	0	0	0	17	0	19	175
5:00 PM	0	44	30	22	42	0	0	0	0	14	0	17	169
5:15 PM	0	38	33	20	38	0	0	0	0	11	0	18	158
5:30 PM	0	41	26	18	49	0	0	0	0	14	0	16	164
5:45 PM	0	37	36	14	41	0	0	0	0	17	0	21	166
VOLUMES	0	317	243	171	423	0	0	0	0	104	0	155	1,414
APPROACH %	0%	57%	43%	29%	71%	0%	0%	0%	0%	40%	0%	60%	
APP/DEPART	561	/	472	594	/	528	0	/	414	259	/	0	0
BEGIN PEAK HR	4:00 PM												
VOLUMES	0	157	118	97	253	0	0	0	0	48	0	83	756
APPROACH %	0%	57%	43%	28%	72%	0%	0%	0%	0%	37%	0%	63%	
PEAK HR FACTOR	0.955			0.748			0.000			0.910			0.848
APP/DEPART	275	/	240	350	/	301	0	/	215	131	/	0	0

NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
1	0	0	0	1
1	0	0	0	1



	PEDESTRIAN + BIKE CROSSINGS				
	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
AM					
7:00 AM	0	0	1	0	1
7:15 AM	0	0	1	0	1
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	1	2	1	4
8:30 AM	1	1	0	1	3
8:45 AM	0	0	1	0	1
TOTAL	1	2	5	2	10
AM BEGIN PEAK HR	7:45 AM				
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	1	0	1	2
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	1	0	1	2
PM BEGIN PEAK HR	4:00 PM				

	PEDESTRIAN CROSSINGS				
	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
AM					
7:00 AM	0	0	1	0	1
7:15 AM	0	0	1	0	1
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	2	0	2
8:30 AM	1	0	0	0	1
8:45 AM	0	0	1	0	1
TOTAL	1	0	5	0	6
AM BEGIN PEAK HR	7:45 AM				
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	2	0	2
PM BEGIN PEAK HR	4:00 PM				

	BICYCLE CROSSINGS				
	NS	SS	ES	WS	TOTAL
AM					
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	1	0	1	2
8:30 AM	0	1	0	1	2
8:45 AM	0	0	0	0	0
TOTAL	0	2	0	2	4
AM BEGIN PEAK HR	7:45 AM				
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	1	0	1	2
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	1	0	1	2
PM BEGIN PEAK HR	4:00 PM				

	BICYCLE CROSSINGS				
	NS	SS	ES	WS	TOTAL
AM					
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	1	0	1	2
8:30 AM	0	1	0	1	2
8:45 AM	0	0	0	0	0
TOTAL	0	2	0	2	4
AM BEGIN PEAK HR	7:45 AM				
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	1	0	1	2
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	1	0	1	2
PM BEGIN PEAK HR	4:00 PM				

INTERSECTION TURNING MOVEMENT COUNTS

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

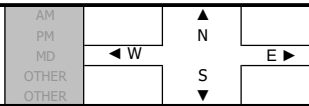
DATE:
Tue, Feb 8, 22

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Indio
Monroe
Buena Vista

PROJECT #: SC3235
LOCATION #: 15
CONTROL: SIGNAL

NOTES:



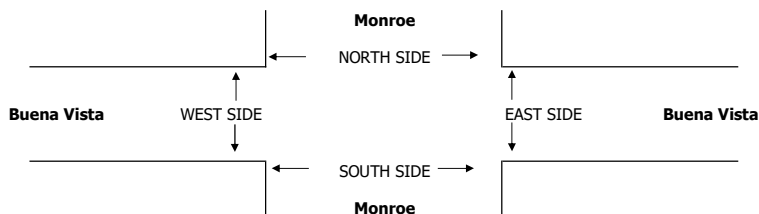
Add U-Turns to Left Turns

LANES:	NORTHBOUND <small>Monroe</small>			SOUTHBOUND <small>Monroe</small>			EASTBOUND <small>Buena Vista</small>			WESTBOUND <small>Buena Vista</small>			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	X	2	1	2	2	X	X	X	X	2	X	1	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

	NORTHBOUND <small>Monroe</small>			SOUTHBOUND <small>Monroe</small>			EASTBOUND <small>Buena Vista</small>			WESTBOUND <small>Buena Vista</small>			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
AM													
7:00 AM	0	77	43	0	123	0	0	0	0	56	0	3	302
7:15 AM	0	84	30	1	150	0	0	0	0	69	0	2	336
7:30 AM	0	91	32	0	187	0	0	0	0	52	0	5	367
7:45 AM	0	111	42	1	184	0	0	0	0	61	0	7	406
8:00 AM	0	150	39	2	165	0	0	0	0	52	0	4	412
8:15 AM	0	127	52	3	165	0	0	0	0	54	0	6	407
8:30 AM	0	88	51	0	128	0	0	0	0	56	0	6	329
8:45 AM	0	89	67	3	121	0	0	0	0	57	0	7	344
VOLUMES	0	817	356	10	1,223	0	0	0	0	457	0	40	2,908
APPROACH %	0%	70%	30%	1%	99%	0%	0%	0%	0%	92%	0%	8%	
APP/DEPART	1,174	/	861	1,237	/	1,681	0	/	366	497	/	0	0
BEGIN PEAK HR	7:30 AM												
VOLUMES	0	479	165	6	701	0	0	0	0	219	0	22	1,596
APPROACH %	0%	74%	26%	1%	99%	0%	0%	0%	0%	91%	0%	9%	
PEAK HR FACTOR	0.853			0.949			0.000			0.886			0.968
APP/DEPART	645	/	504	710	/	921	0	/	171	241	/	0	0
PM													
4:00 PM	0	129	71	1	120	0	0	0	0	87	0	10	418
4:15 PM	0	132	83	0	81	0	0	0	0	79	0	5	380
4:30 PM	0	127	73	0	99	0	0	0	0	71	0	9	379
4:45 PM	0	126	68	0	99	0	0	0	0	73	0	7	373
5:00 PM	0	139	59	2	108	0	0	0	0	78	0	7	393
5:15 PM	0	154	78	1	84	0	0	0	0	72	0	5	394
5:30 PM	0	147	67	0	118	0	0	0	0	77	0	5	414
5:45 PM	0	147	69	1	79	0	0	0	0	74	0	7	377
VOLUMES	0	1,101	568	5	788	0	0	0	0	611	0	55	3,134
APPROACH %	0%	66%	34%	1%	99%	0%	0%	0%	0%	92%	0%	8%	
APP/DEPART	1,669	/	1,161	798	/	1,399	0	/	574	667	/	0	0
BEGIN PEAK HR	5:00 PM												
VOLUMES	0	587	273	4	389	0	0	0	0	301	0	24	1,581
APPROACH %	0%	68%	32%	1%	98%	0%	0%	0%	0%	93%	0%	7%	
PEAK HR FACTOR	0.927			0.832			0.000			0.956			0.952
APP/DEPART	860	/	614	396	/	690	0	/	277	325	/	0	0

NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
1	0	0	0	1
0	1	0	0	1
0	0	0	0	0
0	1	0	0	1
0	2	0	0	2
0	1	0	0	1
0	0	0	0	0
0	5	0	1	6



	PEDESTRIAN + BIKE CROSSINGS				TOTAL
	N SIDE	S SIDE	E SIDE	W SIDE	
AM					
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	1	0	1
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL	0	0	1	0	1
AM BEGIN PEAK HR	7:30 AM				
PM					
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	1	0	0	0	1
4:45 PM	0	0	0	0	0
5:00 PM	3	0	2	0	5
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	2	0	0	1	3
TOTAL	6	0	2	1	9
PM BEGIN PEAK HR	5:00 PM				

	PEDESTRIAN CROSSINGS				TOTAL
	N SIDE	S SIDE	E SIDE	W SIDE	
AM					
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL	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	1	0	0	0	1
4:45 PM	0	0	0	0	0
5:00 PM	2	0	2	0	4
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	1	0	0	0	1
TOTAL	4	0	2	0	6
PM BEGIN PEAK HR	3	0	2	0	5

	BICYCLE CROSSINGS				TOTAL
	NS	SS	ES	WS	
AM					
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	1	0	1
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL	0	0	1	0	1
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	1	0	0	0	1
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	1	0	0	1	2
TOTAL	2	0	0	1	3

	BICYCLE CROSSINGS				TOTAL
	NS	SS	ES	WS	
AM					
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	1	0	1
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL	0	0	1	0	1
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	1	0	0	0	1
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	1	0	0	1	2
TOTAL	2	0	0	1	3

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:
Tue, Feb 8, 22

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Indio
Monroe
I-10 WB Ramps

PROJECT #: SC3235
LOCATION #: 16
CONTROL: SIGNAL

NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W E ▶ S ▼	
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Add U-Turns to Left Turns

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	1	X	X	1	1	X	X	X	0.5	0.5	1	

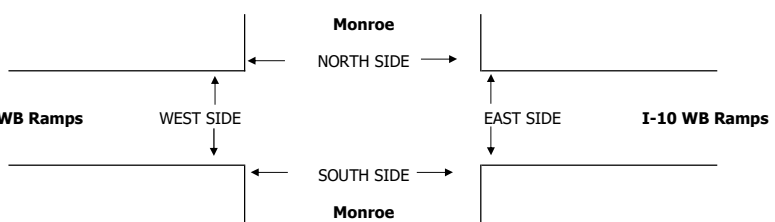
U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

AM	7:00 AM	107	106	0	0	95	84	0	0	0	28	0	15	435	0	0	0	0	0
	7:15 AM	97	84	0	0	118	100	0	0	0	27	1	31	458	0	0	0	0	0
	7:30 AM	115	110	0	0	123	116	0	0	0	33	0	15	512	0	0	0	0	0
	7:45 AM	101	126	0	0	139	106	0	0	0	29	0	27	528	0	0	0	0	0
	8:00 AM	78	162	0	0	131	85	0	0	0	26	0	27	509	0	0	0	0	0
	8:15 AM	97	156	0	0	144	74	0	0	0	26	0	24	521	0	0	0	0	0
	8:30 AM	89	124	0	0	127	57	0	0	0	27	0	15	439	0	0	0	0	0
	8:45 AM	51	138	0	0	116	62	0	0	0	27	0	19	413	0	0	0	0	0
	VOLUMES	735	1,006	0	0	993	684	0	0	0	223	1	173	3,815	0	0	0	0	0
	APPROACH %	42%	58%	0%	0%	59%	41%	0%	0%	0%	56%	0%	44%		0	0	0	0	0
APP/DEPART	1,741	/	1,179	1,677	/	1,216	0	/	0	397	/	1,420	0						
BEGIN PEAK HR	7:30 AM																		
VOLUMES	391	554	0	0	537	381	0	0	0	114	0	93	2,070						
APPROACH %	41%	59%	0%	0%	58%	42%	0%	0%	0%	55%	0%	45%							
PEAK HR FACTOR	0.934			0.937			0.000			0.924			0.980						
APP/DEPART	945	/	647	918	/	651	0	/	0	207	/	772	0						

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

PM	4:00 PM	62	179	0	0	151	56	0	0	0	26	0	21	495	0	0	0	0	0
	4:15 PM	56	192	0	0	113	47	0	0	0	26	0	24	458	0	0	0	0	0
	4:30 PM	74	168	0	0	110	59	0	0	0	28	1	33	473	0	0	0	0	0
	4:45 PM	59	167	0	0	128	44	0	0	0	35	0	27	460	0	0	0	0	0
	5:00 PM	61	175	0	0	136	50	0	0	0	41	0	24	487	0	0	0	0	0
	5:15 PM	52	202	0	0	116	40	0	0	0	43	0	30	483	0	0	0	0	0
	5:30 PM	56	185	0	0	139	56	0	0	0	37	0	29	502	0	0	0	0	0
	5:45 PM	59	198	0	0	126	26	0	0	0	36	0	19	464	0	0	0	0	0
	VOLUMES	479	1,466	0	0	1,019	378	0	0	0	272	1	207	3,822	0	0	0	0	0
	APPROACH %	25%	75%	0%	0%	73%	27%	0%	0%	0%	57%	0%	43%		0	0	0	0	0
APP/DEPART	1,945	/	1,673	1,397	/	1,291	0	/	0	480	/	858	0						
BEGIN PEAK HR	5:00 PM																		
VOLUMES	228	760	0	0	517	172	0	0	0	157	0	102	1,936						
APPROACH %	23%	77%	0%	0%	75%	25%	0%	0%	0%	61%	0%	39%							
PEAK HR FACTOR	0.961			0.883			0.000			0.887			0.964						
APP/DEPART	988	/	862	689	/	674	0	/	0	259	/	400	0						

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0



AM	7:00 AM	0	0	0	0	0
	7:15 AM	0	0	0	0	0
	7:30 AM	0	0	1	0	1
	7:45 AM	0	0	0	0	0
	8:00 AM	0	0	1	0	1
	8:15 AM	0	0	0	0	0
	8:30 AM	0	0	0	0	0
	8:45 AM	0	0	0	0	0
	TOTAL	0	0	2	0	2
AM BEGIN PEAK HR	7:30 AM					
PM	4:00 PM	0	0	0	1	1
	4:15 PM	0	0	0	0	0
	4:30 PM	0	0	0	1	1
	4:45 PM	0	0	1	0	1
	5:00 PM	0	0	1	1	2
	5:15 PM	0	0	0	2	2
	5:30 PM	0	0	0	0	0
	5:45 PM	0	0	0	2	2
	TOTAL	0	0	2	7	9
PM BEGIN PEAK HR	5:00 PM					

PEDESTRIAN + BIKE CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	1	0	1
0	0	0	0	0
0	0	1	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	2	0	2
0	0	0	1	1
0	0	0	0	0
0	0	0	1	1
0	0	1	0	1
0	0	1	1	2
0	0	0	2	2
0	0	0	0	0
0	0	0	2	2
0	0	2	7	9

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	1	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	1	0	1
0	0	1	0	1
0	0	0	2	2
0	0	0	0	0
0	0	0	1	1
0	0	2	5	7
0	0	1	3	4

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	1	0	1
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	1	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	1	1
0	0	0	2	2

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:
Tue, Feb 8, 22

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Indio
Monroe
I-10 EB Ramps

PROJECT #:
LOCATION #:
CONTROL:

SC3235
17
SIGNAL

NOTES:

AM	▲ N ◀ W E ▶ S ▼
PM	
MD	
OTHER OTHER	

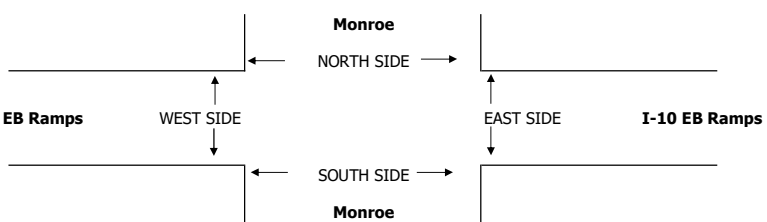
Add U-Turns to Left Turns

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL	U-TURNS				
	Monroe			Monroe			I-10 EB Ramps			I-10 EB Ramps				NB	SB	EB	WB	TTL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR		0	0	0	0	0
	X	1	0	1	1	X	0.5	0.5	1	X	X	X	0	0	0	0	0	

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
AM													
7:00 AM	0	179	16	13	109	0	34	1	58	0	0	0	410
7:15 AM	0	155	27	18	127	0	26	0	89	0	0	0	442
7:30 AM	0	195	20	15	140	0	31	1	66	0	0	0	468
7:45 AM	0	198	26	12	155	0	29	1	78	0	0	0	499
8:00 AM	0	198	27	14	143	0	43	1	68	0	0	0	494
8:15 AM	0	213	20	16	153	0	40	0	50	0	0	0	492
8:30 AM	0	182	30	18	136	0	32	0	57	0	0	0	455
8:45 AM	0	150	27	14	129	0	39	0	70	0	0	0	429
VOLUMES	0	1,470	193	120	1,092	0	274	4	536	0	0	0	3,689
APPROACH %	0%	88%	12%	10%	90%	0%	34%	0%	66%	0%	0%	0%	
APP/DEPART	1,663	/	1,744	1,212	/	1,628	814	/	317	0	/	0	0
BEGIN PEAK HR	7:30 AM												
VOLUMES	0	804	93	57	591	0	143	3	262	0	0	0	1,953
APPROACH %	0%	90%	10%	9%	91%	0%	35%	1%	64%	0%	0%	0%	
PEAK HR FACTOR		0.962			0.959			0.911			0.000		0.978
APP/DEPART	897	/	947	648	/	853	408	/	153	0	/	0	0
PM													
4:00 PM	0	172	32	20	157	0	70	0	86	0	0	0	537
4:15 PM	0	188	37	20	118	0	61	0	92	0	0	0	516
4:30 PM	0	174	33	16	121	0	68	0	96	0	0	0	508
4:45 PM	0	151	27	28	135	0	75	1	86	0	0	0	503
5:00 PM	0	156	35	25	151	0	81	1	82	0	0	0	531
5:15 PM	0	169	29	28	131	0	85	0	95	0	0	0	537
5:30 PM	0	162	31	14	162	0	80	1	83	0	0	0	533
5:45 PM	0	193	31	22	140	0	64	0	66	0	0	0	516
VOLUMES	0	1,365	255	173	1,115	0	584	3	686	0	0	0	4,181
APPROACH %	0%	84%	16%	13%	87%	0%	46%	0%	54%	0%	0%	0%	
APP/DEPART	1,620	/	1,949	1,288	/	1,801	1,273	/	431	0	/	0	0
BEGIN PEAK HR	5:00 PM												
VOLUMES	0	680	126	89	584	0	310	2	326	0	0	0	2,117
APPROACH %	0%	84%	16%	13%	87%	0%	49%	0%	51%	0%	0%	0%	
PEAK HR FACTOR		0.900			0.956			0.886			0.000		0.986
APP/DEPART	806	/	990	673	/	910	638	/	217	0	/	0	0

NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0



	PEDESTRIAN + BIKE CROSSINGS				TOTAL
	N SIDE	S SIDE	E SIDE	W SIDE	
AM					
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	1	0	1
7:45 AM	0	0	0	1	1
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL	0	0	1	1	2
AM BEGIN PEAK HR	7:30 AM				
4:00 PM	0	0	0	1	1
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	1	1
5:15 PM	0	0	0	2	2
5:30 PM	0	0	0	1	1
5:45 PM	0	0	0	1	1
TOTAL	0	0	0	6	6
PM BEGIN PEAK HR	5:00 PM				

	PEDESTRIAN CROSSINGS				TOTAL
	N SIDE	S SIDE	E SIDE	W SIDE	
AM					
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	1	1
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL	0	0	0	1	1
AM BEGIN PEAK HR	7:30 AM				
4:00 PM	0	0	0	1	1
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	2	2
5:30 PM	0	0	0	1	1
5:45 PM	0	0	0	0	0
TOTAL	0	0	0	4	4
PM BEGIN PEAK HR	5:00 PM				

	BICYCLE CROSSINGS				TOTAL
	NS	SS	ES	WS	
AM					
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	1	0	1
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL	0	0	1	0	1
AM BEGIN PEAK HR	7:30 AM				
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	1	1
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	1	1
TOTAL	0	0	0	2	2
PM BEGIN PEAK HR	5:00 PM				

	PEDESTRIAN + BIKE CROSSINGS				TOTAL
	N SIDE	S SIDE	E SIDE	W SIDE	
AM					
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	1	0	1
7:45 AM	0	0	0	1	1
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL	0	0	1	1	2
AM BEGIN PEAK HR	7:30 AM				
4:00 PM	0	0	0	1	1
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	2	2
5:30 PM	0	0	0	1	1
5:45 PM	0	0	0	0	0
TOTAL	0	0	0	4	4
PM BEGIN PEAK HR	5:00 PM				

**SPEED1 Avenue 40 between Burr and Kevin .07.
Eastbound**

Project# SC3235

Monday, February 07, 2022

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

Time	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75+	TOTAL	%VEHICLES
12:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
12:15:00 AM	0	0	0	0	0	1	0	0	0	1	1	1	0	0	4	0.16%
12:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
12:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
1:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
1:15:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.04%
1:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
1:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
2:00:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.04%
2:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
2:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
2:45:00 AM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0.08%
3:00:00 AM	0	0	0	1	0	0	0	0	0	2	0	0	0	0	3	0.12%
3:15:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.04%
3:30:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.04%
3:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
4:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0.04%
4:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
4:30:00 AM	0	0	0	0	0	0	1	0	1	1	0	0	0	0	3	0.12%
4:45:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0.08%
5:00:00 AM	0	0	0	0	0	0	0	1	2	1	0	0	0	0	4	0.16%
5:15:00 AM	0	0	0	0	0	0	1	1	2	2	0	1	0	0	7	0.29%
5:30:00 AM	0	0	0	0	0	0	1	0	2	2	1	0	0	0	6	0.25%
5:45:00 AM	0	0	0	0	0	0	0	3	3	3	1	1	0	1	12	0.49%
6:00:00 AM	0	0	0	0	0	0	1	2	2	3	0	0	0	0	8	0.33%
6:15:00 AM	0	0	0	0	0	0	1	3	4	8	2	0	0	0	18	0.74%
6:30:00 AM	0	0	0	0	0	0	1	2	4	6	5	1	0	1	20	0.82%
6:45:00 AM	0	0	0	0	0	0	4	3	4	11	4	0	0	0	26	1.07%
7:00:00 AM	0	0	0	0	0	0	2	4	4	7	3	0	1	0	21	0.86%
7:15:00 AM	0	0	0	0	0	0	0	6	8	9	6	3	0	0	32	1.32%
7:30:00 AM	0	0	0	0	0	0	1	5	10	12	5	0	0	1	34	1.40%
7:45:00 AM	0	0	0	0	0	0	5	8	15	12	12	1	0	0	53	2.18%
8:00:00 AM	0	0	0	0	0	2	4	14	25	27	14	3	1	0	90	3.70%
8:15:00 AM	0	0	0	0	0	0	2	24	43	31	4	0	0	1	105	4.32%
8:30:00 AM	0	0	0	0	0	0	4	14	29	19	7	0	0	0	73	3.00%
8:45:00 AM	0	0	0	0	0	0	9	16	23	11	3	0	0	0	62	2.55%
9:00:00 AM	0	0	0	0	0	0	3	14	18	7	0	1	0	0	43	1.77%
9:15:00 AM	0	0	0	0	0	0	3	12	27	8	2	0	0	0	52	2.14%
9:30:00 AM	0	0	0	0	0	1	2	13	25	14	1	0	0	0	56	2.30%
9:45:00 AM	0	0	0	0	0	0	3	14	20	15	2	0	0	0	54	2.22%
10:00:00 AM	0	0	0	0	0	1	3	10	16	13	4	1	0	0	48	1.97%
10:15:00 AM	0	0	0	0	0	0	5	9	11	10	3	0	0	2	40	1.64%
10:30:00 AM	0	0	0	0	0	0	2	9	23	16	0	0	0	0	50	2.06%
10:45:00 AM	0	0	0	0	0	0	0	14	14	11	4	0	0	0	43	1.77%
11:00:00 AM	0	0	0	0	0	1	2	11	16	7	5	0	0	0	42	1.73%
11:15:00 AM	0	0	0	0	0	6	1	7	13	13	2	0	1	0	43	1.77%
11:30:00 AM	0	0	1	0	1	4	6	13	18	4	1	0	0	0	48	1.97%
11:45:00 AM	0	0	0	0	0	0	1	12	21	10	1	1	1	0	47	1.93%
AM TOTAL	0	0	1	1	1	16	72	244	405	296	95	14	5	6	1,156	47.51%
PERCENTAGE	0.0%	0.0%	0.1%	0.1%	0.1%	1.4%	6.2%	21.1%	35.0%	25.6%	8.2%	1.2%	0.4%	0.5%		
CUMULATIVE	0	0	1	2	3	19	91	335	740	1,036	1,131	1,145	1,150	1,156		
PERCENTAGE	0.0%	0.0%	0.1%	0.2%	0.3%	1.6%	7.9%	29.0%	64.0%	89.6%	97.8%	99.0%	99.5%	100.0%		

15th Percentile 41 Mean Speed Average 48
 50th Percentile 48 10 MPH Pace Speed 49-58
 85th Percentile 56 Number in Pace 247
 95th Percentile 59 Percent in Pace 21%

**SPEED1 Avenue 40 between Burr and Kevin .07.
Eastbound**

Project# SC3235

Monday, February 07, 2022

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

Time	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75+	TOTAL	%VEHICLES
12:00:00 PM	0	0	0	0	0	0	4	12	11	8	2	1	1	0	39	1.60%
12:15:00 PM	0	0	0	0	0	0	3	10	21	9	3	0	0	0	46	1.89%
12:30:00 PM	0	0	0	0	0	0	0	10	16	10	8	0	0	0	44	1.81%
12:45:00 PM	0	0	0	0	0	1	3	15	16	7	4	3	0	0	49	2.01%
1:00:00 PM	0	0	0	0	0	0	2	12	11	4	2	1	1	0	33	1.36%
1:15:00 PM	0	0	0	0	0	1	2	6	18	12	5	0	0	0	44	1.81%
1:30:00 PM	0	0	0	0	0	0	0	8	12	14	5	2	0	0	41	1.69%

**SPEED1 Avenue 40 between Burr and Kevin .07.
Westbound**

Project# SC3235

Monday, February 07, 2022

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

Time	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75+	TOTAL	%VEHICLES
12:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
12:15:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	0.07%
12:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0.04%
12:45:00 AM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0.07%
1:00:00 AM	0	0	0	0	0	0	0	0	1	1	0	1	0	0	3	0.11%
1:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
1:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
1:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
2:00:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0.04%
2:15:00 AM	0	0	0	0	0	0	0	2	0	0	0	0	1	0	3	0.11%
2:30:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0.04%
2:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
3:00:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0.04%
3:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
3:30:00 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	0.07%
3:45:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	1	3	0.11%
4:00:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0.04%
4:15:00 AM	0	0	0	0	0	0	0	1	2	2	0	0	0	0	5	0.18%
4:30:00 AM	0	0	0	0	0	0	1	0	1	0	0	0	1	0	3	0.11%
4:45:00 AM	0	0	0	0	0	1	0	1	1	1	1	1	1	0	7	0.26%
5:00:00 AM	0	0	0	0	0	0	0	0	0	2	1	0	0	1	4	0.15%
5:15:00 AM	0	0	0	0	0	0	0	1	0	0	1	1	0	1	4	0.15%
5:30:00 AM	0	0	0	0	0	0	0	0	0	1	1	0	1	0	3	0.11%
5:45:00 AM	0	0	0	0	0	1	0	0	1	1	1	1	1	0	5	0.18%
6:00:00 AM	0	0	0	0	0	0	0	0	1	3	0	3	0	0	7	0.26%
6:15:00 AM	0	0	0	0	0	0	0	2	0	3	0	2	0	1	8	0.30%
6:30:00 AM	0	0	0	0	0	0	0	1	2	0	2	1	0	0	6	0.22%
6:45:00 AM	0	0	0	0	0	0	1	0	4	2	2	3	0	0	12	0.44%
7:00:00 AM	0	0	0	0	0	1	4	3	4	5	0	1	0	1	19	0.70%
7:15:00 AM	0	0	0	0	0	0	1	5	5	4	1	1	0	1	18	0.67%
7:30:00 AM	0	0	0	0	0	0	0	4	4	6	2	5	0	0	21	0.78%
7:45:00 AM	0	0	0	0	0	0	0	2	4	5	5	1	5	3	25	0.92%
8:00:00 AM	0	0	0	0	0	1	1	5	15	15	8	2	0	0	47	1.74%
8:15:00 AM	1	0	0	0	0	0	0	6	24	25	9	4	0	0	69	2.55%
8:30:00 AM	0	0	0	0	0	0	1	9	18	39	9	3	0	0	79	2.92%
8:45:00 AM	0	0	0	0	0	2	5	4	22	17	6	0	2	0	58	2.15%
9:00:00 AM	2	0	0	2	0	0	1	7	12	7	15	0	1	0	47	1.74%
9:15:00 AM	3	0	0	0	0	0	0	6	10	8	6	5	0	2	40	1.48%
9:30:00 AM	0	0	0	0	0	0	2	1	7	6	12	5	2	1	36	1.33%
9:45:00 AM	5	1	0	0	0	0	2	3	13	14	10	6	2	0	56	2.07%
10:00:00 AM	0	0	0	0	0	2	1	2	7	15	7	1	1	0	36	1.33%
10:15:00 AM	1	0	0	0	0	0	0	3	5	12	10	4	0	0	35	1.29%
10:30:00 AM	0	0	0	0	0	0	0	5	6	14	6	1	1	0	33	1.22%
10:45:00 AM	0	0	0	0	0	0	2	0	8	24	9	6	0	1	50	1.85%
11:00:00 AM	0	0	0	0	0	5	6	6	20	7	7	5	0	0	56	2.07%
11:15:00 AM	0	0	0	0	0	0	5	2	13	12	9	4	0	0	45	1.66%
11:30:00 AM	0	0	1	0	0	4	6	8	14	4	7	0	0	0	44	1.63%
11:45:00 AM	0	0	0	0	0	0	1	4	10	10	3	4	0	1	33	1.22%
AM TOTAL	12	1	1	2	0	17	42	93	238	268	151	71	21	14	931	34.44%
PERCENTAGE	1.3%	0.1%	0.1%	0.2%	0.0%	1.8%	4.5%	10.0%	25.6%	28.8%	16.2%	7.6%	2.3%	1.5%		
CUMULATIVE	12	13	14	16	16	33	75	168	406	674	825	896	917	931		
PERCENTAGE	1.3%	1.4%	1.5%	1.7%	1.7%	3.5%	8.1%	18.0%	43.6%	72.4%	88.6%	96.2%	98.5%	100.0%		

15th Percentile 43 Mean Speed Average 51
 50th Percentile 51 10 MPH Pace Speed 50-59
 85th Percentile 60 Number in Pace 277
 95th Percentile 64 Percent in Pace 30%

Project# SC3235

**SPEED1 Avenue 40 between Burr and Kevin .07.
Westbound**

Monday, February 07, 2022

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

Time	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75+	TOTAL	%VEHICLES
12:00:00 PM	0	0	0	0	0	1	4	2	16	9	16	5	1	0	54	2.00%
12:15:00 PM	0	1	0	0	1	0	1	3	18	16	8	2	1	0	51	1.89%
12:30:00 PM	1	0	0	0	0	3	4	5	15	14	10	8	1	1	62	2.29%
12:45:00 PM	0	0	0	0	0	0	1	7	8	16	8	7	1	2	50	1.85%
1:00:00 PM	1	0	0	0	0	0	1	5	10	13	14	2	1	0	47	1.74%
1:15:00 PM	0	0	0	0	0	0	1	7	5	13	16	1	1	0	44	1.63%
1:30:00 PM	2	0	0	0	0	0	2	10	12	12	8	6	1	1	54	2.00%

SPEED1 Avenue 40 between Burr and Kevin .07.

Project# SC3235

Combined

Monday, February 07, 2022

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

Time	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75+	TOTAL	%VEHICLES
12:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
12:15:00 AM	0	0	0	0	0	1	0	0	1	1	1	1	1	0	6	0.12%
12:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0.02%
12:45:00 AM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0.04%
1:00:00 AM	0	0	0	0	0	0	0	0	1	1	0	1	0	0	3	0.06%
1:15:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.02%
1:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
1:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
2:00:00 AM	0	0	0	0	0	0	1	0	0	0	1	0	0	0	2	0.04%
2:15:00 AM	0	0	0	0	0	0	0	2	0	0	0	0	1	0	3	0.06%
2:30:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0.02%
2:45:00 AM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0.04%
3:00:00 AM	0	0	0	1	0	1	0	0	0	2	0	0	0	0	4	0.08%
3:15:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.02%
3:30:00 AM	0	0	0	0	0	0	1	0	1	1	0	0	0	0	3	0.06%
3:45:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	1	3	0.06%
4:00:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	0.04%
4:15:00 AM	0	0	0	0	0	0	0	1	2	2	0	0	0	0	5	0.10%
4:30:00 AM	0	0	0	0	0	0	2	0	2	1	0	0	1	0	6	0.12%
4:45:00 AM	0	0	0	0	0	1	0	1	1	1	3	1	1	0	9	0.18%
5:00:00 AM	0	0	0	0	0	0	0	1	2	3	1	0	0	1	8	0.16%
5:15:00 AM	0	0	0	0	0	0	1	2	2	2	1	2	0	1	11	0.21%
5:30:00 AM	0	0	0	0	0	0	1	0	2	3	2	0	1	0	9	0.18%
5:45:00 AM	0	0	0	0	0	0	1	3	3	4	2	2	1	1	17	0.33%
6:00:00 AM	0	0	0	0	0	0	1	2	3	6	0	3	0	0	15	0.29%
6:15:00 AM	0	0	0	0	0	0	1	5	4	11	2	2	0	1	26	0.51%
6:30:00 AM	0	0	0	0	0	0	1	3	6	6	7	2	0	1	26	0.51%
6:45:00 AM	0	0	0	0	0	0	5	3	8	13	6	3	0	0	38	0.74%
7:00:00 AM	0	0	0	0	0	1	6	7	8	12	3	1	1	1	40	0.78%
7:15:00 AM	0	0	0	0	0	0	1	11	13	13	7	4	0	1	50	0.97%
7:30:00 AM	0	0	0	0	0	0	1	9	14	18	7	5	0	1	55	1.07%
7:45:00 AM	0	0	0	0	0	0	5	10	19	17	17	2	5	3	78	1.52%
8:00:00 AM	0	0	0	0	0	3	5	19	40	42	22	5	1	0	137	2.67%
8:15:00 AM	1	0	0	0	0	0	2	30	67	56	13	4	0	1	174	3.39%
8:30:00 AM	0	0	0	0	0	0	5	23	47	58	16	3	0	0	152	2.96%
8:45:00 AM	0	0	0	0	0	2	14	20	45	28	9	0	2	0	120	2.34%
9:00:00 AM	2	0	0	2	0	0	4	21	30	14	15	1	1	0	90	1.75%
9:15:00 AM	3	0	0	0	0	0	3	18	37	16	8	5	0	2	92	1.79%
9:30:00 AM	0	0	0	0	0	1	4	14	32	20	13	5	2	1	92	1.79%
9:45:00 AM	5	1	0	0	0	0	5	17	33	29	12	6	2	0	110	2.14%
10:00:00 AM	0	0	0	0	0	3	4	12	23	28	11	2	1	0	84	1.64%
10:15:00 AM	1	0	0	0	0	0	5	12	16	22	13	4	0	2	75	1.46%
10:30:00 AM	0	0	0	0	0	0	2	14	29	30	6	1	1	0	83	1.62%
10:45:00 AM	0	0	0	0	0	0	2	14	22	35	13	6	0	1	93	1.81%
11:00:00 AM	0	0	0	0	0	6	8	17	36	14	12	5	0	0	98	1.91%
11:15:00 AM	0	0	0	0	0	6	6	9	26	25	11	4	1	0	88	1.71%
11:30:00 AM	0	0	2	0	1	8	12	21	32	8	8	0	0	0	92	1.79%
11:45:00 AM	0	0	0	0	0	0	2	16	31	20	4	5	1	1	80	1.56%
AM TOTAL	12	1	2	3	1	33	114	337	643	564	246	85	26	20	2,087	40.63%
PERCENTAGE	0.6%	0.0%	0.1%	0.1%	0.0%	1.6%	5.5%	16.1%	30.8%	27.0%	11.8%	4.1%	1.2%	1.0%		
CUMULATIVE	12	13	15	18	19	52	166	503	1,146	1,710	1,956	2,041	2,067	2,087		
PERCENTAGE	0.6%	0.6%	0.7%	0.9%	0.9%	2.5%	8.0%	24.1%	54.9%	81.9%	93.7%	97.8%	99.0%	100.0%		

15th Percentile 39 Mean Speed Average 49
 50th Percentile 50 10 MPH Pace Speed 49-58
 85th Percentile 59 Number in Pace 274
 95th Percentile 64 Percent in Pace 13%

SPEED1 Avenue 40 between Burr and Kevin .07.

Project# SC3235

Combined

Monday, February 07, 2022

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

Time	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75+	TOTAL	%VEHICLES
12:00:00 PM	0	0	0	0	0	1	8	14	27	17	18	6	2	0	93	1.81%
12:15:00 PM	0	1	0	0	1	0	4	13	39	25	11	2	1	0	97	1.89%
12:30:00 PM	1	0	0	0	0	3	4	15	31	24	18	8	1	1	106	2.06%
12:45:00 PM	0	0	0	0	0	1	4	22	24	23	12	10	1	2	99	1.93%

SPEED1 Avenue 40 between Burr and Kevin .08-09.

Project# SC3235

Eastbound

Tuesday, February 08, 2022

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

Time	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75+	TOTAL	%VEHICLES
12:00:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0.04%
12:15:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2	0.07%
12:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
12:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
1:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
1:15:00 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	0.07%
1:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0.04%
1:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
2:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
2:15:00 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	0.07%
2:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
2:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
3:00:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0.04%
3:15:00 AM	0	0	1	0	0	0	0	1	0	0	0	0	0	0	2	0.07%
3:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
3:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0.04%
4:00:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0.04%
4:15:00 AM	0	0	0	0	1	0	0	0	0	1	0	0	0	0	2	0.07%
4:30:00 AM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0.07%
4:45:00 AM	0	0	0	0	0	0	0	0	3	1	1	0	0	0	5	0.18%
5:00:00 AM	0	0	0	0	0	0	0	1	1	1	1	0	0	0	4	0.15%
5:15:00 AM	0	0	0	0	0	0	1	0	3	1	0	0	0	0	5	0.18%
5:30:00 AM	0	0	0	0	0	0	0	1	0	1	0	1	0	0	3	0.11%
5:45:00 AM	0	0	0	0	0	0	0	2	2	3	1	0	1	0	9	0.33%
6:00:00 AM	0	0	0	0	0	0	2	1	1	3	1	1	0	0	9	0.33%
6:15:00 AM	0	0	0	0	0	0	0	6	6	4	1	0	0	1	18	0.66%
6:30:00 AM	0	0	0	0	0	0	1	4	5	5	4	0	0	0	19	0.70%
6:45:00 AM	0	0	0	0	0	0	1	2	4	9	3	2	0	0	21	0.77%
7:00:00 AM	0	0	0	0	0	0	1	5	8	6	2	1	1	1	25	0.92%
7:15:00 AM	0	0	0	0	0	0	1	7	12	13	9	4	1	0	47	1.73%
7:30:00 AM	0	0	0	0	0	0	0	8	24	15	3	0	1	2	53	1.95%
7:45:00 AM	0	0	0	0	0	0	4	13	20	16	15	1	0	0	69	2.54%
8:00:00 AM	0	0	0	0	0	4	13	31	37	34	12	2	1	0	134	4.94%
8:15:00 AM	0	0	0	0	0	0	1	40	43	32	2	0	1	1	120	4.42%
8:30:00 AM	1	0	0	0	0	0	3	21	35	18	6	1	0	1	86	3.17%
8:45:00 AM	0	0	0	0	0	2	9	20	28	11	4	0	0	0	74	2.73%
9:00:00 AM	0	0	0	0	0	0	2	13	24	3	2	1	0	0	45	1.66%
9:15:00 AM	0	0	0	0	0	1	2	11	23	6	3	0	0	0	46	1.70%
9:30:00 AM	0	0	0	0	0	1	2	14	20	11	3	1	0	0	52	1.92%
9:45:00 AM	0	0	0	0	0	0	5	11	18	19	0	0	0	0	53	1.95%
10:00:00 AM	0	0	0	0	0	0	2	12	21	6	0	1	0	0	42	1.55%
10:15:00 AM	0	0	0	0	0	1	4	16	11	11	4	0	0	1	48	1.77%
10:30:00 AM	0	0	0	0	0	0	2	15	17	16	2	0	0	0	52	1.92%
10:45:00 AM	0	0	0	0	0	0	2	15	13	12	5	1	1	0	49	1.81%
11:00:00 AM	0	0	0	0	0	3	2	8	14	8	5	2	0	0	42	1.55%
11:15:00 AM	0	0	0	0	0	4	3	6	14	11	1	0	1	0	40	1.47%
11:30:00 AM	0	0	0	0	0	3	7	15	12	4	1	1	1	0	44	1.62%
11:45:00 AM	0	0	0	0	0	3	5	9	18	5	1	0	1	0	42	1.55%
AM TOTAL	1	0	1	0	2	22	75	310	441	289	92	21	11	8	1,273	46.92%
PERCENTAGE	0.1%	0.0%	0.1%	0.0%	0.2%	1.7%	5.9%	24.4%	34.6%	22.7%	7.2%	1.6%	0.9%	0.6%		
CUMULATIVE	1	1	2	2	4	26	101	411	852	1,141	1,233	1,254	1,265	1,273		
PERCENTAGE	0.1%	0.1%	0.2%	0.2%	0.3%	2.0%	7.9%	32.3%	66.9%	89.6%	96.9%	98.5%	99.4%	100.0%		

15th Percentile 41 Mean Speed Average 48
 50th Percentile 48 10 MPH Pace Speed 39-48
 85th Percentile 56 Number in Pace 251
 95th Percentile 61 Percent in Pace 20%

SPEED1 Avenue 40 between Burr and Kevin .08-09.

Project# SC3235

Eastbound

Tuesday, February 08, 2022

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

Time	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75+	TOTAL	%VEHICLES
12:00:00 PM	0	0	0	0	3	1	4	6	22	11	2	1	0	0	50	1.84%
12:15:00 PM	0	0	0	0	0	3	10	12	13	6	1	0	1	2	48	1.77%
12:30:00 PM	0	0	0	0	0	0	4	18	16	5	0	0	1	0	44	1.62%

SPEED1 Avenue 40 between Burr and Kevin .08-09.

Project# SC3235

Westbound

Tuesday, February 08, 2022

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

Time	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75+	TOTAL	%VEHICLES
12:00:00 AM	0	0	0	0	0	0	0	0	0	1	1	1	0	0	3	0.11%
12:15:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	2	0	3	0.11%
12:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
12:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
1:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
1:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
1:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
1:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
2:00:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0.04%
2:15:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0.04%
2:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
2:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
3:00:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	2	0.07%
3:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
3:30:00 AM	0	0	0	1	0	0	0	0	1	0	0	0	0	0	2	0.07%
3:45:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0.04%
4:00:00 AM	0	0	0	0	0	0	1	1	0	0	1	0	0	0	3	0.11%
4:15:00 AM	0	0	0	0	0	0	0	0	1	0	1	0	1	0	3	0.11%
4:30:00 AM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	2	0.07%
4:45:00 AM	0	0	0	0	0	0	0	0	0	2	1	2	1	0	6	0.21%
5:00:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0.04%
5:15:00 AM	0	0	0	0	0	0	0	0	2	2	0	0	0	0	4	0.14%
5:30:00 AM	0	0	0	0	1	0	1	1	0	2	0	2	0	0	7	0.25%
5:45:00 AM	0	0	0	0	0	0	0	2	1	1	1	2	1	1	9	0.32%
6:00:00 AM	0	0	0	0	0	0	0	1	3	1	0	2	0	1	8	0.28%
6:15:00 AM	0	0	0	0	0	0	0	1	1	4	0	0	0	0	6	0.21%
6:30:00 AM	0	0	0	0	0	0	0	0	1	3	3	0	0	2	9	0.32%
6:45:00 AM	0	0	0	0	0	0	0	0	2	3	0	3	2	0	10	0.35%
7:00:00 AM	0	0	0	0	0	0	0	5	3	4	3	1	1	0	17	0.60%
7:15:00 AM	0	0	0	0	0	0	0	4	9	3	2	0	0	2	20	0.70%
7:30:00 AM	0	1	0	0	0	0	0	3	4	5	1	3	2	1	20	0.70%
7:45:00 AM	1	0	0	0	0	0	0	0	8	10	4	2	3	3	31	1.09%
8:00:00 AM	0	0	0	0	0	3	1	4	10	22	11	3	0	0	54	1.90%
8:15:00 AM	1	0	0	0	0	0	0	5	33	32	12	3	0	0	86	3.03%
8:30:00 AM	0	0	0	0	0	1	2	9	16	46	12	4	0	0	90	3.17%
8:45:00 AM	0	0	0	0	0	4	5	8	19	16	8	1	1	0	62	2.19%
9:00:00 AM	1	0	0	1	0	0	2	5	9	9	11	0	1	0	39	1.37%
9:15:00 AM	2	0	0	0	0	0	0	4	8	7	6	6	1	1	35	1.23%
9:30:00 AM	0	0	0	0	0	0	1	3	1	7	8	6	1	1	28	0.99%
9:45:00 AM	3	1	0	0	0	0	1	5	15	8	13	5	1	0	52	1.83%
10:00:00 AM	1	0	0	0	0	2	0	1	11	25	6	2	2	0	50	1.76%
10:15:00 AM	1	0	0	0	0	0	0	2	3	11	10	4	2	0	33	1.16%
10:30:00 AM	0	0	0	0	0	0	0	5	10	10	10	3	2	0	40	1.41%
10:45:00 AM	0	0	1	0	0	2	3	0	4	13	10	6	2	1	42	1.48%
11:00:00 AM	0	0	0	0	0	5	5	6	16	12	5	3	0	0	52	1.83%
11:15:00 AM	0	0	0	0	0	0	3	3	14	15	7	5	1	0	48	1.69%
11:30:00 AM	0	3	0	0	0	1	1	8	12	14	6	1	1	0	47	1.66%
11:45:00 AM	0	1	0	1	3	5	1	5	9	14	9	1	3	0	52	1.83%
AM TOTAL	10	6	2	3	4	23	27	92	228	305	163	71	32	13	979	34.51%
PERCENTAGE	1.0%	0.6%	0.2%	0.3%	0.4%	2.3%	2.8%	9.4%	23.3%	31.2%	16.6%	7.3%	3.3%	1.3%		
CUMULATIVE	10	16	18	21	25	48	75	167	395	700	863	934	966	979		
PERCENTAGE	1.0%	1.6%	1.8%	2.1%	2.6%	4.9%	7.7%	17.1%	40.3%	71.5%	88.2%	95.4%	98.7%	100.0%		

15th Percentile 43 Mean Speed Average 51
 50th Percentile 51 10 MPH Pace Speed 50-59
 85th Percentile 60 Number in Pace 280
 95th Percentile 66 Percent in Pace 29%

SPEED1 Avenue 40 between Burr and Kevin .08-09.

Project# SC3235

Westbound

Tuesday, February 08, 2022

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

Time	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75+	TOTAL	%VEHICLES
12:00:00 PM	0	0	0	0	0	1	4	7	10	13	8	2	2	3	50	1.76%
12:15:00 PM	0	0	0	0	0	5	7	7	13	17	11	3	2	2	67	2.36%
12:30:00 PM	0	0	2	0	0	4	1	10	11	15	6	5	1	2	57	2.01%
12:45:00 PM	0	0	1	0	0	0	0	11	6	16	17	7	1	1	60	2.11%
1:00:00 PM	0	0	0	0	0	1	2	14	17	12	3	4	1	1	55	1.94%

SPEED1 Avenue 40 between Burr and Kevin .08-09.

Project# SC3235

Combined

Tuesday, February 08, 2022

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

Time	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75+	TOTAL	%VEHICLES
12:00:00 AM	0	0	0	0	0	0	0	1	0	1	1	1	0	0	4	0.07%
12:15:00 AM	0	0	0	0	0	0	0	1	0	1	0	0	2	1	5	0.09%
12:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
12:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
1:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
1:15:00 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	0.04%
1:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0.02%
1:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
2:00:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0.02%
2:15:00 AM	0	0	0	0	0	0	0	0	2	1	0	0	0	0	3	0.05%
2:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
2:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
3:00:00 AM	0	0	1	0	0	0	0	0	0	1	0	0	1	0	3	0.05%
3:15:00 AM	0	0	1	0	0	0	0	1	0	0	0	0	0	0	2	0.04%
3:30:00 AM	0	0	0	1	0	0	0	0	1	0	0	0	0	0	2	0.04%
3:45:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0.04%
4:00:00 AM	0	0	0	0	1	0	1	1	0	0	1	0	0	0	4	0.07%
4:15:00 AM	0	0	0	0	1	0	0	0	1	1	1	0	1	0	5	0.09%
4:30:00 AM	0	0	0	0	0	0	0	1	2	0	1	0	0	0	4	0.07%
4:45:00 AM	0	0	0	0	0	0	0	0	3	3	2	2	1	0	11	0.20%
5:00:00 AM	0	0	0	0	0	0	0	1	1	2	1	0	0	0	5	0.09%
5:15:00 AM	0	0	0	0	0	0	1	0	5	3	0	0	0	0	9	0.16%
5:30:00 AM	0	0	0	0	1	0	1	2	0	3	0	3	0	0	10	0.18%
5:45:00 AM	0	0	0	0	0	0	0	4	3	4	2	2	2	1	18	0.32%
6:00:00 AM	0	0	0	0	0	0	2	2	4	4	1	3	0	1	17	0.31%
6:15:00 AM	0	0	0	0	0	0	0	7	7	8	1	0	0	1	24	0.43%
6:30:00 AM	0	0	0	0	0	0	1	4	6	8	7	0	0	2	28	0.50%
6:45:00 AM	0	0	0	0	0	0	1	2	6	12	3	5	2	0	31	0.56%
7:00:00 AM	0	0	0	0	0	0	1	10	11	10	5	2	2	1	42	0.76%
7:15:00 AM	0	0	0	0	0	0	1	11	21	16	11	4	1	2	67	1.21%
7:30:00 AM	0	1	0	0	0	0	0	11	28	20	4	3	3	3	73	1.32%
7:45:00 AM	1	0	0	0	0	0	4	13	28	26	19	3	3	3	100	1.80%
8:00:00 AM	0	0	0	0	0	7	14	35	47	56	23	5	1	0	188	3.39%
8:15:00 AM	1	0	0	0	0	0	1	45	76	64	14	3	1	1	206	3.71%
8:30:00 AM	1	0	0	0	0	1	5	30	51	64	18	5	0	1	176	3.17%
8:45:00 AM	0	0	0	0	0	6	14	28	47	27	12	1	1	0	136	2.45%
9:00:00 AM	1	0	0	1	0	0	4	18	33	12	13	1	1	0	84	1.51%
9:15:00 AM	2	0	0	0	0	1	2	15	31	13	9	6	1	1	81	1.46%
9:30:00 AM	0	0	0	0	0	1	3	17	21	18	11	7	1	1	80	1.44%
9:45:00 AM	3	1	0	0	0	0	6	16	33	27	13	5	1	0	105	1.89%
10:00:00 AM	1	0	0	0	0	2	2	13	32	31	6	3	2	0	92	1.66%
10:15:00 AM	1	0	0	0	0	1	4	18	14	22	14	4	2	1	81	1.46%
10:30:00 AM	0	0	0	0	0	0	2	20	27	26	12	3	2	0	92	1.66%
10:45:00 AM	0	0	1	0	0	2	5	15	17	25	15	7	3	1	91	1.64%
11:00:00 AM	0	0	0	0	0	8	7	14	30	20	10	5	0	0	94	1.69%
11:15:00 AM	0	0	0	0	0	4	6	9	28	26	8	5	2	0	88	1.59%
11:30:00 AM	0	3	0	0	0	4	8	23	24	18	7	2	2	0	91	1.64%
11:45:00 AM	0	1	0	1	3	8	6	14	27	19	10	1	4	0	94	1.69%
AM TOTAL	11	6	3	3	6	45	102	402	669	594	255	92	43	21	2,252	40.58%
PERCENTAGE	0.5%	0.3%	0.1%	0.1%	0.3%	2.0%	4.5%	17.9%	29.7%	26.4%	11.3%	4.1%	1.9%	0.9%		
CUMULATIVE	11	17	20	23	29	74	176	578	1,247	1,841	2,096	2,188	2,231	2,252		
PERCENTAGE	0.5%	0.8%	0.9%	1.0%	1.3%	3.3%	7.8%	25.7%	55.4%	81.7%	93.1%	97.2%	99.1%	100.0%		

15th Percentile	38	Mean Speed Average	49
50th Percentile	50	10 MPH Pace Speed	50-59
85th Percentile	60	Number in Pace	270
95th Percentile	67	Percent in Pace	12%

SPEED1 Avenue 40 between Burr and Kevin .08-09.

Project# SC3235

Combined

Tuesday, February 08, 2022

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

Time	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75+	TOTAL	%VEHICLES
12:00:00 PM	0	0	0	0	3	2	8	13	32	24	10	3	2	3	100	1.80%

**SPEED1 Avenue 40 between Burr and Kevin .08-.09.
Eastbound**

Project# SC3235

Wednesday, February 09, 2022

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

Time	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75+	TOTAL	%VEHICLES
12:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
12:15:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0.04%
12:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
12:45:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0.04%
1:00:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2	0.07%
1:15:00 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	0.07%
1:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
1:45:00 AM	0	0	0	0	1	0	0	0	0	1	0	0	0	0	2	0.07%
2:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
2:15:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0.04%
2:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
2:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
3:00:00 AM	0	0	0	1	0	0	0	0	1	0	1	0	0	0	3	0.11%
3:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
3:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
3:45:00 AM	0	0	0	0	1	0	0	0	2	0	0	0	0	0	3	0.11%
4:00:00 AM	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	0.07%
4:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
4:30:00 AM	0	0	0	0	0	0	0	0	2	1	1	0	0	0	4	0.15%
4:45:00 AM	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	0.11%
5:00:00 AM	0	0	0	0	0	0	0	1	1	0	2	1	0	0	5	0.18%
5:15:00 AM	0	0	0	0	0	0	0	4	1	1	0	0	0	1	7	0.25%
5:30:00 AM	0	0	0	0	0	0	1	0	3	1	0	0	0	0	5	0.18%
5:45:00 AM	0	0	0	0	0	0	0	2	3	2	2	0	1	0	10	0.36%
6:00:00 AM	0	0	0	1	0	0	2	4	1	3	1	1	0	0	13	0.47%
6:15:00 AM	0	0	0	0	0	0	0	4	3	2	1	3	0	0	13	0.47%
6:30:00 AM	0	0	0	0	0	2	1	3	7	5	4	0	0	0	22	0.80%
6:45:00 AM	0	0	0	0	0	0	1	5	4	5	1	2	1	0	19	0.69%
7:00:00 AM	0	0	0	0	0	0	0	3	6	6	4	0	2	1	22	0.80%
7:15:00 AM	0	0	0	0	1	1	1	8	15	10	7	3	2	0	48	1.75%
7:30:00 AM	0	0	0	0	0	2	3	17	19	11	2	0	1	0	55	2.00%
7:45:00 AM	0	0	0	0	0	2	4	18	19	18	8	4	0	0	73	2.66%
8:00:00 AM	0	0	0	0	0	0	5	55	55	25	7	1	1	0	149	5.42%
8:15:00 AM	0	0	0	0	0	2	13	33	45	15	10	2	1	0	121	4.40%
8:30:00 AM	0	0	0	0	0	3	8	16	30	16	4	3	2	1	83	3.02%
8:45:00 AM	0	0	0	0	0	3	5	13	24	12	0	1	0	1	59	2.15%
9:00:00 AM	0	0	0	0	0	0	1	12	27	6	2	0	0	0	48	1.75%
9:15:00 AM	0	0	0	0	0	2	7	12	24	5	7	1	0	0	58	2.11%
9:30:00 AM	0	0	0	0	0	1	7	14	19	9	4	0	0	0	54	1.97%
9:45:00 AM	0	0	0	0	0	2	10	13	18	8	2	2	1	0	56	2.04%
10:00:00 AM	0	0	0	0	0	0	6	12	14	10	6	0	1	0	49	1.78%
10:15:00 AM	0	0	0	0	0	0	4	7	19	6	3	0	1	0	40	1.46%
10:30:00 AM	0	0	0	0	1	8	11	25	16	1	2	0	0	0	64	2.33%
10:45:00 AM	0	0	0	0	0	3	2	15	22	8	4	0	0	0	54	1.97%
11:00:00 AM	0	0	0	0	0	4	14	10	19	10	0	0	0	0	57	2.07%
11:15:00 AM	0	0	0	0	0	3	9	12	10	7	1	2	0	0	44	1.60%
11:30:00 AM	0	0	0	0	0	3	1	14	16	9	0	2	1	0	46	1.67%
11:45:00 AM	0	0	0	0	0	0	3	6	16	12	4	0	0	0	41	1.49%
AM TOTAL	0	0	0	2	4	41	119	341	465	228	91	29	15	4	1,339	48.74%
PERCENTAGE	0.0%	0.0%	0.0%	0.1%	0.3%	3.1%	8.9%	25.5%	34.7%	17.0%	6.8%	2.2%	1.1%	0.3%		
CUMULATIVE	0	0	0	2	6	47	166	507	972	1,200	1,291	1,320	1,335	1,339		
PERCENTAGE	0.0%	0.0%	0.0%	0.1%	0.4%	3.5%	12.4%	37.9%	72.6%	89.6%	96.4%	98.6%	99.7%	100.0%		

15th Percentile	38	Mean Speed Average	48
50th Percentile	47	10 MPH Pace Speed	37-46
85th Percentile	56	Number in Pace	270
95th Percentile	62	Percent in Pace	20%

**SPEED1 Avenue 40 between Burr and Kevin .08-.09.
Eastbound**

Project# SC3235

Wednesday, February 09, 2022

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

Time	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75+	TOTAL	%VEHICLES
12:00:00 PM	0	0	0	0	0	0	12	11	22	8	2	0	0	0	55	2.00%

#N/A
Westbound

Project# SC3235

Wednesday, February 09, 2022

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

Time	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75+	TOTAL	%VEHICLES
12:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
12:15:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0.04%
12:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
12:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
1:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
1:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
1:30:00 AM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	2	0.07%
1:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
2:00:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0.04%
2:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
2:30:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0.04%
2:45:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0.04%
3:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
3:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
3:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
3:45:00 AM	0	0	0	0	1	0	0	0	0	2	0	0	0	1	4	0.14%
4:00:00 AM	0	0	0	0	0	0	1	1	0	1	0	0	0	0	3	0.11%
4:15:00 AM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	0.07%
4:30:00 AM	0	0	0	0	0	0	0	1	0	0	1	1	0	0	3	0.11%
4:45:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	1	0	3	0.11%
5:00:00 AM	0	0	0	0	0	0	0	0	0	1	1	1	0	0	3	0.11%
5:15:00 AM	0	0	0	0	0	0	0	2	0	1	1	0	2	0	6	0.21%
5:30:00 AM	0	0	0	0	0	0	0	1	0	5	0	1	0	0	7	0.25%
5:45:00 AM	0	0	0	0	0	0	0	1	1	1	1	0	2	0	6	0.21%
6:00:00 AM	0	0	0	0	0	0	0	1	1	1	2	0	0	0	5	0.18%
6:15:00 AM	0	0	0	0	0	2	0	0	0	1	3	3	0	0	9	0.32%
6:30:00 AM	0	0	0	0	0	0	0	0	1	3	1	2	1	0	8	0.28%
6:45:00 AM	0	0	0	2	0	1	2	1	6	4	4	0	2	0	22	0.78%
7:00:00 AM	0	0	0	0	0	2	4	8	2	1	4	2	0	1	24	0.85%
7:15:00 AM	2	0	0	0	0	0	0	3	4	7	1	0	0	0	17	0.60%
7:30:00 AM	0	0	0	0	1	2	2	8	8	7	8	4	1	0	41	1.45%
7:45:00 AM	0	0	0	0	1	0	3	10	6	7	3	3	2	0	35	1.24%
8:00:00 AM	0	1	0	0	0	3	3	7	6	11	4	1	1	1	38	1.35%
8:15:00 AM	14	0	0	0	0	5	16	12	8	23	30	6	1	1	116	4.11%
8:30:00 AM	0	0	0	0	0	0	0	5	27	19	16	11	1	0	79	2.80%
8:45:00 AM	0	0	0	0	0	1	3	3	19	17	15	9	2	3	72	2.55%
9:00:00 AM	0	0	0	0	0	5	4	3	3	6	8	5	3	0	37	1.31%
9:15:00 AM	0	0	0	0	0	6	2	7	4	2	5	2	3	0	31	1.10%
9:30:00 AM	0	0	0	0	0	0	2	3	5	6	5	9	1	3	34	1.21%
9:45:00 AM	0	1	0	0	0	0	3	5	5	15	9	1	0	0	39	1.38%
10:00:00 AM	0	0	0	0	3	6	2	5	8	10	5	3	2	1	45	1.60%
10:15:00 AM	0	0	0	0	0	0	3	4	9	9	8	3	1	1	38	1.35%
10:30:00 AM	0	0	0	0	0	0	4	3	0	10	9	3	0	1	30	1.06%
10:45:00 AM	0	2	0	0	0	2	3	7	12	6	5	2	1	1	41	1.45%
11:00:00 AM	0	0	1	0	0	1	4	4	8	11	6	6	2	0	43	1.52%
11:15:00 AM	0	0	0	0	0	0	4	6	15	13	3	2	2	0	45	1.60%
11:30:00 AM	0	0	0	0	0	0	2	1	9	14	8	3	2	1	40	1.42%
11:45:00 AM	1	1	1	0	0	1	2	4	16	18	10	3	0	2	59	2.09%
AM TOTAL	17	5	2	2	6	37	69	120	184	234	178	87	33	17	991	35.14%
PERCENTAGE	1.7%	0.5%	0.2%	0.2%	0.6%	3.7%	7.0%	12.1%	18.6%	23.6%	18.0%	8.8%	3.3%	42.5%		
CUMULATIVE	17	22	24	26	32	69	138	258	442	676	854	941	974	991		
PERCENTAGE	1.7%	2.2%	2.4%	2.6%	3.2%	7.0%	13.9%	26.0%	44.6%	68.2%	86.2%	95.0%	98.3%	100.0%		

15th Percentile	40	Mean Speed Average	49
50th Percentile	50	10 MPH Pace Speed	49-58
85th Percentile	60	Number in Pace	272
95th Percentile	64	Percent in Pace	27%

#N/A

Project# SC3235

Westbound

Wednesday, February 09, 2022

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

Time	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75+	TOTAL	%VEHICLES
12:00:00 PM	4	0	0	0	0	0	5	5	8	9	15	5	2	0	53	1.88%

**SPEED1 Avenue 40 between Burr and Kevin .08-09.
Combined**

Project# SC3235

Wednesday, February 09, 2022

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

Time	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75+	TOTAL	%VEHICLES
12:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
12:15:00 AM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0.04%
12:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
12:45:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0.02%
1:00:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2	0.04%
1:15:00 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	0.04%
1:30:00 AM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	2	0.04%
1:45:00 AM	0	0	0	0	1	0	0	0	0	1	0	0	0	0	2	0.04%
2:00:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0.02%
2:15:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0.02%
2:30:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0.02%
2:45:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0.02%
3:00:00 AM	0	0	0	1	0	0	0	0	1	0	1	0	0	0	3	0.05%
3:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
3:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
3:45:00 AM	0	0	0	0	2	0	0	0	2	2	0	0	0	1	7	0.13%
4:00:00 AM	0	0	0	0	0	0	1	2	1	1	0	0	0	0	5	0.09%
4:15:00 AM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	0.04%
4:30:00 AM	0	0	0	0	0	0	0	1	2	1	2	1	0	0	7	0.13%
4:45:00 AM	0	0	0	0	0	0	0	0	0	3	1	1	1	0	6	0.11%
5:00:00 AM	0	0	0	0	0	0	0	1	1	1	3	2	0	0	8	0.14%
5:15:00 AM	0	0	0	0	0	0	0	6	1	2	1	0	2	1	13	0.23%
5:30:00 AM	0	0	0	0	0	0	1	1	3	6	0	1	0	0	12	0.22%
5:45:00 AM	0	0	0	0	0	0	0	3	4	3	3	0	3	0	16	0.29%
6:00:00 AM	0	0	0	1	0	0	2	5	2	4	3	1	0	0	18	0.32%
6:15:00 AM	0	0	0	0	0	2	0	4	3	3	4	6	0	0	22	0.40%
6:30:00 AM	0	0	0	0	0	2	1	3	8	8	5	2	1	0	30	0.54%
6:45:00 AM	0	0	0	2	0	1	3	6	10	9	5	2	3	0	41	0.74%
7:00:00 AM	0	0	0	0	0	2	4	11	8	7	8	2	2	2	46	0.83%
7:15:00 AM	2	0	0	0	1	1	1	11	19	17	8	3	2	0	65	1.17%
7:30:00 AM	0	0	0	0	1	4	5	25	27	18	10	4	2	0	96	1.72%
7:45:00 AM	0	0	0	0	1	2	7	28	25	25	11	7	2	0	108	1.94%
8:00:00 AM	0	1	0	0	0	3	8	62	61	36	11	2	2	1	187	3.36%
8:15:00 AM	14	0	0	0	0	7	29	45	53	38	40	8	2	1	237	4.26%
8:30:00 AM	0	0	0	0	0	3	8	21	57	35	20	14	3	1	162	2.91%
8:45:00 AM	0	0	0	0	0	4	8	16	43	29	15	10	2	4	131	2.35%
9:00:00 AM	0	0	0	0	0	5	5	15	30	12	10	5	3	0	85	1.53%
9:15:00 AM	0	0	0	0	0	8	9	19	28	7	12	3	3	0	89	1.60%
9:30:00 AM	0	0	0	0	0	1	9	17	24	15	9	9	1	3	88	1.58%
9:45:00 AM	0	1	0	0	0	2	13	18	23	23	11	3	1	0	95	1.71%
10:00:00 AM	0	0	0	0	3	6	8	17	22	20	11	3	3	1	94	1.69%
10:15:00 AM	0	0	0	0	0	0	7	11	28	15	11	3	2	1	78	1.40%
10:30:00 AM	0	0	0	0	1	8	15	28	16	11	11	3	0	1	94	1.69%
10:45:00 AM	0	2	0	0	0	5	5	22	34	14	9	2	1	1	95	1.71%
11:00:00 AM	0	0	1	0	0	5	18	14	27	21	6	6	2	0	100	1.80%
11:15:00 AM	0	0	0	0	0	3	13	18	25	20	4	4	2	0	89	1.60%
11:30:00 AM	0	0	0	0	0	3	3	15	25	23	8	5	3	1	86	1.54%
11:45:00 AM	1	1	1	0	0	1	5	10	32	30	14	3	0	2	100	1.80%
AM TOTAL	17	5	2	4	10	78	188	461	649	462	269	116	48	21	2,330	41.85%
PERCENTAGE	0.7%	0.2%	0.1%	0.2%	0.4%	3.3%	8.1%	19.8%	27.9%	19.8%	11.5%	5.0%	2.1%	0.9%		
CUMULATIVE	17	22	24	28	38	116	304	765	1,414	1,876	2,145	2,261	2,309	2,330		
PERCENTAGE	0.7%	0.9%	1.0%	1.2%	1.6%	5.0%	13.0%	32.8%	60.7%	80.5%	92.1%	97.0%	99.1%	100.0%		

15th Percentile	37	Mean Speed Average	48
50th Percentile	49	10 MPH Pace Speed	39-48
85th Percentile	61	Number in Pace	277
95th Percentile	67	Percent in Pace	12%

**SPEED1 Avenue 40 between Burr and Kevin .08-09.
Combined**

Project# SC3235

Wednesday, February 09, 2022

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

Time	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75+	TOTAL	%VEHICLES
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SPEED2 Madison between Sun City and Avenue 40 .07.

Project# SC2325

Northbound

Monday, February 07, 2022

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

Time	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75+	TOTAL	%VEHICLES
12:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
12:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
12:30:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2	0.15%
12:45:00 AM	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	0.23%
1:00:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0.08%
1:15:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0.08%
1:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
1:45:00 AM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0.15%
2:00:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0.08%
2:15:00 AM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2	0.15%
2:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
2:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
3:00:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0.08%
3:15:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.08%
3:30:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.08%
3:45:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.08%
4:00:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0.08%
4:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
4:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
4:45:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	0.15%
5:00:00 AM	0	0	0	0	0	2	1	0	0	0	0	0	0	0	3	0.23%
5:15:00 AM	0	0	0	1	0	0	1	2	0	0	0	0	0	0	4	0.30%
5:30:00 AM	0	0	0	0	0	0	0	2	2	0	0	0	0	0	4	0.30%
5:45:00 AM	0	0	0	0	0	1	3	4	1	0	0	0	0	0	9	0.69%
6:00:00 AM	0	0	0	1	3	1	2	1	1	1	0	0	0	0	10	0.76%
6:15:00 AM	0	0	0	0	0	2	4	2	0	1	1	0	0	0	10	0.76%
6:30:00 AM	0	0	0	0	1	3	2	2	1	0	0	0	0	0	9	0.69%
6:45:00 AM	0	0	0	0	0	1	1	2	1	1	0	0	0	0	6	0.46%
7:00:00 AM	0	0	0	0	0	0	3	2	0	0	0	0	0	0	5	0.38%
7:15:00 AM	0	0	1	0	2	2	3	3	1	1	0	0	0	0	13	0.99%
7:30:00 AM	0	0	0	0	0	3	1	2	4	0	1	1	1	0	13	0.99%
7:45:00 AM	0	0	0	2	0	2	4	4	3	2	1	0	0	0	18	1.37%
8:00:00 AM	0	0	0	0	1	0	9	12	13	6	2	2	1	0	46	3.50%
8:15:00 AM	0	2	0	0	2	1	11	28	15	7	2	0	0	0	68	5.18%
8:30:00 AM	0	0	0	0	2	6	3	11	7	0	0	0	2	0	31	2.36%
8:45:00 AM	0	0	0	0	2	3	9	2	2	1	0	0	0	0	19	1.45%
9:00:00 AM	0	0	0	0	0	0	1	8	7	1	0	0	0	0	17	1.29%
9:15:00 AM	0	0	0	0	0	2	2	3	5	2	0	0	0	0	14	1.07%
9:30:00 AM	0	0	0	0	0	5	4	4	2	2	0	0	0	0	17	1.29%
9:45:00 AM	0	0	0	0	0	7	6	1	2	0	0	0	0	0	16	1.22%
10:00:00 AM	0	0	0	1	4	1	5	5	0	0	0	0	0	0	16	1.22%
10:15:00 AM	0	0	0	0	2	1	5	4	2	1	0	0	0	0	15	1.14%
10:30:00 AM	0	0	0	0	2	6	1	5	1	2	0	0	0	0	17	1.29%
10:45:00 AM	0	0	0	0	0	10	9	1	1	0	0	0	0	0	21	1.60%
11:00:00 AM	0	0	0	0	3	4	5	6	1	2	0	0	0	0	21	1.60%
11:15:00 AM	1	0	0	0	1	8	6	4	3	0	0	0	0	0	23	1.75%
11:30:00 AM	0	1	0	0	0	2	6	5	2	2	0	0	0	0	18	1.37%
11:45:00 AM	2	1	0	0	1	1	8	1	4	2	0	0	0	0	20	1.52%
AM TOTAL	3	4	1	6	29	77	118	134	82	34	7	3	4	0	502	38.23%
PERCENTAGE	0.6%	0.8%	0.2%	1.2%	5.8%	15.3%	23.5%	26.7%	16.3%	6.8%	1.4%	0.6%	0.8%	0.0%		
CUMULATIVE	3	7	8	14	43	120	238	372	454	488	495	498	502	502		
PERCENTAGE	0.6%	1.4%	1.6%	2.8%	8.6%	23.9%	47.4%	74.1%	90.4%	97.2%	98.6%	99.2%	100.0%	100.0%		
15th Percentile	34		Mean Speed Average				41									
50th Percentile	41		10 MPH Pace Speed				36-45									
85th Percentile	49		Number in Pace				260									
95th Percentile	53		Percent in Pace				52%									

SPEED2 Madison between Sun City and Avenue 40 .07.

Project# SC2325

Northbound

Monday, February 07, 2022

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

Time	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75+	TOTAL	%VEHICLES
12:00:00 PM	0	0	0	1	1	1	9	8	1	1	1	0	0	0	23	1.75%
12:15:00 PM	0	2	0	0	0	6	10	5	4	0	0	0	0	0	27	2.06%
12:30:00 PM	0	0	0	1	0	3	6	3	2	0	0	0	0	0	15	1.14%

SPEED2 Madison between Sun City and Avenue 40 .07.

Project# SC3235

Southbound

Monday, February 07, 2022

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

Time	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75+	TOTAL	%VEHICLES
12:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
12:15:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	2	0.15%
12:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0.08%
12:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
1:00:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0.08%
1:15:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.08%
1:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
1:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
2:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
2:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
2:30:00 AM	0	0	0	0	0	1	0	0	0	0	1	0	0	0	2	0.15%
2:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
3:00:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.08%
3:15:00 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	0.15%
3:30:00 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2	0.15%
3:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
4:00:00 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2	0.15%
4:15:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2	0.15%
4:30:00 AM	0	0	1	0	0	1	0	1	0	0	0	0	0	0	3	0.23%
4:45:00 AM	0	0	0	0	1	0	0	1	0	1	1	0	0	0	4	0.30%
5:00:00 AM	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0.15%
5:15:00 AM	0	0	0	0	0	3	0	0	0	0	0	2	0	0	5	0.38%
5:30:00 AM	0	0	0	0	0	0	0	0	1	2	1	0	0	0	4	0.30%
5:45:00 AM	0	0	0	0	0	1	1	0	0	1	0	0	0	0	3	0.23%
6:00:00 AM	0	0	0	0	0	0	1	0	0	0	1	0	0	0	2	0.15%
6:15:00 AM	0	0	0	0	0	0	0	1	1	3	2	0	0	0	7	0.53%
6:30:00 AM	0	0	0	0	1	2	0	5	1	1	1	0	0	0	11	0.84%
6:45:00 AM	0	0	0	0	0	1	1	4	2	0	0	0	1	1	10	0.76%
7:00:00 AM	0	1	0	1	0	0	0	5	3	0	2	2	0	0	14	1.07%
7:15:00 AM	0	0	0	0	0	3	7	8	4	3	4	0	3	0	32	2.44%
7:30:00 AM	0	0	0	0	0	1	1	3	4	5	4	1	1	0	20	1.52%
7:45:00 AM	0	0	0	0	0	1	2	4	9	9	5	0	0	0	30	2.29%
8:00:00 AM	0	0	0	0	0	1	5	8	10	7	4	1	0	0	36	2.74%
8:15:00 AM	0	0	0	0	0	0	6	10	15	7	3	4	1	0	46	3.51%
8:30:00 AM	0	0	0	0	0	6	3	7	6	6	0	1	2	0	31	2.36%
8:45:00 AM	0	0	0	0	2	0	7	7	6	3	1	0	0	0	26	1.98%
9:00:00 AM	0	0	0	0	0	5	6	3	3	0	0	0	0	0	17	1.30%
9:15:00 AM	0	0	0	0	0	0	1	10	3	6	3	0	0	0	23	1.75%
9:30:00 AM	0	0	0	0	0	5	0	7	5	2	3	0	0	0	22	1.68%
9:45:00 AM	0	0	0	0	0	1	1	4	4	3	0	1	0	0	14	1.07%
10:00:00 AM	0	0	0	0	0	1	6	11	0	4	0	0	0	0	22	1.68%
10:15:00 AM	0	0	0	0	0	3	3	9	5	3	1	0	0	0	24	1.83%
10:30:00 AM	0	0	0	0	1	3	5	5	3	5	0	0	2	0	24	1.83%
10:45:00 AM	0	0	0	0	0	0	3	7	7	3	4	2	0	0	26	1.98%
11:00:00 AM	0	0	0	2	0	2	2	6	1	4	1	0	0	0	18	1.37%
11:15:00 AM	0	0	0	1	2	3	7	5	6	1	1	0	1	0	27	2.06%
11:30:00 AM	0	0	0	0	1	1	3	6	2	4	1	0	0	1	19	1.45%
11:45:00 AM	0	0	0	0	0	3	3	8	4	3	0	0	0	1	22	1.68%
AM TOTAL	0	1	1	4	8	49	79	146	109	89	44	15	11	4	560	42.68%
PERCENTAGE	0.0%	0.2%	0.2%	0.7%	1.4%	8.8%	14.1%	26.1%	19.5%	15.9%	7.9%	2.7%	2.0%	0.7%		
CUMULATIVE	0	1	2	6	14	63	142	288	397	486	530	545	556	560		
PERCENTAGE	0.0%	0.2%	0.4%	1.1%	2.5%	11.3%	25.4%	51.4%	70.9%	86.8%	94.6%	97.3%	99.3%	100.0%		

15th Percentile	37	Mean Speed Average	46
50th Percentile	46	10 MPH Pace Speed	39-48
85th Percentile	54	Number in Pace	228
95th Percentile	59	Percent in Pace	41%

SPEED2 Madison between Sun City and Avenue 40 .07.

Project# SC3235

Southbound

Monday, February 07, 2022

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

Time	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75+	TOTAL	%VEHICLES
12:00:00 PM	0	0	0	0	0	2	6	6	3	3	4	0	1	0	25	1.91%
12:15:00 PM	0	0	0	0	0	2	10	7	7	2	2	0	0	0	30	2.29%
12:30:00 PM	0	0	0	0	0	1	3	6	3	1	0	0	0	1	15	1.14%
12:45:00 PM	0	0	0	0	0	7	6	3	4	0	0	1	0	0	21	1.60%
1:00:00 PM	0	0	0	0	0	1	2	5	6	3	0	0	0	0	17	1.30%

SPEED2 Madison between Sun City and Avenue 40 .07.

Project# SC3235

Combined

Monday, February 07, 2022

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

Time	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75+	TOTAL	%VEHICLES
12:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
12:15:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	2	0.08%
12:30:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	3	0.11%
12:45:00 AM	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	0.11%
1:00:00 AM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0.08%
1:15:00 AM	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0.08%
1:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
1:45:00 AM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0.08%
2:00:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0.04%
2:15:00 AM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2	0.08%
2:30:00 AM	0	0	0	0	0	1	0	0	0	0	1	0	0	0	2	0.08%
2:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
3:00:00 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2	0.08%
3:15:00 AM	0	0	0	0	0	0	1	0	1	1	0	0	0	0	3	0.11%
3:30:00 AM	0	0	0	0	0	1	2	0	0	0	0	0	0	0	3	0.11%
3:45:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.04%
4:00:00 AM	0	0	0	0	1	0	0	1	0	1	0	0	0	0	3	0.11%
4:15:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2	0.08%
4:30:00 AM	0	0	1	0	0	0	1	0	1	0	0	0	0	0	3	0.11%
4:45:00 AM	0	0	0	1	2	0	0	1	0	1	1	0	0	0	6	0.23%
5:00:00 AM	0	0	0	0	0	2	2	0	1	0	0	0	0	0	5	0.19%
5:15:00 AM	0	0	0	1	0	3	1	2	0	0	0	2	0	0	9	0.34%
5:30:00 AM	0	0	0	0	0	0	0	2	3	2	1	0	0	0	8	0.30%
5:45:00 AM	0	0	0	0	0	2	4	4	1	1	0	0	0	0	12	0.46%
6:00:00 AM	0	0	0	1	3	1	3	1	1	1	1	0	0	0	12	0.46%
6:15:00 AM	0	0	0	0	0	2	4	3	1	4	3	0	0	0	17	0.65%
6:30:00 AM	0	0	0	0	2	5	2	7	2	1	1	0	0	0	20	0.76%
6:45:00 AM	0	0	0	0	0	2	2	6	3	1	0	0	1	1	16	0.61%
7:00:00 AM	0	1	0	1	0	0	3	7	3	0	2	2	0	0	19	0.72%
7:15:00 AM	0	0	1	0	2	5	10	11	5	4	4	0	3	0	45	1.71%
7:30:00 AM	0	0	0	0	0	4	2	5	8	5	5	2	2	0	33	1.26%
7:45:00 AM	0	0	0	2	0	3	6	8	12	11	6	0	0	0	48	1.83%
8:00:00 AM	0	0	0	0	1	1	14	20	23	13	6	3	1	0	82	3.12%
8:15:00 AM	0	2	0	0	2	1	17	38	30	14	5	4	1	0	114	4.34%
8:30:00 AM	0	0	0	0	2	12	6	18	13	6	0	1	4	0	62	2.36%
8:45:00 AM	0	0	0	0	4	3	16	9	8	4	1	0	0	0	45	1.71%
9:00:00 AM	0	0	0	0	0	5	7	11	10	1	0	0	0	0	34	1.30%
9:15:00 AM	0	0	0	0	0	2	3	13	8	8	3	0	0	0	37	1.41%
9:30:00 AM	0	0	0	0	0	10	4	11	7	4	3	0	0	0	39	1.49%
9:45:00 AM	0	0	0	0	0	8	7	5	6	3	0	1	0	0	30	1.14%
10:00:00 AM	0	0	0	1	4	2	11	16	0	4	0	0	0	0	38	1.45%
10:15:00 AM	0	0	0	0	2	4	8	13	7	4	1	0	0	0	39	1.49%
10:30:00 AM	0	0	0	0	3	9	6	10	4	7	0	0	2	0	41	1.56%
10:45:00 AM	0	0	0	0	0	10	12	8	8	3	4	2	0	0	47	1.79%
11:00:00 AM	0	0	0	2	3	6	7	12	2	6	1	0	0	0	39	1.49%
11:15:00 AM	1	0	0	1	3	11	13	9	9	1	1	0	1	0	50	1.90%
11:30:00 AM	0	1	0	0	1	3	9	11	4	6	1	0	0	1	37	1.41%
11:45:00 AM	2	1	0	0	1	4	11	9	8	5	0	0	0	1	42	1.60%
AM TOTAL	3	5	2	10	37	126	197	280	191	123	51	18	15	4	1,062	40.46%
PERCENTAGE	0.3%	0.5%	0.2%	0.9%	3.5%	11.9%	18.5%	26.4%	18.0%	11.6%	4.8%	1.7%	1.4%	0.4%		
CUMULATIVE	3	8	10	20	57	183	380	660	851	974	1,025	1,043	1,058	1,062		
PERCENTAGE	0.3%	0.8%	0.9%	1.9%	5.4%	17.2%	35.8%	62.1%	80.1%	91.7%	96.5%	98.2%	99.6%	100.0%		
15th Percentile	34							Mean Speed Average	44							
50th Percentile	43							10 MPH Pace Speed	36-45							
85th Percentile	54							Number in Pace	285							
95th Percentile	59							Percent in Pace	27%							

SPEED2 Madison between Sun City and Avenue 40 .07.

Project# SC3235

Combined

Monday, February 07, 2022

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

Time	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75+	TOTAL	%VEHICLES
12:00:00 PM	0	0	0	1	1	3	15	14	4	4	5	0	1	0	48	1.83%

SPEED2 Madison between Sun City and Avenue 40 .08-09.

Project# SC3235

Northbound

Tuesday, February 08, 2022

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

Time	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75+	TOTAL	%VEHICLES
12:00:00 AM	0	0	0	1	0	1	0	1	0	0	0	0	0	0	3	0.22%
12:15:00 AM	0	0	0	0	0	1	2	0	0	0	0	0	0	0	3	0.22%
12:30:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0.07%
12:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
1:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
1:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
1:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0.07%
1:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
2:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
2:15:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0.07%
2:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
2:45:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0.07%
3:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
3:15:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0.07%
3:30:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0.07%
3:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
4:00:00 AM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2	0.15%
4:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
4:30:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0.07%
4:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
5:00:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.07%
5:15:00 AM	0	0	0	1	0	1	0	1	0	0	0	0	0	0	3	0.22%
5:30:00 AM	0	0	1	0	0	0	1	1	1	0	2	0	0	0	6	0.44%
5:45:00 AM	0	0	0	0	0	1	4	2	2	1	0	0	0	0	10	0.73%
6:00:00 AM	0	0	0	0	1	4	4	1	1	0	0	0	1	0	12	0.87%
6:15:00 AM	0	0	0	0	0	1	1	1	2	0	0	0	0	0	5	0.36%
6:30:00 AM	0	0	0	0	0	1	1	1	1	0	0	0	0	0	4	0.29%
6:45:00 AM	0	0	0	1	2	0	3	1	2	2	0	0	0	0	11	0.80%
7:00:00 AM	0	0	0	0	1	2	2	5	0	0	0	0	0	0	10	0.73%
7:15:00 AM	0	0	0	1	0	1	4	4	1	0	1	0	0	0	12	0.87%
7:30:00 AM	0	0	0	0	0	1	0	5	3	2	0	0	0	0	11	0.80%
7:45:00 AM	0	0	0	1	2	1	8	16	5	0	1	0	0	0	34	2.48%
8:00:00 AM	0	0	0	0	2	2	17	18	16	12	1	1	1	0	70	5.10%
8:15:00 AM	0	2	0	0	2	1	13	30	20	5	2	0	0	1	76	5.54%
8:30:00 AM	0	0	0	0	1	5	4	9	8	0	0	0	1	0	28	2.04%
8:45:00 AM	0	0	0	0	1	5	6	3	1	1	0	0	0	0	17	1.24%
9:00:00 AM	0	0	0	0	0	0	2	7	0	1	0	0	0	0	10	0.73%
9:15:00 AM	0	0	0	0	0	3	3	3	3	1	0	0	0	0	13	0.95%
9:30:00 AM	0	0	0	0	0	3	4	4	1	0	0	0	0	0	12	0.87%
9:45:00 AM	0	0	0	0	0	6	5	2	3	0	0	0	0	0	16	1.17%
10:00:00 AM	0	0	0	1	4	3	7	6	0	0	0	0	0	0	21	1.53%
10:15:00 AM	0	0	0	0	1	2	6	3	0	0	0	0	0	0	12	0.87%
10:30:00 AM	0	0	0	0	3	7	2	3	1	1	0	0	0	0	17	1.24%
10:45:00 AM	0	0	0	0	0	10	10	3	1	0	0	0	0	0	24	1.75%
11:00:00 AM	0	0	0	0	2	4	4	6	2	1	0	0	0	0	19	1.38%
11:15:00 AM	0	0	0	0	1	0	9	7	2	0	1	0	0	0	20	1.46%
11:30:00 AM	1	0	0	2	1	9	4	5	3	0	0	0	0	0	25	1.82%
11:45:00 AM	0	0	2	0	2	5	4	3	3	1	0	0	1	0	21	1.53%
AM TOTAL	1	2	4	9	28	81	132	153	82	28	8	1	5	1	535	38.97%
PERCENTAGE	0.2%	0.4%	0.7%	1.7%	5.2%	15.1%	24.7%	28.6%	15.3%	5.2%	1.5%	0.2%	0.9%	0.2%		
CUMULATIVE	1	3	7	16	44	125	257	410	492	520	528	529	534	535		
PERCENTAGE	0.2%	0.6%	1.3%	3.0%	8.2%	23.4%	48.0%	76.6%	92.0%	97.2%	98.7%	98.9%	99.8%	100.0%		

15th Percentile 33 Mean Speed Average 40
 50th Percentile 40 10 MPH Pace Speed 36-45
 85th Percentile 48 Number in Pace 277
 95th Percentile 52 Percent in Pace 52%

SPEED2 Madison between Sun City and Avenue 40 .08-09.

Project# SC3235

Northbound

Tuesday, February 08, 2022

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

Time	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75+	TOTAL	%VEHICLES
12:00:00 PM	0	1	0	0	0	2	6	4	3	0	0	0	0	0	16	1.17%
12:15:00 PM	0	2	1	0	1	2	10	5	1	1	0	0	0	0	23	1.68%
12:30:00 PM	0	0	0	0	2	4	4	4	3	0	0	0	0	0	17	1.24%

SPEED2 Madison between Sun City and Avenue 40 .08-09.

Project# **SC3235**

Southbound

Tuesday, February 08, 2022

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

Time	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75+	TOTAL	%VEHICLES
12:00:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0.08%
12:15:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.08%
12:30:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0.08%
12:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
1:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
1:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
1:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
1:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
2:00:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0.08%
2:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0.08%
2:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
2:45:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0.08%
3:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0.08%
3:15:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.08%
3:30:00 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2	0.15%
3:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
4:00:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0.08%
4:15:00 AM	0	0	0	0	0	2	1	0	1	0	0	0	0	0	4	0.30%
4:30:00 AM	0	0	1	0	0	0	0	1	0	0	0	0	0	0	2	0.15%
4:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0.08%
5:00:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0.08%
5:15:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	2	0.15%
5:30:00 AM	0	0	0	0	0	0	0	2	1	1	1	0	0	0	5	0.38%
5:45:00 AM	0	0	0	0	0	1	1	1	0	0	0	2	0	0	5	0.38%
6:00:00 AM	0	0	0	0	0	0	0	1	3	0	0	0	0	0	4	0.30%
6:15:00 AM	0	0	0	0	1	1	3	2	1	2	2	1	0	0	13	0.98%
6:30:00 AM	0	0	0	0	0	2	4	2	2	1	0	1	1	0	13	0.98%
6:45:00 AM	0	0	0	0	0	1	3	3	6	0	1	1	1	1	17	1.28%
7:00:00 AM	0	0	0	0	0	1	3	1	3	4	2	3	0	1	18	1.35%
7:15:00 AM	0	0	0	0	0	0	1	5	7	6	1	2	1	1	24	1.80%
7:30:00 AM	0	0	0	0	0	1	4	2	3	4	2	0	1	2	19	1.43%
7:45:00 AM	0	0	1	0	0	1	3	6	5	7	4	0	0	0	27	2.03%
8:00:00 AM	0	0	0	0	0	0	3	5	7	6	4	1	1	1	28	2.10%
8:15:00 AM	0	0	0	0	0	0	4	7	14	7	5	3	2	0	42	3.15%
8:30:00 AM	0	0	0	0	0	4	4	12	11	11	2	1	1	0	46	3.45%
8:45:00 AM	0	0	0	0	1	0	7	7	5	7	1	0	0	0	28	2.10%
9:00:00 AM	0	0	0	0	0	4	5	5	2	1	0	0	0	0	17	1.28%
9:15:00 AM	0	0	0	0	0	2	2	7	4	4	2	0	0	0	21	1.58%
9:30:00 AM	0	0	0	0	0	3	2	6	3	2	2	0	0	0	18	1.35%
9:45:00 AM	0	0	0	0	0	1	3	6	6	3	0	1	0	1	21	1.58%
10:00:00 AM	0	0	0	0	0	3	5	8	0	6	0	1	0	0	23	1.73%
10:15:00 AM	0	0	0	0	0	4	5	9	5	2	1	0	0	0	26	1.95%
10:30:00 AM	0	0	0	0	1	4	5	6	6	3	1	0	1	0	27	2.03%
10:45:00 AM	0	0	0	0	0	0	4	6	5	2	3	1	0	0	21	1.58%
11:00:00 AM	0	0	0	1	0	1	3	5	2	4	1	0	0	0	17	1.28%
11:15:00 AM	0	0	0	0	1	0	6	7	4	3	0	0	1	0	22	1.65%
11:30:00 AM	0	0	0	0	1	2	7	2	3	2	2	1	0	0	20	1.50%
11:45:00 AM	0	0	0	0	0	2	6	9	8	3	0	0	0	1	29	2.18%
AM TOTAL	0	0	2	1	6	41	96	135	118	96	37	19	13	8	572	42.94%
PERCENTAGE	0.0%	0.0%	0.3%	0.2%	1.0%	7.2%	16.8%	23.6%	20.6%	16.8%	6.5%	3.3%	2.3%	1.4%		
CUMULATIVE	0	0	2	3	9	50	146	281	399	495	532	551	564	572		
PERCENTAGE	0.0%	0.0%	0.3%	0.5%	1.6%	8.7%	25.5%	49.1%	69.8%	86.5%	93.0%	96.3%	98.6%	100.0%		

15th Percentile	38	Mean Speed Average	46
50th Percentile	46	10 MPH Pace Speed	38-47
85th Percentile	54	Number in Pace	241
95th Percentile	61	Percent in Pace	42%

SPEED2 Madison between Sun City and Avenue 40 .08-09.

Project# **SC3235**

Southbound

Tuesday, February 08, 2022

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

Time	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75+	TOTAL	%VEHICLES
12:00:00 PM	0	0	0	1	0	0	3	5	2	1	3	0	0	0	15	1.13%
12:15:00 PM	0	0	0	0	0	2	10	3	5	4	3	0	0	0	27	2.03%
12:30:00 PM	0	0	0	0	0	2	2	6	8	1	2	0	0	0	21	1.58%
12:45:00 PM	0	0	0	0	0	2	5	10	6	1	2	1	1	0	28	2.10%
1:00:00 PM	0	0	0	0	1	2	6	6	6	1	2	0	0	0	24	1.80%

SPEED2 Madison between Sun City and Avenue 40 .08-09.

Project# SC3235

Combined

Tuesday, February 08, 2022

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

Time	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75+	TOTAL	%VEHICLES
12:00:00 AM	0	0	0	1	0	1	0	1	1	0	0	0	0	0	4	0.15%
12:15:00 AM	0	0	0	0	0	1	3	0	0	0	0	0	0	0	4	0.15%
12:30:00 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2	0.07%
12:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
1:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
1:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
1:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0.04%
1:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
2:00:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0.04%
2:15:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	2	0.07%
2:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
2:45:00 AM	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2	0.07%
3:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0.04%
3:15:00 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2	0.07%
3:30:00 AM	0	0	1	0	0	0	0	1	0	1	0	0	0	0	3	0.11%
3:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
4:00:00 AM	0	0	0	0	1	0	1	0	0	1	0	0	0	0	3	0.11%
4:15:00 AM	0	0	0	0	0	2	1	0	1	0	0	0	0	0	4	0.15%
4:30:00 AM	0	0	1	0	0	1	0	1	0	0	0	0	0	0	3	0.11%
4:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0.04%
5:00:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	2	0.07%
5:15:00 AM	0	0	0	1	0	2	0	1	0	1	0	0	0	0	5	0.18%
5:30:00 AM	0	0	1	0	0	0	1	3	2	1	3	0	0	0	11	0.41%
5:45:00 AM	0	0	0	0	0	2	5	3	2	1	0	2	0	0	15	0.55%
6:00:00 AM	0	0	0	0	1	4	4	2	4	0	0	0	1	0	16	0.59%
6:15:00 AM	0	0	0	0	1	2	4	3	3	2	2	1	0	0	18	0.67%
6:30:00 AM	0	0	0	0	0	3	5	3	3	1	0	1	1	0	17	0.63%
6:45:00 AM	0	0	0	1	2	1	6	4	8	2	1	1	1	1	28	1.04%
7:00:00 AM	0	0	0	0	1	3	5	6	3	4	2	3	0	1	28	1.04%
7:15:00 AM	0	0	0	1	0	1	5	9	8	6	2	2	1	1	36	1.33%
7:30:00 AM	0	0	0	0	0	2	4	7	6	6	2	0	1	2	30	1.11%
7:45:00 AM	0	0	1	1	2	2	11	22	10	7	5	0	0	0	61	2.26%
8:00:00 AM	0	0	0	0	2	2	20	23	23	18	5	2	2	1	98	3.62%
8:15:00 AM	0	2	0	0	2	1	17	37	34	12	7	3	2	1	118	4.36%
8:30:00 AM	0	0	0	0	1	9	8	21	19	11	2	1	2	0	74	2.74%
8:45:00 AM	0	0	0	0	2	5	13	10	6	8	1	0	0	0	45	1.66%
9:00:00 AM	0	0	0	0	0	4	7	12	2	2	0	0	0	0	27	1.00%
9:15:00 AM	0	0	0	0	0	5	5	10	7	5	2	0	0	0	34	1.26%
9:30:00 AM	0	0	0	0	0	6	6	10	4	2	2	0	0	0	30	1.11%
9:45:00 AM	0	0	0	0	0	7	8	8	9	3	0	1	0	1	37	1.37%
10:00:00 AM	0	0	0	1	4	6	12	14	0	6	0	1	0	0	44	1.63%
10:15:00 AM	0	0	0	0	1	6	11	12	5	2	1	0	0	0	38	1.40%
10:30:00 AM	0	0	0	0	4	11	7	9	7	4	1	0	1	0	44	1.63%
10:45:00 AM	0	0	0	0	0	10	14	9	6	2	3	1	0	0	45	1.66%
11:00:00 AM	0	0	0	1	2	5	7	11	4	5	1	0	0	0	36	1.33%
11:15:00 AM	0	0	0	0	2	0	15	14	6	3	1	0	1	0	42	1.55%
11:30:00 AM	1	0	0	2	2	11	11	7	6	2	2	1	0	0	45	1.66%
11:45:00 AM	0	0	2	0	2	7	10	12	11	4	0	0	1	1	50	1.85%
AM TOTAL	1	2	6	10	34	122	228	288	200	124	45	20	18	9	1,107	40.92%
PERCENTAGE	0.1%	0.2%	0.5%	0.9%	3.1%	11.0%	20.6%	26.0%	18.1%	11.2%	4.1%	1.8%	1.6%	0.8%		
CUMULATIVE	1	3	9	19	53	175	403	691	891	1,015	1,060	1,080	1,098	1,107		
PERCENTAGE	0.1%	0.3%	0.8%	1.7%	4.8%	15.8%	36.4%	62.4%	80.5%	91.7%	95.8%	97.6%	99.2%	100.0%		

15th Percentile	34	Mean Speed Average	44
50th Percentile	43	10 MPH Pace Speed	39-48
85th Percentile	53	Number in Pace	282
95th Percentile	60	Percent in Pace	25%

SPEED2 Madison between Sun City and Avenue 40 .08-09.

Project# SC3235

Combined

Tuesday, February 08, 2022

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

Time	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75+	TOTAL	%VEHICLES
12:00:00 PM	0	1	0	1	0	2	9	9	5	1	3	0	0	0	31	1.15%

12:15:00 PM	0	2	1	0	1	4	20	8	6	5	3	0	0	0	50	1.85%
12:30:00 PM	0	0	0	0	2	6	6	10	11	1	2	0	0	0	38	1.40%
12:45:00 PM	0	2	0	1	6	9	12	12	9	1	2	2	1	0	57	2.11%
1:00:00 PM	0	2	0	0	3	10	15	10	6	1	3	0	0	0	50	1.85%
1:15:00 PM	0	0	0	2	0	7	12	10	7	4	1	0	0	0	43	1.59%
1:30:00 PM	0	0	3	2	0	4	10	10	6	1	1	1	0	0	38	1.40%
1:45:00 PM	0	0	0	0	2	14	14	4	7	3	3	0	0	0	47	1.74%
2:00:00 PM	0	1	3	0	2	9	8	11	10	5	1	0	1	0	51	1.89%
2:15:00 PM	0	0	0	0	3	5	8	10	5	5	2	1	0	0	39	1.44%
2:30:00 PM	1	0	0	0	0	6	11	7	6	7	2	1	0	0	41	1.52%
2:45:00 PM	0	0	0	0	3	4	15	17	11	5	2	0	0	0	57	2.11%
3:00:00 PM	0	0	0	0	4	12	14	8	11	7	2	0	0	0	58	2.14%
3:15:00 PM	0	1	0	2	5	7	19	23	13	9	2	1	0	0	82	3.03%
3:30:00 PM	0	0	1	0	2	10	24	25	38	20	9	0	0	0	129	4.77%
3:45:00 PM	0	0	0	2	0	14	30	36	40	14	3	2	0	0	141	5.21%
4:00:00 PM	0	0	0	0	0	8	13	14	7	9	4	0	2	0	57	2.11%
4:15:00 PM	0	0	0	0	0	9	7	9	13	4	3	0	0	0	45	1.66%
4:30:00 PM	0	0	0	0	0	7	8	19	7	7	4	0	0	0	52	1.92%
4:45:00 PM	0	0	0	3	3	8	11	9	3	3	2	0	2	1	45	1.66%
5:00:00 PM	0	0	0	0	2	10	13	6	6	2	1	0	0	0	40	1.48%
5:15:00 PM	0	0	0	0	0	4	11	9	1	1	0	1	1	0	28	1.04%
5:30:00 PM	0	0	1	0	0	3	7	4	4	9	0	0	0	0	28	1.04%
5:45:00 PM	0	0	0	1	3	6	8	7	8	1	0	0	0	0	34	1.26%
6:00:00 PM	0	1	0	0	4	11	11	5	5	2	3	1	0	0	43	1.59%
6:15:00 PM	0	0	1	1	1	4	9	7	5	1	1	0	0	0	30	1.11%
6:30:00 PM	0	0	0	0	0	7	6	3	5	2	2	0	0	0	25	0.92%
6:45:00 PM	0	0	0	0	1	1	8	2	5	1	1	0	1	1	21	0.78%
7:00:00 PM	0	0	0	0	0	2	3	7	2	2	2	1	0	0	19	0.70%
7:15:00 PM	0	0	0	2	1	4	1	3	4	3	1	0	0	0	19	0.70%
7:30:00 PM	0	0	0	0	1	4	4	4	1	3	0	0	0	0	17	0.63%
7:45:00 PM	0	0	0	0	3	2	3	4	1	0	0	1	0	0	14	0.52%
8:00:00 PM	0	0	0	0	1	2	6	5	5	2	1	0	0	0	22	0.81%
8:15:00 PM	0	0	0	0	1	2	0	5	3	4	0	0	0	0	15	0.55%
8:30:00 PM	0	0	0	0	1	1	3	0	0	0	0	0	0	0	5	0.18%
8:45:00 PM	0	0	0	0	0	4	3	5	2	0	1	1	0	0	16	0.59%
9:00:00 PM	0	0	0	0	0	2	0	2	3	2	0	0	0	0	9	0.33%
9:15:00 PM	0	0	0	1	2	0	0	7	4	0	0	0	0	0	14	0.52%
9:30:00 PM	0	0	0	0	0	2	0	2	1	1	1	0	1	0	8	0.30%
9:45:00 PM	0	0	0	1	2	2	0	0	1	2	0	0	0	0	8	0.30%
10:00:00 PM	0	0	0	1	1	3	1	1	0	2	1	0	0	1	11	0.41%
10:15:00 PM	0	0	0	0	0	1	1	2	2	0	0	0	0	0	6	0.22%
10:30:00 PM	0	0	0	1	0	0	2	1	0	0	0	0	0	0	4	0.15%
10:45:00 PM	0	0	0	0	0	0	2	1	0	0	0	0	0	0	3	0.11%
11:00:00 PM	0	0	0	0	0	0	1	0	1	0	0	1	0	0	3	0.11%
11:15:00 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0.07%
11:30:00 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	0.07%
11:45:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0.04%

PM TOTAL	1	10	10	21	60	232	369	353	292	155	69	14	9	3	1,598	59.08%
PERCENTAGE	0.1%	0.6%	0.6%	1.3%	3.8%	14.5%	23.1%	22.1%	18.3%	9.7%	4.3%	0.9%	0.6%	0.2%		

CUMULATIVE	1	11	21	42	102	334	703	1,056	1,348	1,503	1,572	1,586	1,595	1,598		
PERCENTAGE	0.1%	0.7%	1.3%	2.6%	6.4%	20.9%	44.0%	66.1%	84.4%	94.1%	98.4%	99.2%	99.8%	100.0%		

15th Percentile	32	Mean Speed Average										43
50th Percentile	43	10 MPH Pace Speed										33-42
85th Percentile	54	Number in Pace										269
95th Percentile	58	Percent in Pace										17%

DAY TOTAL	2	12	16	31	94	354	597	641	492	279	114	34	27	12	2,705	
PERCENTAGE	0.1%	0.4%	0.6%	1.1%	3.5%	13.1%	22.1%	23.7%	18.2%	10.3%	4.2%	1.3%	1.0%	0.4%	2,705	100.00%
	0.1%	0.5%	1.1%	2.3%	5.7%	18.8%	40.9%	64.6%	82.8%	93.1%	97.3%	98.6%	99.6%	100.0%		
85th Percentile	54															

**SPEED2 Madison between Sun City and Avenue 40 .08-09.
Northbound**

Project# SC3235

Wednesday, February 09, 2022

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

Time	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75+	TOTAL	%VEHICLES
12:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
12:15:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.07%
12:30:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0.07%
12:45:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0.07%
1:00:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0.07%
1:15:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0.07%
1:30:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.07%
1:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
2:00:00 AM	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2	0.14%
2:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
2:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
2:45:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0.07%
3:00:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0.07%
3:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
3:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
3:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
4:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
4:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
4:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
4:45:00 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	0.14%
5:00:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.07%
5:15:00 AM	0	0	0	0	0	0	2	1	0	0	0	0	0	0	3	0.22%
5:30:00 AM	0	0	0	0	1	0	1	1	1	0	0	0	0	0	4	0.29%
5:45:00 AM	0	0	1	0	0	2	2	1	3	1	1	0	0	0	11	0.80%
6:00:00 AM	0	0	0	0	3	3	4	0	3	0	1	0	0	0	14	1.01%
6:15:00 AM	0	0	0	1	1	0	2	2	2	1	1	0	0	0	10	0.72%
6:30:00 AM	0	0	0	0	0	1	0	2	1	0	0	0	0	0	4	0.29%
6:45:00 AM	0	0	0	0	2	1	2	1	1	0	0	0	0	0	7	0.51%
7:00:00 AM	0	0	0	0	1	1	11	2	0	1	1	0	0	0	17	1.23%
7:15:00 AM	0	0	0	0	2	2	4	2	0	2	3	1	0	0	16	1.16%
7:30:00 AM	0	0	0	1	1	3	2	2	3	0	0	0	0	0	12	0.87%
7:45:00 AM	0	0	0	0	0	4	7	7	4	3	0	1	0	0	26	1.88%
8:00:00 AM	0	0	0	0	0	2	15	21	17	9	0	0	0	0	64	4.63%
8:15:00 AM	0	1	0	0	0	2	10	31	39	9	2	1	0	0	95	6.87%
8:30:00 AM	0	0	0	0	4	2	3	5	6	0	0	0	0	0	20	1.45%
8:45:00 AM	0	0	1	0	2	5	5	4	1	1	0	0	0	0	19	1.37%
9:00:00 AM	0	0	0	0	4	2	5	4	0	0	0	0	0	0	15	1.09%
9:15:00 AM	0	0	0	0	1	2	4	3	2	1	0	0	0	0	13	0.94%
9:30:00 AM	0	0	0	0	0	1	3	3	2	0	1	0	0	0	10	0.72%
9:45:00 AM	0	0	0	0	6	3	7	4	0	1	0	1	0	0	22	1.59%
10:00:00 AM	0	0	0	0	2	4	5	0	0	1	0	0	0	0	12	0.87%
10:15:00 AM	0	0	0	0	1	2	3	1	1	1	0	0	0	0	9	0.65%
10:30:00 AM	0	0	0	0	0	7	3	4	3	0	0	1	0	0	18	1.30%
10:45:00 AM	0	0	0	1	2	1	3	3	0	0	0	0	0	0	10	0.72%
11:00:00 AM	1	0	0	0	1	2	8	8	0	0	0	0	0	0	20	1.45%
11:15:00 AM	0	0	0	0	2	9	12	2	0	0	0	0	0	0	25	1.81%
11:30:00 AM	0	0	0	0	1	5	5	4	3	1	0	0	0	0	19	1.37%
11:45:00 AM	0	1	0	0	3	12	11	0	3	2	0	0	0	0	32	2.32%
AM TOTAL	1	2	3	5	40	80	143	120	97	34	10	5	0	0	540	39.07%
PERCENTAGE	0.2%	0.4%	0.6%	0.9%	7.4%	14.8%	26.5%	22.2%	18.0%	6.3%	1.9%	0.9%	0.0%	0.0%		
CUMULATIVE	1	3	6	11	51	131	274	394	491	525	535	540	540	540		
PERCENTAGE	0.2%	0.6%	1.1%	2.0%	9.4%	24.3%	50.7%	73.0%	90.9%	97.2%	99.1%	100.0%	100.0%	100.0%		

15th Percentile	33	Mean Speed Average	41
50th Percentile	41	10 MPH Pace Speed	36-45
85th Percentile	48	Number in Pace	266
95th Percentile	52	Percent in Pace	49%

**SPEED2 Madison between Sun City and Avenue 40 .08-09.
Northbound**

Project# SC3235

Wednesday, February 09, 2022

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

Time	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75+	TOTAL	%VEHICLES
12:00:00 PM	0	0	0	0	3	3	8	4	2	3	0	0	0	0	23	1.66%

#N/A
Southbound

Project# SC3235

Wednesday, February 09, 2022

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

Time	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75+	TOTAL	%VEHICLES
12:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
12:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
12:30:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0.07%
12:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
1:00:00 AM	0	0	0	0	0	0	0	1	2	1	0	0	0	0	4	0.30%
1:15:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0.07%
1:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
1:45:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0.07%
2:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
2:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
2:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
2:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
3:00:00 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	2	0.15%
3:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
3:30:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0.07%
3:45:00 AM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0.15%
4:00:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.07%
4:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0.07%
4:30:00 AM	0	0	0	1	0	0	1	2	0	0	0	0	0	0	4	0.30%
4:45:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2	0.15%
5:00:00 AM	0	0	0	0	0	0	0	1	0	0	2	0	1	0	4	0.30%
5:15:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0.07%
5:30:00 AM	0	0	0	0	0	1	0	0	0	0	1	0	1	0	3	0.22%
5:45:00 AM	0	0	0	0	1	0	1	0	1	1	1	0	0	0	5	0.37%
6:00:00 AM	0	0	0	0	0	0	1	1	2	2	0	1	1	0	8	0.59%
6:15:00 AM	0	0	0	0	0	0	0	1	0	1	2	0	1	0	5	0.37%
6:30:00 AM	0	0	0	0	0	3	0	6	2	0	1	0	0	0	12	0.89%
6:45:00 AM	0	0	0	0	0	0	3	0	2	1	1	1	0	1	9	0.66%
7:00:00 AM	0	0	0	0	1	1	0	3	6	4	4	1	0	0	20	1.48%
7:15:00 AM	0	0	0	0	0	0	5	9	0	1	3	3	0	2	23	1.70%
7:30:00 AM	0	0	0	0	0	2	1	3	5	4	3	1	0	1	20	1.48%
7:45:00 AM	0	0	0	0	0	0	3	4	2	2	2	0	0	0	13	0.96%
8:00:00 AM	0	0	0	0	0	1	4	9	8	9	4	2	0	1	38	2.80%
8:15:00 AM	0	0	0	0	0	0	7	9	12	10	4	4	1	1	48	3.54%
8:30:00 AM	0	0	0	0	0	2	5	10	12	8	5	3	2	0	47	3.47%
8:45:00 AM	0	0	0	0	0	3	8	7	4	4	4	0	0	0	30	2.21%
9:00:00 AM	0	0	0	0	0	3	3	7	3	1	1	1	0	0	19	1.40%
9:15:00 AM	0	0	0	0	0	0	7	9	3	5	2	0	0	0	26	1.92%
9:30:00 AM	0	0	0	1	0	0	3	3	3	3	3	0	0	1	17	1.25%
9:45:00 AM	0	0	0	0	4	3	3	6	8	2	3	3	0	1	33	2.44%
10:00:00 AM	0	0	0	0	0	3	5	12	5	4	2	1	0	0	32	2.36%
10:15:00 AM	0	0	0	0	0	2	4	4	3	2	1	0	1	0	17	1.25%
10:30:00 AM	0	0	0	0	1	2	8	10	8	2	0	2	0	0	33	2.44%
10:45:00 AM	0	0	0	0	1	9	3	3	6	2	3	0	0	0	27	1.99%
11:00:00 AM	0	0	0	0	0	2	4	2	4	1	0	1	0	0	14	1.03%
11:15:00 AM	0	0	0	0	1	2	5	10	5	0	0	0	0	0	23	1.70%
11:30:00 AM	1	0	0	0	3	0	7	4	4	0	4	0	0	0	23	1.70%
11:45:00 AM	0	0	0	0	0	1	3	9	4	8	4	0	0	0	29	2.14%
AM TOTAL	1	0	1	3	12	41	96	147	118	78	60	24	9	9	599	44.21%
PERCENTAGE	0.2%	0.0%	0.2%	0.5%	2.0%	6.8%	16.0%	24.5%	19.7%	13.0%	10.0%	4.0%	1.5%	39.1%		
CUMULATIVE	1	1	2	5	17	58	154	301	419	497	557	581	590	599		
PERCENTAGE	0.2%	0.2%	0.3%	0.8%	2.8%	9.7%	25.7%	50.3%	69.9%	83.0%	93.0%	97.0%	98.5%	100.0%		

15th Percentile	38	Mean Speed Average	46
50th Percentile	45	10 MPH Pace Speed	38-47
85th Percentile	55	Number in Pace	260
95th Percentile	60	Percent in Pace	43%

#N/A

Project# SC3235

Southbound

Wednesday, February 09, 2022

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

Time	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75+	TOTAL	%VEHICLES
12:00:00 PM	0	0	0	1	1	1	6	3	7	1	1	1	1	0	23	1.70%

**SPEED2 Madison between Sun City and Avenue 40 .08-09.
Combined**

Project# SC3235

Wednesday, February 09, 2022

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

Time	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75+	TOTAL	%VEHICLES
12:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
12:15:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.04%
12:30:00 AM	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	0.07%
12:45:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0.04%
1:00:00 AM	0	0	0	0	0	0	0	1	3	1	0	0	0	0	5	0.18%
1:15:00 AM	0	0	1	0	0	0	0	0	1	0	0	0	0	0	2	0.07%
1:30:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.04%
1:45:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0.04%
2:00:00 AM	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2	0.07%
2:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
2:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
2:45:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0.04%
3:00:00 AM	0	0	1	0	0	0	1	1	0	0	0	0	0	0	3	0.11%
3:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
3:30:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0.04%
3:45:00 AM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0.07%
4:00:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.04%
4:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0.04%
4:30:00 AM	0	0	0	1	0	0	1	2	0	0	0	0	0	0	4	0.15%
4:45:00 AM	0	0	0	0	0	2	0	1	0	0	0	0	0	1	4	0.15%
5:00:00 AM	0	0	0	0	0	0	1	1	0	0	2	0	1	0	5	0.18%
5:15:00 AM	0	0	0	0	0	1	2	1	0	0	0	0	0	0	4	0.15%
5:30:00 AM	0	0	0	0	1	1	1	1	1	0	1	0	1	0	7	0.26%
5:45:00 AM	0	0	1	0	1	2	3	1	4	2	2	0	0	0	16	0.58%
6:00:00 AM	0	0	0	0	3	3	5	1	5	2	1	1	1	0	22	0.80%
6:15:00 AM	0	0	0	1	1	0	2	3	2	2	3	0	1	0	15	0.55%
6:30:00 AM	0	0	0	0	0	4	0	8	3	0	1	0	0	0	16	0.58%
6:45:00 AM	0	0	0	0	2	1	5	1	3	1	1	1	0	1	16	0.58%
7:00:00 AM	0	0	0	0	2	2	11	5	6	5	5	1	0	0	37	1.35%
7:15:00 AM	0	0	0	0	2	2	9	11	0	3	6	4	0	2	39	1.42%
7:30:00 AM	0	0	0	1	1	5	3	5	8	4	3	1	0	1	32	1.17%
7:45:00 AM	0	0	0	0	0	4	10	11	6	5	2	1	0	0	39	1.42%
8:00:00 AM	0	0	0	0	0	3	19	30	25	18	4	2	0	1	102	3.73%
8:15:00 AM	0	1	0	0	0	2	17	40	51	19	6	5	1	1	143	5.22%
8:30:00 AM	0	0	0	0	4	4	8	15	18	8	5	3	2	0	67	2.45%
8:45:00 AM	0	0	1	0	2	8	13	11	5	5	4	0	0	0	49	1.79%
9:00:00 AM	0	0	0	0	4	5	8	11	3	1	1	1	0	0	34	1.24%
9:15:00 AM	0	0	0	0	1	2	11	12	5	6	2	0	0	0	39	1.42%
9:30:00 AM	0	0	0	1	0	1	6	6	5	3	4	0	0	1	27	0.99%
9:45:00 AM	0	0	0	0	10	6	10	10	8	3	3	4	0	1	55	2.01%
10:00:00 AM	0	0	0	0	2	7	10	12	5	5	2	1	0	0	44	1.61%
10:15:00 AM	0	0	0	0	1	4	7	5	4	3	1	0	1	0	26	0.95%
10:30:00 AM	0	0	0	0	1	9	11	14	11	2	0	3	0	0	51	1.86%
10:45:00 AM	0	0	0	1	3	10	6	6	6	2	3	0	0	0	37	1.35%
11:00:00 AM	1	0	0	0	1	4	12	10	4	1	0	1	0	0	34	1.24%
11:15:00 AM	0	0	0	0	3	11	17	12	5	0	0	0	0	0	48	1.75%
11:30:00 AM	1	0	0	0	4	5	12	8	7	1	4	0	0	0	42	1.53%
11:45:00 AM	0	1	0	0	3	13	14	9	7	10	4	0	0	0	61	2.23%
AM TOTAL	2	2	4	8	52	121	239	267	215	112	70	29	9	9	1,139	41.61%
PERCENTAGE	0.2%	0.2%	0.4%	0.7%	4.6%	10.6%	21.0%	23.4%	18.9%	9.8%	6.1%	2.5%	0.8%	0.8%		
CUMULATIVE	2	4	8	16	68	189	428	695	910	1,022	1,092	1,121	1,130	1,139		
PERCENTAGE	0.2%	0.4%	0.7%	1.4%	6.0%	16.6%	37.6%	61.0%	79.9%	89.7%	95.9%	98.4%	99.2%	100.0%		

15th Percentile	34	Mean Speed Average	44
50th Percentile	43	10 MPH Pace Speed	36-45
85th Percentile	54	Number in Pace	283
95th Percentile	60	Percent in Pace	25%

**SPEED2 Madison between Sun City and Avenue 40 .08-09.
Combined**

Project# SC3235

Wednesday, February 09, 2022

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

Time	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75+	TOTAL	%VEHICLES
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SPEED3 Avenue 38 between Burr and Kevin .07.

Project# **SC3235**

Eastbound

Monday, February 07, 2022

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

Time	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75+	TOTAL	%VEHICLES
12:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
12:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
12:30:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.13%
12:45:00 AM	0	0	0	0	0	0	0	1	2	1	0	0	0	0	4	0.52%
1:00:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0.13%
1:15:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0.13%
1:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
1:45:00 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2	0.26%
2:00:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0.13%
2:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
2:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
2:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
3:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
3:15:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0.13%
3:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
3:45:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.13%
4:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
4:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
4:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
4:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
5:00:00 AM	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0.26%
5:15:00 AM	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	0.26%
5:30:00 AM	0	0	0	0	0	0	0	1	1	2	0	0	0	0	4	0.52%
5:45:00 AM	0	0	0	0	0	0	0	2	2	0	0	0	0	0	4	0.52%
6:00:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	2	0.26%
6:15:00 AM	0	0	0	0	0	0	1	1	2	0	0	2	0	0	6	0.78%
6:30:00 AM	0	0	0	0	1	1	2	1	1	1	0	0	0	0	7	0.91%
6:45:00 AM	0	0	0	0	0	1	0	1	1	1	0	0	0	0	4	0.52%
7:00:00 AM	0	0	0	0	0	0	1	3	0	0	0	0	0	0	4	0.52%
7:15:00 AM	0	0	0	0	0	0	0	1	4	2	0	0	0	0	7	0.91%
7:30:00 AM	0	0	0	0	0	0	0	1	1	3	1	1	0	0	7	0.91%
7:45:00 AM	0	0	0	0	0	0	1	2	7	3	0	0	0	0	13	1.69%
8:00:00 AM	0	0	0	0	0	1	3	8	21	10	0	1	0	0	44	5.74%
8:15:00 AM	0	0	1	2	0	0	6	14	27	9	3	0	0	0	62	8.08%
8:30:00 AM	0	0	0	0	0	1	1	7	12	3	1	2	0	0	27	3.52%
8:45:00 AM	0	0	0	0	0	1	2	1	5	2	2	2	0	0	15	1.96%
9:00:00 AM	0	0	0	0	0	0	0	2	4	0	0	0	0	0	6	0.78%
9:15:00 AM	0	0	0	0	0	0	2	1	2	1	3	1	0	0	10	1.30%
9:30:00 AM	0	0	0	0	0	1	0	0	2	4	0	0	0	0	7	0.91%
9:45:00 AM	0	0	0	0	0	0	0	1	3	2	0	0	0	0	6	0.78%
10:00:00 AM	0	0	0	0	0	0	0	2	3	0	2	0	0	0	7	0.91%
10:15:00 AM	0	0	0	0	0	0	2	1	2	0	0	0	0	0	5	0.65%
10:30:00 AM	0	0	0	0	2	0	1	0	3	0	0	0	0	0	6	0.78%
10:45:00 AM	1	0	0	0	0	0	3	5	4	1	0	0	0	0	14	1.83%
11:00:00 AM	0	0	0	0	0	0	0	1	6	3	0	0	0	0	10	1.30%
11:15:00 AM	0	0	0	0	0	1	0	5	5	1	0	0	0	1	13	1.69%
11:30:00 AM	0	0	0	0	0	1	1	2	6	2	0	0	0	0	12	1.56%
11:45:00 AM	0	0	0	0	0	0	4	0	3	4	0	0	0	0	11	1.43%
AM TOTAL	1	0	1	2	3	8	35	66	133	58	12	9	0	1	329	42.89%
PERCENTAGE	0.3%	0.0%	0.3%	0.6%	0.9%	2.4%	10.6%	20.1%	40.4%	17.6%	3.6%	2.7%	0.0%	0.3%		
CUMULATIVE	1	1	2	4	7	15	50	116	249	307	319	328	328	329		
PERCENTAGE	0.3%	0.3%	0.6%	1.2%	2.1%	4.6%	15.2%	35.3%	75.7%	93.3%	97.0%	99.7%	99.7%	100.0%		

15th Percentile 41 Mean Speed Average 47
 50th Percentile 47 10 MPH Pace Speed 43-52
 85th Percentile 52 Number in Pace 188
 95th Percentile 58 Percent in Pace 57%

SPEED3 Avenue 38 between Burr and Kevin .07.

Project# **SC3235**

Eastbound

Monday, February 07, 2022

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

Time	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75+	TOTAL	%VEHICLES
12:00:00 PM	0	0	0	0	0	0	0	3	4	2	3	0	0	0	12	1.56%
12:15:00 PM	0	0	0	0	0	0	4	10	2	1	2	0	0	0	19	2.48%
12:30:00 PM	0	0	0	0	0	0	3	2	2	1	0	0	0	0	8	1.04%

SPEED3 Avenue 38 between Burr and Kevin .07.

Project# **SC3235**

Westbound

Monday, February 07, 2022

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

Time	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75+	TOTAL	%VEHICLES
12:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
12:15:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0.12%
12:30:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0.12%
12:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
1:00:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.12%
1:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
1:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
1:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
2:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
2:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
2:30:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0.12%
2:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
3:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
3:15:00 AM	0	0	0	1	0	0	0	0	1	0	0	0	0	0	2	0.24%
3:30:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0.12%
3:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
4:00:00 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0.24%
4:15:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	2	0.24%
4:30:00 AM	0	0	1	0	0	0	0	1	0	0	0	0	0	0	2	0.24%
4:45:00 AM	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	0.24%
5:00:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.12%
5:15:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0.12%
5:30:00 AM	0	0	0	0	1	1	1	0	1	0	0	0	0	0	4	0.49%
5:45:00 AM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	0.24%
6:00:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	2	0.24%
6:15:00 AM	0	0	0	0	0	0	1	2	2	0	0	0	0	0	5	0.61%
6:30:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	2	0.24%
6:45:00 AM	0	0	0	0	0	0	1	0	1	1	0	0	0	0	3	0.37%
7:00:00 AM	0	0	0	0	1	1	4	1	1	1	0	0	0	0	9	1.10%
7:15:00 AM	0	0	0	0	0	3	3	4	2	2	1	0	1	0	16	1.96%
7:30:00 AM	0	1	0	0	1	0	5	5	2	1	0	0	0	0	15	1.84%
7:45:00 AM	0	0	0	0	2	3	3	9	3	1	0	0	0	0	21	2.57%
8:00:00 AM	0	2	0	0	0	2	5	9	4	4	0	0	0	0	26	3.18%
8:15:00 AM	0	0	2	0	0	0	13	14	4	0	1	0	0	0	34	4.16%
8:30:00 AM	0	0	0	0	2	0	7	17	6	1	0	0	0	0	33	4.04%
8:45:00 AM	0	0	0	0	0	0	6	4	3	0	0	0	0	0	13	1.59%
9:00:00 AM	0	0	0	1	0	1	5	1	2	0	0	0	0	0	10	1.22%
9:15:00 AM	0	0	0	0	0	1	0	5	0	0	0	0	0	0	6	0.73%
9:30:00 AM	0	0	0	0	0	0	2	2	1	0	0	0	0	0	5	0.61%
9:45:00 AM	0	0	0	0	0	2	6	2	0	0	2	0	0	0	12	1.47%
10:00:00 AM	0	0	0	0	2	0	3	0	3	0	0	0	0	0	8	0.98%
10:15:00 AM	0	0	0	0	0	3	3	3	0	0	0	0	0	0	9	1.10%
10:30:00 AM	0	0	0	0	1	1	4	2	0	1	1	0	0	0	10	1.22%
10:45:00 AM	0	0	0	0	2	2	0	7	0	0	0	0	0	0	11	1.35%
11:00:00 AM	0	0	0	0	1	3	3	3	0	0	0	0	0	0	10	1.22%
11:15:00 AM	0	0	0	0	0	3	4	2	1	1	0	0	0	0	11	1.35%
11:30:00 AM	0	0	0	0	0	1	4	2	1	1	0	0	0	0	9	1.10%
11:45:00 AM	0	0	0	0	0	4	2	6	0	1	0	1	0	0	14	1.71%
AM TOTAL	1	3	3	2	15	33	90	103	41	18	6	1	1	0	317	38.80%
PERCENTAGE	0.3%	0.9%	0.9%	0.6%	4.7%	10.4%	28.4%	32.5%	12.9%	5.7%	1.9%	0.3%	0.3%	0.0%		
CUMULATIVE	1	4	7	9	24	57	147	250	291	309	315	316	317	317		
PERCENTAGE	0.3%	1.3%	2.2%	2.8%	7.6%	18.0%	46.4%	78.9%	91.8%	97.5%	99.4%	99.7%	100.0%	100.0%		

15th Percentile	35	Mean Speed Average	41
50th Percentile	41	10 MPH Pace Speed	36-45
85th Percentile	47	Number in Pace	203
95th Percentile	52	Percent in Pace	64%

SPEED3 Avenue 38 between Burr and Kevin .07.

Project# **SC3235**

Westbound

Monday, February 07, 2022

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

Time	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75+	TOTAL	%VEHICLES
12:00:00 PM	0	0	0	0	2	2	2	3	1	1	0	0	0	1	12	1.47%
12:15:00 PM	0	0	0	0	1	4	5	2	2	1	0	1	0	2	18	2.20%
12:30:00 PM	0	0	0	0	0	1	3	1	1	0	0	0	0	0	6	0.73%
12:45:00 PM	0	0	0	0	1	2	2	2	1	1	0	0	0	0	9	1.10%
1:00:00 PM	1	0	0	0	0	4	2	3	0	0	0	0	0	0	10	1.22%

SPEED3 Avenue 38 between Burr and Kevin .07.

Project# SC3235

Combined

Monday, February 07, 2022

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

Time	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75+	TOTAL	%VEHICLES
12:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
12:15:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0.06%
12:30:00 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2	0.13%
12:45:00 AM	0	0	0	0	0	0	0	1	2	1	0	0	0	0	4	0.25%
1:00:00 AM	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0.13%
1:15:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0.06%
1:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
1:45:00 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2	0.13%
2:00:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0.06%
2:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
2:30:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0.06%
2:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
3:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
3:15:00 AM	0	0	0	1	0	0	0	0	1	1	0	0	0	0	3	0.19%
3:30:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0.06%
3:45:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.06%
4:00:00 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0.13%
4:15:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	2	0.13%
4:30:00 AM	0	0	1	0	0	0	0	1	0	0	0	0	0	0	2	0.13%
4:45:00 AM	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	0.13%
5:00:00 AM	0	0	0	0	0	0	2	0	1	0	0	0	0	0	3	0.19%
5:15:00 AM	0	0	0	0	0	0	0	1	1	0	1	0	0	0	3	0.19%
5:30:00 AM	0	0	0	0	1	1	1	1	2	2	0	0	0	0	8	0.51%
5:45:00 AM	0	0	0	0	1	0	0	2	3	0	0	0	0	0	6	0.38%
6:00:00 AM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	4	0.25%
6:15:00 AM	0	0	0	0	0	0	2	3	4	0	0	2	0	0	11	0.69%
6:30:00 AM	0	0	0	0	1	2	2	1	1	2	0	0	0	0	9	0.57%
6:45:00 AM	0	0	0	0	0	1	1	1	2	2	0	0	0	0	7	0.44%
7:00:00 AM	0	0	0	0	1	1	5	4	1	1	0	0	0	0	13	0.82%
7:15:00 AM	0	0	0	0	0	3	3	5	6	4	1	0	1	0	23	1.45%
7:30:00 AM	0	1	0	0	1	0	5	6	3	4	1	1	0	0	22	1.39%
7:45:00 AM	0	0	0	0	2	3	4	11	10	4	0	0	0	0	34	2.15%
8:00:00 AM	0	2	0	0	0	3	8	17	25	14	0	1	0	0	70	4.42%
8:15:00 AM	0	0	3	2	0	0	19	28	31	9	4	0	0	0	96	6.06%
8:30:00 AM	0	0	0	0	2	1	8	24	18	4	1	2	0	0	60	3.79%
8:45:00 AM	0	0	0	0	0	1	8	5	8	2	2	2	0	0	28	1.77%
9:00:00 AM	0	0	0	1	0	1	5	3	6	0	0	0	0	0	16	1.01%
9:15:00 AM	0	0	0	0	0	1	2	6	2	1	3	1	0	0	16	1.01%
9:30:00 AM	0	0	0	0	0	1	2	2	3	4	0	0	0	0	12	0.76%
9:45:00 AM	0	0	0	0	0	2	6	3	3	2	2	0	0	0	18	1.14%
10:00:00 AM	0	0	0	0	2	0	3	2	6	0	2	0	0	0	15	0.95%
10:15:00 AM	0	0	0	0	0	3	5	4	2	0	0	0	0	0	14	0.88%
10:30:00 AM	0	0	0	0	3	1	5	2	3	1	1	0	0	0	16	1.01%
10:45:00 AM	1	0	0	0	2	2	3	12	4	1	0	0	0	0	25	1.58%
11:00:00 AM	0	0	0	0	1	3	3	4	6	3	0	0	0	0	20	1.26%
11:15:00 AM	0	0	0	0	0	4	4	7	6	2	0	0	0	1	24	1.52%
11:30:00 AM	0	0	0	0	0	2	5	4	7	3	0	0	0	0	21	1.33%
11:45:00 AM	0	0	0	0	0	4	6	6	3	5	0	1	0	0	25	1.58%
AM TOTAL	2	3	4	4	18	41	125	169	174	76	18	10	1	1	646	40.78%
PERCENTAGE	0.3%	0.5%	0.6%	0.6%	2.8%	6.3%	19.3%	26.2%	26.9%	11.8%	2.8%	1.5%	0.2%	0.2%		
CUMULATIVE	2	5	9	13	31	72	197	366	540	616	634	644	645	646		
PERCENTAGE	0.3%	0.8%	1.4%	2.0%	4.8%	11.1%	30.5%	56.7%	83.6%	95.4%	98.1%	99.7%	99.8%	100.0%		

15th Percentile	37	Mean Speed Average	43
50th Percentile	44	10 MPH Pace Speed	37-46
85th Percentile	51	Number in Pace	274
95th Percentile	55	Percent in Pace	42%

SPEED3 Avenue 38 between Burr and Kevin .07.

Project# SC3235

Combined

Monday, February 07, 2022

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

Time	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75+	TOTAL	%VEHICLES
12:00:00 PM	0	0	0	0	2	2	2	6	5	3	3	0	0	1	24	1.52%

SPEED3 Avenue 38 between Burr and Kevin .08-09.

Project# **SC2325**

Eastbound

Tuesday, February 08, 2022

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

Time	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75+	TOTAL	%VEHICLES
12:00:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	2	0.24%
12:15:00 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2	0.24%
12:30:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0.12%
12:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
1:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
1:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
1:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
1:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
2:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
2:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
2:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
2:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
3:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
3:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
3:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
3:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
4:00:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0.12%
4:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
4:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
4:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
5:00:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0.12%
5:15:00 AM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	0.24%
5:30:00 AM	0	0	0	0	0	0	1	1	1	1	0	0	0	0	4	0.49%
5:45:00 AM	0	1	0	0	0	0	1	2	1	0	0	0	0	0	5	0.61%
6:00:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0.12%
6:15:00 AM	0	0	0	0	0	0	0	1	0	1	1	0	0	0	3	0.36%
6:30:00 AM	0	0	0	0	0	1	0	1	0	1	0	0	0	0	3	0.36%
6:45:00 AM	0	0	0	0	0	0	2	1	0	0	0	0	0	0	3	0.36%
7:00:00 AM	0	0	0	0	0	0	0	3	3	0	0	0	0	0	6	0.73%
7:15:00 AM	0	0	0	0	0	0	3	1	5	0	1	0	0	0	10	1.21%
7:30:00 AM	0	0	0	0	0	0	0	1	2	4	1	0	1	0	9	1.09%
7:45:00 AM	0	0	0	0	0	0	4	5	7	5	2	0	0	0	23	2.79%
8:00:00 AM	0	0	0	0	0	1	7	7	23	12	2	1	0	0	53	6.43%
8:15:00 AM	0	0	1	1	0	1	6	21	23	15	4	1	0	0	73	8.86%
8:30:00 AM	0	0	0	0	0	1	1	2	10	6	1	1	0	0	22	2.67%
8:45:00 AM	0	0	0	0	0	2	3	3	1	1	1	1	0	0	12	1.46%
9:00:00 AM	0	0	0	0	0	0	0	2	3	2	0	0	0	0	7	0.85%
9:15:00 AM	0	0	0	0	0	0	1	1	1	1	4	1	0	0	9	1.09%
9:30:00 AM	0	0	0	0	0	1	0	0	2	3	0	0	0	0	6	0.73%
9:45:00 AM	0	0	0	0	0	0	0	1	2	1	1	0	0	0	5	0.61%
10:00:00 AM	0	0	0	0	0	0	1	1	4	0	1	0	0	0	7	0.85%
10:15:00 AM	0	0	0	0	0	0	1	1	1	0	0	0	0	0	3	0.36%
10:30:00 AM	0	0	0	0	1	0	1	0	2	0	0	0	0	0	4	0.49%
10:45:00 AM	1	0	0	0	0	1	2	6	3	1	0	0	0	0	14	1.70%
11:00:00 AM	0	0	0	0	0	0	0	1	4	4	0	0	0	0	9	1.09%
11:15:00 AM	0	0	0	0	0	2	1	2	7	1	0	1	0	0	14	1.70%
11:30:00 AM	0	0	0	0	1	2	2	3	2	0	0	0	0	0	10	1.21%
11:45:00 AM	0	0	0	0	0	3	2	4	4	2	1	0	0	0	16	1.94%
AM TOTAL	1	1	1	1	3	15	41	75	112	63	20	6	1	0	340	41.26%
PERCENTAGE	0.3%	0.3%	0.3%	0.3%	0.9%	4.4%	12.1%	22.1%	32.9%	18.5%	5.9%	1.8%	0.3%	0.0%		
CUMULATIVE	1	2	3	4	7	22	63	138	250	313	333	339	340	340		
PERCENTAGE	0.3%	0.6%	0.9%	1.2%	2.1%	6.5%	18.5%	40.6%	73.5%	92.1%	97.9%	99.7%	100.0%	100.0%		

15th Percentile	40	Mean Speed Average	46
50th Percentile	46	10 MPH Pace Speed	45-54
85th Percentile	52	Number in Pace	180
95th Percentile	56	Percent in Pace	53%

SPEED3 Avenue 38 between Burr and Kevin .08-09.

Project# **SC2325**

Eastbound

Tuesday, February 08, 2022

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

Time	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75+	TOTAL	%VEHICLES
12:00:00 PM	0	0	0	0	3	4	3	2	3	1	0	0	0	0	16	1.94%
12:15:00 PM	0	0	0	0	0	2	2	3	3	2	0	0	0	0	12	1.46%
12:30:00 PM	0	0	0	0	1	0	1	2	1	1	1	1	0	0	8	0.97%

SPEED3 Avenue 38 between Burr and Kevin .08-09.

Project# **SC3235**

Westbound

Tuesday, February 08, 2022

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

Time	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75+	TOTAL	%VEHICLES
12:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
12:15:00 AM	1	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0.23%
12:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
12:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
1:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
1:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
1:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
1:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
2:00:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0.12%
2:15:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0.12%
2:30:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0.12%
2:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
3:00:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0.12%
3:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
3:30:00 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0.23%
3:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
4:00:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0.12%
4:15:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0.12%
4:30:00 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	2	0.23%
4:45:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0.12%
5:00:00 AM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2	0.23%
5:15:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0.12%
5:30:00 AM	0	0	0	0	1	1	2	0	1	0	0	0	0	0	5	0.59%
5:45:00 AM	0	0	0	0	1	5	0	1	1	0	0	0	0	0	8	0.94%
6:00:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.12%
6:15:00 AM	0	0	0	0	0	0	1	2	1	0	0	0	0	0	4	0.47%
6:30:00 AM	0	0	0	0	0	0	0	1	2	1	0	0	0	0	4	0.47%
6:45:00 AM	0	0	0	0	2	4	2	2	1	2	0	0	0	0	13	1.52%
7:00:00 AM	0	0	0	0	2	1	4	2	3	0	0	0	1	0	13	1.52%
7:15:00 AM	2	0	1	0	1	2	3	4	2	1	0	0	0	0	16	1.88%
7:30:00 AM	0	0	0	0	3	0	2	5	6	0	0	0	0	0	16	1.88%
7:45:00 AM	0	0	0	0	1	5	6	7	4	1	0	0	0	0	24	2.81%
8:00:00 AM	0	1	0	0	0	1	4	4	3	4	0	0	0	0	17	1.99%
8:15:00 AM	0	0	2	0	1	1	10	13	8	1	1	0	0	0	37	4.34%
8:30:00 AM	0	0	0	0	2	0	7	14	5	2	0	0	0	0	30	3.52%
8:45:00 AM	0	0	0	0	0	1	4	4	2	0	0	0	0	0	11	1.29%
9:00:00 AM	0	0	0	1	0	1	3	1	1	0	0	0	0	0	7	0.82%
9:15:00 AM	0	0	0	0	0	1	1	4	1	0	0	0	0	0	7	0.82%
9:30:00 AM	0	0	0	0	0	1	4	0	2	0	0	0	0	0	7	0.82%
9:45:00 AM	0	0	0	1	0	1	4	1	0	0	1	0	0	0	8	0.94%
10:00:00 AM	0	0	0	0	1	1	4	0	2	0	1	0	0	0	9	1.06%
10:15:00 AM	0	0	0	0	0	2	3	6	0	0	0	0	0	0	11	1.29%
10:30:00 AM	0	0	0	0	2	2	5	3	0	2	1	0	0	0	15	1.76%
10:45:00 AM	0	0	0	0	2	4	0	5	1	1	0	0	0	0	13	1.52%
11:00:00 AM	0	0	0	1	1	2	3	3	0	0	0	0	0	0	10	1.17%
11:15:00 AM	0	0	0	0	1	3	5	1	0	1	0	0	0	0	11	1.29%
11:30:00 AM	0	0	0	0	0	3	3	2	3	1	0	0	0	0	12	1.41%
11:45:00 AM	1	1	0	0	0	3	1	4	2	1	0	0	0	0	13	1.52%
AM TOTAL	4	2	4	3	22	48	87	91	52	20	4	0	1	0	338	39.62%
PERCENTAGE	1.2%	0.6%	1.2%	0.9%	6.5%	14.2%	25.7%	26.9%	15.4%	5.9%	1.2%	0.0%	0.3%	0.0%		
CUMULATIVE	4	6	10	13	35	83	170	261	313	333	337	337	338	338		
PERCENTAGE	1.2%	1.8%	3.0%	3.8%	10.4%	24.6%	50.3%	77.2%	92.6%	98.5%	99.7%	99.7%	100.0%	100.0%		

15th Percentile	33	Mean Speed Average	40
50th Percentile	41	10 MPH Pace Speed	36-45
85th Percentile	47	Number in Pace	191
95th Percentile	51	Percent in Pace	57%

SPEED3 Avenue 38 between Burr and Kevin .08-09.

Project# **SC3235**

Westbound

Tuesday, February 08, 2022

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

Time	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75+	TOTAL	%VEHICLES
12:00:00 PM	0	0	0	1	1	1	0	1	1	2	0	0	0	0	7	0.82%
12:15:00 PM	0	0	0	0	2	1	6	3	1	2	1	0	0	0	16	1.88%
12:30:00 PM	1	0	0	0	0	1	2	4	3	0	0	0	0	0	11	1.29%
12:45:00 PM	0	0	0	0	1	0	4	3	4	0	0	0	0	0	12	1.41%
1:00:00 PM	0	0	0	0	0	5	3	4	0	1	0	0	0	0	13	1.52%

SPEED3 Avenue 38 between Burr and Kevin .08-09.

Project# SC3235

Combined

Tuesday, February 08, 2022

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

Time	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75+	TOTAL	%VEHICLES
12:00:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	2	0.12%
12:15:00 AM	1	0	0	0	0	0	2	1	0	0	0	0	0	0	4	0.24%
12:30:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0.06%
12:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
1:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
1:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
1:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
1:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
2:00:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0.06%
2:15:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0.06%
2:30:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0.06%
2:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
3:00:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0.06%
3:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
3:30:00 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0.12%
3:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
4:00:00 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2	0.12%
4:15:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0.06%
4:30:00 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	2	0.12%
4:45:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0.06%
5:00:00 AM	0	0	0	0	1	0	1	1	0	0	0	0	0	0	3	0.18%
5:15:00 AM	0	0	0	0	1	0	0	1	1	0	0	0	0	0	3	0.18%
5:30:00 AM	0	0	0	0	1	1	3	1	2	1	0	0	0	0	9	0.54%
5:45:00 AM	0	1	0	0	1	5	1	3	2	0	0	0	0	0	13	0.78%
6:00:00 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2	0.12%
6:15:00 AM	0	0	0	0	0	0	1	3	1	1	1	0	0	0	7	0.42%
6:30:00 AM	0	0	0	0	0	1	0	2	2	2	0	0	0	0	7	0.42%
6:45:00 AM	0	0	0	0	2	4	4	3	1	2	0	0	0	0	16	0.95%
7:00:00 AM	0	0	0	0	2	1	4	5	6	0	0	0	1	0	19	1.13%
7:15:00 AM	2	0	1	0	1	2	6	5	7	1	1	0	0	0	26	1.55%
7:30:00 AM	0	0	0	0	3	0	2	6	8	4	1	0	1	0	25	1.49%
7:45:00 AM	0	0	0	0	1	5	10	12	11	6	2	0	0	0	47	2.80%
8:00:00 AM	0	1	0	0	0	2	11	11	26	16	2	1	0	0	70	4.17%
8:15:00 AM	0	0	3	1	1	2	16	34	31	16	5	1	0	0	110	6.56%
8:30:00 AM	0	0	0	0	2	1	8	16	15	8	1	1	0	0	52	3.10%
8:45:00 AM	0	0	0	0	0	3	7	7	3	1	1	1	0	0	23	1.37%
9:00:00 AM	0	0	0	1	0	1	3	3	4	2	0	0	0	0	14	0.83%
9:15:00 AM	0	0	0	0	0	1	2	5	2	1	4	1	0	0	16	0.95%
9:30:00 AM	0	0	0	0	0	2	4	0	4	3	0	0	0	0	13	0.78%
9:45:00 AM	0	0	0	1	0	1	4	2	2	1	2	0	0	0	13	0.78%
10:00:00 AM	0	0	0	0	1	1	5	1	6	0	2	0	0	0	16	0.95%
10:15:00 AM	0	0	0	0	0	2	4	7	1	0	0	0	0	0	14	0.83%
10:30:00 AM	0	0	0	0	3	2	6	3	2	2	1	0	0	0	19	1.13%
10:45:00 AM	1	0	0	0	2	5	2	11	4	2	0	0	0	0	27	1.61%
11:00:00 AM	0	0	0	1	1	2	3	4	4	4	0	0	0	0	19	1.13%
11:15:00 AM	0	0	0	0	1	5	6	3	7	2	0	1	0	0	25	1.49%
11:30:00 AM	0	0	0	0	1	5	5	5	5	1	0	0	0	0	22	1.31%
11:45:00 AM	1	1	0	0	0	6	3	8	6	3	1	0	0	0	29	1.73%
AM TOTAL	5	3	5	4	25	63	128	166	164	83	24	6	2	0	678	40.43%
PERCENTAGE	0.7%	0.4%	0.7%	0.6%	3.7%	9.3%	18.9%	24.5%	24.2%	12.2%	3.5%	0.9%	0.3%	0.0%		
CUMULATIVE	5	8	13	17	42	105	233	399	563	646	670	676	678	678		
PERCENTAGE	0.7%	1.2%	1.9%	2.5%	6.2%	15.5%	34.4%	58.8%	83.0%	95.3%	98.8%	99.7%	100.0%	100.0%		

15th Percentile	35	Mean Speed Average	43
50th Percentile	44	10 MPH Pace Speed	38-47
85th Percentile	52	Number in Pace	278
95th Percentile	56	Percent in Pace	41%

SPEED3 Avenue 38 between Burr and Kevin .08-09.

Project# SC3235

Combined

Tuesday, February 08, 2022

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

Time	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75+	TOTAL	%VEHICLES
12:00:00 PM	0	0	0	1	4	5	3	3	4	3	0	0	0	0	23	1.37%

12:15:00 PM	0	0	0	0	2	3	8	6	4	4	1	0	0	0	28	1.67%
12:30:00 PM	1	0	0	0	1	1	3	6	4	1	1	1	0	0	19	1.13%
12:45:00 PM	0	0	0	0	1	2	6	4	4	3	0	0	0	0	20	1.19%
1:00:00 PM	1	0	0	0	0	7	7	7	2	2	1	0	1	0	28	1.67%
1:15:00 PM	0	0	0	0	2	1	3	6	3	1	1	0	0	0	17	1.01%
1:30:00 PM	0	0	0	0	1	1	2	8	1	0	1	1	0	0	15	0.89%
1:45:00 PM	0	0	0	0	0	0	6	10	3	1	0	0	0	0	20	1.19%
2:00:00 PM	0	1	0	0	2	5	2	8	7	2	0	0	0	0	27	1.61%
2:15:00 PM	0	0	0	0	0	1	4	8	1	4	0	0	1	0	19	1.13%
2:30:00 PM	0	2	0	0	0	3	6	4	2	4	1	2	0	0	24	1.43%
2:45:00 PM	0	0	0	3	2	1	6	9	3	4	1	0	0	0	29	1.73%
3:00:00 PM	0	0	0	0	0	3	4	7	7	5	1	0	0	0	27	1.61%
3:15:00 PM	2	2	5	2	4	18	14	8	5	1	1	0	0	0	62	3.70%
3:30:00 PM	3	0	0	2	0	20	25	38	19	7	2	1	0	1	118	7.04%
3:45:00 PM	0	0	1	0	0	7	33	26	23	9	2	1	0	0	102	6.08%
4:00:00 PM	0	0	0	0	1	0	12	6	9	2	0	2	0	0	32	1.91%
4:15:00 PM	0	0	0	0	0	1	5	8	9	4	1	0	0	0	28	1.67%
4:30:00 PM	1	0	0	0	2	4	6	8	7	1	0	1	1	0	31	1.85%
4:45:00 PM	0	0	0	0	1	1	5	9	5	3	2	1	0	0	27	1.61%
5:00:00 PM	0	0	2	0	2	2	3	10	2	1	1	0	0	0	23	1.37%
5:15:00 PM	0	0	0	0	1	3	7	3	3	4	1	0	0	1	23	1.37%
5:30:00 PM	0	1	0	0	0	3	7	5	4	1	0	2	0	0	23	1.37%
5:45:00 PM	0	0	0	0	0	4	6	6	3	3	0	0	0	0	22	1.31%
6:00:00 PM	0	0	0	0	1	0	7	7	3	1	0	0	0	0	19	1.13%
6:15:00 PM	0	0	0	0	1	2	8	7	4	1	0	1	0	0	24	1.43%
6:30:00 PM	0	0	0	0	2	2	4	8	0	0	0	1	0	0	17	1.01%
6:45:00 PM	0	0	0	1	0	0	3	6	4	1	1	1	0	1	18	1.07%
7:00:00 PM	0	0	0	0	0	1	2	4	2	0	3	0	0	1	13	0.78%
7:15:00 PM	0	0	0	0	0	1	3	7	1	0	0	0	0	0	12	0.72%
7:30:00 PM	0	0	0	0	0	0	1	5	2	1	0	0	0	0	9	0.54%
7:45:00 PM	0	0	0	0	0	2	3	1	4	1	0	0	0	0	11	0.66%
8:00:00 PM	0	0	0	0	0	1	6	3	3	0	1	1	0	0	15	0.89%
8:15:00 PM	0	0	0	0	0	1	1	4	2	2	0	0	0	0	10	0.60%
8:30:00 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2	0.12%
8:45:00 PM	0	0	0	0	0	1	3	3	2	2	0	0	0	0	11	0.66%
9:00:00 PM	0	0	0	0	0	0	3	3	2	2	0	0	0	0	10	0.60%
9:15:00 PM	0	0	0	0	1	0	1	4	1	0	0	0	0	0	7	0.42%
9:30:00 PM	0	0	0	0	0	0	1	2	3	0	0	0	0	0	6	0.36%
9:45:00 PM	0	0	0	0	0	2	1	0	1	1	0	0	0	0	5	0.30%
10:00:00 PM	0	0	0	0	0	1	0	2	1	0	0	0	0	0	4	0.24%
10:15:00 PM	0	0	0	0	0	0	0	2	1	0	0	0	0	1	4	0.24%
10:30:00 PM	0	1	0	1	1	1	0	1	0	0	0	0	0	0	5	0.30%
10:45:00 PM	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0.12%
11:00:00 PM	0	0	0	0	0	0	1	2	1	0	0	0	0	0	4	0.24%
11:15:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.06%
11:30:00 PM	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	0.12%
11:45:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0.06%

PM TOTAL	8	7	8	10	32	112	234	286	173	82	23	16	3	5	999	59.57%
PERCENTAGE	0.8%	0.7%	0.8%	1.0%	3.2%	11.2%	23.4%	28.6%	17.3%	8.2%	2.3%	1.6%	0.3%	0.5%		

CUMULATIVE	8	15	23	33	65	177	411	697	870	952	975	991	994	999		
PERCENTAGE	0.8%	1.5%	2.3%	3.3%	6.5%	17.7%	41.1%	69.8%	87.1%	95.3%	97.6%	99.2%	99.5%	100.0%		

15th Percentile	33	Mean Speed Average		42
50th Percentile	42	10 MPH Pace Speed		36-45
85th Percentile	51	Number in Pace		280
95th Percentile	56	Percent in Pace		28%

DAY TOTAL	13	10	13	14	57	175	362	452	337	165	47	22	5	5	1,677	
PERCENTAGE	0.8%	0.6%	0.8%	0.8%	3.4%	10.4%	21.6%	27.0%	20.1%	9.8%	2.8%	1.3%	0.3%	0.3%	1,677	100.00%
	0.8%	1.4%	2.1%	3.0%	6.4%	16.8%	38.4%	65.4%	85.5%	95.3%	98.1%	99.4%	99.7%	100.0%		
85th Percentile	51															

**SPEED3 Avenue 38 between Burr and Kevin .08-09.
Eastbound**

Project# SC3235

Wednesday, February 09, 2022

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

Time	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75+	TOTAL	%VEHICLES
12:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
12:15:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0.12%
12:30:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0.12%
12:45:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0.12%
1:00:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0.12%
1:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
1:30:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.12%
1:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
2:00:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0.12%
2:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
2:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
2:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
3:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
3:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
3:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
3:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
4:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
4:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
4:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
4:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
5:00:00 AM	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2	0.24%
5:15:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0.12%
5:30:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0.12%
5:45:00 AM	0	0	0	0	1	0	2	0	2	1	0	0	0	0	6	0.73%
6:00:00 AM	0	0	0	0	0	0	0	2	0	0	1	0	0	0	3	0.37%
6:15:00 AM	0	0	0	0	0	0	0	1	1	2	0	1	0	0	5	0.61%
6:30:00 AM	0	0	0	0	0	1	1	0	1	0	0	0	0	0	3	0.37%
6:45:00 AM	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	0.37%
7:00:00 AM	0	0	0	0	0	0	0	2	2	2	0	0	0	0	6	0.73%
7:15:00 AM	0	0	0	0	0	0	2	3	2	1	1	0	0	0	9	1.10%
7:30:00 AM	0	0	0	0	0	0	2	3	3	2	2	2	0	0	14	1.71%
7:45:00 AM	0	0	0	0	0	4	1	5	3	1	0	1	0	0	15	1.83%
8:00:00 AM	0	0	0	0	0	0	4	16	19	12	3	0	1	0	55	6.71%
8:15:00 AM	0	0	0	0	0	3	6	34	26	16	0	2	0	0	87	10.61%
8:30:00 AM	0	0	0	0	0	1	3	2	3	2	3	0	0	0	14	1.71%
8:45:00 AM	0	0	0	0	0	1	2	0	1	2	0	0	0	0	6	0.73%
9:00:00 AM	1	0	0	0	1	1	2	2	4	1	0	0	0	0	12	1.46%
9:15:00 AM	0	0	0	0	0	1	2	1	2	1	0	0	0	0	7	0.85%
9:30:00 AM	0	0	0	0	0	0	0	1	1	2	2	0	0	0	6	0.73%
9:45:00 AM	0	0	0	0	1	0	2	1	3	3	0	1	0	0	11	1.34%
10:00:00 AM	0	0	0	0	1	0	0	3	1	2	0	0	0	0	7	0.85%
10:15:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0.24%
10:30:00 AM	0	0	0	0	0	0	2	3	0	2	0	1	0	1	9	1.10%
10:45:00 AM	0	0	0	0	0	2	1	1	1	0	0	0	0	0	5	0.61%
11:00:00 AM	0	0	0	0	1	0	1	2	4	2	0	0	0	0	10	1.22%
11:15:00 AM	2	0	0	0	0	2	1	1	1	0	0	0	0	0	7	0.85%
11:30:00 AM	1	0	0	0	0	0	0	1	4	2	0	0	1	0	9	1.10%
11:45:00 AM	0	0	0	0	0	0	2	1	2	5	0	0	0	0	10	1.22%
AM TOTAL	4	0	0	1	5	17	37	90	89	63	13	8	3	1	331	40.37%
PERCENTAGE	1.2%	0.0%	0.0%	0.3%	1.5%	5.1%	11.2%	27.2%	26.9%	19.0%	3.9%	2.4%	0.9%	0.3%		
CUMULATIVE	4	4	4	5	10	27	64	154	243	306	319	327	330	331		
PERCENTAGE	1.2%	1.2%	1.2%	1.5%	3.0%	8.2%	19.3%	46.5%	73.4%	92.4%	96.4%	98.8%	99.7%	100.0%		

15th Percentile	39	Mean Speed Average	46
50th Percentile	46	10 MPH Pace Speed	39-48
85th Percentile	53	Number in Pace	165
95th Percentile	57	Percent in Pace	50%

**SPEED3 Avenue 38 between Burr and Kevin .08-09.
Eastbound**

Project# SC3235

Wednesday, February 09, 2022

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

Time	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75+	TOTAL	%VEHICLES
12:00:00 PM	0	0	0	0	1	0	1	3	2	2	2	1	0	0	12	1.46%

#N/A
Westbound

Project# SC3235

Wednesday, February 09, 2022

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

Time	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75+	TOTAL	%VEHICLES
12:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
12:15:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0.12%
12:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
12:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
1:00:00 AM	0	0	0	0	0	0	0	1	2	0	0	0	0	0	3	0.36%
1:15:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0.12%
1:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
1:45:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0.12%
2:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
2:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
2:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
2:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
3:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
3:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
3:30:00 AM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0.24%
3:45:00 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0.24%
4:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
4:15:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	2	0.24%
4:30:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0.12%
4:45:00 AM	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0.24%
5:00:00 AM	0	0	0	0	0	0	1	2	0	0	1	0	0	0	4	0.49%
5:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
5:30:00 AM	0	0	0	0	1	0	1	0	2	0	0	0	0	0	4	0.49%
5:45:00 AM	0	0	0	0	1	2	1	0	3	0	0	0	0	0	7	0.85%
6:00:00 AM	0	0	0	0	0	0	1	1	1	1	0	0	0	0	4	0.49%
6:15:00 AM	0	0	0	0	0	0	1	0	1	1	0	0	0	0	3	0.36%
6:30:00 AM	0	0	0	0	0	1	0	2	0	0	0	0	0	0	3	0.36%
6:45:00 AM	0	0	0	0	0	0	1	3	1	1	0	0	0	0	6	0.73%
7:00:00 AM	0	0	0	1	1	2	3	4	3	1	0	0	0	0	15	1.82%
7:15:00 AM	0	0	0	0	1	2	5	3	1	3	0	0	1	0	16	1.94%
7:30:00 AM	0	0	0	0	0	0	5	2	3	1	1	0	0	0	12	1.46%
7:45:00 AM	0	0	0	0	2	2	1	2	2	1	0	0	0	0	10	1.21%
8:00:00 AM	0	4	0	0	1	4	6	8	3	2	1	0	0	0	29	3.52%
8:15:00 AM	0	0	0	0	0	2	8	11	9	3	2	1	0	0	36	4.37%
8:30:00 AM	0	0	1	0	0	3	5	11	7	0	1	0	0	1	29	3.52%
8:45:00 AM	0	0	0	0	1	3	1	3	1	1	0	0	0	0	10	1.21%
9:00:00 AM	0	0	0	0	0	1	1	4	2	0	1	0	0	0	9	1.09%
9:15:00 AM	0	0	0	0	0	2	4	6	1	0	0	0	0	0	13	1.58%
9:30:00 AM	0	0	0	0	0	1	2	1	2	0	0	1	0	0	7	0.85%
9:45:00 AM	0	1	0	0	1	3	2	3	2	3	1	0	0	0	16	1.94%
10:00:00 AM	0	0	0	0	0	2	7	4	0	1	0	0	0	0	14	1.70%
10:15:00 AM	0	0	0	0	0	0	1	1	4	0	0	0	0	0	6	0.73%
10:30:00 AM	0	0	0	0	0	0	3	4	1	1	0	0	0	0	9	1.09%
10:45:00 AM	0	0	0	0	1	1	3	5	1	0	1	0	0	0	12	1.46%
11:00:00 AM	0	0	0	0	1	1	1	2	0	1	0	0	0	0	6	0.73%
11:15:00 AM	0	0	0	1	2	0	2	0	0	0	0	0	0	0	5	0.61%
11:30:00 AM	0	0	1	1	1	0	2	7	1	0	0	0	1	0	14	1.70%
11:45:00 AM	0	0	0	0	2	1	4	4	2	2	0	0	0	0	15	1.82%
AM TOTAL	2	5	2	4	16	33	76	96	57	24	9	2	2	1	329	39.93%
PERCENTAGE	0.6%	1.5%	0.6%	1.2%	4.9%	10.0%	23.1%	29.2%	17.3%	7.3%	2.7%	0.6%	0.6%	0.3%		
CUMULATIVE	2	7	9	13	29	62	138	234	291	315	324	326	328	329		
PERCENTAGE	0.6%	2.1%	2.7%	4.0%	8.8%	18.8%	41.9%	71.1%	88.4%	95.7%	98.5%	99.1%	99.7%	100.0%		

15th Percentile	35	Mean Speed Average	42
50th Percentile	42	10 MPH Pace Speed	37-46
85th Percentile	49	Number in Pace	184
95th Percentile	54	Percent in Pace	56%

#N/A

Project# SC3235

Westbound

Wednesday, February 09, 2022

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

Time	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75+	TOTAL	%VEHICLES
12:00:00 PM	0	2	0	0	0	3	2	2	1	1	0	0	0	0	11	1.33%

**SPEED3 Avenue 38 between Burr and Kevin .08-09.
Combined**

Project# SC3235

Wednesday, February 09, 2022

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

Time	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75+	TOTAL	%VEHICLES
12:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
12:15:00 AM	1	0	0	0	0	0	0	1	0	0	0	0	0	0	2	0.12%
12:30:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0.06%
12:45:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0.06%
1:00:00 AM	0	0	0	0	0	0	0	1	2	0	1	0	0	0	4	0.24%
1:15:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0.06%
1:30:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.06%
1:45:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0.06%
2:00:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0.06%
2:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
2:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
2:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
3:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
3:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
3:30:00 AM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0.12%
3:45:00 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0.12%
4:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
4:15:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	2	0.12%
4:30:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0.06%
4:45:00 AM	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0.12%
5:00:00 AM	0	0	0	1	0	0	1	3	0	0	1	0	0	0	6	0.36%
5:15:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0.06%
5:30:00 AM	0	0	0	0	1	0	1	1	2	0	0	0	0	0	5	0.30%
5:45:00 AM	0	0	0	0	2	2	3	0	5	1	0	0	0	0	13	0.79%
6:00:00 AM	0	0	0	0	0	0	1	3	1	1	1	0	0	0	7	0.43%
6:15:00 AM	0	0	0	0	0	0	1	1	2	3	0	1	0	0	8	0.49%
6:30:00 AM	0	0	0	0	0	2	1	2	1	0	0	0	0	0	6	0.36%
6:45:00 AM	0	0	0	0	0	0	1	5	2	1	0	0	0	0	9	0.55%
7:00:00 AM	0	0	0	1	1	2	3	6	5	3	0	0	0	0	21	1.28%
7:15:00 AM	0	0	0	0	1	2	7	6	3	4	1	0	1	0	25	1.52%
7:30:00 AM	0	0	0	0	0	0	7	5	6	3	3	2	0	0	26	1.58%
7:45:00 AM	0	0	0	0	2	6	2	7	5	2	0	1	0	0	25	1.52%
8:00:00 AM	0	4	0	0	1	4	10	24	22	14	4	0	1	0	84	5.11%
8:15:00 AM	0	0	0	0	0	5	14	45	35	19	2	3	0	0	123	7.48%
8:30:00 AM	0	0	1	0	0	4	8	13	10	2	4	0	0	1	43	2.62%
8:45:00 AM	0	0	0	0	1	4	3	3	2	3	0	0	0	0	16	0.97%
9:00:00 AM	1	0	0	0	1	2	3	6	6	1	1	0	0	0	21	1.28%
9:15:00 AM	0	0	0	0	0	3	6	7	3	1	0	0	0	0	20	1.22%
9:30:00 AM	0	0	0	0	0	1	2	2	3	2	2	1	0	0	13	0.79%
9:45:00 AM	0	1	0	0	2	3	4	4	5	6	1	1	0	0	27	1.64%
10:00:00 AM	0	0	0	0	1	2	7	7	1	3	0	0	0	0	21	1.28%
10:15:00 AM	0	0	0	0	0	0	1	1	4	1	0	0	1	0	8	0.49%
10:30:00 AM	0	0	0	0	0	0	5	7	1	3	0	1	0	1	18	1.09%
10:45:00 AM	0	0	0	0	1	3	4	6	2	0	1	0	0	0	17	1.03%
11:00:00 AM	0	0	0	0	2	1	2	4	4	3	0	0	0	0	16	0.97%
11:15:00 AM	2	0	0	1	2	2	3	1	1	0	0	0	0	0	12	0.73%
11:30:00 AM	1	0	1	1	1	0	2	8	5	2	0	0	2	0	23	1.40%
11:45:00 AM	0	0	0	0	2	1	6	5	4	7	0	0	0	0	25	1.52%
AM TOTAL	6	5	2	5	21	50	113	186	146	87	22	10	5	2	660	40.15%
PERCENTAGE	0.9%	0.8%	0.3%	0.8%	3.2%	7.6%	17.1%	28.2%	22.1%	13.2%	3.3%	1.5%	0.8%	0.3%		
CUMULATIVE	6	11	13	18	39	89	202	388	534	621	643	653	658	660		
PERCENTAGE	0.9%	1.7%	2.0%	2.7%	5.9%	13.5%	30.6%	58.8%	80.9%	94.1%	97.4%	98.9%	99.7%	100.0%		

15th Percentile	36	Mean Speed Average	43
50th Percentile	44	10 MPH Pace Speed	39-48
85th Percentile	52	Number in Pace	280
95th Percentile	56	Percent in Pace	42%

**SPEED3 Avenue 38 between Burr and Kevin .08-09.
Combined**

Project# SC3235

Wednesday, February 09, 2022

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

Time	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75+	TOTAL	%VEHICLES
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SPEED4 Jefferson between Avenue 39 and Avenue 40 .07.

Project# SC3235

Northbound

Monday, February 07, 2022

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

Time	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75+	TOTAL	%VEHICLES
12:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0.02%
12:15:00 AM	0	0	0	1	0	0	0	0	1	1	1	1	0	0	5	0.11%
12:30:00 AM	0	0	0	0	0	0	0	1	1	0	3	0	0	0	5	0.11%
12:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0.02%
1:00:00 AM	0	0	0	0	0	0	0	1	1	0	0	0	0	1	3	0.07%
1:15:00 AM	0	0	0	0	0	0	0	0	1	0	2	0	0	0	3	0.07%
1:30:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0.02%
1:45:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0.02%
2:00:00 AM	0	0	0	0	0	0	0	1	1	0	0	0	1	0	3	0.07%
2:15:00 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2	0.04%
2:30:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0.02%
2:45:00 AM	0	0	0	0	0	1	0	0	0	0	0	1	0	0	2	0.04%
3:00:00 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	0.04%
3:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
3:30:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	1	0	2	0.04%
3:45:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0.02%
4:00:00 AM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	0.04%
4:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0.02%
4:30:00 AM	0	0	0	0	0	0	0	2	0	0	1	0	0	0	3	0.07%
4:45:00 AM	0	0	0	0	0	0	0	2	3	2	0	1	0	0	8	0.17%
5:00:00 AM	0	0	0	0	0	0	0	2	4	3	2	1	1	0	13	0.28%
5:15:00 AM	0	0	0	0	0	0	1	1	0	4	1	0	0	1	8	0.17%
5:30:00 AM	0	0	0	0	0	0	2	5	6	2	1	0	0	0	16	0.35%
5:45:00 AM	0	0	0	0	0	0	1	11	16	6	2	3	0	0	39	0.85%
6:00:00 AM	0	0	0	0	0	0	4	6	9	4	4	3	0	0	30	0.65%
6:15:00 AM	0	0	0	0	0	0	7	13	10	9	3	2	1	1	46	1.00%
6:30:00 AM	0	0	0	0	1	2	3	11	11	5	2	2	0	0	37	0.80%
6:45:00 AM	0	0	0	0	0	3	7	13	12	9	0	1	0	0	45	0.98%
7:00:00 AM	0	0	0	0	0	4	11	12	2	3	3	2	1	0	38	0.82%
7:15:00 AM	0	0	0	0	0	4	4	9	8	6	2	2	1	0	36	0.78%
7:30:00 AM	3	0	0	0	0	7	15	17	12	19	4	5	0	0	82	1.78%
7:45:00 AM	0	0	0	0	4	19	61	50	18	4	4	0	0	0	160	3.47%
8:00:00 AM	0	2	2	2	14	65	85	40	5	0	0	1	0	0	216	4.68%
8:15:00 AM	115	3	11	11	20	26	54	45	14	4	2	0	0	0	305	6.61%
8:30:00 AM	0	0	0	11	19	14	36	41	10	0	0	0	0	0	131	2.84%
8:45:00 AM	0	0	0	0	0	13	28	36	36	6	1	4	0	0	124	2.69%
9:00:00 AM	0	0	0	0	0	2	14	14	10	4	4	0	0	0	48	1.04%
9:15:00 AM	0	0	0	0	0	3	10	15	17	13	4	0	0	0	62	1.34%
9:30:00 AM	0	0	0	0	0	1	13	12	9	5	1	1	0	0	42	0.91%
9:45:00 AM	0	0	0	0	0	5	10	21	27	5	7	2	0	0	77	1.67%
10:00:00 AM	0	0	0	0	0	2	1	16	25	6	1	0	1	0	52	1.13%
10:15:00 AM	0	0	0	0	0	0	9	14	9	6	2	2	0	0	42	0.91%
10:30:00 AM	0	0	0	0	4	2	4	10	7	4	3	1	0	0	35	0.76%
10:45:00 AM	0	0	0	0	0	1	2	21	8	4	1	0	0	0	37	0.80%
11:00:00 AM	0	0	0	0	0	3	7	11	6	9	1	0	0	0	37	0.80%
11:15:00 AM	0	0	0	0	0	2	8	11	16	1	0	0	1	0	39	0.85%
11:30:00 AM	0	0	0	0	1	1	2	10	10	7	1	0	0	0	32	0.69%
11:45:00 AM	0	0	0	0	0	3	6	15	13	4	6	1	0	0	48	1.04%
AM TOTAL	118	5	13	25	63	183	407	490	342	158	70	37	9	4	1,924	41.69%
PERCENTAGE	6.1%	0.3%	0.7%	1.3%	3.3%	9.5%	21.2%	25.5%	17.8%	8.2%	3.6%	1.9%	0.5%	0.2%		
CUMULATIVE	118	123	136	161	224	407	814	1,304	1,646	1,804	1,874	1,911	1,920	1,924		
PERCENTAGE	6.1%	6.4%	7.1%	8.4%	11.6%	21.2%	42.3%	67.8%	85.6%	93.8%	97.4%	99.3%	99.8%	100.0%		

15th Percentile 22 Mean Speed Average 39
 50th Percentile 41 10 MPH Pace Speed 36-45
 85th Percentile 54 Number in Pace 288
 95th Percentile 60 Percent in Pace 15%

SPEED4 Jefferson between Avenue 39 and Avenue 40 .07.

Project# SC3235

Northbound

Monday, February 07, 2022

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

Time	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75+	TOTAL	%VEHICLES
12:00:00 PM	0	0	0	0	0	4	3	11	9	4	2	0	1	0	34	0.74%
12:15:00 PM	0	0	0	1	1	0	1	15	8	10	2	1	0	0	39	0.85%
12:30:00 PM	0	0	0	0	0	1	8	15	20	2	4	0	0	1	51	1.11%

SPEED4 Jefferson between Avenue 39 and Avenue 40 .07.

Project# SC3235

Southbound

Monday, February 07, 2022

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

Time	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75+	TOTAL	%VEHICLES
12:00:00 AM	0	0	0	0	0	0	0	2	0	0	1	0	0	0	3	0.06%
12:15:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0.02%
12:30:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0.02%
12:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
1:00:00 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2	0.04%
1:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
1:30:00 AM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0.04%
1:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
2:00:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0.02%
2:15:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0.02%
2:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
2:45:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	2	0.04%
3:00:00 AM	0	0	0	0	0	1	1	0	0	0	1	0	0	0	3	0.06%
3:15:00 AM	0	0	0	0	0	1	1	3	0	0	0	1	0	0	6	0.12%
3:30:00 AM	0	0	0	0	0	1	1	1	0	0	0	0	0	0	3	0.06%
3:45:00 AM	0	0	0	0	0	0	1	5	3	1	0	0	0	0	10	0.20%
4:00:00 AM	0	0	0	0	0	0	1	0	1	1	1	0	0	0	4	0.08%
4:15:00 AM	0	0	0	0	0	1	3	1	0	0	0	0	0	0	5	0.10%
4:30:00 AM	0	0	0	0	0	1	2	5	2	2	0	0	0	0	12	0.24%
4:45:00 AM	0	0	0	0	0	0	7	1	1	0	0	0	0	0	9	0.18%
5:00:00 AM	0	0	0	0	2	5	3	2	1	1	0	0	0	0	14	0.28%
5:15:00 AM	0	0	0	0	0	1	4	5	1	0	0	0	0	0	11	0.22%
5:30:00 AM	0	0	0	0	0	0	3	5	9	2	1	0	0	0	20	0.40%
5:45:00 AM	0	0	0	0	1	5	4	11	4	1	1	0	0	0	27	0.54%
6:00:00 AM	0	0	0	0	1	6	7	8	7	0	1	0	0	0	30	0.60%
6:15:00 AM	0	0	0	2	3	5	16	8	8	0	1	0	0	0	43	0.86%
6:30:00 AM	0	0	0	1	3	8	29	23	8	2	2	0	0	0	76	1.52%
6:45:00 AM	0	0	0	1	3	7	19	14	9	4	1	0	0	0	58	1.16%
7:00:00 AM	0	0	0	5	10	6	31	21	8	0	0	0	0	0	81	1.62%
7:15:00 AM	0	0	1	0	9	13	45	15	10	2	0	0	0	0	95	1.90%
7:30:00 AM	0	0	0	4	18	34	50	9	7	0	0	0	0	0	122	2.44%
7:45:00 AM	0	0	0	4	29	62	42	13	5	2	2	0	0	0	159	3.18%
8:00:00 AM	7	17	9	21	52	58	20	2	0	2	0	0	0	0	188	3.76%
8:15:00 AM	91	54	46	13	21	11	6	2	0	0	0	0	0	0	244	4.88%
8:30:00 AM	102	62	17	10	13	9	9	6	0	1	0	0	0	0	229	4.58%
8:45:00 AM	2	0	5	4	16	67	58	17	1	0	0	0	0	0	170	3.40%
9:00:00 AM	0	0	0	1	11	24	32	14	1	0	1	0	0	0	84	1.68%
9:15:00 AM	0	0	0	2	3	27	21	1	1	1	0	0	0	0	56	1.12%
9:30:00 AM	0	0	0	0	17	20	22	8	1	0	0	0	0	0	68	1.36%
9:45:00 AM	0	0	2	0	3	22	13	7	4	0	0	0	0	0	51	1.02%
10:00:00 AM	0	0	2	6	4	11	19	6	1	0	0	0	0	0	49	0.98%
10:15:00 AM	0	0	0	0	3	20	24	3	2	0	0	0	0	0	52	1.04%
10:30:00 AM	0	0	0	1	4	12	17	8	3	0	0	0	0	0	45	0.90%
10:45:00 AM	2	0	0	0	6	14	22	5	2	0	0	0	0	0	51	1.02%
11:00:00 AM	0	0	0	0	2	12	12	8	1	0	0	0	0	0	35	0.70%
11:15:00 AM	0	0	0	0	9	14	9	4	4	0	0	0	0	0	40	0.80%
11:30:00 AM	0	0	1	1	3	9	11	8	1	1	0	0	0	0	35	0.70%
11:45:00 AM	0	0	0	0	1	11	15	5	1	0	1	0	0	0	34	0.68%
AM TOTAL	204	133	83	76	247	500	582	258	109	24	15	1	0	0	2,232	44.68%
PERCENTAGE	9.1%	6.0%	3.7%	3.4%	11.1%	22.4%	26.1%	11.6%	4.9%	1.1%	0.7%	0.0%	0.0%	0.0%		
CUMULATIVE	204	337	420	496	743	1,243	1,825	2,083	2,192	2,216	2,231	2,232	2,232	2,232		
PERCENTAGE	9.1%	15.1%	18.8%	22.2%	33.3%	55.7%	81.8%	93.3%	98.2%	99.3%	100.0%	100.0%	100.0%	100.0%		

15th Percentile	12	Mean Speed Average	29
50th Percentile	31	10 MPH Pace Speed	31-40
85th Percentile	44	Number in Pace	292
95th Percentile	49	Percent in Pace	13%

SPEED4 Jefferson between Avenue 39 and Avenue 40 .07.

Project# SC3235

Southbound

Monday, February 07, 2022

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

Time	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75+	TOTAL	%VEHICLES
12:00:00 PM	0	0	0	1	1	14	10	11	2	0	0	0	0	0	39	0.78%
12:15:00 PM	0	0	1	0	3	13	22	7	1	0	0	0	0	0	47	0.94%
12:30:00 PM	0	1	0	0	1	8	12	7	3	0	0	0	0	0	32	0.64%
12:45:00 PM	1	0	0	0	4	15	16	8	2	1	2	0	0	0	49	0.98%
1:00:00 PM	0	0	0	0	3	15	16	9	1	0	0	0	0	0	44	0.88%

SPEED4 Jefferson between Avenue 39 and Avenue 40 .07.

Project# SC3235

Combined

Monday, February 07, 2022

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

Time	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75+	TOTAL	%VEHICLES
12:00:00 AM	0	0	0	0	0	0	0	2	0	0	1	0	0	1	4	0.04%
12:15:00 AM	0	0	0	1	0	0	0	1	1	1	1	1	0	0	6	0.06%
12:30:00 AM	0	0	0	0	0	1	0	1	1	0	3	0	0	0	6	0.06%
12:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0.01%
1:00:00 AM	0	0	0	0	0	1	1	1	1	0	0	0	0	1	5	0.05%
1:15:00 AM	0	0	0	0	0	0	0	0	1	0	2	0	0	0	3	0.03%
1:30:00 AM	0	0	0	0	0	0	0	0	2	1	0	0	0	0	3	0.03%
1:45:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0.01%
2:00:00 AM	0	0	0	0	0	0	0	1	1	0	1	0	1	0	4	0.04%
2:15:00 AM	0	0	0	0	0	0	1	2	0	0	0	0	0	0	3	0.03%
2:30:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0.01%
2:45:00 AM	0	0	0	0	0	1	1	0	0	1	0	1	0	0	4	0.04%
3:00:00 AM	0	0	0	0	0	1	1	0	1	1	1	0	0	0	5	0.05%
3:15:00 AM	0	0	0	0	0	1	1	3	0	0	0	1	0	0	6	0.06%
3:30:00 AM	0	0	0	0	0	1	2	1	0	0	0	0	1	0	5	0.05%
3:45:00 AM	0	0	0	0	0	0	1	5	4	1	0	0	0	0	11	0.11%
4:00:00 AM	0	0	0	0	0	0	1	0	1	2	2	0	0	0	6	0.06%
4:15:00 AM	0	0	0	0	0	1	3	1	0	0	0	0	1	0	6	0.06%
4:30:00 AM	0	0	0	0	0	1	2	7	2	2	1	0	0	0	15	0.16%
4:45:00 AM	0	0	0	0	0	0	7	3	4	2	0	1	0	0	17	0.18%
5:00:00 AM	0	0	0	0	2	5	3	4	5	4	2	1	1	0	27	0.28%
5:15:00 AM	0	0	0	0	0	1	5	6	1	4	1	0	0	1	19	0.20%
5:30:00 AM	0	0	0	0	0	0	5	10	15	4	2	0	0	0	36	0.37%
5:45:00 AM	0	0	0	0	1	5	5	22	20	7	3	3	0	0	66	0.69%
6:00:00 AM	0	0	0	0	1	6	11	14	16	4	5	3	0	0	60	0.62%
6:15:00 AM	0	0	0	2	3	5	23	21	18	9	4	2	1	1	89	0.93%
6:30:00 AM	0	0	0	1	4	10	32	34	19	7	4	2	0	0	113	1.18%
6:45:00 AM	0	0	0	1	3	10	26	27	21	13	1	1	0	0	103	1.07%
7:00:00 AM	0	0	0	5	10	10	42	33	10	3	3	2	1	0	119	1.24%
7:15:00 AM	0	0	1	0	9	17	49	24	18	8	2	2	1	0	131	1.36%
7:30:00 AM	3	0	0	4	18	41	65	26	19	19	4	5	0	0	204	2.12%
7:45:00 AM	0	0	0	4	33	81	103	63	23	6	6	0	0	0	319	3.32%
8:00:00 AM	7	19	11	23	66	123	105	42	5	2	0	1	0	0	404	4.20%
8:15:00 AM	206	57	57	24	41	37	60	47	14	4	2	0	0	0	549	5.71%
8:30:00 AM	102	62	17	21	32	23	45	47	10	1	0	0	0	0	360	3.75%
8:45:00 AM	2	0	5	4	16	80	86	53	37	6	1	4	0	0	294	3.06%
9:00:00 AM	0	0	0	1	11	26	46	28	11	4	5	0	0	0	132	1.37%
9:15:00 AM	0	0	0	2	3	30	31	16	18	14	4	0	0	0	118	1.23%
9:30:00 AM	0	0	0	0	17	21	35	20	10	5	1	1	0	0	110	1.14%
9:45:00 AM	0	0	2	0	3	27	23	28	31	5	7	2	0	0	128	1.33%
10:00:00 AM	0	0	2	6	4	13	20	22	26	6	1	0	1	0	101	1.05%
10:15:00 AM	0	0	0	0	3	20	33	17	11	6	2	2	0	0	94	0.98%
10:30:00 AM	0	0	0	1	8	14	21	18	10	4	3	1	0	0	80	0.83%
10:45:00 AM	2	0	0	0	6	15	24	26	10	4	1	0	0	0	88	0.92%
11:00:00 AM	0	0	0	0	2	15	19	19	7	9	1	0	0	0	72	0.75%
11:15:00 AM	0	0	0	0	9	16	17	15	20	1	0	0	1	0	79	0.82%
11:30:00 AM	0	0	1	1	4	10	13	18	11	8	1	0	0	0	67	0.70%
11:45:00 AM	0	0	0	0	1	14	21	20	14	4	7	1	0	0	82	0.85%
AM TOTAL	322	138	96	101	310	683	989	748	451	182	85	38	9	4	4,156	43.24%
PERCENTAGE	7.7%	3.3%	2.3%	2.4%	7.5%	16.4%	23.8%	18.0%	10.9%	4.4%	2.0%	0.9%	0.2%	0.1%		
CUMULATIVE	322	460	556	657	967	1,650	2,639	3,387	3,838	4,020	4,105	4,143	4,152	4,156		
PERCENTAGE	7.7%	11.1%	13.4%	15.8%	23.3%	39.7%	63.5%	81.5%	92.3%	96.7%	98.8%	99.7%	99.9%	100.0%		

15th Percentile	13	Mean Speed Average	34
50th Percentile	35	10 MPH Pace Speed	36-45
85th Percentile	52	Number in Pace	286
95th Percentile	58	Percent in Pace	7%

SPEED4 Jefferson between Avenue 39 and Avenue 40 .07.

Project# SC3235

Combined

Monday, February 07, 2022

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

Time	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75+	TOTAL	%VEHICLES
12:00:00 PM	0	0	0	1	1	18	13	22	11	4	2	0	1	0	73	0.76%

SPEED4 Jefferson between Avenue 39 and Avenue 40 .08-09.

Project# SC3235

Northbound

Tuesday, February 08, 2022

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

Time	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75+	TOTAL	%VEHICLES
12:00:00 AM	0	0	0	0	0	0	0	0	1	1	1	0	0	0	3	0.06%
12:15:00 AM	0	0	0	0	0	0	0	3	0	0	0	1	1	0	5	0.10%
12:30:00 AM	0	0	0	0	0	0	1	0	1	0	2	0	0	0	4	0.08%
12:45:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0.02%
1:00:00 AM	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0.04%
1:15:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0.02%
1:30:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2	0.04%
1:45:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0.02%
2:00:00 AM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	0.04%
2:15:00 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	0.04%
2:30:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0.02%
2:45:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.02%
3:00:00 AM	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	0.04%
3:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
3:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
3:45:00 AM	0	0	0	0	0	0	0	2	0	1	0	0	0	0	3	0.06%
4:00:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2	0.04%
4:15:00 AM	0	0	0	1	0	0	0	2	0	0	0	0	0	0	3	0.06%
4:30:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0.04%
4:45:00 AM	0	0	0	0	0	0	1	0	5	1	0	0	0	0	7	0.14%
5:00:00 AM	0	0	0	0	0	1	2	2	1	1	4	0	0	0	11	0.22%
5:15:00 AM	0	0	0	0	0	0	0	2	2	4	1	0	0	0	9	0.18%
5:30:00 AM	0	0	0	0	0	0	1	5	4	3	1	0	0	0	14	0.28%
5:45:00 AM	0	0	0	0	0	1	4	14	14	11	2	0	1	0	47	0.93%
6:00:00 AM	0	0	0	0	0	0	0	5	11	5	3	1	1	1	27	0.54%
6:15:00 AM	0	0	0	0	0	0	1	15	12	9	6	2	0	0	45	0.89%
6:30:00 AM	0	0	0	0	0	3	9	9	8	7	1	1	0	1	39	0.77%
6:45:00 AM	0	0	0	0	0	1	7	9	13	8	5	0	0	2	45	0.89%
7:00:00 AM	0	0	0	0	0	2	4	10	8	4	0	1	0	0	29	0.58%
7:15:00 AM	0	0	0	0	0	2	5	11	13	5	7	0	0	0	43	0.85%
7:30:00 AM	2	0	0	0	0	7	16	24	15	14	5	3	0	0	86	1.71%
7:45:00 AM	0	1	0	0	5	20	56	52	18	3	3	0	0	0	158	3.13%
8:00:00 AM	0	2	1	1	14	77	97	35	6	1	0	1	0	0	235	4.66%
8:15:00 AM	144	6	9	9	18	24	48	44	21	10	1	0	0	1	335	6.65%
8:30:00 AM	0	0	0	10	14	20	30	24	7	1	0	0	0	0	106	2.10%
8:45:00 AM	0	0	0	0	0	13	24	32	31	7	3	3	0	0	113	2.24%
9:00:00 AM	0	0	0	0	0	1	13	16	13	5	4	1	0	1	54	1.07%
9:15:00 AM	0	0	0	0	2	2	8	22	22	10	3	1	0	0	70	1.39%
9:30:00 AM	0	0	0	0	0	1	15	15	9	6	1	1	0	0	48	0.95%
9:45:00 AM	0	0	0	0	0	3	16	21	26	5	9	1	0	0	81	1.61%
10:00:00 AM	0	1	0	0	0	1	3	19	31	11	1	1	1	0	69	1.37%
10:15:00 AM	0	0	0	0	0	2	9	12	15	6	2	1	0	0	47	0.93%
10:30:00 AM	0	0	0	0	0	6	9	10	8	2	1	0	0	0	36	0.71%
10:45:00 AM	2	0	0	0	2	1	8	12	14	5	1	0	0	0	45	0.89%
11:00:00 AM	0	0	0	0	0	0	10	10	8	6	3	2	0	0	39	0.77%
11:15:00 AM	0	0	0	0	1	5	6	15	12	5	1	1	0	0	46	0.91%
11:30:00 AM	0	0	0	0	2	4	13	8	9	5	2	0	0	0	43	0.85%
11:45:00 AM	0	0	0	1	0	0	7	12	13	6	2	1	0	0	42	0.83%
AM TOTAL	148	10	10	22	58	197	425	473	377	172	78	24	5	7	2,006	39.79%
PERCENTAGE	7.4%	0.5%	0.5%	1.1%	2.9%	9.8%	21.2%	23.6%	18.8%	8.6%	3.9%	1.2%	0.2%	0.3%		
CUMULATIVE	148	158	168	190	248	445	870	1,343	1,720	1,892	1,970	1,994	1,999	2,006		
PERCENTAGE	7.4%	7.9%	8.4%	9.5%	12.4%	22.2%	43.4%	66.9%	85.7%	94.3%	98.2%	99.4%	99.7%	100.0%		

15th Percentile 20 Mean Speed Average 38
 50th Percentile 41 10 MPH Pace Speed 33-42
 85th Percentile 53 Number in Pace 278
 95th Percentile 58 Percent in Pace 14%

SPEED4 Jefferson between Avenue 39 and Avenue 40 .08-09.

Project# SC3235

Northbound

Tuesday, February 08, 2022

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

Time	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75+	TOTAL	%VEHICLES
12:00:00 PM	0	0	0	1	1	3	9	11	7	4	2	0	0	0	38	0.75%
12:15:00 PM	0	0	0	0	1	2	2	11	12	6	0	3	0	0	37	0.73%
12:30:00 PM	0	0	0	0	1	3	9	14	11	7	1	0	0	0	46	0.91%

SPEED4 Jefferson between Avenue 39 and Avenue 40 .08-09.

Project# SC3235

Southbound

Tuesday, February 08, 2022

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

Time	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75+	TOTAL	%VEHICLES
12:00:00 AM	0	0	0	0	0	1	2	1	1	0	0	0	0	0	5	0.09%
12:15:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.02%
12:30:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0.02%
12:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
1:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
1:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
1:30:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0.02%
1:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
2:00:00 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2	0.04%
2:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
2:30:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2	0.04%
2:45:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0.02%
3:00:00 AM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	0.04%
3:15:00 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2	0.04%
3:30:00 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2	0.04%
3:45:00 AM	0	0	0	0	0	0	2	0	3	2	0	0	0	0	7	0.13%
4:00:00 AM	0	0	0	0	0	0	1	1	1	0	0	0	0	0	3	0.06%
4:15:00 AM	0	0	0	0	1	0	3	1	0	1	0	0	0	0	6	0.11%
4:30:00 AM	0	0	0	0	0	0	2	4	2	0	0	0	0	0	8	0.15%
4:45:00 AM	0	0	0	0	1	2	2	3	5	2	0	1	0	0	16	0.30%
5:00:00 AM	0	0	0	0	0	1	2	2	3	1	0	0	0	0	9	0.17%
5:15:00 AM	0	0	0	0	0	2	2	6	2	1	1	0	0	0	14	0.26%
5:30:00 AM	0	0	0	0	0	1	6	8	2	0	1	0	0	0	18	0.33%
5:45:00 AM	0	0	0	1	3	1	4	8	5	1	1	0	0	1	25	0.46%
6:00:00 AM	0	0	0	0	1	5	10	15	3	1	0	0	0	0	35	0.65%
6:15:00 AM	0	0	0	0	2	10	7	10	6	2	1	0	0	0	38	0.70%
6:30:00 AM	0	0	0	1	12	11	17	16	5	1	0	0	0	0	63	1.16%
6:45:00 AM	0	0	0	0	4	11	27	13	9	2	1	0	0	0	67	1.24%
7:00:00 AM	0	0	0	0	3	21	19	15	8	0	0	0	0	0	66	1.22%
7:15:00 AM	0	0	0	0	5	24	34	21	9	1	1	0	0	0	95	1.75%
7:30:00 AM	0	0	0	4	22	35	48	17	5	0	0	0	0	0	131	2.42%
7:45:00 AM	0	0	0	4	30	74	47	13	3	1	1	0	0	0	173	3.19%
8:00:00 AM	9	12	11	16	68	66	18	0	0	1	0	0	0	0	201	3.71%
8:15:00 AM	126	65	49	15	9	9	0	1	0	0	0	0	0	0	274	5.06%
8:30:00 AM	121	71	23	13	12	3	2	0	0	2	0	0	0	0	247	4.56%
8:45:00 AM	2	0	3	2	13	58	50	20	3	0	0	0	0	0	151	2.79%
9:00:00 AM	0	0	2	2	9	22	23	11	2	0	1	0	0	0	72	1.33%
9:15:00 AM	0	0	0	1	4	21	21	3	1	1	0	0	0	0	52	0.96%
9:30:00 AM	0	0	0	2	12	15	19	7	3	1	0	0	0	0	59	1.09%
9:45:00 AM	0	0	1	2	4	18	20	8	3	0	0	0	0	0	56	1.03%
10:00:00 AM	0	0	1	4	7	17	14	7	2	0	0	0	0	0	52	0.96%
10:15:00 AM	0	0	0	1	4	10	22	6	3	0	0	0	0	0	46	0.85%
10:30:00 AM	0	0	0	1	7	16	25	7	0	0	0	0	0	0	56	1.03%
10:45:00 AM	1	0	0	1	3	12	15	10	4	0	0	0	0	0	46	0.85%
11:00:00 AM	0	0	0	0	5	12	18	8	2	0	0	0	0	0	45	0.83%
11:15:00 AM	0	0	0	1	7	9	7	6	0	0	0	0	0	0	30	0.55%
11:30:00 AM	0	1	2	4	4	16	17	9	0	1	0	0	0	0	54	1.00%
11:45:00 AM	2	0	0	0	1	13	19	10	0	0	0	0	0	0	45	0.83%
AM TOTAL	261	149	92	75	253	520	272	272	96	24	8	1	0	1	2,279	42.06%
PERCENTAGE	11.5%	6.5%	4.0%	3.3%	11.1%	22.8%	23.1%	11.9%	4.2%	1.1%	0.4%	0.0%	0.0%	0.0%		
CUMULATIVE	261	410	502	577	830	1,350	1,877	2,149	2,245	2,269	2,277	2,278	2,278	2,279		
PERCENTAGE	11.5%	18.0%	22.0%	25.3%	36.4%	59.2%	82.4%	94.3%	98.5%	99.6%	99.9%	100.0%	100.0%	100.0%		

15th Percentile 11 Mean Speed Average 29
 50th Percentile 31 10 MPH Pace Speed 31-40
 85th Percentile 43 Number in Pace 289
 95th Percentile 49 Percent in Pace 13%

SPEED4 Jefferson between Avenue 39 and Avenue 40 .08-09.

Project# SC3235

Southbound

Tuesday, February 08, 2022

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

Time	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75+	TOTAL	%VEHICLES
12:00:00 PM	0	0	0	0	7	24	18	11	4	0	0	1	0	1	66	1.22%
12:15:00 PM	0	0	0	0	10	38	32	14	1	1	0	0	0	0	96	1.77%
12:30:00 PM	0	0	0	0	1	23	28	12	1	1	0	0	0	0	66	1.22%
12:45:00 PM	0	0	0	0	7	20	21	8	9	2	0	0	0	0	67	1.24%
1:00:00 PM	0	0	0	0	2	10	23	15	1	0	0	0	0	0	51	0.94%

SPEED4 Jefferson between Avenue 39 and Avenue 40 .08-09.

Project# SC3235

Combined

Tuesday, February 08, 2022

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

Time	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75+	TOTAL	%VEHICLES
12:00:00 AM	0	0	0	0	0	1	2	1	2	1	1	0	0	0	8	0.08%
12:15:00 AM	0	0	0	0	0	0	1	3	0	0	0	1	1	0	6	0.06%
12:30:00 AM	0	0	0	0	0	1	1	0	1	0	2	0	0	0	5	0.05%
12:45:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0.01%
1:00:00 AM	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0.02%
1:15:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0.01%
1:30:00 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	1	3	0.03%
1:45:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0.01%
2:00:00 AM	0	0	0	0	0	1	1	0	0	1	1	0	0	0	4	0.04%
2:15:00 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	0.02%
2:30:00 AM	0	0	0	0	0	1	0	1	0	0	1	0	0	0	3	0.03%
2:45:00 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2	0.02%
3:00:00 AM	0	0	0	0	0	1	0	1	2	0	0	0	0	0	4	0.04%
3:15:00 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2	0.02%
3:30:00 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2	0.02%
3:45:00 AM	0	0	0	0	0	0	2	2	3	3	0	0	0	0	10	0.10%
4:00:00 AM	0	0	0	0	0	0	1	1	2	0	0	1	0	0	5	0.05%
4:15:00 AM	0	0	0	1	1	0	3	3	0	1	0	0	0	0	9	0.09%
4:30:00 AM	0	0	0	0	0	0	2	4	2	1	0	0	1	0	10	0.10%
4:45:00 AM	0	0	0	0	1	2	3	3	10	3	0	1	0	0	23	0.22%
5:00:00 AM	0	0	0	0	0	2	4	4	4	2	4	0	0	0	20	0.19%
5:15:00 AM	0	0	0	0	0	2	2	8	4	5	2	0	0	0	23	0.22%
5:30:00 AM	0	0	0	0	0	1	7	13	6	3	2	0	0	0	32	0.31%
5:45:00 AM	0	0	0	1	3	2	8	22	19	12	3	0	1	1	72	0.69%
6:00:00 AM	0	0	0	0	1	5	10	20	14	6	3	1	1	1	62	0.59%
6:15:00 AM	0	0	0	0	2	10	8	25	18	11	7	2	0	0	83	0.79%
6:30:00 AM	0	0	0	1	12	14	26	25	13	8	1	1	0	1	102	0.98%
6:45:00 AM	0	0	0	0	4	12	34	22	22	10	6	0	0	2	112	1.07%
7:00:00 AM	0	0	0	0	3	23	23	25	16	4	0	1	0	0	95	0.91%
7:15:00 AM	0	0	0	0	5	26	39	32	22	6	8	0	0	0	138	1.32%
7:30:00 AM	2	0	0	4	22	42	64	41	20	14	5	3	0	0	217	2.07%
7:45:00 AM	0	1	0	4	35	94	103	65	21	4	4	0	0	0	331	3.16%
8:00:00 AM	9	14	12	17	82	143	115	35	6	2	0	1	0	0	436	4.17%
8:15:00 AM	270	71	58	24	27	33	48	45	21	10	1	0	0	1	609	5.82%
8:30:00 AM	121	71	23	23	26	23	32	24	7	3	0	0	0	0	353	3.37%
8:45:00 AM	2	0	3	2	13	71	74	52	34	7	3	3	0	0	264	2.52%
9:00:00 AM	0	0	2	2	9	23	36	27	15	5	5	1	0	1	126	1.20%
9:15:00 AM	0	0	0	1	6	23	29	25	23	11	3	1	0	0	122	1.17%
9:30:00 AM	0	0	0	2	12	16	34	22	12	7	1	1	0	0	107	1.02%
9:45:00 AM	0	0	1	2	4	21	36	29	29	5	9	1	0	0	137	1.31%
10:00:00 AM	0	1	1	4	7	18	17	26	33	11	1	1	1	0	121	1.16%
10:15:00 AM	0	0	0	1	4	12	31	18	18	6	2	1	0	0	93	0.89%
10:30:00 AM	0	0	0	1	7	22	34	17	8	2	1	0	0	0	92	0.88%
10:45:00 AM	3	0	0	1	5	13	23	22	18	5	1	0	0	0	91	0.87%
11:00:00 AM	0	0	0	0	5	12	28	18	10	6	3	2	0	0	84	0.80%
11:15:00 AM	0	0	0	1	8	14	13	21	12	5	1	1	0	0	76	0.73%
11:30:00 AM	0	1	2	4	6	20	30	17	9	6	2	0	0	0	97	0.93%
11:45:00 AM	2	0	0	1	1	13	26	22	13	6	2	1	0	0	87	0.83%
AM TOTAL	409	159	102	97	311	717	952	745	473	196	86	25	5	8	4,285	40.97%
PERCENTAGE	9.5%	3.7%	2.4%	2.3%	7.3%	16.7%	22.2%	17.4%	11.0%	4.6%	2.0%	0.6%	0.1%	0.2%		
CUMULATIVE	409	568	670	767	1,078	1,795	2,747	3,492	3,965	4,161	4,247	4,272	4,277	4,285		
PERCENTAGE	9.5%	13.3%	15.6%	17.9%	25.2%	41.9%	64.1%	81.5%	92.5%	97.1%	99.1%	99.7%	99.8%	100.0%		

15th Percentile	13	Mean Speed Average	33
50th Percentile	34	10 MPH Pace Speed	34-43
85th Percentile	52	Number in Pace	277
95th Percentile	57	Percent in Pace	6%

SPEED4 Jefferson between Avenue 39 and Avenue 40 .08-09.

Project# SC3235

Combined

Tuesday, February 08, 2022

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

Time	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75+	TOTAL	%VEHICLES
12:00:00 PM	0	0	0	1	8	27	27	22	11	4	2	1	0	1	104	0.99%

**SPEED4 Jefferson between Avenue 39 and Avenue 40 .08-09.
Northbound**

Project# SC3235

Wednesday, February 09, 2022

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

Time	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75+	TOTAL	%VEHICLES
12:00:00 AM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	4	0.08%
12:15:00 AM	0	0	0	0	0	0	1	0	2	1	0	1	0	0	5	0.10%
12:30:00 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2	0.04%
12:45:00 AM	0	0	0	0	0	0	1	1	0	1	0	0	0	0	3	0.06%
1:00:00 AM	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	0.06%
1:15:00 AM	0	0	0	0	0	0	0	0	1	2	0	0	0	0	3	0.06%
1:30:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0.02%
1:45:00 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0.04%
2:00:00 AM	0	0	0	0	0	0	1	0	0	0	1	0	0	0	2	0.04%
2:15:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0.02%
2:30:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.02%
2:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
3:00:00 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2	0.04%
3:15:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0.02%
3:30:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0.02%
3:45:00 AM	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2	0.04%
4:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
4:15:00 AM	0	0	0	0	0	0	2	1	2	0	0	0	0	0	5	0.10%
4:30:00 AM	0	0	0	0	0	0	0	1	2	2	1	0	0	0	6	0.12%
4:45:00 AM	0	0	0	0	0	0	1	3	6	4	0	1	0	0	15	0.31%
5:00:00 AM	0	0	0	0	0	0	0	0	4	5	0	1	0	0	10	0.21%
5:15:00 AM	0	0	0	0	0	0	2	2	3	1	1	1	0	1	11	0.23%
5:30:00 AM	0	0	0	0	0	1	0	9	4	1	0	0	0	0	15	0.31%
5:45:00 AM	0	0	0	0	0	1	2	5	10	6	6	2	0	0	32	0.66%
6:00:00 AM	0	0	0	0	0	3	1	7	5	7	3	2	0	0	28	0.58%
6:15:00 AM	0	0	0	0	0	0	6	6	14	11	7	1	1	2	48	0.99%
6:30:00 AM	2	0	0	0	1	0	5	9	6	6	4	1	0	0	34	0.70%
6:45:00 AM	0	0	0	0	0	0	3	12	13	10	1	1	0	0	40	0.82%
7:00:00 AM	0	0	0	0	0	2	4	11	9	4	1	2	2	0	35	0.72%
7:15:00 AM	0	0	0	1	0	2	4	10	17	6	4	0	0	0	44	0.91%
7:30:00 AM	1	0	0	0	1	2	12	20	16	10	5	0	1	0	68	1.40%
7:45:00 AM	4	0	0	0	0	13	43	66	29	7	0	1	0	0	163	3.36%
8:00:00 AM	21	2	15	17	31	68	65	28	6	2	0	0	0	0	255	5.25%
8:15:00 AM	69	0	9	19	43	54	26	12	4	0	0	1	0	0	237	4.88%
8:30:00 AM	46	1	10	24	21	20	35	38	32	11	1	1	0	0	240	4.94%
8:45:00 AM	4	0	0	0	3	5	16	27	30	7	1	3	0	0	96	1.98%
9:00:00 AM	0	0	0	0	0	1	12	20	11	5	2	1	0	0	52	1.07%
9:15:00 AM	0	0	0	0	0	1	7	5	12	4	5	2	0	0	36	0.74%
9:30:00 AM	0	0	0	0	0	0	4	17	9	3	1	0	0	0	34	0.70%
9:45:00 AM	1	3	0	0	0	3	11	9	9	4	0	0	0	0	40	0.82%
10:00:00 AM	0	0	0	0	0	0	5	15	18	6	3	0	0	0	47	0.97%
10:15:00 AM	0	0	0	0	1	0	9	18	15	5	1	0	0	0	49	1.01%
10:30:00 AM	0	0	0	0	0	0	2	11	5	7	2	1	0	0	28	0.58%
10:45:00 AM	0	0	0	0	1	1	8	10	6	2	0	0	0	0	28	0.58%
11:00:00 AM	0	0	0	0	0	1	4	8	13	3	1	0	0	0	30	0.62%
11:15:00 AM	0	0	0	0	1	5	5	13	13	6	1	0	0	0	44	0.91%
11:30:00 AM	1	0	0	1	1	3	13	9	7	2	0	1	0	0	38	0.78%
11:45:00 AM	0	0	0	0	0	0	4	19	14	3	1	0	1	0	42	0.86%
AM TOTAL	149	6	34	62	104	187	316	425	352	160	55	25	5	3	1,883	38.77%
PERCENTAGE	7.9%	0.3%	1.8%	3.3%	5.5%	9.9%	16.8%	22.6%	18.7%	8.5%	2.9%	1.3%	0.3%	0.2%		
CUMULATIVE	149	155	189	251	355	542	858	1,283	1,635	1,795	1,850	1,875	1,880	1,883		
PERCENTAGE	7.9%	8.2%	10.0%	13.3%	18.9%	28.8%	45.6%	68.1%	86.8%	95.3%	98.2%	99.6%	99.8%	100.0%		

15th Percentile	20	Mean Speed Average	37
50th Percentile	39	10 MPH Pace Speed	39-48
85th Percentile	52	Number in Pace	275
95th Percentile	58	Percent in Pace	15%

**SPEED4 Jefferson between Avenue 39 and Avenue 40 .08-09.
Northbound**

Project# SC3235

Wednesday, February 09, 2022

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

Time	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75+	TOTAL	%VEHICLES
12:00:00 PM	0	0	0	0	0	3	9	10	17	8	1	0	0	0	48	0.99%

#N/A
Southbound

Project# SC3235

Wednesday, February 09, 2022

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

Time	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75+	TOTAL	%VEHICLES
12:00:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.02%
12:15:00 AM	0	0	0	0	0	0	2	0	1	0	0	0	0	0	3	0.05%
12:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
12:45:00 AM	0	0	0	0	0	1	2	2	0	0	0	0	0	0	5	0.09%
1:00:00 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2	0.04%
1:15:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0.02%
1:30:00 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2	0.04%
1:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
2:00:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0.02%
2:15:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0.02%
2:30:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0.02%
2:45:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0.02%
3:00:00 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2	0.04%
3:15:00 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2	0.04%
3:30:00 AM	0	0	0	0	0	2	2	1	0	1	0	0	0	0	4	0.07%
3:45:00 AM	0	0	0	0	0	0	1	3	1	0	0	0	0	0	5	0.09%
4:00:00 AM	0	0	0	1	0	0	1	2	0	1	0	0	0	0	5	0.09%
4:15:00 AM	0	0	0	0	0	1	3	0	1	0	0	0	0	0	5	0.09%
4:30:00 AM	0	0	0	0	0	0	3	3	2	1	0	0	0	0	9	0.16%
4:45:00 AM	0	0	0	0	1	1	1	4	3	2	1	0	0	0	13	0.23%
5:00:00 AM	0	0	0	0	2	5	2	3	2	0	1	0	0	0	15	0.27%
5:15:00 AM	0	0	0	0	0	1	7	5	2	0	3	0	0	0	18	0.32%
5:30:00 AM	0	0	0	1	0	2	5	8	7	1	0	0	0	0	24	0.43%
5:45:00 AM	0	0	0	0	0	2	8	5	4	3	0	0	0	0	22	0.39%
6:00:00 AM	0	0	0	1	2	9	11	4	5	1	0	0	0	0	33	0.59%
6:15:00 AM	0	0	0	1	3	7	10	12	3	3	0	0	0	0	39	0.70%
6:30:00 AM	0	0	0	0	0	9	33	18	8	0	0	0	0	0	68	1.22%
6:45:00 AM	0	0	0	2	7	12	20	10	10	2	1	0	0	0	64	1.15%
7:00:00 AM	0	0	0	3	10	19	33	19	9	0	0	0	0	0	93	1.67%
7:15:00 AM	0	0	0	0	18	20	29	16	7	0	0	0	0	1	91	1.63%
7:30:00 AM	1	0	0	3	16	39	57	34	9	0	0	0	0	0	159	2.85%
7:45:00 AM	0	1	9	3	32	56	44	9	0	0	0	0	0	0	154	2.76%
8:00:00 AM	46	24	18	15	43	51	24	1	0	0	0	0	0	0	222	3.98%
8:15:00 AM	299	62	24	10	1	0	0	0	0	0	0	0	1	0	397	7.12%
8:30:00 AM	154	62	11	7	8	13	13	1	0	0	0	0	0	0	269	4.82%
8:45:00 AM	0	0	0	14	37	51	42	4	3	0	0	0	0	0	151	2.71%
9:00:00 AM	0	0	0	7	5	22	18	7	7	1	0	0	0	0	67	1.20%
9:15:00 AM	0	0	0	6	10	16	14	7	4	1	0	0	0	0	58	1.04%
9:30:00 AM	0	0	0	1	6	6	23	9	4	0	1	0	0	0	50	0.90%
9:45:00 AM	0	0	2	5	3	10	28	9	2	0	0	0	0	0	59	1.06%
10:00:00 AM	0	0	0	5	5	9	24	4	4	0	0	0	0	0	51	0.91%
10:15:00 AM	0	0	0	2	4	18	22	13	3	1	1	0	0	0	64	1.15%
10:30:00 AM	0	0	0	1	4	17	13	14	1	0	0	0	0	0	50	0.90%
10:45:00 AM	0	0	0	5	5	15	14	8	3	1	0	0	0	0	51	0.91%
11:00:00 AM	0	0	0	0	2	11	21	14	0	0	0	0	0	0	48	0.86%
11:15:00 AM	0	0	0	1	5	12	3	3	0	0	0	0	0	0	24	0.43%
11:30:00 AM	0	0	0	0	2	15	19	8	0	0	1	0	0	0	45	0.81%
11:45:00 AM	0	0	0	0	0	6	14	9	2	1	0	0	0	0	32	0.57%
AM TOTAL	500	149	64	94	232	458	570	273	108	21	9	1	0	2	2,481	44.49%
PERCENTAGE	20.2%	6.0%	2.6%	3.8%	9.4%	18.5%	23.0%	11.0%	4.4%	0.8%	0.4%	0.0%	0.0%	0.0%		
CUMULATIVE	500	649	713	807	1,039	1,497	2,067	2,340	2,448	2,469	2,478	2,479	2,479	2,481		
PERCENTAGE	20.2%	26.2%	28.7%	32.5%	41.9%	60.3%	83.3%	94.3%	98.7%	99.5%	99.9%	99.9%	99.9%	100.0%		

15th Percentile	11	Mean Speed Average	29
50th Percentile	31	10 MPH Pace Speed	31-40
85th Percentile	44	Number in Pace	291
95th Percentile	48	Percent in Pace	12%

#N/A

Project# SC3235

Southbound

Wednesday, February 09, 2022

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

Time	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75+	TOTAL	%VEHICLES
12:00:00 PM	0	0	0	0	4	13	22	12	3	2	0	0	0	0	56	1.00%

**SPEED4 Jefferson between Avenue 39 and Avenue 40 .08-09.
Combined**

Project# SC3235

Wednesday, February 09, 2022

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

Time	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75+	TOTAL	%VEHICLES
12:00:00 AM	0	0	0	0	0	1	2	0	0	2	0	0	0	0	5	0.05%
12:15:00 AM	0	0	0	0	0	0	3	0	3	1	0	1	0	0	8	0.08%
12:30:00 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2	0.02%
12:45:00 AM	0	0	0	0	0	1	3	3	0	1	0	0	0	0	8	0.08%
1:00:00 AM	0	0	0	0	0	0	0	1	3	1	0	0	0	0	5	0.05%
1:15:00 AM	0	0	0	0	0	0	0	0	2	2	0	0	0	0	4	0.04%
1:30:00 AM	0	0	0	0	0	1	1	0	0	1	0	0	0	0	3	0.03%
1:45:00 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0.02%
2:00:00 AM	0	0	0	0	0	1	1	0	0	0	1	0	0	0	3	0.03%
2:15:00 AM	0	0	0	0	0	0	1	0	0	0	1	0	0	0	2	0.02%
2:30:00 AM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2	0.02%
2:45:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0.01%
3:00:00 AM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	4	0.04%
3:15:00 AM	0	0	0	0	0	0	1	2	0	0	0	0	0	0	3	0.03%
3:30:00 AM	0	0	0	0	0	0	2	1	1	1	0	0	0	0	5	0.05%
3:45:00 AM	0	0	0	0	0	0	1	3	2	0	1	0	0	0	7	0.07%
4:00:00 AM	0	0	0	1	0	0	1	2	0	1	0	0	0	0	5	0.05%
4:15:00 AM	0	0	0	0	0	1	5	1	3	0	0	0	0	0	10	0.10%
4:30:00 AM	0	0	0	0	0	0	3	4	4	3	1	0	0	0	15	0.14%
4:45:00 AM	0	0	0	0	1	1	2	7	9	6	1	1	0	0	28	0.27%
5:00:00 AM	0	0	0	0	2	5	2	3	6	5	1	1	0	0	25	0.24%
5:15:00 AM	0	0	0	0	0	1	9	7	5	1	4	1	0	1	29	0.28%
5:30:00 AM	0	0	0	1	0	3	5	17	11	2	0	0	0	0	39	0.37%
5:45:00 AM	0	0	0	0	0	3	10	10	14	9	6	2	0	0	54	0.52%
6:00:00 AM	0	0	0	1	2	12	12	11	10	8	3	2	0	0	61	0.58%
6:15:00 AM	0	0	0	1	3	7	16	18	17	14	7	1	1	2	87	0.83%
6:30:00 AM	2	0	0	0	1	9	38	27	14	6	4	1	0	0	102	0.98%
6:45:00 AM	0	0	0	2	7	12	23	22	23	12	2	1	0	0	104	1.00%
7:00:00 AM	0	0	0	3	10	21	37	30	18	4	1	2	2	0	128	1.23%
7:15:00 AM	0	0	0	1	18	22	33	26	24	6	4	0	0	1	135	1.29%
7:30:00 AM	2	0	0	3	17	41	69	54	25	10	5	0	1	0	227	2.18%
7:45:00 AM	4	1	9	3	32	69	87	75	29	7	0	1	0	0	317	3.04%
8:00:00 AM	67	26	33	32	74	119	89	29	6	2	0	0	0	0	477	4.57%
8:15:00 AM	368	62	33	29	44	54	26	12	4	0	0	1	0	1	634	6.08%
8:30:00 AM	200	63	21	31	29	33	48	39	32	11	1	1	0	0	509	4.88%
8:45:00 AM	4	0	0	14	40	56	58	31	33	7	1	3	0	0	247	2.37%
9:00:00 AM	0	0	0	7	5	23	30	27	18	6	2	1	0	0	119	1.14%
9:15:00 AM	0	0	0	6	10	17	21	12	16	5	5	2	0	0	94	0.90%
9:30:00 AM	0	0	0	1	6	6	27	26	13	3	2	0	0	0	84	0.81%
9:45:00 AM	1	3	2	5	3	13	39	18	11	4	0	0	0	0	99	0.95%
10:00:00 AM	0	0	0	5	5	9	29	19	22	6	3	0	0	0	98	0.94%
10:15:00 AM	0	0	0	2	5	18	31	31	18	6	2	0	0	0	113	1.08%
10:30:00 AM	0	0	0	1	4	17	15	25	6	7	2	1	0	0	78	0.75%
10:45:00 AM	0	0	0	5	6	16	22	18	9	3	0	0	0	0	79	0.76%
11:00:00 AM	0	0	0	2	12	25	22	13	3	1	0	0	0	0	78	0.75%
11:15:00 AM	0	0	0	1	6	17	8	16	13	6	1	0	0	0	68	0.65%
11:30:00 AM	1	0	0	1	3	18	32	17	7	2	1	1	0	0	83	0.80%
11:45:00 AM	0	0	0	0	0	6	18	28	16	4	1	0	1	0	74	0.71%
AM TOTAL	649	155	98	156	336	645	886	698	460	181	64	26	5	5	4,364	41.82%
PERCENTAGE	14.9%	3.6%	2.2%	3.6%	7.7%	14.8%	20.3%	16.0%	10.5%	4.1%	1.5%	0.6%	0.1%	0.1%		
CUMULATIVE	649	804	902	1,058	1,394	2,039	2,925	3,623	4,083	4,264	4,328	4,354	4,359	4,364		
PERCENTAGE	14.9%	18.4%	20.7%	24.2%	31.9%	46.7%	67.0%	83.0%	93.6%	97.7%	99.2%	99.8%	99.9%	100.0%		

15th Percentile	12	Mean Speed Average	33
50th Percentile	34	10 MPH Pace Speed	33-42
85th Percentile	51	Number in Pace	280
95th Percentile	57	Percent in Pace	6%

**SPEED4 Jefferson between Avenue 39 and Avenue 40 .08-09.
Combined**

Project# SC3235

Wednesday, February 09, 2022

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

Time	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75+	TOTAL	%VEHICLES
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Appendix B:

Intersection LOS

Timings
3: Avenue 40 & Adams St

Existing Conditions - AM Peak Hour
Pulte Homes Development

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	51	41	12	30	89	80	3	303	51	24	274	69
Future Volume (vph)	51	41	12	30	89	80	3	303	51	24	274	69
Satd. Flow (prot)	1752	1776	0	1752	1845	1568	1752	3417	0	1752	1789	0
Flt Permitted	0.684			0.713			0.497			0.492		
Satd. Flow (perm)	1262	1776	0	1313	1845	1568	917	3417	0	908	1789	0
Satd. Flow (RTOR)		15				101		33			22	
Lane Group Flow (vph)	65	67	0	38	113	101	4	449	0	30	434	0
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		4			8			2				6
Permitted Phases	4			8		8	2			6		
Detector Phase	4	4		8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	29.7	29.7		29.7	29.7	29.7	25.2	25.2		25.2	25.2	
Total Split (s)	34.7	34.7		34.7	34.7	34.7	51.2	51.2		51.2	51.2	
Total Split (%)	40.4%	40.4%		40.4%	40.4%	40.4%	59.6%	59.6%		59.6%	59.6%	
Maximum Green (s)	30.0	30.0		30.0	30.0	30.0	45.0	45.0		45.0	45.0	
Yellow Time (s)	3.7	3.7		3.7	3.7	3.7	5.2	5.2		5.2	5.2	
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)	4.7	4.7		4.7	4.7	4.7	6.2	6.2		6.2	6.2	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Recall Mode	None	None		None	None	None	Min	Min		Min	Min	
Walk Time (s)	7.0	7.0		7.0	7.0	7.0	7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	18.0	18.0		18.0	18.0	18.0	12.0	12.0		12.0	12.0	
Pedestrian Calls (#/hr)	2	2		0	0	0	0	0		0	0	
Act Effct Green (s)	12.6	12.6		12.6	12.6	12.6	19.7	19.7		19.7	19.7	
Actuated g/C Ratio	0.33	0.33		0.33	0.33	0.33	0.51	0.51		0.51	0.51	
v/c Ratio	0.16	0.11		0.09	0.19	0.18	0.01	0.26		0.06	0.47	
Control Delay	11.3	8.9		10.7	11.1	3.9	9.0	8.2		9.3	11.4	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	11.3	8.9		10.7	11.1	3.9	9.0	8.2		9.3	11.4	
LOS	B	A		B	B	A	A	A		A	B	
Approach Delay		10.1			8.1			8.2			11.2	
Approach LOS		B			A			A			B	
90th %ile Green (s)	25.0	25.0		25.0	25.0	25.0	25.5	25.5		25.5	25.5	
90th %ile Term Code	Ped	Ped		Hold	Hold	Hold	Hold	Hold		Gap	Gap	
70th %ile Green (s)	10.0	10.0		10.0	10.0	10.0	14.5	14.5		14.5	14.5	
70th %ile Term Code	Min	Min		Min	Min	Min	Hold	Hold		Gap	Gap	
50th %ile Green (s)	10.0	10.0		10.0	10.0	10.0	12.6	12.6		12.6	12.6	
50th %ile Term Code	Min	Min		Min	Min	Min	Hold	Hold		Gap	Gap	
30th %ile Green (s)	0.0	0.0		10.0	10.0	10.0	11.0	11.0		11.0	11.0	
30th %ile Term Code	Skip	Skip		Min	Min	Min	Hold	Hold		Gap	Gap	

Timings
3: Avenue 40 & Adams St

Existing Conditions - AM Peak Hour
Pulte Homes Development

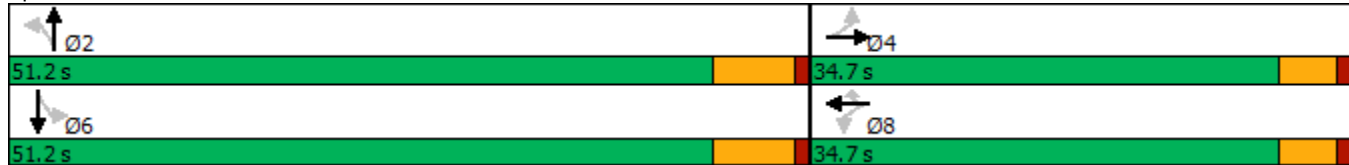


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
10th %ile Green (s)	0.0	0.0		0.0	0.0	0.0	25.0	25.0		25.0	25.0	
10th %ile Term Code	Skip	Skip		Skip	Skip	Skip	Dwell	Dwell		Dwell	Dwell	
Stops (vph)	35	28		21	57	15	3	187		15	221	
Fuel Used(gal)	1	1		1	4	3	0	4		0	7	
CO Emissions (g/hr)	74	69		94	276	208	3	291		33	492	
NOx Emissions (g/hr)	14	13		18	54	41	1	57		6	96	
VOC Emissions (g/hr)	17	16		22	64	48	1	67		8	114	
Dilemma Vehicles (#)	0	5		0	9	0	0	31		0	32	

Intersection Summary

Cycle Length: 85.9	
Actuated Cycle Length: 38.7	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.47	
Intersection Signal Delay: 9.5	Intersection LOS: A
Intersection Capacity Utilization 39.7%	ICU Level of Service A
Analysis Period (min) 15	
90th %ile Actuated Cycle: 61.4	
70th %ile Actuated Cycle: 35.4	
50th %ile Actuated Cycle: 33.5	
30th %ile Actuated Cycle: 31.9	
10th %ile Actuated Cycle: 31.2	

Splits and Phases: 3: Avenue 40 & Adams St



Timings
4: Jefferson St & Avenue 40

Existing Conditions - AM Peak Hour
Pulte Homes Development

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	19	33	41	88	85	288	52	635	77	189	722	68
Future Volume (vph)	19	33	41	88	85	288	52	635	77	189	722	68
Satd. Flow (prot)	1752	1692	0	1752	1845	1568	1752	1845	1568	1752	1821	0
Flt Permitted	0.697			0.704			0.171			0.210		
Satd. Flow (perm)	1286	1692	0	1299	1845	1568	315	1845	1568	387	1821	0
Satd. Flow (RTOR)		44				75			108		6	
Lane Group Flow (vph)	21	81	0	96	92	313	57	690	84	205	859	0
Turn Type	Perm	NA		Perm	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases		4			8	1	5	2		1	6	
Permitted Phases	4			8		8	2		2	6		
Detector Phase	4	4		8	8	1	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0	10.0	10.0	10.0	10.0	10.0	10.0	
Minimum Split (s)	34.0	34.0		25.0	25.0	15.0	15.0	34.3	34.3	15.0	24.3	
Total Split (s)	36.0	36.0		36.0	36.0	45.0	20.0	50.3	50.3	45.0	50.3	
Total Split (%)	27.4%	27.4%		27.4%	27.4%	34.3%	15.2%	38.3%	38.3%	34.3%	38.3%	
Maximum Green (s)	30.0	30.0		30.0	30.0	40.0	15.0	45.0	45.0	40.0	45.0	
Yellow Time (s)	5.0	5.0		5.0	5.0	4.0	4.0	4.3	4.3	4.0	4.3	
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)	6.0	6.0		6.0	6.0	5.0	5.0	5.3	5.3	5.0	5.3	
Lead/Lag						Lead	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Minimum Gap (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	None		None	None	None	None	Min	Min	None	Min	
Walk Time (s)	9.0	9.0		7.0	7.0			9.0	9.0		7.0	
Flash Dont Walk (s)	19.0	19.0		12.0	12.0			20.0	20.0		12.0	
Pedestrian Calls (#/hr)	0	0		0	0			0	0		0	
Act Effct Green (s)	11.9	11.9		11.9	11.9	30.2	55.5	45.2	45.2	60.6	50.7	
Actuated g/C Ratio	0.14	0.14		0.14	0.14	0.35	0.65	0.53	0.53	0.71	0.59	
v/c Ratio	0.12	0.30		0.53	0.36	0.52	0.15	0.71	0.10	0.44	0.80	
Control Delay	34.3	21.1		46.2	38.0	19.4	5.4	21.9	2.0	7.0	22.8	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	34.3	21.1		46.2	38.0	19.4	5.4	21.9	2.0	7.0	22.8	
LOS	C	C		D	D	B	A	C	A	A	C	
Approach Delay		23.8			28.0			18.7			19.8	
Approach LOS		C			C			B			B	
90th %ile Green (s)	17.3	17.3		17.3	17.3	17.5	10.0	45.0	45.0	17.5	52.5	
90th %ile Term Code	Hold	Hold		Gap	Gap	Gap	Min	Max	Max	Gap	Hold	
70th %ile Green (s)	13.7	13.7		13.7	13.7	13.4	10.0	45.0	45.0	13.4	48.4	
70th %ile Term Code	Hold	Hold		Gap	Gap	Gap	Min	Max	Max	Gap	Hold	
50th %ile Green (s)	11.6	11.6		11.6	11.6	11.1	10.0	45.0	45.0	11.1	46.1	
50th %ile Term Code	Hold	Hold		Gap	Gap	Gap	Min	Max	Max	Gap	Hold	
30th %ile Green (s)	9.6	9.6		9.6	9.6	10.0	10.0	45.0	45.0	10.0	45.0	
30th %ile Term Code	Hold	Hold		Gap	Gap	Min	Min	Max	Max	Min	Hold	

Timings
4: Jefferson St & Avenue 40

Existing Conditions - AM Peak Hour
Pulte Homes Development



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
10th %ile Green (s)	8.0	8.0		8.0	8.0	10.0	0.0	45.0	45.0	10.0	60.0	
10th %ile Term Code	Hold	Hold		Min	Min	Min	Skip	Max	Max	Min	Hold	
Stops (vph)	18	33		79	73	164	17	464	6	53	582	
Fuel Used(gal)	1	3		5	4	12	1	18	1	11	52	
CO Emissions (g/hr)	70	230		325	300	852	71	1233	84	757	3617	
NOx Emissions (g/hr)	14	45		63	58	166	14	240	16	147	704	
VOC Emissions (g/hr)	16	53		75	70	197	16	286	19	176	838	
Dilemma Vehicles (#)	0	3		0	4	0	0	36	0	0	34	

Intersection Summary

Cycle Length: 131.3

Actuated Cycle Length: 85.7

Natural Cycle: 95

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.80

Intersection Signal Delay: 21.2

Intersection LOS: C

Intersection Capacity Utilization 75.6%

ICU Level of Service D

Analysis Period (min) 15

90th %ile Actuated Cycle: 96.1

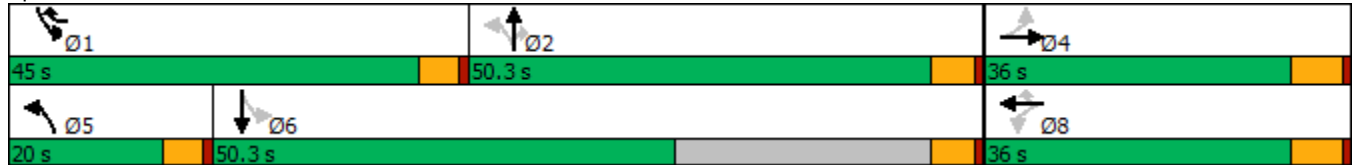
70th %ile Actuated Cycle: 88.4

50th %ile Actuated Cycle: 84

30th %ile Actuated Cycle: 80.9






















10th %ile Actuated Cycle: 79.3

Splits and Phases: 4: Jefferson St & Avenue 40



Timings
6: Avenue 40 & Madison St

Existing Conditions - AM Peak Hour
Pulte Homes Development

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	24	291	0	0	419	173	0	0	0	99	0	53
Future Volume (vph)	24	291	0	0	419	173	0	0	0	99	0	53
Satd. Flow (prot)	1752	1845	0	1845	1845	1568	0	1845	0	1752	1845	1568
Flt Permitted	0.428									0.950		
Satd. Flow (perm)	790	1845	0	1845	1845	1568	0	1845	0	1752	1845	1568
Satd. Flow (RTOR)						225						513
Lane Group Flow (vph)	31	378	0	0	544	225	0	0	0	129	0	69
Turn Type	Perm	NA		Perm	NA	Perm				Split		Perm
Protected Phases		2			6		8	8		4	4	
Permitted Phases	2			6		6						4
Detector Phase	2	2		6	6	6	8	8		4	4	4
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0	10.0	10.0		10.0	10.0	10.0
Minimum Split (s)	23.0	23.0		30.0	30.0	30.0	14.0	14.0		31.5	31.5	31.5
Total Split (s)	36.0	36.0		36.0	36.0	36.0	24.0	24.0		29.5	29.5	29.5
Total Split (%)	40.2%	40.2%		40.2%	40.2%	40.2%	26.8%	26.8%		33.0%	33.0%	33.0%
Maximum Green (s)	30.0	30.0		30.0	30.0	30.0	20.0	20.0		25.0	25.0	25.0
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	3.5	3.5		4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	0.5	0.5		0.5	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
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0		4.0		4.5	4.5	4.5
Lead/Lag							Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	5.0	5.0		5.0	5.0	5.0	3.0	3.0		3.0	3.0	3.0
Minimum Gap (s)	2.0	2.0		2.0	2.0	2.0	3.0	3.0		3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Recall Mode	Min	Min		Min	Min	Min	None	None		None	None	None
Walk Time (s)	7.0	7.0		7.0	7.0	7.0				7.0	7.0	7.0
Flash Dont Walk (s)	10.0	10.0		17.0	17.0	17.0				20.0	20.0	20.0
Pedestrian Calls (#/hr)	0	0		0	0	0				0	0	0
Act Effct Green (s)	29.3	29.3		29.3	29.3	29.3				10.5		10.5
Actuated g/C Ratio	0.65	0.65		0.65	0.65	0.65				0.23		0.23
v/c Ratio	0.06	0.32		0.45	0.21					0.32		0.09
Control Delay	5.2	6.4		7.6	1.5					18.8		0.2
Queue Delay	0.0	0.0		0.0	0.0					0.0		0.0
Total Delay	5.2	6.4		7.6	1.5					18.8		0.2
LOS	A	A		A	A					B		A
Approach Delay		6.3		5.8							12.3	
Approach LOS		A		A							B	
90th %ile Green (s)	30.0	30.0		30.0	30.0	30.0	0.0	0.0		11.7	11.7	11.7
90th %ile Term Code	Hold	Hold		Max	Max	Max	Skip	Skip		Gap	Gap	Gap
70th %ile Green (s)	28.5	28.5		28.5	28.5	28.5	0.0	0.0		10.0	10.0	10.0
70th %ile Term Code	Hold	Hold		Gap	Gap	Gap	Skip	Skip		Min	Min	Min
50th %ile Green (s)	24.2	24.2		24.2	24.2	24.2	0.0	0.0		10.0	10.0	10.0
50th %ile Term Code	Hold	Hold		Gap	Gap	Gap	Skip	Skip		Min	Min	Min
30th %ile Green (s)	24.8	24.8		24.8	24.8	24.8	0.0	0.0		10.0	10.0	10.0
30th %ile Term Code	Dwell	Dwell		Dwell	Dwell	Dwell	Skip	Skip		Min	Min	Min

Timings
6: Avenue 40 & Madison St

Existing Conditions - AM Peak Hour
Pulte Homes Development

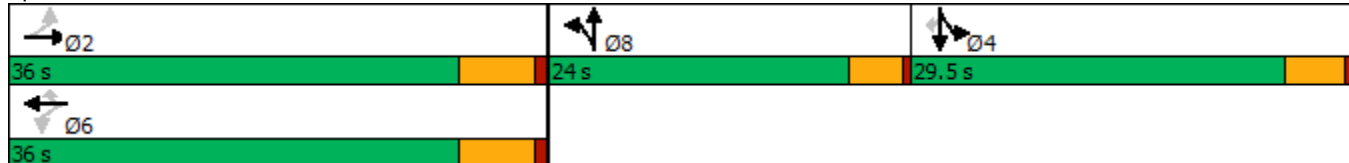


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
10th %ile Green (s)	28.1	28.1		28.1	28.1	28.1	0.0	0.0		0.0	0.0	0.0
10th %ile Term Code	Dwell	Dwell		Dwell	Dwell	Dwell	Skip	Skip		Skip	Skip	Skip
Stops (vph)	11	132			216	15				79		0
Fuel Used(gal)	0	4			25	9				3		1
CO Emissions (g/hr)	21	255			1722	623				223		69
NOx Emissions (g/hr)	4	50			335	121				43		13
VOC Emissions (g/hr)	5	59			399	144				52		16
Dilemma Vehicles (#)	0	24			36	0				0		0

Intersection Summary

Cycle Length: 89.5	
Actuated Cycle Length: 45.1	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.45	
Intersection Signal Delay: 6.9	Intersection LOS: A
Intersection Capacity Utilization 39.1%	ICU Level of Service A
Analysis Period (min) 15	
90th %ile Actuated Cycle: 52.2	
70th %ile Actuated Cycle: 49	
50th %ile Actuated Cycle: 44.7	
30th %ile Actuated Cycle: 45.3	
10th %ile Actuated Cycle: 34.1	

Splits and Phases: 6: Avenue 40 & Madison St




































Timings

7: Jefferson St & Varner Rd

Existing Conditions - AM Peak Hour

Pulte Homes Development

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 	 	 	 		 	  		 	 	
Traffic Volume (vph)	63	73	166	71	123	92	433	629	58	81	744	117
Future Volume (vph)	63	73	166	71	123	92	433	629	58	81	744	117
Satd. Flow (prot)	3400	3505	2760	3400	3505	1568	3400	5036	1568	3400	5036	1568
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3400	3505	2760	3400	3505	1568	3400	5036	1547	3398	5036	1568
Satd. Flow (RTOR)			187			156			156			148
Lane Group Flow (vph)	71	82	187	80	138	103	487	707	65	91	836	131
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8		7	4		5	2		1	6	
Permitted Phases			8			4			2			6
Detector Phase	3	8	8	7	4	4	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	9.0	9.0	10.0	9.0	9.0
Minimum Split (s)	15.0	16.0	16.0	15.0	44.0	44.0	15.0	37.0	37.0	15.0	15.0	15.0
Total Split (s)	15.0	44.0	44.0	15.0	44.0	44.0	32.0	65.0	65.0	16.0	49.0	49.0
Total Split (%)	10.7%	31.4%	31.4%	10.7%	31.4%	31.4%	22.9%	46.4%	46.4%	11.4%	35.0%	35.0%
Maximum Green (s)	10.0	38.0	38.0	10.0	38.0	38.0	27.0	59.0	59.0	11.0	43.0	43.0
Yellow Time (s)	4.0	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0
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)	5.0	6.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	1.5	3.5	3.5	1.5	3.5	3.5	1.5	4.0	4.0	1.5	4.0	4.0
Minimum Gap (s)	1.5	3.0	3.0	1.5	3.0	3.0	1.5	3.0	3.0	1.5	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0
Recall Mode	None	None	None	None	None	None	None	Min	Min	C-Max	C-Min	C-Min
Walk Time (s)				7.0	7.0			7.0	7.0			
Flash Dont Walk (s)				31.0	31.0			24.0	24.0			
Pedestrian Calls (#/hr)				0	0			1	1			
Act Effct Green (s)	10.0	11.7	11.7	10.0	14.7	14.7	23.3	27.6	27.6	68.7	73.0	73.0
Actuated g/C Ratio	0.07	0.08	0.08	0.07	0.10	0.10	0.17	0.20	0.20	0.49	0.52	0.52
v/c Ratio	0.29	0.28	0.47	0.33	0.38	0.34	0.86	0.71	0.15	0.05	0.32	0.15
Control Delay	65.1	62.2	11.7	65.8	62.7	4.4	67.3	53.1	3.2	20.3	20.3	2.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.1	62.2	11.7	65.8	62.7	4.4	67.3	53.1	3.2	20.3	20.3	2.5
LOS	E	E	B	E	E	A	E	D	A	C	C	A
Approach Delay		35.0			44.8			56.0			18.1	
Approach LOS		C			D			E			B	
90th %ile Green (s)	10.0	14.4	14.4	10.0	14.4	14.4	27.0	33.1	33.1	60.5	66.6	66.6
90th %ile Term Code	Max	Hold	Hold	Max	Gap	Gap	Max	Gap	Gap	Coord	Coord	Coord
70th %ile Green (s)	10.0	12.6	12.6	10.0	12.6	12.6	26.2	30.2	30.2	65.2	69.2	69.2
70th %ile Term Code	Max	Hold	Hold	Max	Gap	Gap	Gap	Gap	Gap	Coord	Coord	Coord
50th %ile Green (s)	10.0	11.4	11.4	10.0	11.4	11.4	23.9	28.1	28.1	68.5	72.7	72.7
50th %ile Term Code	Max	Hold	Hold	Max	Gap	Gap	Gap	Gap	Gap	Coord	Coord	Coord
30th %ile Green (s)	10.0	10.1	10.1	10.0	10.1	10.1	21.5	25.2	25.2	72.7	76.4	76.4
30th %ile Term Code	Max	Hold	Hold	Max	Gap	Gap	Gap	Gap	Gap	Coord	Coord	Coord

Timings
7: Jefferson St & Varner Rd

Existing Conditions - AM Peak Hour
Pulte Homes Development

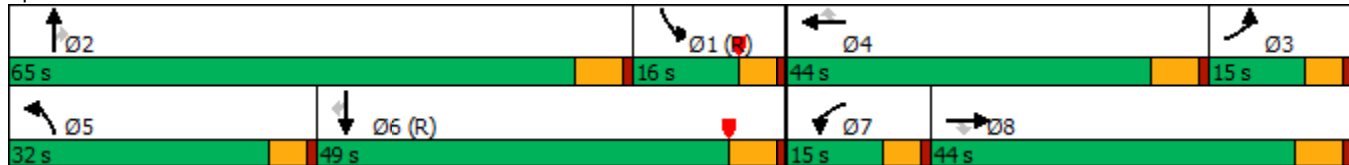


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
10th %ile Green (s)	0.0	10.0	10.0	10.0	25.0	25.0	18.1	21.4	21.4	76.6	79.9	79.9
10th %ile Term Code	Skip	Min	Min	Max	Hold	Hold	Gap	Gap	Gap	Coord	Coord	Coord
Stops (vph)	59	67	21	66	114	2	414	582	8	43	416	6
Fuel Used(gal)	2	2	2	2	4	1	13	17	0	2	19	2
CO Emissions (g/hr)	133	150	131	150	254	41	921	1193	29	141	1317	126
NOx Emissions (g/hr)	26	29	26	29	49	8	179	232	6	28	256	24
VOC Emissions (g/hr)	31	35	30	35	59	10	213	277	7	33	305	29
Dilemma Vehicles (#)	0	2	0	0	4	0	0	12	0	0	27	0

Intersection Summary




















Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 0 (0%), Referenced to phase 1:SBL and 6:SBT, Start of Yellow
 Natural Cycle: 115
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.86
 Intersection Signal Delay: 38.9
 Intersection LOS: D
 Intersection Capacity Utilization 61.7%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 7: Jefferson St & Varner Rd






















Timings
8: Jefferson St & I-10 WB Ramps

Existing Conditions - AM Peak Hour
Pulte Homes Development

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	329	2	134	0	1002	917	0	738	141
Future Volume (vph)	0	0	0	329	2	134	0	1002	917	0	738	141
Satd. Flow (prot)	0	0	0	1665	1586	1490	0	5036	1568	0	5036	1568
Flt Permitted				0.950	0.956							
Satd. Flow (perm)	0	0	0	1665	1586	1490	0	5036	1568	0	5036	1568
Satd. Flow (RTOR)					6	78			965			148
Lane Group Flow (vph)	0	0	0	183	179	127	0	1055	965	0	777	148
Turn Type				Split	NA	Perm		NA	Free		NA	Perm
Protected Phases				8	8			2			6	
Permitted Phases						8			Free			6
Detector Phase				8	8	8		2			6	6
Switch Phase												
Minimum Initial (s)				6.0	6.0	6.0		7.0			7.0	7.0
Minimum Split (s)				11.8	11.8	11.8		35.8			12.8	12.8
Total Split (s)				27.0	27.0	27.0		43.0			43.0	43.0
Total Split (%)				38.6%	38.6%	38.6%		61.4%			61.4%	61.4%
Maximum Green (s)				21.2	21.2	21.2		37.2			37.2	37.2
Yellow Time (s)				4.8	4.8	4.8		4.8			4.8	4.8
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)				5.8	5.8	5.8		5.8			5.8	5.8
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)				2.5	2.5	2.5		2.5			2.5	2.5
Minimum Gap (s)				2.5	2.5	2.5		2.5			2.5	2.5
Time Before Reduce (s)				0.0	0.0	0.0		0.0			0.0	0.0
Time To Reduce (s)				0.0	0.0	0.0		0.0			0.0	0.0
Recall Mode				None	None	None		C-Max			C-Max	C-Max
Walk Time (s)								7.0				
Flash Dont Walk (s)								23.0				
Pedestrian Calls (#/hr)								0				
Act Effct Green (s)				12.9	12.9	12.9		45.5	70.0		45.5	45.5
Actuated g/C Ratio				0.18	0.18	0.18		0.65	1.00		0.65	0.65
v/c Ratio				0.60	0.60	0.38		0.32	0.62		0.24	0.14
Control Delay				33.6	33.2	13.7		3.6	4.4		4.4	1.0
Queue Delay				0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Delay				33.6	33.2	13.7		3.6	4.4		4.4	1.0
LOS				C	C	B		A	A		A	A
Approach Delay					28.3			4.0			3.9	
Approach LOS					C			A			A	
90th %ile Green (s)				18.6	18.6	18.6		39.8			39.8	39.8
90th %ile Term Code				Gap	Gap	Gap		Coord			Coord	Coord
70th %ile Green (s)				15.5	15.5	15.5		42.9			42.9	42.9
70th %ile Term Code				Gap	Gap	Gap		Coord			Coord	Coord
50th %ile Green (s)				12.5	12.5	12.5		45.9			45.9	45.9
50th %ile Term Code				Gap	Gap	Gap		Coord			Coord	Coord
30th %ile Green (s)				10.4	10.4	10.4		48.0			48.0	48.0
30th %ile Term Code				Gap	Gap	Gap		Coord			Coord	Coord

Timings
9: I-10 EB Ramps & Jefferson St

Existing Conditions - AM Peak Hour
Pulte Homes Development

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	 	 	 	  	  	
Traffic Volume (vph)	67	715	101	1852	957	110
Future Volume (vph)	67	715	101	1852	957	110
Satd. Flow (prot)	3400	2760	3400	5036	5036	1568
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	3400	2760	3400	5036	5036	1568
Satd. Flow (RTOR)		39				118
Lane Group Flow (vph)	72	769	109	1991	1029	118
Turn Type	Prot	pm+ov	Prot	NA	NA	Perm
Protected Phases	4	5	5	2	6	
Permitted Phases		4				6
Detector Phase	4	5	5	2	6	6
Switch Phase						
Minimum Initial (s)	6.0	6.0	6.0	7.0	7.0	7.0
Minimum Split (s)	11.8	10.7	10.7	12.8	12.8	12.8
Total Split (s)	20.0	19.0	19.0	50.0	31.0	31.0
Total Split (%)	28.6%	27.1%	27.1%	71.4%	44.3%	44.3%
Maximum Green (s)	14.2	14.3	14.3	44.2	25.2	25.2
Yellow Time (s)	4.8	3.7	3.7	4.8	4.8	4.8
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)	5.8	4.7	4.7	5.8	5.8	5.8
Lead/Lag		Lead	Lead		Lag	Lag
Lead-Lag Optimize?		Yes	Yes		Yes	Yes
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5	2.5
Minimum Gap (s)	2.5	2.5	2.5	2.5	2.5	2.5
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	C-Max	C-Max	C-Max
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)	6.7	24.2	14.1	55.3	35.3	35.3
Actuated g/C Ratio	0.10	0.35	0.20	0.79	0.50	0.50
v/c Ratio	0.22	0.79	0.16	0.50	0.40	0.14
Control Delay	30.7	25.4	23.8	4.0	8.1	2.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.7	25.4	23.8	4.0	8.1	2.2
LOS	C	C	C	A	A	A
Approach Delay	25.9			5.1	7.5	
Approach LOS	C			A	A	
90th %ile Green (s)	7.9	14.3	14.3	50.5	31.5	31.5
90th %ile Term Code	Gap	Max	Max	Coord	Coord	Coord
70th %ile Green (s)	7.0	14.3	14.3	51.4	32.4	32.4
70th %ile Term Code	Gap	Max	Max	Coord	Coord	Coord
50th %ile Green (s)	6.4	14.3	14.3	52.0	33.0	33.0
50th %ile Term Code	Gap	Max	Max	Coord	Coord	Coord
30th %ile Green (s)	6.0	13.1	13.1	52.4	34.6	34.6
30th %ile Term Code	Min	Gap	Gap	Coord	Coord	Coord

Timings
 9: I-10 EB Ramps & Jefferson St

Existing Conditions - AM Peak Hour
 Pulte Homes Development

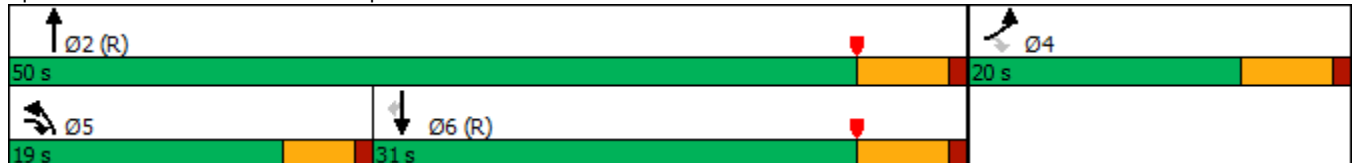


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
10th %ile Green (s)	0.0	14.3	14.3	64.2	45.2	45.2
10th %ile Term Code	Skip	Max	Max	Coord	Coord	Coord
Stops (vph)	60	576	80	604	528	13
Fuel Used(gal)	1	12	3	41	13	1
CO Emissions (g/hr)	86	840	227	2889	881	51
NOx Emissions (g/hr)	17	164	44	562	171	10
VOC Emissions (g/hr)	20	195	53	669	204	12
Dilemma Vehicles (#)	0	0	0	111	27	0

Intersection Summary













Cycle Length: 70
 Actuated Cycle Length: 70
 Offset: 56 (80%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 50
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.79
 Intersection Signal Delay: 10.0
 Intersection LOS: B
 Intersection Capacity Utilization 52.3%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 9: I-10 EB Ramps & Jefferson St



Timings
10: Indio Blvd & Jefferson St

Existing Conditions - AM Peak Hour
Pulte Homes Development

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1133	217	439	820	477	1195
Future Volume (vph)	1133	217	439	820	477	1195
Satd. Flow (prot)	3400	2760	3400	3505	3505	2760
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	3400	2760	3400	3505	3505	2760
Satd. Flow (RTOR)		97				169
Lane Group Flow (vph)	1218	233	472	882	513	1285
Turn Type	Prot	pm+ov	Prot	NA	NA	pm+ov
Protected Phases	8	1	1	6	2	8
Permitted Phases		8				2
Detector Phase	8	1	1	6	2	8
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.2	8.0	8.0	9.5	9.5	9.2
Total Split (s)	41.7	29.8	29.8	58.3	28.5	41.7
Total Split (%)	41.7%	29.8%	29.8%	58.3%	28.5%	41.7%
Maximum Green (s)	36.5	25.8	25.8	52.8	23.0	36.5
Yellow Time (s)	4.7	3.5	3.5	5.0	5.0	4.7
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.2	4.0	4.0	5.5	5.5	5.2
Lead/Lag		Lead	Lead		Lag	
Lead-Lag Optimize?		Yes	Yes		Yes	
Vehicle Extension (s)	4.0	1.5	1.5	5.0	5.0	4.0
Minimum Gap (s)	2.0	1.5	1.5	2.0	2.0	2.0
Time Before Reduce (s)	1.0	0.0	0.0	1.0	1.0	1.0
Time To Reduce (s)	0.1	0.0	0.0	0.1	0.1	0.1
Recall Mode	C-Max	None	None	None	None	C-Max
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)	46.8	69.8	17.8	42.5	20.7	73.0
Actuated g/C Ratio	0.47	0.70	0.18	0.42	0.21	0.73
v/c Ratio	0.77	0.12	0.78	0.59	0.71	0.62
Control Delay	19.3	1.0	48.4	23.3	42.4	7.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.3	1.0	48.4	23.3	42.4	7.7
LOS	B	A	D	C	D	A
Approach Delay	16.3			32.1	17.6	
Approach LOS	B			C	B	
90th %ile Green (s)	39.6	22.7	22.7	49.7	23.0	39.6
90th %ile Term Code	Coord	Gap	Gap	Hold	Max	Coord
70th %ile Green (s)	42.5	19.8	19.8	46.8	23.0	42.5
70th %ile Term Code	Coord	Gap	Gap	Hold	Max	Coord
50th %ile Green (s)	46.1	17.8	17.8	43.2	21.4	46.1
50th %ile Term Code	Coord	Gap	Gap	Hold	Gap	Coord
30th %ile Green (s)	50.0	15.8	15.8	39.3	19.5	50.0
30th %ile Term Code	Coord	Gap	Gap	Hold	Gap	Coord

Timings
10: Indio Blvd & Jefferson St

Existing Conditions - AM Peak Hour
Pulte Homes Development

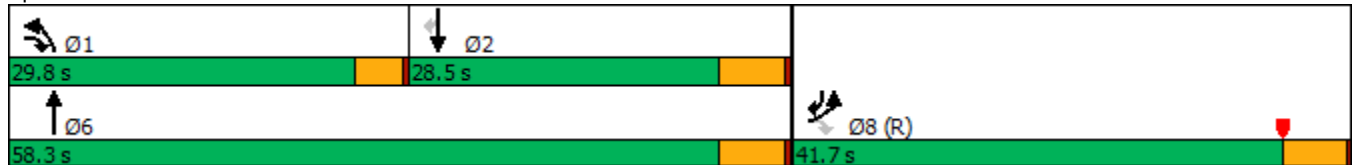


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
10th %ile Green (s)	55.7	12.9	12.9	33.6	16.7	55.7
10th %ile Term Code	Coord	Gap	Gap	Hold	Gap	Coord
Stops (vph)	659	28	406	593	429	498
Fuel Used(gal)	21	2	13	18	18	29
CO Emissions (g/hr)	1452	116	918	1244	1242	2021
NOx Emissions (g/hr)	283	23	179	242	242	393
VOC Emissions (g/hr)	337	27	213	288	288	468
Dilemma Vehicles (#)	0	0	0	34	22	0

Intersection Summary




































Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 1 (1%), Referenced to phase 8:EBL, Start of Yellow
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.78
 Intersection Signal Delay: 21.5
 Intersection LOS: C
 Intersection Capacity Utilization 70.3%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 10: Indio Blvd & Jefferson St



Timings
11: Jefferson St & Avenue 42/Country Club Dr

Existing Conditions - AM Peak Hour
Pulte Homes Development

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 	 	 	 		 	  	 	  	  	
Traffic Volume (vph)	266	172	461	44	151	26	563	1030	17	46	1106	482
Future Volume (vph)	266	172	461	44	151	26	563	1030	17	46	1106	482
Satd. Flow (prot)	3400	3505	1568	3400	3428	0	3400	5036	1568	3400	5036	1568
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3400	3505	1568	3400	3428	0	3400	5036	1568	3400	5036	1568
Satd. Flow (RTOR)			108		16				155			122
Lane Group Flow (vph)	302	195	524	50	202	0	640	1170	19	52	1257	548
Turn Type	Prot	NA	pm+ov	Prot	NA		Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	5	2	3	1	6		3	8		7	4	5
Permitted Phases			2						8			4
Detector Phase	5	2	3	1	6		3	8	8	7	4	5
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	8.0	37.2	9.0	8.0	38.2		9.0	27.2	27.2	8.0	31.2	8.0
Total Split (s)	17.8	24.2	31.8	11.8	18.2		31.8	52.2	52.2	11.8	32.2	17.8
Total Split (%)	17.8%	24.2%	31.8%	11.8%	18.2%		31.8%	52.2%	52.2%	11.8%	32.2%	17.8%
Maximum Green (s)	13.8	19.0	26.8	7.8	13.0		26.8	47.0	47.0	7.8	27.0	13.8
Yellow Time (s)	3.5	4.7	4.5	3.5	4.7		4.5	4.7	4.7	3.5	4.7	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5		0.5	0.5	0.5	0.5	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
Total Lost Time (s)	4.0	5.2	5.0	4.0	5.2		5.0	5.2	5.2	4.0	5.2	4.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Minimum Gap (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.1	0.1	0.0	0.1	0.0
Recall Mode	None	None	None	None	None		None	C-Max	C-Max	None	C-Max	None
Walk Time (s)		4.0			4.0			4.0	4.0		4.0	
Flash Dont Walk (s)		28.0			29.0			18.0	18.0		22.0	
Pedestrian Calls (#/hr)		0			0			0	0		0	
Act Effct Green (s)	12.3	17.9	46.1	5.9	9.8		23.0	55.2	55.2	6.0	35.4	53.0
Actuated g/C Ratio	0.12	0.18	0.46	0.06	0.10		0.23	0.55	0.55	0.06	0.35	0.53
v/c Ratio	0.72	0.31	0.67	0.25	0.58		0.82	0.42	0.02	0.26	0.70	0.62
Control Delay	52.3	37.2	20.6	47.5	46.0		58.7	6.7	0.0	46.5	30.9	19.5
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.3	37.2	20.6	47.5	46.0		58.7	6.7	0.0	46.5	30.9	19.5
LOS	D	D	C	D	D		E	A	A	D	C	B
Approach Delay		33.2			46.3			24.8			27.9	
Approach LOS		C			D			C			C	
90th %ile Green (s)	13.8	19.2	26.8	7.5	12.9		26.8	47.4	47.4	7.5	27.1	13.8
90th %ile Term Code	Max	Hold	Max	Gap	Gap		Max	Coord	Coord	Gap	Coord	Max
70th %ile Green (s)	13.8	18.4	26.1	6.5	11.1		26.1	50.1	50.1	6.6	29.6	13.8
70th %ile Term Code	Max	Hold	Gap	Gap	Gap		Gap	Coord	Coord	Gap	Coord	Max
50th %ile Green (s)	13.2	17.1	23.9	5.9	9.8		23.9	52.6	52.6	6.0	33.7	13.2
50th %ile Term Code	Gap	Hold	Gap	Gap	Gap		Gap	Coord	Coord	Gap	Coord	Gap
30th %ile Green (s)	11.6	14.8	20.8	5.3	8.5		20.8	56.2	56.2	5.3	39.7	11.6
30th %ile Term Code	Gap	Hold	Gap	Gap	Gap		Gap	Coord	Coord	Gap	Coord	Gap

Timings
 11: Jefferson St & Avenue 42/Country Club Dr

Existing Conditions - AM Peak Hour
 Pulte Homes Development

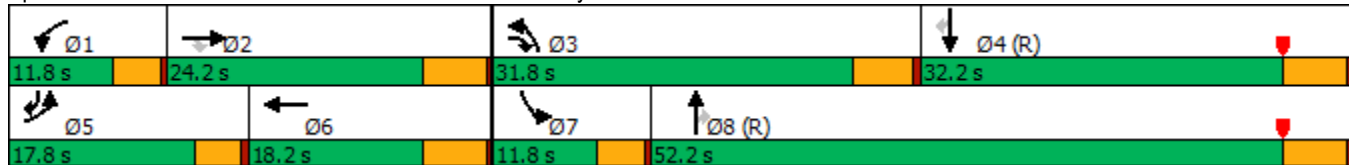


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
10th %ile Green (s)	9.3	20.0	17.5	0.0	6.7		17.5	69.6	69.6	0.0	47.1	9.3
10th %ile Term Code	Gap	Hold	Gap	Skip	Gap		Gap	Coord	Coord	Skip	Coord	Gap
Stops (vph)	249	145	283	40	152		557	277	0	42	954	408
Fuel Used(gal)	6	3	7	1	4		31	35	0	1	28	11
CO Emissions (g/hr)	450	243	470	72	281		2197	2461	34	93	1934	756
NOx Emissions (g/hr)	88	47	91	14	55		428	479	7	18	376	147
VOC Emissions (g/hr)	104	56	109	17	65		509	570	8	22	448	175
Dilemma Vehicles (#)	0	6	0	0	7		0	32	0	0	40	0

Intersection Summary

Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 90 (90%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow
 Natural Cycle: 110
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.82
 Intersection Signal Delay: 28.8
 Intersection LOS: C
 Intersection Capacity Utilization 66.2%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 11: Jefferson St & Avenue 42/Country Club Dr



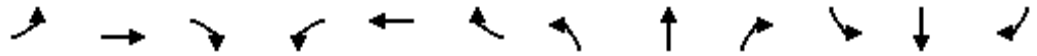
Timings
12: Jefferson St & Fred Waring Dr

Existing Conditions - AM Peak Hour
Pulte Homes Development

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	302	422	138	236	892	109	280	1168	147	76	1152	372
Future Volume (vph)	302	422	138	236	892	109	280	1168	147	76	1152	372
Satd. Flow (prot)	3400	5036	1568	3400	4947	0	3400	5036	1568	3400	5036	1568
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3400	5036	1568	3400	4947	0	3400	5036	1545	3400	5036	1568
Satd. Flow (RTOR)			175		21				144			287
Lane Group Flow (vph)	328	459	150	257	1088	0	304	1270	160	83	1252	404
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4						2			6
Detector Phase	7	4	4	3	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	8.0	33.7	33.7	8.0	34.7		8.0	29.5	29.5	8.0	34.5	34.5
Total Split (s)	16.0	30.7	30.7	20.0	34.7		14.3	36.8	36.8	12.5	35.0	35.0
Total Split (%)	16.0%	30.7%	30.7%	20.0%	34.7%		14.3%	36.8%	36.8%	12.5%	35.0%	35.0%
Maximum Green (s)	12.0	25.0	25.0	16.0	29.0		10.3	31.3	31.3	8.5	29.5	29.5
Yellow Time (s)	3.5	5.2	5.2	3.5	5.2		3.5	5.0	5.0	3.5	5.0	5.0
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5		0.5	0.5	0.5	0.5	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
Total Lost Time (s)	4.0	5.7	5.7	4.0	5.7		4.0	5.5	5.5	4.0	5.5	5.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	5.0	5.0	2.0	5.0		2.0	5.0	5.0	2.0	5.0	5.0
Minimum Gap (s)	2.0	2.5	2.5	2.0	2.5		2.0	2.5	2.5	2.0	2.5	2.5
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	1.0	1.0	0.0	1.0		0.0	1.0	1.0	0.0	1.0	1.0
Recall Mode	None	None	None	None	None		None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)		4.0	4.0		4.0			4.0	4.0		4.0	4.0
Flash Dont Walk (s)		24.0	24.0		25.0			20.0	20.0		25.0	25.0
Pedestrian Calls (#/hr)		0	0		4			2	2		0	0
Act Effct Green (s)	11.7	27.6	27.6	11.9	27.8		10.3	35.4	35.4	7.8	31.1	31.1
Actuated g/C Ratio	0.12	0.28	0.28	0.12	0.28		0.10	0.35	0.35	0.08	0.31	0.31
v/c Ratio	0.83	0.33	0.27	0.64	0.78		0.87	0.71	0.25	0.31	0.80	0.59
Control Delay	61.5	29.8	4.3	49.1	37.1		69.3	31.9	6.8	34.7	25.0	8.0
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.5	29.8	4.3	49.1	37.1		69.3	31.9	6.8	34.7	25.0	8.0
LOS	E	C	A	D	D		E	C	A	C	C	A
Approach Delay		36.8			39.4			36.1			21.6	
Approach LOS		D			D			D			C	
90th %ile Green (s)	12.0	25.6	25.6	15.4	29.0		10.3	31.3	31.3	8.5	29.5	29.5
90th %ile Term Code	Max	Hold	Hold	Gap	Max		Max	Coord	Coord	Max	Coord	Coord
70th %ile Green (s)	12.0	27.7	27.7	13.3	29.0		10.3	31.3	31.3	8.5	29.5	29.5
70th %ile Term Code	Max	Hold	Hold	Gap	Max		Max	Coord	Coord	Hold	Coord	Coord
50th %ile Green (s)	12.0	29.1	29.1	11.9	29.0		10.3	31.3	31.3	8.5	29.5	29.5
50th %ile Term Code	Max	Hold	Hold	Gap	Max		Max	Coord	Coord	Hold	Coord	Coord
30th %ile Green (s)	12.0	29.3	29.3	10.4	27.7		10.3	32.6	32.6	8.5	30.8	30.8
30th %ile Term Code	Max	Hold	Hold	Gap	Gap		Max	Coord	Coord	Hold	Coord	Coord

Timings
12: Jefferson St & Fred Waring Dr

Existing Conditions - AM Peak Hour
Pulte Homes Development

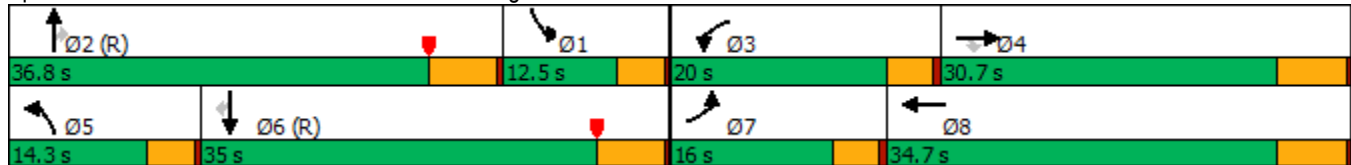


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
10th %ile Green (s)	10.3	26.2	26.2	8.3	24.2		10.3	50.3	50.3	0.0	36.0	36.0
10th %ile Term Code	Gap	Hold	Hold	Gap	Gap		Max	Coord	Coord	Skip	Coord	Coord
Stops (vph)	279	326	12	219	878		253	991	25	60	744	78
Fuel Used(gal)	13	14	3	6	24		13	45	3	4	50	12
CO Emissions (g/hr)	911	1013	180	454	1700		925	3154	215	254	3520	872
NOx Emissions (g/hr)	177	197	35	88	331		180	614	42	49	685	170
VOC Emissions (g/hr)	211	235	42	105	394		214	731	50	59	816	202
Dilemma Vehicles (#)	0	17	0	0	47		0	58	0	0	93	0

Intersection Summary


























Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 29 (29%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.87
 Intersection Signal Delay: 32.6
 Intersection LOS: C
 Intersection Capacity Utilization 75.1%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 12: Jefferson St & Fred Waring Dr



Timings
14: Monroe St & Avenue 42

Existing Conditions - AM Peak Hour
Pulte Homes Development

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  		 								 
Traffic Volume (vph)	14	140	35	315	172	70	93	236	158	114	358	49
Future Volume (vph)	14	140	35	315	172	70	93	236	158	114	358	49
Satd. Flow (prot)	1752	5036	1568	3400	1765	0	1752	1845	1568	0	3418	0
Flt Permitted	0.950			0.950			0.950				0.989	
Satd. Flow (perm)	1752	5036	1568	3400	1765	0	1752	1845	1568	0	3418	0
Satd. Flow (RTOR)			106		16				172		8	
Lane Group Flow (vph)	15	152	38	342	263	0	101	257	172	0	566	0
Turn Type	Prot	NA	Perm	Prot	NA		Split	NA	Perm	Split	NA	
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases			2						8			
Detector Phase	5	2	2	1	6		8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0		10.0	10.0	10.0	10.0	10.0	
Minimum Split (s)	14.5	40.3	40.3	14.5	16.0		15.4	15.4	15.4	15.4	15.4	
Total Split (s)	24.5	40.3	40.3	24.5	41.0		30.4	30.4	30.4	30.4	30.4	
Total Split (%)	19.4%	31.9%	31.9%	19.4%	32.5%		24.1%	24.1%	24.1%	24.1%	24.1%	
Maximum Green (s)	20.0	35.0	35.0	20.0	35.0		25.0	25.0	25.0	25.0	25.0	
Yellow Time (s)	3.0	4.3	4.3	3.0	5.0		3.9	3.9	3.9	3.9	3.9	
All-Red Time (s)	1.5	1.0	1.0	1.5	1.0		1.5	1.5	1.5	1.5	1.5	
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	5.3	5.3	4.5	6.0		5.4	5.4	5.4		5.4	
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Vehicle Extension (s)	2.0	4.0	4.0	2.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Gap (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	None	None	None	None		Min	Min	Min	None	None	
Walk Time (s)		5.0	5.0									
Flash Dont Walk (s)		30.0	30.0									
Pedestrian Calls (#/hr)		0	0									
Act Effct Green (s)	10.3	13.1	13.1	14.1	26.3		19.2	19.2	19.2		21.3	
Actuated g/C Ratio	0.12	0.15	0.15	0.16	0.30		0.22	0.22	0.22		0.24	
v/c Ratio	0.07	0.21	0.12	0.63	0.49		0.27	0.65	0.36		0.69	
Control Delay	43.6	36.3	0.7	42.7	31.6		33.4	41.7	7.7		36.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	
Total Delay	43.6	36.3	0.7	42.7	31.6		33.4	41.7	7.7		36.8	
LOS	D	D	A	D	C		C	D	A		D	
Approach Delay		30.3			37.9			29.1			36.8	
Approach LOS		C			D			C			D	
90th %ile Green (s)	10.0	19.1	19.1	19.6	28.0		25.0	25.0	25.0	25.0	25.0	
90th %ile Term Code	Min	Hold	Hold	Gap	Gap		Max	Max	Max	Max	Max	
70th %ile Green (s)	10.0	17.6	17.6	16.3	23.2		24.9	24.9	24.9	25.0	25.0	
70th %ile Term Code	Min	Hold	Hold	Gap	Gap		Gap	Gap	Gap	Max	Max	
50th %ile Green (s)	0.0	10.0	10.0	13.7	27.5		19.6	19.6	19.6	22.4	22.4	
50th %ile Term Code	Skip	Min	Min	Gap	Hold		Gap	Gap	Gap	Gap	Gap	
30th %ile Green (s)	0.0	10.0	10.0	11.7	25.5		15.9	15.9	15.9	19.3	19.3	
30th %ile Term Code	Skip	Min	Min	Gap	Hold		Gap	Gap	Gap	Gap	Gap	

Timings
14: Monroe St & Avenue 42

Existing Conditions - AM Peak Hour
Pulte Homes Development

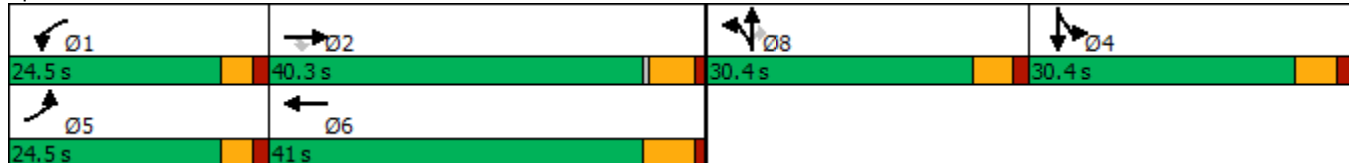


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
10th %ile Green (s)	0.0	10.0	10.0	10.0	23.8		12.1	12.1	12.1	14.9	14.9	
10th %ile Term Code	Skip	Min	Min	Min	Hold		Gap	Gap	Gap	Gap	Gap	
Stops (vph)	15	114	0	278	181		71	203	20		443	
Fuel Used(gal)	1	5	1	9	6		2	5	1		18	
CO Emissions (g/hr)	41	360	42	600	388		123	355	81		1284	
NOx Emissions (g/hr)	8	70	8	117	75		24	69	16		250	
VOC Emissions (g/hr)	10	83	10	139	90		28	82	19		297	
Dilemma Vehicles (#)	0	6	0	0	11		0	10	0		26	

Intersection Summary













Cycle Length: 126.3	
Actuated Cycle Length: 89	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.69	
Intersection Signal Delay: 34.3	Intersection LOS: C
Intersection Capacity Utilization 66.6%	ICU Level of Service C
Analysis Period (min) 15	
90th %ile Actuated Cycle: 109.3	
70th %ile Actuated Cycle: 104.4	
50th %ile Actuated Cycle: 86.3	
30th %ile Actuated Cycle: 77.5	
10th %ile Actuated Cycle: 67.6	

Splits and Phases: 14: Monroe St & Avenue 42



Timings
15: Monroe St & Buena Vista Ave

Existing Conditions - AM Peak Hour
Pulte Homes Development

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	219	22	484	165	6	702
Future Volume (vph)	219	22	484	165	6	702
Satd. Flow (prot)	3400	1568	3505	1568	3400	3505
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	3400	1568	3505	1568	3400	3505
Satd. Flow (RTOR)		23		170		
Lane Group Flow (vph)	226	23	499	170	6	724
Turn Type	Prot	Perm	NA	Perm	Prot	NA
Protected Phases	8		2		1	6
Permitted Phases		8		2		
Detector Phase	8	8	2	2	1	6
Switch Phase						
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	42.5	42.5	28.9	28.9	14.5	28.9
Total Split (s)	44.5	44.5	34.9	34.9	24.5	49.9
Total Split (%)	42.8%	42.8%	33.6%	33.6%	23.6%	48.0%
Maximum Green (s)	40.0	40.0	30.0	30.0	20.0	45.0
Yellow Time (s)	3.0	3.0	3.9	3.9	3.0	3.9
All-Red Time (s)	1.5	1.5	1.0	1.0	1.5	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	4.9	4.9	4.5	4.9
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Vehicle Extension (s)	2.0	2.0	4.0	4.0	2.0	4.0
Minimum Gap (s)	0.5	0.5	2.0	2.0	2.0	2.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	1.0	1.0	0.5	0.5	0.0	0.9
Recall Mode	None	None	Min	Min	None	Min
Walk Time (s)	5.0	5.0	5.0	5.0		5.0
Flash Dont Walk (s)	33.0	33.0	19.0	19.0		19.0
Pedestrian Calls (#/hr)	0	0	0	0		0
Act Effct Green (s)	10.4	10.4	14.8	14.8	10.3	16.9
Actuated g/C Ratio	0.28	0.28	0.40	0.40	0.28	0.46
v/c Ratio	0.24	0.05	0.36	0.23	0.01	0.45
Control Delay	12.6	7.6	9.6	3.3	13.2	7.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.6	7.6	9.6	3.3	13.2	7.5
LOS	B	A	A	A	B	A
Approach Delay	12.2		8.0			7.6
Approach LOS	B		A			A
90th %ile Green (s)	10.3	10.3	17.4	17.4	10.0	31.9
90th %ile Term Code	Gap	Gap	Gap	Gap	Min	Hold
70th %ile Green (s)	10.0	10.0	14.1	14.1	0.0	14.1
70th %ile Term Code	Min	Min	Hold	Hold	Skip	Gap
50th %ile Green (s)	10.0	10.0	13.2	13.2	0.0	13.2
50th %ile Term Code	Min	Min	Hold	Hold	Skip	Gap
30th %ile Green (s)	10.0	10.0	11.4	11.4	0.0	11.4
30th %ile Term Code	Min	Min	Hold	Hold	Skip	Gap

Timings
15: Monroe St & Buena Vista Ave

Existing Conditions - AM Peak Hour
Pulte Homes Development



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
10th %ile Green (s)	10.0	10.0	17.2	17.2	0.0	17.2
10th %ile Term Code	Min	Min	Dwell	Dwell	Skip	Dwell
Stops (vph)	154	11	305	25	8	400
Fuel Used(gal)	3	0	6	1	0	8
CO Emissions (g/hr)	201	17	414	72	9	573
NOx Emissions (g/hr)	39	3	81	14	2	112
VOC Emissions (g/hr)	47	4	96	17	2	133
Dilemma Vehicles (#)	0	0	51	0	0	75

Intersection Summary



















Cycle Length: 103.9	
Actuated Cycle Length: 37	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.45	
Intersection Signal Delay: 8.4	Intersection LOS: A
Intersection Capacity Utilization 35.6%	ICU Level of Service A
Analysis Period (min) 15	
90th %ile Actuated Cycle: 51.6	
70th %ile Actuated Cycle: 33.5	
50th %ile Actuated Cycle: 32.6	
30th %ile Actuated Cycle: 30.8	
10th %ile Actuated Cycle: 36.6	

Splits and Phases: 15: Monroe St & Buena Vista Ave



Timings
16: Monroe St & I-10 WB Ramps

Existing Conditions - AM Peak Hour
Pulte Homes Development

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	114	0	93	391	556	0	0	540	381
Future Volume (vph)	0	0	0	114	0	93	391	556	0	0	540	381
Satd. Flow (prot)	0	0	0	0	1752	1568	1752	1845	0	0	1845	1568
Flt Permitted					0.950		0.950					
Satd. Flow (perm)	0	0	0	0	1752	1568	1752	1845	0	0	1845	1568
Satd. Flow (RTOR)							109					389
Lane Group Flow (vph)	0	0	0	0	116	95	399	567	0	0	551	389
Turn Type				Split	NA	Perm	Prot	NA			NA	Perm
Protected Phases				8	8		5	2			6	
Permitted Phases						8						6
Detector Phase				8	8	8	5	2			6	6
Switch Phase												
Minimum Initial (s)				5.0	5.0	5.0	5.0	6.0			6.0	6.0
Minimum Split (s)				10.3	10.3	10.3	9.7	11.3			28.3	28.3
Total Split (s)				20.0	20.0	20.0	20.0	50.0			30.0	30.0
Total Split (%)				28.6%	28.6%	28.6%	28.6%	71.4%			42.9%	42.9%
Maximum Green (s)				14.7	14.7	14.7	15.3	44.7			24.7	24.7
Yellow Time (s)				4.8	4.8	4.8	3.7	4.8			4.8	4.8
All-Red Time (s)				0.5	0.5	0.5	1.0	0.5			0.5	0.5
Lost Time Adjust (s)					0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)					5.3	5.3	4.7	5.3			5.3	5.3
Lead/Lag							Lead				Lag	Lag
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				2.5	2.5	2.5	2.5	2.5			2.5	2.5
Minimum Gap (s)				2.5	2.5	2.5	2.5	2.5			2.5	2.5
Time Before Reduce (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Time To Reduce (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Recall Mode				None	None	None	None	C-Max			C-Max	C-Max
Walk Time (s)											7.0	7.0
Flash Dont Walk (s)											16.0	16.0
Pedestrian Calls (#/hr)											0	0
Act Effct Green (s)					9.5	9.5	15.3	53.2			32.1	32.1
Actuated g/C Ratio					0.14	0.14	0.22	0.76			0.46	0.46
v/c Ratio					0.49	0.31	1.04	0.40			0.65	0.42
Control Delay					34.4	7.7	77.6	2.3			21.8	3.4
Queue Delay					0.0	0.0	0.0	0.0			0.0	0.0
Total Delay					34.4	7.7	77.6	2.3			21.8	3.4
LOS					C	A	E	A			C	A
Approach Delay					22.4			33.4			14.2	
Approach LOS					C			C			B	
90th %ile Green (s)				13.3	13.3	13.3	15.3	46.1			26.1	26.1
90th %ile Term Code				Gap	Gap	Gap	Max	Coord			Coord	Coord
70th %ile Green (s)				11.0	11.0	11.0	15.3	48.4			28.4	28.4
70th %ile Term Code				Gap	Gap	Gap	Max	Coord			Coord	Coord
50th %ile Green (s)				9.5	9.5	9.5	15.3	49.9			29.9	29.9
50th %ile Term Code				Gap	Gap	Gap	Max	Coord			Coord	Coord
30th %ile Green (s)				7.9	7.9	7.9	15.3	51.5			31.5	31.5
30th %ile Term Code				Gap	Gap	Gap	Max	Coord			Coord	Coord

Timings
16: Monroe St & I-10 WB Ramps

Existing Conditions - AM Peak Hour
Pulte Homes Development

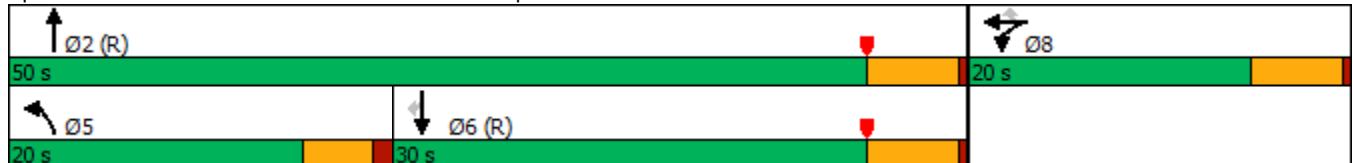


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
10th %ile Green (s)				0.0	0.0	0.0	15.3	64.7			44.7	44.7
10th %ile Term Code				Skip	Skip	Skip	Max	Coord			Coord	Coord
Stops (vph)					101	17	306	118			401	37
Fuel Used(gal)					3	1	11	4			9	2
CO Emissions (g/hr)					186	59	775	288			597	153
NOx Emissions (g/hr)					36	12	151	56			116	30
VOC Emissions (g/hr)					43	14	180	67			138	35
Dilemma Vehicles (#)					6	0	0	6			37	0

Intersection Summary


















Cycle Length: 70
 Actuated Cycle Length: 70
 Offset: 28 (40%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.04
 Intersection Signal Delay: 23.8
 Intersection LOS: C
 Intersection Capacity Utilization 73.0%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 16: Monroe St & I-10 WB Ramps



Timings
17: Monroe St & I-10 EB Ramps

Existing Conditions - AM Peak Hour
Pulte Homes Development

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	143	3	262	0	0	0	0	804	93	57	597	0
Future Volume (vph)	143	3	262	0	0	0	0	804	93	57	597	0
Satd. Flow (prot)	0	1758	1568	0	0	0	0	1815	0	1752	1845	0
Flt Permitted		0.953								0.104		
Satd. Flow (perm)	0	1758	1568	0	0	0	0	1815	0	192	1845	0
Satd. Flow (RTOR)			267					11				
Lane Group Flow (vph)	0	149	267	0	0	0	0	915	0	58	609	0
Turn Type	Split	NA	Perm					NA		pm+pt	NA	
Protected Phases	4	4						2		1	6	
Permitted Phases			4							6		
Detector Phase	4	4	4					2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0					8.0		5.0	8.0	
Minimum Split (s)	10.3	10.3	10.3					13.3		9.7	30.3	
Total Split (s)	22.0	22.0	22.0					36.0		12.0	48.0	
Total Split (%)	31.4%	31.4%	31.4%					51.4%		17.1%	68.6%	
Maximum Green (s)	16.7	16.7	16.7					30.7		7.3	42.7	
Yellow Time (s)	4.8	4.8	4.8					4.8		3.7	4.8	
All-Red Time (s)	0.5	0.5	0.5					0.5		1.0	0.5	
Lost Time Adjust (s)		0.0	0.0					0.0		0.0	0.0	
Total Lost Time (s)		5.3	5.3					5.3		4.7	5.3	
Lead/Lag								Lag		Lead		
Lead-Lag Optimize?								Yes		Yes		
Vehicle Extension (s)	2.5	2.5	2.5					2.5		2.5	2.5	
Minimum Gap (s)	2.5	2.5	2.5					2.5		2.5	2.5	
Time Before Reduce (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Recall Mode	None	None	None					C-Max		None	C-Max	
Walk Time (s)												7.0
Flash Dont Walk (s)												18.0
Pedestrian Calls (#/hr)												1
Act Effct Green (s)		10.9	10.9					41.9		49.1	48.5	
Actuated g/C Ratio		0.16	0.16					0.60		0.70	0.69	
v/c Ratio		0.55	0.57					0.84		0.22	0.48	
Control Delay		34.1	8.8					24.6		3.6	7.9	
Queue Delay		0.0	0.0					0.0		0.0	0.0	
Total Delay		34.1	8.8					24.6		3.6	7.9	
LOS		C	A					C		A	A	
Approach Delay		17.8						24.6			7.5	
Approach LOS		B						C			A	
90th %ile Green (s)	15.9	15.9	15.9					31.8		7.0	43.5	
90th %ile Term Code	Gap	Gap	Gap					Coord		Gap	Coord	
70th %ile Green (s)	12.5	12.5	12.5					36.1		6.1	46.9	
70th %ile Term Code	Gap	Gap	Gap					Coord		Gap	Coord	
50th %ile Green (s)	10.7	10.7	10.7					38.3		5.7	48.7	
50th %ile Term Code	Gap	Gap	Gap					Coord		Gap	Coord	
30th %ile Green (s)	8.9	8.9	8.9					50.5		0.0	50.5	
30th %ile Term Code	Gap	Gap	Gap					Coord		Skip	Coord	

Timings
17: Monroe St & I-10 EB Ramps

Existing Conditions - AM Peak Hour
Pulte Homes Development



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
10th %ile Green (s)	6.4	6.4	6.4					53.0		0.0	53.0	
10th %ile Term Code	Gap	Gap	Gap					Coord		Skip	Coord	
Stops (vph)		128	38					573		18	452	
Fuel Used(gal)		3	2					19		0	8	
CO Emissions (g/hr)		227	146					1350		35	581	
NOx Emissions (g/hr)		44	28					263		7	113	
VOC Emissions (g/hr)		53	34					313		8	135	
Dilemma Vehicles (#)		8	0					58		0	24	

Intersection Summary

Cycle Length: 70

Actuated Cycle Length: 70

Offset: 68 (97%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.84

Intersection Signal Delay: 17.5

Intersection LOS: B

Intersection Capacity Utilization 73.0%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 17: Monroe St & I-10 EB Ramps



Timings
3: Avenue 40 & Adams St

Existing Conditions - PM Peak Hour
Pulte Homes Development

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	32	45	16	23	83	15	11	89	53	24	129	29
Future Volume (vph)	32	45	16	23	83	15	11	89	53	24	129	29
Satd. Flow (prot)	1752	1764	0	1752	1845	1568	1752	3280	0	1752	1795	0
Flt Permitted	0.697			0.713			0.647			0.652		
Satd. Flow (perm)	1286	1764	0	1314	1845	1546	1193	3280	0	1201	1795	0
Satd. Flow (RTOR)		18				41		59			20	
Lane Group Flow (vph)	36	68	0	26	92	17	12	158	0	27	175	0
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8		8	2			6		
Detector Phase	4	4		8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	29.7	29.7		29.7	29.7	29.7	25.2	25.2		25.2	25.2	
Total Split (s)	34.7	34.7		34.7	34.7	34.7	51.2	51.2		51.2	51.2	
Total Split (%)	40.4%	40.4%		40.4%	40.4%	40.4%	59.6%	59.6%		59.6%	59.6%	
Maximum Green (s)	30.0	30.0		30.0	30.0	30.0	45.0	45.0		45.0	45.0	
Yellow Time (s)	3.7	3.7		3.7	3.7	3.7	5.2	5.2		5.2	5.2	
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)	4.7	4.7		4.7	4.7	4.7	6.2	6.2		6.2	6.2	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Recall Mode	None	None		None	None	None	Min	Min		Min	Min	
Walk Time (s)	7.0	7.0		7.0	7.0	7.0	7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	18.0	18.0		18.0	18.0	18.0	12.0	12.0		12.0	12.0	
Pedestrian Calls (#/hr)	1	1		0	0	0	1	1		0	0	
Act Effct Green (s)	12.6	12.6		12.6	12.6	12.6	20.7	20.7		20.7	20.7	
Actuated g/C Ratio	0.37	0.37		0.37	0.37	0.37	0.60	0.60		0.60	0.60	
v/c Ratio	0.08	0.10		0.05	0.14	0.03	0.02	0.08		0.04	0.16	
Control Delay	8.3	6.7		8.2	8.3	1.5	10.0	6.4		10.0	8.6	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	8.3	6.7		8.2	8.3	1.5	10.0	6.4		10.0	8.6	
LOS	A	A		A	A	A	A	A		A	A	
Approach Delay		7.2			7.4			6.6			8.8	
Approach LOS		A			A			A			A	
90th %ile Green (s)	25.0	25.0		25.0	25.0	25.0	19.0	19.0		19.0	19.0	
90th %ile Term Code	Ped	Ped		Hold	Hold	Hold	Ped	Ped		Hold	Hold	
70th %ile Green (s)	10.0	10.0		10.0	10.0	10.0	10.0	10.0		10.0	10.0	
70th %ile Term Code	Min	Min		Min	Min	Min	Min	Min		Min	Min	
50th %ile Green (s)	0.0	0.0		10.0	10.0	10.0	10.0	10.0		10.0	10.0	
50th %ile Term Code	Skip	Skip		Min	Min	Min	Min	Min		Min	Min	
30th %ile Green (s)	0.0	0.0		0.0	0.0	0.0	18.2	18.2		18.2	18.2	
30th %ile Term Code	Skip	Skip		Skip	Skip	Skip	Dwell	Dwell		Dwell	Dwell	

Timings
3: Avenue 40 & Adams St

Existing Conditions - PM Peak Hour
Pulte Homes Development

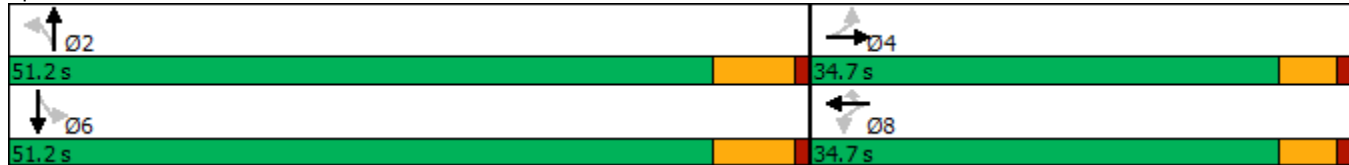


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
10th %ile Green (s)	0.0	0.0		0.0	0.0	0.0	25.0	25.0		25.0	25.0	
10th %ile Term Code	Skip	Skip		Skip	Skip	Skip	Dwell	Dwell		Dwell	Dwell	
Stops (vph)	20	30		15	48	2	9	56		17	82	
Fuel Used(gal)	1	1		1	4	1	0	1		1	3	
CO Emissions (g/hr)	44	76		71	250	38	12	100		36	199	
NOx Emissions (g/hr)	8	15		14	49	7	2	19		7	39	
VOC Emissions (g/hr)	10	18		16	58	9	3	23		8	46	
Dilemma Vehicles (#)	0	7		0	9	0	0	13		0	14	

Intersection Summary

Cycle Length: 85.9	
Actuated Cycle Length: 34.5	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.16	
Intersection Signal Delay: 7.6	Intersection LOS: A
Intersection Capacity Utilization 38.2%	ICU Level of Service A
Analysis Period (min) 15	
90th %ile Actuated Cycle: 54.9	
70th %ile Actuated Cycle: 30.9	
50th %ile Actuated Cycle: 30.9	
30th %ile Actuated Cycle: 24.4	
10th %ile Actuated Cycle: 31.2	

Splits and Phases: 3: Avenue 40 & Adams St



Timings
4: Jefferson St & Avenue 40

Existing Conditions - PM Peak Hour
Pulte Homes Development

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	27	74	82	96	70	129	72	561	121	211	647	41
Future Volume (vph)	27	74	82	96	70	129	72	561	121	211	647	41
Satd. Flow (prot)	1752	1699	0	1752	1845	1568	1752	1845	1568	1752	1828	0
Flt Permitted	0.708			0.600			0.226			0.209		
Satd. Flow (perm)	1306	1699	0	1107	1845	1568	417	1845	1568	386	1828	0
Satd. Flow (RTOR)		40					103		108		4	
Lane Group Flow (vph)	29	169	0	104	76	140	78	610	132	229	748	0
Turn Type	Perm	NA		Perm	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases		4			8	1	5	2		1	6	
Permitted Phases	4			8		8	2		2	6		
Detector Phase	4	4		8	8	1	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0	10.0	10.0	10.0	10.0	10.0	10.0	
Minimum Split (s)	34.0	34.0		25.0	25.0	15.0	15.0	34.3	34.3	15.0	24.3	
Total Split (s)	36.0	36.0		36.0	36.0	45.0	20.0	50.3	50.3	45.0	50.3	
Total Split (%)	27.4%	27.4%		27.4%	27.4%	34.3%	15.2%	38.3%	38.3%	34.3%	38.3%	
Maximum Green (s)	30.0	30.0		30.0	30.0	40.0	15.0	45.0	45.0	40.0	45.0	
Yellow Time (s)	5.0	5.0		5.0	5.0	4.0	4.0	4.3	4.3	4.0	4.3	
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)	6.0	6.0		6.0	6.0	5.0	5.0	5.3	5.3	5.0	5.3	
Lead/Lag						Lead	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Minimum Gap (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	None		None	None	None	None	Min	Min	None	Min	
Walk Time (s)	9.0	9.0		7.0	7.0			9.0	9.0		7.0	
Flash Dont Walk (s)	19.0	19.0		12.0	12.0			20.0	20.0		12.0	
Pedestrian Calls (#/hr)	0	0		0	0			0	0		0	
Act Effct Green (s)	14.4	14.4		14.4	14.4	34.4	48.0	37.3	37.3	55.0	44.8	
Actuated g/C Ratio	0.17	0.17		0.17	0.17	0.42	0.58	0.45	0.45	0.67	0.54	
v/c Ratio	0.13	0.51		0.54	0.24	0.20	0.19	0.73	0.17	0.47	0.75	
Control Delay	33.0	30.9		44.7	33.7	6.3	7.0	26.0	5.5	8.5	22.4	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	33.0	30.9		44.7	33.7	6.3	7.0	26.0	5.5	8.5	22.4	
LOS	C	C		D	C	A	A	C	A	A	C	
Approach Delay		31.2			25.3			20.9			19.2	
Approach LOS		C			C			C			B	
90th %ile Green (s)	22.8	22.8		22.8	22.8	21.0	10.0	45.0	45.0	21.0	56.0	
90th %ile Term Code	Hold	Hold		Gap	Gap	Gap	Min	Max	Max	Gap	Hold	
70th %ile Green (s)	17.5	17.5		17.5	17.5	15.7	10.0	44.6	44.6	15.7	50.3	
70th %ile Term Code	Hold	Hold		Gap	Gap	Gap	Min	Gap	Gap	Gap	Hold	
50th %ile Green (s)	14.3	14.3		14.3	14.3	12.8	10.0	38.1	38.1	12.8	40.9	
50th %ile Term Code	Hold	Hold		Gap	Gap	Gap	Min	Gap	Gap	Gap	Hold	
30th %ile Green (s)	11.5	11.5		11.5	11.5	10.3	10.0	33.3	33.3	10.3	33.6	
30th %ile Term Code	Hold	Hold		Gap	Gap	Gap	Min	Gap	Gap	Gap	Hold	

Timings
4: Jefferson St & Avenue 40

Existing Conditions - PM Peak Hour
Pulte Homes Development

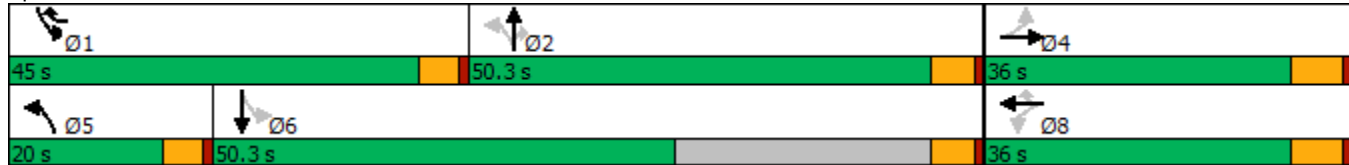


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
10th %ile Green (s)	8.0	8.0		8.0	8.0	10.0	0.0	25.4	25.4	10.0	40.4	
10th %ile Term Code	Min	Min		Min	Min	Min	Skip	Gap	Gap	Min	Hold	
Stops (vph)	22	98		80	54	25	27	433	19	68	513	
Fuel Used(gal)	1	7		5	3	4	1	16	2	12	45	
CO Emissions (g/hr)	96	523		346	236	306	102	1142	146	857	3151	
NOx Emissions (g/hr)	19	102		67	46	59	20	222	28	167	613	
VOC Emissions (g/hr)	22	121		80	55	71	24	265	34	199	730	
Dilemma Vehicles (#)	0	7		0	3	0	0	28	0	0	31	

Intersection Summary

Cycle Length: 131.3
 Actuated Cycle Length: 82.4
 Natural Cycle: 85
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.75
 Intersection Signal Delay: 21.7
 Intersection LOS: C
 Intersection Capacity Utilization 79.0%
 ICU Level of Service D
 Analysis Period (min) 15
 90th %ile Actuated Cycle: 105.1
 70th %ile Actuated Cycle: 94.1
 50th %ile Actuated Cycle: 81.5
 30th %ile Actuated Cycle: 71.4
 10th %ile Actuated Cycle: 59.7

Splits and Phases: 4: Jefferson St & Avenue 40



Timings
6: Avenue 40 & Madison St

Existing Conditions - PM Peak Hour
Pulte Homes Development

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	371	0	1	255	106	1	0	0	176	0	46
Future Volume (vph)	50	371	0	1	255	106	1	0	0	176	0	46
Satd. Flow (prot)	1752	1845	0	1752	1845	1568	0	1752	0	1752	1845	1568
Flt Permitted	0.549			0.392				0.950		0.950		
Satd. Flow (perm)	1013	1845	0	723	1845	1568	0	1752	0	1752	1845	1568
Satd. Flow (RTOR)						138						616
Lane Group Flow (vph)	65	482	0	1	331	138	0	1	0	229	0	60
Turn Type	Perm	NA		Perm	NA	Perm	Split	NA		Split		Perm
Protected Phases		2			6		8	8		4	4	
Permitted Phases	2			6		6						4
Detector Phase	2	2		6	6	6	8	8		4	4	4
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0	10.0	10.0		10.0	10.0	10.0
Minimum Split (s)	23.0	23.0		30.0	30.0	30.0	14.0	14.0		31.5	31.5	31.5
Total Split (s)	36.0	36.0		36.0	36.0	36.0	24.0	24.0		29.5	29.5	29.5
Total Split (%)	40.2%	40.2%		40.2%	40.2%	40.2%	26.8%	26.8%		33.0%	33.0%	33.0%
Maximum Green (s)	30.0	30.0		30.0	30.0	30.0	20.0	20.0		25.0	25.0	25.0
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	3.5	3.5		4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	0.5	0.5		0.5	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
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0		4.0		4.5	4.5	4.5
Lead/Lag							Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	5.0	5.0		5.0	5.0	5.0	3.0	3.0		3.0	3.0	3.0
Minimum Gap (s)	2.0	2.0		2.0	2.0	2.0	3.0	3.0		3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Recall Mode	Min	Min		Min	Min	Min	None	None		None	None	None
Walk Time (s)	7.0	7.0		7.0	7.0	7.0				7.0	7.0	7.0
Flash Dont Walk (s)	10.0	10.0		17.0	17.0	17.0				20.0	20.0	20.0
Pedestrian Calls (#/hr)	0	0		0	0	0				0	0	0
Act Effct Green (s)	22.9	22.9		22.9	22.9	22.9		10.6		13.1		13.1
Actuated g/C Ratio	0.47	0.47		0.47	0.47	0.47		0.22		0.27		0.27
v/c Ratio	0.14	0.56		0.00	0.38	0.17		0.00		0.49		0.07
Control Delay	10.7	14.1		10.0	11.7	3.3		23.0		20.9		0.2
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0		0.0		0.0
Total Delay	10.7	14.1		10.0	11.7	3.3		23.0		20.9		0.2
LOS	B	B		A	B	A		C		C		A
Approach Delay		13.7			9.2			23.0				16.6
Approach LOS		B			A			C				B
90th %ile Green (s)	30.0	30.0		30.0	30.0	30.0	10.0	10.0		19.8	19.8	19.8
90th %ile Term Code	Max	Max		Hold	Hold	Hold	Min	Min		Gap	Gap	Gap
70th %ile Green (s)	24.6	24.6		24.6	24.6	24.6	0.0	0.0		13.6	13.6	13.6
70th %ile Term Code	Gap	Gap		Hold	Hold	Hold	Skip	Skip		Gap	Gap	Gap
50th %ile Green (s)	20.2	20.2		20.2	20.2	20.2	0.0	0.0		11.9	11.9	11.9
50th %ile Term Code	Gap	Gap		Hold	Hold	Hold	Skip	Skip		Gap	Gap	Gap
30th %ile Green (s)	16.6	16.6		16.6	16.6	16.6	0.0	0.0		10.0	10.0	10.0
30th %ile Term Code	Gap	Gap		Hold	Hold	Hold	Skip	Skip		Min	Min	Min

Timings
6: Avenue 40 & Madison St

Existing Conditions - PM Peak Hour
Pulte Homes Development

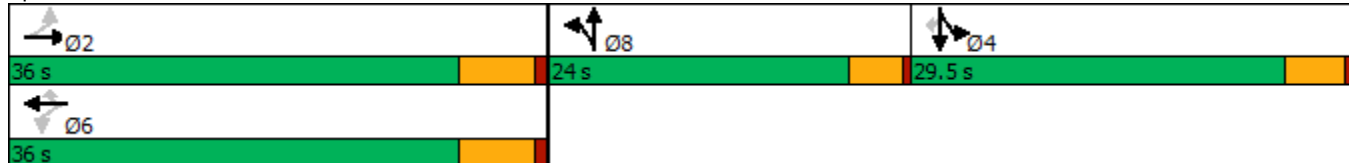


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
10th %ile Green (s)	21.2	21.2		21.2	21.2	21.2	0.0	0.0		10.0	10.0	10.0
10th %ile Term Code	Dwell	Dwell		Dwell	Dwell	Dwell	Skip	Skip		Min	Min	Min
Stops (vph)	28	246		2	149	14		3		134		0
Fuel Used(gal)	1	6		0	15	6		0		6		1
CO Emissions (g/hr)	53	450		6	1080	389		1		396		60
NOx Emissions (g/hr)	10	88		1	210	76		0		77		12
VOC Emissions (g/hr)	12	104		1	250	90		0		92		14
Dilemma Vehicles (#)	0	33		0	22	0		0		0		0

Intersection Summary

Cycle Length: 89.5	
Actuated Cycle Length: 48.9	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.56	
Intersection Signal Delay: 12.8	Intersection LOS: B
Intersection Capacity Utilization 50.8%	ICU Level of Service A
Analysis Period (min) 15	
90th %ile Actuated Cycle: 74.3	
70th %ile Actuated Cycle: 48.7	
50th %ile Actuated Cycle: 42.6	
30th %ile Actuated Cycle: 37.1	
10th %ile Actuated Cycle: 41.7	

Splits and Phases: 6: Avenue 40 & Madison St



























Timings

7: Jefferson St & Varner Rd

Existing Conditions - PM Peak Hour

Pulte Homes Development

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	103	140	308	40	76	60	203	566	108	60	580	83
Future Volume (vph)	103	140	308	40	76	60	203	566	108	60	580	83
Satd. Flow (prot)	3400	3505	2760	3400	3505	1568	3400	5036	1568	3400	5036	1568
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3400	3505	2760	3400	3505	1548	3400	5036	1547	3400	5036	1568
Satd. Flow (RTOR)			362			182			182			173
Lane Group Flow (vph)	121	165	362	47	89	71	239	666	127	71	682	98
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8		7	4		5	2		1	6	
Permitted Phases			8			4			2			6
Detector Phase	3	8	8	7	4	4	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	9.0	9.0	10.0	9.0	9.0
Minimum Split (s)	15.0	16.0	16.0	15.0	44.0	44.0	15.0	37.0	37.0	15.0	15.0	15.0
Total Split (s)	15.0	44.0	44.0	15.0	44.0	44.0	18.0	45.0	45.0	16.0	43.0	43.0
Total Split (%)	12.5%	36.7%	36.7%	12.5%	36.7%	36.7%	15.0%	37.5%	37.5%	13.3%	35.8%	35.8%
Maximum Green (s)	10.0	38.0	38.0	10.0	38.0	38.0	13.0	39.0	39.0	11.0	37.0	37.0
Yellow Time (s)	4.0	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0
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)	5.0	6.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	1.5	3.5	3.5	1.5	3.5	3.5	1.5	4.0	4.0	1.5	4.0	4.0
Minimum Gap (s)	1.5	3.0	3.0	1.5	3.0	3.0	1.5	3.0	3.0	1.5	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
Walk Time (s)				7.0	7.0			7.0	7.0			
Flash Dont Walk (s)				31.0	31.0			24.0	24.0			
Pedestrian Calls (#/hr)				1	1			1	1			
Act Effct Green (s)	11.1	19.7	19.7	10.0	15.6	15.6	11.8	62.5	62.5	11.8	59.5	59.5
Actuated g/C Ratio	0.09	0.16	0.16	0.08	0.13	0.13	0.10	0.52	0.52	0.10	0.50	0.50
v/c Ratio	0.39	0.29	0.48	0.17	0.20	0.20	0.71	0.25	0.14	0.21	0.27	0.11
Control Delay	55.0	44.7	5.8	52.7	44.9	1.2	64.6	15.3	3.4	51.6	20.0	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.0	44.7	5.8	52.7	44.9	1.2	64.6	15.3	3.4	51.6	20.0	0.3
LOS	E	D	A	D	D	A	E	B	A	D	C	A
Approach Delay		24.9			31.7			25.3			20.4	
Approach LOS		C			C			C			C	
90th %ile Green (s)	10.0	38.0	38.0	10.0	38.0	38.0	13.0	40.0	40.0	10.0	37.0	37.0
90th %ile Term Code	Max	Hold	Hold	Max	Ped	Ped	Max	Coord	Coord	Min	Coord	Coord
70th %ile Green (s)	13.7	13.7	13.7	10.0	10.0	10.0	13.0	61.2	61.2	13.1	61.3	61.3
70th %ile Term Code	Hold	Gap	Gap	Max	Min	Min	Max	Coord	Coord	Hold	Coord	Coord
50th %ile Green (s)	11.5	11.5	11.5	10.0	10.0	10.0	12.3	63.5	63.5	13.0	64.2	64.2
50th %ile Term Code	Hold	Gap	Gap	Max	Min	Min	Gap	Coord	Coord	Hold	Coord	Coord
30th %ile Green (s)	10.2	10.2	10.2	10.0	10.0	10.0	10.8	65.0	65.0	12.8	67.0	67.0
30th %ile Term Code	Hold	Gap	Gap	Max	Min	Min	Gap	Coord	Coord	Hold	Coord	Coord

Timings
7: Jefferson St & Varner Rd

Existing Conditions - PM Peak Hour
Pulte Homes Development

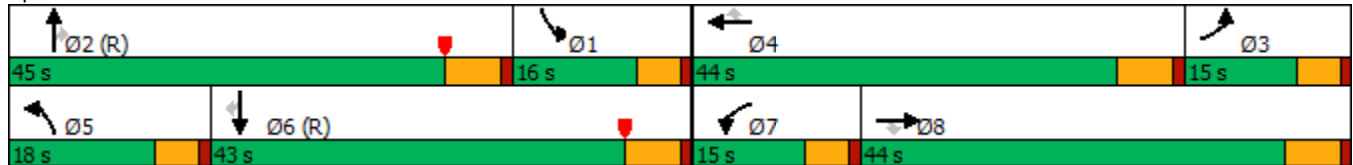


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
10th %ile Green (s)	10.0	25.0	25.0	0.0	10.0	10.0	10.0	83.0	83.0	0.0	68.0	68.0
10th %ile Term Code	Max	Hold	Hold	Skip	Min	Min	Min	Coord	Coord	Skip	Coord	Coord
Stops (vph)	95	118	26	37	62	0	194	287	14	54	336	0
Fuel Used(gal)	3	4	3	1	2	0	6	8	1	2	15	1
CO Emissions (g/hr)	201	245	209	77	130	23	424	564	54	151	1034	83
NOx Emissions (g/hr)	39	48	41	15	25	4	82	110	10	29	201	16
VOC Emissions (g/hr)	47	57	48	18	30	5	98	131	12	35	240	19
Dilemma Vehicles (#)	0	4	0	0	3	0	0	22	0	0	24	0

Intersection Summary




















Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 115
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.71
 Intersection Signal Delay: 24.1
 Intersection LOS: C
 Intersection Capacity Utilization 65.9%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 7: Jefferson St & Varner Rd



Timings
8: Jefferson St & I-10 WB Ramps

Existing Conditions - PM Peak Hour
Pulte Homes Development

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	216	0	101	0	776	724	0	834	94
Future Volume (vph)	0	0	0	216	0	101	0	776	724	0	834	94
Satd. Flow (prot)	0	0	0	1665	1584	1490	0	5036	1568	0	5036	1568
Flt Permitted				0.950	0.956							
Satd. Flow (perm)	0	0	0	1665	1584	1490	0	5036	1568	0	5036	1568
Satd. Flow (RTOR)					51	102			813			106
Lane Group Flow (vph)	0	0	0	129	125	102	0	872	813	0	937	106
Turn Type				Split	NA	Perm		NA	Perm		NA	Perm
Protected Phases				8	8			2			6	
Permitted Phases						8			2			6
Detector Phase				8	8	8		2	2		6	6
Switch Phase												
Minimum Initial (s)				6.0	6.0	6.0		7.0	7.0		7.0	7.0
Minimum Split (s)				11.8	11.8	11.8		35.8	35.8		12.8	12.8
Total Split (s)				22.0	22.0	22.0		38.0	38.0		38.0	38.0
Total Split (%)				36.7%	36.7%	36.7%		63.3%	63.3%		63.3%	63.3%
Maximum Green (s)				16.2	16.2	16.2		32.2	32.2		32.2	32.2
Yellow Time (s)				4.8	4.8	4.8		4.8	4.8		4.8	4.8
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)				5.8	5.8	5.8		5.8	5.8		5.8	5.8
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)				2.5	2.5	2.5		2.5	2.5		2.5	2.5
Minimum Gap (s)				2.5	2.5	2.5		2.5	2.5		2.5	2.5
Time Before Reduce (s)				0.0	0.0	0.0		0.0	0.0		0.0	0.0
Time To Reduce (s)				0.0	0.0	0.0		0.0	0.0		0.0	0.0
Recall Mode				None	None	None		C-Max	C-Max		C-Max	C-Max
Walk Time (s)								7.0	7.0			
Flash Dont Walk (s)								23.0	23.0			
Pedestrian Calls (#/hr)								0	0			
Act Effct Green (s)				9.7	9.7	9.7		42.2	42.2		42.2	42.2
Actuated g/C Ratio				0.16	0.16	0.16		0.70	0.70		0.70	0.70
v/c Ratio				0.48	0.42	0.31		0.25	0.60		0.26	0.09
Control Delay				28.0	18.0	7.8		3.2	4.1		6.1	3.1
Queue Delay				0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Delay				28.0	18.0	7.8		3.2	4.1		6.1	3.1
LOS				C	B	A		A	A		A	A
Approach Delay					18.7			3.6			5.8	
Approach LOS					B			A			A	
90th %ile Green (s)				14.2	14.2	14.2		34.2	34.2		34.2	34.2
90th %ile Term Code				Gap	Gap	Gap		Coord	Coord		Coord	Coord
70th %ile Green (s)				11.1	11.1	11.1		37.3	37.3		37.3	37.3
70th %ile Term Code				Gap	Gap	Gap		Coord	Coord		Coord	Coord
50th %ile Green (s)				9.5	9.5	9.5		38.9	38.9		38.9	38.9
50th %ile Term Code				Gap	Gap	Gap		Coord	Coord		Coord	Coord
30th %ile Green (s)				7.8	7.8	7.8		40.6	40.6		40.6	40.6
30th %ile Term Code				Gap	Gap	Gap		Coord	Coord		Coord	Coord

Timings
9: I-10 EB Ramps & Jefferson St

Existing Conditions - PM Peak Hour
Pulte Homes Development

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	125	894	122	1375	929	121
Future Volume (vph)	125	894	122	1375	929	121
Satd. Flow (prot)	3400	2760	3400	5036	5036	1568
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	3400	2760	3400	5036	5036	1568
Satd. Flow (RTOR)		3				132
Lane Group Flow (vph)	136	972	133	1495	1010	132
Turn Type	Prot	pm+ov	Prot	NA	NA	Perm
Protected Phases	4	5	5	2	6	
Permitted Phases		4				6
Detector Phase	4	5	5	2	6	6
Switch Phase						
Minimum Initial (s)	6.0	6.0	6.0	7.0	7.0	7.0
Minimum Split (s)	11.8	10.7	10.7	12.8	12.8	12.8
Total Split (s)	20.0	21.0	21.0	40.0	19.0	19.0
Total Split (%)	33.3%	35.0%	35.0%	66.7%	31.7%	31.7%
Maximum Green (s)	14.2	16.3	16.3	34.2	13.2	13.2
Yellow Time (s)	4.8	3.7	3.7	4.8	4.8	4.8
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)	5.8	4.7	4.7	5.8	5.8	5.8
Lead/Lag		Lead	Lead		Lag	Lag
Lead-Lag Optimize?		Yes	Yes		Yes	Yes
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5	2.5
Minimum Gap (s)	2.5	2.5	2.5	2.5	2.5	2.5
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	C-Max	C-Max	C-Max
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)	7.4	27.2	16.3	44.5	22.3	22.3
Actuated g/C Ratio	0.12	0.45	0.27	0.74	0.37	0.37
v/c Ratio	0.32	0.78	0.14	0.40	0.54	0.20
Control Delay	25.7	18.2	17.1	4.3	16.1	3.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.7	18.2	17.1	4.3	16.1	3.5
LOS	C	B	B	A	B	A
Approach Delay	19.1			5.4	14.6	
Approach LOS	B			A	B	
90th %ile Green (s)	9.2	16.3	16.3	39.2	18.2	18.2
90th %ile Term Code	Gap	Max	Max	Coord	Coord	Coord
70th %ile Green (s)	8.1	16.3	16.3	40.3	19.3	19.3
70th %ile Term Code	Gap	Max	Max	Coord	Coord	Coord
50th %ile Green (s)	7.3	16.3	16.3	41.1	20.1	20.1
50th %ile Term Code	Gap	Max	Max	Coord	Coord	Coord
30th %ile Green (s)	6.5	16.3	16.3	41.9	20.9	20.9
30th %ile Term Code	Gap	Max	Max	Coord	Coord	Coord

Timings
 9: I-10 EB Ramps & Jefferson St

Existing Conditions - PM Peak Hour
 Pulte Homes Development

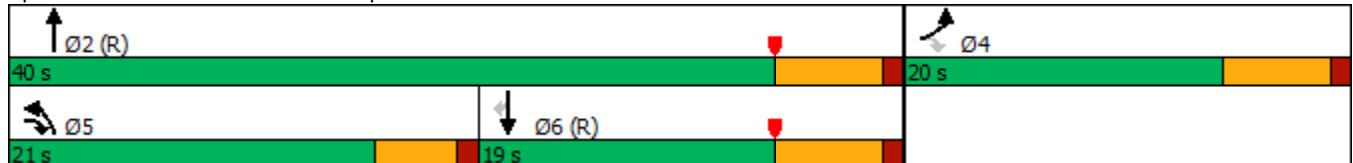


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
10th %ile Green (s)	0.0	16.3	16.3	54.2	33.2	33.2
10th %ile Term Code	Skip	Max	Max	Coord	Coord	Coord
Stops (vph)	107	682	87	480	828	38
Fuel Used(gal)	2	14	4	31	18	1
CO Emissions (g/hr)	150	944	254	2178	1235	79
NOx Emissions (g/hr)	29	184	49	424	240	15
VOC Emissions (g/hr)	35	219	59	505	286	18
Dilemma Vehicles (#)	0	0	0	98	37	0

Intersection Summary

Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 46 (77%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.78
 Intersection Signal Delay: 12.0
 Intersection LOS: B
 Intersection Capacity Utilization 58.0%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 9: I-10 EB Ramps & Jefferson St



Timings
10: Indio Blvd & Jefferson St

Existing Conditions - PM Peak Hour
Pulte Homes Development



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1001	311	233	496	728	1095
Future Volume (vph)	1001	311	233	496	728	1095
Satd. Flow (prot)	3400	2760	3400	3505	3505	2760
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	3400	2760	3400	3505	3505	2760
Satd. Flow (RTOR)		19				466
Lane Group Flow (vph)	1065	331	248	528	774	1165
Turn Type	Prot	pm+ov	Prot	NA	NA	pm+ov
Protected Phases	8	1	1	6	2	8
Permitted Phases		8				2
Detector Phase	8	1	1	6	2	8
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.2	8.0	8.0	9.5	9.5	9.2
Total Split (s)	44.7	26.8	26.8	55.3	28.5	44.7
Total Split (%)	44.7%	26.8%	26.8%	55.3%	28.5%	44.7%
Maximum Green (s)	39.5	22.8	22.8	49.8	23.0	39.5
Yellow Time (s)	4.7	3.5	3.5	5.0	5.0	4.7
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.2	4.0	4.0	5.5	5.5	5.2
Lead/Lag		Lead	Lead		Lag	
Lead-Lag Optimize?		Yes	Yes		Yes	
Vehicle Extension (s)	4.0	1.5	1.5	5.0	5.0	4.0
Minimum Gap (s)	2.0	1.5	1.5	2.0	2.0	2.0
Time Before Reduce (s)	1.0	0.0	0.0	1.0	1.0	1.0
Time To Reduce (s)	0.1	0.0	0.0	0.1	0.1	0.1
Recall Mode	C-Max	None	None	None	None	C-Max
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)	51.1	67.5	11.2	38.2	23.0	79.6
Actuated g/C Ratio	0.51	0.68	0.11	0.38	0.23	0.80
v/c Ratio	0.61	0.18	0.65	0.39	0.96	0.51
Control Delay	13.9	6.3	50.4	23.1	62.3	2.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.9	6.3	50.4	23.1	62.3	2.9
LOS	B	A	D	C	E	A
Approach Delay	12.1			31.9	26.6	
Approach LOS	B			C	C	
90th %ile Green (s)	47.5	14.8	14.8	41.8	23.0	47.5
90th %ile Term Code	Coord	Gap	Gap	Hold	Max	Coord
70th %ile Green (s)	49.6	12.7	12.7	39.7	23.0	49.6
70th %ile Term Code	Coord	Gap	Gap	Hold	Max	Coord
50th %ile Green (s)	51.1	11.2	11.2	38.2	23.0	51.1
50th %ile Term Code	Coord	Gap	Gap	Hold	Max	Coord
30th %ile Green (s)	52.6	9.7	9.7	36.7	23.0	52.6
30th %ile Term Code	Coord	Gap	Gap	Hold	Max	Coord

Timings
10: Indio Blvd & Jefferson St

Existing Conditions - PM Peak Hour
Pulte Homes Development

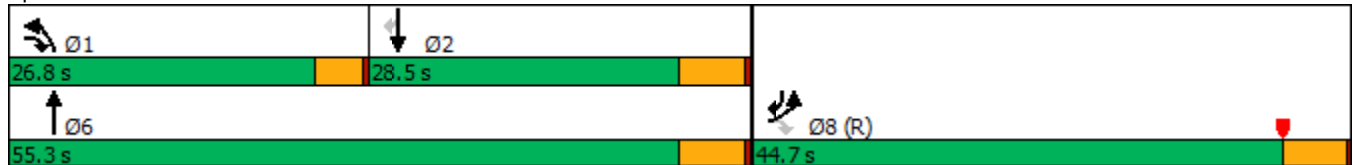


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
10th %ile Green (s)	54.6	7.7	7.7	34.7	23.0	54.6
10th %ile Term Code	Coord	Gap	Gap	Hold	Max	Coord
Stops (vph)	490	106	217	344	649	199
Fuel Used(gal)	16	4	7	11	30	22
CO Emissions (g/hr)	1107	261	496	736	2097	1552
NOx Emissions (g/hr)	215	51	96	143	408	302
VOC Emissions (g/hr)	257	61	115	170	486	360
Dilemma Vehicles (#)	0	0	0	20	34	0

Intersection Summary

Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 1 (1%), Referenced to phase 8:EBL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.96
 Intersection Signal Delay: 22.7
 Intersection LOS: C
 Intersection Capacity Utilization 67.6%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 10: Indio Blvd & Jefferson St



Timings
11: Jefferson St & Avenue 42/Country Club Dr

Existing Conditions - PM Peak Hour
Pulte Homes Development

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	375	282	506	47	63	23	315	909	12	47	1009	272
Future Volume (vph)	375	282	506	47	63	23	315	909	12	47	1009	272
Satd. Flow (prot)	3400	3505	1568	3400	3365	0	3400	5036	1568	3400	5036	1568
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3400	3505	1568	3400	3365	0	3400	5036	1568	3400	5036	1568
Satd. Flow (RTOR)			112		24				155			259
Lane Group Flow (vph)	395	297	533	49	90	0	332	957	13	49	1062	286
Turn Type	Prot	NA	pm+ov	Prot	NA		Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	5	2	3	1	6		3	8		7	4	5
Permitted Phases			2						8			4
Detector Phase	5	2	3	1	6		3	8	8	7	4	5
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	8.0	37.2	9.0	8.0	38.2		9.0	27.2	27.2	8.0	31.2	8.0
Total Split (s)	23.8	26.2	29.8	11.8	14.2		29.8	50.2	50.2	11.8	32.2	23.8
Total Split (%)	23.8%	26.2%	29.8%	11.8%	14.2%		29.8%	50.2%	50.2%	11.8%	32.2%	23.8%
Maximum Green (s)	19.8	21.0	24.8	7.8	9.0		24.8	45.0	45.0	7.8	27.0	19.8
Yellow Time (s)	3.5	4.7	4.5	3.5	4.7		4.5	4.7	4.7	3.5	4.7	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5		0.5	0.5	0.5	0.5	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
Total Lost Time (s)	4.0	5.2	5.0	4.0	5.2		5.0	5.2	5.2	4.0	5.2	4.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Minimum Gap (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.1	0.1	0.0	0.1	0.0
Recall Mode	None	None	None	None	None		None	C-Max	C-Max	None	C-Max	None
Walk Time (s)		4.0			4.0			4.0	4.0		4.0	
Flash Dont Walk (s)		28.0			29.0			18.0	18.0		22.0	
Pedestrian Calls (#/hr)		0			0			0	0		0	
Act Effct Green (s)	15.8	16.1	38.7	5.9	6.4		17.4	57.1	57.1	5.9	42.9	63.9
Actuated g/C Ratio	0.16	0.16	0.39	0.06	0.06		0.17	0.57	0.57	0.06	0.43	0.64
v/c Ratio	0.74	0.53	0.79	0.24	0.38		0.56	0.33	0.01	0.24	0.49	0.26
Control Delay	48.4	41.3	29.0	47.4	37.6		57.0	7.6	0.0	44.4	26.3	6.1
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.4	41.3	29.0	47.4	37.6		57.0	7.6	0.0	44.4	26.3	6.1
LOS	D	D	C	D	D		E	A	A	D	C	A
Approach Delay		38.2			41.1			20.2			22.8	
Approach LOS		D			D			C			C	
90th %ile Green (s)	19.8	20.9	24.7	7.4	8.5		24.7	45.9	45.9	7.4	27.6	19.8
90th %ile Term Code	Max	Hold	Gap	Gap	Gap		Gap	Coord	Coord	Gap	Coord	Max
70th %ile Green (s)	17.7	18.5	21.3	6.5	7.3		21.3	50.1	50.1	6.5	34.3	17.7
70th %ile Term Code	Gap	Hold	Gap	Gap	Gap		Gap	Coord	Coord	Gap	Coord	Gap
50th %ile Green (s)	15.9	16.4	17.5	5.9	6.4		17.5	53.4	53.4	5.9	40.8	15.9
50th %ile Term Code	Gap	Hold	Gap	Gap	Gap		Gap	Coord	Coord	Gap	Coord	Gap
30th %ile Green (s)	14.1	14.4	13.9	5.2	5.5		13.9	56.8	56.8	5.2	47.1	14.1
30th %ile Term Code	Gap	Hold	Gap	Gap	Gap		Gap	Coord	Coord	Gap	Coord	Gap

Timings
11: Jefferson St & Avenue 42/Country Club Dr

Existing Conditions - PM Peak Hour
Pulte Homes Development

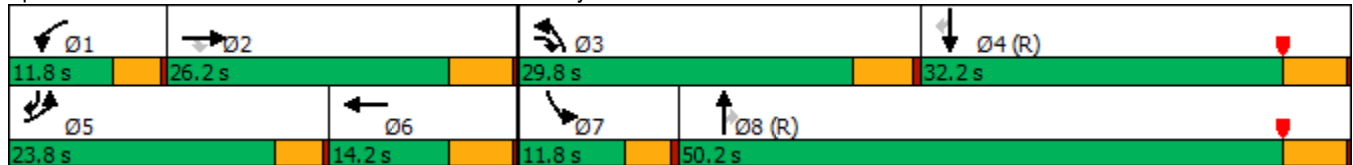


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
10th %ile Green (s)	11.5	10.3	9.6	0.0	0.0		9.6	79.3	79.3	0.0	64.7	11.5
10th %ile Term Code	Gap	Hold	Gap	Skip	Skip		Gap	Coord	Coord	Skip	Coord	Gap
Stops (vph)	347	248	346	44	60		294	236	0	42	789	72
Fuel Used(gal)	9	6	9	1	2		17	31	0	1	23	3
CO Emissions (g/hr)	611	422	600	78	116		1203	2175	24	93	1611	205
NOx Emissions (g/hr)	119	82	117	15	23		234	423	5	18	313	40
VOC Emissions (g/hr)	142	98	139	18	27		279	504	6	22	373	48
Dilemma Vehicles (#)	0	10	0	0	3		0	0	0	0	42	0

Intersection Summary






































Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 97 (97%), Referenced to phase 4:SBT and 8:NBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.79
 Intersection Signal Delay: 27.2
 Intersection LOS: C
 Intersection Capacity Utilization 66.0%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 11: Jefferson St & Avenue 42/Country Club Dr



Timings
12: Jefferson St & Fred Waring Dr

Existing Conditions - PM Peak Hour
Pulte Homes Development

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		  	  		 	  		  	  	
Traffic Volume (vph)	250	730	236	204	435	86	235	893	199	100	1133	212
Future Volume (vph)	250	730	236	204	435	86	235	893	199	100	1133	212
Satd. Flow (prot)	3400	5036	1568	3400	4910	0	3400	5036	1568	3400	5036	1568
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3400	5036	1568	3400	4910	0	3400	5036	1547	3400	5036	1568
Satd. Flow (RTOR)			257		41				216			230
Lane Group Flow (vph)	272	793	257	222	566	0	255	971	216	109	1232	230
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4						2			6
Detector Phase	7	4	4	3	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	8.0	33.7	33.7	8.0	34.7		8.0	29.5	29.5	8.0	34.5	34.5
Total Split (s)	17.0	31.7	31.7	20.0	34.7		14.3	35.8	35.8	12.5	34.0	34.0
Total Split (%)	17.0%	31.7%	31.7%	20.0%	34.7%		14.3%	35.8%	35.8%	12.5%	34.0%	34.0%
Maximum Green (s)	13.0	26.0	26.0	16.0	29.0		10.3	30.3	30.3	8.5	28.5	28.5
Yellow Time (s)	3.5	5.2	5.2	3.5	5.2		3.5	5.0	5.0	3.5	5.0	5.0
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5		0.5	0.5	0.5	0.5	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
Total Lost Time (s)	4.0	5.7	5.7	4.0	5.7		4.0	5.5	5.5	4.0	5.5	5.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	5.0	5.0	2.0	5.0		2.0	5.0	5.0	2.0	5.0	5.0
Minimum Gap (s)	2.0	2.5	2.5	2.0	2.5		2.0	2.5	2.5	2.0	2.5	2.5
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	1.0	1.0	0.0	1.0		0.0	1.0	1.0	0.0	1.0	1.0
Recall Mode	None	None	None	None	None		None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)		4.0	4.0		4.0			4.0	4.0		4.0	4.0
Flash Dont Walk (s)		24.0	24.0		25.0			20.0	20.0		25.0	25.0
Pedestrian Calls (#/hr)		0	0		0			1	1		0	0
Act Effct Green (s)	11.5	23.6	23.6	10.9	22.9		9.9	37.8	37.8	8.5	36.4	36.4
Actuated g/C Ratio	0.12	0.24	0.24	0.11	0.23		0.10	0.38	0.38	0.08	0.36	0.36
v/c Ratio	0.69	0.67	0.45	0.60	0.49		0.75	0.51	0.30	0.38	0.67	0.32
Control Delay	52.1	37.4	6.6	49.2	32.0		58.8	26.0	4.7	39.7	23.6	5.9
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.1	37.4	6.6	49.2	32.0		58.8	26.0	4.7	39.7	23.6	5.9
LOS	D	D	A	D	C		E	C	A	D	C	A
Approach Delay		34.5			36.8			28.6			22.2	
Approach LOS		C			D			C			C	
90th %ile Green (s)	13.0	26.0	26.0	14.2	27.2		10.3	32.1	32.1	8.5	30.3	30.3
90th %ile Term Code	Max	Max	Max	Gap	Hold		Max	Coord	Coord	Max	Coord	Coord
70th %ile Green (s)	13.0	26.0	26.0	12.2	25.2		10.3	34.1	34.1	8.5	32.3	32.3
70th %ile Term Code	Max	Max	Max	Gap	Hold		Max	Coord	Coord	Max	Coord	Coord
50th %ile Green (s)	12.3	24.2	24.2	10.9	22.8		10.3	37.2	37.2	8.5	35.4	35.4
50th %ile Term Code	Gap	Gap	Gap	Gap	Hold		Max	Coord	Coord	Hold	Coord	Coord
30th %ile Green (s)	10.8	22.5	22.5	9.5	21.2		10.3	40.3	40.3	8.5	38.5	38.5
30th %ile Term Code	Gap	Gap	Gap	Gap	Hold		Max	Coord	Coord	Hold	Coord	Coord

Timings
12: Jefferson St & Fred Waring Dr

Existing Conditions - PM Peak Hour
Pulte Homes Development

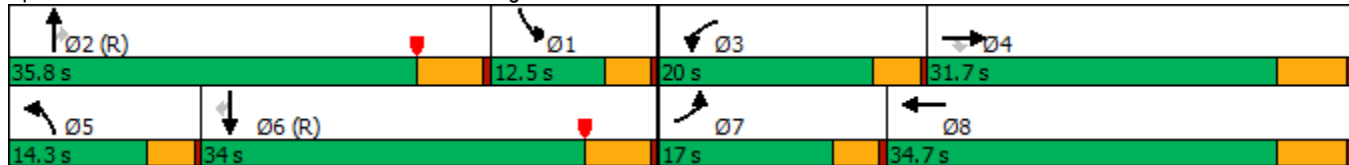


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
10th %ile Green (s)	8.6	19.3	19.3	7.5	18.2		8.5	45.5	45.5	8.5	45.5	45.5
10th %ile Term Code	Gap	Gap	Gap	Gap	Hold		Gap	Coord	Coord	Hold	Coord	Coord
Stops (vph)	234	638	27	189	402		219	671	21	84	661	49
Fuel Used(gal)	10	27	5	6	11		11	32	4	5	48	7
CO Emissions (g/hr)	724	1912	322	392	788		750	2224	268	347	3363	496
NOx Emissions (g/hr)	141	372	63	76	153		146	433	52	68	654	96
VOC Emissions (g/hr)	168	443	75	91	183		174	515	62	80	779	115
Dilemma Vehicles (#)	0	33	0	0	21		0	45	0	0	89	0

Intersection Summary

Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 29 (29%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.75
 Intersection Signal Delay: 29.4
 Intersection LOS: C
 Intersection Capacity Utilization 64.5%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 12: Jefferson St & Fred Waring Dr



Timings
14: Monroe St & Avenue 42

Existing Conditions - PM Peak Hour
Pulte Homes Development

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	53	223	49	151	104	61	50	261	226	158	212	23
Future Volume (vph)	53	223	49	151	104	61	50	261	226	158	212	23
Satd. Flow (prot)	1752	5036	1568	3400	1741	0	1752	1845	1568	0	3404	0
Flt Permitted	0.950			0.950			0.950				0.980	
Satd. Flow (perm)	1752	5036	1547	3400	1741	0	1752	1845	1568	0	3404	0
Satd. Flow (RTOR)			106		23				254		4	
Lane Group Flow (vph)	60	251	55	170	186	0	56	293	254	0	442	0
Turn Type	Prot	NA	Perm	Prot	NA		Split	NA	Perm	Split	NA	
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases			2						8			
Detector Phase	5	2	2	1	6		8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0		10.0	10.0	10.0	10.0	10.0	
Minimum Split (s)	14.5	40.3	40.3	14.5	16.0		15.4	15.4	15.4	15.4	15.4	
Total Split (s)	24.5	40.3	40.3	24.5	41.0		30.4	30.4	30.4	30.4	30.4	
Total Split (%)	19.4%	31.9%	31.9%	19.4%	32.5%		24.1%	24.1%	24.1%	24.1%	24.1%	
Maximum Green (s)	20.0	35.0	35.0	20.0	35.0		25.0	25.0	25.0	25.0	25.0	
Yellow Time (s)	3.0	4.3	4.3	3.0	5.0		3.9	3.9	3.9	3.9	3.9	
All-Red Time (s)	1.5	1.0	1.0	1.5	1.0		1.5	1.5	1.5	1.5	1.5	
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	5.3	5.3	4.5	6.0		5.4	5.4	5.4		5.4	
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Vehicle Extension (s)	2.0	4.0	4.0	2.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Gap (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	None	None	None	None		Min	Min	Min	None	None	
Walk Time (s)		5.0	5.0									
Flash Dont Walk (s)		30.0	30.0									
Pedestrian Calls (#/hr)		1	1									
Act Effct Green (s)	10.7	17.5	17.5	11.0	20.9		21.0	21.0	21.0		18.1	
Actuated g/C Ratio	0.12	0.20	0.20	0.12	0.23		0.24	0.24	0.24		0.20	
v/c Ratio	0.29	0.25	0.14	0.41	0.44		0.14	0.67	0.45		0.64	
Control Delay	45.8	31.3	0.9	43.2	31.7		31.6	41.8	7.4		38.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	
Total Delay	45.8	31.3	0.9	43.2	31.7		31.6	41.8	7.4		38.4	
LOS	D	C	A	D	C		C	D	A		D	
Approach Delay		29.1			37.2			26.4			38.4	
Approach LOS		C			D			C			D	
90th %ile Green (s)	12.0	35.0	35.0	13.4	35.7		25.0	25.0	25.0	25.0	25.0	
90th %ile Term Code	Gap	Ped	Ped	Gap	Hold		Max	Max	Max	Max	Max	
70th %ile Green (s)	10.0	17.9	17.9	10.4	17.6		25.0	25.0	25.0	20.8	20.8	
70th %ile Term Code	Min	Hold	Hold	Gap	Gap		Max	Max	Max	Gap	Gap	
50th %ile Green (s)	10.0	15.6	15.6	10.0	14.9		22.9	22.9	22.9	17.6	17.6	
50th %ile Term Code	Min	Hold	Hold	Min	Gap		Gap	Gap	Gap	Gap	Gap	
30th %ile Green (s)	10.0	13.2	13.2	10.0	12.5		18.6	18.6	18.6	15.5	15.5	
30th %ile Term Code	Min	Hold	Hold	Min	Gap		Gap	Gap	Gap	Gap	Gap	

Timings
14: Monroe St & Avenue 42

Existing Conditions - PM Peak Hour
Pulte Homes Development

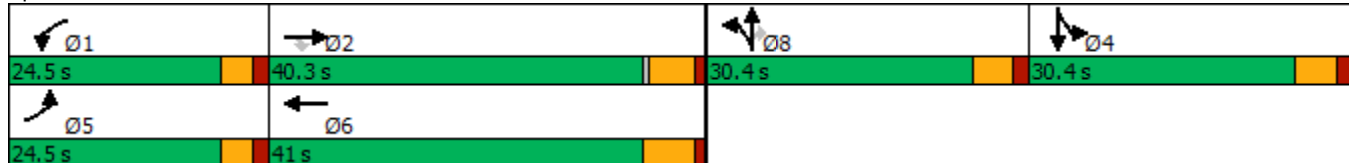


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
10th %ile Green (s)	0.0	10.0	10.0	10.0	23.8		13.6	13.6	13.6	12.3	12.3	
10th %ile Term Code	Skip	Min	Min	Min	Hold		Gap	Gap	Gap	Gap	Gap	
Stops (vph)	47	172	0	131	118		38	218	26		335	
Fuel Used(gal)	2	8	1	4	4		1	6	2		14	
CO Emissions (g/hr)	147	547	58	286	260		65	388	114		978	
NOx Emissions (g/hr)	29	106	11	56	51		13	76	22		190	
VOC Emissions (g/hr)	34	127	14	66	60		15	90	26		227	
Dilemma Vehicles (#)	0	10	0	0	7		0	12	0		18	

Intersection Summary













Cycle Length: 126.3	
Actuated Cycle Length: 89	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.67	
Intersection Signal Delay: 32.1	Intersection LOS: C
Intersection Capacity Utilization 60.2%	ICU Level of Service B
Analysis Period (min) 15	
90th %ile Actuated Cycle: 119	
70th %ile Actuated Cycle: 94.7	
50th %ile Actuated Cycle: 86.7	
30th %ile Actuated Cycle: 77.9	
10th %ile Actuated Cycle: 66.5	

Splits and Phases: 14: Monroe St & Avenue 42



Timings
15: Monroe St & Buena Vista Ave

Existing Conditions - PM Peak Hour
Pulte Homes Development

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	301	24	591	273	4	389
Future Volume (vph)	301	24	591	273	4	389
Satd. Flow (prot)	3400	1568	3505	1568	3400	3505
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	3400	1545	3505	1545	3400	3505
Satd. Flow (RTOR)		25		287		
Lane Group Flow (vph)	317	25	622	287	4	409
Turn Type	Prot	Perm	NA	Perm	Prot	NA
Protected Phases	8		2		1	6
Permitted Phases		8		2		
Detector Phase	8	8	2	2	1	6
Switch Phase						
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	42.5	42.5	28.9	28.9	14.5	28.9
Total Split (s)	44.5	44.5	34.9	34.9	24.5	49.9
Total Split (%)	42.8%	42.8%	33.6%	33.6%	23.6%	48.0%
Maximum Green (s)	40.0	40.0	30.0	30.0	20.0	45.0
Yellow Time (s)	3.0	3.0	3.9	3.9	3.0	3.9
All-Red Time (s)	1.5	1.5	1.0	1.0	1.5	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	4.9	4.9	4.5	4.9
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Vehicle Extension (s)	2.0	2.0	4.0	4.0	2.0	4.0
Minimum Gap (s)	0.5	0.5	2.0	2.0	2.0	2.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	1.0	1.0	0.5	0.5	0.0	0.9
Recall Mode	None	None	Min	Min	None	Min
Walk Time (s)	5.0	5.0	5.0	5.0		5.0
Flash Dont Walk (s)	33.0	33.0	19.0	19.0		19.0
Pedestrian Calls (#/hr)	3	3	2	2		0
Act Effct Green (s)	14.7	14.7	16.1	16.1	12.0	17.5
Actuated g/C Ratio	0.34	0.34	0.37	0.37	0.28	0.40
v/c Ratio	0.28	0.05	0.48	0.38	0.00	0.29
Control Delay	11.9	6.2	14.0	4.2	23.0	9.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.9	6.2	14.0	4.2	23.0	9.5
LOS	B	A	B	A	C	A
Approach Delay	11.5		10.9			9.6
Approach LOS	B		B			A
90th %ile Green (s)	38.0	38.0	28.8	28.8	10.0	43.3
90th %ile Term Code	Ped	Ped	Gap	Gap	Min	Hold
70th %ile Green (s)	10.0	10.0	14.6	14.6	0.0	14.6
70th %ile Term Code	Min	Min	Gap	Gap	Skip	Hold
50th %ile Green (s)	10.0	10.0	12.5	12.5	0.0	12.5
50th %ile Term Code	Min	Min	Gap	Gap	Skip	Hold
30th %ile Green (s)	10.0	10.0	11.5	11.5	0.0	11.5
30th %ile Term Code	Min	Min	Gap	Gap	Skip	Hold

Timings
15: Monroe St & Buena Vista Ave

Existing Conditions - PM Peak Hour
Pulte Homes Development



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
10th %ile Green (s)	10.0	10.0	10.0	10.0	0.0	10.0
10th %ile Term Code	Min	Min	Min	Min	Skip	Min
Stops (vph)	187	8	391	29	5	217
Fuel Used(gal)	4	0	8	2	0	5
CO Emissions (g/hr)	264	16	555	114	6	326
NOx Emissions (g/hr)	51	3	108	22	1	63
VOC Emissions (g/hr)	61	4	129	26	1	75
Dilemma Vehicles (#)	0	0	58	0	0	37

Intersection Summary



















Cycle Length: 103.9	
Actuated Cycle Length: 43.4	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.48	
Intersection Signal Delay: 10.7	Intersection LOS: B
Intersection Capacity Utilization 35.2%	ICU Level of Service A
Analysis Period (min) 15	
90th %ile Actuated Cycle: 90.7	
70th %ile Actuated Cycle: 34	
50th %ile Actuated Cycle: 31.9	
30th %ile Actuated Cycle: 30.9	
10th %ile Actuated Cycle: 29.4	

Splits and Phases: 15: Monroe St & Buena Vista Ave



Timings
16: Monroe St & I-10 WB Ramps

Existing Conditions - PM Peak Hour
Pulte Homes Development

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	157	0	102	228	762	0	0	518	172
Future Volume (vph)	0	0	0	157	0	102	228	762	0	0	518	172
Satd. Flow (prot)	0	0	0	0	1752	1568	1752	1845	0	0	1845	1568
Flt Permitted					0.950		0.292					
Satd. Flow (perm)	0	0	0	0	1752	1568	538	1845	0	0	1845	1530
Satd. Flow (RTOR)						109						179
Lane Group Flow (vph)	0	0	0	0	164	106	238	794	0	0	540	179
Turn Type				Split	NA	Perm	pm+pt	NA			NA	Perm
Protected Phases				8	8		5	2			6	
Permitted Phases						8	2					6
Detector Phase				8	8	8	5	2			6	6
Switch Phase												
Minimum Initial (s)				5.0	5.0	5.0	5.0	6.0			6.0	6.0
Minimum Split (s)				10.3	10.3	10.3	9.7	11.3			28.3	28.3
Total Split (s)				20.0	20.0	20.0	20.0	50.0			30.0	30.0
Total Split (%)				28.6%	28.6%	28.6%	28.6%	71.4%			42.9%	42.9%
Maximum Green (s)				14.7	14.7	14.7	15.3	44.7			24.7	24.7
Yellow Time (s)				4.8	4.8	4.8	3.7	4.8			4.8	4.8
All-Red Time (s)				0.5	0.5	0.5	1.0	0.5			0.5	0.5
Lost Time Adjust (s)					0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)					5.3	5.3	4.7	5.3			5.3	5.3
Lead/Lag							Lead				Lag	Lag
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				2.5	2.5	2.5	2.5	2.5			2.5	2.5
Minimum Gap (s)				2.5	2.5	2.5	2.5	2.5			2.5	2.5
Time Before Reduce (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Time To Reduce (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Recall Mode				None	None	None	None	C-Max			C-Max	C-Max
Walk Time (s)											7.0	7.0
Flash Dont Walk (s)											16.0	16.0
Pedestrian Calls (#/hr)											3	3
Act Effct Green (s)					11.1	11.1	48.9	48.3			34.7	34.7
Actuated g/C Ratio					0.16	0.16	0.70	0.69			0.50	0.50
v/c Ratio					0.59	0.31	0.45	0.62			0.59	0.21
Control Delay					35.8	8.0	2.9	4.1			18.3	3.2
Queue Delay					0.0	0.0	0.0	0.0			0.0	0.0
Total Delay					35.8	8.0	2.9	4.1			18.3	3.2
LOS					D	A	A	A			B	A
Approach Delay					24.9			3.8			14.5	
Approach LOS					C			A			B	
90th %ile Green (s)				14.7	14.7	14.7	13.6	44.7			26.4	26.4
90th %ile Term Code				Max	Max	Max	Gap	Coord			Coord	Coord
70th %ile Green (s)				13.2	13.2	13.2	9.7	46.2			31.8	31.8
70th %ile Term Code				Gap	Gap	Gap	Gap	Coord			Coord	Coord
50th %ile Green (s)				11.3	11.3	11.3	8.3	48.1			35.1	35.1
50th %ile Term Code				Gap	Gap	Gap	Gap	Coord			Coord	Coord
30th %ile Green (s)				9.5	9.5	9.5	7.2	49.9			38.0	38.0
30th %ile Term Code				Gap	Gap	Gap	Gap	Coord			Coord	Coord

Timings
16: Monroe St & I-10 WB Ramps

Existing Conditions - PM Peak Hour
Pulte Homes Development

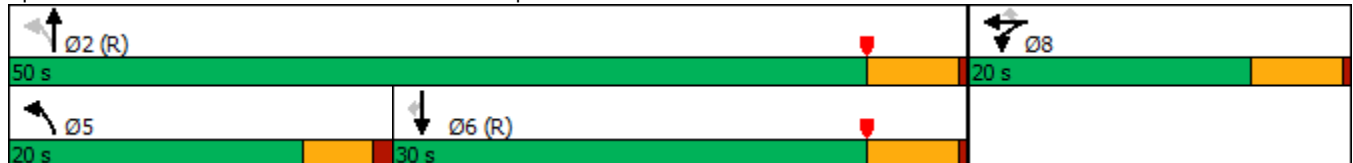


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
10th %ile Green (s)				6.7	6.7	6.7	5.9	52.7			42.1	42.1
10th %ile Term Code				Gap	Gap	Gap	Gap	Coord			Coord	Coord
Stops (vph)					139	20	26	237			360	20
Fuel Used(gal)					4	1	2	7			8	1
CO Emissions (g/hr)					259	67	105	467			530	71
NOx Emissions (g/hr)					50	13	20	91			103	14
VOC Emissions (g/hr)					60	15	24	108			123	16
Dilemma Vehicles (#)					10	0	0	46			36	0

Intersection Summary


















Cycle Length: 70
 Actuated Cycle Length: 70
 Offset: 28 (40%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.62
 Intersection Signal Delay: 10.5
 Intersection LOS: B
 Intersection Capacity Utilization 78.4%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 16: Monroe St & I-10 WB Ramps



Timings
17: Monroe St & I-10 EB Ramps

Existing Conditions - PM Peak Hour
Pulte Homes Development

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	310	2	326	0	0	0	0	680	126	89	586	0
Future Volume (vph)	310	2	326	0	0	0	0	680	126	89	586	0
Satd. Flow (prot)	0	1758	1568	0	0	0	0	1806	0	1752	1845	0
Flt Permitted		0.953								0.103		
Satd. Flow (perm)	0	1758	1568	0	0	0	0	1806	0	190	1845	0
Satd. Flow (RTOR)			309					17				
Lane Group Flow (vph)	0	315	329	0	0	0	0	814	0	90	592	0
Turn Type	Split	NA	Perm					NA		pm+pt	NA	
Protected Phases	4	4						2		1	6	
Permitted Phases			4							6		
Detector Phase	4	4	4					2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0					8.0		5.0	8.0	
Minimum Split (s)	10.3	10.3	10.3					13.3		9.7	30.3	
Total Split (s)	22.0	22.0	22.0					36.0		12.0	48.0	
Total Split (%)	31.4%	31.4%	31.4%					51.4%		17.1%	68.6%	
Maximum Green (s)	16.7	16.7	16.7					30.7		7.3	42.7	
Yellow Time (s)	4.8	4.8	4.8					4.8		3.7	4.8	
All-Red Time (s)	0.5	0.5	0.5					0.5		1.0	0.5	
Lost Time Adjust (s)		0.0	0.0					0.0		0.0	0.0	
Total Lost Time (s)		5.3	5.3					5.3		4.7	5.3	
Lead/Lag								Lag		Lead		
Lead-Lag Optimize?								Yes		Yes		
Vehicle Extension (s)	2.5	2.5	2.5					2.5		2.5	2.5	
Minimum Gap (s)	2.5	2.5	2.5					2.5		2.5	2.5	
Time Before Reduce (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Recall Mode	None	None	None					C-Max		None	C-Max	
Walk Time (s)												7.0
Flash Dont Walk (s)												18.0
Pedestrian Calls (#/hr)												3
Act Effct Green (s)		15.3	15.3					35.0		44.7	44.1	
Actuated g/C Ratio		0.22	0.22					0.50		0.64	0.63	
v/c Ratio		0.82	0.56					0.89		0.34	0.51	
Control Delay		44.6	8.0					33.1		8.8	12.0	
Queue Delay		0.0	0.0					0.0		0.0	0.0	
Total Delay		44.6	8.0					33.1		8.8	12.0	
LOS		D	A					C		A	B	
Approach Delay		25.9						33.1			11.6	
Approach LOS		C						C			B	
90th %ile Green (s)	16.7	16.7	16.7					30.7		7.3	42.7	
90th %ile Term Code	Max	Max	Max					Coord		Max	Coord	
70th %ile Green (s)	16.7	16.7	16.7					31.0		7.0	42.7	
70th %ile Term Code	Max	Max	Max					Coord		Gap	Coord	
50th %ile Green (s)	16.7	16.7	16.7					31.6		6.4	42.7	
50th %ile Term Code	Max	Max	Max					Coord		Gap	Coord	
30th %ile Green (s)	15.1	15.1	15.1					33.9		5.7	44.3	
30th %ile Term Code	Gap	Gap	Gap					Coord		Gap	Coord	

Timings
17: Monroe St & I-10 EB Ramps

Existing Conditions - PM Peak Hour
Pulte Homes Development



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
10th %ile Green (s)	11.4	11.4	11.4					48.0		0.0	48.0	
10th %ile Term Code	Gap	Gap	Gap					Coord		Skip	Coord	
Stops (vph)		274	54					592		46	451	
Fuel Used(gal)		8	3					20		1	9	
CO Emissions (g/hr)		532	184					1364		73	610	
NOx Emissions (g/hr)		103	36					265		14	119	
VOC Emissions (g/hr)		123	43					316		17	141	
Dilemma Vehicles (#)		20	0					52		0	13	

Intersection Summary

Cycle Length: 70
 Actuated Cycle Length: 70
 Offset: 68 (97%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.89
 Intersection Signal Delay: 24.1
 Intersection LOS: C
 Intersection Capacity Utilization 78.4%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 17: Monroe St & I-10 EB Ramps



Intersection	
Intersection Delay, s/veh	10.1
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵	↕↗		↵	↗			↕↗			↕↗	
Traffic Vol, veh/h	9	76	0	0	182	13	0	0	0	32	0	22
Future Vol, veh/h	9	76	0	0	182	13	0	0	0	32	0	22
Peak Hour Factor	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	14	121	0	0	289	21	0	0	0	51	0	35
Number of Lanes	1	2	0	1	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	3	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	3	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	3
HCM Control Delay	7.4	11.5	0	9.2
HCM LOS	A	B	-	A

Lane	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	SBLn1
Vol Left, %	0%	100%	0%	0%	0%	0%	59%
Vol Thru, %	100%	0%	100%	100%	100%	93%	0%
Vol Right, %	0%	0%	0%	0%	0%	7%	41%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	9	38	38	0	195	54
LT Vol	0	9	0	0	0	0	32
Through Vol	0	0	38	38	0	182	0
RT Vol	0	0	0	0	0	13	22
Lane Flow Rate	0	14	60	60	0	310	86
Geometry Grp	7	7	7	7	8	8	7
Degree of Util (X)	0	0.022	0.085	0.055	0	0.431	0.133
Departure Headway (Hd)	5.715	5.567	5.064	3.302	5.063	5.016	5.597
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	0	644	708	1083	0	718	641
Service Time	3.457	3.292	2.789	1.026	2.786	2.739	3.33
HCM Lane V/C Ratio	0	0.022	0.085	0.055	0	0.432	0.134
HCM Control Delay	8.5	8.4	8.3	6.2	7.8	11.5	9.2
HCM Lane LOS	N	A	A	A	N	B	A
HCM 95th-tile Q	0	0.1	0.3	0.2	0	2.2	0.5

Intersection						
Int Delay, s/veh	1.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	48	1	190	14	1	113
Future Vol, veh/h	48	1	190	14	1	113
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	77	77	77	77	77	77
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	62	1	247	18	1	147
























Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	405	133	0	0	265
Stage 1	256	-	-	-	-
Stage 2	149	-	-	-	-
Critical Hdwy	6.645	6.945	-	-	4.145
Critical Hdwy Stg 1	5.845	-	-	-	-
Critical Hdwy Stg 2	5.445	-	-	-	-
Follow-up Hdwy	3.5285	3.3285	-	-	2.2285
Pot Cap-1 Maneuver	585	889	-	-	1291
Stage 1	761	-	-	-	-
Stage 2	875	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	584	889	-	-	1291
Mov Cap-2 Maneuver	584	-	-	-	-
Stage 1	761	-	-	-	-
Stage 2	874	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.8	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	584	889	1291	-
HCM Lane V/C Ratio	-	-	0.107	0.001	0.001	-
HCM Control Delay (s)	-	-	11.9	9.1	7.8	0
HCM Lane LOS	-	-	B	A	A	A
HCM 95th %tile Q(veh)	-	-	0.4	0	0	-

HCM 6th Signalized Intersection Summary
3: Avenue 40 & Adams St

Existing Conditions - AM Peak Hour
Pulte Homes Development

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	41	12	30	89	80	3	303	51	24	274	69
Future Volume (veh/h)	51	41	12	30	89	80	3	303	51	24	274	69
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		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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	65	52	4	38	113	26	4	384	47	30	347	76
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	519	454	35	573	495	419	401	1130	137	503	528	116
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.36	0.36	0.36	0.36	0.36	0.36
Sat Flow, veh/h	1238	1701	131	1334	1856	1570	956	3156	383	949	1474	323
Grp Volume(v), veh/h	65	0	56	38	113	26	4	213	218	30	0	423
Grp Sat Flow(s),veh/h/ln	1238	0	1832	1334	1856	1570	956	1763	1777	949	0	1797
Q Serve(g_s), s	1.3	0.0	0.7	0.6	1.4	0.4	0.1	2.6	2.6	0.7	0.0	5.7
Cycle Q Clear(g_c), s	2.6	0.0	0.7	1.3	1.4	0.4	5.8	2.6	2.6	3.3	0.0	5.7
Prop In Lane	1.00		0.07	1.00		1.00	1.00		0.22	1.00		0.18
Lane Grp Cap(c), veh/h	519	0	488	573	495	419	401	631	636	503	0	644
V/C Ratio(X)	0.13	0.00	0.11	0.07	0.23	0.06	0.01	0.34	0.34	0.06	0.00	0.66
Avail Cap(c_a), veh/h	1468	0	1892	1595	1917	1622	1541	2731	2753	1634	0	2785
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	0.00	1.00
Uniform Delay (d), s/veh	9.3	0.0	8.1	8.6	8.3	7.9	10.3	6.8	6.8	8.0	0.0	7.8
Incr Delay (d2), s/veh	0.1	0.0	0.1	0.0	0.2	0.1	0.0	0.3	0.3	0.0	0.0	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	0.2	0.0	0.2	0.1	0.3	0.1	0.0	0.5	0.5	0.1	0.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.5	0.0	8.2	8.6	8.5	8.0	10.3	7.1	7.1	8.1	0.0	9.0
LnGrp LOS	A	A	A	A	A	A	B	A	A	A	A	A
Approach Vol, veh/h		121			177			435			453	
Approach Delay, s/veh		8.9			8.5			7.2			8.9	
Approach LOS		A			A			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		16.6		12.4		16.6		12.4				
Change Period (Y+Rc), s		6.2		* 4.7		6.2		* 4.7				
Max Green Setting (Gmax), s		45.0		* 30		45.0		* 30				
Max Q Clear Time (g_c+I1), s		7.8		4.6		7.7		3.4				
Green Ext Time (p_c), s		2.6		0.4		2.6		0.7				
Intersection Summary												
HCM 6th Ctrl Delay				8.2								
HCM 6th LOS				A								
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 6th Signalized Intersection Summary
7: Jefferson St & Varner Rd

Existing Conditions - AM Peak Hour
Pulte Homes Development



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑	↔↔	↔↔	↑↑	↔	↔↔	↑↑↑	↔	↔↔	↑↑↑	↔
Traffic Volume (veh/h)	63	73	166	71	123	92	433	629	58	81	744	117
Future Volume (veh/h)	63	73	166	71	123	92	433	629	58	81	744	117
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	71	82	17	80	138	11	487	707	0	91	836	67
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, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	229	272	214	234	252	112	542	2835		448	2732	848
Arrive On Green	0.07	0.08	0.08	0.07	0.07	0.07	0.05	0.18	0.00	0.13	0.54	0.54
Sat Flow, veh/h	3428	3526	2768	3428	3526	1572	3428	5066	1572	3428	5066	1572
Grp Volume(v), veh/h	71	82	17	80	138	11	487	707	0	91	836	67
Grp Sat Flow(s),veh/h/ln	1714	1763	1384	1714	1763	1572	1714	1689	1572	1714	1689	1572
Q Serve(g_s), s	2.8	3.1	0.6	3.1	5.3	0.7	19.8	16.7	0.0	3.3	12.7	2.9
Cycle Q Clear(g_c), s	2.8	3.1	0.6	3.1	5.3	0.7	19.8	16.7	0.0	3.3	12.7	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	229	272	214	234	252	112	542	2835		448	2732	848
V/C Ratio(X)	0.31	0.30	0.08	0.34	0.55	0.10	0.90	0.25		0.20	0.31	0.08
Avail Cap(c_a), veh/h	245	957	751	245	957	427	661	2835		448	2732	848
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	62.2	61.0	35.1	62.2	62.8	33.8	65.2	31.9	0.0	54.3	17.8	15.5
Incr Delay (d2), s/veh	0.3	0.7	0.2	0.3	2.2	0.5	11.5	0.1	0.0	0.1	0.3	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	1.2	1.4	0.3	1.3	2.4	0.4	10.0	7.6	0.0	1.4	4.9	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.5	61.8	35.3	62.5	65.1	34.2	76.7	32.0	0.0	54.4	18.1	15.7
LnGrp LOS	E	E	D	E	E	C	E	C		D	B	B
Approach Vol, veh/h		170			229			1194	A		994	
Approach Delay, s/veh		59.4			62.7			50.3			21.3	
Approach LOS		E			E			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	24.3	84.3	15.4	16.0	27.1	81.5	14.6	16.8				
Change Period (Y+Rc), s	6.0	* 6	6.0	* 6	5.0	6.0	5.0	6.0				
Max Green Setting (Gmax), s	1.0	* 59	10.0	* 38	27.0	43.0	10.0	38.0				
Max Q Clear Time (g_c+1/3), s	1.0	18.7	4.8	7.3	21.8	14.7	5.1	5.1				
Green Ext Time (p_c), s	0.0	7.4	0.0	1.0	0.4	8.7	0.0	0.6				

Intersection Summary

HCM 6th Ctrl Delay	40.8
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
 8: Jefferson St & I-10 WB Ramps

Existing Conditions - AM Peak Hour
 Pulte Homes Development



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↘	↔	↗		↑↑↑	↗		↑↑↑	↗
Traffic Volume (veh/h)	0	0	0	329	2	134	0	1002	917	0	738	141
Future Volume (veh/h)	0	0	0	329	2	134	0	1002	917	0	738	141
Initial Q (Qb), veh				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
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No		No		No		No		No
Adj Sat Flow, veh/h/ln				1856	1856	1856	0	1856	1856	0	1856	1856
Adj Flow Rate, veh/h				369	0	48	0	1055	0	0	777	96
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				3	3	3	0	3	3	0	3	3
Cap, veh/h				499	0	222	0	3511		0	3511	1090
Arrive On Green				0.14	0.00	0.14	0.00	1.00	0.00	0.00	0.69	0.69
Sat Flow, veh/h				3534	0	1572	0	5233	1572	0	5233	1572
Grp Volume(v), veh/h				369	0	48	0	1055	0	0	777	96
Grp Sat Flow(s),veh/h/ln				1767	0	1572	0	1689	1572	0	1689	1572
Q Serve(g_s), s				7.0	0.0	1.9	0.0	0.0	0.0	0.0	3.9	1.4
Cycle Q Clear(g_c), s				7.0	0.0	1.9	0.0	0.0	0.0	0.0	3.9	1.4
Prop In Lane				1.00		1.00	0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h				499	0	222	0	3511		0	3511	1090
V/C Ratio(X)				0.74	0.00	0.22	0.00	0.30		0.00	0.22	0.09
Avail Cap(c_a), veh/h				1070	0	476	0	3511		0	3511	1090
HCM Platoon Ratio				1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.00	0.86	0.00	0.00	0.95	0.95
Uniform Delay (d), s/veh				28.8	0.0	26.6	0.0	0.0	0.0	0.0	3.9	3.5
Incr Delay (d2), s/veh				1.6	0.0	0.4	0.0	0.2	0.0	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
%ile BackOfQ(50%),veh/ln				2.8	0.0	0.7	0.0	0.1	0.0	0.0	0.8	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				30.5	0.0	27.0	0.0	0.2	0.0	0.0	4.0	3.7
LnGrp LOS				C	A	C	A	A		A	A	A
Approach Vol, veh/h					417			1055	A		873	
Approach Delay, s/veh					30.1			0.2			4.0	
Approach LOS					C			A			A	
Timer - Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		54.3				54.3		15.7				
Change Period (Y+Rc), s		5.8				5.8		5.8				
Max Green Setting (Gmax), s		37.2				37.2		21.2				
Max Q Clear Time (g_c+I1), s		2.0				5.9		9.0				
Green Ext Time (p_c), s		6.5				4.6		0.9				

Intersection Summary

HCM 6th Ctrl Delay	6.9
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.
 Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
 9: I-10 EB Ramps & Jefferson St

Existing Conditions - AM Peak Hour
 Pulte Homes Development



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↶↷	↶↷	↶↷	↑↑↑	↑↑↑	↶
Traffic Volume (veh/h)	67	715	101	1852	957	110
Future Volume (veh/h)	67	715	101	1852	957	110
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	72	741	109	1991	1029	57
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	3	3	3	3	3
Cap, veh/h	695	770	259	3199	2476	769
Arrive On Green	0.20	0.20	0.08	0.63	0.98	0.98
Sat Flow, veh/h	3428	2768	3428	5233	5233	1572
Grp Volume(v), veh/h	72	741	109	1991	1029	57
Grp Sat Flow(s),veh/h/ln	1714	1384	1714	1689	1689	1572
Q Serve(g_s), s	1.2	14.2	2.1	16.7	0.5	0.1
Cycle Q Clear(g_c), s	1.2	14.2	2.1	16.7	0.5	0.1
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	695	770	259	3199	2476	769
V/C Ratio(X)	0.10	0.96	0.42	0.62	0.42	0.07
Avail Cap(c_a), veh/h	695	770	700	3199	2476	769
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.96	0.96
Uniform Delay (d), s/veh	22.7	24.9	30.9	7.8	0.4	0.4
Incr Delay (d2), s/veh	0.0	23.4	0.8	0.9	0.5	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	14.9	0.8	4.2	0.2	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	22.8	48.3	31.7	8.8	0.9	0.6
LnGrp LOS	C	D	C	A	A	A
Approach Vol, veh/h	813			2100	1086	
Approach Delay, s/veh	46.1			9.9	0.9	
Approach LOS	D			A	A	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		50.0		20.0	10.0	40.0
Change Period (Y+Rc), s		5.8		5.8	* 4.7	5.8
Max Green Setting (Gmax), s		44.2		14.2	* 14	25.2
Max Q Clear Time (g_c+I1), s		18.7		16.2	4.1	2.5
Green Ext Time (p_c), s		14.0		0.0	0.1	5.9
Intersection Summary						
HCM 6th Ctrl Delay			14.8			
HCM 6th LOS			B			
Notes						
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.						

HCM 6th Signalized Intersection Summary
 10: Indio Blvd & Jefferson St

Existing Conditions - AM Peak Hour
 Pulte Homes Development



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↖↖	↘↘	↖↖	↑↑	↑↑	↘↘
Traffic Volume (veh/h)	1133	217	439	820	477	1195
Future Volume (veh/h)	1133	217	439	820	477	1195
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	1218	199	472	882	513	1230
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	3	3	3	3	3
Cap, veh/h	1251	1450	544	1512	811	1647
Arrive On Green	0.12	0.12	0.16	0.43	0.23	0.23
Sat Flow, veh/h	3428	2768	3428	3618	3618	2768
Grp Volume(v), veh/h	1218	199	472	882	513	1230
Grp Sat Flow(s),veh/h/ln	1714	1384	1714	1763	1763	1384
Q Serve(g_s), s	35.4	4.9	13.4	19.1	13.1	23.0
Cycle Q Clear(g_c), s	35.4	4.9	13.4	19.1	13.1	23.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	1251	1450	544	1512	811	1647
V/C Ratio(X)	0.97	0.14	0.87	0.58	0.63	0.75
Avail Cap(c_a), veh/h	1251	1450	885	1861	811	1647
HCM Platoon Ratio	0.33	0.33	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.87	0.87	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.5	17.3	41.0	21.8	34.7	12.9
Incr Delay (d2), s/veh	18.2	0.2	2.9	0.8	2.3	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	19.1	1.5	5.6	7.3	5.6	15.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	61.7	17.5	43.9	22.5	37.0	15.2
LnGrp LOS	E	B	D	C	D	B
Approach Vol, veh/h	1417			1354	1743	
Approach Delay, s/veh	55.5			30.0	21.6	
Approach LOS	E			C	C	
Timer - Assigned Phs	1	2		6	8	
Phs Duration (G+Y+Rc), s	19.9	28.5		48.4	41.7	
Change Period (Y+Rc), s	4.0	5.5		5.5	5.2	
Max Green Setting (Gmax), s	25.8	23.0		52.8	36.5	
Max Q Clear Time (g_c+1/5), s	11.4	25.0		21.1	37.4	
Green Ext Time (p_c), s	0.4	0.0		12.0	0.0	
Intersection Summary						
HCM 6th Ctrl Delay			34.7			
HCM 6th LOS			C			

HCM 6th Signalized Intersection Summary
 11: Jefferson St & Avenue 42/Country Club Dr

Existing Conditions - AM Peak Hour
 Pulte Homes Development



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑	↖	↖↗	↑↑		↖↗	↑↑↑	↖	↖↗	↑↑↑	↖
Traffic Volume (veh/h)	266	172	461	44	151	26	563	1030	17	46	1106	482
Future Volume (veh/h)	266	172	461	44	151	26	563	1030	17	46	1106	482
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No		No		No		No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	302	195	460	50	172	16	640	1170	10	52	1257	483
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
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	370	670	628	103	365	34	718	2864	889	105	1907	762
Arrive On Green	0.11	0.19	0.19	0.03	0.11	0.11	0.21	0.57	0.57	0.01	0.12	0.12
Sat Flow, veh/h	3428	3526	1572	3428	3264	300	3428	5066	1572	3428	5066	1572
Grp Volume(v), veh/h	302	195	460	50	92	96	640	1170	10	52	1257	483
Grp Sat Flow(s),veh/h/ln	1714	1763	1572	1714	1763	1801	1714	1689	1572	1714	1689	1572
Q Serve(g_s), s	8.6	4.7	19.0	1.4	4.9	5.0	18.1	13.1	0.3	1.5	23.7	24.7
Cycle Q Clear(g_c), s	8.6	4.7	19.0	1.4	4.9	5.0	18.1	13.1	0.3	1.5	23.7	24.7
Prop In Lane	1.00		1.00	1.00		0.17	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	370	670	628	103	197	202	718	2864	889	105	1907	762
V/C Ratio(X)	0.82	0.29	0.73	0.49	0.47	0.48	0.89	0.41	0.01	0.50	0.66	0.63
Avail Cap(c_a), veh/h	473	670	628	267	229	234	919	2864	889	267	1907	762
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.69	0.69	0.69
Uniform Delay (d), s/veh	43.6	34.7	25.5	47.7	41.6	41.6	38.4	12.3	9.5	48.7	37.7	27.6
Incr Delay (d2), s/veh	6.6	0.1	3.9	1.3	0.6	0.6	7.8	0.4	0.0	0.9	1.2	2.8
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	8.9	2.0	9.1	0.6	2.1	2.2	7.9	4.3	0.1	0.6	10.8	10.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.3	34.8	29.3	49.1	42.2	42.3	46.2	12.7	9.5	49.7	38.9	30.4
LnGrp LOS	D	C	C	D	D	D	D	B	A	D	D	C
Approach Vol, veh/h		957			238			1820			1792	
Approach Delay, s/veh		37.1			43.7			24.5			36.9	
Approach LOS		D			D			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.0	24.2	26.0	42.8	14.8	16.4	7.1	61.7				
Change Period (Y+Rc), s	4.0	5.2	5.0	5.2	4.0	5.2	4.0	5.2				
Max Green Setting (Gmax), s	7.8	19.0	26.8	27.0	13.8	13.0	7.8	47.0				
Max Q Clear Time (g_c+1/4), s	13.4	21.0	20.1	26.7	10.6	7.0	3.5	15.1				
Green Ext Time (p_c), s	0.0	0.0	0.8	0.2	0.2	0.3	0.0	5.4				

Intersection Summary

HCM 6th Ctrl Delay	32.6
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
 12: Jefferson St & Fred Waring Dr

Existing Conditions - AM Peak Hour
 Pulte Homes Development



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖ ↗	↑ ↑ ↑	↖	↖ ↗ ↑ ↑	↖ ↗ ↑ ↑		↖ ↗	↑ ↑ ↑	↖	↖ ↗	↑ ↑ ↑	↖
Traffic Volume (veh/h)	302	422	138	236	892	109	280	1168	147	76	1152	372
Future Volume (veh/h)	302	422	138	236	892	109	280	1168	147	76	1152	372
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	328	459	41	257	970	103	304	1270	67	83	1252	206
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, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	391	1451	450	328	1246	132	353	1586	491	335	1635	508
Arrive On Green	0.11	0.29	0.29	0.10	0.27	0.27	0.10	0.31	0.31	0.10	0.32	0.32
Sat Flow, veh/h	3428	5066	1572	3428	4649	492	3428	5066	1569	3428	5066	1572
Grp Volume(v), veh/h	328	459	41	257	704	369	304	1270	67	83	1252	206
Grp Sat Flow(s),veh/h/ln	1714	1689	1572	1714	1689	1764	1714	1689	1569	1714	1689	1572
Q Serve(g_s), s	9.4	7.1	1.9	7.3	19.3	19.4	8.7	23.0	2.2	2.2	22.2	10.2
Cycle Q Clear(g_c), s	9.4	7.1	1.9	7.3	19.3	19.4	8.7	23.0	2.2	2.2	22.2	10.2
Prop In Lane	1.00		1.00	1.00		0.28	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	391	1451	450	328	905	473	353	1586	491	335	1635	508
V/C Ratio(X)	0.84	0.32	0.09	0.78	0.78	0.78	0.86	0.80	0.14	0.25	0.77	0.41
Avail Cap(c_a), veh/h	411	1451	450	549	979	512	353	1586	491	335	1635	508
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	28.0	26.1	44.2	33.8	33.9	44.1	31.5	12.9	41.7	30.5	26.4
Incr Delay (d2), s/veh	12.7	0.3	0.2	1.6	4.6	8.7	18.2	4.4	0.6	0.1	3.5	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	4.5	2.7	0.7	3.0	7.9	8.9	4.4	9.1	1.1	0.9	8.9	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.1	28.3	26.3	45.8	38.5	42.6	62.3	35.9	13.4	41.9	33.9	28.8
LnGrp LOS	E	C	C	D	D	D	E	D	B	D	C	C
Approach Vol, veh/h		828			1330			1641			1541	
Approach Delay, s/veh		39.2			41.0			39.8			33.7	
Approach LOS		D			D			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.3	36.8	13.6	34.3	14.3	37.8	15.4	32.5				
Change Period (Y+Rc), s	5.5	* 5.5	4.0	5.7	4.0	5.5	4.0	5.7				
Max Green Setting (Gmax), s	31.5	* 31	16.0	25.0	10.3	29.5	12.0	29.0				
Max Q Clear Time (g_c+1/2), s	14.2	25.0	9.3	9.1	10.7	24.2	11.4	21.4				
Green Ext Time (p_c), s	0.0	5.1	0.3	4.5	0.0	4.5	0.0	5.3				

Intersection Summary

HCM 6th Ctrl Delay	38.3
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.
 * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection						
Int Delay, s/veh	7.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	111	274	291	50	132	301
Future Vol, veh/h	111	274	291	50	132	301
Conflicting Peds, #/hr	0	1	0	2	2	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	200	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	134	330	351	60	159	363


























Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	883	209	0	0	413	0
Stage 1	383	-	-	-	-	-
Stage 2	500	-	-	-	-	-
Critical Hdwy	6.86	6.96	-	-	4.16	-
Critical Hdwy Stg 1	5.86	-	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-	-	-
Follow-up Hdwy	3.53	3.33	-	-	2.23	-
Pot Cap-1 Maneuver	283	794	-	-	1135	-
Stage 1	656	-	-	-	-	-
Stage 2	572	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	243	792	-	-	1133	-
Mov Cap-2 Maneuver	243	-	-	-	-	-
Stage 1	655	-	-	-	-	-
Stage 2	492	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	19.7	0	2.7
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	243	792	1133
HCM Lane V/C Ratio	-	-	0.55	0.417	0.14
HCM Control Delay (s)	-	-	36.6	12.8	8.7
HCM Lane LOS	-	-	E	B	A
HCM 95th %tile Q(veh)	-	-	3	2.1	0.5

HCM 6th Signalized Intersection Summary
 14: Monroe St & Avenue 42

Existing Conditions - AM Peak Hour
 Pulte Homes Development

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  		 								 
Traffic Volume (veh/h)	14	140	35	315	172	70	93	236	158	114	358	49
Future Volume (veh/h)	14	140	35	315	172	70	93	236	158	114	358	49
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	15	152	6	342	187	65	101	257	36	124	389	46
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, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	64	718	223	485	325	113	334	351	297	173	572	70
Arrive On Green	0.04	0.14	0.14	0.14	0.25	0.25	0.19	0.19	0.19	0.23	0.23	0.23
Sat Flow, veh/h	1767	5066	1572	3428	1316	457	1767	1856	1572	767	2537	312
Grp Volume(v), veh/h	15	152	6	342	0	252	101	257	36	294	0	265
Grp Sat Flow(s),veh/h/ln	1767	1689	1572	1714	0	1773	1767	1856	1572	1817	0	1799
Q Serve(g_s), s	0.6	1.9	0.2	6.7	0.0	8.8	3.5	9.2	1.3	10.5	0.0	9.4
Cycle Q Clear(g_c), s	0.6	1.9	0.2	6.7	0.0	8.8	3.5	9.2	1.3	10.5	0.0	9.4
Prop In Lane	1.00		1.00	1.00		0.26	1.00		1.00	0.42		0.17
Lane Grp Cap(c), veh/h	64	718	223	485	0	438	334	351	297	410	0	406
V/C Ratio(X)	0.24	0.21	0.03	0.70	0.00	0.57	0.30	0.73	0.12	0.72	0.00	0.65
Avail Cap(c_a), veh/h	501	2514	780	972	0	880	626	658	557	644	0	638
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	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	33.0	26.8	26.1	28.9	0.0	23.3	24.6	26.9	23.7	25.2	0.0	24.8
Incr Delay (d2), s/veh	0.7	0.2	0.1	0.7	0.0	1.7	0.7	4.2	0.3	3.3	0.0	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	0.2	0.7	0.1	2.5	0.0	3.4	1.4	4.1	0.5	4.4	0.0	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.7	27.0	26.1	29.6	0.0	25.0	25.3	31.1	24.0	28.6	0.0	27.3
LnGrp LOS	C	C	C	C	A	C	C	C	C	C	A	C
Approach Vol, veh/h		173			594			394			559	
Approach Delay, s/veh		27.5			27.6			29.0			28.0	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.5	16.0		21.3	7.0	23.4		18.7				
Change Period (Y+Rc), s	4.5	* 6		5.4	4.5	6.0		5.4				
Max Green Setting (Gmax), s	20.0	* 35		25.0	20.0	35.0		25.0				
Max Q Clear Time (g_c+I1), s	8.7	3.9		12.5	2.6	10.8		11.2				
Green Ext Time (p_c), s	0.5	1.2		3.4	0.0	1.8		2.1				
Intersection Summary												
HCM 6th Ctrl Delay				28.0								
HCM 6th LOS				C								
Notes												
User approved pedestrian interval to be less than phase max green.												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 6th Signalized Intersection Summary
 15: Monroe St & Buena Vista Ave



















Existing Conditions - AM Peak Hour
 Pulte Homes Development



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↶↷	↷	↕↕	↷	↶↷	↕↕
Traffic Volume (veh/h)	219	22	484	165	6	702
Future Volume (veh/h)	219	22	484	165	6	702
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No		No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	226	7	499	62	6	724
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	3	3	3
Cap, veh/h	897	411	1105	493	56	1629
Arrive On Green	0.26	0.26	0.31	0.31	0.02	0.46
Sat Flow, veh/h	3428	1572	3618	1572	3428	3618
Grp Volume(v), veh/h	226	7	499	62	6	724
Grp Sat Flow(s),veh/h/ln	1714	1572	1763	1572	1714	1763
Q Serve(g_s), s	1.8	0.1	3.8	1.0	0.1	4.7
Cycle Q Clear(g_c), s	1.8	0.1	3.8	1.0	0.1	4.7
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	897	411	1105	493	56	1629
V/C Ratio(X)	0.25	0.02	0.45	0.13	0.11	0.44
Avail Cap(c_a), veh/h	4034	1850	3111	1388	2017	4666
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.9	9.3	9.3	8.3	16.5	6.2
Incr Delay (d2), s/veh	0.1	0.0	0.4	0.2	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	1.0	0.2	0.0	0.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	10.0	9.3	9.7	8.5	16.8	6.5
LnGrp LOS	A	A	A	A	B	A
Approach Vol, veh/h	233		561			730
Approach Delay, s/veh	10.0		9.6			6.5
Approach LOS	A		A			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	5.1	15.6			20.6	13.4
Change Period (Y+Rc), s	4.5	4.9			4.9	4.5
Max Green Setting (Gmax), s	20.0	30.0			45.0	40.0
Max Q Clear Time (g_c+1/2), s	12.5	5.8			6.7	3.8
Green Ext Time (p_c), s	0.0	4.8			7.8	0.4
Intersection Summary						
HCM 6th Ctrl Delay			8.2			
HCM 6th LOS			A			

HCM 6th Signalized Intersection Summary
 16: Monroe St & I-10 WB Ramps

Existing Conditions - AM Peak Hour
 Pulte Homes Development

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	114	0	93	391	556	0	0	540	381
Future Volume (veh/h)	0	0	0	114	0	93	391	556	0	0	540	381
Initial Q (Qb), veh				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
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No			No			No		
Adj Sat Flow, veh/h/ln				1856	1856	1856	1856	1856	0	0	1856	1856
Adj Flow Rate, veh/h				116	0	0	399	567	0	0	551	188
Peak Hour Factor				0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %				3	3	3	3	3	0	0	3	3
Cap, veh/h				152	0		386	1415	0	0	885	750
Arrive On Green				0.09	0.00	0.00	0.22	0.76	0.00	0.00	0.48	0.48
Sat Flow, veh/h				1767	0	1572	1767	1856	0	0	1856	1572
Grp Volume(v), veh/h				116	0	0	399	567	0	0	551	188
Grp Sat Flow(s),veh/h/ln				1767	0	1572	1767	1856	0	0	1856	1572
Q Serve(g_s), s				4.5	0.0	0.0	15.3	7.3	0.0	0.0	15.5	5.0
Cycle Q Clear(g_c), s				4.5	0.0	0.0	15.3	7.3	0.0	0.0	15.5	5.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				152	0		386	1415	0	0	885	750
V/C Ratio(X)				0.76	0.00		1.03	0.40	0.00	0.00	0.62	0.25
Avail Cap(c_a), veh/h				371	0		386	1415	0	0	885	750
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	0.00	0.43	0.43	0.00	0.00	0.92	0.92
Uniform Delay (d), s/veh				31.3	0.0	0.0	27.3	2.8	0.0	0.0	13.6	10.9
Incr Delay (d2), s/veh				5.9	0.0	0.0	38.8	0.4	0.0	0.0	3.0	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
%ile BackOfQ(50%),veh/ln				2.0	0.0	0.0	10.0	1.2	0.0	0.0	6.1	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				37.2	0.0	0.0	66.2	3.2	0.0	0.0	16.6	11.6
LnGrp LOS				D	A		F	A	A	A	B	B
Approach Vol, veh/h					116			966			739	
Approach Delay, s/veh					37.2			29.2			15.4	
Approach LOS					D			C			B	
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		58.7			20.0	38.7		11.3				
Change Period (Y+Rc), s		5.3			* 4.7	5.3		5.3				
Max Green Setting (Gmax), s		44.7			* 15	24.7		14.7				
Max Q Clear Time (g_c+I1), s		9.3			17.3	17.5		6.5				
Green Ext Time (p_c), s		3.0			0.0	2.0		0.2				
Intersection Summary												
HCM 6th Ctrl Delay				24.1								
HCM 6th LOS				C								
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.												

HCM 6th Signalized Intersection Summary
 17: Monroe St & I-10 EB Ramps

Existing Conditions - AM Peak Hour
 Pulte Homes Development



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗					↖		↗	↕	↖
Traffic Volume (veh/h)	143	3	262	0	0	0	0	804	93	57	597	0
Future Volume (veh/h)	143	3	262	0	0	0	0	804	93	57	597	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				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
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856				0	1856	1856	1856	1856	0
Adj Flow Rate, veh/h	146	3	41				0	820	90	58	609	0
Peak Hour Factor	0.98	0.98	0.98				0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	3	3	3				0	3	3	3	3	0
Cap, veh/h	196	4	178				0	1016	112	334	1365	0
Arrive On Green	0.11	0.11	0.11				0.00	0.62	0.62	0.06	0.98	0.00
Sat Flow, veh/h	1733	36	1572				0	1639	180	1767	1856	0
Grp Volume(v), veh/h	149	0	41				0	0	910	58	609	0
Grp Sat Flow(s),veh/h/ln	1769	0	1572				0	0	1819	1767	1856	0
Q Serve(g_s), s	5.7	0.0	1.7				0.0	0.0	26.6	0.7	0.9	0.0
Cycle Q Clear(g_c), s	5.7	0.0	1.7				0.0	0.0	26.6	0.7	0.9	0.0
Prop In Lane	0.98		1.00				0.00		0.10	1.00		0.00
Lane Grp Cap(c), veh/h	200	0	178				0	0	1128	334	1365	0
V/C Ratio(X)	0.74	0.00	0.23				0.00	0.00	0.81	0.17	0.45	0.00
Avail Cap(c_a), veh/h	422	0	375				0	0	1128	433	1365	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.33	1.33	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.00	1.00	0.77	0.77	0.00
Uniform Delay (d), s/veh	30.1	0.0	28.3				0.0	0.0	10.1	9.6	0.2	0.0
Incr Delay (d2), s/veh	4.1	0.0	0.5				0.0	0.0	6.2	0.1	0.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	0.0	0.6				0.0	0.0	9.4	0.3	0.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.1	0.0	28.7				0.0	0.0	16.3	9.8	1.0	0.0
LnGrp LOS	C	A	C				A	A	B	A	A	A
Approach Vol, veh/h		190						910			667	
Approach Delay, s/veh		33.0						16.3			1.8	
Approach LOS		C						B			A	
Timer - Assigned Phs	1	2	4	6								
Phs Duration (G+Y+Rc), s	8.1	48.7	13.2	56.8								
Change Period (Y+Rc), s	4.7	5.3	5.3	5.3								
Max Green Setting (Gmax), s	3	30.7	16.7	42.7								
Max Q Clear Time (g_c+I), s	12.5	28.6	7.7	2.9								
Green Ext Time (p_c), s	0.0	1.1	0.4	3.3								

Intersection Summary

HCM 6th Ctrl Delay	12.6
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	7.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕↗		↖	↗			↕			↕	
Traffic Vol, veh/h	31	42	0	0	27	29	0	0	0	24	0	10
Future Vol, veh/h	31	42	0	0	27	29	0	0	0	24	0	10
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	36	49	0	0	32	34	0	0	0	28	0	12
Number of Lanes	1	2	0	1	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	3	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	3	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	3
HCM Control Delay	7.3	7.6	0	8
HCM LOS	A	A	-	A

Lane	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	SBLn1
Vol Left, %	0%	100%	0%	0%	0%	0%	71%
Vol Thru, %	100%	0%	100%	100%	100%	48%	0%
Vol Right, %	0%	0%	0%	0%	0%	52%	29%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	31	21	21	0	56	34
LT Vol	0	31	0	0	0	0	24
Through Vol	0	0	21	21	0	27	0
RT Vol	0	0	0	0	0	29	10
Lane Flow Rate	0	36	25	25	0	66	40
Geometry Grp	7	7	7	7	8	8	7
Degree of Util (X)	0	0.052	0.032	0.02	0	0.08	0.055
Departure Headway (Hd)	4.927	5.156	4.656	2.903	4.743	4.38	4.947
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	0	692	765	1220	0	808	716
Service Time	2.627	2.907	2.406	0.652	2.527	2.164	2.735
HCM Lane V/C Ratio	0	0.052	0.033	0.02	0	0.082	0.056
HCM Control Delay	7.6	8.2	7.6	5.7	7.5	7.6	8
HCM Lane LOS	N	A	A	A	N	A	A
HCM 95th-tile Q	0	0.2	0.1	0.1	0	0.3	0.2

Intersection						
Int Delay, s/veh	1.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	33	1	69	35	3	73
Future Vol, veh/h	33	1	69	35	3	73
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	39	1	82	42	4	87
























Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	198	62	0	0	124
Stage 1	103	-	-	-	-
Stage 2	95	-	-	-	-
Critical Hdwy	6.645	6.945	-	-	4.145
Critical Hdwy Stg 1	5.845	-	-	-	-
Critical Hdwy Stg 2	5.445	-	-	-	-
Follow-up Hdwy	3.5285	3.3285	-	-	2.2285
Pot Cap-1 Maneuver	779	987	-	-	1455
Stage 1	907	-	-	-	-
Stage 2	925	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	777	987	-	-	1455
Mov Cap-2 Maneuver	777	-	-	-	-
Stage 1	907	-	-	-	-
Stage 2	922	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.9	0	0.3
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	777	987	1455	-
HCM Lane V/C Ratio	-	-	0.051	0.001	0.002	-
HCM Control Delay (s)	-	-	9.9	8.7	7.5	0
HCM Lane LOS	-	-	A	A	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	0	-

HCM 6th Signalized Intersection Summary
3: Avenue 40 & Adams St

Existing Conditions - PM Peak Hour
Pulte Homes Development

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	45	16	23	83	15	11	89	53	24	129	29
Future Volume (veh/h)	32	45	16	23	83	15	11	89	53	24	129	29
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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	36	50	4	26	92	4	12	99	29	27	143	22
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	503	380	30	535	417	348	641	1006	282	701	585	90
Arrive On Green	0.22	0.22	0.22	0.22	0.22	0.22	0.37	0.37	0.37	0.37	0.37	0.37
Sat Flow, veh/h	1288	1693	135	1338	1856	1550	1210	2703	759	1251	1570	242
Grp Volume(v), veh/h	36	0	54	26	92	4	12	63	65	27	0	165
Grp Sat Flow(s),veh/h/ln	1288	0	1829	1338	1856	1550	1210	1763	1699	1251	0	1812
Q Serve(g_s), s	0.6	0.0	0.6	0.4	1.1	0.1	0.2	0.6	0.7	0.4	0.0	1.7
Cycle Q Clear(g_c), s	1.7	0.0	0.6	1.1	1.1	0.1	1.9	0.6	0.7	1.1	0.0	1.7
Prop In Lane	1.00		0.07	1.00		1.00	1.00		0.45	1.00		0.13
Lane Grp Cap(c), veh/h	503	0	411	535	417	348	641	656	632	701	0	675
V/C Ratio(X)	0.07	0.00	0.13	0.05	0.22	0.01	0.02	0.10	0.10	0.04	0.00	0.24
Avail Cap(c_a), veh/h	1643	0	2029	1719	2059	1719	2203	2933	2827	2317	0	3015
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	0.00	1.00
Uniform Delay (d), s/veh	9.3	0.0	8.4	8.8	8.6	8.2	6.5	5.5	5.5	5.9	0.0	5.9
Incr Delay (d2), s/veh	0.1	0.0	0.1	0.0	0.3	0.0	0.0	0.1	0.1	0.0	0.0	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	0.1	0.0	0.2	0.1	0.2	0.0	0.0	0.1	0.1	0.0	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.3	0.0	8.5	8.8	8.8	8.2	6.5	5.6	5.6	5.9	0.0	6.0
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		90			122			140			192	
Approach Delay, s/veh		8.8			8.8			5.7			6.0	
Approach LOS		A			A			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		16.3		10.8		16.3		10.8				
Change Period (Y+Rc), s		6.2		* 4.7		6.2		* 4.7				
Max Green Setting (Gmax), s		45.0		* 30		45.0		* 30				
Max Q Clear Time (g_c+I1), s		3.9		3.7		3.7		3.1				
Green Ext Time (p_c), s		0.7		0.3		0.9		0.5				
Intersection Summary												
HCM 6th Ctrl Delay				7.0								
HCM 6th LOS				A								
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 6th Signalized Intersection Summary
7: Jefferson St & Varner Rd

Existing Conditions - PM Peak Hour
Pulte Homes Development



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑	↔↔	↔↔	↑↑	↔	↔↔	↑↑↑	↔	↔↔	↑↑↑	↔
Traffic Volume (veh/h)	103	140	308	40	76	60	203	566	108	60	580	83
Future Volume (veh/h)	103	140	308	40	76	60	203	566	108	60	580	83
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	121	165	61	47	89	9	239	666	0	71	682	47
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	281	393	309	226	308	137	293	945		1523	2805	871
Arrive On Green	0.08	0.11	0.11	0.07	0.09	0.09	0.11	0.25	0.00	0.44	0.55	0.55
Sat Flow, veh/h	3428	3526	2768	3428	3526	1567	3428	5066	1572	3428	5066	1572
Grp Volume(v), veh/h	121	165	61	47	89	9	239	666	0	71	682	47
Grp Sat Flow(s),veh/h/ln	1714	1763	1384	1714	1763	1567	1714	1689	1572	1714	1689	1572
Q Serve(g_s), s	4.0	5.2	0.9	1.6	2.8	0.5	8.2	14.4	0.0	1.4	8.3	1.6
Cycle Q Clear(g_c), s	4.0	5.2	0.9	1.6	2.8	0.5	8.2	14.4	0.0	1.4	8.3	1.6
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	281	393	309	226	308	137	293	945		1523	2805	871
V/C Ratio(X)	0.43	0.42	0.20	0.21	0.29	0.07	0.82	0.70		0.05	0.24	0.05
Avail Cap(c_a), veh/h	286	1116	876	286	1116	496	371	1646		1523	2805	871
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.98	0.98	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.4	49.7	7.3	53.1	51.3	32.7	52.3	42.1	0.0	18.9	13.8	12.3
Incr Delay (d2), s/veh	0.4	0.9	0.4	0.2	0.6	0.2	8.3	4.3	0.0	0.0	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	1.7	2.3	0.8	0.7	1.3	0.3	3.7	5.9	0.0	0.5	3.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.8	50.6	7.6	53.2	51.9	32.9	60.6	46.4	0.0	18.9	14.0	12.4
LnGrp LOS	D	D	A	D	D	C	E	D		B	B	B
Approach Vol, veh/h		347			145			905	A		800	
Approach Delay, s/veh		43.8			51.2			50.1			14.4	
Approach LOS		D			D			D			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	59.3	28.4	15.8	16.5	15.3	72.5	12.9	19.4				
Change Period (Y+Rc), s	6.0	* 6	6.0	* 6	5.0	6.0	5.0	6.0				
Max Green Setting (Gmax), s	1.0	* 39	10.0	* 38	13.0	37.0	10.0	38.0				
Max Q Clear Time (g_c+1), s	13.4	16.4	6.0	4.8	10.2	10.3	3.6	7.2				
Green Ext Time (p_c), s	0.0	5.9	0.0	0.6	0.1	6.7	0.0	1.5				

Intersection Summary

HCM 6th Ctrl Delay	36.2
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
 8: Jefferson St & I-10 WB Ramps

Existing Conditions - PM Peak Hour
 Pulte Homes Development



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↘	↔	↗		↑↑↑	↗		↑↑↑	↗
Traffic Volume (veh/h)	0	0	0	216	0	101	0	776	724	0	834	94
Future Volume (veh/h)	0	0	0	216	0	101	0	776	724	0	834	94
Initial Q (Qb), veh				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
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No		No		No		No		No
Adj Sat Flow, veh/h/ln				1856	1856	1856	0	1856	1856	0	1856	1856
Adj Flow Rate, veh/h				243	0	0	0	872	0	0	937	70
Peak Hour Factor				0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %				3	3	3	0	3	3	0	3	3
Cap, veh/h				370	0	164	0	3556		0	3556	1104
Arrive On Green				0.10	0.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00
Sat Flow, veh/h				3534	0	1572	0	5233	1572	0	5233	1572
Grp Volume(v), veh/h				243	0	0	0	872	0	0	937	70
Grp Sat Flow(s),veh/h/ln				1767	0	1572	0	1689	1572	0	1689	1572
Q Serve(g_s), s				4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s				4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane				1.00		1.00	0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h				370	0	164	0	3556		0	3556	1104
V/C Ratio(X)				0.66	0.00	0.00	0.00	0.25		0.00	0.26	0.06
Avail Cap(c_a), veh/h				954	0	425	0	3556		0	3556	1104
HCM Platoon Ratio				1.00	1.00	1.00	1.00	2.00	2.00	1.00	2.00	2.00
Upstream Filter(I)				1.00	0.00	0.00	0.00	0.93	0.00	0.00	0.95	0.95
Uniform Delay (d), s/veh				25.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh				1.5	0.0	0.0	0.0	0.2	0.0	0.0	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
%ile BackOfQ(50%),veh/ln				1.6	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				27.3	0.0	0.0	0.0	0.2	0.0	0.0	0.2	0.1
LnGrp LOS				C	A	A	A	A		A	A	A
Approach Vol, veh/h					243			872	A		1007	
Approach Delay, s/veh					27.3			0.2			0.2	
Approach LOS					C			A			A	
Timer - Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		47.9				47.9		12.1				
Change Period (Y+Rc), s		5.8				5.8		5.8				
Max Green Setting (Gmax), s		32.2				32.2		16.2				
Max Q Clear Time (g_c+I1), s		2.0				2.0		6.0				
Green Ext Time (p_c), s		5.0				5.6		0.4				

Intersection Summary

HCM 6th Ctrl Delay	3.3
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.
 Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
 9: I-10 EB Ramps & Jefferson St

Existing Conditions - PM Peak Hour
 Pulte Homes Development



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↖↗	↖↗	↖↗	↑↑↑	↑↑↑	↖
Traffic Volume (veh/h)	125	894	122	1375	929	121
Future Volume (veh/h)	125	894	122	1375	929	121
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	136	970	133	1495	1010	47
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	3	3	3	3	3
Cap, veh/h	811	902	305	2887	2039	633
Arrive On Green	0.24	0.24	0.09	0.57	0.40	0.40
Sat Flow, veh/h	3428	2768	3428	5233	5233	1572
Grp Volume(v), veh/h	136	970	133	1495	1010	47
Grp Sat Flow(s),veh/h/ln	1714	1384	1714	1689	1689	1572
Q Serve(g_s), s	1.9	14.2	2.2	10.8	8.9	1.1
Cycle Q Clear(g_c), s	1.9	14.2	2.2	10.8	8.9	1.1
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	811	902	305	2887	2039	633
V/C Ratio(X)	0.17	1.08	0.44	0.52	0.50	0.07
Avail Cap(c_a), veh/h	811	902	931	2887	2039	633
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	0.97	0.97
Uniform Delay (d), s/veh	18.2	20.2	25.9	7.9	13.4	11.0
Incr Delay (d2), s/veh	0.1	52.5	0.7	0.7	0.8	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	19.1	0.8	2.7	2.9	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	18.3	72.8	26.6	8.5	14.2	11.3
LnGrp LOS	B	F	C	A	B	B
Approach Vol, veh/h	1106			1628	1057	
Approach Delay, s/veh	66.1			10.0	14.1	
Approach LOS	E			B	B	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		40.0		20.0	10.0	30.0
Change Period (Y+Rc), s		5.8		5.8	* 4.7	5.8
Max Green Setting (Gmax), s		34.2		14.2	* 16	13.2
Max Q Clear Time (g_c+I1), s		12.8		16.2	4.2	10.9
Green Ext Time (p_c), s		8.9		0.0	0.2	1.3

Intersection Summary

HCM 6th Ctrl Delay	27.5
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
 10: Indio Blvd & Jefferson St

Existing Conditions - PM Peak Hour
 Pulte Homes Development



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔↔	↔↔	↔↔	↑↑	↑↑	↔↔
Traffic Volume (veh/h)	1001	311	233	496	728	1095
Future Volume (veh/h)	1001	311	233	496	728	1095
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	1065	324	248	528	774	1044
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	3	3	3
Cap, veh/h	1354	1350	319	1279	811	1730
Arrive On Green	0.13	0.13	0.09	0.36	0.23	0.23
Sat Flow, veh/h	3428	2768	3428	3618	3618	2768
Grp Volume(v), veh/h	1065	324	248	528	774	1044
Grp Sat Flow(s),veh/h/ln	1714	1384	1714	1763	1763	1384
Q Serve(g_s), s	30.1	9.0	7.1	11.2	21.7	22.7
Cycle Q Clear(g_c), s	30.1	9.0	7.1	11.2	21.7	22.7
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	1354	1350	319	1279	811	1730
V/C Ratio(X)	0.79	0.24	0.78	0.41	0.95	0.60
Avail Cap(c_a), veh/h	1354	1350	782	1756	811	1730
HCM Platoon Ratio	0.33	0.33	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.89	0.89	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.4	22.1	44.3	23.9	38.0	11.3
Incr Delay (d2), s/veh	4.2	0.4	1.6	0.5	21.6	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	14.4	3.0	2.9	4.4	11.3	12.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	43.6	22.5	45.9	24.3	59.6	12.2
LnGrp LOS	D	C	D	C	E	B
Approach Vol, veh/h	1389			776	1818	
Approach Delay, s/veh	38.7			31.2	32.4	
Approach LOS	D			C	C	
Timer - Assigned Phs	1	2		6	8	
Phs Duration (G+Y+Rc), s	13.3	28.5		41.8	44.7	
Change Period (Y+Rc), s	4.0	5.5		5.5	5.2	
Max Green Setting (Gmax), s	22.8	23.0		49.8	39.5	
Max Q Clear Time (g_c+19), s	19.1	24.7		13.2	32.1	
Green Ext Time (p_c), s	0.2	0.0		6.8	4.5	
Intersection Summary						
HCM 6th Ctrl Delay			34.3			
HCM 6th LOS			C			

HCM 6th Signalized Intersection Summary
 11: Jefferson St & Avenue 42/Country Club Dr

Existing Conditions - PM Peak Hour
 Pulte Homes Development



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑	↖	↖↗	↑↑		↖↗	↑↑↑	↖	↖↗	↑↑↑	↖
Traffic Volume (veh/h)	375	282	506	47	63	23	315	909	12	47	1009	272
Future Volume (veh/h)	375	282	506	47	63	23	315	909	12	47	1009	272
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	395	297	459	49	66	1	332	957	7	49	1062	175
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, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	470	740	518	102	365	6	409	2768	859	102	2264	918
Arrive On Green	0.14	0.21	0.21	0.03	0.10	0.10	0.12	0.55	0.55	0.01	0.15	0.15
Sat Flow, veh/h	3428	3526	1572	3428	3555	54	3428	5066	1572	3428	5066	1572
Grp Volume(v), veh/h	395	297	459	49	33	34	332	957	7	49	1062	175
Grp Sat Flow(s),veh/h/ln	1714	1763	1572	1714	1763	1846	1714	1689	1572	1714	1689	1572
Q Serve(g_s), s	11.2	7.3	21.0	1.4	1.7	1.7	9.4	10.6	0.2	1.4	19.2	7.4
Cycle Q Clear(g_c), s	11.2	7.3	21.0	1.4	1.7	1.7	9.4	10.6	0.2	1.4	19.2	7.4
Prop In Lane	1.00		1.00	1.00		0.03	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	470	740	518	102	181	190	409	2768	859	102	2264	918
V/C Ratio(X)	0.84	0.40	0.89	0.48	0.18	0.18	0.81	0.35	0.01	0.48	0.47	0.19
Avail Cap(c_a), veh/h	679	740	518	267	181	190	850	2768	859	267	2264	918
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.83	0.83	0.83
Uniform Delay (d), s/veh	42.1	34.1	31.8	47.8	41.0	41.0	42.9	12.7	10.3	48.7	31.8	15.7
Incr Delay (d2), s/veh	4.4	0.1	16.3	1.3	0.2	0.2	1.5	0.3	0.0	1.1	0.6	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	3.0	12.0	0.6	0.7	0.8	3.9	3.6	0.1	0.6	8.7	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.5	34.2	48.0	49.1	41.2	41.2	44.4	13.0	10.3	49.8	32.3	16.1
LnGrp LOS	D	C	D	D	D	D	D	B	B	D	C	B
Approach Vol, veh/h		1151			116			1296			1286	
Approach Delay, s/veh		43.9			44.5			21.1			30.8	
Approach LOS		D			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.0	26.2	16.9	49.9	17.7	15.5	7.0	59.9				
Change Period (Y+Rc), s	4.0	5.2	5.0	5.2	4.0	5.2	4.0	5.2				
Max Green Setting (Gmax), s	7.8	21.0	24.8	27.0	19.8	9.0	7.8	45.0				
Max Q Clear Time (g_c+1/4), s	13.4	23.0	11.4	21.2	13.2	3.7	3.4	12.6				
Green Ext Time (p_c), s	0.0	0.0	0.5	2.5	0.5	0.1	0.0	4.2				

Intersection Summary

HCM 6th Ctrl Delay	31.9
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
 12: Jefferson St & Fred Waring Dr

Existing Conditions - PM Peak Hour
 Pulte Homes Development



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↔	↔↔	↑↑↑		↔↔	↑↑↑	↔	↔↔	↑↑↑	↔
Traffic Volume (veh/h)	250	730	236	204	435	86	235	893	199	100	1133	212
Future Volume (veh/h)	250	730	236	204	435	86	235	893	199	100	1133	212
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	272	793	61	222	473	61	255	971	82	109	1232	84
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, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	340	1106	343	293	931	118	320	1535	476	638	2082	646
Arrive On Green	0.10	0.22	0.22	0.09	0.20	0.20	0.09	0.30	0.30	0.19	0.41	0.41
Sat Flow, veh/h	3428	5066	1572	3428	4552	577	3428	5066	1571	3428	5066	1572
Grp Volume(v), veh/h	272	793	61	222	349	185	255	971	82	109	1232	84
Grp Sat Flow(s),veh/h/ln	1714	1689	1572	1714	1689	1752	1714	1689	1571	1714	1689	1572
Q Serve(g_s), s	7.8	14.5	3.2	6.3	9.2	9.4	7.3	16.5	2.8	2.7	18.9	3.3
Cycle Q Clear(g_c), s	7.8	14.5	3.2	6.3	9.2	9.4	7.3	16.5	2.8	2.7	18.9	3.3
Prop In Lane	1.00		1.00	1.00		0.33	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	340	1106	343	293	691	358	320	1535	476	638	2082	646
V/C Ratio(X)	0.80	0.72	0.18	0.76	0.50	0.52	0.80	0.63	0.17	0.17	0.59	0.13
Avail Cap(c_a), veh/h	446	1317	409	549	979	508	353	1535	476	638	2082	646
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	44.1	36.2	31.8	44.7	35.3	35.4	44.4	30.1	14.1	34.2	22.9	18.3
Incr Delay (d2), s/veh	5.6	2.3	0.5	1.5	1.2	2.5	9.8	2.0	0.8	0.0	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	8.4	5.9	1.2	2.6	3.7	4.0	3.4	6.4	1.4	1.1	7.1	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.7	38.5	32.3	46.2	36.5	37.8	54.2	32.0	14.9	34.2	24.2	18.7
LnGrp LOS	D	D	C	D	D	D	D	C	B	C	C	B
Approach Vol, veh/h		1126			756			1308			1425	
Approach Delay, s/veh		40.9			39.7			35.3			24.6	
Approach LOS		D			D			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	24.1	35.8	12.5	27.5	13.3	46.6	13.9	26.2				
Change Period (Y+Rc), s	5.5	* 5.5	4.0	5.7	4.0	5.5	4.0	5.7				
Max Green Setting (Gmax), s	30.5	* 30	16.0	26.0	10.3	28.5	13.0	29.0				
Max Q Clear Time (g_c+14), s	14.5	18.5	8.3	16.5	9.3	20.9	9.8	11.4				
Green Ext Time (p_c), s	0.0	7.3	0.2	5.3	0.1	6.0	0.2	5.0				

Intersection Summary

HCM 6th Ctrl Delay	34.1
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.
 * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection						
Int Delay, s/veh	3.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	48	83	157	118	97	253
Future Vol, veh/h	48	83	157	118	97	253
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	200	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	56	98	185	139	114	298


























Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	632	162	0	0	324	0
Stage 1	255	-	-	-	-	-
Stage 2	377	-	-	-	-	-
Critical Hdwy	6.86	6.96	-	-	4.16	-
Critical Hdwy Stg 1	5.86	-	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-	-	-
Follow-up Hdwy	3.53	3.33	-	-	2.23	-
Pot Cap-1 Maneuver	410	851	-	-	1225	-
Stage 1	761	-	-	-	-	-
Stage 2	660	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	372	851	-	-	1225	-
Mov Cap-2 Maneuver	372	-	-	-	-	-
Stage 1	761	-	-	-	-	-
Stage 2	599	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.2	0	2.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	372	851	1225	-
HCM Lane V/C Ratio	-	-	0.152	0.115	0.093	-
HCM Control Delay (s)	-	-	16.4	9.8	8.2	-
HCM Lane LOS	-	-	C	A	A	-
HCM 95th %tile Q(veh)	-	-	0.5	0.4	0.3	-

HCM 6th Signalized Intersection Summary
 14: Monroe St & Avenue 42

Existing Conditions - PM Peak Hour
 Pulte Homes Development

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  		 								 
Traffic Volume (veh/h)	53	223	49	151	104	61	50	261	226	158	212	23
Future Volume (veh/h)	53	223	49	151	104	61	50	261	226	158	212	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	60	251	11	170	117	51	56	293	60	178	238	23
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, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	176	757	235	481	233	102	371	390	330	263	381	38
Arrive On Green	0.10	0.15	0.15	0.14	0.19	0.19	0.21	0.21	0.21	0.19	0.19	0.19
Sat Flow, veh/h	1767	5066	1569	3428	1225	534	1767	1856	1572	1392	2015	199
Grp Volume(v), veh/h	60	251	11	170	0	168	56	293	60	228	0	211
Grp Sat Flow(s),veh/h/ln	1767	1689	1569	1714	0	1759	1767	1856	1572	1786	0	1820
Q Serve(g_s), s	2.2	3.0	0.4	3.1	0.0	5.9	1.8	10.1	2.1	8.1	0.0	7.3
Cycle Q Clear(g_c), s	2.2	3.0	0.4	3.1	0.0	5.9	1.8	10.1	2.1	8.1	0.0	7.3
Prop In Lane	1.00		1.00	1.00		0.30	1.00		1.00	0.78		0.11
Lane Grp Cap(c), veh/h	176	757	235	481	0	335	371	390	330	338	0	344
V/C Ratio(X)	0.34	0.33	0.05	0.35	0.00	0.50	0.15	0.75	0.18	0.68	0.00	0.61
Avail Cap(c_a), veh/h	516	2588	802	1001	0	899	645	677	574	652	0	664
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	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.8	26.1	25.0	26.6	0.0	24.8	22.1	25.4	22.2	25.8	0.0	25.5
Incr Delay (d2), s/veh	0.4	0.4	0.1	0.2	0.0	1.7	0.3	4.1	0.4	3.3	0.0	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	0.8	1.1	0.1	1.1	0.0	2.3	0.7	4.5	0.8	3.4	0.0	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.2	26.4	25.1	26.8	0.0	26.5	22.3	29.5	22.6	29.2	0.0	28.0
LnGrp LOS	C	C	C	C	A	C	C	C	C	C	A	C
Approach Vol, veh/h		322			338			409				439
Approach Delay, s/veh		26.9			26.6			27.5				28.6
Approach LOS		C			C			C				C
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.1	16.2		18.4	11.3	19.0		19.8				
Change Period (Y+Rc), s	4.5	* 6		5.4	4.5	6.0		5.4				
Max Green Setting (Gmax), s	20.0	* 35		25.0	20.0	35.0		25.0				
Max Q Clear Time (g_c+I1), s	5.1	5.0		10.1	4.2	7.9		12.1				
Green Ext Time (p_c), s	0.2	2.2		2.8	0.0	1.2		2.2				
Intersection Summary												
HCM 6th Ctrl Delay				27.5								
HCM 6th LOS				C								
Notes												
User approved pedestrian interval to be less than phase max green.												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 6th Signalized Intersection Summary
 15: Monroe St & Buena Vista Ave

Existing Conditions - PM Peak Hour
 Pulte Homes Development



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	301	24	591	273	4	389
Future Volume (veh/h)	301	24	591	273	4	389
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No		No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	317	8	622	101	4	409
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3
Cap, veh/h	885	406	1267	564	37	1730
Arrive On Green	0.26	0.26	0.36	0.36	0.01	0.49
Sat Flow, veh/h	3428	1572	3618	1568	3428	3618
Grp Volume(v), veh/h	317	8	622	101	4	409
Grp Sat Flow(s),veh/h/ln	1714	1572	1763	1568	1714	1763
Q Serve(g_s), s	2.8	0.1	5.1	1.6	0.0	2.5
Cycle Q Clear(g_c), s	2.8	0.1	5.1	1.6	0.0	2.5
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	885	406	1267	564	37	1730
V/C Ratio(X)	0.36	0.02	0.49	0.18	0.11	0.24
Avail Cap(c_a), veh/h	3665	1681	2827	1257	1833	4240
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	11.3	10.3	9.3	8.2	18.3	5.5
Incr Delay (d2), s/veh	0.1	0.0	0.4	0.2	0.5	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	0.9	0.0	1.3	0.4	0.0	0.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	11.4	10.4	9.7	8.4	18.8	5.6
LnGrp LOS	B	B	A	A	B	A
Approach Vol, veh/h	325		723			413
Approach Delay, s/veh	11.4		9.6			5.7
Approach LOS	B		A			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	4.9	18.4			23.3	14.2
Change Period (Y+Rc), s	4.5	4.9			4.9	4.5
Max Green Setting (Gmax), s	20.0	30.0			45.0	40.0
Max Q Clear Time (g_c+1/2), s	12.0	7.1			4.5	4.8
Green Ext Time (p_c), s	0.0	6.2			4.0	0.6
Intersection Summary						
HCM 6th Ctrl Delay			8.9			
HCM 6th LOS			A			

HCM 6th Signalized Intersection Summary
 16: Monroe St & I-10 WB Ramps

Existing Conditions - PM Peak Hour
 Pulte Homes Development



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕	↕	↕	↕			↕	↕
Traffic Volume (veh/h)	0	0	0	157	0	102	228	762	0	0	518	172
Future Volume (veh/h)	0	0	0	157	0	102	228	762	0	0	518	172
Initial Q (Qb), veh				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
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No		No		No				
Adj Sat Flow, veh/h/ln				1856	1856	1856	1856	1856	0	0	1856	1856
Adj Flow Rate, veh/h				164	0	0	238	794	0	0	540	89
Peak Hour Factor				0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %				3	3	3	3	3	0	0	3	3
Cap, veh/h				208	0		571	1356	0	0	1080	913
Arrive On Green				0.12	0.00	0.00	0.11	0.97	0.00	0.00	0.58	0.58
Sat Flow, veh/h				1767	0	1572	1767	1856	0	0	1856	1568
Grp Volume(v), veh/h				164	0	0	238	794	0	0	540	89
Grp Sat Flow(s),veh/h/ln				1767	0	1572	1767	1856	0	0	1856	1568
Q Serve(g_s), s				6.3	0.0	0.0	3.4	2.0	0.0	0.0	12.0	1.8
Cycle Q Clear(g_c), s				6.3	0.0	0.0	3.4	2.0	0.0	0.0	12.0	1.8
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				208	0		571	1356	0	0	1080	913
V/C Ratio(X)				0.79	0.00		0.42	0.59	0.00	0.00	0.50	0.10
Avail Cap(c_a), veh/h				371	0		813	1356	0	0	1080	913
HCM Platoon Ratio				1.00	1.00	1.00	1.33	1.33	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	0.00	0.33	0.33	0.00	0.00	0.97	0.97
Uniform Delay (d), s/veh				30.0	0.0	0.0	5.7	0.3	0.0	0.0	8.6	6.5
Incr Delay (d2), s/veh				4.9	0.0	0.0	0.1	0.6	0.0	0.0	1.6	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
%ile BackOfQ(50%),veh/ln				2.7	0.0	0.0	0.7	0.4	0.0	0.0	4.1	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				34.9	0.0	0.0	5.8	0.9	0.0	0.0	10.2	6.7
LnGrp LOS				C	A		A	A	A	A	B	A
Approach Vol, veh/h					164	A		1032			629	
Approach Delay, s/veh					34.9			2.0			9.7	
Approach LOS					C			A			A	
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		56.4			10.4	46.0		13.6				
Change Period (Y+Rc), s		5.3			* 4.7	5.3		5.3				
Max Green Setting (Gmax), s		44.7			* 15	24.7		14.7				
Max Q Clear Time (g_c+I1), s		4.0			5.4	14.0		8.3				
Green Ext Time (p_c), s		5.0			0.3	2.2		0.3				

Intersection Summary

HCM 6th Ctrl Delay	7.6
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
 Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
 17: Monroe St & I-10 EB Ramps

Existing Conditions - PM Peak Hour
 Pulte Homes Development



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗					↖		↘	↕	
Traffic Volume (veh/h)	310	2	326	0	0	0	0	680	126	89	586	0
Future Volume (veh/h)	310	2	326	0	0	0	0	680	126	89	586	0
Initial Q (Qb), veh	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
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856				0	1856	1856	1856	1856	0
Adj Flow Rate, veh/h	313	2	88				0	687	118	90	592	0
Peak Hour Factor	0.99	0.99	0.99				0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	3	3	3				0	3	3	3	3	0
Cap, veh/h	363	2	325				0	795	137	292	1191	0
Arrive On Green	0.21	0.21	0.21				0.00	0.52	0.52	0.06	0.64	0.00
Sat Flow, veh/h	1756	11	1572				0	1543	265	1767	1856	0
Grp Volume(v), veh/h	315	0	88				0	0	805	90	592	0
Grp Sat Flow(s),veh/h/ln	1768	0	1572				0	0	1808	1767	1856	0
Q Serve(g_s), s	12.0	0.0	3.3				0.0	0.0	27.2	1.5	11.8	0.0
Cycle Q Clear(g_c), s	12.0	0.0	3.3				0.0	0.0	27.2	1.5	11.8	0.0
Prop In Lane	0.99		1.00				0.00		0.15	1.00		0.00
Lane Grp Cap(c), veh/h	366	0	325				0	0	932	292	1191	0
V/C Ratio(X)	0.86	0.00	0.27				0.00	0.00	0.86	0.31	0.50	0.00
Avail Cap(c_a), veh/h	422	0	375				0	0	932	372	1191	0
HCM Platoon Ratio	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				0.00	0.00	1.00	0.78	0.78	0.00
Uniform Delay (d), s/veh	26.8	0.0	23.3				0.0	0.0	14.8	12.9	6.6	0.0
Incr Delay (d2), s/veh	14.3	0.0	0.3				0.0	0.0	10.5	0.3	1.2	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
%ile BackOfQ(50%),veh/ln	6.0	0.0	1.1				0.0	0.0	11.5	0.5	3.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.1	0.0	23.7				0.0	0.0	25.3	13.2	7.8	0.0
LnGrp LOS	D	A	C				A	A	C	B	A	A
Approach Vol, veh/h		403						805			682	
Approach Delay, s/veh		37.3						25.3			8.5	
Approach LOS		D						C			A	
Timer - Assigned Phs	1	2	4	6								
Phs Duration (G+Y+Rc), s	8.8	41.4	19.8	50.2								
Change Period (Y+Rc), s	4.7	5.3	5.3	5.3								
Max Green Setting (Gmax), s	30.7	30.7	16.7	42.7								
Max Q Clear Time (g_c+I), s	13.5	29.2	14.0	13.8								
Green Ext Time (p_c), s	0.0	0.7	0.4	3.1								

Intersection Summary

HCM 6th Ctrl Delay	21.8
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	11.3
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵	↕↗		↵	↗			↕↗			↕↗	
Traffic Vol, veh/h	20	100	0	0	210	20	0	0	0	40	0	30
Future Vol, veh/h	20	100	0	0	210	20	0	0	0	40	0	30
Peak Hour Factor	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	32	159	0	0	333	32	0	0	0	63	0	48
Number of Lanes	1	2	0	1	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	3	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	3	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	3
HCM Control Delay	7.8	13.6	0	9.9
HCM LOS	A	B	-	A

Lane	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	SBLn1
Vol Left, %	0%	100%	0%	0%	0%	0%	57%
Vol Thru, %	100%	0%	100%	100%	100%	91%	0%
Vol Right, %	0%	0%	0%	0%	0%	9%	43%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	20	50	50	0	230	70
LT Vol	0	20	0	0	0	0	40
Through Vol	0	0	50	50	0	210	0
RT Vol	0	0	0	0	0	20	30
Lane Flow Rate	0	32	79	79	0	365	111
Geometry Grp	7	7	7	7	8	8	7
Degree of Util (X)	0	0.05	0.115	0.076	0	0.527	0.18
Departure Headway (Hd)	6.037	5.721	5.217	3.452	5.258	5.197	5.832
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	0	625	686	1031	0	694	612
Service Time	3.817	3.465	2.961	1.195	3.004	2.942	3.593
HCM Lane V/C Ratio	0	0.051	0.115	0.077	0	0.526	0.181
HCM Control Delay	8.8	8.8	8.6	6.5	8	13.6	9.9
HCM Lane LOS	N	A	A	A	N	B	A
HCM 95th-tile Q	0	0.2	0.4	0.2	0	3.1	0.7

Intersection						
Int Delay, s/veh	2.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	60	10	220	20	10	130
Future Vol, veh/h	60	10	220	20	10	130
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	77	77	77	77	77	77
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	78	13	286	26	13	169

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	494	156	0	0	312
Stage 1	299	-	-	-	-
Stage 2	195	-	-	-	-
Critical Hdwy	6.645	6.945	-	-	4.145
Critical Hdwy Stg 1	5.845	-	-	-	-
Critical Hdwy Stg 2	5.445	-	-	-	-
Follow-up Hdwy	3.5285	3.3285	-	-	2.2285
Pot Cap-1 Maneuver	517	860	-	-	1240
Stage 1	724	-	-	-	-
Stage 2	835	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	511	860	-	-	1240
Mov Cap-2 Maneuver	511	-	-	-	-
Stage 1	724	-	-	-	-
Stage 2	825	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.7	0	0.6
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	511	860	1240	-
HCM Lane V/C Ratio	-	-	0.152	0.015	0.01	-
HCM Control Delay (s)	-	-	13.3	9.3	7.9	0
HCM Lane LOS	-	-	B	A	A	A
HCM 95th %tile Q(veh)	-	-	0.5	0	0	-

HCM 6th Signalized Intersection Summary

3: Avenue 40 & Adams St

Pulte Homes Development
Near-Term (2030) - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	60	20	30	170	90	10	310	60	30	280	70
Future Volume (veh/h)	60	60	20	30	170	90	10	310	60	30	280	70
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		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
Work Zone On Approach		No			No			No				No
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	76	76	11	38	215	37	13	392	52	38	354	76
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	454	468	68	564	548	464	379	1126	148	479	534	115
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	0.36	0.36	0.36	0.36	0.36	0.36
Sat Flow, veh/h	1117	1584	229	1298	1856	1570	950	3123	411	938	1480	318
Grp Volume(v), veh/h	76	0	87	38	215	37	13	220	224	38	0	430
Grp Sat Flow(s),veh/h/ln	1117	0	1814	1298	1856	1570	950	1763	1771	938	0	1798
Q Serve(g_s), s	1.8	0.0	1.1	0.7	2.9	0.5	0.4	2.9	2.9	1.0	0.0	6.4
Cycle Q Clear(g_c), s	4.8	0.0	1.1	1.8	2.9	0.5	6.7	2.9	2.9	3.9	0.0	6.4
Prop In Lane	1.00		0.13	1.00		1.00	1.00		0.23	1.00		0.18
Lane Grp Cap(c), veh/h	454	0	536	564	548	464	379	636	639	479	0	649
V/C Ratio(X)	0.17	0.00	0.16	0.07	0.39	0.08	0.03	0.35	0.35	0.08	0.00	0.66
Avail Cap(c_a), veh/h	1182	0	1717	1409	1756	1486	1386	2503	2515	1472	0	2553
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	0.00	1.00
Uniform Delay (d), s/veh	10.8	0.0	8.3	8.9	8.9	8.1	11.3	7.4	7.4	8.8	0.0	8.5
Incr Delay (d2), s/veh	0.2	0.0	0.1	0.0	0.5	0.1	0.0	0.3	0.3	0.1	0.0	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	0.3	0.0	0.3	0.1	0.7	0.1	0.1	0.6	0.6	0.1	0.0	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.0	0.0	8.4	9.0	9.4	8.1	11.4	7.7	7.7	8.9	0.0	9.7
LnGrp LOS	B	A	A	A	A	A	B	A	A	A	A	A
Approach Vol, veh/h		163			290			457				468
Approach Delay, s/veh		9.6			9.2			7.8				9.6
Approach LOS		A			A			A				A
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		17.6		14.1		17.6		14.1				
Change Period (Y+Rc), s		6.2		* 4.7		6.2		* 4.7				
Max Green Setting (Gmax), s		45.0		* 30		45.0		* 30				
Max Q Clear Time (g_c+I1), s		8.7		6.8		8.4		4.9				
Green Ext Time (p_c), s		2.7		0.7		2.7		1.3				
Intersection Summary												
HCM 6th Ctrl Delay				8.9								
HCM 6th LOS				A								
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 6th Signalized Intersection Summary
7: Jefferson St & Varner Rd

Pulte Homes Development
Near-Term (2030) - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑	↔↔	↔↔	↑↑	↔	↔↔	↑↑↑	↔	↔↔	↑↑↑	↔
Traffic Volume (veh/h)	80	90	250	100	170	110	520	760	90	100	830	140
Future Volume (veh/h)	80	90	250	100	170	110	520	760	90	100	830	140
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	90	101	27	112	191	12	584	854	0	112	933	77
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, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	237	291	229	242	271	121	634	2722		498	2557	793
Arrive On Green	0.07	0.08	0.08	0.07	0.08	0.08	0.06	0.18	0.00	0.15	0.50	0.50
Sat Flow, veh/h	3428	3526	2768	3428	3526	1572	3428	5066	1572	3428	5066	1572
Grp Volume(v), veh/h	90	101	27	112	191	12	584	854	0	112	933	77
Grp Sat Flow(s),veh/h/ln	1714	1763	1384	1714	1763	1572	1714	1689	1572	1714	1689	1572
Q Serve(g_s), s	3.5	3.8	0.9	4.4	7.4	0.7	23.7	20.6	0.0	4.0	15.7	3.6
Cycle Q Clear(g_c), s	3.5	3.8	0.9	4.4	7.4	0.7	23.7	20.6	0.0	4.0	15.7	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	237	291	229	242	271	121	634	2722		498	2557	793
V/C Ratio(X)	0.38	0.35	0.12	0.46	0.71	0.10	0.92	0.31		0.22	0.36	0.10
Avail Cap(c_a), veh/h	245	957	751	245	957	427	661	2722		498	2557	793
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.92	0.92	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	62.3	60.6	33.3	62.5	63.1	30.7	64.7	35.1	0.0	52.9	21.0	18.0
Incr Delay (d2), s/veh	0.4	0.9	0.3	0.5	4.0	0.4	16.4	0.1	0.0	0.1	0.4	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	1.5	1.7	0.4	1.9	3.4	0.4	12.4	9.3	0.0	1.7	6.1	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.6	61.5	33.6	63.0	67.1	31.1	81.1	35.2	0.0	53.0	21.4	18.3
LnGrp LOS	E	E	C	E	E	C	F	D		D	C	B
Approach Vol, veh/h		218			315			1438	A		1122	
Approach Delay, s/veh		58.5			64.3			53.8			24.4	
Approach LOS		E			E			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	26.3	81.2	15.7	16.7	30.9	76.7	14.9	17.6				
Change Period (Y+Rc), s	6.0	* 6	6.0	* 6	5.0	6.0	5.0	6.0				
Max Green Setting (Gmax), s	1.0	* 59	10.0	* 38	27.0	43.0	10.0	38.0				
Max Q Clear Time (g_c+1/3), s	10.0	22.6	5.5	9.4	25.7	17.7	6.4	5.8				
Green Ext Time (p_c), s	0.0	9.1	0.0	1.3	0.2	9.4	0.0	0.8				

Intersection Summary

HCM 6th Ctrl Delay	44.5
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
8: Jefferson St & I-10 WB Ramps

Pulte Homes Development
Near-Term (2030) - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↘	↔	↗		↑↑↑	↗		↑↑↑	↗
Traffic Volume (veh/h)	0	0	0	380	0	170	0	1200	1010	0	990	190
Future Volume (veh/h)	0	0	0	380	0	170	0	1200	1010	0	990	190
Initial Q (Qb), veh				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
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No		No		No		No		No
Adj Sat Flow, veh/h/ln				1856	1856	1856	0	1856	1856	0	1856	1856
Adj Flow Rate, veh/h				445	0	95	0	1263	0	0	1042	127
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				3	3	3	0	3	3	0	3	3
Cap, veh/h				583	0	259	0	3391		0	3391	1053
Arrive On Green				0.16	0.00	0.16	0.00	1.00	0.00	0.00	0.67	0.67
Sat Flow, veh/h				3534	0	1572	0	5233	1572	0	5233	1572
Grp Volume(v), veh/h				445	0	95	0	1263	0	0	1042	127
Grp Sat Flow(s),veh/h/ln				1767	0	1572	0	1689	1572	0	1689	1572
Q Serve(g_s), s				8.4	0.0	3.8	0.0	0.0	0.0	0.0	6.0	2.0
Cycle Q Clear(g_c), s				8.4	0.0	3.8	0.0	0.0	0.0	0.0	6.0	2.0
Prop In Lane				1.00		1.00	0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h				583	0	259	0	3391		0	3391	1053
V/C Ratio(X)				0.76	0.00	0.37	0.00	0.37		0.00	0.31	0.12
Avail Cap(c_a), veh/h				1070	0	476	0	3391		0	3391	1053
HCM Platoon Ratio				1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(l)				1.00	0.00	1.00	0.00	0.80	0.00	0.00	0.91	0.91
Uniform Delay (d), s/veh				27.9	0.0	26.0	0.0	0.0	0.0	0.0	4.8	4.2
Incr Delay (d2), s/veh				1.6	0.0	0.6	0.0	0.3	0.0	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
%ile BackOfQ(50%),veh/ln				3.3	0.0	1.3	0.0	0.1	0.0	0.0	1.3	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				29.5	0.0	26.6	0.0	0.3	0.0	0.0	5.0	4.4
LnGrp LOS				C	A	C	A	A		A	A	A
Approach Vol, veh/h					540			1263	A		1169	
Approach Delay, s/veh					29.0			0.3			5.0	
Approach LOS					C			A			A	
Timer - Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		52.7				52.7		17.3				
Change Period (Y+Rc), s		5.8				5.8		5.8				
Max Green Setting (Gmax), s		37.2				37.2		21.2				
Max Q Clear Time (g_c+I1), s		2.0				8.0		10.4				
Green Ext Time (p_c), s		8.3				6.6		1.1				

Intersection Summary

HCM 6th Ctrl Delay	7.3
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
 9: I-10 EB Ramps & Jefferson St

Pulte Homes Development
 Near-Term (2030) - AM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↖↗	↖↗	↖↗	↑↑↑	↓↓↓	↘
Traffic Volume (veh/h)	100	790	120	2110	1230	140
Future Volume (veh/h)	100	790	120	2110	1230	140
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	108	840	129	2269	1323	73
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	3	3	3	3	3
Cap, veh/h	695	779	270	3199	2460	764
Arrive On Green	0.20	0.20	0.08	0.63	0.97	0.97
Sat Flow, veh/h	3428	2768	3428	5233	5233	1572
Grp Volume(v), veh/h	108	840	129	2269	1323	73
Grp Sat Flow(s),veh/h/ln	1714	1384	1714	1689	1689	1572
Q Serve(g_s), s	1.8	14.2	2.5	20.9	1.1	0.1
Cycle Q Clear(g_c), s	1.8	14.2	2.5	20.9	1.1	0.1
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	695	779	270	3199	2460	764
V/C Ratio(X)	0.16	1.08	0.48	0.71	0.54	0.10
Avail Cap(c_a), veh/h	695	779	700	3199	2460	764
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	0.93	0.93
Uniform Delay (d), s/veh	23.0	25.1	30.9	8.6	0.5	0.5
Incr Delay (d2), s/veh	0.1	55.3	1.0	1.4	0.8	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	19.0	1.0	5.3	0.3	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	23.0	80.4	31.8	10.0	1.3	0.8
LnGrp LOS	C	F	C	A	A	A
Approach Vol, veh/h	948			2398	1396	
Approach Delay, s/veh	73.9			11.1	1.3	
Approach LOS	E			B	A	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		50.0		20.0	10.2	39.8
Change Period (Y+Rc), s		5.8		5.8	* 4.7	5.8
Max Green Setting (Gmax), s		44.2		14.2	* 14	25.2
Max Q Clear Time (g_c+l1), s		22.9		16.2	4.5	3.1
Green Ext Time (p_c), s		14.5		0.0	0.2	7.9
Intersection Summary						
HCM 6th Ctrl Delay			20.8			
HCM 6th LOS			C			
Notes						
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.						

HCM 6th Signalized Intersection Summary
 10: Indio Blvd & Jefferson St

Pulte Homes Development
 Near-Term (2030) - AM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↖↗	↖↗	↖↗	↑↑	↑↑	↖↗
Traffic Volume (veh/h)	1240	240	490	990	670	1350
Future Volume (veh/h)	1240	240	490	990	670	1350
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	1333	248	527	1065	720	1409
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	3	3	3	3	3
Cap, veh/h	1251	1494	599	1568	811	1647
Arrive On Green	0.12	0.12	0.17	0.44	0.23	0.23
Sat Flow, veh/h	3428	2768	3428	3618	3618	2768
Grp Volume(v), veh/h	1333	248	527	1065	720	1409
Grp Sat Flow(s),veh/h/ln	1714	1384	1714	1763	1763	1384
Q Serve(g_s), s	36.5	5.9	15.0	24.0	19.8	23.0
Cycle Q Clear(g_c), s	36.5	5.9	15.0	24.0	19.8	23.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	1251	1494	599	1568	811	1647
V/C Ratio(X)	1.07	0.17	0.88	0.68	0.89	0.86
Avail Cap(c_a), veh/h	1251	1494	885	1861	811	1647
HCM Platoon Ratio	0.33	0.33	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.81	0.81	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.0	16.5	40.2	22.1	37.3	12.9
Incr Delay (d2), s/veh	42.5	0.2	5.1	1.3	12.4	5.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	23.9	1.8	6.4	9.2	9.5	18.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	86.5	16.7	45.4	23.4	49.7	17.9
LnGrp LOS	F	B	D	C	D	B
Approach Vol, veh/h	1581			1592	2129	
Approach Delay, s/veh	75.5			30.7	28.7	
Approach LOS	E			C	C	
Timer - Assigned Phs	1	2		6	8	
Phs Duration (G+Y+Rc), s	31.5	28.5		50.0	41.7	
Change Period (Y+Rc), s	4.0	5.5		5.5	5.2	
Max Green Setting (Gmax), s	25.8	23.0		52.8	36.5	
Max Q Clear Time (g_c+11), s	11.0	25.0		26.0	38.5	
Green Ext Time (p_c), s	0.5	0.0		13.8	0.0	
Intersection Summary						
HCM 6th Ctrl Delay			43.2			
HCM 6th LOS			D			

HCM 6th Signalized Intersection Summary
 11: Jefferson St & Avenue 42/Country Club Dr

Pulte Homes Development
 Near-Term (2030) - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑	↗	↔↔	↑↑		↔↔	↑↑↑	↗	↔↔	↑↑↑	↗
Traffic Volume (veh/h)	330	200	510	50	180	40	630	1110	30	60	1240	540
Future Volume (veh/h)	330	200	510	50	180	40	630	1110	30	60	1240	540
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	375	227	527	57	205	26	716	1261	17	68	1409	546
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
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	439	670	661	109	295	37	790	2838	881	116	1792	758
Arrive On Green	0.13	0.19	0.19	0.03	0.09	0.09	0.23	0.56	0.56	0.01	0.12	0.12
Sat Flow, veh/h	3428	3526	1572	3428	3152	395	3428	5066	1572	3428	5066	1572
Grp Volume(v), veh/h	375	227	527	57	113	118	716	1261	17	68	1409	546
Grp Sat Flow(s),veh/h/ln	1714	1763	1572	1714	1763	1784	1714	1689	1572	1714	1689	1572
Q Serve(g_s), s	10.7	5.6	19.0	1.6	6.2	6.4	20.3	14.6	0.5	2.0	27.1	27.8
Cycle Q Clear(g_c), s	10.7	5.6	19.0	1.6	6.2	6.4	20.3	14.6	0.5	2.0	27.1	27.8
Prop In Lane	1.00		1.00	1.00		0.22	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	439	670	661	109	165	167	790	2838	881	116	1792	758
V/C Ratio(X)	0.85	0.34	0.80	0.52	0.69	0.70	0.91	0.44	0.02	0.58	0.79	0.72
Avail Cap(c_a), veh/h	473	670	661	267	229	232	919	2838	881	267	1792	758
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.59	0.59	0.59
Uniform Delay (d), s/veh	42.7	35.1	25.3	47.7	43.9	44.0	37.4	12.9	9.8	48.7	40.5	28.2
Incr Delay (d2), s/veh	12.4	0.1	6.3	1.4	1.9	2.3	10.5	0.5	0.0	1.0	2.1	3.5
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	5.2	2.3	10.9	0.7	2.7	2.9	9.1	4.8	0.2	0.8	12.4	12.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.1	35.2	31.5	49.1	45.8	46.3	47.9	13.4	9.8	49.8	42.6	31.7
LnGrp LOS	E	D	C	D	D	D	D	B	A	D	D	C
Approach Vol, veh/h		1129			288			1994			2023	
Approach Delay, s/veh		40.1			46.6			25.7			39.9	
Approach LOS		D			D			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.2	24.2	28.1	40.6	16.8	14.6	7.4	61.2				
Change Period (Y+Rc), s	4.0	5.2	5.0	5.2	4.0	5.2	4.0	5.2				
Max Green Setting (Gmax), s	7.8	19.0	26.8	27.0	13.8	13.0	7.8	47.0				
Max Q Clear Time (g_c+1), s	13.6	21.0	22.3	29.8	12.7	8.4	4.0	16.6				
Green Ext Time (p_c), s	0.0	0.0	0.7	0.0	0.1	0.3	0.0	5.9				

Intersection Summary

HCM 6th Ctrl Delay	35.1
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
 12: Jefferson St & Fred Waring Dr

Pulte Homes Development
 Near-Term (2030) - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↔	↔↔	↑↑↑	↔	↔↔	↑↑↑	↔	↔↔	↑↑↑	↔
Traffic Volume (veh/h)	340	470	160	280	990	120	310	1260	190	90	1300	420
Future Volume (veh/h)	340	470	160	280	990	120	310	1260	190	90	1300	420
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	370	511	48	304	1076	115	337	1370	92	98	1413	259
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, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	411	1467	455	375	1296	138	353	1586	491	278	1550	481
Arrive On Green	0.12	0.29	0.29	0.11	0.28	0.28	0.10	0.31	0.31	0.08	0.31	0.31
Sat Flow, veh/h	3428	5066	1572	3428	4645	496	3428	5066	1569	3428	5066	1572
Grp Volume(v), veh/h	370	511	48	304	782	409	337	1370	92	98	1413	259
Grp Sat Flow(s),veh/h/ln	1714	1689	1572	1714	1689	1764	1714	1689	1569	1714	1689	1572
Q Serve(g_s), s	10.6	8.0	2.2	8.7	21.7	21.8	9.8	25.5	3.0	2.7	26.8	13.7
Cycle Q Clear(g_c), s	10.6	8.0	2.2	8.7	21.7	21.8	9.8	25.5	3.0	2.7	26.8	13.7
Prop In Lane	1.00		1.00	1.00		0.28	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	411	1467	455	375	942	492	353	1586	491	278	1550	481
V/C Ratio(X)	0.90	0.35	0.11	0.81	0.83	0.83	0.95	0.86	0.19	0.35	0.91	0.54
Avail Cap(c_a), veh/h	411	1467	455	549	979	511	353	1586	491	291	1550	481
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	28.1	26.0	43.5	33.8	33.8	44.6	32.3	12.4	43.5	33.4	28.8
Incr Delay (d2), s/veh	21.6	0.3	0.2	3.6	6.7	12.2	35.7	6.5	0.8	0.3	9.6	4.3
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	5.5	3.1	0.8	3.7	9.1	10.3	5.7	10.4	1.6	1.1	11.5	5.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.0	28.4	26.2	47.1	40.5	46.0	80.3	38.9	13.2	43.7	43.0	33.1
LnGrp LOS	E	C	C	D	D	D	F	D	B	D	D	C
Approach Vol, veh/h		929			1495			1799			1770	
Approach Delay, s/veh		42.8			43.4			45.3			41.6	
Approach LOS		D			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	33.6	36.8	14.9	34.7	14.3	36.1	16.0	33.6				
Change Period (Y+Rc), s	5.5	* 5.5	4.0	5.7	4.0	5.5	4.0	5.7				
Max Green Setting (Gmax), s	31.5	* 31	16.0	25.0	10.3	29.5	12.0	29.0				
Max Q Clear Time (g_c+14), s	14.7	27.5	10.7	10.0	11.8	28.8	12.6	23.8				
Green Ext Time (p_c), s	0.0	3.3	0.3	4.9	0.0	0.6	0.0	4.1				

Intersection Summary

HCM 6th Ctrl Delay	43.4
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.
 * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection						
Int Delay, s/veh	11					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↙	↗	↕		↙	↕
Traffic Vol, veh/h	130	310	320	60	150	340
Future Vol, veh/h	130	310	320	60	150	340
Conflicting Peds, #/hr	0	1	0	2	2	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	200	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	157	373	386	72	181	410


























Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	991	232	0	0	460
Stage 1	424	-	-	-	-
Stage 2	567	-	-	-	-
Critical Hdwy	6.86	6.96	-	-	4.16
Critical Hdwy Stg 1	5.86	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-	-
Follow-up Hdwy	3.53	3.33	-	-	2.23
Pot Cap-1 Maneuver	241	767	-	-	1090
Stage 1	625	-	-	-	-
Stage 2	528	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	201	765	-	-	1088
Mov Cap-2 Maneuver	201	-	-	-	-
Stage 1	624	-	-	-	-
Stage 2	440	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	29.7	0	2.7
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	201	765	1088
HCM Lane V/C Ratio	-	-	0.779	0.488	0.166
HCM Control Delay (s)	-	-	66.8	14.1	9
HCM Lane LOS	-	-	F	B	A
HCM 95th %tile Q(veh)	-	-	5.4	2.7	0.6

HCM 6th Signalized Intersection Summary
 14: Monroe St & Avenue 42

Pulte Homes Development
 Near-Term (2030) - AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  		 								 
Traffic Volume (veh/h)	20	180	60	340	250	80	180	270	180	120	370	90
Future Volume (veh/h)	20	180	60	340	250	80	180	270	180	120	370	90
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	22	196	12	370	272	78	196	293	43	130	402	87
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, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	86	780	242	466	335	96	365	383	325	169	548	124
Arrive On Green	0.05	0.15	0.15	0.14	0.24	0.24	0.21	0.21	0.21	0.23	0.23	0.23
Sat Flow, veh/h	1767	5066	1572	3428	1386	398	1767	1856	1572	720	2333	527
Grp Volume(v), veh/h	22	196	12	370	0	350	196	293	43	329	0	290
Grp Sat Flow(s),veh/h/ln	1767	1689	1572	1714	0	1784	1767	1856	1572	1820	0	1761
Q Serve(g_s), s	1.0	2.7	0.5	8.3	0.0	14.7	7.8	11.8	1.8	13.4	0.0	12.0
Cycle Q Clear(g_c), s	1.0	2.7	0.5	8.3	0.0	14.7	7.8	11.8	1.8	13.4	0.0	12.0
Prop In Lane	1.00		1.00	1.00		0.22	1.00		1.00	0.40		0.30
Lane Grp Cap(c), veh/h	86	780	242	466	0	431	365	383	325	427	0	413
V/C Ratio(X)	0.26	0.25	0.05	0.79	0.00	0.81	0.54	0.76	0.13	0.77	0.00	0.70
Avail Cap(c_a), veh/h	446	2237	694	865	0	788	557	585	496	574	0	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	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	36.3	29.5	28.6	33.2	0.0	28.4	28.1	29.6	25.6	28.3	0.0	27.8
Incr Delay (d2), s/veh	0.6	0.2	0.1	1.2	0.0	5.2	1.7	4.5	0.3	5.4	0.0	3.4
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	0.4	1.0	0.2	3.2	0.0	6.2	3.3	5.4	0.6	6.0	0.0	5.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.9	29.7	28.7	34.3	0.0	33.6	29.8	34.1	25.9	33.8	0.0	31.2
LnGrp LOS	D	C	C	C	A	C	C	C	C	C	A	C
Approach Vol, veh/h		230			720			532			619	
Approach Delay, s/veh		30.4			34.0			31.9			32.6	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.3	18.2		24.0	8.3	25.1		21.8				
Change Period (Y+Rc), s	4.5	* 6		5.4	4.5	6.0		5.4				
Max Green Setting (Gmax), s	20.0	* 35		25.0	20.0	35.0		25.0				
Max Q Clear Time (g_c+I1), s	10.3	4.7		15.4	3.0	16.7		13.8				
Green Ext Time (p_c), s	0.5	1.7		3.2	0.0	2.5		2.6				

Intersection Summary

HCM 6th Ctrl Delay	32.6
HCM 6th LOS	C

Notes

- User approved pedestrian interval to be less than phase max green.
- * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
 15: Monroe St & Buena Vista Ave

Pulte Homes Development
 Near-Term (2030) - AM Peak Hour



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔↔	↔	↑↑	↔	↔↔	↑↑
Traffic Volume (veh/h)	290	30	600	190	10	760
Future Volume (veh/h)	290	30	600	190	10	760
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No		No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	299	8	619	71	10	784
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	3	3	3
Cap, veh/h	873	400	1235	551	90	1749
Arrive On Green	0.25	0.25	0.35	0.35	0.03	0.50
Sat Flow, veh/h	3428	1572	3618	1572	3428	3618
Grp Volume(v), veh/h	299	8	619	71	10	784
Grp Sat Flow(s),veh/h/ln	1714	1572	1763	1572	1714	1763
Q Serve(g_s), s	2.7	0.1	5.2	1.2	0.1	5.4
Cycle Q Clear(g_c), s	2.7	0.1	5.2	1.2	0.1	5.4
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	873	400	1235	551	90	1749
V/C Ratio(X)	0.34	0.02	0.50	0.13	0.11	0.45
Avail Cap(c_a), veh/h	3638	1669	2806	1251	1819	4209
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.5	10.5	9.7	8.3	17.9	6.2
Incr Delay (d2), s/veh	0.1	0.0	0.5	0.1	0.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	1.4	0.3	0.0	1.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	11.6	10.5	10.1	8.5	18.1	6.4
LnGrp LOS	B	B	B	A	B	A
Approach Vol, veh/h	307		690			794
Approach Delay, s/veh	11.5		9.9			6.6
Approach LOS	B		A			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	5.5	18.1			23.6	14.1
Change Period (Y+Rc), s	4.5	4.9			4.9	4.5
Max Green Setting (Gmax), s	20.0	30.0			45.0	40.0
Max Q Clear Time (g_c+1/2), s	11.5	7.2			7.4	4.7
Green Ext Time (p_c), s	0.0	6.0			8.6	0.6
Intersection Summary						
HCM 6th Ctrl Delay			8.7			
HCM 6th LOS			A			

HCM 6th Signalized Intersection Summary
 16: Monroe St & I-10 WB Ramps

Pulte Homes Development
 Near-Term (2030) - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↘ ↙	↘ ↙	↘ ↙	↘ ↙	↘ ↙			↘ ↙	↘ ↙
Traffic Volume (veh/h)	0	0	0	240	0	180	420	610	0	0	640	410
Future Volume (veh/h)	0	0	0	240	0	180	420	610	0	0	640	410
Initial Q (Qb), veh				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
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No		No		No			No	
Adj Sat Flow, veh/h/ln				1856	1856	1856	1856	1856	0	0	1856	1856
Adj Flow Rate, veh/h				245	0	0	429	622	0	0	653	219
Peak Hour Factor				0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %				3	3	3	3	3	0	0	3	3
Cap, veh/h				354	0		1107	2639	0	0	2116	944
Arrive On Green				0.10	0.00	0.00	0.03	0.25	0.00	0.00	0.60	0.60
Sat Flow, veh/h				3534	0	1572	3428	3618	0	0	3618	1572
Grp Volume(v), veh/h				245	0	0	429	622	0	0	653	219
Grp Sat Flow(s),veh/h/ln				1767	0	1572	1714	1763	0	0	1763	1572
Q Serve(g_s), s				4.7	0.0	0.0	2.8	9.9	0.0	0.0	6.4	4.5
Cycle Q Clear(g_c), s				4.7	0.0	0.0	2.8	9.9	0.0	0.0	6.4	4.5
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				354	0		1107	2639	0	0	2116	944
V/C Ratio(X)				0.69	0.00		0.39	0.24	0.00	0.00	0.31	0.23
Avail Cap(c_a), veh/h				742	0		1578	2639	0	0	2116	944
HCM Platoon Ratio				1.00	1.00	1.00	0.33	0.33	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	0.00	0.91	0.91	0.00	0.00	0.89	0.89
Uniform Delay (d), s/veh				30.5	0.0	0.0	4.4	10.3	0.0	0.0	6.9	6.5
Incr Delay (d2), s/veh				1.8	0.0	0.0	0.2	0.2	0.0	0.0	0.3	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
%ile BackOfQ(50%),veh/ln				1.9	0.0	0.0	0.6	3.2	0.0	0.0	1.9	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				32.3	0.0	0.0	4.5	10.5	0.0	0.0	7.2	7.0
LnGrp LOS				C	A		A	B	A	A	A	A
Approach Vol, veh/h					245	A		1051			872	
Approach Delay, s/veh					32.3			8.1			7.2	
Approach LOS					C			A			A	
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		57.7			10.4	47.3		12.3				
Change Period (Y+Rc), s		5.3			* 4.7	5.3		5.3				
Max Green Setting (Gmax), s		44.7			* 15	24.7		14.7				
Max Q Clear Time (g_c+I1), s		11.9			4.8	8.4		6.7				
Green Ext Time (p_c), s		3.5			0.9	3.7		0.4				

Intersection Summary

HCM 6th Ctrl Delay	10.4
HCM 6th LOS	B

Notes

- User approved volume balancing among the lanes for turning movement.
- * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
- Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
 17: Monroe St & I-10 EB Ramps

Pulte Homes Development
 Near-Term (2030) - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	170	0	300	0	0	0	0	860	220	90	790	0
Future Volume (veh/h)	170	0	300	0	0	0	0	860	220	90	790	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				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
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856				0	1856	1856	1856	1856	0
Adj Flow Rate, veh/h	173	0	143				0	878	176	92	806	0
Peak Hour Factor	0.98	0.98	0.98				0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	3	3	3				0	3	3	3	3	0
Cap, veh/h	436	0	194				0	2110	930	889	2557	0
Arrive On Green	0.12	0.00	0.12				0.00	0.60	0.60	0.12	1.00	0.00
Sat Flow, veh/h	3534	0	1572				0	3618	1553	3428	3618	0
Grp Volume(v), veh/h	173	0	143				0	878	176	92	806	0
Grp Sat Flow(s),veh/h/ln	1767	0	1572				0	1763	1553	1714	1763	0
Q Serve(g_s), s	3.2	0.0	6.1				0.0	9.3	3.6	0.6	0.0	0.0
Cycle Q Clear(g_c), s	3.2	0.0	6.1				0.0	9.3	3.6	0.6	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	436	0	194				0	2110	930	889	2557	0
V/C Ratio(X)	0.40	0.00	0.74				0.00	0.42	0.19	0.10	0.32	0.00
Avail Cap(c_a), veh/h	843	0	375				0	2110	930	1043	2557	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(l)	1.00	0.00	1.00				0.00	1.00	1.00	0.93	0.93	0.00
Uniform Delay (d), s/veh	28.3	0.0	29.6				0.0	7.5	6.4	4.2	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.0	4.0				0.0	0.6	0.5	0.0	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
%ile BackOfQ(50%),veh/ln	1.3	0.0	2.3				0.0	2.8	1.0	0.1	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.7	0.0	33.6				0.0	8.1	6.8	4.3	0.3	0.0
LnGrp LOS	C	A	C				A	A	A	A	A	A
Approach Vol, veh/h		316						1054			898	
Approach Delay, s/veh		30.9						7.9			0.7	
Approach LOS		C						A			A	
Timer - Assigned Phs	1	2	4	6								
Phs Duration (G+Y+Rc), s	8.9	47.2	13.9	56.1								
Change Period (Y+Rc), s	4.7	5.3	5.3	5.3								
Max Green Setting (Gmax), s	3	30.7	16.7	42.7								
Max Q Clear Time (g_c+I), s	12.6	11.3	8.1	2.0								
Green Ext Time (p_c), s	0.1	5.2	0.5	4.9								

Intersection Summary

HCM 6th Ctrl Delay	8.3
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.
 * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	7.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵	↕↗		↵	↗			↕↘			↕↘	
Traffic Vol, veh/h	40	60	0	0	50	40	0	0	0	30	0	20
Future Vol, veh/h	40	60	0	0	50	40	0	0	0	30	0	20
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	47	71	0	0	59	47	0	0	0	35	0	24
Number of Lanes	1	2	0	1	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	3	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	3	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	3
HCM Control Delay	7.4	8.1	0	8.2
HCM LOS	A	A	-	A

Lane	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	SBLn1
Vol Left, %	0%	100%	0%	0%	0%	0%	60%
Vol Thru, %	100%	0%	100%	100%	100%	56%	0%
Vol Right, %	0%	0%	0%	0%	0%	44%	40%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	40	30	30	0	90	50
LT Vol	0	40	0	0	0	0	30
Through Vol	0	0	30	30	0	50	0
RT Vol	0	0	0	0	0	40	20
Lane Flow Rate	0	47	35	35	0	106	59
Geometry Grp	7	7	7	7	8	8	7
Degree of Util (X)	0	0.068	0.046	0.029	0	0.136	0.083
Departure Headway (Hd)	5.115	5.209	4.708	2.954	4.941	4.629	5.072
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	0	680	751	1184	0	778	710
Service Time	2.822	2.999	2.497	0.741	2.646	2.334	2.777
HCM Lane V/C Ratio	0	0.069	0.047	0.03	0	0.136	0.083
HCM Control Delay	7.8	8.4	7.7	5.8	7.6	8.1	8.2
HCM Lane LOS	N	A	A	A	N	A	A
HCM 95th-tile Q	0	0.2	0.1	0.1	0	0.5	0.3

Intersection						
Int Delay, s/veh	2.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	50	10	80	50	10	90
Future Vol, veh/h	50	10	80	50	10	90
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	60	12	95	60	12	107
























Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	256	78	0	0	155	0
Stage 1	125	-	-	-	-	-
Stage 2	131	-	-	-	-	-
Critical Hdwy	6.645	6.945	-	-	4.145	-
Critical Hdwy Stg 1	5.845	-	-	-	-	-
Critical Hdwy Stg 2	5.445	-	-	-	-	-
Follow-up Hdwy	3.5285	3.3285	-	-	2.2285	-
Pot Cap-1 Maneuver	719	964	-	-	1417	-
Stage 1	885	-	-	-	-	-
Stage 2	892	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	713	964	-	-	1417	-
Mov Cap-2 Maneuver	713	-	-	-	-	-
Stage 1	885	-	-	-	-	-
Stage 2	884	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.2	0	0.8
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	713	964	1417
HCM Lane V/C Ratio	-	-	0.083	0.012	0.008
HCM Control Delay (s)	-	-	10.5	8.8	7.6
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0	0

HCM 6th Signalized Intersection Summary
3: Avenue 40 & Adams St

Pulte Homes Development
Near-Term (2030) - PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	100	30	30	100	20	20	100	60	30	140	30
Future Volume (veh/h)	40	100	30	30	100	20	20	100	60	30	140	30
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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	44	111	19	33	111	6	22	111	28	33	156	22
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	528	408	70	512	491	410	591	988	240	655	562	79
Arrive On Green	0.26	0.26	0.26	0.26	0.26	0.26	0.35	0.35	0.35	0.35	0.35	0.35
Sat Flow, veh/h	1264	1540	264	1249	1856	1549	1196	2797	681	1239	1590	224
Grp Volume(v), veh/h	44	0	130	33	111	6	22	68	71	33	0	178
Grp Sat Flow(s),veh/h/ln	1264	0	1804	1249	1856	1549	1196	1763	1715	1239	0	1815
Q Serve(g_s), s	0.8	0.0	1.6	0.6	1.3	0.1	0.4	0.7	0.8	0.5	0.0	2.0
Cycle Q Clear(g_c), s	2.1	0.0	1.6	2.2	1.3	0.1	2.4	0.7	0.8	1.3	0.0	2.0
Prop In Lane	1.00		0.15	1.00		1.00	1.00		0.40	1.00		0.12
Lane Grp Cap(c), veh/h	528	0	477	512	491	410	591	622	605	655	0	641
V/C Ratio(X)	0.08	0.00	0.27	0.06	0.23	0.01	0.04	0.11	0.12	0.05	0.00	0.28
Avail Cap(c_a), veh/h	1523	0	1897	1495	1952	1629	2054	2781	2705	2172	0	2863
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	0.00	1.00
Uniform Delay (d), s/veh	9.0	0.0	8.3	9.2	8.2	7.7	7.5	6.2	6.2	6.7	0.0	6.6
Incr Delay (d2), s/veh	0.1	0.0	0.3	0.1	0.2	0.0	0.0	0.1	0.1	0.0	0.0	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	0.1	0.0	0.4	0.1	0.3	0.0	0.1	0.1	0.1	0.1	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.1	0.0	8.6	9.2	8.4	7.8	7.5	6.3	6.3	6.7	0.0	6.9
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		174			150			161			211	
Approach Delay, s/veh		8.7			8.6			6.5			6.8	
Approach LOS		A			A			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		16.3		12.3		16.3		12.3				
Change Period (Y+Rc), s		6.2		* 4.7		6.2		* 4.7				
Max Green Setting (Gmax), s		45.0		* 30		45.0		* 30				
Max Q Clear Time (g_c+I1), s		4.4		4.1		4.0		4.2				
Green Ext Time (p_c), s		0.8		0.8		1.0		0.6				
Intersection Summary												
HCM 6th Ctrl Delay				7.6								
HCM 6th LOS				A								
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 6th Signalized Intersection Summary
 7: Jefferson St & Varner Rd

Pulte Homes Development
 Near-Term (2030) - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑	↖↗	↖↗	↑↑	↖	↖↗	↑↑↑	↖	↖↗	↑↑↑	↖
Traffic Volume (veh/h)	120	170	370	60	90	70	270	680	140	70	710	90
Future Volume (veh/h)	120	170	370	60	90	70	270	680	140	70	710	90
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	141	200	76	71	106	11	318	800	0	82	835	50
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	283	362	284	259	308	137	365	1062		1442	2695	837
Arrive On Green	0.08	0.10	0.10	0.08	0.09	0.09	0.21	0.42	0.00	0.42	0.53	0.53
Sat Flow, veh/h	3428	3526	2768	3428	3526	1567	3428	5066	1572	3428	5066	1572
Grp Volume(v), veh/h	141	200	76	71	106	11	318	800	0	82	835	50
Grp Sat Flow(s),veh/h/ln	1714	1763	1384	1714	1763	1567	1714	1689	1572	1714	1689	1572
Q Serve(g_s), s	4.7	6.5	1.3	2.3	3.4	0.6	10.8	16.1	0.0	1.7	11.1	1.8
Cycle Q Clear(g_c), s	4.7	6.5	1.3	2.3	3.4	0.6	10.8	16.1	0.0	1.7	11.1	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	283	362	284	259	308	137	365	1062		1442	2695	837
V/C Ratio(X)	0.50	0.55	0.27	0.27	0.34	0.08	0.87	0.75		0.06	0.31	0.06
Avail Cap(c_a), veh/h	286	1116	876	286	1116	496	371	1646		1442	2695	837
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	1.00	1.00	0.95	0.95	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.7	51.2	8.8	52.4	51.5	30.9	46.4	32.2	0.0	20.6	15.7	13.6
Incr Delay (d2), s/veh	0.5	1.6	0.6	0.2	0.8	0.3	17.9	4.7	0.0	0.0	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	2.0	2.9	1.0	1.0	1.5	0.3	4.9	5.5	0.0	0.7	4.1	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.2	52.8	9.4	52.6	52.3	31.2	64.3	36.9	0.0	20.6	16.0	13.7
LnGrp LOS	D	D	A	D	D	C	E	D		C	B	B
Approach Vol, veh/h		417			188			1118	A		967	
Approach Delay, s/veh		45.0			51.2			44.7			16.3	
Approach LOS		D			D			D			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	56.5	31.1	15.9	16.5	17.8	69.8	14.1	18.3				
Change Period (Y+Rc), s	6.0	* 6	6.0	* 6	5.0	6.0	5.0	6.0				
Max Green Setting (Gmax), s	1.0	* 39	10.0	* 38	13.0	37.0	10.0	38.0				
Max Q Clear Time (g_c+I), s	13.7	18.1	6.7	5.4	12.8	13.1	4.3	8.5				
Green Ext Time (p_c), s	0.0	7.0	0.0	0.7	0.0	8.0	0.0	1.8				

Intersection Summary

HCM 6th Ctrl Delay	35.0
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
 Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
8: Jefferson St & I-10 WB Ramps

Pulte Homes Development
Near-Term (2030) - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↘	↔	↗		↑↑↑	↗		↑↑↑	↗
Traffic Volume (veh/h)	0	0	0	250	0	130	0	960	800	0	1010	130
Future Volume (veh/h)	0	0	0	250	0	130	0	960	800	0	1010	130
Initial Q (Qb), veh				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
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No		No		No		No		No
Adj Sat Flow, veh/h/ln				1856	1856	1856	0	1856	1856	0	1856	1856
Adj Flow Rate, veh/h				307	0	56	0	1079	0	0	1135	93
Peak Hour Factor				0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %				3	3	3	0	3	3	0	3	3
Cap, veh/h				449	0	200	0	3443		0	3443	1069
Arrive On Green				0.13	0.00	0.13	0.00	1.00	0.00	0.00	1.00	1.00
Sat Flow, veh/h				3534	0	1572	0	5233	1572	0	5233	1572
Grp Volume(v), veh/h				307	0	56	0	1079	0	0	1135	93
Grp Sat Flow(s),veh/h/ln				1767	0	1572	0	1689	1572	0	1689	1572
Q Serve(g_s), s				5.0	0.0	1.9	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s				5.0	0.0	1.9	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane				1.00		1.00	0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h				449	0	200	0	3443		0	3443	1069
V/C Ratio(X)				0.68	0.00	0.28	0.00	0.31		0.00	0.33	0.09
Avail Cap(c_a), veh/h				954	0	425	0	3443		0	3443	1069
HCM Platoon Ratio				1.00	1.00	1.00	1.00	2.00	2.00	1.00	2.00	2.00
Upstream Filter(l)				1.00	0.00	1.00	0.00	0.88	0.00	0.00	0.92	0.92
Uniform Delay (d), s/veh				25.0	0.0	23.7	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh				1.4	0.0	0.6	0.0	0.2	0.0	0.0	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
%ile BackOfQ(50%),veh/ln				1.9	0.0	0.7	0.0	0.1	0.0	0.0	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				26.4	0.0	24.3	0.0	0.2	0.0	0.0	0.2	0.1
LnGrp LOS				C	A	C	A	A		A	A	A
Approach Vol, veh/h					363			1079	A		1228	
Approach Delay, s/veh					26.1			0.2			0.2	
Approach LOS					C			A			A	
Timer - Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		46.6				46.6		13.4				
Change Period (Y+Rc), s		5.8				5.8		5.8				
Max Green Setting (Gmax), s		32.2				32.2		16.2				
Max Q Clear Time (g_c+I1), s		2.0				2.0		7.0				
Green Ext Time (p_c), s		6.5				7.2		0.6				

Intersection Summary

HCM 6th Ctrl Delay	3.7
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
 9: I-10 EB Ramps & Jefferson St

Pulte Homes Development
 Near-Term (2030) - PM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔↔	↔↔	↔↔	↑↑↑	↑↑↑	↔
Traffic Volume (veh/h)	150	990	150	1610	1100	160
Future Volume (veh/h)	150	990	150	1610	1100	160
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	163	1075	163	1750	1196	60
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	3	3	3	3	3
Cap, veh/h	811	913	320	2887	2018	626
Arrive On Green	0.24	0.24	0.09	0.57	0.53	0.53
Sat Flow, veh/h	3428	2768	3428	5233	5233	1572
Grp Volume(v), veh/h	163	1075	163	1750	1196	60
Grp Sat Flow(s),veh/h/ln	1714	1384	1714	1689	1689	1572
Q Serve(g_s), s	2.3	14.2	2.7	13.6	9.7	1.1
Cycle Q Clear(g_c), s	2.3	14.2	2.7	13.6	9.7	1.1
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	811	913	320	2887	2018	626
V/C Ratio(X)	0.20	1.18	0.51	0.61	0.59	0.10
Avail Cap(c_a), veh/h	811	913	931	2887	2018	626
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.33	1.33
Upstream Filter(l)	1.00	1.00	1.00	1.00	0.93	0.93
Uniform Delay (d), s/veh	18.4	20.1	25.9	8.5	10.8	8.8
Incr Delay (d2), s/veh	0.1	91.0	0.9	1.0	1.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/lr	0.8	24.2	1.0	3.5	2.7	0.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	18.4	111.1	26.8	9.4	12.0	9.0
LnGrp LOS	B	F	C	A	B	A
Approach Vol, veh/h	1238			1913	1256	
Approach Delay, s/veh	98.9			10.9	11.8	
Approach LOS	F			B	B	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		40.0		20.0	10.3	29.7
Change Period (Y+Rc), s		5.8		5.8	* 4.7	5.8
Max Green Setting (Gmax), s		34.2		14.2	* 16	13.2
Max Q Clear Time (g_c+l1), s		15.6		16.2	4.7	11.7
Green Ext Time (p_c), s		10.0		0.0	0.3	1.0
Intersection Summary						
HCM 6th Ctrl Delay			35.9			
HCM 6th LOS			D			
Notes						
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.						

HCM 6th Signalized Intersection Summary
 10: Indio Blvd & Jefferson St

Pulte Homes Development
 Near-Term (2030) - PM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↖↗	↖↗	↖↗	↑↑	↑↑	↖↗
Traffic Volume (veh/h)	1110	350	260	650	880	1210
Future Volume (veh/h)	1110	350	260	650	880	1210
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	1181	369	277	691	936	1182
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	3	3	3
Cap, veh/h	1354	1374	348	1310	811	1730
Arrive On Green	0.13	0.13	0.10	0.37	0.23	0.23
Sat Flow, veh/h	3428	2768	3428	3618	3618	2768
Grp Volume(v), veh/h	1181	369	277	691	936	1182
Grp Sat Flow(s),veh/h/ln	1714	1384	1714	1763	1763	1384
Q Serve(g_s), s	33.8	10.1	7.9	15.3	23.0	23.0
Cycle Q Clear(g_c), s	33.8	10.1	7.9	15.3	23.0	23.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	1354	1374	348	1310	811	1730
V/C Ratio(X)	0.87	0.27	0.80	0.53	1.15	0.68
Avail Cap(c_a), veh/h	1354	1374	782	1756	811	1730
HCM Platoon Ratio	0.33	0.33	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.85	0.85	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.0	21.9	43.9	24.6	38.5	11.3
Incr Delay (d2), s/veh	6.9	0.4	1.6	0.7	83.3	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/lt	6.6	3.4	3.3	6.0	18.7	14.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	47.9	22.3	45.5	25.3	121.8	12.8
LnGrp LOS	D	C	D	C	F	B
Approach Vol, veh/h	1550			968	2118	
Approach Delay, s/veh	41.8			31.1	61.0	
Approach LOS	D			C	E	
Timer - Assigned Phs	1	2		6	8	
Phs Duration (G+Y+Rc), s	4.1	28.5		42.6	44.7	
Change Period (Y+Rc), s	4.0	5.5		5.5	5.2	
Max Green Setting (Gmax), s	22.8	23.0		49.8	39.5	
Max Q Clear Time (g_c+19.5), s	19.5	25.0		17.3	35.8	
Green Ext Time (p_c), s	0.3	0.0		9.0	2.7	
Intersection Summary						
HCM 6th Ctrl Delay			48.3			
HCM 6th LOS			D			

HCM 6th Signalized Intersection Summary
 11: Jefferson St & Avenue 42/Country Club Dr

Pulte Homes Development
 Near-Term (2030) - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑	↖	↖↗	↑↑		↖↗	↑↑↑	↖	↖↗	↑↑↑	↖
Traffic Volume (veh/h)	420	320	560	60	80	30	350	1050	20	60	1100	310
Future Volume (veh/h)	420	320	560	60	80	30	350	1050	20	60	1100	310
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	442	337	536	63	84	1	368	1105	10	63	1158	228
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, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	516	740	535	113	331	4	446	2735	849	113	2193	917
Arrive On Green	0.15	0.21	0.21	0.03	0.09	0.09	0.13	0.54	0.54	0.01	0.14	0.14
Sat Flow, veh/h	3428	3526	1572	3428	3568	42	3428	5066	1572	3428	5066	1572
Grp Volume(v), veh/h	442	337	536	63	41	44	368	1105	10	63	1158	228
Grp Sat Flow(s),veh/h/ln	1714	1763	1572	1714	1763	1848	1714	1689	1572	1714	1689	1572
Q Serve(g_s), s	12.6	8.3	21.0	1.8	2.2	2.2	10.5	12.8	0.3	1.8	21.2	9.6
Cycle Q Clear(g_c), s	12.6	8.3	21.0	1.8	2.2	2.2	10.5	12.8	0.3	1.8	21.2	9.6
Prop In Lane	1.00		1.00	1.00		0.02	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	516	740	535	113	163	171	446	2735	849	113	2193	917
V/C Ratio(X)	0.86	0.46	1.00	0.56	0.25	0.25	0.83	0.40	0.01	0.56	0.53	0.25
Avail Cap(c_a), veh/h	679	740	535	267	163	171	850	2735	849	267	2193	917
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.78	0.78	0.78
Uniform Delay (d), s/veh	41.4	34.5	33.0	47.6	42.2	42.2	42.4	13.5	10.7	48.7	33.4	16.1
Incr Delay (d2), s/veh	6.8	0.2	39.6	1.6	0.3	0.3	1.5	0.4	0.0	1.2	0.7	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	5.6	3.5	17.7	0.8	0.9	1.0	4.3	4.3	0.1	0.8	9.6	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.2	34.7	72.6	49.2	42.5	42.4	43.9	14.0	10.7	50.0	34.1	16.6
LnGrp LOS	D	C	F	D	D	D	D	B	B	D	C	B
Approach Vol, veh/h		1315			148			1483			1449	
Approach Delay, s/veh		54.7			45.3			21.4			32.0	
Approach LOS		D			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.3	26.2	18.0	48.5	19.0	14.5	7.3	59.2				
Change Period (Y+Rc), s	4.0	5.2	5.0	5.2	4.0	5.2	4.0	5.2				
Max Green Setting (Gmax), s	7.8	21.0	24.8	27.0	19.8	9.0	7.8	45.0				
Max Q Clear Time (g_c+13), s	13.8	23.0	12.5	23.2	14.6	4.2	3.8	14.8				
Green Ext Time (p_c), s	0.0	0.0	0.5	2.0	0.5	0.1	0.0	5.0				

Intersection Summary

HCM 6th Ctrl Delay	35.7
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
 12: Jefferson St & Fred Waring Dr

Pulte Homes Development
 Near-Term (2030) - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑↑	↖	↖↗	↑↑↑		↖↗	↑↑↑	↖	↖↗	↑↑↑	↖
Traffic Volume (veh/h)	280	800	270	240	480	100	270	950	270	120	1220	240
Future Volume (veh/h)	280	800	270	240	480	100	270	950	270	120	1220	240
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	304	870	82	261	522	75	293	1033	105	130	1326	89
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	371	1167	362	332	982	139	353	1535	476	558	1914	594
Arrive On Green	0.11	0.23	0.23	0.10	0.22	0.22	0.10	0.30	0.30	0.16	0.38	0.38
Sat Flow, veh/h	3428	5066	1572	3428	4485	634	3428	5066	1571	3428	5066	1572
Grp Volume(v), veh/h	304	870	82	261	391	206	293	1033	105	130	1326	89
Grp Sat Flow(s),veh/h/ln	1714	1689	1572	1714	1689	1741	1714	1689	1571	1714	1689	1572
Q Serve(g_s), s	8.7	16.0	4.2	7.4	10.2	10.5	8.4	17.9	3.6	3.3	22.1	3.7
Cycle Q Clear(g_c), s	8.7	16.0	4.2	7.4	10.2	10.5	8.4	17.9	3.6	3.3	22.1	3.7
Prop In Lane	1.00		1.00	1.00		0.36	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	371	1167	362	332	740	381	353	1535	476	558	1914	594
V/C Ratio(X)	0.82	0.75	0.23	0.79	0.53	0.54	0.83	0.67	0.22	0.23	0.69	0.15
Avail Cap(c_a), veh/h	446	1317	409	549	979	505	353	1535	476	558	1914	594
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	43.6	35.8	31.3	44.1	34.5	34.6	44.0	30.5	13.7	36.4	26.2	20.5
Incr Delay (d2), s/veh	8.3	2.8	0.7	1.6	1.3	2.5	14.4	2.4	1.1	0.1	2.1	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	3.9	6.5	1.6	3.1	4.1	4.4	4.0	7.0	1.9	1.3	8.4	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.9	38.6	31.9	45.7	35.7	37.1	58.4	32.9	14.7	36.5	28.3	21.1
LnGrp LOS	D	D	C	D	D	D	E	C	B	D	C	C
Approach Vol, veh/h		1256			858			1431			1545	
Approach Delay, s/veh		41.4			39.1			36.8			28.6	
Approach LOS		D			D			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	31.8	35.8	13.7	28.7	14.3	43.3	14.8	27.6				
Change Period (Y+Rc), s	5.5	* 5.5	4.0	5.7	4.0	5.5	4.0	5.7				
Max Green Setting (Gmax), s	30.5	* 30	16.0	26.0	10.3	28.5	13.0	29.0				
Max Q Clear Time (g_c+1/3), s	19.9	19.9	9.4	18.0	10.4	24.1	10.7	12.5				
Green Ext Time (p_c), s	0.1	7.1	0.3	5.1	0.0	3.8	0.1	5.5				

Intersection Summary

HCM 6th Ctrl Delay	35.8
HCM 6th LOS	D

Notes

- User approved pedestrian interval to be less than phase max green.
- * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection						
Int Delay, s/veh	4.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↕↔		↘	↕↕
Traffic Vol, veh/h	60	190	180	140	110	280
Future Vol, veh/h	60	190	180	140	110	280
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	200	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	71	224	212	165	129	329

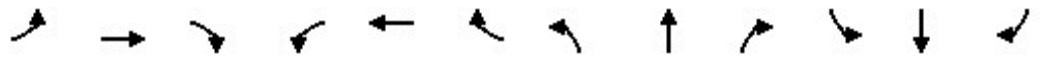
Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	718	189	0	0	377
Stage 1	295	-	-	-	-
Stage 2	423	-	-	-	-
Critical Hdwy	6.86	6.96	-	-	4.16
Critical Hdwy Stg 1	5.86	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-	-
Follow-up Hdwy	3.53	3.33	-	-	2.23
Pot Cap-1 Maneuver	362	818	-	-	1171
Stage 1	727	-	-	-	-
Stage 2	626	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	322	818	-	-	1171
Mov Cap-2 Maneuver	322	-	-	-	-
Stage 1	727	-	-	-	-
Stage 2	557	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13	0	2.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	322	818	1171
HCM Lane V/C Ratio	-	-	0.219	0.273	0.111
HCM Control Delay (s)	-	-	19.3	11	8.5
HCM Lane LOS	-	-	C	B	A
HCM 95th %tile Q(veh)	-	-	0.8	1.1	0.4

HCM 6th Signalized Intersection Summary
 14: Monroe St & Avenue 42

Pulte Homes Development
 Near-Term (2030) - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑	↗	↖↗	↑		↖	↑	↗		↖↗	
Traffic Volume (veh/h)	100	270	110	170	140	70	70	350	250	180	280	50
Future Volume (veh/h)	100	270	110	170	140	70	70	350	250	180	280	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	112	303	26	191	157	63	79	393	71	202	315	50
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, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	198	783	243	411	205	82	442	464	393	265	441	72
Arrive On Green	0.11	0.15	0.15	0.12	0.16	0.16	0.25	0.25	0.25	0.22	0.22	0.22
Sat Flow, veh/h	1767	5066	1569	3428	1259	505	1767	1856	1572	1221	2037	332
Grp Volume(v), veh/h	112	303	26	191	0	220	79	393	71	297	0	270
Grp Sat Flow(s),veh/h/ln	1767	1689	1569	1714	0	1765	1767	1856	1572	1794	0	1796
Q Serve(g_s), s	4.9	4.4	1.2	4.3	0.0	9.8	2.9	16.6	2.9	12.8	0.0	11.4
Cycle Q Clear(g_c), s	4.9	4.4	1.2	4.3	0.0	9.8	2.9	16.6	2.9	12.8	0.0	11.4
Prop In Lane	1.00		1.00	1.00		0.29	1.00		1.00	0.68		0.19
Lane Grp Cap(c), veh/h	198	783	243	411	0	287	442	464	393	389	0	389
V/C Ratio(X)	0.57	0.39	0.11	0.46	0.00	0.77	0.18	0.85	0.18	0.76	0.00	0.69
Avail Cap(c_a), veh/h	429	2154	667	833	0	750	537	564	478	545	0	545
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(l)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	34.6	31.3	29.9	33.8	0.0	33.0	24.2	29.4	24.2	30.3	0.0	29.7
Incr Delay (d2), s/veh	0.9	0.4	0.3	0.3	0.0	6.0	0.3	10.8	0.3	5.3	0.0	3.2
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	2.0	1.7	0.4	1.7	0.0	4.3	1.2	8.3	1.1	5.7	0.0	4.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.6	31.7	30.2	34.1	0.0	39.0	24.5	40.2	24.6	35.5	0.0	32.9
LnGrp LOS	D	C	C	C	A	D	C	D	C	D	A	C
Approach Vol, veh/h		441			411			543				567
Approach Delay, s/veh		32.6			36.7			35.8				34.3
Approach LOS		C			D			D				C
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.4	18.7		23.2	13.7	19.4		26.0				
Change Period (Y+Rc), s	4.5	* 6		5.4	4.5	6.0		5.4				
Max Green Setting (Gmax), s	20.0	* 35		25.0	20.0	35.0		25.0				
Max Q Clear Time (g_c+I1), s	6.3	6.4		14.8	6.9	11.8		18.6				
Green Ext Time (p_c), s	0.3	2.7		3.1	0.1	1.5		2.0				

Intersection Summary

HCM 6th Ctrl Delay	34.8
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.
 * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
 15: Monroe St & Buena Vista Ave

Pulte Homes Development
 Near-Term (2030) - PM Peak Hour



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	390	30	640	310	10	550
Future Volume (veh/h)	390	30	640	310	10	550
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No		No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	411	10	674	119	11	579
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3
Cap, veh/h	855	392	1311	583	99	1812
Arrive On Green	0.25	0.25	0.37	0.37	0.03	0.51
Sat Flow, veh/h	3428	1572	3618	1568	3428	3618
Grp Volume(v), veh/h	411	10	674	119	11	579
Grp Sat Flow(s),veh/h/ln	1714	1572	1763	1568	1714	1763
Q Serve(g_s), s	4.1	0.2	5.9	2.0	0.1	3.8
Cycle Q Clear(g_c), s	4.1	0.2	5.9	2.0	0.1	3.8
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	855	392	1311	583	99	1812
V/C Ratio(X)	0.48	0.03	0.51	0.20	0.11	0.32
Avail Cap(c_a), veh/h	3453	1584	2663	1185	1727	3995
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	12.7	11.3	9.7	8.5	18.8	5.6
Incr Delay (d2), s/veh	0.2	0.0	0.4	0.2	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	1.3	0.1	1.6	0.5	0.0	0.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	12.9	11.3	10.1	8.7	19.0	5.8
LnGrp LOS	B	B	B	A	B	A
Approach Vol, veh/h	421		793			590
Approach Delay, s/veh	12.8		9.9			6.0
Approach LOS	B		A			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	5.6	19.7			25.3	14.4
Change Period (Y+Rc), s	4.5	4.9			4.9	4.5
Max Green Setting (Gmax), s	20.0	30.0			45.0	40.0
Max Q Clear Time (g_c+1/2), s	12.5	7.9			5.8	6.1
Green Ext Time (p_c), s	0.0	6.8			6.0	0.8
Intersection Summary						
HCM 6th Ctrl Delay			9.3			
HCM 6th LOS			A			

HCM 6th Signalized Intersection Summary
 16: Monroe St & I-10 WB Ramps

Pulte Homes Development
 Near-Term (2030) - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↘ ↙	↘ ↙	↘ ↙	↘ ↙	↘ ↙			↘ ↙	↘ ↙
Traffic Volume (veh/h)	0	0	0	300	0	140	250	810	0	0	750	190
Future Volume (veh/h)	0	0	0	300	0	140	250	810	0	0	750	190
Initial Q (Qb), veh				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
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No		No		No			No	
Adj Sat Flow, veh/h/ln				1856	1856	1856	1856	1856	0	0	1856	1856
Adj Flow Rate, veh/h				312	0	0	260	844	0	0	781	104
Peak Hour Factor				0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %				3	3	3	3	3	0	0	3	3
Cap, veh/h				424	0		1021	2569	0	0	2082	927
Arrive On Green				0.12	0.00	0.00	0.07	0.73	0.00	0.00	0.59	0.59
Sat Flow, veh/h				3534	0	1572	3428	3618	0	0	3618	1570
Grp Volume(v), veh/h				312	0	0	260	844	0	0	781	104
Grp Sat Flow(s),veh/h/ln				1767	0	1572	1714	1763	0	0	1763	1570
Q Serve(g_s), s				6.0	0.0	0.0	1.8	6.0	0.0	0.0	8.2	2.0
Cycle Q Clear(g_c), s				6.0	0.0	0.0	1.8	6.0	0.0	0.0	8.2	2.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				424	0		1021	2569	0	0	2082	927
V/C Ratio(X)				0.74	0.00		0.25	0.33	0.00	0.00	0.38	0.11
Avail Cap(c_a), veh/h				742	0		1527	2569	0	0	2082	927
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)				1.00	0.00	0.00	0.91	0.91	0.00	0.00	0.93	0.93
Uniform Delay (d), s/veh				29.7	0.0	0.0	4.6	3.4	0.0	0.0	7.5	6.3
Incr Delay (d2), s/veh				1.9	0.0	0.0	0.1	0.3	0.0	0.0	0.5	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
%ile BackOfQ(50%),veh/ln				2.4	0.0	0.0	0.4	1.2	0.0	0.0	2.4	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				31.6	0.0	0.0	4.7	3.7	0.0	0.0	8.0	6.5
LnGrp LOS				C	A		A	A	A	A	A	A
Approach Vol, veh/h					312	A		1104			885	
Approach Delay, s/veh					31.6			3.9			7.8	
Approach LOS					C			A			A	
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		56.3			9.7	46.6		13.7				
Change Period (Y+Rc), s		5.3			* 4.7	5.3		5.3				
Max Green Setting (Gmax), s		44.7			* 15	24.7		14.7				
Max Q Clear Time (g_c+I1), s		8.0			3.8	10.2		8.0				
Green Ext Time (p_c), s		5.1			0.5	3.9		0.5				

Intersection Summary

HCM 6th Ctrl Delay	9.2
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.
 * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
 Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
 17: Monroe St & I-10 EB Ramps

Pulte Homes Development
 Near-Term (2030) - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	340	0	360	0	0	0	0	720	320	140	910	0
Future Volume (veh/h)	340	0	360	0	0	0	0	720	320	140	910	0
Initial Q (Qb), veh	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
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856				0	1856	1856	1856	1856	0
Adj Flow Rate, veh/h	343	0	244				0	727	247	141	919	0
Peak Hour Factor	0.99	0.99	0.99				0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	3	3	3				0	3	3	3	3	0
Cap, veh/h	664	0	296				0	1857	828	883	2329	0
Arrive On Green	0.19	0.00	0.19				0.00	0.53	0.53	0.09	0.88	0.00
Sat Flow, veh/h	3534	0	1572				0	3618	1572	3428	3618	0
Grp Volume(v), veh/h	343	0	244				0	727	247	141	919	0
Grp Sat Flow(s),veh/h/ln	1767	0	1572				0	1763	1572	1714	1763	0
Q Serve(g_s), s	6.1	0.0	10.4				0.0	8.6	6.2	1.1	3.4	0.0
Cycle Q Clear(g_c), s	6.1	0.0	10.4				0.0	8.6	6.2	1.1	3.4	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	664	0	296				0	1857	828	883	2329	0
V/C Ratio(X)	0.52	0.00	0.83				0.00	0.39	0.30	0.16	0.39	0.00
Avail Cap(c_a), veh/h	843	0	375				0	1857	828	1012	2329	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.33	1.33	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	0.89	0.89	0.00
Uniform Delay (d), s/veh	25.6	0.0	27.3				0.0	9.9	9.3	6.0	1.6	0.0
Incr Delay (d2), s/veh	0.5	0.0	10.5				0.0	0.6	0.9	0.1	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
%ile BackOfQ(50%),veh/ln	2.4	0.0	4.4				0.0	2.8	1.9	0.3	0.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.0	0.0	37.8				0.0	10.5	10.2	6.0	2.1	0.0
LnGrp LOS	C	A	D				A	B	B	A	A	A
Approach Vol, veh/h		587						974			1060	
Approach Delay, s/veh		30.9						10.4			2.6	
Approach LOS		C						B			A	
Timer - Assigned Phs	1	2	4	6								
Phs Duration (G+Y+Rc), s	9.4	42.2	18.5	51.5								
Change Period (Y+Rc), s	4.7	5.3	5.3	5.3								
Max Green Setting (Gmax), s	30.7	30.7	16.7	42.7								
Max Q Clear Time (g_c+1), s	10.6	10.6	12.4	5.4								
Green Ext Time (p_c), s	0.1	4.5	0.7	5.8								

Intersection Summary

HCM 6th Ctrl Delay	11.9
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.
 * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	12
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵	↕↗		↵	↗			↕↗			↕↗	
Traffic Vol, veh/h	20	100	6	4	210	20	13	0	7	40	0	30
Future Vol, veh/h	20	100	6	4	210	20	13	0	7	40	0	30
Peak Hour Factor	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	32	159	10	6	333	32	21	0	11	63	0	48
Number of Lanes	1	2	0	1	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	3	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	3	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	3
HCM Control Delay	8.9	14.4	9.4	10.1
HCM LOS	A	B	A	B

Lane	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	SBLn1
Vol Left, %	65%	100%	0%	0%	100%	0%	57%
Vol Thru, %	0%	0%	100%	85%	0%	91%	0%
Vol Right, %	35%	0%	0%	15%	0%	9%	43%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	20	20	67	39	4	230	70
LT Vol	13	20	0	0	4	0	40
Through Vol	0	0	67	33	0	210	0
RT Vol	7	0	0	6	0	20	30
Lane Flow Rate	32	32	106	62	6	365	111
Geometry Grp	7	7	7	7	8	8	7
Degree of Util (X)	0.056	0.052	0.157	0.091	0.01	0.545	0.184
Departure Headway (Hd)	6.318	5.845	5.341	5.233	5.943	5.379	5.973
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	570	609	667	679	598	664	594
Service Time	4.018	3.619	3.114	3.006	3.716	3.151	3.768
HCM Lane V/C Ratio	0.056	0.053	0.159	0.091	0.01	0.55	0.187
HCM Control Delay	9.4	8.9	9.1	8.5	8.8	14.5	10.1
HCM Lane LOS	A	A	A	A	A	B	B
HCM 95th-tile Q	0.2	0.2	0.6	0.3	0	3.3	0.7

Intersection												
Int Delay, s/veh	3.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗	↘		↗	↔	↔			↖	
Traffic Vol, veh/h	0	0	61	60	0	10	30	224	20	10	137	0
Future Vol, veh/h	0	0	61	60	0	10	30	224	20	10	137	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	0	-	50	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	77	92	77	92	77	77	77	77	92
Heavy Vehicles, %	2	2	2	3	2	3	2	3	3	3	3	2
Mvmt Flow	0	0	66	78	0	13	33	291	26	13	178	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	-	-	178	607	-	159	178	0	0	317	0	0
Stage 1	-	-	-	370	-	-	-	-	-	-	-	-
Stage 2	-	-	-	237	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.23	7.345	-	6.945	4.13	-	-	4.145	-	-
Critical Hdwy Stg 1	-	-	-	6.545	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.145	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.319	3.5285	-	3.3285	2.219	-	-	2.2285	-	-
Pot Cap-1 Maneuver	0	0	864	392	0	856	1397	-	-	1235	-	0
Stage 1	0	0	-	621	0	-	-	-	-	-	-	0
Stage 2	0	0	-	763	0	-	-	-	-	-	-	0
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	864	351	-	856	1397	-	-	1235	-	-
Mov Cap-2 Maneuver	-	-	-	351	-	-	-	-	-	-	-	-
Stage 1	-	-	-	603	-	-	-	-	-	-	-	-
Stage 2	-	-	-	696	-	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	9.5		16.9		0.8		0.5	
HCM LOS	A		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	1397	-	-	864	351	856	1235	-
HCM Lane V/C Ratio	0.023	-	-	0.077	0.222	0.015	0.011	-
HCM Control Delay (s)	7.6	0.1	-	9.5	18.2	9.3	7.9	0
HCM Lane LOS	A	A	-	A	C	A	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0.8	0	0	-

HCM 6th Signalized Intersection Summary

3: Avenue 40 & Adams St

Pulte Homes Development
Near-Term (2030) Plus Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	74	20	30	205	90	10	310	60	30	280	70
Future Volume (veh/h)	60	74	20	30	205	90	10	310	60	30	280	70
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		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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	76	94	14	38	259	38	13	392	52	38	354	76
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	425	474	71	551	558	472	375	1122	148	475	532	114
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	0.36	0.36	0.36	0.36	0.36	0.36
Sat Flow, veh/h	1073	1578	235	1273	1856	1569	950	3123	411	938	1480	318
Grp Volume(v), veh/h	76	0	108	38	259	38	13	220	224	38	0	430
Grp Sat Flow(s),veh/h/ln	1073	0	1813	1273	1856	1569	950	1763	1771	938	0	1798
Q Serve(g_s), s	2.0	0.0	1.4	0.7	3.6	0.6	0.4	2.9	3.0	1.0	0.0	6.5
Cycle Q Clear(g_c), s	5.6	0.0	1.4	2.2	3.6	0.6	6.8	2.9	3.0	4.0	0.0	6.5
Prop In Lane	1.00		0.13	1.00		1.00	1.00		0.23	1.00		0.18
Lane Grp Cap(c), veh/h	425	0	545	551	558	472	375	634	637	475	0	646
V/C Ratio(X)	0.18	0.00	0.20	0.07	0.46	0.08	0.03	0.35	0.35	0.08	0.00	0.67
Avail Cap(c_a), veh/h	1107	0	1697	1360	1737	1469	1367	2475	2486	1455	0	2525
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(l)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	11.4	0.0	8.3	9.1	9.1	8.0	11.5	7.5	7.5	9.0	0.0	8.6
Incr Delay (d2), s/veh	0.2	0.0	0.2	0.1	0.6	0.1	0.0	0.3	0.3	0.1	0.0	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	0.3	0.0	0.4	0.1	0.9	0.1	0.1	0.7	0.7	0.1	0.0	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.6	0.0	8.5	9.2	9.7	8.1	11.6	7.8	7.9	9.1	0.0	9.8
LnGrp LOS	B	A	A	A	A	A	B	A	A	A	A	A
Approach Vol, veh/h		184			335			457				468
Approach Delay, s/veh		9.8			9.5			8.0				9.8
Approach LOS		A			A			A				A
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		17.7		14.3		17.7		14.3				
Change Period (Y+Rc), s		6.2		* 4.7		6.2		* 4.7				
Max Green Setting (Gmax), s		45.0		* 30		45.0		* 30				
Max Q Clear Time (g_c+I1), s		8.8		7.6		8.5		5.6				
Green Ext Time (p_c), s		2.7		0.8		2.7		1.6				

Intersection Summary

HCM 6th Ctrl Delay	9.1
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
7: Jefferson St & Varner Rd

Pulte Homes Development
Near-Term (2030) Plus Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑	↔↔	↔↔	↑↑	↔	↔↔	↑↑↑	↔	↔↔	↑↑↑	↔
Traffic Volume (veh/h)	80	90	250	100	170	110	520	811	90	100	929	140
Future Volume (veh/h)	80	90	250	100	170	110	520	811	90	100	929	140
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	90	101	27	112	191	12	584	911	0	112	1044	79
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, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	237	291	229	242	271	121	631	2585		591	2561	795
Arrive On Green	0.07	0.08	0.08	0.07	0.08	0.08	0.12	0.34	0.00	0.17	0.51	0.51
Sat Flow, veh/h	3428	3526	2768	3428	3526	1572	3428	5066	1572	3428	5066	1572
Grp Volume(v), veh/h	90	101	27	112	191	12	584	911	0	112	1044	79
Grp Sat Flow(s),veh/h/ln	1714	1763	1384	1714	1763	1572	1714	1689	1572	1714	1689	1572
Q Serve(g_s), s	3.5	3.8	0.9	4.4	7.4	0.7	23.6	18.8	0.0	3.9	18.0	3.7
Cycle Q Clear(g_c), s	3.5	3.8	0.9	4.4	7.4	0.7	23.6	18.8	0.0	3.9	18.0	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	237	291	229	242	271	121	631	2585		591	2561	795
V/C Ratio(X)	0.38	0.35	0.12	0.46	0.71	0.10	0.93	0.35		0.19	0.41	0.10
Avail Cap(c_a), veh/h	245	957	751	245	957	427	661	2585		591	2561	795
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	62.3	60.6	30.7	62.5	63.1	30.8	60.4	28.8	0.0	49.6	21.5	18.0
Incr Delay (d2), s/veh	0.4	0.9	0.3	0.5	4.0	0.4	16.8	0.1	0.0	0.1	0.5	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	1.5	1.7	0.4	1.9	3.4	0.4	11.9	8.0	0.0	1.7	7.0	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.6	61.5	31.0	63.0	67.1	31.2	77.3	28.9	0.0	49.6	22.0	18.3
LnGrp LOS	E	E	C	E	E	C	E	C		D	C	B
Approach Vol, veh/h		218			315			1495	A		1235	
Approach Delay, s/veh		58.2			64.3			47.8			24.3	
Approach LOS		E			E			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	30.1	77.4	15.7	16.7	30.8	76.8	14.9	17.6				
Change Period (Y+Rc), s	6.0	* 6	6.0	* 6	5.0	6.0	5.0	6.0				
Max Green Setting (Gmax), s	1.0	* 59	10.0	* 38	27.0	43.0	10.0	38.0				
Max Q Clear Time (g_c+1/3), s	15.0	20.8	5.5	9.4	25.6	20.0	6.4	5.8				
Green Ext Time (p_c), s	0.0	10.0	0.0	1.3	0.2	10.2	0.0	0.8				

Intersection Summary

HCM 6th Ctrl Delay	41.2
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
8: Jefferson St & I-10 WB Ramps

Pulte Homes Development
Near-Term (2030) Plus Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↘ ↙	↔	↗		↑↑↑	↗		↑↑↑	↗
Traffic Volume (veh/h)	0	0	0	380	0	174	0	1247	1010	0	1060	219
Future Volume (veh/h)	0	0	0	380	0	174	0	1247	1010	0	1060	219
Initial Q (Qb), veh				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
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No		No		No		No		No
Adj Sat Flow, veh/h/ln				1856	1856	1856	0	1856	1856	0	1856	1856
Adj Flow Rate, veh/h				446	0	99	0	1313	0	0	1116	146
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				3	3	3	0	3	3	0	3	3
Cap, veh/h				584	0	260	0	3389		0	3389	1052
Arrive On Green				0.17	0.00	0.17	0.00	1.00	0.00	0.00	0.89	0.89
Sat Flow, veh/h				3534	0	1572	0	5233	1572	0	5233	1572
Grp Volume(v), veh/h				446	0	99	0	1313	0	0	1116	146
Grp Sat Flow(s),veh/h/ln				1767	0	1572	0	1689	1572	0	1689	1572
Q Serve(g_s), s				8.4	0.0	3.9	0.0	0.0	0.0	0.0	2.4	0.8
Cycle Q Clear(g_c), s				8.4	0.0	3.9	0.0	0.0	0.0	0.0	2.4	0.8
Prop In Lane				1.00		1.00	0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h				584	0	260	0	3389		0	3389	1052
V/C Ratio(X)				0.76	0.00	0.38	0.00	0.39		0.00	0.33	0.14
Avail Cap(c_a), veh/h				1070	0	476	0	3389		0	3389	1052
HCM Platoon Ratio				1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.33	1.33
Upstream Filter(I)				1.00	0.00	1.00	0.00	0.79	0.00	0.00	0.89	0.89
Uniform Delay (d), s/veh				27.9	0.0	26.0	0.0	0.0	0.0	0.0	1.4	1.3
Incr Delay (d2), s/veh				1.6	0.0	0.7	0.0	0.3	0.0	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
%ile BackOfQ(50%),veh/ln				3.4	0.0	1.4	0.0	0.1	0.0	0.0	0.5	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				29.5	0.0	26.7	0.0	0.3	0.0	0.0	1.6	1.6
LnGrp LOS				C	A	C	A	A		A	A	A
Approach Vol, veh/h					545			1313	A		1262	
Approach Delay, s/veh					29.0			0.3			1.6	
Approach LOS					C			A			A	
Timer - Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		52.6				52.6		17.4				
Change Period (Y+Rc), s		5.8				5.8		5.8				
Max Green Setting (Gmax), s		37.2				37.2		21.2				
Max Q Clear Time (g_c+I1), s		2.0				4.4		10.4				
Green Ext Time (p_c), s		8.7				7.4		1.1				

Intersection Summary

HCM 6th Ctrl Delay	5.8
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
 9: I-10 EB Ramps & Jefferson St

Pulte Homes Development
 Near-Term (2030) Plus Project - AM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔↔	↔↔	↔↔	↑↑↑	↑↑↑	↔
Traffic Volume (veh/h)	118	790	120	2139	1293	147
Future Volume (veh/h)	118	790	120	2139	1293	147
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	127	843	129	2300	1390	74
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	3	3	3	3	3
Cap, veh/h	695	779	270	3199	2460	764
Arrive On Green	0.20	0.20	0.08	0.63	0.97	0.97
Sat Flow, veh/h	3428	2768	3428	5233	5233	1572
Grp Volume(v), veh/h	127	843	129	2300	1390	74
Grp Sat Flow(s),veh/h/ln	1714	1384	1714	1689	1689	1572
Q Serve(g_s), s	2.1	14.2	2.5	21.5	1.2	0.1
Cycle Q Clear(g_c), s	2.1	14.2	2.5	21.5	1.2	0.1
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	695	779	270	3199	2460	764
V/C Ratio(X)	0.18	1.08	0.48	0.72	0.57	0.10
Avail Cap(c_a), veh/h	695	779	700	3199	2460	764
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	0.92	0.92
Uniform Delay (d), s/veh	23.1	25.1	30.9	8.7	0.5	0.5
Incr Delay (d2), s/veh	0.1	56.6	1.0	1.4	0.9	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	19.1	1.0	5.5	0.4	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	23.2	81.8	31.8	10.1	1.4	0.8
LnGrp LOS	C	F	C	B	A	A
Approach Vol, veh/h	970			2429	1464	
Approach Delay, s/veh	74.1			11.3	1.4	
Approach LOS	E			B	A	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		50.0		20.0	10.2	39.8
Change Period (Y+Rc), s		5.8		5.8	* 4.7	5.8
Max Green Setting (Gmax), s		44.2		14.2	* 14	25.2
Max Q Clear Time (g_c+I1), s		23.5		16.2	4.5	3.2
Green Ext Time (p_c), s		14.5		0.0	0.2	8.4
Intersection Summary						
HCM 6th Ctrl Delay			20.8			
HCM 6th LOS			C			
Notes						
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.						

HCM 6th Signalized Intersection Summary
 10: Indio Blvd & Jefferson St

Pulte Homes Development
 Near-Term (2030) Plus Project - AM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↖↗	↖↗	↖↗	↑↑	↑↑	↖↗
Traffic Volume (veh/h)	1260	240	490	999	691	1392
Future Volume (veh/h)	1260	240	490	999	691	1392
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	1355	249	527	1074	743	1454
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	3	3	3	3	3
Cap, veh/h	1251	1494	599	1568	811	1647
Arrive On Green	0.12	0.12	0.17	0.44	0.23	0.23
Sat Flow, veh/h	3428	2768	3428	3618	3618	2768
Grp Volume(v), veh/h	1355	249	527	1074	743	1454
Grp Sat Flow(s),veh/h/ln	1714	1384	1714	1763	1763	1384
Q Serve(g_s), s	36.5	5.9	15.0	24.3	20.6	23.0
Cycle Q Clear(g_c), s	36.5	5.9	15.0	24.3	20.6	23.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	1251	1494	599	1568	811	1647
V/C Ratio(X)	1.08	0.17	0.88	0.68	0.92	0.88
Avail Cap(c_a), veh/h	1251	1494	885	1861	811	1647
HCM Platoon Ratio	0.33	0.33	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.81	0.81	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.0	16.6	40.2	22.2	37.6	12.9
Incr Delay (d2), s/veh	48.9	0.2	5.1	1.3	15.6	6.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	25.0	1.8	6.4	9.3	10.1	19.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	92.9	16.7	45.4	23.5	53.2	19.3
LnGrp LOS	F	B	D	C	D	B
Approach Vol, veh/h	1604			1601	2197	
Approach Delay, s/veh	81.1			30.7	30.8	
Approach LOS	F			C	C	
Timer - Assigned Phs	1	2		6	8	
Phs Duration (G+Y+Rc), s	31.5	28.5		50.0	41.7	
Change Period (Y+Rc), s	4.0	5.5		5.5	5.2	
Max Green Setting (Gmax), s	25.8	23.0		52.8	36.5	
Max Q Clear Time (g_c+117), s	117.0	25.0		26.3	38.5	
Green Ext Time (p_c), s	0.5	0.0		13.8	0.0	
Intersection Summary						
HCM 6th Ctrl Delay			45.7			
HCM 6th LOS			D			

HCM 6th Signalized Intersection Summary
 11: Jefferson St & Avenue 42/Country Club Dr

Pulte Homes Development
 Near-Term (2030) Plus Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑	↖	↖↗	↑↑		↖↗	↑↑↑	↖	↖↗	↑↑↑	↖
Traffic Volume (veh/h)	332	200	510	50	180	40	630	1128	30	60	1276	546
Future Volume (veh/h)	332	200	510	50	180	40	630	1128	30	60	1276	546
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	377	227	527	57	205	26	716	1282	17	68	1450	552
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
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	441	670	661	109	294	37	790	2838	881	116	1792	758
Arrive On Green	0.13	0.19	0.19	0.03	0.09	0.09	0.23	0.56	0.56	0.01	0.12	0.12
Sat Flow, veh/h	3428	3526	1572	3428	3152	395	3428	5066	1572	3428	5066	1572
Grp Volume(v), veh/h	377	227	527	57	113	118	716	1282	17	68	1450	552
Grp Sat Flow(s),veh/h/ln	1714	1763	1572	1714	1763	1784	1714	1689	1572	1714	1689	1572
Q Serve(g_s), s	10.8	5.6	19.0	1.6	6.2	6.4	20.3	14.9	0.5	2.0	27.9	28.1
Cycle Q Clear(g_c), s	10.8	5.6	19.0	1.6	6.2	6.4	20.3	14.9	0.5	2.0	27.9	28.1
Prop In Lane	1.00		1.00	1.00		0.22	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	441	670	661	109	164	166	790	2838	881	116	1792	758
V/C Ratio(X)	0.85	0.34	0.80	0.52	0.69	0.71	0.91	0.45	0.02	0.58	0.81	0.73
Avail Cap(c_a), veh/h	473	670	661	267	229	232	919	2838	881	267	1792	758
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.56	0.56	0.56
Uniform Delay (d), s/veh	42.7	35.1	25.3	47.7	43.9	44.0	37.4	12.9	9.8	48.7	40.9	28.2
Incr Delay (d2), s/veh	12.6	0.1	6.3	1.4	1.9	2.4	10.5	0.5	0.0	1.0	2.3	3.5
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	5.2	2.3	10.9	0.7	2.7	2.9	9.1	5.0	0.2	0.8	12.8	12.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.3	35.2	31.5	49.1	45.9	46.4	47.9	13.5	9.8	49.7	43.2	31.7
LnGrp LOS	E	D	C	D	D	D	D	B	A	D	D	C
Approach Vol, veh/h		1131			288			2015			2070	
Approach Delay, s/veh		40.2			46.7			25.7			40.3	
Approach LOS		D			D			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.2	24.2	28.1	40.6	16.9	14.5	7.4	61.2				
Change Period (Y+Rc), s	4.0	5.2	5.0	5.2	4.0	5.2	4.0	5.2				
Max Green Setting (Gmax), s	7.8	19.0	26.8	27.0	13.8	13.0	7.8	47.0				
Max Q Clear Time (g_c+13), s	13.6	21.0	22.3	30.1	12.8	8.4	4.0	16.9				
Green Ext Time (p_c), s	0.0	0.0	0.7	0.0	0.1	0.3	0.0	6.1				

Intersection Summary

HCM 6th Ctrl Delay	35.3
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
 12: Jefferson St & Fred Waring Dr

Pulte Homes Development
 Near-Term (2030) Plus Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↗	↔↔	↑↑↑		↔↔	↑↑↑	↗	↔↔	↑↑↑	↗
Traffic Volume (veh/h)	344	470	160	280	990	120	310	1274	190	90	1326	430
Future Volume (veh/h)	344	470	160	280	990	120	310	1274	190	90	1326	430
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	374	511	48	304	1076	115	337	1385	93	98	1441	269
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, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	411	1467	455	375	1296	138	353	1586	491	278	1550	481
Arrive On Green	0.12	0.29	0.29	0.11	0.28	0.28	0.10	0.31	0.31	0.08	0.31	0.31
Sat Flow, veh/h	3428	5066	1572	3428	4645	496	3428	5066	1569	3428	5066	1572
Grp Volume(v), veh/h	374	511	48	304	782	409	337	1385	93	98	1441	269
Grp Sat Flow(s),veh/h/ln	1714	1689	1572	1714	1689	1764	1714	1689	1569	1714	1689	1572
Q Serve(g_s), s	10.8	8.0	2.2	8.7	21.7	21.8	9.8	25.9	3.0	2.7	27.6	14.3
Cycle Q Clear(g_c), s	10.8	8.0	2.2	8.7	21.7	21.8	9.8	25.9	3.0	2.7	27.6	14.3
Prop In Lane	1.00		1.00	1.00		0.28	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	411	1467	455	375	942	492	353	1586	491	278	1550	481
V/C Ratio(X)	0.91	0.35	0.11	0.81	0.83	0.83	0.95	0.87	0.19	0.35	0.93	0.56
Avail Cap(c_a), veh/h	411	1467	455	549	979	511	353	1586	491	291	1550	481
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(l)	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	43.5	28.1	26.0	43.5	33.8	33.8	44.6	32.5	12.4	43.5	33.7	29.0
Incr Delay (d2), s/veh	23.2	0.3	0.2	3.6	6.7	12.2	35.7	7.0	0.9	0.3	11.3	4.6
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	5.7	3.1	0.8	3.7	9.1	10.3	5.7	10.6	1.6	1.1	12.0	5.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.7	28.4	26.2	47.1	40.5	46.0	80.3	39.5	13.2	43.7	44.9	33.7
LnGrp LOS	E	C	C	D	D	D	F	D	B	D	D	C
Approach Vol, veh/h		933			1495			1815			1808	
Approach Delay, s/veh		43.6			43.4			45.7			43.2	
Approach LOS		D			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	33.6	36.8	14.9	34.7	14.3	36.1	16.0	33.6				
Change Period (Y+Rc), s	5.5	* 5.5	4.0	5.7	4.0	5.5	4.0	5.7				
Max Green Setting (Gmax), s	31.5	* 31	16.0	25.0	10.3	29.5	12.0	29.0				
Max Q Clear Time (g_c+14), s	14.7	27.9	10.7	10.0	11.8	29.6	12.8	23.8				
Green Ext Time (p_c), s	0.0	3.0	0.3	4.9	0.0	0.0	0.0	4.1				

Intersection Summary

HCM 6th Ctrl Delay	44.1
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.
 * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection						
Int Delay, s/veh	12.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↙	↗	↑↓		↙	↑↑
Traffic Vol, veh/h	130	310	355	60	150	410
Future Vol, veh/h	130	310	355	60	150	410
Conflicting Peds, #/hr	0	1	0	2	2	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	200	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	157	373	428	72	181	494


























Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1075	253	0	0	502	0
Stage 1	466	-	-	-	-	-
Stage 2	609	-	-	-	-	-
Critical Hdwy	6.86	6.96	-	-	4.16	-
Critical Hdwy Stg 1	5.86	-	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-	-	-
Follow-up Hdwy	3.53	3.33	-	-	2.23	-
Pot Cap-1 Maneuver	213	743	-	-	1052	-
Stage 1	595	-	-	-	-	-
Stage 2	503	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	176	741	-	-	1050	-
Mov Cap-2 Maneuver	176	-	-	-	-	-
Stage 1	594	-	-	-	-	-
Stage 2	416	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	38.3	0	2.4
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	176	741	1050
HCM Lane V/C Ratio	-	-	0.89	0.504	0.172
HCM Control Delay (s)	-	-	94.5	14.7	9.1
HCM Lane LOS	-	-	F	B	A
HCM 95th %tile Q(veh)	-	-	6.5	2.9	0.6

HCM 6th Signalized Intersection Summary
 14: Monroe St & Avenue 42

Pulte Homes Development
 Near-Term (2030) Plus Project - AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  		 							 	
Traffic Volume (veh/h)	20	180	60	340	250	96	180	289	180	150	410	90
Future Volume (veh/h)	20	180	60	340	250	96	180	289	180	150	410	90
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	22	196	12	370	272	94	196	314	43	163	446	88
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, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	84	818	254	458	326	113	374	393	333	198	570	117
Arrive On Green	0.05	0.16	0.16	0.13	0.25	0.25	0.21	0.21	0.21	0.25	0.25	0.25
Sat Flow, veh/h	1767	5066	1572	3428	1318	456	1767	1856	1572	802	2309	475
Grp Volume(v), veh/h	22	196	12	370	0	366	196	314	43	369	0	328
Grp Sat Flow(s),veh/h/ln	1767	1689	1572	1714	0	1774	1767	1856	1572	1815	0	1770
Q Serve(g_s), s	1.0	2.9	0.6	9.1	0.0	16.9	8.5	13.9	1.9	16.6	0.0	14.8
Cycle Q Clear(g_c), s	1.0	2.9	0.6	9.1	0.0	16.9	8.5	13.9	1.9	16.6	0.0	14.8
Prop In Lane	1.00		1.00	1.00		0.26	1.00		1.00	0.44		0.27
Lane Grp Cap(c), veh/h	84	818	254	458	0	439	374	393	333	448	0	437
V/C Ratio(X)	0.26	0.24	0.05	0.81	0.00	0.83	0.52	0.80	0.13	0.82	0.00	0.75
Avail Cap(c_a), veh/h	409	2053	637	794	0	719	511	537	455	525	0	512
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(l)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	39.7	31.6	30.6	36.4	0.0	30.8	30.2	32.3	27.6	30.7	0.0	30.1
Incr Delay (d2), s/veh	0.6	0.2	0.1	1.3	0.0	6.1	1.6	7.2	0.2	9.8	0.0	5.9
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	0.4	1.1	0.2	3.6	0.0	7.3	3.6	6.7	0.7	7.9	0.0	6.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.3	31.8	30.7	37.7	0.0	36.9	31.8	39.5	27.8	40.5	0.0	36.0
LnGrp LOS	D	C	C	D	A	D	C	D	C	D	A	D
Approach Vol, veh/h		230			736			553			697	
Approach Delay, s/veh		32.6			37.3			35.9			38.4	
Approach LOS		C			D			D			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	16.0	19.9		26.7	8.6	27.4		23.7				
Change Period (Y+Rc), s	4.5	* 6		5.4	4.5	6.0		5.4				
Max Green Setting (Gmax), s	20.0	* 35		25.0	20.0	35.0		25.0				
Max Q Clear Time (g_c+I1), s	11.1	4.9		18.6	3.0	18.9		15.9				
Green Ext Time (p_c), s	0.5	1.7		2.7	0.0	2.5		2.4				

Intersection Summary

HCM 6th Ctrl Delay	36.8
HCM 6th LOS	D

Notes

- User approved pedestrian interval to be less than phase max green.
- * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
 15: Monroe St & Buena Vista Ave

Pulte Homes Development
 Near-Term (2030) Plus Project - AM Peak Hour



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔↔	↔	↑↑	↔	↔↔	↑↑
Traffic Volume (veh/h)	290	30	619	190	10	800
Future Volume (veh/h)	290	30	619	190	10	800
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No		No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	299	8	638	72	10	825
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	3	3	3
Cap, veh/h	865	397	1257	561	90	1766
Arrive On Green	0.25	0.25	0.36	0.36	0.03	0.50
Sat Flow, veh/h	3428	1572	3618	1572	3428	3618
Grp Volume(v), veh/h	299	8	638	72	10	825
Grp Sat Flow(s),veh/h/ln	1714	1572	1763	1572	1714	1763
Q Serve(g_s), s	2.7	0.1	5.4	1.2	0.1	5.8
Cycle Q Clear(g_c), s	2.7	0.1	5.4	1.2	0.1	5.8
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	865	397	1257	561	90	1766
V/C Ratio(X)	0.35	0.02	0.51	0.13	0.11	0.47
Avail Cap(c_a), veh/h	3599	1651	2776	1238	1799	4164
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.7	10.7	9.6	8.3	18.1	6.2
Incr Delay (d2), s/veh	0.1	0.0	0.5	0.1	0.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	1.4	0.3	0.0	1.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	11.8	10.7	10.1	8.4	18.3	6.5
LnGrp LOS	B	B	B	A	B	A
Approach Vol, veh/h	307		710			835
Approach Delay, s/veh	11.7		9.9			6.6
Approach LOS	B		A			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	5.5	18.5			24.0	14.1
Change Period (Y+Rc), s	4.5	4.9			4.9	4.5
Max Green Setting (Gmax), s	20.0	30.0			45.0	40.0
Max Q Clear Time (g_c+1/2), s	11.5	7.4			7.8	4.7
Green Ext Time (p_c), s	0.0	6.2			9.2	0.6
Intersection Summary						
HCM 6th Ctrl Delay			8.7			
HCM 6th LOS			A			

HCM 6th Signalized Intersection Summary
 16: Monroe St & I-10 WB Ramps

Pulte Homes Development
 Near-Term (2030) Plus Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↘	↙	↘	↘↙	↕			↕	↘
Traffic Volume (veh/h)	0	0	0	240	0	186	420	623	0	0	680	410
Future Volume (veh/h)	0	0	0	240	0	186	420	623	0	0	680	410
Initial Q (Qb), veh				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
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No		No		No		No		
Adj Sat Flow, veh/h/ln				1856	1856	1856	1856	1856	0	0	1856	1856
Adj Flow Rate, veh/h				245	0	0	429	636	0	0	694	219
Peak Hour Factor				0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %				3	3	3	3	3	0	0	3	3
Cap, veh/h				354	0		1075	2639	0	0	2116	944
Arrive On Green				0.10	0.00	0.00	0.03	0.25	0.00	0.00	0.60	0.60
Sat Flow, veh/h				3534	0	1572	3428	3618	0	0	3618	1572
Grp Volume(v), veh/h				245	0	0	429	636	0	0	694	219
Grp Sat Flow(s),veh/h/ln				1767	0	1572	1714	1763	0	0	1763	1572
Q Serve(g_s), s				4.7	0.0	0.0	2.8	10.1	0.0	0.0	6.9	4.5
Cycle Q Clear(g_c), s				4.7	0.0	0.0	2.8	10.1	0.0	0.0	6.9	4.5
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				354	0		1075	2639	0	0	2116	944
V/C Ratio(X)				0.69	0.00		0.40	0.24	0.00	0.00	0.33	0.23
Avail Cap(c_a), veh/h				742	0		1546	2639	0	0	2116	944
HCM Platoon Ratio				1.00	1.00	1.00	0.33	0.33	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	0.00	0.90	0.90	0.00	0.00	0.88	0.88
Uniform Delay (d), s/veh				30.5	0.0	0.0	4.5	10.4	0.0	0.0	7.0	6.5
Incr Delay (d2), s/veh				1.8	0.0	0.0	0.2	0.2	0.0	0.0	0.4	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
%ile BackOfQ(50%),veh/ln				1.9	0.0	0.0	0.6	3.3	0.0	0.0	2.0	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				32.3	0.0	0.0	4.7	10.6	0.0	0.0	7.3	7.0
LnGrp LOS				C	A		A	B	A	A	A	A
Approach Vol, veh/h					245	A		1065			913	
Approach Delay, s/veh					32.3			8.2			7.3	
Approach LOS					C			A			A	
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		57.7			10.4	47.3		12.3				
Change Period (Y+Rc), s		5.3			* 4.7	5.3		5.3				
Max Green Setting (Gmax), s		44.7			* 15	24.7		14.7				
Max Q Clear Time (g_c+I1), s		12.1			4.8	8.9		6.7				
Green Ext Time (p_c), s		3.6			0.9	3.9		0.4				

Intersection Summary

HCM 6th Ctrl Delay	10.5
HCM 6th LOS	B

Notes

- User approved volume balancing among the lanes for turning movement.
- * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
- Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
 17: Monroe St & I-10 EB Ramps

Pulte Homes Development
 Near-Term (2030) Plus Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	170	0	300	0	0	0	0	873	220	104	816	0
Future Volume (veh/h)	170	0	300	0	0	0	0	873	220	104	816	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				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
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856				0	1856	1856	1856	1856	0
Adj Flow Rate, veh/h	173	0	153				0	891	176	106	833	0
Peak Hour Factor	0.98	0.98	0.98				0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	3	3	3				0	3	3	3	3	0
Cap, veh/h	458	0	204				0	2078	916	878	2535	0
Arrive On Green	0.13	0.00	0.13				0.00	0.59	0.59	0.12	1.00	0.00
Sat Flow, veh/h	3534	0	1572				0	3618	1553	3428	3618	0
Grp Volume(v), veh/h	173	0	153				0	891	176	106	833	0
Grp Sat Flow(s),veh/h/ln	1767	0	1572				0	1763	1553	1714	1763	0
Q Serve(g_s), s	3.1	0.0	6.6				0.0	9.7	3.7	0.7	0.0	0.0
Cycle Q Clear(g_c), s	3.1	0.0	6.6				0.0	9.7	3.7	0.7	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	458	0	204				0	2078	916	878	2535	0
V/C Ratio(X)	0.38	0.00	0.75				0.00	0.43	0.19	0.12	0.33	0.00
Avail Cap(c_a), veh/h	843	0	375				0	2078	916	1022	2535	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(l)	1.00	0.00	1.00				0.00	1.00	1.00	0.92	0.92	0.00
Uniform Delay (d), s/veh	27.9	0.0	29.4				0.0	7.9	6.7	4.5	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.0	4.1				0.0	0.6	0.5	0.0	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
%ile BackOfQ(50%),veh/ln	1.2	0.0	2.5				0.0	2.9	1.0	0.2	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.3	0.0	33.5				0.0	8.5	7.1	4.5	0.3	0.0
LnGrp LOS	C	A	C				A	A	A	A	A	A
Approach Vol, veh/h		326						1067			939	
Approach Delay, s/veh		30.7						8.3			0.8	
Approach LOS		C						A			A	
Timer - Assigned Phs	1	2	4	6								
Phs Duration (G+Y+Rc), s	9.1	46.6	14.4	55.6								
Change Period (Y+Rc), s	4.7	5.3	5.3	5.3								
Max Green Setting (Gmax), s	30.7	30.7	16.7	42.7								
Max Q Clear Time (g_c+I), s	11.7	11.7	8.6	2.0								
Green Ext Time (p_c), s	0.1	5.2	0.5	5.1								

Intersection Summary

HCM 6th Ctrl Delay	8.4
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.
 * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	8.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵	↕↗		↵	↗			↕↘			↕↘	
Traffic Vol, veh/h	40	60	15	7	50	40	9	0	5	30	0	20
Future Vol, veh/h	40	60	15	7	50	40	9	0	5	30	0	20
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	47	71	18	8	59	47	11	0	6	35	0	24
Number of Lanes	1	2	0	1	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	3	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	3	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	3
HCM Control Delay	8	8.2	8.1	8.4
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	SBLn1
Vol Left, %	64%	100%	0%	0%	100%	0%	60%
Vol Thru, %	0%	0%	100%	57%	0%	56%	0%
Vol Right, %	36%	0%	0%	43%	0%	44%	40%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	14	40	40	35	7	90	50
LT Vol	9	40	0	0	7	0	30
Through Vol	0	0	40	20	0	50	0
RT Vol	5	0	0	15	0	40	20
Lane Flow Rate	16	47	47	41	8	106	59
Geometry Grp	7	7	7	7	8	8	7
Degree of Util (X)	0.024	0.07	0.063	0.052	0.013	0.139	0.084
Departure Headway (Hd)	5.267	5.346	4.845	4.544	5.547	4.733	5.17
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	681	672	742	791	648	760	695
Service Time	2.985	3.059	2.557	2.256	3.26	2.447	2.886
HCM Lane V/C Ratio	0.023	0.07	0.063	0.052	0.012	0.139	0.085
HCM Control Delay	8.1	8.5	7.9	7.5	8.3	8.2	8.4
HCM Lane LOS	A	A	A	A	A	A	A
HCM 95th-tile Q	0.1	0.2	0.2	0.2	0	0.5	0.3

Intersection												
Int Delay, s/veh	4.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗	↘		↗	↔	↔			↖	
Traffic Vol, veh/h	0	0	43	50	0	10	67	87	50	10	95	0
Future Vol, veh/h	0	0	43	50	0	10	67	87	50	10	95	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	0	-	50	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	84	92	84	92	84	84	84	84	92
Heavy Vehicles, %	2	2	2	3	2	3	2	3	3	3	3	2
Mvmt Flow	0	0	47	60	0	12	73	104	60	12	113	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	-	-	113	441	-	82	113	0	0	164	0	0
Stage 1	-	-	-	280	-	-	-	-	-	-	-	-
Stage 2	-	-	-	161	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.23	7.345	-	6.945	4.13	-	-	4.145	-	-
Critical Hdwy Stg 1	-	-	-	6.545	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.145	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.319	3.5285	-	3.3285	2.219	-	-	2.2285	-	-
Pot Cap-1 Maneuver	0	0	939	511	0	959	1475	-	-	1407	-	0
Stage 1	0	0	-	701	0	-	-	-	-	-	-	0
Stage 2	0	0	-	838	0	-	-	-	-	-	-	0
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	939	462	-	959	1475	-	-	1407	-	-
Mov Cap-2 Maneuver	-	-	-	462	-	-	-	-	-	-	-	-
Stage 1	-	-	-	662	-	-	-	-	-	-	-	-
Stage 2	-	-	-	789	-	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	9		13.1		2.4		0.7	
HCM LOS	A		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	1475	-	-	939	462	959	1407	-
HCM Lane V/C Ratio	0.049	-	-	0.05	0.129	0.012	0.008	-
HCM Control Delay (s)	7.6	0.1	-	9	13.9	8.8	7.6	0
HCM Lane LOS	A	A	-	A	B	A	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.2	0.4	0	0	-

HCM 6th Signalized Intersection Summary
 3: Avenue 40 & Adams St

Pulte Homes Development
 Near-Term (2030) Plus Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	128	30	30	125	20	20	100	60	30	140	30
Future Volume (veh/h)	40	128	30	30	125	20	20	100	60	30	140	30
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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	44	142	22	33	139	6	22	111	28	33	156	22
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	522	441	68	501	522	436	574	965	235	639	549	77
Arrive On Green	0.28	0.28	0.28	0.28	0.28	0.28	0.35	0.35	0.35	0.35	0.35	0.35
Sat Flow, veh/h	1232	1565	243	1211	1856	1549	1196	2797	681	1239	1590	224
Grp Volume(v), veh/h	44	0	164	33	139	6	22	68	71	33	0	178
Grp Sat Flow(s),veh/h/ln	1232	0	1808	1211	1856	1549	1196	1763	1715	1239	0	1815
Q Serve(g_s), s	0.8	0.0	2.1	0.6	1.7	0.1	0.4	0.8	0.8	0.5	0.0	2.1
Cycle Q Clear(g_c), s	2.5	0.0	2.1	2.7	1.7	0.1	2.5	0.8	0.8	1.4	0.0	2.1
Prop In Lane	1.00		0.13	1.00		1.00	1.00		0.40	1.00		0.12
Lane Grp Cap(c), veh/h	522	0	509	501	522	436	574	608	592	639	0	626
V/C Ratio(X)	0.08	0.00	0.32	0.07	0.27	0.01	0.04	0.11	0.12	0.05	0.00	0.28
Avail Cap(c_a), veh/h	1441	0	1858	1405	1907	1592	2004	2717	2643	2121	0	2797
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(l)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.1	0.0	8.3	9.4	8.1	7.6	7.8	6.5	6.5	7.0	0.0	6.9
Incr Delay (d2), s/veh	0.1	0.0	0.4	0.1	0.3	0.0	0.0	0.1	0.1	0.0	0.0	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	0.1	0.0	0.5	0.1	0.4	0.0	0.1	0.2	0.2	0.1	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.2	0.0	8.6	9.4	8.4	7.6	7.9	6.6	6.6	7.0	0.0	7.2
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		208			178			161			211	
Approach Delay, s/veh		8.8			8.6			6.8			7.2	
Approach LOS		A			A			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		16.3		12.9		16.3		12.9				
Change Period (Y+Rc), s		6.2		* 4.7		6.2		* 4.7				
Max Green Setting (Gmax), s		45.0		* 30		45.0		* 30				
Max Q Clear Time (g_c+I1), s		4.5		4.5		4.1		4.7				
Green Ext Time (p_c), s		0.8		1.0		1.0		0.8				
Intersection Summary												
HCM 6th Ctrl Delay				7.9								
HCM 6th LOS				A								
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 6th Signalized Intersection Summary
 7: Jefferson St & Varner Rd

Pulte Homes Development
 Near-Term (2030) Plus Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑	↖↗	↖↗	↑↑	↖	↖↗	↑↑↑	↖	↖↗	↑↑↑	↖
Traffic Volume (veh/h)	120	170	370	60	90	70	270	800	140	70	781	90
Future Volume (veh/h)	120	170	370	60	90	70	270	800	140	70	781	90
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	141	200	76	71	106	11	318	941	0	82	919	50
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	283	362	284	259	308	137	365	1201		1348	2695	837
Arrive On Green	0.08	0.10	0.10	0.08	0.09	0.09	0.21	0.47	0.00	0.39	0.53	0.53
Sat Flow, veh/h	3428	3526	2768	3428	3526	1567	3428	5066	1572	3428	5066	1572
Grp Volume(v), veh/h	141	200	76	71	106	11	318	941	0	82	919	50
Grp Sat Flow(s),veh/h/ln	1714	1763	1384	1714	1763	1567	1714	1689	1572	1714	1689	1572
Q Serve(g_s), s	4.7	6.5	1.4	2.3	3.4	0.6	10.8	18.7	0.0	1.8	12.4	1.8
Cycle Q Clear(g_c), s	4.7	6.5	1.4	2.3	3.4	0.6	10.8	18.7	0.0	1.8	12.4	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	283	362	284	259	308	137	365	1201		1348	2695	837
V/C Ratio(X)	0.50	0.55	0.27	0.27	0.34	0.08	0.87	0.78		0.06	0.34	0.06
Avail Cap(c_a), veh/h	286	1116	876	286	1116	496	371	1646		1348	2695	837
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	1.00	1.00	0.93	0.93	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.7	51.2	10.1	52.4	51.5	30.9	46.4	29.0	0.0	22.6	16.0	13.6
Incr Delay (d2), s/veh	0.5	1.6	0.6	0.2	0.8	0.3	17.6	4.8	0.0	0.0	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	2.0	2.9	1.0	1.0	1.5	0.3	4.9	6.0	0.0	0.7	4.6	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.2	52.8	10.7	52.6	52.3	31.2	64.0	33.8	0.0	22.7	16.4	13.7
LnGrp LOS	D	D	B	D	D	C	E	C		C	B	B
Approach Vol, veh/h		417			188			1259	A		1051	
Approach Delay, s/veh		45.3			51.2			41.4			16.8	
Approach LOS		D			D			D			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	53.2	34.5	15.9	16.5	17.8	69.8	14.1	18.3				
Change Period (Y+Rc), s	6.0	* 6	6.0	* 6	5.0	6.0	5.0	6.0				
Max Green Setting (Gmax), s	1.0	* 39	10.0	* 38	13.0	37.0	10.0	38.0				
Max Q Clear Time (g_c+I), s	13.8	20.7	6.7	5.4	12.8	14.4	4.3	8.5				
Green Ext Time (p_c), s	0.0	7.8	0.0	0.7	0.0	8.7	0.0	1.8				

Intersection Summary

HCM 6th Ctrl Delay	33.7
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
 Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
 8: Jefferson St & I-10 WB Ramps

Pulte Homes Development
 Near-Term (2030) Plus Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↘	↔	↗		↑↑↑	↗		↑↑↑	↗
Traffic Volume (veh/h)	0	0	0	250	0	138	0	1072	800	0	1060	151
Future Volume (veh/h)	0	0	0	250	0	138	0	1072	800	0	1060	151
Initial Q (Qb), veh				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
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No		No		No		No		No
Adj Sat Flow, veh/h/ln				1856	1856	1856	0	1856	1856	0	1856	1856
Adj Flow Rate, veh/h				315	0	73	0	1204	0	0	1191	108
Peak Hour Factor				0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %				3	3	3	0	3	3	0	3	3
Cap, veh/h				459	0	204	0	3428		0	3428	1064
Arrive On Green				0.13	0.00	0.13	0.00	1.00	0.00	0.00	1.00	1.00
Sat Flow, veh/h				3534	0	1572	0	5233	1572	0	5233	1572
Grp Volume(v), veh/h				315	0	73	0	1204	0	0	1191	108
Grp Sat Flow(s),veh/h/ln				1767	0	1572	0	1689	1572	0	1689	1572
Q Serve(g_s), s				5.1	0.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s				5.1	0.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane				1.00		1.00	0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h				459	0	204	0	3428		0	3428	1064
V/C Ratio(X)				0.69	0.00	0.36	0.00	0.35		0.00	0.35	0.10
Avail Cap(c_a), veh/h				954	0	425	0	3428		0	3428	1064
HCM Platoon Ratio				1.00	1.00	1.00	1.00	2.00	2.00	1.00	2.00	2.00
Upstream Filter(l)				1.00	0.00	1.00	0.00	0.83	0.00	0.00	0.91	0.91
Uniform Delay (d), s/veh				24.9	0.0	23.8	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh				1.4	0.0	0.8	0.0	0.2	0.0	0.0	0.3	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
%ile BackOfQ(50%),veh/ln				2.0	0.0	0.9	0.0	0.1	0.0	0.0	0.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				26.3	0.0	24.6	0.0	0.2	0.0	0.0	0.3	0.2
LnGrp LOS				C	A	C	A	A		A	A	A
Approach Vol, veh/h					388			1204	A		1299	
Approach Delay, s/veh					26.0			0.2			0.2	
Approach LOS					C			A			A	
Timer - Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		46.4				46.4		13.6				
Change Period (Y+Rc), s		5.8				5.8		5.8				
Max Green Setting (Gmax), s		32.2				32.2		16.2				
Max Q Clear Time (g_c+I1), s		2.0				2.0		7.1				
Green Ext Time (p_c), s		7.5				7.7		0.7				

Intersection Summary

HCM 6th Ctrl Delay	3.7
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.
 Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
 9: I-10 EB Ramps & Jefferson St

Pulte Homes Development
 Near-Term (2030) Plus Project - PM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔↔	↔↔	↔↔	↑↑↑	↑↑↑	↔
Traffic Volume (veh/h)	196	990	150	1676	1144	166
Future Volume (veh/h)	196	990	150	1676	1144	166
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	213	1075	163	1822	1243	56
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	3	3	3	3	3
Cap, veh/h	811	913	320	2887	2018	626
Arrive On Green	0.24	0.24	0.09	0.57	0.53	0.53
Sat Flow, veh/h	3428	2768	3428	5233	5233	1572
Grp Volume(v), veh/h	213	1075	163	1822	1243	56
Grp Sat Flow(s),veh/h/ln	1714	1384	1714	1689	1689	1572
Q Serve(g_s), s	3.0	14.2	2.7	14.5	10.3	1.1
Cycle Q Clear(g_c), s	3.0	14.2	2.7	14.5	10.3	1.1
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	811	913	320	2887	2018	626
V/C Ratio(X)	0.26	1.18	0.51	0.63	0.62	0.09
Avail Cap(c_a), veh/h	811	913	931	2887	2018	626
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.33	1.33
Upstream Filter(l)	1.00	1.00	1.00	1.00	0.93	0.93
Uniform Delay (d), s/veh	18.6	20.1	25.9	8.7	10.9	8.7
Incr Delay (d2), s/veh	0.1	91.0	0.9	1.1	1.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	24.2	1.0	3.7	2.8	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	18.8	111.1	26.8	9.7	12.2	9.0
LnGrp LOS	B	F	C	A	B	A
Approach Vol, veh/h	1288			1985	1299	
Approach Delay, s/veh	95.9			11.1	12.1	
Approach LOS	F			B	B	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		40.0		20.0	10.3	29.7
Change Period (Y+Rc), s		5.8		5.8	* 4.7	5.8
Max Green Setting (Gmax), s		34.2		14.2	* 16	13.2
Max Q Clear Time (g_c+l1), s		16.5		16.2	4.7	12.3
Green Ext Time (p_c), s		10.1		0.0	0.3	0.6
Intersection Summary						
HCM 6th Ctrl Delay			35.3			
HCM 6th LOS			D			
Notes						
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.						

HCM 6th Signalized Intersection Summary
 10: Indio Blvd & Jefferson St

Pulte Homes Development
 Near-Term (2030) Plus Project - PM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	1155	350	260	671	894	1240
Future Volume (veh/h)	1155	350	260	671	894	1240
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	1229	370	277	714	951	1214
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	3	3	3
Cap, veh/h	1354	1374	348	1310	811	1730
Arrive On Green	0.13	0.13	0.10	0.37	0.23	0.23
Sat Flow, veh/h	3428	2768	3428	3618	3618	2768
Grp Volume(v), veh/h	1229	370	277	714	951	1214
Grp Sat Flow(s),veh/h/ln	1714	1384	1714	1763	1763	1384
Q Serve(g_s), s	35.4	10.1	7.9	16.0	23.0	23.0
Cycle Q Clear(g_c), s	35.4	10.1	7.9	16.0	23.0	23.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	1354	1374	348	1310	811	1730
V/C Ratio(X)	0.91	0.27	0.80	0.55	1.17	0.70
Avail Cap(c_a), veh/h	1354	1374	782	1756	811	1730
HCM Platoon Ratio	0.33	0.33	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.84	0.84	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.7	21.9	43.9	24.8	38.5	11.3
Incr Delay (d2), s/veh	9.0	0.4	1.6	0.8	90.7	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.6	3.4	3.3	6.3	19.6	15.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	50.7	22.3	45.5	25.5	129.2	13.0
LnGrp LOS	D	C	D	C	F	B
Approach Vol, veh/h	1599			991	2165	
Approach Delay, s/veh	44.1			31.1	64.0	
Approach LOS	D			C	E	
Timer - Assigned Phs	1	2		6	8	
Phs Duration (G+Y+Rc), s	4.1	28.5		42.6	44.7	
Change Period (Y+Rc), s	4.0	5.5		5.5	5.2	
Max Green Setting (Gmax), s	22.8	23.0		49.8	39.5	
Max Q Clear Time (g_c+19.5), s	19.5	25.0		18.0	37.4	
Green Ext Time (p_c), s	0.3	0.0		9.3	1.7	
Intersection Summary						
HCM 6th Ctrl Delay			50.5			
HCM 6th LOS			D			

HCM 6th Signalized Intersection Summary
 11: Jefferson St & Avenue 42/Country Club Dr

Pulte Homes Development
 Near-Term (2030) Plus Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑	↗	↔↔	↑↑		↔↔	↑↑↑	↗	↔↔	↑↑↑	↗
Traffic Volume (veh/h)	425	320	560	60	80	30	350	1090	20	60	1126	314
Future Volume (veh/h)	425	320	560	60	80	30	350	1090	20	60	1126	314
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	447	337	536	63	84	1	368	1147	10	63	1185	234
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, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	520	740	535	113	326	4	446	2735	849	113	2193	919
Arrive On Green	0.15	0.21	0.21	0.03	0.09	0.09	0.13	0.54	0.54	0.01	0.14	0.14
Sat Flow, veh/h	3428	3526	1572	3428	3568	42	3428	5066	1572	3428	5066	1572
Grp Volume(v), veh/h	447	337	536	63	41	44	368	1147	10	63	1185	234
Grp Sat Flow(s),veh/h/ln	1714	1763	1572	1714	1763	1848	1714	1689	1572	1714	1689	1572
Q Serve(g_s), s	12.7	8.3	21.0	1.8	2.2	2.2	10.5	13.5	0.3	1.8	21.7	9.8
Cycle Q Clear(g_c), s	12.7	8.3	21.0	1.8	2.2	2.2	10.5	13.5	0.3	1.8	21.7	9.8
Prop In Lane	1.00		1.00	1.00		0.02	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	520	740	535	113	161	169	446	2735	849	113	2193	919
V/C Ratio(X)	0.86	0.46	1.00	0.56	0.26	0.26	0.83	0.42	0.01	0.56	0.54	0.25
Avail Cap(c_a), veh/h	679	740	535	267	161	169	850	2735	849	267	2193	919
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.77	0.77	0.77
Uniform Delay (d), s/veh	41.4	34.5	33.0	47.6	42.3	42.3	42.4	13.7	10.7	48.7	33.6	16.1
Incr Delay (d2), s/veh	7.1	0.2	39.6	1.6	0.3	0.3	1.5	0.5	0.0	1.2	0.7	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/lr	5.7	3.5	17.7	0.8	0.9	1.0	4.3	4.6	0.1	0.8	9.8	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.4	34.7	72.6	49.2	42.6	42.6	43.9	14.2	10.7	49.9	34.4	16.6
LnGrp LOS	D	C	F	D	D	D	D	B	B	D	C	B
Approach Vol, veh/h		1320			148			1525			1482	
Approach Delay, s/veh		54.7			45.4			21.3			32.2	
Approach LOS		D			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.3	26.2	18.0	48.5	19.2	14.3	7.3	59.2				
Change Period (Y+Rc), s	4.0	5.2	5.0	5.2	4.0	5.2	4.0	5.2				
Max Green Setting (Gmax), s	7.8	21.0	24.8	27.0	19.8	9.0	7.8	45.0				
Max Q Clear Time (g_c+1/3), s	13.8	23.0	12.5	23.7	14.7	4.2	3.8	15.5				
Green Ext Time (p_c), s	0.0	0.0	0.5	1.8	0.5	0.1	0.0	5.2				

Intersection Summary

HCM 6th Ctrl Delay	35.6
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
 12: Jefferson St & Fred Waring Dr

Pulte Homes Development
 Near-Term (2030) Plus Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑↑	↖	↖↗	↑↑↑		↖↗	↑↑↑	↖	↖↗	↑↑↑	↖
Traffic Volume (veh/h)	290	800	270	240	480	100	270	980	270	120	1239	247
Future Volume (veh/h)	290	800	270	240	480	100	270	980	270	120	1239	247
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	315	870	82	261	522	75	293	1065	105	130	1347	91
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, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	381	1167	362	332	969	137	353	1535	476	558	1914	594
Arrive On Green	0.11	0.23	0.23	0.10	0.22	0.22	0.10	0.30	0.30	0.16	0.38	0.38
Sat Flow, veh/h	3428	5066	1572	3428	4485	634	3428	5066	1571	3428	5066	1572
Grp Volume(v), veh/h	315	870	82	261	391	206	293	1065	105	130	1347	91
Grp Sat Flow(s),veh/h/ln	1714	1689	1572	1714	1689	1741	1714	1689	1571	1714	1689	1572
Q Serve(g_s), s	9.0	16.0	4.2	7.4	10.3	10.5	8.4	18.6	3.6	3.3	22.5	3.8
Cycle Q Clear(g_c), s	9.0	16.0	4.2	7.4	10.3	10.5	8.4	18.6	3.6	3.3	22.5	3.8
Prop In Lane	1.00		1.00	1.00		0.36	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	381	1167	362	332	729	376	353	1535	476	558	1914	594
V/C Ratio(X)	0.83	0.75	0.23	0.79	0.54	0.55	0.83	0.69	0.22	0.23	0.70	0.15
Avail Cap(c_a), veh/h	446	1317	409	549	979	505	353	1535	476	558	1914	594
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(l)	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	43.5	35.8	31.3	44.1	34.8	34.9	44.0	30.8	13.7	36.4	26.4	20.5
Incr Delay (d2), s/veh	9.2	2.8	0.7	1.6	1.3	2.6	14.4	2.6	1.1	0.1	2.2	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	4.1	6.5	1.6	3.1	4.1	4.5	4.0	7.3	1.9	1.3	8.6	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.7	38.6	31.9	45.7	36.1	37.5	58.4	33.4	14.7	36.5	28.6	21.1
LnGrp LOS	D	D	C	D	D	D	E	C	B	D	C	C
Approach Vol, veh/h		1267			858			1463			1568	
Approach Delay, s/veh		41.7			39.3			37.0			28.8	
Approach LOS		D			D			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.8	35.8	13.7	28.7	14.3	43.3	15.1	27.3				
Change Period (Y+Rc), s	5.5	* 5.5	4.0	5.7	4.0	5.5	4.0	5.7				
Max Green Setting (Gmax), s	30.5	* 30	16.0	26.0	10.3	28.5	13.0	29.0				
Max Q Clear Time (g_c+1/3), s	15.3	20.6	9.4	18.0	10.4	24.5	11.0	12.5				
Green Ext Time (p_c), s	0.1	6.8	0.3	5.1	0.0	3.4	0.1	5.5				

Intersection Summary

HCM 6th Ctrl Delay	36.0
HCM 6th LOS	D

Notes

- User approved pedestrian interval to be less than phase max green.
- * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection						
Int Delay, s/veh	4.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↑↓		↘	↑↑
Traffic Vol, veh/h	60	190	256	140	110	328
Future Vol, veh/h	60	190	256	140	110	328
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	200	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	71	224	301	165	129	386


























Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	835	233	0	0	466	0
Stage 1	384	-	-	-	-	-
Stage 2	451	-	-	-	-	-
Critical Hdwy	6.86	6.96	-	-	4.16	-
Critical Hdwy Stg 1	5.86	-	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-	-	-
Follow-up Hdwy	3.53	3.33	-	-	2.23	-
Pot Cap-1 Maneuver	304	766	-	-	1085	-
Stage 1	655	-	-	-	-	-
Stage 2	606	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	268	766	-	-	1085	-
Mov Cap-2 Maneuver	268	-	-	-	-	-
Stage 1	655	-	-	-	-	-
Stage 2	534	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.4	0	2.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	268	766	1085
HCM Lane V/C Ratio	-	-	0.263	0.292	0.119
HCM Control Delay (s)	-	-	23.2	11.6	8.8
HCM Lane LOS	-	-	C	B	A
HCM 95th %tile Q(veh)	-	-	1	1.2	0.4

HCM 6th Signalized Intersection Summary
14: Monroe St & Avenue 42

Pulte Homes Development
Near-Term (2030) Plus Project - PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  		 								 
Traffic Volume (veh/h)	100	270	110	170	140	103	70	393	250	201	307	50
Future Volume (veh/h)	100	270	110	170	140	103	70	393	250	201	307	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	112	303	27	191	157	94	79	442	92	226	345	52
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, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	182	881	273	372	195	117	462	485	411	278	454	70
Arrive On Green	0.10	0.17	0.17	0.11	0.18	0.18	0.26	0.26	0.26	0.22	0.22	0.22
Sat Flow, veh/h	1767	5066	1570	3428	1087	651	1767	1856	1572	1244	2033	315
Grp Volume(v), veh/h	112	303	27	191	0	251	79	442	92	326	0	297
Grp Sat Flow(s),veh/h/ln	1767	1689	1570	1714	0	1738	1767	1856	1572	1793	0	1799
Q Serve(g_s), s	5.6	4.8	1.3	4.8	0.0	12.7	3.2	21.1	4.2	15.8	0.0	14.1
Cycle Q Clear(g_c), s	5.6	4.8	1.3	4.8	0.0	12.7	3.2	21.1	4.2	15.8	0.0	14.1
Prop In Lane	1.00		1.00	1.00		0.37	1.00		1.00	0.69		0.17
Lane Grp Cap(c), veh/h	182	881	273	372	0	312	462	485	411	401	0	402
V/C Ratio(X)	0.62	0.34	0.10	0.51	0.00	0.80	0.17	0.91	0.22	0.81	0.00	0.74
Avail Cap(c_a), veh/h	386	1938	600	749	0	665	483	507	430	490	0	491
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	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	39.3	33.2	31.8	38.5	0.0	36.0	26.1	32.8	26.5	33.7	0.0	33.1
Incr Delay (d2), s/veh	1.3	0.3	0.2	0.4	0.0	6.8	0.2	20.6	0.4	9.4	0.0	5.5
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	2.3	1.9	0.5	1.9	0.0	5.6	1.3	11.7	1.5	7.5	0.0	6.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.6	33.5	32.0	38.9	0.0	42.8	26.4	53.4	26.9	43.2	0.0	38.6
LnGrp LOS	D	C	C	D	A	D	C	D	C	D	A	D
Approach Vol, veh/h		442			442			613			623	
Approach Delay, s/veh		35.2			41.1			45.9			41.0	
Approach LOS		D			D			D			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.4	21.9		25.8	13.9	22.4		29.3				
Change Period (Y+Rc), s	4.5	* 6		5.4	4.5	6.0		5.4				
Max Green Setting (Gmax), s	20.0	* 35		25.0	20.0	35.0		25.0				
Max Q Clear Time (g_c+I1), s	6.8	6.8		17.8	7.6	14.7		23.1				
Green Ext Time (p_c), s	0.2	2.7		2.7	0.1	1.7		0.8				

Intersection Summary

HCM 6th Ctrl Delay	41.2
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
 15: Monroe St & Buena Vista Ave

Pulte Homes Development
 Near-Term (2030) Plus Project - PM Peak Hour



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔↔	↔	↑↑	↔	↔↔	↑↑
Traffic Volume (veh/h)	390	30	683	310	10	577
Future Volume (veh/h)	390	30	683	310	10	577
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No		No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	411	10	719	123	11	607
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3
Cap, veh/h	836	383	1360	605	99	1851
Arrive On Green	0.24	0.24	0.39	0.39	0.03	0.53
Sat Flow, veh/h	3428	1572	3618	1568	3428	3618
Grp Volume(v), veh/h	411	10	719	123	11	607
Grp Sat Flow(s),veh/h/ln	1714	1572	1763	1568	1714	1763
Q Serve(g_s), s	4.2	0.2	6.4	2.1	0.1	4.0
Cycle Q Clear(g_c), s	4.2	0.2	6.4	2.1	0.1	4.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	836	383	1360	605	99	1851
V/C Ratio(X)	0.49	0.03	0.53	0.20	0.11	0.33
Avail Cap(c_a), veh/h	3372	1547	2601	1157	1686	3901
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.2	11.7	9.6	8.3	19.2	5.5
Incr Delay (d2), s/veh	0.2	0.0	0.5	0.2	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	1.3	0.1	1.7	0.5	0.0	0.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	13.4	11.7	10.1	8.6	19.4	5.7
LnGrp LOS	B	B	B	A	B	A
Approach Vol, veh/h	421		842			618
Approach Delay, s/veh	13.3		9.9			5.9
Approach LOS	B		A			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	5.7	20.6			26.3	14.4
Change Period (Y+Rc), s	4.5	4.9			4.9	4.5
Max Green Setting (Gmax), s	20.0	30.0			45.0	40.0
Max Q Clear Time (g_c+I), s	12.5	8.4			6.0	6.2
Green Ext Time (p_c), s	0.0	7.2			6.3	0.8
Intersection Summary						
HCM 6th Ctrl Delay			9.4			
HCM 6th LOS			A			

HCM 6th Signalized Intersection Summary
 16: Monroe St & I-10 WB Ramps

Pulte Homes Development
 Near-Term (2030) Plus Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↘ ↙	↘ ↙	↘ ↙	↘ ↙	↘ ↙			↘ ↙	↘ ↙
Traffic Volume (veh/h)	0	0	0	300	0	156	250	837	0	0	777	190
Future Volume (veh/h)	0	0	0	300	0	156	250	837	0	0	777	190
Initial Q (Qb), veh				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
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No		No		No		No		
Adj Sat Flow, veh/h/ln				1856	1856	1856	1856	1856	0	0	1856	1856
Adj Flow Rate, veh/h				312	0	0	260	872	0	0	809	104
Peak Hour Factor				0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %				3	3	3	3	3	0	0	3	3
Cap, veh/h				424	0		1000	2569	0	0	2082	927
Arrive On Green				0.12	0.00	0.00	0.07	0.73	0.00	0.00	0.59	0.59
Sat Flow, veh/h				3534	0	1572	3428	3618	0	0	3618	1570
Grp Volume(v), veh/h				312	0	0	260	872	0	0	809	104
Grp Sat Flow(s),veh/h/ln				1767	0	1572	1714	1763	0	0	1763	1570
Q Serve(g_s), s				6.0	0.0	0.0	1.8	6.2	0.0	0.0	8.5	2.0
Cycle Q Clear(g_c), s				6.0	0.0	0.0	1.8	6.2	0.0	0.0	8.5	2.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				424	0		1000	2569	0	0	2082	927
V/C Ratio(X)				0.74	0.00		0.26	0.34	0.00	0.00	0.39	0.11
Avail Cap(c_a), veh/h				742	0		1506	2569	0	0	2082	927
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)				1.00	0.00	0.00	0.90	0.90	0.00	0.00	0.93	0.93
Uniform Delay (d), s/veh				29.7	0.0	0.0	4.7	3.4	0.0	0.0	7.6	6.3
Incr Delay (d2), s/veh				1.9	0.0	0.0	0.1	0.3	0.0	0.0	0.5	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
%ile BackOfQ(50%),veh/ln				2.4	0.0	0.0	0.4	1.3	0.0	0.0	2.6	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				31.6	0.0	0.0	4.7	3.8	0.0	0.0	8.1	6.5
LnGrp LOS				C	A		A	A	A	A	A	A
Approach Vol, veh/h					312	A		1132			913	
Approach Delay, s/veh					31.6			4.0			7.9	
Approach LOS					C			A			A	
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		56.3			9.7	46.6		13.7				
Change Period (Y+Rc), s		5.3			* 4.7	5.3		5.3				
Max Green Setting (Gmax), s		44.7			* 15	24.7		14.7				
Max Q Clear Time (g_c+I1), s		8.2			3.8	10.5		8.0				
Green Ext Time (p_c), s		5.4			0.5	4.0		0.5				

Intersection Summary

HCM 6th Ctrl Delay	9.2
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.
 * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
 Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
 17: Monroe St & I-10 EB Ramps

Pulte Homes Development
 Near-Term (2030) Plus Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	340	0	360	0	0	0	0	747	320	149	928	0
Future Volume (veh/h)	340	0	360	0	0	0	0	747	320	149	928	0
Initial Q (Qb), veh	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
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856				0	1856	1856	1856	1856	0
Adj Flow Rate, veh/h	343	0	249				0	755	250	151	937	0
Peak Hour Factor	0.99	0.99	0.99				0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	3	3	3				0	3	3	3	3	0
Cap, veh/h	674	0	300				0	1844	822	862	2319	0
Arrive On Green	0.19	0.00	0.19				0.00	0.52	0.52	0.09	0.87	0.00
Sat Flow, veh/h	3534	0	1572				0	3618	1572	3428	3618	0
Grp Volume(v), veh/h	343	0	249				0	755	250	151	937	0
Grp Sat Flow(s),veh/h/ln	1767	0	1572				0	1763	1572	1714	1763	0
Q Serve(g_s), s	6.1	0.0	10.7				0.0	9.1	6.3	1.2	3.6	0.0
Cycle Q Clear(g_c), s	6.1	0.0	10.7				0.0	9.1	6.3	1.2	3.6	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	674	0	300				0	1844	822	862	2319	0
V/C Ratio(X)	0.51	0.00	0.83				0.00	0.41	0.30	0.18	0.40	0.00
Avail Cap(c_a), veh/h	843	0	375				0	1844	822	987	2319	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.33	1.33	1.00
Upstream Filter(l)	1.00	0.00	1.00				0.00	1.00	1.00	0.88	0.88	0.00
Uniform Delay (d), s/veh	25.4	0.0	27.2				0.0	10.1	9.5	6.2	1.7	0.0
Incr Delay (d2), s/veh	0.4	0.0	11.1				0.0	0.7	1.0	0.1	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	0.0	4.5				0.0	3.0	2.0	0.3	0.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.8	0.0	38.4				0.0	10.8	10.4	6.2	2.2	0.0
LnGrp LOS	C	A	D				A	B	B	A	A	A
Approach Vol, veh/h		592						1005			1088	
Approach Delay, s/veh		31.1						10.7			2.7	
Approach LOS		C						B			A	
Timer - Assigned Phs	1	2	4	6								
Phs Duration (G+Y+Rc), s	9.4	41.9	18.7	51.3								
Change Period (Y+Rc), s	4.7	5.3	5.3	5.3								
Max Green Setting (Gmax), s	30.7	30.7	16.7	42.7								
Max Q Clear Time (g_c+1), s	11.1	11.1	12.7	5.6								
Green Ext Time (p_c), s	0.1	4.6	0.7	5.9								

Intersection Summary












HCM 6th Ctrl Delay	12.0
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.
 * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.














HCM 6th Signalized Intersection Summary
 13: Monroe St & Avenue 41

Pulte Homes Development
 Near-Term (2030) Plus Project Plus Improvement- AM Peak Hour

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	130	310	355	60	150	410
Future Volume (veh/h)	130	310	355	60	150	410
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	157	95	428	58	181	494
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	3	3	3	3	3	3
Cap, veh/h	265	236	982	132	237	2072
Arrive On Green	0.15	0.15	0.31	0.31	0.13	0.59
Sat Flow, veh/h	1767	1572	3213	420	1767	3618
Grp Volume(v), veh/h	157	95	241	245	181	494
Grp Sat Flow(s),veh/h/ln	1767	1572	1763	1778	1767	1763
Q Serve(g_s), s	2.7	1.8	3.5	3.6	3.2	2.2
Cycle Q Clear(g_c), s	2.7	1.8	3.5	3.6	3.2	2.2
Prop In Lane	1.00	1.00		0.24	1.00	
Lane Grp Cap(c), veh/h	265	236	555	560	237	2072
V/C Ratio(X)	0.59	0.40	0.43	0.44	0.76	0.24
Avail Cap(c_a), veh/h	2291	2039	1714	1729	573	5061
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	12.8	12.5	8.8	8.8	13.5	3.2
Incr Delay (d2), s/veh	2.1	1.1	0.5	0.5	5.1	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	0.9	0.5	0.8	0.8	1.2	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	15.0	13.6	9.3	9.4	18.6	3.3
LnGrp LOS	B	B	A	A	B	A
Approach Vol, veh/h			486			675
Approach Delay, s/veh			9.4			7.4
Approach LOS			A			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	8.8	14.7			23.5	8.9
Change Period (Y+Rc), s	4.5	4.5			4.5	4.0
Max Green Setting (Gmax), s	10.5	31.5			46.5	42.0
Max Q Clear Time (g_c+I1), s	5.2	5.6			4.2	4.7
Green Ext Time (p_c), s	0.2	2.7			3.3	0.7
Intersection Summary						
HCM 6th Ctrl Delay			9.3			
HCM 6th LOS			A			

HCM 6th Signalized Intersection Summary
 13: Monroe St & Avenue 41

Pulte Homes Development
 Near-Term (2030) Plus Project Plus Improvement - PM Peak Hour

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			 			 
Traffic Volume (veh/h)	60	190	256	140	110	328
Future Volume (veh/h)	60	190	256	140	110	328
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	71	43	301	86	129	386
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	3	3	3	3	3	3
Cap, veh/h	182	162	929	261	196	2138
Arrive On Green	0.10	0.10	0.34	0.34	0.11	0.61
Sat Flow, veh/h	1767	1572	2811	763	1767	3618
Grp Volume(v), veh/h	71	43	193	194	129	386
Grp Sat Flow(s),veh/h/ln	1767	1572	1763	1718	1767	1763
Q Serve(g_s), s	1.1	0.7	2.4	2.4	2.0	1.4
Cycle Q Clear(g_c), s	1.1	0.7	2.4	2.4	2.0	1.4
Prop In Lane	1.00	1.00		0.44	1.00	
Lane Grp Cap(c), veh/h	182	162	602	587	196	2138
V/C Ratio(X)	0.39	0.26	0.32	0.33	0.66	0.18
Avail Cap(c_a), veh/h	2536	2256	1897	1849	634	5601
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	12.3	12.1	7.1	7.1	12.5	2.5
Incr Delay (d2), s/veh	1.4	0.9	0.3	0.3	3.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.2	0.4	0.4	0.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	13.6	13.0	7.4	7.5	16.2	2.6
LnGrp LOS	B	B	A	A	B	A
Approach Vol, veh/h	114		387			515
Approach Delay, s/veh	13.4		7.5			6.0
Approach LOS	B		A			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	7.7	14.5			22.2	7.0
Change Period (Y+Rc), s	4.5	4.5			4.5	4.0
Max Green Setting (Gmax), s	10.5	31.5			46.5	42.0
Max Q Clear Time (g_c+I1), s	4.0	4.4			3.4	3.1
Green Ext Time (p_c), s	0.1	2.1			2.5	0.3
Intersection Summary						
HCM 6th Ctrl Delay			7.4			
HCM 6th LOS			A			

Intersection	
Intersection Delay, s/veh	8.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵	↕↔		↵	↕↔			↕↔			↕↔	
Traffic Vol, veh/h	20	130	0	0	240	20	0	0	0	40	0	30
Future Vol, veh/h	20	130	0	0	240	20	0	0	0	40	0	30
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	20	130	0	0	240	20	0	0	0	40	0	30
Number of Lanes	1	2	0	1	2	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	3	3
HCM Control Delay	7.3	8.6	0	8.8
HCM LOS	A	A	-	A

Lane	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	0%	100%	0%	0%	0%	0%	0%	57%
Vol Thru, %	100%	0%	100%	100%	100%	100%	80%	0%
Vol Right, %	0%	0%	0%	0%	0%	0%	20%	43%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	20	65	65	0	160	100	70
LT Vol	0	20	0	0	0	0	0	40
Through Vol	0	0	65	65	0	160	80	0
RT Vol	0	0	0	0	0	0	20	30
Lane Flow Rate	0	20	65	65	0	160	100	70
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0	0.03	0.09	0.058	0	0.216	0.131	0.105
Departure Headway (Hd)	5.521	5.472	4.969	3.211	4.859	4.859	4.719	5.413
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	0	657	723	1117	0	741	762	664
Service Time	3.248	3.186	2.684	0.925	2.571	2.571	2.431	3.136
HCM Lane V/C Ratio	0	0.03	0.09	0.058	0	0.216	0.131	0.105
HCM Control Delay	8.2	8.4	8.2	6.1	7.6	8.9	8.1	8.8
HCM Lane LOS	N	A	A	A	N	A	A	A
HCM 95th-tile Q	0	0.1	0.3	0.2	0	0.8	0.4	0.4

Intersection						
Int Delay, s/veh	1.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↙	↗	↕↔		↙	↕↕
Traffic Vol, veh/h	70	10	250	30	10	160
Future Vol, veh/h	70	10	250	30	10	160
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	70	10	250	30	10	160






















Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	365	140	0	0	280
Stage 1	265	-	-	-	-
Stage 2	100	-	-	-	-
Critical Hdwy	6.86	6.96	-	-	4.16
Critical Hdwy Stg 1	5.86	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-	-
Follow-up Hdwy	3.53	3.33	-	-	2.23
Pot Cap-1 Maneuver	605	879	-	-	1272
Stage 1	752	-	-	-	-
Stage 2	910	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	600	879	-	-	1272
Mov Cap-2 Maneuver	600	-	-	-	-
Stage 1	752	-	-	-	-
Stage 2	903	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.5	0	0.5
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	600	879	1272	-
HCM Lane V/C Ratio	-	-	0.117	0.011	0.008	-
HCM Control Delay (s)	-	-	11.8	9.1	7.9	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.4	0	0	-

HCM 6th Signalized Intersection Summary
3: Avenue 40 & Adams St

Pulte Homes Development
Cumulative Year (2045) No Project - AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	90	20	30	310	100	20	310	60	30	280	70
Future Volume (veh/h)	60	90	20	30	310	100	20	310	60	30	280	70
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		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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	60	90	7	30	310	63	20	310	35	30	280	56
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	472	1060	82	621	934	187	412	1039	116	494	489	98
Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.32	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	1000	3317	255	1286	2925	587	1036	3191	357	1027	1501	300
Grp Volume(v), veh/h	60	47	50	30	185	188	20	170	175	30	0	336
Grp Sat Flow(s),veh/h/ln	1000	1763	1809	1286	1763	1749	1036	1763	1786	1027	0	1801
Q Serve(g_s), s	1.5	0.6	0.6	0.5	2.5	2.5	0.5	2.2	2.2	0.7	0.0	4.7
Cycle Q Clear(g_c), s	4.0	0.6	0.6	1.1	2.5	2.5	5.2	2.2	2.2	2.9	0.0	4.7
Prop In Lane	1.00		0.14	1.00		0.34	1.00		0.20	1.00		0.17
Lane Grp Cap(c), veh/h	472	563	578	621	563	559	412	574	581	494	0	587
V/C Ratio(X)	0.13	0.08	0.09	0.05	0.33	0.34	0.05	0.30	0.30	0.06	0.00	0.57
Avail Cap(c_a), veh/h	1130	1722	1767	1466	1722	1708	1592	2583	2617	1665	0	2640
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	0.00	1.00
Uniform Delay (d), s/veh	9.5	7.3	7.3	7.7	7.9	8.0	10.8	7.7	7.7	8.8	0.0	8.6
Incr Delay (d2), s/veh	0.1	0.1	0.1	0.0	0.3	0.4	0.0	0.3	0.3	0.1	0.0	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	0.2	0.1	0.1	0.1	0.5	0.5	0.1	0.5	0.5	0.1	0.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.6	7.4	7.4	7.7	8.3	8.3	10.8	8.0	8.0	8.9	0.0	9.5
LnGrp LOS	A	A	A	A	A	A	B	A	A	A	A	A
Approach Vol, veh/h		157			403			365				366
Approach Delay, s/veh		8.2			8.3			8.2				9.4
Approach LOS		A			A			A				A
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		16.2		14.5		16.2		14.5				
Change Period (Y+Rc), s		6.2		* 4.7		6.2		* 4.7				
Max Green Setting (Gmax), s		45.0		* 30		45.0		* 30				
Max Q Clear Time (g_c+I1), s		7.2		6.0		6.7		4.5				
Green Ext Time (p_c), s		2.1		0.7		2.0		2.1				
Intersection Summary												
HCM 6th Ctrl Delay				8.6								
HCM 6th LOS				A								
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 6th Signalized Intersection Summary
 7: Jefferson St & Varner Rd

Pulte Homes Development
 Cumulative Year (2045) No Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑	↖↗	↖↗	↑↑	↖	↖↗	↑↑↑	↖	↖↗	↑↑↑	↖
Traffic Volume (veh/h)	80	100	280	140	240	120	660	930	120	120	970	170
Future Volume (veh/h)	80	100	280	140	240	120	660	930	120	120	970	170
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	80	100	31	140	240	13	660	930	0	120	970	79
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	234	342	268	244	327	146	715	2526		579	2362	733
Arrive On Green	0.07	0.10	0.10	0.07	0.09	0.09	0.14	0.33	0.00	0.17	0.47	0.47
Sat Flow, veh/h	3428	3526	2768	3428	3526	1572	3428	5066	1572	3428	5066	1571
Grp Volume(v), veh/h	80	100	31	140	240	13	660	930	0	120	970	79
Grp Sat Flow(s),veh/h/ln	1714	1763	1384	1714	1763	1572	1714	1689	1572	1714	1689	1571
Q Serve(g_s), s	3.1	3.7	1.0	5.5	9.3	0.7	26.6	19.5	0.0	4.2	17.7	4.0
Cycle Q Clear(g_c), s	3.1	3.7	1.0	5.5	9.3	0.7	26.6	19.5	0.0	4.2	17.7	4.0
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	234	342	268	244	327	146	715	2526		579	2362	733
V/C Ratio(X)	0.34	0.29	0.12	0.57	0.73	0.09	0.92	0.37		0.21	0.41	0.11
Avail Cap(c_a), veh/h	245	957	751	245	957	427	857	2526		579	2362	733
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.87	0.87	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	62.2	58.8	29.8	63.0	61.8	27.2	59.1	29.9	0.0	50.1	24.7	21.0
Incr Delay (d2), s/veh	0.3	0.6	0.2	2.1	3.9	0.3	11.4	0.1	0.0	0.1	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	4	1.7	0.5	2.4	4.3	0.4	12.9	8.3	0.0	1.8	7.0	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.5	59.3	30.0	65.1	65.7	27.5	70.5	30.0	0.0	50.2	25.2	21.3
LnGrp LOS	E	E	C	E	E	C	E	C		D	C	C
Approach Vol, veh/h		211			393			1590	A		1169	
Approach Delay, s/veh		56.2			64.2			46.8			27.5	
Approach LOS		E			E			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	29.7	75.8	15.6	19.0	34.2	71.3	15.0	19.6				
Change Period (Y+Rc), s	6.0	* 6	6.0	* 6	5.0	6.0	5.0	6.0				
Max Green Setting (Gmax), s	10.0	* 60	10.0	* 38	35.0	35.0	10.0	38.0				
Max Q Clear Time (g_c+1/2), s	10.2	21.5	5.1	11.3	28.6	19.7	7.5	5.7				
Green Ext Time (p_c), s	0.0	10.3	0.0	1.7	0.6	7.5	0.0	0.8				

Intersection Summary

HCM 6th Ctrl Delay	42.7
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
 Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
 8: Jefferson St & I-10 WB Ramps

Pulte Homes Development
 Cumulative Year (2045) No Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↖	↔	↗		↑↑↑	↗		↑↑↑	↗
Traffic Volume (veh/h)	0	0	0	460	0	220	0	1490	1170	0	1190	200
Future Volume (veh/h)	0	0	0	460	0	220	0	1490	1170	0	1190	200
Initial Q (Qb), veh				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
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No		No		No		No		No
Adj Sat Flow, veh/h/ln				1856	1856	1856	0	1856	1856	0	1856	1856
Adj Flow Rate, veh/h				507	0	101	0	1490	0	0	1190	123
Peak Hour Factor				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %				3	3	3	0	3	3	0	3	3
Cap, veh/h				647	0	288	0	3300		0	3300	1024
Arrive On Green				0.18	0.00	0.18	0.00	1.00	0.00	0.00	0.87	0.87
Sat Flow, veh/h				3534	0	1572	0	5233	1572	0	5233	1572
Grp Volume(v), veh/h				507	0	101	0	1490	0	0	1190	123
Grp Sat Flow(s),veh/h/ln				1767	0	1572	0	1689	1572	0	1689	1572
Q Serve(g_s), s				9.6	0.0	3.9	0.0	0.0	0.0	0.0	3.2	0.8
Cycle Q Clear(g_c), s				9.6	0.0	3.9	0.0	0.0	0.0	0.0	3.2	0.8
Prop In Lane				1.00		1.00	0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h				647	0	288	0	3300		0	3300	1024
V/C Ratio(X)				0.78	0.00	0.35	0.00	0.45		0.00	0.36	0.12
Avail Cap(c_a), veh/h				1070	0	476	0	3300		0	3300	1024
HCM Platoon Ratio				1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.33	1.33
Upstream Filter(I)				1.00	0.00	1.00	0.00	0.73	0.00	0.00	0.88	0.88
Uniform Delay (d), s/veh				27.3	0.0	25.0	0.0	0.0	0.0	0.0	1.8	1.7
Incr Delay (d2), s/veh				1.6	0.0	0.5	0.0	0.3	0.0	0.0	0.3	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
%ile BackOfQ(50%),veh/ln				3.8	0.0	1.4	0.0	0.1	0.0	0.0	0.6	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				28.9	0.0	25.5	0.0	0.3	0.0	0.0	2.1	1.9
LnGrp LOS				C	A	C	A	A		A	A	A
Approach Vol, veh/h					608			1490	A		1313	
Approach Delay, s/veh					28.3			0.3			2.1	
Approach LOS					C			A			A	
Timer - Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		51.4				51.4		18.6				
Change Period (Y+Rc), s		5.8				5.8		5.8				
Max Green Setting (Gmax), s		37.2				37.2		21.2				
Max Q Clear Time (g_c+11), s		2.0				5.2		11.6				
Green Ext Time (p_c), s		10.5				7.9		1.2				

Intersection Summary

HCM 6th Ctrl Delay	6.0
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.
 Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
 9: I-10 EB Ramps & Jefferson St

Pulte Homes Development
 Cumulative Year (2045) No Project - AM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↖↗	↖↗	↖↗	↑↑↑	↑↑↑	↖
Traffic Volume (veh/h)	110	920	120	2550	1460	190
Future Volume (veh/h)	110	920	120	2550	1460	190
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	110	915	120	2550	1460	90
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	3	3	3	3	3	3
Cap, veh/h	695	776	265	3199	2466	766
Arrive On Green	0.20	0.20	0.08	0.63	0.97	0.97
Sat Flow, veh/h	3428	2768	3428	5233	5233	1572
Grp Volume(v), veh/h	110	915	120	2550	1460	90
Grp Sat Flow(s),veh/h/ln	1714	1384	1714	1689	1689	1572
Q Serve(g_s), s	1.8	14.2	2.3	26.2	1.2	0.1
Cycle Q Clear(g_c), s	1.8	14.2	2.3	26.2	1.2	0.1
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	695	776	265	3199	2466	766
V/C Ratio(X)	0.16	1.18	0.45	0.80	0.59	0.12
Avail Cap(c_a), veh/h	695	776	700	3199	2466	766
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.90	0.90
Uniform Delay (d), s/veh	23.0	25.2	30.9	9.6	0.5	0.5
Incr Delay (d2), s/veh	0.1	94.0	0.9	2.2	0.9	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	23.1	0.9	6.8	0.4	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	23.1	119.2	31.8	11.7	1.4	0.8
LnGrp LOS	C	F	C	B	A	A
Approach Vol, veh/h	1025			2670	1550	
Approach Delay, s/veh	108.8			12.6	1.4	
Approach LOS	F			B	A	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		50.0		20.0	10.1	39.9
Change Period (Y+Rc), s		5.8		5.8	* 4.7	5.8
Max Green Setting (Gmax), s		44.2		14.2	* 14	25.2
Max Q Clear Time (g_c+I1), s		28.2		16.2	4.3	3.2
Green Ext Time (p_c), s		13.0		0.0	0.2	9.0
Intersection Summary						
HCM 6th Ctrl Delay			28.1			
HCM 6th LOS			C			
Notes						
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.						

HCM 6th Signalized Intersection Summary
 10: Indio Blvd & Jefferson St

Pulte Homes Development
 Cumulative Year (2045) No Project - AM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	TTT	TT	TT	↑↑	↑↑	TTT
Traffic Volume (veh/h)	1450	280	560	1300	1020	1530
Future Volume (veh/h)	1450	280	560	1300	1020	1530
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	1450	268	560	1300	1020	1519
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	3	3	3	3	3	3
Cap, veh/h	1734	1461	617	1919	1143	2410
Arrive On Green	0.11	0.11	0.18	0.54	0.32	0.32
Sat Flow, veh/h	4983	2768	3428	3618	3618	3585
Grp Volume(v), veh/h	1450	268	560	1300	1020	1519
Grp Sat Flow(s),veh/h/ln	1661	1384	1714	1763	1763	1195
Q Serve(g_s), s	28.5	6.4	16.0	26.6	27.5	24.1
Cycle Q Clear(g_c), s	28.5	6.4	16.0	26.6	27.5	24.1
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	1734	1461	617	1919	1143	2410
V/C Ratio(X)	0.84	0.18	0.91	0.68	0.89	0.63
Avail Cap(c_a), veh/h	1734	1461	617	1921	1146	2413
HCM Platoon Ratio	0.33	0.33	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.76	0.76	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.5	17.2	40.2	16.4	32.1	9.3
Incr Delay (d2), s/veh	3.8	0.2	16.9	1.3	9.6	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	2.0	7.8	9.5	12.4	12.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	45.3	17.4	57.1	17.7	41.7	10.1
LnGrp LOS	D	B	E	B	D	B
Approach Vol, veh/h	1718			1860	2539	
Approach Delay, s/veh	40.9			29.6	22.8	
Approach LOS	D			C	C	
Timer - Assigned Phs	1	2		6	8	
Phs Duration (G+Y+Rc), s	22.0	37.9		59.9	40.0	
Change Period (Y+Rc), s	4.0	5.5		5.5	5.2	
Max Green Setting (Gmax), s	10.0	32.5		54.5	34.8	
Max Q Clear Time (g_c+11.0), s	11.0	29.5		28.6	30.5	
Green Ext Time (p_c), s	0.0	2.9		16.7	3.3	
Intersection Summary						
HCM 6th Ctrl Delay			29.9			
HCM 6th LOS			C			

HCM 6th Signalized Intersection Summary
 11: Jefferson St & Avenue 42/Country Club Dr

Pulte Homes Development
 Cumulative Year (2045) No Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑	↖	↖↗	↑↑		↖↗	↑↑↑	↖	↖↗	↑↑↑	↖
Traffic Volume (veh/h)	350	230	600	50	210	40	730	1520	40	60	1470	630
Future Volume (veh/h)	350	230	600	50	210	40	730	1520	40	60	1470	630
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	350	230	541	50	210	24	730	1520	21	60	1470	562
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	416	670	667	103	315	36	803	2855	886	111	1782	744
Arrive On Green	0.12	0.19	0.19	0.03	0.10	0.10	0.23	0.56	0.56	0.01	0.12	0.12
Sat Flow, veh/h	3428	3526	1572	3428	3193	361	3428	5066	1572	3428	5066	1572
Grp Volume(v), veh/h	350	230	541	50	115	119	730	1520	21	60	1470	562
Grp Sat Flow(s),veh/h/ln	1714	1763	1572	1714	1763	1791	1714	1689	1572	1714	1689	1572
Q Serve(g_s), s	10.0	5.7	19.0	1.4	6.3	6.4	20.7	18.7	0.6	1.7	28.4	29.1
Cycle Q Clear(g_c), s	10.0	5.7	19.0	1.4	6.3	6.4	20.7	18.7	0.6	1.7	28.4	29.1
Prop In Lane	1.00		1.00	1.00		0.20	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	416	670	667	103	174	177	803	2855	886	111	1782	744
V/C Ratio(X)	0.84	0.34	0.81	0.49	0.66	0.67	0.91	0.53	0.02	0.54	0.83	0.76
Avail Cap(c_a), veh/h	473	670	667	267	229	233	919	2855	886	267	1782	744
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.68	0.68	0.68
Uniform Delay (d), s/veh	43.0	35.1	25.3	47.7	43.5	43.5	37.2	13.6	9.7	48.7	41.2	29.4
Incr Delay (d2), s/veh	10.4	0.1	7.0	1.3	1.6	2.1	11.0	0.7	0.0	1.0	3.1	4.9
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	4.7	2.4	11.4	0.6	2.7	2.9	9.3	6.2	0.2	0.7	13.2	12.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.4	35.2	32.2	49.1	45.1	45.6	48.2	14.3	9.7	49.8	44.3	34.3
LnGrp LOS	D	D	C	D	D	D	D	B	A	D	D	C
Approach Vol, veh/h		1121			284			2271			2092	
Approach Delay, s/veh		39.5			46.0			25.2			41.8	
Approach LOS		D			D			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.0	24.2	28.4	40.4	16.1	15.1	7.2	61.6				
Change Period (Y+Rc), s	4.0	5.2	5.0	5.2	4.0	5.2	4.0	5.2				
Max Green Setting (Gmax), s	7.8	19.0	26.8	27.0	13.8	13.0	7.8	47.0				
Max Q Clear Time (g_c+1/4), s	13.4	21.0	22.7	31.1	12.0	8.4	3.7	20.7				
Green Ext Time (p_c), s	0.0	0.0	0.7	0.0	0.1	0.3	0.0	7.5				

Intersection Summary

HCM 6th Ctrl Delay	35.0
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
 12: Jefferson St & Fred Waring Dr

Pulte Homes Development
 Cumulative Year (2045) No Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖ ↗	↑ ↑ ↑	↖	↖ ↗	↑ ↑ ↑		↖ ↗	↑ ↑ ↑	↖	↖ ↗	↑ ↑ ↑	↖
Traffic Volume (veh/h)	400	550	180	340	1150	140	360	1410	260	110	1550	490
Future Volume (veh/h)	400	550	180	340	1150	140	360	1410	260	110	1550	490
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	400	550	51	340	1150	125	360	1410	115	110	1550	318
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	377	1404	436	402	1319	143	343	1813	562	783	2539	788
Arrive On Green	0.11	0.28	0.28	0.12	0.28	0.28	0.10	0.36	0.36	0.23	0.50	0.50
Sat Flow, veh/h	3428	5066	1572	3428	4636	504	3428	5066	1570	3428	5066	1572
Grp Volume(v), veh/h	400	550	51	340	838	437	360	1410	115	110	1550	318
Grp Sat Flow(s),veh/h/ln	1714	1689	1572	1714	1689	1762	1714	1689	1570	1714	1689	1572
Q Serve(g_s), s	11.0	8.8	2.4	9.7	23.6	23.6	10.0	24.8	4.9	2.6	22.0	12.6
Cycle Q Clear(g_c), s	11.0	8.8	2.4	9.7	23.6	23.6	10.0	24.8	4.9	2.6	22.0	12.6
Prop In Lane	1.00		1.00	1.00		0.29	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	377	1404	436	402	961	501	343	1813	562	783	2539	788
V/C Ratio(X)	1.06	0.39	0.12	0.84	0.87	0.87	1.05	0.78	0.20	0.14	0.61	0.40
Avail Cap(c_a), veh/h	377	1418	440	411	979	511	343	1813	562	783	2539	788
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	44.5	29.3	27.0	43.2	34.0	34.0	45.0	28.6	20.6	30.8	17.9	15.6
Incr Delay (d2), s/veh	63.3	0.4	0.3	13.8	9.3	16.2	62.3	3.4	0.8	0.0	1.1	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	7.7	3.4	0.9	4.7	10.2	11.6	7.0	9.6	1.9	1.0	7.8	4.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	107.8	29.7	27.3	57.1	43.3	50.2	107.3	31.9	21.4	30.8	19.0	17.1
LnGrp LOS	F	C	C	E	D	D	F	C	C	C	B	B
Approach Vol, veh/h		1001			1615			1885			1978	
Approach Delay, s/veh		60.8			48.1			45.7			19.4	
Approach LOS		E			D			D			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	28.6	41.3	15.7	33.4	14.0	55.9	15.0	34.2				
Change Period (Y+Rc), s	5.5	* 5.5	4.0	5.7	4.0	5.5	4.0	5.7				
Max Green Setting (Gmax), s	5.0	* 36	12.0	28.0	10.0	30.8	11.0	29.0				
Max Q Clear Time (g_c+1/6), s	14.6	26.8	11.7	10.8	12.0	24.0	13.0	25.6				
Green Ext Time (p_c), s	0.0	7.5	0.0	5.6	0.0	6.2	0.0	2.8				

Intersection Summary

HCM 6th Ctrl Delay	40.6
HCM 6th LOS	D

































Notes

User approved pedestrian interval to be less than phase max green.
 * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection						
Int Delay, s/veh	10.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	160	360	350	70	180	400
Future Vol, veh/h	160	360	350	70	180	400
Conflicting Peds, #/hr	0	1	0	2	2	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	200	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	160	360	350	70	180	400
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	947	213	0	0	422	0
Stage 1	387	-	-	-	-	-
Stage 2	560	-	-	-	-	-
Critical Hdwy	6.86	6.96	-	-	4.16	-
Critical Hdwy Stg 1	5.86	-	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-	-	-
Follow-up Hdwy	3.53	3.33	-	-	2.23	-
Pot Cap-1 Maneuver	258	789	-	-	1127	-
Stage 1	653	-	-	-	-	-
Stage 2	533	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	216	787	-	-	1125	-
Mov Cap-2 Maneuver	216	-	-	-	-	-
Stage 1	652	-	-	-	-	-
Stage 2	448	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	27.1	0	2.7			
HCM LOS	D					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT	
Capacity (veh/h)	-	-	216	787	1125	-
HCM Lane V/C Ratio	-	-	0.741	0.457	0.16	-
HCM Control Delay (s)	-	-	58	13.4	8.8	-
HCM Lane LOS	-	-	F	B	A	-
HCM 95th %tile Q(veh)	-	-	5	2.4	0.6	-

HCM 6th Signalized Intersection Summary
 14: Monroe St & Avenue 42

Pulte Homes Development
 Cumulative Year (2045) No Project - AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  		  	  		 	 			 	
Traffic Volume (veh/h)	30	230	100	370	390	80	300	460	200	130	570	150
Future Volume (veh/h)	30	230	100	370	390	80	300	460	200	130	570	150
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	30	230	14	370	390	54	300	460	45	130	570	133
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	108	645	200	467	913	124	705	725	324	459	737	171
Arrive On Green	0.06	0.13	0.13	0.14	0.20	0.20	0.21	0.21	0.21	0.26	0.26	0.26
Sat Flow, veh/h	1767	5066	1572	3428	4511	611	3428	3526	1572	1767	2839	660
Grp Volume(v), veh/h	30	230	14	370	290	154	300	460	45	130	353	350
Grp Sat Flow(s),veh/h/ln	1767	1689	1572	1714	1689	1746	1714	1763	1572	1767	1763	1737
Q Serve(g_s), s	1.3	3.3	0.6	8.2	5.9	6.1	6.0	9.4	1.8	4.6	14.6	14.7
Cycle Q Clear(g_c), s	1.3	3.3	0.6	8.2	5.9	6.1	6.0	9.4	1.8	4.6	14.6	14.7
Prop In Lane	1.00		1.00	1.00		0.35	1.00		1.00	1.00		0.38
Lane Grp Cap(c), veh/h	108	645	200	467	683	353	705	725	324	459	458	451
V/C Ratio(X)	0.28	0.36	0.07	0.79	0.42	0.44	0.43	0.63	0.14	0.28	0.77	0.78
Avail Cap(c_a), veh/h	450	2257	701	873	1505	778	1091	1122	500	562	561	553
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	35.2	31.3	30.2	32.8	27.3	27.4	27.2	28.5	25.5	23.2	26.9	27.0
Incr Delay (d2), s/veh	0.5	0.5	0.2	1.2	0.6	1.2	0.6	1.3	0.3	0.5	6.1	6.4
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	0.5	1.3	0.2	3.2	2.2	2.4	2.4	3.8	0.7	1.8	6.3	6.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.7	31.8	30.4	34.0	27.9	28.6	27.7	29.8	25.8	23.7	33.1	33.4
LnGrp LOS	D	C	C	C	C	C	C	C	C	C	C	C
Approach Vol, veh/h		274			814			805			833	
Approach Delay, s/veh		32.2			30.8			28.8			31.7	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.2	16.0		25.8	9.3	21.9		21.6				
Change Period (Y+Rc), s	4.5	* 6		5.4	4.5	6.0		5.4				
Max Green Setting (Gmax), s	20.0	* 35		25.0	20.0	35.0		25.0				
Max Q Clear Time (g_c+I1), s	10.2	5.3		16.7	3.3	8.1		11.4				
Green Ext Time (p_c), s	0.5	2.0		3.7	0.0	3.6		4.8				
Intersection Summary												
HCM 6th Ctrl Delay				30.6								
HCM 6th LOS				C								
Notes												
User approved pedestrian interval to be less than phase max green.												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 6th Signalized Intersection Summary
 15: Monroe St & Buena Vista Ave

Pulte Homes Development
 Cumulative Year (2045) No Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	0	10	410	0	40	40	850	220	10	990	40
Future Volume (veh/h)	70	0	10	410	0	40	40	850	220	10	990	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1856	1870	1856	1870	1856	1856	1856	1856	1870
Adj Flow Rate, veh/h	70	0	1	410	0	9	40	850	77	10	990	37
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	3	2	3	2	3	3	3	3	2
Cap, veh/h	218	0	97	667	0	297	75	1904	591	89	1803	67
Arrive On Green	0.06	0.00	0.06	0.19	0.00	0.19	0.04	0.38	0.38	0.03	0.36	0.36
Sat Flow, veh/h	3563	0	1585	3534	0	1572	1781	5066	1572	3428	5012	187
Grp Volume(v), veh/h	70	0	1	410	0	9	40	850	77	10	667	360
Grp Sat Flow(s),veh/h/ln	1870	0	1585	1767	0	1572	1781	1689	1572	1714	1689	1822
Q Serve(g_s), s	1.0	0.0	0.0	5.6	0.0	0.2	1.2	6.6	1.7	0.2	8.3	8.3
Cycle Q Clear(g_c), s	1.0	0.0	0.0	5.6	0.0	0.2	1.2	6.6	1.7	0.2	8.3	8.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.10
Lane Grp Cap(c), veh/h	218	0	97	667	0	297	75	1904	591	89	1215	655
V/C Ratio(X)	0.32	0.00	0.01	0.61	0.00	0.03	0.53	0.45	0.13	0.11	0.55	0.55
Avail Cap(c_a), veh/h	1247	0	555	2541	0	1131	172	2406	747	649	1917	1034
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	23.8	0.0	23.3	19.7	0.0	17.5	24.8	12.4	10.8	25.1	13.5	13.5
Incr Delay (d2), s/veh	0.8	0.0	0.0	0.3	0.0	0.0	5.8	0.2	0.1	0.2	0.6	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	0.4	0.0	0.0	2.1	0.0	0.1	0.6	2.0	0.5	0.1	2.6	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.6	0.0	23.3	20.0	0.0	17.5	30.6	12.6	11.0	25.4	14.1	14.5
LnGrp LOS	C	A	C	C	A	B	C	B	B	C	B	B
Approach Vol, veh/h	71			419			967			1037		
Approach Delay, s/veh	24.6			20.0			13.2			14.3		
Approach LOS	C			B			B			B		
Timer - Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	5.9	24.8	7.7		6.7	23.9	14.5					
Change Period (Y+Rc), s	4.5	4.9	4.5		4.5	4.9	4.5					
Max Green Setting (Gmax), s	10.0	25.1	18.5		5.1	30.0	38.0					
Max Q Clear Time (g_c+1/2), s	12.2	8.6	3.0		3.2	10.3	7.6					
Green Ext Time (p_c), s	0.0	7.1	0.1		0.0	8.7	0.8					

Intersection Summary

HCM 6th Ctrl Delay	15.1
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
 16: Monroe St & I-10 WB Ramps

Pulte Homes Development
 Cumulative Year (2045) No Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↘ ↙	↘ ↙	↘ ↙	↘ ↙	↘ ↙			↘ ↙	↘ ↙
Traffic Volume (veh/h)	0	0	0	550	0	320	450	790	0	0	970	440
Future Volume (veh/h)	0	0	0	550	0	320	450	790	0	0	970	440
Initial Q (Qb), veh				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
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No		No		No				No
Adj Sat Flow, veh/h/ln				1856	1856	1856	1856	1856	0	0	1856	1856
Adj Flow Rate, veh/h				550	0	0	450	790	0	0	970	184
Peak Hour Factor				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %				3	3	3	3	3	0	0	3	3
Cap, veh/h				681	0		806	2223	0	0	1604	715
Arrive On Green				0.19	0.00	0.00	0.10	0.63	0.00	0.00	0.45	0.45
Sat Flow, veh/h				3534	0	1572	3428	3618	0	0	3618	1572
Grp Volume(v), veh/h				550	0	0	450	790	0	0	970	184
Grp Sat Flow(s),veh/h/ln				1767	0	1572	1714	1763	0	0	1763	1572
Q Serve(g_s), s				8.9	0.0	0.0	3.8	6.4	0.0	0.0	12.4	4.3
Cycle Q Clear(g_c), s				8.9	0.0	0.0	3.8	6.4	0.0	0.0	12.4	4.3
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				681	0		806	2223	0	0	1604	715
V/C Ratio(X)				0.81	0.00		0.56	0.36	0.00	0.00	0.60	0.26
Avail Cap(c_a), veh/h				866	0		833	2223	0	0	1604	715
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	0.00	0.78	0.78	0.00	0.00	0.77	0.77
Uniform Delay (d), s/veh				23.2	0.0	0.0	9.3	5.3	0.0	0.0	12.3	10.1
Incr Delay (d2), s/veh				4.1	0.0	0.0	0.5	0.3	0.0	0.0	1.3	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
%ile BackOfQ(50%),veh/ln				3.6	0.0	0.0	1.0	1.5	0.0	0.0	4.1	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				27.3	0.0	0.0	9.8	5.6	0.0	0.0	13.6	10.8
LnGrp LOS				C	A		A	A	A	A	B	B
Approach Vol, veh/h				550		A	1240				1154	
Approach Delay, s/veh				27.3			7.1				13.2	
Approach LOS				C			A				B	
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		43.1			10.5	32.6		16.9				
Change Period (Y+Rc), s		5.3			* 4.7	5.3		5.3				
Max Green Setting (Gmax), s		34.7			* 6.3	23.7		14.7				
Max Q Clear Time (g_c+I1), s		8.4			5.8	14.4		10.9				
Green Ext Time (p_c), s		4.5			0.1	4.0		0.6				

Intersection Summary

HCM 6th Ctrl Delay	13.2
HCM 6th LOS	B

Notes

- User approved volume balancing among the lanes for turning movement.
- * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
- Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
 17: Monroe St & I-10 EB Ramps

Pulte Homes Development
 Cumulative Year (2045) No Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	210	0	370	0	0	0	0	1030	440	190	1330	0
Future Volume (veh/h)	210	0	370	0	0	0	0	1030	440	190	1330	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				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
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856				0	1856	1856	1856	1856	0
Adj Flow Rate, veh/h	210	0	286				0	1030	306	190	1330	0
Peak Hour Factor	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	3	3	3				0	3	3	3	3	0
Cap, veh/h	757	0	337				0	1754	773	673	2236	0
Arrive On Green	0.21	0.00	0.21				0.00	0.50	0.50	0.07	0.63	0.00
Sat Flow, veh/h	3534	0	1572				0	3618	1553	3428	3618	0
Grp Volume(v), veh/h	210	0	286				0	1030	306	190	1330	0
Grp Sat Flow(s),veh/h/ln	1767	0	1572				0	1763	1553	1714	1763	0
Q Serve(g_s), s	3.5	0.0	12.2				0.0	14.5	8.6	1.7	15.5	0.0
Cycle Q Clear(g_c), s	3.5	0.0	12.2				0.0	14.5	8.6	1.7	15.5	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	757	0	337				0	1754	773	673	2236	0
V/C Ratio(X)	0.28	0.00	0.85				0.00	0.59	0.40	0.28	0.59	0.00
Avail Cap(c_a), veh/h	1045	0	465				0	1754	773	684	2236	0
HCM Platoon Ratio	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				0.00	1.00	1.00	0.68	0.68	0.00
Uniform Delay (d), s/veh	23.0	0.0	26.4				0.0	12.5	11.0	8.6	7.5	0.0
Incr Delay (d2), s/veh	0.1	0.0	9.3				0.0	1.4	1.5	0.1	0.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3	0.0	5.0				0.0	5.0	2.8	0.5	4.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.1	0.0	35.8				0.0	13.9	12.5	8.7	8.3	0.0
LnGrp LOS	C	A	D				A	B	B	A	A	A
Approach Vol, veh/h		496						1336			1520	
Approach Delay, s/veh		30.4						13.6			8.4	
Approach LOS		C						B			A	
Timer - Assigned Phs	1	2	4	6								
Phs Duration (G+Y+Rc), s	9.6	40.1	20.3	49.7								
Change Period (Y+Rc), s	4.7	5.3	5.3	5.3								
Max Green Setting (Gmax), s	5.1	28.9	20.7	38.7								
Max Q Clear Time (g_c+I), s	13.7	16.5	14.2	17.5								
Green Ext Time (p_c), s	0.1	5.4	0.8	8.2								

Intersection Summary

HCM 6th Ctrl Delay	13.7
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.
 * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	7.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵	↕↗		↵	↕↗			↕↗			↕↗	
Traffic Vol, veh/h	40	80	0	0	80	40	0	0	0	30	0	20
Future Vol, veh/h	40	80	0	0	80	40	0	0	0	30	0	20
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	40	80	0	0	80	40	0	0	0	30	0	20
Number of Lanes	1	2	0	1	2	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	3	3
HCM Control Delay	7.3	7.6	0	8.2
HCM LOS	A	A	-	A

Lane	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	0%	100%	0%	0%	0%	0%	0%	60%
Vol Thru, %	100%	0%	100%	100%	100%	100%	40%	0%
Vol Right, %	0%	0%	0%	0%	0%	0%	60%	40%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	40	40	40	0	53	67	50
LT Vol	0	40	0	0	0	0	0	30
Through Vol	0	0	40	40	0	53	27	0
RT Vol	0	0	0	0	0	0	40	20
Lane Flow Rate	0	40	40	40	0	53	67	50
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0	0.058	0.052	0.033	0	0.07	0.079	0.071
Departure Headway (Hd)	5.12	5.2	4.7	2.946	4.699	4.699	4.279	5.087
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	0	682	754	1190	0	755	827	709
Service Time	2.822	2.983	2.482	0.727	2.477	2.477	2.056	2.787
HCM Lane V/C Ratio	0	0.059	0.053	0.034	0	0.07	0.081	0.071
HCM Control Delay	7.8	8.3	7.7	5.8	7.5	7.8	7.4	8.2
HCM Lane LOS	N	A	A	A	N	A	A	A
HCM 95th-tile Q	0	0.2	0.2	0.1	0	0.2	0.3	0.2

Intersection						
Int Delay, s/veh	2.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↵	↵	↕↕		↵	↕↕
Traffic Vol, veh/h	60	10	90	60	10	110
Future Vol, veh/h	60	10	90	60	10	110
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	60	10	90	60	10	110






















Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	195	75	0	0	150
Stage 1	120	-	-	-	-
Stage 2	75	-	-	-	-
Critical Hdwy	6.86	6.96	-	-	4.16
Critical Hdwy Stg 1	5.86	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-	-
Follow-up Hdwy	3.53	3.33	-	-	2.23
Pot Cap-1 Maneuver	773	968	-	-	1421
Stage 1	889	-	-	-	-
Stage 2	936	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	768	968	-	-	1421
Mov Cap-2 Maneuver	768	-	-	-	-
Stage 1	889	-	-	-	-
Stage 2	929	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.9	0	0.6
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	768	968	1421
HCM Lane V/C Ratio	-	-	0.078	0.01	0.007
HCM Control Delay (s)	-	-	10.1	8.8	7.6
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0	0

HCM 6th Signalized Intersection Summary
3: Avenue 40 & Adams St

Pulte Homes Development
Cumulative Year (2045) No Project - PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	190	30	30	120	20	20	110	60	30	150	30
Future Volume (veh/h)	40	190	30	30	120	20	20	110	60	30	150	30
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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	40	190	14	30	120	6	20	110	24	30	150	19
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	578	978	71	535	1004	50	570	979	207	631	547	69
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.34	0.34	0.34	0.34	0.34	0.34
Sat Flow, veh/h	1254	3327	243	1168	3415	170	1206	2887	611	1245	1614	204
Grp Volume(v), veh/h	40	100	104	30	62	64	20	66	68	30	0	169
Grp Sat Flow(s),veh/h/ln	1254	1763	1808	1168	1763	1822	1206	1763	1736	1245	0	1819
Q Serve(g_s), s	0.7	1.3	1.3	0.6	0.8	0.8	0.4	0.8	0.8	0.5	0.0	2.0
Cycle Q Clear(g_c), s	1.5	1.3	1.3	1.9	0.8	0.8	2.4	0.8	0.8	1.3	0.0	2.0
Prop In Lane	1.00		0.13	1.00		0.09	1.00		0.35	1.00		0.11
Lane Grp Cap(c), veh/h	578	518	531	535	518	536	570	598	589	631	0	617
V/C Ratio(X)	0.07	0.19	0.20	0.06	0.12	0.12	0.04	0.11	0.12	0.05	0.00	0.27
Avail Cap(c_a), veh/h	1476	1780	1825	1371	1780	1840	1987	2670	2629	2094	0	2755
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	0.00	1.00
Uniform Delay (d), s/veh	8.2	7.8	7.9	8.6	7.7	7.7	8.0	6.7	6.8	7.2	0.0	7.2
Incr Delay (d2), s/veh	0.0	0.2	0.2	0.0	0.1	0.1	0.0	0.1	0.1	0.0	0.0	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	0.1	0.3	0.3	0.1	0.2	0.2	0.1	0.2	0.2	0.1	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.3	8.0	8.0	8.6	7.8	7.8	8.0	6.8	6.8	7.2	0.0	7.4
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		244			156			154			199	
Approach Delay, s/veh		8.1			7.9			7.0			7.4	
Approach LOS		A			A			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		16.3		13.4		16.3		13.4				
Change Period (Y+Rc), s		6.2		* 4.7		6.2		* 4.7				
Max Green Setting (Gmax), s		45.0		* 30		45.0		* 30				
Max Q Clear Time (g_c+I1), s		4.4		3.5		4.0		3.9				
Green Ext Time (p_c), s		0.8		1.2		1.0		0.7				
Intersection Summary												
HCM 6th Ctrl Delay				7.6								
HCM 6th LOS				A								
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 6th Signalized Intersection Summary
7: Jefferson St & Varner Rd

Pulte Homes Development
Cumulative Year (2045) No Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑	↖↗	↖↗	↑↑	↖	↖↗	↑↑↑	↖	↖↗	↑↑↑	↖
Traffic Volume (veh/h)	140	210	420	90	90	70	270	760	200	70	810	100
Future Volume (veh/h)	140	210	420	90	90	70	270	760	200	70	810	100
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	140	210	64	90	90	9	270	760	0	70	810	47
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	283	349	274	271	308	137	322	1024		1468	2758	856
Arrive On Green	0.08	0.10	0.10	0.08	0.09	0.09	0.19	0.40	0.00	0.43	0.54	0.54
Sat Flow, veh/h	3428	3526	2768	3428	3526	1567	3428	5066	1572	3428	5066	1572
Grp Volume(v), veh/h	140	210	64	90	90	9	270	760	0	70	810	47
Grp Sat Flow(s),veh/h/ln	1714	1763	1384	1714	1763	1567	1714	1689	1572	1714	1689	1572
Q Serve(g_s), s	4.7	6.8	1.1	3.0	2.9	0.5	9.1	15.3	0.0	1.4	10.4	1.7
Cycle Q Clear(g_c), s	4.7	6.8	1.1	3.0	2.9	0.5	9.1	15.3	0.0	1.4	10.4	1.7
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	283	349	274	271	308	137	322	1024		1468	2758	856
V/C Ratio(X)	0.49	0.60	0.23	0.33	0.29	0.07	0.84	0.74		0.05	0.29	0.05
Avail Cap(c_a), veh/h	286	1116	876	286	1116	496	486	1689		1468	2758	856
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	1.00	1.00	0.94	0.94	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.7	51.8	8.5	52.2	51.3	31.9	47.8	33.1	0.0	20.0	14.8	12.8
Incr Delay (d2), s/veh	0.5	2.0	0.5	0.3	0.6	0.2	4.7	4.6	0.0	0.0	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	2.0	3.1	0.9	1.3	1.3	0.3	3.7	5.3	0.0	0.6	3.8	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.2	53.8	9.1	52.5	51.9	32.1	52.5	37.7	0.0	20.0	15.1	13.0
LnGrp LOS	D	D	A	D	D	C	D	D		C	B	B
Approach Vol, veh/h		414			189			1030	A		927	
Approach Delay, s/veh		46.7			51.3			41.6			15.4	
Approach LOS		D			D			D			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	57.4	30.2	15.9	16.5	16.3	71.3	14.5	17.9				
Change Period (Y+Rc), s	6.0	* 6	6.0	* 6	5.0	6.0	5.0	6.0				
Max Green Setting (Gmax), s	10.0	* 40	10.0	* 38	17.0	33.0	10.0	38.0				
Max Q Clear Time (g_c+1), s	13.4	17.3	6.7	4.9	11.1	12.4	5.0	8.8				
Green Ext Time (p_c), s	0.0	6.8	0.0	0.6	0.2	7.3	0.0	1.8				

Intersection Summary

HCM 6th Ctrl Delay	33.6
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
 8: Jefferson St & I-10 WB Ramps

Pulte Homes Development
 Cumulative Year (2045) No Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↘ ↙	↔	↗		↑↑↑	↗		↑↑↑	↗
Traffic Volume (veh/h)	0	0	0	310	0	160	0	1070	930	0	1140	180
Future Volume (veh/h)	0	0	0	310	0	160	0	1070	930	0	1140	180
Initial Q (Qb), veh				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
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No		No		No				No
Adj Sat Flow, veh/h/ln				1856	1856	1856	0	1856	1856	0	1856	1856
Adj Flow Rate, veh/h				327	0	37	0	1070	0	0	1140	112
Peak Hour Factor				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %				3	3	3	0	3	3	0	3	3
Cap, veh/h				467	0	208	0	3416		0	3416	1061
Arrive On Green				0.13	0.00	0.13	0.00	1.00	0.00	0.00	1.00	1.00
Sat Flow, veh/h				3534	0	1572	0	5233	1572	0	5233	1572
Grp Volume(v), veh/h				327	0	37	0	1070	0	0	1140	112
Grp Sat Flow(s),veh/h/ln				1767	0	1572	0	1689	1572	0	1689	1572
Q Serve(g_s), s				5.3	0.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s				5.3	0.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane				1.00		1.00	0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h				467	0	208	0	3416		0	3416	1061
V/C Ratio(X)				0.70	0.00	0.18	0.00	0.31		0.00	0.33	0.11
Avail Cap(c_a), veh/h				954	0	425	0	3416		0	3416	1061
HCM Platoon Ratio				1.00	1.00	1.00	1.00	2.00	2.00	1.00	2.00	2.00
Upstream Filter(I)				1.00	0.00	1.00	0.00	0.87	0.00	0.00	0.92	0.92
Uniform Delay (d), s/veh				24.9	0.0	23.1	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh				1.4	0.0	0.3	0.0	0.2	0.0	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
%ile BackOfQ(50%),veh/ln				2.1	0.0	0.4	0.0	0.1	0.0	0.0	0.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				26.3	0.0	23.4	0.0	0.2	0.0	0.0	0.2	0.2
LnGrp LOS				C	A	C	A	A		A	A	A
Approach Vol, veh/h						364		1070	A		1252	
Approach Delay, s/veh						26.0		0.2			0.2	
Approach LOS						C		A			A	
Timer - Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		46.3				46.3		13.7				
Change Period (Y+Rc), s		5.8				5.8		5.8				
Max Green Setting (Gmax), s		32.2				32.2		16.2				
Max Q Clear Time (g_c+I1), s		2.0				2.0		7.3				
Green Ext Time (p_c), s		6.4				7.3		0.6				

Intersection Summary

HCM 6th Ctrl Delay	3.7
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.
 Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
 9: I-10 EB Ramps & Jefferson St

Pulte Homes Development
 Cumulative Year (2045) No Project - PM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↖↖	↘↘	↖↖	↑↑↑	↓↓↓	↘
Traffic Volume (veh/h)	170	1150	180	1830	1220	230
Future Volume (veh/h)	170	1150	180	1830	1220	230
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	170	1150	180	1830	1220	79
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	3	3	3	3	3	3
Cap, veh/h	1097	1149	326	2465	1587	493
Arrive On Green	0.32	0.32	0.10	0.49	0.21	0.21
Sat Flow, veh/h	3428	2768	3428	5233	5233	1572
Grp Volume(v), veh/h	170	1150	180	1830	1220	79
Grp Sat Flow(s),veh/h/ln	1714	1384	1714	1689	1689	1572
Q Serve(g_s), s	2.1	19.2	3.0	17.4	13.6	2.5
Cycle Q Clear(g_c), s	2.1	19.2	3.0	17.4	13.6	2.5
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	1097	1149	326	2465	1587	493
V/C Ratio(X)	0.15	1.00	0.55	0.74	0.77	0.16
Avail Cap(c_a), veh/h	1097	1149	931	2465	1587	493
HCM Platoon Ratio	1.00	1.00	1.00	1.00	0.67	0.67
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.93	0.93
Uniform Delay (d), s/veh	14.6	17.5	25.9	12.4	21.7	17.2
Incr Delay (d2), s/veh	0.0	26.8	1.1	2.1	3.4	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	19.4	1.1	5.2	5.6	0.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	14.6	44.4	27.0	14.4	25.0	17.9
LnGrp LOS	B	F	C	B	C	B
Approach Vol, veh/h	1320			2010	1299	
Approach Delay, s/veh	40.6			15.6	24.6	
Approach LOS	D			B	C	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		35.0		25.0	10.4	24.6
Change Period (Y+Rc), s		5.8		5.8	* 4.7	5.8
Max Green Setting (Gmax), s		29.2		19.2	* 16	8.2
Max Q Clear Time (g_c+I1), s		19.4		21.2	5.0	15.6
Green Ext Time (p_c), s		6.7		0.0	0.3	0.0
Intersection Summary						
HCM 6th Ctrl Delay			25.2			
HCM 6th LOS			C			
Notes						
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.						

HCM 6th Signalized Intersection Summary
 10: Indio Blvd & Jefferson St

Pulte Homes Development
 Cumulative Year (2045) No Project - PM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	👉👉👉	👉👉	👉👉	👆👆	👆👆	👉👉👉
Traffic Volume (veh/h)	1200	410	310	930	1150	1400
Future Volume (veh/h)	1200	410	310	930	1150	1400
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	1200	389	310	930	1150	1373
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	3	3	3	3	3	3
Cap, veh/h	1585	1183	375	1940	1413	2577
Arrive On Green	0.10	0.10	0.11	0.55	0.40	0.40
Sat Flow, veh/h	4983	2768	3428	3618	3618	3585
Grp Volume(v), veh/h	1200	389	310	930	1150	1373
Grp Sat Flow(s),veh/h/ln	1661	1384	1714	1763	1763	1195
Q Serve(g_s), s	23.4	11.1	8.9	16.1	29.0	17.4
Cycle Q Clear(g_c), s	23.4	11.1	8.9	16.1	29.0	17.4
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	1585	1183	375	1940	1413	2577
V/C Ratio(X)	0.76	0.33	0.83	0.48	0.81	0.53
Avail Cap(c_a), veh/h	1585	1183	446	2027	1428	2592
HCM Platoon Ratio	0.33	0.33	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.81	0.81	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.0	25.7	43.6	13.7	26.6	6.4
Incr Delay (d2), s/veh	2.8	0.6	9.0	0.4	4.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.7	3.9	4.0	5.6	12.0	9.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	43.8	26.3	52.6	14.1	30.8	6.8
LnGrp LOS	D	C	D	B	C	A
Approach Vol, veh/h	1589			1240	2523	
Approach Delay, s/veh	39.5			23.7	17.8	
Approach LOS	D			C	B	
Timer - Assigned Phs	1	2		6	8	
Phs Duration (G+Y+Rc), s	44.9	45.6		60.5	37.0	
Change Period (Y+Rc), s	4.0	5.5		5.5	5.2	
Max Green Setting (Gmax), s	40.5	40.5		57.5	31.8	
Max Q Clear Time (g_c+I), s	31.0	31.0		18.1	25.4	
Green Ext Time (p_c), s	0.1	9.1		14.0	4.4	
Intersection Summary						
HCM 6th Ctrl Delay			25.6			
HCM 6th LOS			C			

HCM 6th Signalized Intersection Summary
 11: Jefferson St & Avenue 42/Country Club Dr

Pulte Homes Development
 Cumulative Year (2045) No Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑	↖	↖↗	↑↑		↖↗	↑↑↑	↖	↖↗	↑↑↑	↖
Traffic Volume (veh/h)	490	370	650	60	90	40	410	1200	20	60	1490	360
Future Volume (veh/h)	490	370	650	60	90	40	410	1200	20	60	1490	360
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	490	370	597	60	90	3	410	1200	10	60	1490	275
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	561	740	554	111	274	9	488	2741	851	111	2133	920
Arrive On Green	0.16	0.21	0.21	0.03	0.08	0.08	0.14	0.54	0.54	0.01	0.14	0.14
Sat Flow, veh/h	3428	3526	1572	3428	3482	116	3428	5066	1572	3428	5066	1572
Grp Volume(v), veh/h	490	370	597	60	45	48	410	1200	10	60	1490	275
Grp Sat Flow(s),veh/h/ln	1714	1763	1572	1714	1763	1835	1714	1689	1572	1714	1689	1572
Q Serve(g_s), s	13.9	9.3	21.0	1.7	2.4	2.5	11.6	14.2	0.3	1.7	28.0	11.5
Cycle Q Clear(g_c), s	13.9	9.3	21.0	1.7	2.4	2.5	11.6	14.2	0.3	1.7	28.0	11.5
Prop In Lane	1.00		1.00	1.00		0.06	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	561	740	554	111	139	144	488	2741	851	111	2133	920
V/C Ratio(X)	0.87	0.50	1.08	0.54	0.33	0.33	0.84	0.44	0.01	0.54	0.70	0.30
Avail Cap(c_a), veh/h	679	740	554	267	159	165	850	2741	851	267	2133	920
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.82	0.82	0.82
Uniform Delay (d), s/veh	40.8	34.9	32.4	47.6	43.6	43.6	41.8	13.8	10.6	48.7	37.0	16.4
Incr Delay (d2), s/veh	9.3	0.2	60.7	1.5	0.5	0.5	1.5	0.5	0.0	1.2	1.6	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	6.4	3.9	21.5	0.7	1.1	1.1	4.8	4.8	0.1	0.7	12.8	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.0	35.1	93.1	49.2	44.1	44.1	43.3	14.3	10.6	50.0	38.6	17.0
LnGrp LOS	D	D	F	D	D	D	D	B	B	D	D	B
Approach Vol, veh/h		1457			153			1620			1825	
Approach Delay, s/veh		63.9			46.1			21.6			35.7	
Approach LOS		E			D			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.2	26.2	19.2	47.3	20.4	13.1	7.2	59.3				
Change Period (Y+Rc), s	4.0	5.2	5.0	5.2	4.0	5.2	4.0	5.2				
Max Green Setting (Gmax), s	7.8	21.0	24.8	27.0	19.8	9.0	7.8	45.0				
Max Q Clear Time (g_c+1), s	13.7	23.0	13.6	30.0	15.9	4.5	3.7	16.2				
Green Ext Time (p_c), s	0.0	0.0	0.6	0.0	0.4	0.1	0.0	5.5				

Intersection Summary

HCM 6th Ctrl Delay	39.6
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
 12: Jefferson St & Fred Waring Dr

Pulte Homes Development
 Cumulative Year (2045) No Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑↑	↖	↖↗	↑↑↑		↖↗	↑↑↑	↖	↖↗	↑↑↑	↖
Traffic Volume (veh/h)	320	930	310	300	560	120	310	1030	390	130	1380	280
Future Volume (veh/h)	320	930	310	300	560	120	310	1030	390	130	1380	280
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	320	930	109	300	560	85	310	1030	170	130	1380	92
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	386	1208	375	371	1041	156	353	1535	476	492	1815	564
Arrive On Green	0.11	0.24	0.24	0.11	0.23	0.23	0.10	0.30	0.30	0.14	0.36	0.36
Sat Flow, veh/h	3428	5066	1572	3428	4448	665	3428	5066	1571	3428	5066	1572
Grp Volume(v), veh/h	320	930	109	300	423	222	310	1030	170	130	1380	92
Grp Sat Flow(s),veh/h/ln	1714	1689	1572	1714	1689	1736	1714	1689	1571	1714	1689	1572
Q Serve(g_s), s	9.1	17.1	5.7	8.6	11.0	11.2	8.9	17.8	6.0	3.4	24.0	4.0
Cycle Q Clear(g_c), s	9.1	17.1	5.7	8.6	11.0	11.2	8.9	17.8	6.0	3.4	24.0	4.0
Prop In Lane	1.00		1.00	1.00		0.38	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	386	1208	375	371	790	406	353	1535	476	492	1815	564
V/C Ratio(X)	0.83	0.77	0.29	0.81	0.54	0.55	0.88	0.67	0.36	0.26	0.76	0.16
Avail Cap(c_a), veh/h	446	1317	409	549	979	503	353	1535	476	492	1815	564
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	35.5	31.2	43.6	33.5	33.6	44.2	30.5	13.7	38.1	28.3	21.9
Incr Delay (d2), s/veh	9.6	3.3	0.9	3.3	1.2	2.4	20.7	2.4	2.1	0.1	3.1	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	4.2	7.0	2.1	3.6	4.4	4.7	4.6	7.0	3.1	1.4	9.4	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.1	38.8	32.1	46.9	34.7	36.1	64.9	32.8	15.8	38.2	31.3	22.5
LnGrp LOS	D	D	C	D	C	D	E	C	B	D	C	C
Approach Vol, veh/h		1359			945			1510			1602	
Approach Delay, s/veh		41.6			38.9			37.5			31.4	
Approach LOS		D			D			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	19.8	35.8	14.8	29.5	14.3	41.3	15.3	29.1				
Change Period (Y+Rc), s	5.5	* 5.5	4.0	5.7	4.0	5.5	4.0	5.7				
Max Green Setting (Gmax), s	30.5	* 30	16.0	26.0	10.3	28.5	13.0	29.0				
Max Q Clear Time (g_c+1/4), s	19.4	19.8	10.6	19.1	10.9	26.0	11.1	13.2				
Green Ext Time (p_c), s	0.1	7.3	0.3	4.7	0.0	2.2	0.1	5.8				

Intersection Summary

HCM 6th Ctrl Delay	37.0
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.
 * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection						
Int Delay, s/veh	5.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↙	↗	↕↔		↙	↕↕
Traffic Vol, veh/h	70	370	210	160	130	330
Future Vol, veh/h	70	370	210	160	130	330
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	200	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	70	370	210	160	130	330

































Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	715	185	0	0	370	0
Stage 1	290	-	-	-	-	-
Stage 2	425	-	-	-	-	-
Critical Hdwy	6.86	6.96	-	-	4.16	-
Critical Hdwy Stg 1	5.86	-	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-	-	-
Follow-up Hdwy	3.53	3.33	-	-	2.23	-
Pot Cap-1 Maneuver	363	823	-	-	1178	-
Stage 1	731	-	-	-	-	-
Stage 2	624	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	323	823	-	-	1178	-
Mov Cap-2 Maneuver	323	-	-	-	-	-
Stage 1	731	-	-	-	-	-
Stage 2	555	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.9	0	2.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	323	823	1178
HCM Lane V/C Ratio	-	-	0.217	0.45	0.11
HCM Control Delay (s)	-	-	19.2	12.9	8.4
HCM Lane LOS	-	-	C	B	A
HCM 95th %tile Q(veh)	-	-	0.8	2.4	0.4

HCM 6th Signalized Intersection Summary
 14: Monroe St & Avenue 42

Pulte Homes Development
 Cumulative Year (2045) No Project - PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  		 	  		 	 			 	 
Traffic Volume (veh/h)	160	330	210	180	190	80	160	540	280	210	400	80
Future Volume (veh/h)	160	330	210	180	190	80	160	540	280	210	400	80
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	160	330	38	180	190	12	160	540	70	210	400	67
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	233	713	221	458	695	43	791	813	363	359	614	102
Arrive On Green	0.13	0.14	0.14	0.13	0.14	0.14	0.23	0.23	0.23	0.20	0.20	0.20
Sat Flow, veh/h	1767	5066	1569	3428	4875	303	3428	3526	1572	1767	3025	503
Grp Volume(v), veh/h	160	330	38	180	131	71	160	540	70	210	232	235
Grp Sat Flow(s),veh/h/ln	1767	1689	1569	1714	1689	1801	1714	1763	1572	1767	1763	1765
Q Serve(g_s), s	6.3	4.4	1.6	3.5	2.5	2.6	2.7	10.1	2.6	7.8	8.8	8.9
Cycle Q Clear(g_c), s	6.3	4.4	1.6	3.5	2.5	2.6	2.7	10.1	2.6	7.8	8.8	8.9
Prop In Lane	1.00		1.00	1.00		0.17	1.00		1.00	1.00		0.28
Lane Grp Cap(c), veh/h	233	713	221	458	481	257	791	813	363	359	358	358
V/C Ratio(X)	0.69	0.46	0.17	0.39	0.27	0.28	0.20	0.66	0.19	0.59	0.65	0.66
Avail Cap(c_a), veh/h	485	2432	753	941	1621	865	1176	1209	539	606	604	605
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	30.2	28.8	27.6	28.9	27.9	27.9	22.6	25.5	22.6	26.3	26.7	26.7
Incr Delay (d2), s/veh	1.3	0.7	0.5	0.2	0.4	0.8	0.2	1.3	0.4	2.2	2.8	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	2.5	1.6	0.6	1.3	1.0	1.1	1.0	4.0	0.9	3.2	3.6	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.6	29.5	28.1	29.1	28.3	28.7	22.8	26.8	22.9	28.4	29.5	29.6
LnGrp LOS	C	C	C	C	C	C	C	C	C	C	C	C
Approach Vol, veh/h		528			382			770			677	
Approach Delay, s/veh		30.0			28.8			25.6			29.2	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.2	16.3		20.2	14.1	16.4		22.2				
Change Period (Y+Rc), s	4.5	* 6		5.4	4.5	6.0		5.4				
Max Green Setting (Gmax), s	20.0	* 35		25.0	20.0	35.0		25.0				
Max Q Clear Time (g_c+I1), s	5.5	6.4		10.9	8.3	4.6		12.1				
Green Ext Time (p_c), s	0.2	3.0		3.9	0.1	1.5		4.7				
Intersection Summary												
HCM 6th Ctrl Delay				28.1								
HCM 6th LOS				C								
Notes												
User approved pedestrian interval to be less than phase max green.												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 6th Signalized Intersection Summary
 15: Monroe St & Buena Vista Ave

Pulte Homes Development
 Cumulative Year (2045) No Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	0	10	440	0	40	30	870	360	10	730	50
Future Volume (veh/h)	70	0	10	440	0	40	30	870	360	10	730	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1856	1870	1856	1870	1856	1856	1856	1856	1870
Adj Flow Rate, veh/h	70	0	2	440	0	10	30	870	111	10	730	44
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	3	2	3	2	3	3	3	3	2
Cap, veh/h	226	0	100	750	0	332	61	1666	516	89	1568	94
Arrive On Green	0.06	0.00	0.06	0.21	0.00	0.21	0.03	0.33	0.33	0.03	0.32	0.32
Sat Flow, veh/h	3563	0	1585	3534	0	1566	1781	5066	1570	3428	4887	293
Grp Volume(v), veh/h	70	0	2	440	0	10	30	870	111	10	504	270
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1767	0	1566	1781	1689	1570	1714	1689	1803
Q Serve(g_s), s	0.9	0.0	0.1	5.6	0.0	0.3	0.8	6.9	2.5	0.1	5.9	6.0
Cycle Q Clear(g_c), s	0.9	0.0	0.1	5.6	0.0	0.3	0.8	6.9	2.5	0.1	5.9	6.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.16
Lane Grp Cap(c), veh/h	226	0	100	750	0	332	61	1666	516	89	1083	578
V/C Ratio(X)	0.31	0.00	0.02	0.59	0.00	0.03	0.49	0.52	0.21	0.11	0.46	0.47
Avail Cap(c_a), veh/h	1324	0	589	2697	0	1195	218	2554	791	689	1967	1050
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	22.3	0.0	21.9	17.6	0.0	15.5	23.6	13.5	12.1	23.7	13.5	13.5
Incr Delay (d2), s/veh	0.8	0.0	0.1	0.3	0.0	0.0	6.1	0.4	0.3	0.2	0.4	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	0.4	0.0	0.0	2.0	0.0	0.1	0.4	2.1	0.8	0.1	1.9	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.1	0.0	21.9	17.9	0.0	15.6	29.7	13.9	12.4	23.9	13.9	14.4
LnGrp LOS	C	A	C	B	A	B	C	B	B	C	B	B
Approach Vol, veh/h	72			450			1011			784		
Approach Delay, s/veh	23.0			17.9			14.2			14.2		
Approach LOS	C			B			B			B		
Timer - Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	5.8	21.3	7.7		6.2	20.9	15.1					
Change Period (Y+Rc), s	4.5	4.9	4.5		4.5	4.9	4.5					
Max Green Setting (Gmax), s	10.0	25.1	18.5		6.1	29.0	38.0					
Max Q Clear Time (g_c+1/2), s	10.0	8.9	2.9		2.8	8.0	7.6					
Green Ext Time (p_c), s	0.0	7.3	0.1		0.0	6.6	0.9					

Intersection Summary

HCM 6th Ctrl Delay	15.2
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
 16: Monroe St & I-10 WB Ramps

Pulte Homes Development
 Cumulative Year (2045) No Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↖	↗	↖	↖	↖	↖		↖	↖
Traffic Volume (veh/h)	0	0	0	440	0	190	280	1070	0	0	960	220
Future Volume (veh/h)	0	0	0	440	0	190	280	1070	0	0	960	220
Initial Q (Qb), veh				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
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No		No		No		No		
Adj Sat Flow, veh/h/ln				1856	1856	1856	1856	1856	0	0	1856	1856
Adj Flow Rate, veh/h				440	0	0	280	1070	0	0	960	109
Peak Hour Factor				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %				3	3	3	3	3	0	0	3	3
Cap, veh/h				552	0		843	2441	0	0	1954	870
Arrive On Green				0.16	0.00	0.00	0.09	0.92	0.00	0.00	0.55	0.55
Sat Flow, veh/h				3534	0	1572	3428	3618	0	0	3618	1570
Grp Volume(v), veh/h				440	0	0	280	1070	0	0	960	109
Grp Sat Flow(s),veh/h/ln				1767	0	1572	1714	1763	0	0	1763	1570
Q Serve(g_s), s				8.4	0.0	0.0	2.2	2.8	0.0	0.0	11.7	2.3
Cycle Q Clear(g_c), s				8.4	0.0	0.0	2.2	2.8	0.0	0.0	11.7	2.3
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				552	0		843	2441	0	0	1954	870
V/C Ratio(X)				0.80	0.00		0.33	0.44	0.00	0.00	0.49	0.13
Avail Cap(c_a), veh/h				742	0		1349	2441	0	0	1954	870
HCM Platoon Ratio				1.00	1.00	1.00	1.33	1.33	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	0.00	0.78	0.78	0.00	0.00	0.86	0.86
Uniform Delay (d), s/veh				28.5	0.0	0.0	6.2	1.0	0.0	0.0	9.6	7.5
Incr Delay (d2), s/veh				3.9	0.0	0.0	0.1	0.4	0.0	0.0	0.8	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
%ile BackOfQ(50%),veh/ln				3.5	0.0	0.0	0.5	0.5	0.0	0.0	3.7	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				32.4	0.0	0.0	6.4	1.4	0.0	0.0	10.3	7.7
LnGrp LOS				C	A		A	A	A	A	B	A
Approach Vol, veh/h				440		A	1350				1069	
Approach Delay, s/veh				32.4			2.4				10.1	
Approach LOS				C			A				B	
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		53.8			9.7	44.1		16.2				
Change Period (Y+Rc), s		5.3			* 4.7	5.3		5.3				
Max Green Setting (Gmax), s		44.7			* 15	24.7		14.7				
Max Q Clear Time (g_c+I1), s		4.8			4.2	13.7		10.4				
Green Ext Time (p_c), s		7.2			0.5	4.3		0.5				

Intersection Summary

HCM 6th Ctrl Delay	9.9
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.
 * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
 Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
 17: Monroe St & I-10 EB Ramps

Pulte Homes Development
 Cumulative Year (2045) No Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	370	0	410	0	0	0	0	980	670	220	1180	0
Future Volume (veh/h)	370	0	410	0	0	0	0	980	670	220	1180	0
Initial Q (Qb), veh	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
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856				0	1856	1856	1856	1856	0
Adj Flow Rate, veh/h	370	0	328				0	980	445	220	1180	0
Peak Hour Factor	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	3	3	3				0	3	3	3	3	0
Cap, veh/h	852	0	379				0	1657	739	640	2142	0
Arrive On Green	0.24	0.00	0.24				0.00	0.47	0.47	0.07	0.61	0.00
Sat Flow, veh/h	3534	0	1572				0	3618	1572	3428	3618	0
Grp Volume(v), veh/h	370	0	328				0	980	445	220	1180	0
Grp Sat Flow(s),veh/h/ln	1767	0	1572				0	1763	1572	1714	1763	0
Q Serve(g_s), s	6.2	0.0	14.0				0.0	14.3	14.6	2.1	13.8	0.0
Cycle Q Clear(g_c), s	6.2	0.0	14.0				0.0	14.3	14.6	2.1	13.8	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	852	0	379				0	1657	739	640	2142	0
V/C Ratio(X)	0.43	0.00	0.87				0.00	0.59	0.60	0.34	0.55	0.00
Avail Cap(c_a), veh/h	1020	0	454				0	1657	739	648	2142	0
HCM Platoon Ratio	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				0.00	1.00	1.00	0.79	0.79	0.00
Uniform Delay (d), s/veh	22.5	0.0	25.5				0.0	13.6	13.7	9.7	8.1	0.0
Incr Delay (d2), s/veh	0.3	0.0	13.3				0.0	1.6	3.6	0.2	0.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	0.0	6.0				0.0	5.1	5.1	0.6	4.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.8	0.0	38.8				0.0	15.2	17.3	9.9	8.9	0.0
LnGrp LOS	C	A	D				A	B	B	A	A	A
Approach Vol, veh/h		698						1425			1400	
Approach Delay, s/veh		30.3						15.9			9.1	
Approach LOS		C						B			A	
Timer - Assigned Phs	1	2	4	6								
Phs Duration (G+Y+Rc), s	9.6	38.2	22.2	47.8								
Change Period (Y+Rc), s	4.7	5.3	5.3	5.3								
Max Green Setting (Gmax), s	5.1	29.4	20.2	39.2								
Max Q Clear Time (g_c+I), s	14.1	16.6	16.0	15.8								
Green Ext Time (p_c), s	0.1	5.6	0.9	7.3								

Intersection Summary

HCM 6th Ctrl Delay	16.0
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.
 * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	8.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵	↕↗		↵	↕↗			↕↗			↕↗	
Traffic Vol, veh/h	20	130	6	4	240	20	13	0	7	40	0	30
Future Vol, veh/h	20	130	6	4	240	20	13	0	7	40	0	30
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	20	130	6	4	240	20	13	0	7	40	0	30
Number of Lanes	1	2	0	1	2	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	3	3
HCM Control Delay	8.3	8.8	8.6	8.9
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	65%	100%	0%	0%	100%	0%	0%	57%
Vol Thru, %	0%	0%	100%	88%	0%	100%	80%	0%
Vol Right, %	35%	0%	0%	12%	0%	0%	20%	43%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	20	20	87	49	4	160	100	70
LT Vol	13	20	0	0	4	0	0	40
Through Vol	0	0	87	43	0	160	80	0
RT Vol	7	0	0	6	0	0	20	30
Lane Flow Rate	20	20	87	49	4	160	100	70
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.031	0.031	0.121	0.068	0.006	0.22	0.133	0.107
Departure Headway (Hd)	5.651	5.536	5.034	4.949	5.447	4.945	4.805	5.49
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	633	648	713	725	658	728	748	653
Service Time	3.386	3.259	2.757	2.672	3.168	2.666	2.525	3.22
HCM Lane V/C Ratio	0.032	0.031	0.122	0.068	0.006	0.22	0.134	0.107
HCM Control Delay	8.6	8.4	8.5	8	8.2	9.1	8.3	8.9
HCM Lane LOS	A	A	A	A	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0.4	0.2	0	0.8	0.5	0.4

Intersection												
Int Delay, s/veh	3.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↔		↕		↕	↕	↕↔		↕	↕↔	
Traffic Vol, veh/h	0	0	61	70	0	10	30	254	30	10	167	0
Future Vol, veh/h	0	0	61	70	0	10	30	254	30	10	167	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	-	50	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	3	2	3	2	3	3	3	3	2
Mvmt Flow	0	0	61	70	0	10	30	254	30	10	167	0






















Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	374	531	84	433	-	142	167	0	0	284	0	0
Stage 1	187	187	-	329	-	-	-	-	-	-	-	-
Stage 2	187	344	-	104	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.56	-	6.96	4.14	-	-	4.16	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.56	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.56	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.53	-	3.33	2.22	-	-	2.23	-	-
Pot Cap-1 Maneuver	558	452	958	504	0	877	1408	-	-	1268	-	-
Stage 1	797	744	-	655	0	-	-	-	-	-	-	-
Stage 2	797	635	-	888	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	540	439	958	462	-	877	1408	-	-	1268	-	-
Mov Cap-2 Maneuver	540	439	-	462	-	-	-	-	-	-	-	-
Stage 1	780	738	-	641	-	-	-	-	-	-	-	-
Stage 2	771	622	-	825	-	-	-	-	-	-	-	-

Approach	EB		WB		NB			SB		
HCM Control Delay, s	9		13.6		0.7			0.4		
HCM LOS	A		B							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1408	-	-	958	462	877	1268	-	-
HCM Lane V/C Ratio	0.021	-	-	0.064	0.152	0.011	0.008	-	-
HCM Control Delay (s)	7.6	-	-	9	14.2	9.2	7.9	-	-
HCM Lane LOS	A	-	-	A	B	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0.5	0	0	-	-

HCM 6th Signalized Intersection Summary
 3: Avenue 40 & Adams St

Pulte Homes Development
 Cumulative Year (2045) Plus Project - AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	104	20	30	345	100	20	310	60	30	280	70
Future Volume (veh/h)	60	104	20	30	345	100	20	310	60	30	280	70
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		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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	60	104	7	30	345	69	20	310	35	30	280	56
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	455	1079	72	614	943	187	410	1036	116	492	487	97
Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32
Sat Flow, veh/h	964	3354	224	1270	2933	580	1036	3191	357	1027	1501	300
Grp Volume(v), veh/h	60	54	57	30	206	208	20	170	175	30	0	336
Grp Sat Flow(s),veh/h/ln	964	1763	1815	1270	1763	1750	1036	1763	1786	1027	0	1801
Q Serve(g_s), s	1.6	0.7	0.7	0.5	2.8	2.8	0.5	2.2	2.3	0.7	0.0	4.8
Cycle Q Clear(g_c), s	4.4	0.7	0.7	1.2	2.8	2.8	5.3	2.2	2.3	3.0	0.0	4.8
Prop In Lane	1.00		0.12	1.00		0.33	1.00		0.20	1.00		0.17
Lane Grp Cap(c), veh/h	455	567	584	614	567	563	410	572	580	492	0	585
V/C Ratio(X)	0.13	0.10	0.10	0.05	0.36	0.37	0.05	0.30	0.30	0.06	0.00	0.57
Avail Cap(c_a), veh/h	1084	1717	1767	1442	1717	1704	1586	2575	2608	1659	0	2631
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	0.00	1.00
Uniform Delay (d), s/veh	9.7	7.3	7.3	7.7	8.0	8.0	10.8	7.8	7.8	8.9	0.0	8.6
Incr Delay (d2), s/veh	0.1	0.1	0.1	0.0	0.4	0.4	0.0	0.3	0.3	0.1	0.0	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	0.2	0.1	0.2	0.1	0.6	0.6	0.1	0.5	0.5	0.1	0.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.9	7.4	7.4	7.8	8.4	8.5	10.9	8.1	8.1	8.9	0.0	9.5
LnGrp LOS	A	A	A	A	A	A	B	A	A	A	A	A
Approach Vol, veh/h		171			444			365			366	
Approach Delay, s/veh		8.3			8.4			8.2			9.5	
Approach LOS		A			A			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		16.2		14.6		16.2		14.6				
Change Period (Y+Rc), s		6.2		* 4.7		6.2		* 4.7				
Max Green Setting (Gmax), s		45.0		* 30		45.0		* 30				
Max Q Clear Time (g_c+I1), s		7.3		6.4		6.8		4.8				
Green Ext Time (p_c), s		2.1		0.8		2.0		2.3				
Intersection Summary												
HCM 6th Ctrl Delay				8.6								
HCM 6th LOS				A								
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 6th Signalized Intersection Summary
 7: Jefferson St & Varner Rd

Pulte Homes Development
 Cumulative Year (2045) Plus Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑	↖↗	↖↗	↑↑	↖	↖↗	↑↑↑	↖	↖↗	↑↑↑	↖
Traffic Volume (veh/h)	80	100	280	140	240	120	660	981	120	120	1069	170
Future Volume (veh/h)	80	100	280	140	240	120	660	981	120	120	1069	170
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	80	100	31	140	240	13	660	981	0	120	1069	87
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	234	342	268	244	327	146	711	2417		653	2368	734
Arrive On Green	0.07	0.10	0.10	0.07	0.09	0.09	0.21	0.48	0.00	0.19	0.47	0.47
Sat Flow, veh/h	3428	3526	2768	3428	3526	1572	3428	5066	1572	3428	5066	1571
Grp Volume(v), veh/h	80	100	31	140	240	13	660	981	0	120	1069	87
Grp Sat Flow(s),veh/h/ln	1714	1763	1384	1714	1763	1572	1714	1689	1572	1714	1689	1571
Q Serve(g_s), s	3.1	3.7	1.0	5.5	9.3	0.7	26.5	17.6	0.0	4.1	19.9	4.4
Cycle Q Clear(g_c), s	3.1	3.7	1.0	5.5	9.3	0.7	26.5	17.6	0.0	4.1	19.9	4.4
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	234	342	268	244	327	146	711	2417		653	2368	734
V/C Ratio(X)	0.34	0.29	0.12	0.57	0.73	0.09	0.93	0.41		0.18	0.45	0.12
Avail Cap(c_a), veh/h	245	957	751	245	957	427	857	2417		653	2368	734
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	0.85	0.85	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	62.2	58.8	27.8	63.0	61.8	27.3	54.5	23.7	0.0	47.5	25.2	21.0
Incr Delay (d2), s/veh	0.3	0.6	0.2	2.1	3.9	0.3	11.8	0.1	0.0	0.0	0.6	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	4	1.7	0.5	2.4	4.3	0.4	12.3	6.8	0.0	1.7	7.9	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.5	59.3	28.0	65.1	65.7	27.6	66.2	23.9	0.0	47.6	25.8	21.3
LnGrp LOS	E	E	C	E	E	C	E	C		D	C	C
Approach Vol, veh/h		211			393			1641	A		1276	
Approach Delay, s/veh		55.9			64.2			40.9			27.5	
Approach LOS		E			E			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	32.7	72.8	15.6	19.0	34.0	71.4	15.0	19.6				
Change Period (Y+Rc), s	6.0	* 6	6.0	* 6	5.0	6.0	5.0	6.0				
Max Green Setting (Gmax), s	10.0	* 60	10.0	* 38	35.0	35.0	10.0	38.0				
Max Q Clear Time (g_c+1/3), s	19.6	19.6	5.1	11.3	28.5	21.9	7.5	5.7				
Green Ext Time (p_c), s	0.0	11.1	0.0	1.7	0.6	7.4	0.0	0.8				

Intersection Summary

HCM 6th Ctrl Delay	39.6
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
 Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
 8: Jefferson St & I-10 WB Ramps

Pulte Homes Development
 Cumulative Year (2045) Plus Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↘	↔	↗		↑↑↑	↗		↑↑↑	↗
Traffic Volume (veh/h)	0	0	0	460	0	224	0	1537	1170	0	1260	229
Future Volume (veh/h)	0	0	0	460	0	224	0	1537	1170	0	1260	229
Initial Q (Qb), veh				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
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No		No		No		No		No
Adj Sat Flow, veh/h/ln				1856	1856	1856	0	1856	1856	0	1856	1856
Adj Flow Rate, veh/h				509	0	104	0	1537	0	0	1260	140
Peak Hour Factor				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %				3	3	3	0	3	3	0	3	3
Cap, veh/h				649	0	289	0	3296		0	3296	1023
Arrive On Green				0.18	0.00	0.18	0.00	1.00	0.00	0.00	0.87	0.87
Sat Flow, veh/h				3534	0	1572	0	5233	1572	0	5233	1572
Grp Volume(v), veh/h				509	0	104	0	1537	0	0	1260	140
Grp Sat Flow(s),veh/h/ln				1767	0	1572	0	1689	1572	0	1689	1572
Q Serve(g_s), s				9.6	0.0	4.0	0.0	0.0	0.0	0.0	3.5	1.0
Cycle Q Clear(g_c), s				9.6	0.0	4.0	0.0	0.0	0.0	0.0	3.5	1.0
Prop In Lane				1.00		1.00	0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h				649	0	289	0	3296		0	3296	1023
V/C Ratio(X)				0.78	0.00	0.36	0.00	0.47		0.00	0.38	0.14
Avail Cap(c_a), veh/h				1070	0	476	0	3296		0	3296	1023
HCM Platoon Ratio				1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.33	1.33
Upstream Filter(I)				1.00	0.00	1.00	0.00	0.72	0.00	0.00	0.86	0.86
Uniform Delay (d), s/veh				27.3	0.0	25.0	0.0	0.0	0.0	0.0	1.9	1.7
Incr Delay (d2), s/veh				1.6	0.0	0.6	0.0	0.3	0.0	0.0	0.3	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
%ile BackOfQ(50%),veh/ln				3.8	0.0	1.4	0.0	0.1	0.0	0.0	0.7	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				28.8	0.0	25.5	0.0	0.3	0.0	0.0	2.2	1.9
LnGrp LOS				C	A	C	A	A		A	A	A
Approach Vol, veh/h					613			1537	A		1400	
Approach Delay, s/veh					28.3			0.3			2.1	
Approach LOS					C			A			A	
Timer - Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		51.3				51.3		18.7				
Change Period (Y+Rc), s		5.8				5.8		5.8				
Max Green Setting (Gmax), s		37.2				37.2		21.2				
Max Q Clear Time (g_c+11), s		2.0				5.5		11.6				
Green Ext Time (p_c), s		11.0				8.6		1.2				

Intersection Summary

HCM 6th Ctrl Delay	5.9
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.
 Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
 9: I-10 EB Ramps & Jefferson St

Pulte Homes Development
 Cumulative Year (2045) Plus Project - AM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↖↗	↖↗	↖↗	↑↑↑	↑↑↑	↖
Traffic Volume (veh/h)	128	920	120	2579	1523	197
Future Volume (veh/h)	128	920	120	2579	1523	197
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	128	916	120	2579	1523	93
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	3	3	3	3	3	3
Cap, veh/h	695	776	265	3199	2466	766
Arrive On Green	0.20	0.20	0.08	0.63	0.97	0.97
Sat Flow, veh/h	3428	2768	3428	5233	5233	1572
Grp Volume(v), veh/h	128	916	120	2579	1523	93
Grp Sat Flow(s),veh/h/ln	1714	1384	1714	1689	1689	1572
Q Serve(g_s), s	2.2	14.2	2.3	26.8	1.4	0.1
Cycle Q Clear(g_c), s	2.2	14.2	2.3	26.8	1.4	0.1
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	695	776	265	3199	2466	766
V/C Ratio(X)	0.18	1.18	0.45	0.81	0.62	0.12
Avail Cap(c_a), veh/h	695	776	700	3199	2466	766
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.89	0.89
Uniform Delay (d), s/veh	23.1	25.2	30.9	9.7	0.5	0.5
Incr Delay (d2), s/veh	0.1	94.5	0.9	2.3	1.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	23.1	0.9	7.0	0.4	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	23.2	119.7	31.8	12.0	1.5	0.8
LnGrp LOS	C	F	C	B	A	A
Approach Vol, veh/h	1044			2699	1616	
Approach Delay, s/veh	107.8			12.8	1.5	
Approach LOS	F			B	A	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		50.0		20.0	10.1	39.9
Change Period (Y+Rc), s		5.8		5.8	* 4.7	5.8
Max Green Setting (Gmax), s		44.2		14.2	* 14	25.2
Max Q Clear Time (g_c+I1), s		28.8		16.2	4.3	3.4
Green Ext Time (p_c), s		12.7		0.0	0.2	9.4

Intersection Summary

HCM 6th Ctrl Delay	27.9
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
 10: Indio Blvd & Jefferson St

Pulte Homes Development
 Cumulative Year (2045) Plus Project - AM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	👉👉👉	👇👇	👈👈	👆👆	👇👇	👈👈👈
Traffic Volume (veh/h)	1470	280	560	1309	1041	1572
Future Volume (veh/h)	1470	280	560	1309	1041	1572
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	1470	269	560	1309	1041	1561
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	3	3	3	3	3	3
Cap, veh/h	1734	1461	617	1920	1144	2411
Arrive On Green	0.11	0.11	0.18	0.54	0.32	0.32
Sat Flow, veh/h	4983	2768	3428	3618	3618	3585
Grp Volume(v), veh/h	1470	269	560	1309	1041	1561
Grp Sat Flow(s),veh/h/ln	1661	1384	1714	1763	1763	1195
Q Serve(g_s), s	28.9	6.4	16.0	26.9	28.3	25.2
Cycle Q Clear(g_c), s	28.9	6.4	16.0	26.9	28.3	25.2
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	1734	1461	617	1920	1144	2411
V/C Ratio(X)	0.85	0.18	0.91	0.68	0.91	0.65
Avail Cap(c_a), veh/h	1734	1461	617	1921	1146	2413
HCM Platoon Ratio	0.33	0.33	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.75	0.75	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.7	17.2	40.2	16.5	32.4	9.5
Incr Delay (d2), s/veh	4.1	0.2	16.9	1.3	11.2	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	18.3	2.0	7.8	9.6	13.0	12.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	45.7	17.4	57.1	17.8	43.6	10.3
LnGrp LOS	D	B	E	B	D	B
Approach Vol, veh/h	1739			1869	2602	
Approach Delay, s/veh	41.4			29.6	23.6	
Approach LOS	D			C	C	
Timer - Assigned Phs	1	2		6	8	
Phs Duration (G+Y+Rc), s	22.0	38.0		60.0	40.0	
Change Period (Y+Rc), s	4.0	5.5		5.5	5.2	
Max Green Setting (Gmax), s	18.0	32.5		54.5	34.8	
Max Q Clear Time (g_c+110), s	18.0	30.3		28.9	30.9	
Green Ext Time (p_c), s	0.0	2.2		16.6	3.0	
Intersection Summary						
HCM 6th Ctrl Delay			30.4			
HCM 6th LOS			C			

HCM 6th Signalized Intersection Summary
 11: Jefferson St & Avenue 42/Country Club Dr

Pulte Homes Development
 Cumulative Year (2045) Plus Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑	↖	↖↗	↑↑		↖↗	↑↑↑	↖	↖↗	↑↑↑	↖
Traffic Volume (veh/h)	352	230	600	50	210	40	730	1538	40	60	1506	636
Future Volume (veh/h)	352	230	600	50	210	40	730	1538	40	60	1506	636
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	352	230	541	50	210	24	730	1538	21	60	1506	568
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	418	670	667	103	313	35	803	2855	886	111	1782	745
Arrive On Green	0.12	0.19	0.19	0.03	0.10	0.10	0.23	0.56	0.56	0.01	0.12	0.12
Sat Flow, veh/h	3428	3526	1572	3428	3193	361	3428	5066	1572	3428	5066	1572
Grp Volume(v), veh/h	352	230	541	50	115	119	730	1538	21	60	1506	568
Grp Sat Flow(s),veh/h/ln	1714	1763	1572	1714	1763	1791	1714	1689	1572	1714	1689	1572
Q Serve(g_s), s	10.0	5.7	19.0	1.4	6.3	6.4	20.7	19.0	0.6	1.7	29.1	29.4
Cycle Q Clear(g_c), s	10.0	5.7	19.0	1.4	6.3	6.4	20.7	19.0	0.6	1.7	29.1	29.4
Prop In Lane	1.00		1.00	1.00		0.20	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	418	670	667	103	173	176	803	2855	886	111	1782	745
V/C Ratio(X)	0.84	0.34	0.81	0.49	0.66	0.68	0.91	0.54	0.02	0.54	0.85	0.76
Avail Cap(c_a), veh/h	473	670	667	267	229	233	919	2855	886	267	1782	745
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67
Uniform Delay (d), s/veh	43.0	35.1	25.3	47.7	43.5	43.6	37.2	13.7	9.7	48.7	41.5	29.5
Incr Delay (d2), s/veh	10.6	0.1	7.0	1.3	1.7	2.2	11.0	0.7	0.0	1.0	3.5	5.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.7	2.4	11.4	0.6	2.7	2.9	9.3	6.3	0.2	0.7	13.6	13.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.5	35.2	32.2	49.1	45.2	45.7	48.2	14.4	9.7	49.7	45.1	34.4
LnGrp LOS	D	D	C	D	D	D	D	B	A	D	D	C
Approach Vol, veh/h		1123			284			2289			2134	
Approach Delay, s/veh		39.5			46.1			25.1			42.4	
Approach LOS		D			D			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.0	24.2	28.4	40.4	16.2	15.0	7.2	61.6				
Change Period (Y+Rc), s	4.0	5.2	5.0	5.2	4.0	5.2	4.0	5.2				
Max Green Setting (Gmax), s	7.8	19.0	26.8	27.0	13.8	13.0	7.8	47.0				
Max Q Clear Time (g_c+1/4), s	13.4	21.0	22.7	31.4	12.0	8.4	3.7	21.0				
Green Ext Time (p_c), s	0.0	0.0	0.7	0.0	0.1	0.3	0.0	7.6				

Intersection Summary

HCM 6th Ctrl Delay	35.2
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
 12: Jefferson St & Fred Waring Dr

Pulte Homes Development
 Cumulative Year (2045) Plus Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↗	↔↔	↑↑↑		↔↔	↑↑↑	↗	↔↔	↑↑↑	↗
Traffic Volume (veh/h)	404	550	180	340	1150	140	360	1424	260	110	1576	500
Future Volume (veh/h)	404	550	180	340	1150	140	360	1424	260	110	1576	500
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	404	550	51	340	1150	125	360	1424	117	110	1576	328
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	377	1404	436	402	1319	143	343	1813	562	783	2539	788
Arrive On Green	0.11	0.28	0.28	0.12	0.28	0.28	0.10	0.36	0.36	0.23	0.50	0.50
Sat Flow, veh/h	3428	5066	1572	3428	4636	504	3428	5066	1570	3428	5066	1572
Grp Volume(v), veh/h	404	550	51	340	838	437	360	1424	117	110	1576	328
Grp Sat Flow(s),veh/h/ln	1714	1689	1572	1714	1689	1762	1714	1689	1570	1714	1689	1572
Q Serve(g_s), s	11.0	8.8	2.4	9.7	23.6	23.6	10.0	25.1	5.0	2.6	22.5	13.1
Cycle Q Clear(g_c), s	11.0	8.8	2.4	9.7	23.6	23.6	10.0	25.1	5.0	2.6	22.5	13.1
Prop In Lane	1.00		1.00	1.00		0.29	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	377	1404	436	402	961	501	343	1813	562	783	2539	788
V/C Ratio(X)	1.07	0.39	0.12	0.84	0.87	0.87	1.05	0.79	0.21	0.14	0.62	0.42
Avail Cap(c_a), veh/h	377	1418	440	411	979	511	343	1813	562	783	2539	788
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	44.5	29.3	27.0	43.2	34.0	34.0	45.0	28.7	20.6	30.8	18.1	15.7
Incr Delay (d2), s/veh	66.6	0.4	0.3	13.8	9.3	16.2	62.3	3.5	0.8	0.0	1.2	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	7.9	3.4	0.9	4.7	10.2	11.6	7.0	9.7	1.9	1.0	7.9	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	111.1	29.7	27.3	57.1	43.3	50.2	107.3	32.2	21.4	30.8	19.2	17.3
LnGrp LOS	F	C	C	E	D	D	F	C	C	C	B	B
Approach Vol, veh/h		1005			1615			1901			2014	
Approach Delay, s/veh		62.3			48.1			45.7			19.5	
Approach LOS		E			D			D			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	28.6	41.3	15.7	33.4	14.0	55.9	15.0	34.2				
Change Period (Y+Rc), s	5.5	* 5.5	4.0	5.7	4.0	5.5	4.0	5.7				
Max Green Setting (Gmax), s	5.0	* 36	12.0	28.0	10.0	30.8	11.0	29.0				
Max Q Clear Time (g_c+1/6), s	11.6	27.1	11.7	10.8	12.0	24.5	13.0	25.6				
Green Ext Time (p_c), s	0.0	7.3	0.0	5.6	0.0	5.8	0.0	2.8				

Intersection Summary

HCM 6th Ctrl Delay	40.8
HCM 6th LOS	D

Notes

- User approved pedestrian interval to be less than phase max green.
- * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection						
Int Delay, s/veh	11.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	160	360	385	70	180	470
Future Vol, veh/h	160	360	385	70	180	470
Conflicting Peds, #/hr	0	1	0	2	2	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	200	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	160	360	385	70	180	470

































Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1017	231	0	0	457
Stage 1	422	-	-	-	-
Stage 2	595	-	-	-	-
Critical Hdwy	6.86	6.96	-	-	4.16
Critical Hdwy Stg 1	5.86	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-	-
Follow-up Hdwy	3.53	3.33	-	-	2.23
Pot Cap-1 Maneuver	232	768	-	-	1093
Stage 1	627	-	-	-	-
Stage 2	511	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	193	766	-	-	1091
Mov Cap-2 Maneuver	193	-	-	-	-
Stage 1	626	-	-	-	-
Stage 2	427	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	33.2	0	2.5
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	193	766	1091
HCM Lane V/C Ratio	-	-	0.829	0.47	0.165
HCM Control Delay (s)	-	-	77	13.8	9
HCM Lane LOS	-	-	F	B	A
HCM 95th %tile Q(veh)	-	-	6	2.5	0.6

HCM 6th Signalized Intersection Summary
 14: Monroe St & Avenue 42

Pulte Homes Development
 Cumulative Year (2045) Plus Project - AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  		  	  		 	 			 	
Traffic Volume (veh/h)	30	230	100	370	390	96	300	479	200	160	610	150
Future Volume (veh/h)	30	230	100	370	390	96	300	479	200	160	610	150
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	30	230	14	370	390	60	300	479	46	160	610	135
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	107	629	195	464	884	133	716	737	329	472	766	169
Arrive On Green	0.06	0.12	0.12	0.14	0.20	0.20	0.21	0.21	0.21	0.27	0.27	0.27
Sat Flow, veh/h	1767	5066	1572	3428	4445	668	3428	3526	1572	1767	2870	634
Grp Volume(v), veh/h	30	230	14	370	294	156	300	479	46	160	374	371
Grp Sat Flow(s),veh/h/ln	1767	1689	1572	1714	1689	1735	1714	1763	1572	1767	1763	1741
Q Serve(g_s), s	1.3	3.4	0.6	8.4	6.2	6.4	6.1	10.0	1.9	5.9	15.9	16.0
Cycle Q Clear(g_c), s	1.3	3.4	0.6	8.4	6.2	6.4	6.1	10.0	1.9	5.9	15.9	16.0
Prop In Lane	1.00		1.00	1.00		0.38	1.00		1.00	1.00		0.36
Lane Grp Cap(c), veh/h	107	629	195	464	672	345	716	737	329	472	471	465
V/C Ratio(X)	0.28	0.37	0.07	0.80	0.44	0.45	0.42	0.65	0.14	0.34	0.80	0.80
Avail Cap(c_a), veh/h	439	2202	683	851	1468	754	1064	1095	488	549	547	541
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	36.1	32.4	31.2	33.7	28.3	28.4	27.6	29.2	26.0	23.8	27.5	27.5
Incr Delay (d2), s/veh	0.5	0.5	0.2	1.2	0.6	1.3	0.6	1.4	0.3	0.6	7.7	7.9
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	0.5	1.3	0.2	3.3	2.3	2.5	2.4	4.1	0.7	2.3	7.1	7.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.7	32.9	31.4	34.9	28.9	29.7	28.2	30.5	26.2	24.4	35.2	35.4
LnGrp LOS	D	C	C	C	C	C	C	C	C	C	D	D
Approach Vol, veh/h		274			820			825			905	
Approach Delay, s/veh		33.2			31.8			29.4			33.4	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.4	16.0		26.9	9.4	22.0		22.2				
Change Period (Y+Rc), s	4.5	* 6		5.4	4.5	6.0		5.4				
Max Green Setting (Gmax), s	20.0	* 35		25.0	20.0	35.0		25.0				
Max Q Clear Time (g_c+I1), s	10.4	5.4		18.0	3.3	8.4		12.0				
Green Ext Time (p_c), s	0.5	2.0		3.5	0.0	3.7		4.8				

Intersection Summary

HCM 6th Ctrl Delay	31.7
HCM 6th LOS	C

Notes

- User approved pedestrian interval to be less than phase max green.
- * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
 15: Monroe St & Buena Vista Ave

Pulte Homes Development
 Cumulative Year (2045) Plus Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	0	10	410	0	40	40	869	220	10	1030	40
Future Volume (veh/h)	70	0	10	410	0	40	40	869	220	10	1030	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1856	1870	1856	1870	1856	1856	1856	1856	1870
Adj Flow Rate, veh/h	70	0	1	410	0	9	40	869	78	10	1030	37
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	3	2	3	2	3	3	3	3	2
Cap, veh/h	217	0	97	659	0	293	75	1942	603	88	1844	66
Arrive On Green	0.06	0.00	0.06	0.19	0.00	0.19	0.04	0.38	0.38	0.03	0.37	0.37
Sat Flow, veh/h	3563	0	1585	3534	0	1572	1781	5066	1572	3428	5020	180
Grp Volume(v), veh/h	70	0	1	410	0	9	40	869	78	10	693	374
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1767	0	1572	1781	1689	1572	1714	1689	1823
Q Serve(g_s), s	1.0	0.0	0.0	5.7	0.0	0.3	1.2	6.8	1.7	0.2	8.7	8.8
Cycle Q Clear(g_c), s	1.0	0.0	0.0	5.7	0.0	0.3	1.2	6.8	1.7	0.2	8.7	8.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.10
Lane Grp Cap(c), veh/h	217	0	97	659	0	293	75	1942	603	88	1241	670
V/C Ratio(X)	0.32	0.00	0.01	0.62	0.00	0.03	0.54	0.45	0.13	0.11	0.56	0.56
Avail Cap(c_a), veh/h	1230	0	547	2507	0	1116	170	2374	737	640	1891	1021
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	24.1	0.0	23.6	20.1	0.0	17.8	25.2	12.3	10.7	25.5	13.5	13.5
Incr Delay (d2), s/veh	0.9	0.0	0.0	0.4	0.0	0.0	5.9	0.2	0.1	0.2	0.6	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	0.4	0.0	0.0	2.2	0.0	0.1	0.6	2.1	0.5	0.1	2.7	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.9	0.0	23.7	20.4	0.0	17.8	31.0	12.5	10.8	25.7	14.0	14.5
LnGrp LOS	C	A	C	C	A	B	C	B	B	C	B	B
Approach Vol, veh/h	71			419			987			1077		
Approach Delay, s/veh	24.9			20.4			13.1			14.3		
Approach LOS	C			C			B			B		
Timer - Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	5.9	25.4	7.8		6.7	24.6	14.5					
Change Period (Y+Rc), s	4.5	4.9	4.5		4.5	4.9	4.5					
Max Green Setting (Gmax), s	10.0	25.1	18.5		5.1	30.0	38.0					
Max Q Clear Time (g_c+1/2), s	12.2	8.8	3.0		3.2	10.8	7.7					
Green Ext Time (p_c), s	0.0	7.2	0.1		0.0	8.9	0.8					

Intersection Summary

HCM 6th Ctrl Delay	15.2
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
 16: Monroe St & I-10 WB Ramps

Pulte Homes Development
 Cumulative Year (2045) Plus Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↖	↗	↖	↖	↖	↖		↖	↖
Traffic Volume (veh/h)	0	0	0	550	0	326	450	803	0	0	1010	440
Future Volume (veh/h)	0	0	0	550	0	326	450	803	0	0	1010	440
Initial Q (Qb), veh				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
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No		No		No				
Adj Sat Flow, veh/h/ln				1856	1856	1856	1856	1856	0	0	1856	1856
Adj Flow Rate, veh/h				550	0	0	450	803	0	0	1010	184
Peak Hour Factor				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %				3	3	3	3	3	0	0	3	3
Cap, veh/h				681	0		787	2223	0	0	1604	715
Arrive On Green				0.19	0.00	0.00	0.10	0.63	0.00	0.00	0.45	0.45
Sat Flow, veh/h				3534	0	1572	3428	3618	0	0	3618	1572
Grp Volume(v), veh/h				550	0	0	450	803	0	0	1010	184
Grp Sat Flow(s),veh/h/ln				1767	0	1572	1714	1763	0	0	1763	1572
Q Serve(g_s), s				8.9	0.0	0.0	3.8	6.5	0.0	0.0	13.1	4.3
Cycle Q Clear(g_c), s				8.9	0.0	0.0	3.8	6.5	0.0	0.0	13.1	4.3
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				681	0		787	2223	0	0	1604	715
V/C Ratio(X)				0.81	0.00		0.57	0.36	0.00	0.00	0.63	0.26
Avail Cap(c_a), veh/h				866	0		813	2223	0	0	1604	715
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	0.00	0.78	0.78	0.00	0.00	0.75	0.75
Uniform Delay (d), s/veh				23.2	0.0	0.0	9.7	5.3	0.0	0.0	12.5	10.1
Incr Delay (d2), s/veh				4.1	0.0	0.0	0.6	0.4	0.0	0.0	1.4	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
%ile BackOfQ(50%),veh/ln				3.6	0.0	0.0	1.0	1.6	0.0	0.0	4.4	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				27.3	0.0	0.0	10.3	5.7	0.0	0.0	13.9	10.7
LnGrp LOS				C	A		B	A	A	A	B	B
Approach Vol, veh/h				550		A	1253				1194	
Approach Delay, s/veh				27.3			7.3				13.4	
Approach LOS				C			A				B	
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		43.1			10.5	32.6		16.9				
Change Period (Y+Rc), s		5.3			* 4.7	5.3		5.3				
Max Green Setting (Gmax), s		34.7			* 6.3	23.7		14.7				
Max Q Clear Time (g_c+I1), s		8.5			5.8	15.1		10.9				
Green Ext Time (p_c), s		4.6			0.1	4.0		0.6				

Intersection Summary

HCM 6th Ctrl Delay	13.4
HCM 6th LOS	B

Notes

- User approved volume balancing among the lanes for turning movement.
- * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
- Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
 17: Monroe St & I-10 EB Ramps

Pulte Homes Development
 Cumulative Year (2045) Plus Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	210	0	370	0	0	0	0	1043	440	204	1356	0
Future Volume (veh/h)	210	0	370	0	0	0	0	1043	440	204	1356	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				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
Work Zone On Approach		No					No		No			
Adj Sat Flow, veh/h/ln	1856	1856	1856				0	1856	1856	1856	1856	0
Adj Flow Rate, veh/h	210	0	286				0	1043	307	204	1356	0
Peak Hour Factor	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	3	3	3				0	3	3	3	3	0
Cap, veh/h	757	0	337				0	1753	772	668	2236	0
Arrive On Green	0.21	0.00	0.21				0.00	0.50	0.50	0.07	0.63	0.00
Sat Flow, veh/h	3534	0	1572				0	3618	1553	3428	3618	0
Grp Volume(v), veh/h	210	0	286				0	1043	307	204	1356	0
Grp Sat Flow(s),veh/h/ln	1767	0	1572				0	1763	1553	1714	1763	0
Q Serve(g_s), s	3.5	0.0	12.2				0.0	14.8	8.7	1.8	16.0	0.0
Cycle Q Clear(g_c), s	3.5	0.0	12.2				0.0	14.8	8.7	1.8	16.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	757	0	337				0	1753	772	668	2236	0
V/C Ratio(X)	0.28	0.00	0.85				0.00	0.60	0.40	0.31	0.61	0.00
Avail Cap(c_a), veh/h	1045	0	465				0	1753	772	678	2236	0
HCM Platoon Ratio	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				0.00	1.00	1.00	0.65	0.65	0.00
Uniform Delay (d), s/veh	23.0	0.0	26.4				0.0	12.6	11.0	8.8	7.6	0.0
Incr Delay (d2), s/veh	0.1	0.0	9.3				0.0	1.5	1.5	0.1	0.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3	0.0	5.0				0.0	5.1	2.8	0.5	4.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.1	0.0	35.8				0.0	14.1	12.6	8.9	8.4	0.0
LnGrp LOS	C	A	D				A	B	B	A	A	A
Approach Vol, veh/h		496						1350			1560	
Approach Delay, s/veh		30.4						13.7			8.5	
Approach LOS		C						B			A	
Timer - Assigned Phs	1	2	4	6								
Phs Duration (G+Y+Rc), s	9.6	40.1	20.3	49.7								
Change Period (Y+Rc), s	4.7	5.3	5.3	5.3								
Max Green Setting (Gmax), s	5.1	28.9	20.7	38.7								
Max Q Clear Time (g_c+I), s	13.8	16.8	14.2	18.0								
Green Ext Time (p_c), s	0.1	5.4	0.8	8.4								

Intersection Summary

HCM 6th Ctrl Delay	13.7
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.
 * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	7.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵	↕↗		↵	↕↗			↕↗			↕↗	
Traffic Vol, veh/h	40	80	15	7	80	40	9	0	5	30	0	20
Future Vol, veh/h	40	80	15	7	80	40	9	0	5	30	0	20
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	40	80	15	7	80	40	9	0	5	30	0	20
Number of Lanes	1	2	0	1	2	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	3	3
HCM Control Delay	7.9	7.7	8.1	8.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	64%	100%	0%	0%	100%	0%	0%	60%
Vol Thru, %	0%	0%	100%	64%	0%	100%	40%	0%
Vol Right, %	36%	0%	0%	36%	0%	0%	60%	40%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	14	40	53	42	7	53	67	50
LT Vol	9	40	0	0	7	0	0	30
Through Vol	0	0	53	27	0	53	27	0
RT Vol	5	0	0	15	0	0	40	20
Lane Flow Rate	14	40	53	42	7	53	67	50
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.02	0.059	0.072	0.053	0.01	0.072	0.082	0.072
Departure Headway (Hd)	5.254	5.333	4.832	4.579	5.337	4.836	4.415	5.164
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	683	676	746	787	674	744	815	696
Service Time	2.97	3.033	2.532	2.279	3.046	2.545	2.124	2.877
HCM Lane V/C Ratio	0.02	0.059	0.071	0.053	0.01	0.071	0.082	0.072
HCM Control Delay	8.1	8.4	7.9	7.5	8.1	7.9	7.5	8.3
HCM Lane LOS	A	A	A	A	A	A	A	A
HCM 95th-tile Q	0.1	0.2	0.2	0.2	0	0.2	0.3	0.2

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	0	0	43	60	0	10	67	97	60	10	115	0
Future Vol, veh/h	0	0	43	60	0	10	67	97	60	10	115	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	-	50	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	3	2	3	2	3	3	3	3	2
Mvmt Flow	0	0	43	60	0	10	67	97	60	10	115	0

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	318	426	58	339	-	79	115	0	0	157	0	0
Stage 1	135	135	-	261	-	-	-	-	-	-	-	-
Stage 2	183	291	-	78	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.56	-	6.96	4.14	-	-	4.16	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.56	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.56	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.53	-	3.33	2.22	-	-	2.23	-	-
Pot Cap-1 Maneuver	611	519	996	588	0	962	1472	-	-	1413	-	-
Stage 1	854	784	-	718	0	-	-	-	-	-	-	-
Stage 2	801	670	-	919	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	580	491	996	540	-	962	1472	-	-	1413	-	-
Mov Cap-2 Maneuver	580	491	-	540	-	-	-	-	-	-	-	-
Stage 1	815	779	-	685	-	-	-	-	-	-	-	-
Stage 2	757	639	-	873	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	8.8	12	2.3	0.6
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1472	-	-	996	540	962	1413	-	-
HCM Lane V/C Ratio	0.046	-	-	0.043	0.111	0.01	0.007	-	-
HCM Control Delay (s)	7.6	-	-	8.8	12.5	8.8	7.6	-	-
HCM Lane LOS	A	-	-	A	B	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.4	0	0	-	-

HCM 6th Signalized Intersection Summary
 3: Avenue 40 & Adams St

Pulte Homes Development
 Cumulative Year (2045) Plus Project - PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	218	30	30	145	20	20	110	60	30	150	30
Future Volume (veh/h)	40	218	30	30	145	20	20	110	60	30	150	30
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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	40	218	18	30	145	8	20	110	20	30	150	18
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	571	995	81	525	1025	56	563	1001	178	626	545	65
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	0.34	0.34	0.34	0.34	0.34	0.34
Sat Flow, veh/h	1223	3295	270	1134	3396	186	1207	2985	529	1249	1625	195
Grp Volume(v), veh/h	40	116	120	30	75	78	20	64	66	30	0	168
Grp Sat Flow(s),veh/h/ln	1223	1763	1802	1134	1763	1819	1207	1763	1752	1249	0	1820
Q Serve(g_s), s	0.7	1.5	1.5	0.6	0.9	0.9	0.4	0.8	0.8	0.5	0.0	2.0
Cycle Q Clear(g_c), s	1.7	1.5	1.5	2.1	0.9	0.9	2.4	0.8	0.8	1.3	0.0	2.0
Prop In Lane	1.00		0.15	1.00		0.10	1.00		0.30	1.00		0.11
Lane Grp Cap(c), veh/h	571	532	544	525	532	549	563	591	587	626	0	610
V/C Ratio(X)	0.07	0.22	0.22	0.06	0.14	0.14	0.04	0.11	0.11	0.05	0.00	0.28
Avail Cap(c_a), veh/h	1423	1760	1800	1316	1760	1816	1966	2640	2624	2078	0	2726
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	0.00	1.00
Uniform Delay (d), s/veh	8.3	7.8	7.8	8.6	7.6	7.7	8.2	6.9	6.9	7.3	0.0	7.3
Incr Delay (d2), s/veh	0.1	0.2	0.2	0.0	0.1	0.1	0.0	0.1	0.1	0.0	0.0	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	0.1	0.3	0.3	0.1	0.2	0.2	0.1	0.2	0.2	0.1	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.3	8.0	8.0	8.7	7.8	7.8	8.2	7.0	7.0	7.4	0.0	7.6
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		276			183			150			198	
Approach Delay, s/veh		8.1			7.9			7.1			7.5	
Approach LOS		A			A			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		16.3		13.8		16.3		13.8				
Change Period (Y+Rc), s		6.2		* 4.7		6.2		* 4.7				
Max Green Setting (Gmax), s		45.0		* 30		45.0		* 30				
Max Q Clear Time (g_c+I1), s		4.4		3.7		4.0		4.1				
Green Ext Time (p_c), s		0.8		1.4		0.9		0.8				
Intersection Summary												
HCM 6th Ctrl Delay				7.7								
HCM 6th LOS				A								
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 6th Signalized Intersection Summary
 7: Jefferson St & Varner Rd

Pulte Homes Development
 Cumulative Year (2045) Plus Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑	↖↗	↖↗	↑↑	↖	↖↗	↑↑↑	↖	↖↗	↑↑↑	↖
Traffic Volume (veh/h)	140	210	420	90	90	70	270	880	200	70	881	100
Future Volume (veh/h)	140	210	420	90	90	70	270	880	200	70	881	100
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	140	210	64	90	90	9	270	880	0	70	881	47
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	283	349	274	271	308	137	322	1148		1384	2758	856
Arrive On Green	0.08	0.10	0.10	0.08	0.09	0.09	0.19	0.45	0.00	0.40	0.54	0.54
Sat Flow, veh/h	3428	3526	2768	3428	3526	1567	3428	5066	1572	3428	5066	1572
Grp Volume(v), veh/h	140	210	64	90	90	9	270	880	0	70	881	47
Grp Sat Flow(s),veh/h/ln	1714	1763	1384	1714	1763	1567	1714	1689	1572	1714	1689	1572
Q Serve(g_s), s	4.7	6.8	1.1	3.0	2.9	0.5	9.1	17.5	0.0	1.5	11.5	1.7
Cycle Q Clear(g_c), s	4.7	6.8	1.1	3.0	2.9	0.5	9.1	17.5	0.0	1.5	11.5	1.7
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	283	349	274	271	308	137	322	1148		1384	2758	856
V/C Ratio(X)	0.49	0.60	0.23	0.33	0.29	0.07	0.84	0.77		0.05	0.32	0.05
Avail Cap(c_a), veh/h	286	1116	876	286	1116	496	486	1689		1384	2758	856
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	1.00	1.00	0.93	0.93	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.7	51.8	9.7	52.2	51.3	31.9	47.8	30.2	0.0	21.8	15.1	12.8
Incr Delay (d2), s/veh	0.5	2.0	0.5	0.3	0.6	0.2	4.6	4.6	0.0	0.0	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	2.0	3.1	0.9	1.3	1.3	0.3	3.7	5.7	0.0	0.6	4.2	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.2	53.8	10.2	52.5	51.9	32.1	52.5	34.8	0.0	21.8	15.4	13.0
LnGrp LOS	D	D	B	D	D	C	D	C		C	B	B
Approach Vol, veh/h		414			189			1150	A		998	
Approach Delay, s/veh		46.8			51.3			38.9			15.7	
Approach LOS		D			D			D			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	54.4	33.2	15.9	16.5	16.3	71.3	14.5	17.9				
Change Period (Y+Rc), s	6.0	* 6	6.0	* 6	5.0	6.0	5.0	6.0				
Max Green Setting (Gmax), s	10.0	* 40	10.0	* 38	17.0	33.0	10.0	38.0				
Max Q Clear Time (g_c+1/3), s	13.5	19.5	6.7	4.9	11.1	13.5	5.0	8.8				
Green Ext Time (p_c), s	0.0	7.7	0.0	0.6	0.2	7.7	0.0	1.8				

Intersection Summary

HCM 6th Ctrl Delay	32.5
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
 Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
8: Jefferson St & I-10 WB Ramps

Pulte Homes Development
Cumulative Year (2045) Plus Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↘	↔	↗		↑↑↑	↗		↑↑↑	↗
Traffic Volume (veh/h)	0	0	0	310	0	168	0	1182	930	0	1190	201
Future Volume (veh/h)	0	0	0	310	0	168	0	1182	930	0	1190	201
Initial Q (Qb), veh				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
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No		No		No		No		No
Adj Sat Flow, veh/h/ln				1856	1856	1856	0	1856	1856	0	1856	1856
Adj Flow Rate, veh/h				335	0	53	0	1182	0	0	1190	125
Peak Hour Factor				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %				3	3	3	0	3	3	0	3	3
Cap, veh/h				478	0	213	0	3402		0	3402	1056
Arrive On Green				0.14	0.00	0.14	0.00	0.89	0.00	0.00	1.00	1.00
Sat Flow, veh/h				3534	0	1572	0	5233	1572	0	5233	1572
Grp Volume(v), veh/h				335	0	53	0	1182	0	0	1190	125
Grp Sat Flow(s),veh/h/ln				1767	0	1572	0	1689	1572	0	1689	1572
Q Serve(g_s), s				5.4	0.0	1.8	0.0	2.2	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s				5.4	0.0	1.8	0.0	2.2	0.0	0.0	0.0	0.0
Prop In Lane				1.00		1.00	0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h				478	0	213	0	3402		0	3402	1056
V/C Ratio(X)				0.70	0.00	0.25	0.00	0.35		0.00	0.35	0.12
Avail Cap(c_a), veh/h				954	0	425	0	3402		0	3402	1056
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.33	1.33	1.00	2.00	2.00
Upstream Filter(I)				1.00	0.00	1.00	0.00	0.81	0.00	0.00	0.91	0.91
Uniform Delay (d), s/veh				24.8	0.0	23.2	0.0	1.2	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh				1.4	0.0	0.5	0.0	0.2	0.0	0.0	0.3	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
%ile BackOfQ(50%),veh/ln				2.1	0.0	0.6	0.0	0.3	0.0	0.0	0.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				26.2	0.0	23.7	0.0	1.4	0.0	0.0	0.3	0.2
LnGrp LOS				C	A	C	A	A		A	A	A
Approach Vol, veh/h					388			1182	A		1315	
Approach Delay, s/veh					25.8			1.4			0.3	
Approach LOS					C			A			A	
Timer - Assigned Phs		2			6			8				
Phs Duration (G+Y+Rc), s		46.1			46.1			13.9				
Change Period (Y+Rc), s		5.8			5.8			5.8				
Max Green Setting (Gmax), s		32.2			32.2			16.2				
Max Q Clear Time (g_c+I1), s		4.2			2.0			7.4				
Green Ext Time (p_c), s		7.2			7.8			0.7				

Intersection Summary

HCM 6th Ctrl Delay	4.2
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
 9: I-10 EB Ramps & Jefferson St

Pulte Homes Development
 Cumulative Year (2045) Plus Project - PM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↶↷	↶↷	↶↷	↑↑↑	↑↑↑	↶
Traffic Volume (veh/h)	216	1150	180	1896	1264	236
Future Volume (veh/h)	216	1150	180	1896	1264	236
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	216	1150	180	1896	1264	74
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	3	3	3	3	3	3
Cap, veh/h	1097	1149	326	2465	1587	493
Arrive On Green	0.32	0.32	0.10	0.49	0.21	0.21
Sat Flow, veh/h	3428	2768	3428	5233	5233	1572
Grp Volume(v), veh/h	216	1150	180	1896	1264	74
Grp Sat Flow(s),veh/h/ln	1714	1384	1714	1689	1689	1572
Q Serve(g_s), s	2.7	19.2	3.0	18.4	14.2	2.3
Cycle Q Clear(g_c), s	2.7	19.2	3.0	18.4	14.2	2.3
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	1097	1149	326	2465	1587	493
V/C Ratio(X)	0.20	1.00	0.55	0.77	0.80	0.15
Avail Cap(c_a), veh/h	1097	1149	931	2465	1587	493
HCM Platoon Ratio	1.00	1.00	1.00	1.00	0.67	0.67
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.92	0.92
Uniform Delay (d), s/veh	14.8	17.5	25.9	12.6	21.9	17.2
Incr Delay (d2), s/veh	0.1	26.8	1.1	2.4	3.9	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0	19.4	1.1	5.6	5.9	0.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	14.9	44.4	27.0	15.0	25.8	17.8
LnGrp LOS	B	F	C	B	C	B
Approach Vol, veh/h	1366			2076	1338	
Approach Delay, s/veh	39.7			16.1	25.4	
Approach LOS	D			B	C	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		35.0		25.0	10.4	24.6
Change Period (Y+Rc), s		5.8		5.8	* 4.7	5.8
Max Green Setting (Gmax), s		29.2		19.2	* 16	8.2
Max Q Clear Time (g_c+I1), s		20.4		21.2	5.0	16.2
Green Ext Time (p_c), s		6.3		0.0	0.3	0.0
Intersection Summary						
HCM 6th Ctrl Delay			25.4			
HCM 6th LOS			C			
Notes						
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.						

HCM 6th Signalized Intersection Summary
 10: Indio Blvd & Jefferson St

Pulte Homes Development
 Cumulative Year (2045) Plus Project - PM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	👉👉👉	👉👉	👉👉	👆👆	👆👆	👉👉👉
Traffic Volume (veh/h)	1245	410	310	951	1164	1430
Future Volume (veh/h)	1245	410	310	951	1164	1430
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	1245	389	310	951	1164	1403
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	3	3	3	3	3	3
Cap, veh/h	1585	1183	375	1942	1415	2580
Arrive On Green	0.10	0.10	0.11	0.55	0.40	0.40
Sat Flow, veh/h	4983	2768	3428	3618	3618	3585
Grp Volume(v), veh/h	1245	389	310	951	1164	1403
Grp Sat Flow(s),veh/h/ln	1661	1384	1714	1763	1763	1195
Q Serve(g_s), s	24.4	11.1	8.9	16.6	29.5	18.0
Cycle Q Clear(g_c), s	24.4	11.1	8.9	16.6	29.5	18.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	1585	1183	375	1942	1415	2580
V/C Ratio(X)	0.79	0.33	0.83	0.49	0.82	0.54
Avail Cap(c_a), veh/h	1585	1183	446	2027	1428	2592
HCM Platoon Ratio	0.33	0.33	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.80	0.80	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.4	25.7	43.6	13.8	26.7	6.5
Incr Delay (d2), s/veh	3.2	0.6	9.0	0.4	4.5	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.2	3.9	4.0	5.8	12.2	10.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	44.7	26.3	52.6	14.2	31.2	6.9
LnGrp LOS	D	C	D	B	C	A
Approach Vol, veh/h	1634			1261	2567	
Approach Delay, s/veh	40.3			23.6	17.9	
Approach LOS	D			C	B	
Timer - Assigned Phs	1	2		6	8	
Phs Duration (G+Y+Rc), s	44.9	45.6		60.6	37.0	
Change Period (Y+Rc), s	4.0	5.5		5.5	5.2	
Max Green Setting (Gmax), s	40.5	40.5		57.5	31.8	
Max Q Clear Time (g_c+I), s	31.5	31.5		18.6	26.4	
Green Ext Time (p_c), s	0.1	8.6		14.4	3.9	
Intersection Summary						
HCM 6th Ctrl Delay			25.9			
HCM 6th LOS			C			

HCM 6th Signalized Intersection Summary
 11: Jefferson St & Avenue 42/Country Club Dr

Pulte Homes Development
 Cumulative Year (2045) Plus Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑	↖	↖↗	↑↑		↖↗	↑↑↑	↖	↖↗	↑↑↑	↖
Traffic Volume (veh/h)	495	370	650	60	90	40	410	1240	20	60	1516	364
Future Volume (veh/h)	495	370	650	60	90	40	410	1240	20	60	1516	364
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	495	370	597	60	90	3	410	1240	10	60	1516	279
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	566	740	554	111	269	9	488	2741	851	111	2133	922
Arrive On Green	0.17	0.21	0.21	0.03	0.08	0.08	0.14	0.54	0.54	0.01	0.14	0.14
Sat Flow, veh/h	3428	3526	1572	3428	3482	116	3428	5066	1572	3428	5066	1572
Grp Volume(v), veh/h	495	370	597	60	45	48	410	1240	10	60	1516	279
Grp Sat Flow(s),veh/h/ln	1714	1763	1572	1714	1763	1835	1714	1689	1572	1714	1689	1572
Q Serve(g_s), s	14.1	9.3	21.0	1.7	2.4	2.5	11.6	14.9	0.3	1.7	28.6	11.6
Cycle Q Clear(g_c), s	14.1	9.3	21.0	1.7	2.4	2.5	11.6	14.9	0.3	1.7	28.6	11.6
Prop In Lane	1.00		1.00	1.00		0.06	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	566	740	554	111	136	142	488	2741	851	111	2133	922
V/C Ratio(X)	0.87	0.50	1.08	0.54	0.33	0.34	0.84	0.45	0.01	0.54	0.71	0.30
Avail Cap(c_a), veh/h	679	740	554	267	159	165	850	2741	851	267	2133	922
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.82	0.82	0.82
Uniform Delay (d), s/veh	40.7	34.9	32.4	47.6	43.7	43.7	41.8	13.9	10.6	48.7	37.2	16.3
Incr Delay (d2), s/veh	9.5	0.2	60.7	1.5	0.5	0.5	1.5	0.5	0.0	1.2	1.7	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	6.5	3.9	21.5	0.7	1.1	1.1	4.8	5.0	0.1	0.7	13.0	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.2	35.1	93.1	49.2	44.2	44.2	43.3	14.5	10.6	50.0	38.9	17.0
LnGrp LOS	D	D	F	D	D	D	D	B	B	D	D	B
Approach Vol, veh/h		1462			153			1660			1855	
Approach Delay, s/veh		63.9			46.2			21.6			36.0	
Approach LOS		E			D			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.2	26.2	19.2	47.3	20.5	12.9	7.2	59.3				
Change Period (Y+Rc), s	4.0	5.2	5.0	5.2	4.0	5.2	4.0	5.2				
Max Green Setting (Gmax), s	7.8	21.0	24.8	27.0	19.8	9.0	7.8	45.0				
Max Q Clear Time (g_c+1/3), s	13.7	23.0	13.6	30.6	16.1	4.5	3.7	16.9				
Green Ext Time (p_c), s	0.0	0.0	0.6	0.0	0.4	0.1	0.0	5.7				

Intersection Summary

HCM 6th Ctrl Delay	39.6
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
 12: Jefferson St & Fred Waring Dr

Pulte Homes Development
 Cumulative Year (2045) Plus Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑↑	↖	↖↗	↑↑↑		↖↗	↑↑↑	↖	↖↗	↑↑↑	↖
Traffic Volume (veh/h)	330	930	310	300	560	120	310	1060	390	130	1399	287
Future Volume (veh/h)	330	930	310	300	560	120	310	1060	390	130	1399	287
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	330	930	108	300	560	85	310	1060	170	130	1399	97
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	396	1208	375	371	1029	154	353	1535	476	492	1815	564
Arrive On Green	0.12	0.24	0.24	0.11	0.23	0.23	0.10	0.30	0.30	0.14	0.36	0.36
Sat Flow, veh/h	3428	5066	1572	3428	4448	665	3428	5066	1571	3428	5066	1572
Grp Volume(v), veh/h	330	930	108	300	423	222	310	1060	170	130	1399	97
Grp Sat Flow(s),veh/h/ln	1714	1689	1572	1714	1689	1736	1714	1689	1571	1714	1689	1572
Q Serve(g_s), s	9.4	17.1	5.6	8.6	11.0	11.3	8.9	18.4	6.0	3.4	24.5	4.2
Cycle Q Clear(g_c), s	9.4	17.1	5.6	8.6	11.0	11.3	8.9	18.4	6.0	3.4	24.5	4.2
Prop In Lane	1.00		1.00	1.00		0.38	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	396	1208	375	371	781	401	353	1535	476	492	1815	564
V/C Ratio(X)	0.83	0.77	0.29	0.81	0.54	0.55	0.88	0.69	0.36	0.26	0.77	0.17
Avail Cap(c_a), veh/h	446	1317	409	549	979	503	353	1535	476	492	1815	564
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	43.3	35.5	31.1	43.6	33.8	33.9	44.2	30.7	13.7	38.1	28.4	21.9
Incr Delay (d2), s/veh	10.5	3.3	0.9	3.3	1.3	2.5	20.7	2.6	2.1	0.1	3.2	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	4.4	7.0	2.1	3.6	4.4	4.8	4.6	7.2	3.1	1.4	9.6	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.8	38.8	32.0	46.9	35.0	36.4	64.9	33.3	15.8	38.2	31.7	22.6
LnGrp LOS	D	D	C	D	D	D	E	C	B	D	C	C
Approach Vol, veh/h		1368			945			1540			1626	
Approach Delay, s/veh		41.9			39.1			37.7			31.7	
Approach LOS		D			D			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	19.8	35.8	14.8	29.5	14.3	41.3	15.5	28.8				
Change Period (Y+Rc), s	5.5	* 5.5	4.0	5.7	4.0	5.5	4.0	5.7				
Max Green Setting (Gmax), s	30.5	* 30	16.0	26.0	10.3	28.5	13.0	29.0				
Max Q Clear Time (g_c+1/4), s	19.4	20.4	10.6	19.1	10.9	26.5	11.4	13.3				
Green Ext Time (p_c), s	0.1	7.0	0.3	4.7	0.0	1.8	0.1	5.8				

Intersection Summary

HCM 6th Ctrl Delay	37.2
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.
 * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection						
Int Delay, s/veh	5.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↙	↗	↕↔		↙	↕↕
Traffic Vol, veh/h	70	370	286	160	130	378
Future Vol, veh/h	70	370	286	160	130	378
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	200	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	70	370	286	160	130	378

































Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	815	223	0	0	446	0
Stage 1	366	-	-	-	-	-
Stage 2	449	-	-	-	-	-
Critical Hdwy	6.86	6.96	-	-	4.16	-
Critical Hdwy Stg 1	5.86	-	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-	-	-
Follow-up Hdwy	3.53	3.33	-	-	2.23	-
Pot Cap-1 Maneuver	313	777	-	-	1104	-
Stage 1	669	-	-	-	-	-
Stage 2	607	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	276	777	-	-	1104	-
Mov Cap-2 Maneuver	276	-	-	-	-	-
Stage 1	669	-	-	-	-	-
Stage 2	535	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.2	0	2.2
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	276	777	1104	-
HCM Lane V/C Ratio	-	-	0.254	0.476	0.118	-
HCM Control Delay (s)	-	-	22.4	13.8	8.7	-
HCM Lane LOS	-	-	C	B	A	-
HCM 95th %tile Q(veh)	-	-	1	2.6	0.4	-

HCM 6th Signalized Intersection Summary
 14: Monroe St & Avenue 42

Pulte Homes Development
 Cumulative Year (2045) Plus Project - PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  		  	  		 	 			 	
Traffic Volume (veh/h)	160	330	210	180	190	113	160	583	280	231	427	80
Future Volume (veh/h)	160	330	210	180	190	113	160	583	280	231	427	80
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	160	330	38	180	190	16	160	583	71	231	427	68
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	227	692	214	446	659	54	822	845	377	371	640	101
Arrive On Green	0.13	0.14	0.14	0.13	0.14	0.14	0.24	0.24	0.24	0.21	0.21	0.21
Sat Flow, veh/h	1767	5066	1569	3428	4768	394	3428	3526	1572	1767	3049	482
Grp Volume(v), veh/h	160	330	38	180	133	73	160	583	71	231	246	249
Grp Sat Flow(s),veh/h/ln	1767	1689	1569	1714	1689	1785	1714	1763	1572	1767	1763	1769
Q Serve(g_s), s	6.5	4.5	1.6	3.6	2.7	2.7	2.8	11.3	2.7	8.9	9.6	9.7
Cycle Q Clear(g_c), s	6.5	4.5	1.6	3.6	2.7	2.7	2.8	11.3	2.7	8.9	9.6	9.7
Prop In Lane	1.00		1.00	1.00		0.22	1.00		1.00	1.00		0.27
Lane Grp Cap(c), veh/h	227	692	214	446	467	247	822	845	377	371	370	371
V/C Ratio(X)	0.70	0.48	0.18	0.40	0.29	0.29	0.19	0.69	0.19	0.62	0.66	0.67
Avail Cap(c_a), veh/h	471	2361	731	913	1574	832	1141	1174	523	588	587	589
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	31.4	29.9	28.7	30.0	29.0	29.1	22.8	26.0	22.7	27.0	27.2	27.3
Incr Delay (d2), s/veh	1.5	0.7	0.6	0.2	0.5	0.9	0.2	1.4	0.3	2.4	2.9	3.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	1.7	0.6	1.4	1.0	1.1	1.1	4.5	1.0	3.7	4.0	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.9	30.7	29.2	30.2	29.5	30.0	22.9	27.4	23.1	29.4	30.1	30.3
LnGrp LOS	C	C	C	C	C	C	C	C	C	C	C	C
Approach Vol, veh/h		528			386			814			726	
Approach Delay, s/veh		31.2			29.9			26.2			30.0	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.3	16.3		21.2	14.1	16.4		23.4				
Change Period (Y+Rc), s	4.5	* 6		5.4	4.5	6.0		5.4				
Max Green Setting (Gmax), s	20.0	* 35		25.0	20.0	35.0		25.0				
Max Q Clear Time (g_c+I1), s	5.6	6.5		11.7	8.5	4.7		13.3				
Green Ext Time (p_c), s	0.2	3.0		4.0	0.1	1.6		4.7				
Intersection Summary												
HCM 6th Ctrl Delay				29.0								
HCM 6th LOS				C								
Notes												
User approved pedestrian interval to be less than phase max green.												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 6th Signalized Intersection Summary
 15: Monroe St & Buena Vista Ave

Pulte Homes Development
 Cumulative Year (2045) Plus Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	0	10	440	0	40	30	913	360	10	757	50
Future Volume (veh/h)	70	0	10	440	0	40	30	913	360	10	757	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1856	1870	1856	1870	1856	1856	1856	1856	1870
Adj Flow Rate, veh/h	70	0	2	440	0	10	30	913	112	10	757	44
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	3	2	3	2	3	3	3	3	2
Cap, veh/h	224	0	100	741	0	328	61	1707	529	89	1611	93
Arrive On Green	0.06	0.00	0.06	0.21	0.00	0.21	0.03	0.34	0.34	0.03	0.33	0.33
Sat Flow, veh/h	3563	0	1585	3534	0	1566	1781	5066	1570	3428	4898	284
Grp Volume(v), veh/h	70	0	2	440	0	10	30	913	112	10	521	280
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1767	0	1566	1781	1689	1570	1714	1689	1804
Q Serve(g_s), s	0.9	0.0	0.1	5.7	0.0	0.3	0.8	7.4	2.6	0.1	6.2	6.2
Cycle Q Clear(g_c), s	0.9	0.0	0.1	5.7	0.0	0.3	0.8	7.4	2.6	0.1	6.2	6.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.16
Lane Grp Cap(c), veh/h	224	0	100	741	0	328	61	1707	529	89	1111	594
V/C Ratio(X)	0.31	0.00	0.02	0.59	0.00	0.03	0.50	0.53	0.21	0.11	0.47	0.47
Avail Cap(c_a), veh/h	1306	0	581	2661	0	1179	215	2519	781	679	1940	1037
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	22.6	0.0	22.2	18.0	0.0	15.9	24.0	13.5	11.9	24.0	13.4	13.5
Incr Delay (d2), s/veh	0.8	0.0	0.1	0.3	0.0	0.0	6.1	0.4	0.3	0.2	0.4	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	0.4	0.0	0.0	2.1	0.0	0.1	0.4	2.3	0.8	0.1	1.9	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.4	0.0	22.3	18.3	0.0	15.9	30.1	13.9	12.2	24.2	13.9	14.3
LnGrp LOS	C	A	C	B	A	B	C	B	B	C	B	B
Approach Vol, veh/h		72		450			1055			811		
Approach Delay, s/veh		23.4		18.2			14.2			14.1		
Approach LOS		C		B			B			B		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.8	21.9		7.7	6.2	21.5		15.1				
Change Period (Y+Rc), s	4.5	4.9		4.5	4.5	4.9		4.5				
Max Green Setting (Gmax), s	10.0	25.1		18.5	6.1	29.0		38.0				
Max Q Clear Time (g_c+1/2), s	10.0	9.4		2.9	2.8	8.2		7.7				
Green Ext Time (p_c), s	0.0	7.6		0.1	0.0	6.8		0.9				

Intersection Summary

HCM 6th Ctrl Delay	15.2
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
 16: Monroe St & I-10 WB Ramps

Pulte Homes Development
 Cumulative Year (2045) Plus Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↘	↙	↘	↘↙	↕			↕	↘
Traffic Volume (veh/h)	0	0	0	440	0	206	280	1097	0	0	987	220
Future Volume (veh/h)	0	0	0	440	0	206	280	1097	0	0	987	220
Initial Q (Qb), veh				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
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No		No		No				No
Adj Sat Flow, veh/h/ln				1856	1856	1856	1856	1856	0	0	1856	1856
Adj Flow Rate, veh/h				440	0	0	280	1097	0	0	987	109
Peak Hour Factor				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %				3	3	3	3	3	0	0	3	3
Cap, veh/h				552	0		827	2441	0	0	1954	870
Arrive On Green				0.16	0.00	0.00	0.09	0.92	0.00	0.00	0.55	0.55
Sat Flow, veh/h				3534	0	1572	3428	3618	0	0	3618	1570
Grp Volume(v), veh/h				440	0	0	280	1097	0	0	987	109
Grp Sat Flow(s),veh/h/ln				1767	0	1572	1714	1763	0	0	1763	1570
Q Serve(g_s), s				8.4	0.0	0.0	2.2	2.9	0.0	0.0	12.1	2.3
Cycle Q Clear(g_c), s				8.4	0.0	0.0	2.2	2.9	0.0	0.0	12.1	2.3
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				552	0		827	2441	0	0	1954	870
V/C Ratio(X)				0.80	0.00		0.34	0.45	0.00	0.00	0.51	0.13
Avail Cap(c_a), veh/h				742	0		1332	2441	0	0	1954	870
HCM Platoon Ratio				1.00	1.00	1.00	1.33	1.33	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	0.00	0.77	0.77	0.00	0.00	0.85	0.85
Uniform Delay (d), s/veh				28.5	0.0	0.0	6.4	1.0	0.0	0.0	9.7	7.5
Incr Delay (d2), s/veh				3.9	0.0	0.0	0.1	0.5	0.0	0.0	0.8	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
%ile BackOfQ(50%),veh/ln				3.5	0.0	0.0	0.5	0.6	0.0	0.0	3.9	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				32.4	0.0	0.0	6.5	1.4	0.0	0.0	10.5	7.7
LnGrp LOS				C	A		A	A	A	A	B	A
Approach Vol, veh/h				440		A		1377			1096	
Approach Delay, s/veh					32.4			2.5			10.2	
Approach LOS					C			A			B	
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		53.8			9.7	44.1		16.2				
Change Period (Y+Rc), s		5.3			* 4.7	5.3		5.3				
Max Green Setting (Gmax), s		44.7			* 15	24.7		14.7				
Max Q Clear Time (g_c+I1), s		4.9			4.2	14.1		10.4				
Green Ext Time (p_c), s		7.4			0.5	4.3		0.5				

Intersection Summary

HCM 6th Ctrl Delay	9.9
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.
 * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
 Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
 17: Monroe St & I-10 EB Ramps

Pulte Homes Development
 Cumulative Year (2045) Plus Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	370	0	410	0	0	0	0	1007	670	229	1198	0
Future Volume (veh/h)	370	0	410	0	0	0	0	1007	670	229	1198	0
Initial Q (Qb), veh	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
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No					No		No			
Adj Sat Flow, veh/h/ln	1856	1856	1856				0	1856	1856	1856	1856	0
Adj Flow Rate, veh/h	370	0	328				0	1007	451	229	1198	0
Peak Hour Factor	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	3	3	3				0	3	3	3	3	0
Cap, veh/h	852	0	379				0	1656	739	628	2142	0
Arrive On Green	0.24	0.00	0.24				0.00	0.47	0.47	0.07	0.61	0.00
Sat Flow, veh/h	3534	0	1572				0	3618	1572	3428	3618	0
Grp Volume(v), veh/h	370	0	328				0	1007	451	229	1198	0
Grp Sat Flow(s),veh/h/ln	1767	0	1572				0	1763	1572	1714	1763	0
Q Serve(g_s), s	6.2	0.0	14.0				0.0	14.8	14.9	2.2	14.1	0.0
Cycle Q Clear(g_c), s	6.2	0.0	14.0				0.0	14.8	14.9	2.2	14.1	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	852	0	379				0	1656	739	628	2142	0
V/C Ratio(X)	0.43	0.00	0.87				0.00	0.61	0.61	0.36	0.56	0.00
Avail Cap(c_a), veh/h	1020	0	454				0	1656	739	636	2142	0
HCM Platoon Ratio	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				0.00	1.00	1.00	0.77	0.77	0.00
Uniform Delay (d), s/veh	22.5	0.0	25.5				0.0	13.8	13.8	10.0	8.2	0.0
Incr Delay (d2), s/veh	0.3	0.0	13.3				0.0	1.7	3.7	0.2	0.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	0.0	6.0				0.0	5.3	5.2	0.6	4.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.8	0.0	38.8				0.0	15.4	17.5	10.2	9.0	0.0
LnGrp LOS	C	A	D				A	B	B	B	A	A
Approach Vol, veh/h		698						1458			1427	
Approach Delay, s/veh		30.3						16.1			9.2	
Approach LOS		C						B			A	
Timer - Assigned Phs	1	2	4	6								
Phs Duration (G+Y+Rc), s	9.6	38.2	22.2	47.8								
Change Period (Y+Rc), s	4.7	5.3	5.3	5.3								
Max Green Setting (Gmax), s	5.1	29.4	20.2	39.2								
Max Q Clear Time (g_c+I), s	14.2	16.9	16.0	16.1								
Green Ext Time (p_c), s	0.1	5.6	0.9	7.4								

Intersection Summary














HCM 6th Ctrl Delay	16.1
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.
 * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.












HCM 6th Signalized Intersection Summary
 13: Monroe St & Avenue 41

Pulte Homes Development
 Cumulative Year (2045) Plus Project Plus Improvement - AM Peak Hour

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			 			 
Traffic Volume (veh/h)	160	360	385	70	180	470
Future Volume (veh/h)	160	360	385	70	180	470
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	160	92	385	53	180	470
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	3	3	3	3	3	3
Cap, veh/h	266	237	960	131	236	2036
Arrive On Green	0.15	0.15	0.31	0.31	0.13	0.58
Sat Flow, veh/h	1767	1572	3207	426	1767	3618
Grp Volume(v), veh/h	160	92	217	221	180	470
Grp Sat Flow(s),veh/h/ln	1767	1572	1763	1777	1767	1763
Q Serve(g_s), s	2.8	1.7	3.2	3.3	3.3	2.2
Cycle Q Clear(g_c), s	2.8	1.7	3.2	3.3	3.3	2.2
Prop In Lane	1.00	1.00		0.24	1.00	
Lane Grp Cap(c), veh/h	266	237	543	548	236	2036
V/C Ratio(X)	0.60	0.39	0.40	0.40	0.76	0.23
Avail Cap(c_a), veh/h	2243	1996	1678	1692	561	4954
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.1	12.7	9.0	9.0	13.8	3.4
Incr Delay (d2), s/veh	2.2	1.0	0.5	0.5	5.1	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	0.9	0.5	0.8	0.8	1.2	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	15.3	13.7	9.5	9.5	18.9	3.5
LnGrp LOS	B	B	A	A	B	A
Approach Vol, veh/h	252		438			650
Approach Delay, s/veh	14.7		9.5			7.8
Approach LOS	B		A			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	8.9	14.7			23.6	9.5
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	10.5	31.5			46.5	42.0
Max Q Clear Time (g_c+I1), s	5.3	5.3			4.2	4.8
Green Ext Time (p_c), s	0.2	2.4			3.1	0.7
Intersection Summary						
HCM 6th Ctrl Delay			9.6			
HCM 6th LOS			A			

HCM 6th Signalized Intersection Summary
 13: Monroe St & Avenue 41

Pulte Homes Development
 Cumulative Year (2045) Plus Project Plus Improvement - PM Peak Hour

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	70	370	286	160	130	378
Future Volume (veh/h)	70	370	286	160	130	378
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	70	73	286	77	130	378
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	3	3	3	3	3	3
Cap, veh/h	204	182	909	240	194	2072
Arrive On Green	0.12	0.12	0.33	0.33	0.11	0.59
Sat Flow, veh/h	1767	1572	2851	729	1767	3618
Grp Volume(v), veh/h	70	73	181	182	130	378
Grp Sat Flow(s),veh/h/ln	1767	1572	1763	1724	1767	1763
Q Serve(g_s), s	1.1	1.3	2.3	2.4	2.1	1.5
Cycle Q Clear(g_c), s	1.1	1.3	2.3	2.4	2.1	1.5
Prop In Lane	1.00	1.00		0.42	1.00	
Lane Grp Cap(c), veh/h	204	182	581	569	194	2072
V/C Ratio(X)	0.34	0.40	0.31	0.32	0.67	0.18
Avail Cap(c_a), veh/h	2447	2178	1831	1791	612	5405
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	12.4	12.4	7.6	7.6	13.0	2.9
Incr Delay (d2), s/veh	1.0	1.4	0.3	0.3	4.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.4	0.5	0.5	0.8	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	13.3	13.9	7.9	7.9	16.9	2.9
LnGrp LOS	B	B	A	A	B	A
Approach Vol, veh/h	143		363			508
Approach Delay, s/veh	13.6		7.9			6.5
Approach LOS	B		A			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	7.8	14.5			22.3	8.0
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	10.5	31.5			46.5	42.0
Max Q Clear Time (g_c+I1), s	4.1	4.4			3.5	3.3
Green Ext Time (p_c), s	0.1	1.9			2.4	0.4
Intersection Summary						
HCM 6th Ctrl Delay			8.0			
HCM 6th LOS			A			

Vissim Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Pulte Debonne Traffic Study & Roundabout
Existing Conditions
AM Peak Hour

Intersection 4 Jefferson St/Ave 40 Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	52	51	98.3%	94.1	47.4	F
	Through	635	653	102.9%	113.5	44.6	F
	Right Turn	77	80	103.9%	12.2	11.3	B
	Subtotal	764	784	102.6%	103.9	41.6	F
SB	Left Turn	189	195	103.0%	29.4	11.6	C
	Through	722	740	102.5%	21.6	15.1	C
	Right Turn	68	68	100.3%	18.6	11.9	B
	Subtotal	979	1,003	102.5%	22.8	14.0	C
EB	Left Turn	19	22	114.7%	36.1	17.2	D
	Through	33	35	105.8%	29.8	6.1	C
	Right Turn	41	40	97.3%	7.6	1.7	A
	Subtotal	93	97	103.9%	21.9	4.4	C
WB	Left Turn	88	94	106.6%	35.3	5.2	D
	Through	85	85	99.4%	38.9	4.7	D
	Right Turn	288	291	100.9%	22.7	5.7	C
	Subtotal	461	469	101.7%	28.3	4.7	C
Total		2,297	2,353	102.4%	54.1	17.8	D

Intersection 5 Camino San Gregorio/Ave 40 Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	4	4	95.0%	4.7	9.6	A
	Through						
	Right Turn	20	20	101.0%	1.0	0.8	A
	Subtotal	24	24	100.0%	1.5	1.2	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	295	304	103.0%	0.9	0.2	A
	Right Turn	4	4	105.0%	0.7	0.8	A
	Subtotal	299	308	103.0%	0.9	0.2	A
WB	Left Turn	15	15	102.0%	2.2	0.9	A
	Through	457	462	101.1%	0.9	0.2	A
	Right Turn						
	Subtotal	472	477	101.1%	0.9	0.2	A
Total		795	809	101.8%	0.9	0.1	A

Vissim Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Pulte Debonne Traffic Study & Roundabout
Existing Conditions
AM Peak Hour

Intersection 6

Madison St/Ave 40

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	99	99	100.1%	22.5	10.0	C
	Through						
	Right Turn	53	53	99.6%	9.7	6.4	A
	Subtotal	152	152	99.9%	18.5	8.6	B
EB	Left Turn	24	23	95.8%	12.5	6.5	B
	Through	291	301	103.4%	7.6	1.2	A
	Right Turn						
	Subtotal	315	324	102.8%	8.0	1.1	A
WB	Left Turn						
	Through	419	424	101.2%	7.5	1.5	A
	Right Turn	173	176	101.5%	3.8	0.8	A
	Subtotal	592	600	101.3%	6.4	1.2	A
Total		1,059	1,075	101.5%	8.5	1.6	A

Intersection 4 Jefferson St/Ave 40 Signal

Direction	Movement	Storage (ft)	Average Queue (ft)				Maximum Queue (ft)				Exceeds Storage?
			Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum	
NB	U Turn										
	Second Left										
	Left Turn	200	1	0	1	2	55	15	23	68	NO
	Through	1,200	342	103	152	472	1,312	252	996	1,632	MAX
	Right Turn	1,200	1	0	1	2	57	19	43	103	NO
	Second Right										
SB	U Turn										
	Second Left										
	Left Turn	300	10	2	7	14	185	39	122	244	NO
	Through	2,500	110	64	46	278	1,112	261	551	1,417	NO
	Right Turn	2,500	109	64	45	277	1,112	261	551	1,416	NO
	Second Right										
EB	U Turn										
	Second Left										
	Left Turn	150	3	1	1	6	51	15	40	88	NO
	Through	5,000	6	1	5	9	86	19	61	126	NO
	Right Turn	5,000	4	1	3	6	86	19	61	126	NO
	Second Right										
WB	U Turn										
	Second Left										
	Left Turn	150	15	3	12	19	137	36	89	195	NO
	Through	4,500	13	1	11	15	126	17	94	147	NO
	Right Turn	175	32	6	23	40	281	68	179	400	MAX
	Second Right										

Intersection 5 Camino San Gregorio/Ave 40 Side-street Stop

Direction	Movement	Storage (ft)	Average Queue (ft)				Maximum Queue (ft)				Exceeds Storage?
			Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum	
NB	U Turn										
	Second Left										
	Left Turn	100	0	0	0	0	26	11	12	45	NO
	Through										
	Right Turn	100	0	0	0	0	21	11	0	44	NO
	Second Right										
SB	U Turn										
	Second Left										
	Left Turn										
	Through										
	Right Turn										
	Second Right										
EB	U Turn										
	Second Left										
	Left Turn										
	Through										
	Right Turn										
	Second Right										
WB	U Turn										
	Second Left										
	Left Turn	100	0	0	0	0	23	10	0	38	NO
	Through										
	Right Turn										
	Second Right										

Intersection 6

Madison St/Ave 40

Signal

Direction	Movement	Storage (ft)	Average Queue (ft)				Maximum Queue (ft)				Exceeds Storage?
			Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum	
NB	U Turn										
	Second Left										
	Left Turn										
	Through										
	Right Turn										
SB	Second Right										
	U Turn										
	Second Left	150	6	1	4	8	128	74	67	291	NO
	Left Turn										
	Through	150	1	0	1	1	57	14	40	79	NO
EB	Right Turn										
	Second Right										
	U Turn										
	Second Left	175	0	0	0	1	34	10	22	45	NO
	Left Turn	500	5	0	5	6	155	37	108	207	NO
WB	Through										
	Right Turn										
	Second Right										
	U Turn										
	Second Left	200	0	0	0	0	2	5	0	12	NO
WB	Left Turn	2,500	7	2	5	11	222	65	129	328	NO
	Through	2,500	2	0	2	3	94	20	57	122	NO
	Right Turn										

Vissim Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Pulte Debonne Traffic Study & Roundabout
Existing Conditions
PM Peak Hour

Intersection 4 Jefferson St/Ave 40 Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	72	77	106.3%	38.3	15.4	D
	Through	561	574	102.3%	50.9	13.2	D
	Right Turn	121	124	102.7%	5.5	0.8	A
	Subtotal	754	775	102.7%	42.0	11.3	D
SB	Left Turn	211	224	105.9%	23.6	2.9	C
	Through	647	671	103.6%	15.6	2.4	B
	Right Turn	41	40	97.3%	13.5	2.6	B
	Subtotal	899	934	103.9%	17.4	2.1	B
EB	Left Turn	27	28	104.8%	33.1	8.7	C
	Through	74	74	100.4%	32.3	6.2	C
	Right Turn	82	81	98.7%	16.9	4.6	B
	Subtotal	183	184	100.3%	25.3	5.0	C
WB	Left Turn	96	90	93.9%	34.6	6.3	C
	Through	70	63	89.9%	34.6	6.2	C
	Right Turn	129	120	93.3%	12.6	3.0	B
	Subtotal	295	273	92.6%	25.0	3.3	C
Total		2,131	2,165	101.6%	29.4	5.5	C

Intersection 5 Camino San Gregorio/Ave 40 Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	12	12	99.2%	1.6	1.2	A
	Through						
	Right Turn	21	20	96.7%	1.0	0.4	A
	Subtotal	33	32	97.6%	1.4	0.7	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	400	417	104.1%	1.3	0.2	A
	Right Turn	6	6	106.7%	0.8	0.7	A
	Subtotal	406	423	104.2%	1.3	0.2	A
WB	Left Turn	19	19	98.9%	3.6	2.1	A
	Through	283	260	92.0%	0.8	0.2	A
	Right Turn						
	Subtotal	302	279	92.4%	1.0	0.2	A
Total		741	734	99.1%	1.2	0.1	A

Vissim Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Pulte Debonne Traffic Study & Roundabout
Existing Conditions
PM Peak Hour

Intersection 6

Madison St/Ave 40

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	1	1	50.0%	0.3	1.1	A
	Through						
	Right Turn						
	Subtotal	1	1	50.0%	0.3	1.1	A
SB	Left Turn	176	171	97.1%	21.8	14.9	C
	Through						
	Right Turn	46	46	100.9%	14.6	18.2	B
	Subtotal	222	217	97.9%	20.1	15.6	C
EB	Left Turn	50	59	118.2%	8.8	2.8	A
	Through	371	377	101.7%	10.0	1.0	B
	Right Turn						
	Subtotal	421	436	103.6%	9.9	0.8	A
WB	Left Turn	1	1	100.0%	0.8	2.5	A
	Through	255	232	91.1%	8.0	1.3	A
	Right Turn	106	107	101.0%	3.4	0.7	A
	Subtotal	362	340	94.0%	6.5	1.1	A
Total		1,006	995	98.9%	11.6	3.7	B

Intersection 4

Jefferson St/Ave 40

Signal

Direction	Movement	Storage (ft)	Average Queue (ft)				Maximum Queue (ft)				Exceeds Storage?
			Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum	
NB	U Turn										
	Second Left										
	Left Turn	200	3	1	2	4	76	24	45	124	NO
	Through	1,200	195	52	123	264	985	77	873	1,122	NO
	Right Turn	1,200	2	0	1	3	67	26	45	116	NO
SB	Second Right										
	U Turn										
	Second Left										
	Left Turn	300	13	2	10	17	206	64	121	356	NO
	Through	2,500	91	23	67	144	1,016	218	592	1,269	NO
EB	Right Turn	2,500	90	23	66	143	1,016	218	592	1,269	NO
	Second Right										
	U Turn										
	Second Left										
	Left Turn	150	4	1	2	5	58	13	44	83	NO
WB	Through	5,000	16	2	13	19	166	26	136	209	NO
	Right Turn	5,000	14	2	10	15	166	26	135	209	NO
	Second Right										
	U Turn										
	Second Left										
WB	Left Turn	150	13	2	10	17	127	15	111	156	NO
	Through	4,500	8	1	6	10	105	35	68	178	NO
	Right Turn	175	6	1	4	8	115	22	66	154	NO
	Second Right										

Intersection 5

Camino San Gregorio/Ave 40

Side-street Stop

Direction	Movement	Storage (ft)	Average Queue (ft)				Maximum Queue (ft)				Exceeds Storage?
			Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum	
NB	U Turn										
	Second Left										
	Left Turn	100	0	0	0	0	25	19	0	57	NO
	Through										
	Right Turn	100	0	0	0	0	26	17	0	56	NO
SB	Second Right										
	U Turn										
	Second Left										
	Left Turn										
	Through										
EB	Right Turn										
	Second Right										
	U Turn										
	Second Left										
	Left Turn										
WB	Through										
	Right Turn										
	Second Right										
	U Turn										
	Second Left										
WB	Left Turn	100	0	0	0	0	22	2	20	26	NO
	Through										
	Right Turn										
	Second Right										

Intersection 6

Madison St/Ave 40

Signal

Direction	Movement	Storage (ft)	Average Queue (ft)				Maximum Queue (ft)				Exceeds Storage?
			Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum	
NB	U Turn										
	Second Left										
	Left Turn										
	Through										
	Right Turn										
SB	Second Right										
	U Turn										
	Second Left	150	11	3	7	16	198	126	91	492	MAX
	Left Turn	150	1	0	0	1	58	19	40	91	NO
	Through										
EB	Right Turn										
	Second Right										
	U Turn										
	Second Left	175	1	0	1	2	62	9	45	70	NO
	Left Turn	500	9	1	8	11	206	37	160	276	NO
WB	Through										
	Right Turn										
	Second Right										
	U Turn										
	Second Left	200	0	0	0	0	10	8	0	23	NO
WB	Left Turn	2,500	5	1	3	6	121	37	81	212	NO
	Through	2,500	2	0	1	2	82	15	64	106	NO

Vissim Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Pulte Debonne Traffic Study & Roundabout
Near-Term without Project Conditions
AM Peak Hour

Intersection 4 Jefferson St/Ave 40 Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	100	93	92.6%	298.6	30.0	F
	Through	740	696	94.0%	308.0	26.2	F
	Right Turn	90	92	102.1%	101.0	8.3	F
	Subtotal	930	880	94.6%	282.8	25.5	F
SB	Left Turn	220	223	101.5%	123.0	35.0	F
	Through	800	829	103.6%	119.5	34.7	F
	Right Turn	90	90	100.3%	123.3	36.7	F
	Subtotal	1,110	1,142	102.9%	120.4	34.2	F
EB	Left Turn	30	35	115.3%	40.7	8.1	D
	Through	40	43	106.8%	35.4	9.9	D
	Right Turn	60	59	98.0%	11.6	5.0	B
	Subtotal	130	136	104.7%	26.4	5.8	C
WB	Left Turn	100	102	102.4%	38.4	3.9	D
	Through	140	145	103.4%	39.1	6.2	D
	Right Turn	320	327	102.1%	21.6	6.0	C
	Subtotal	560	574	102.4%	29.2	2.3	C
Total		2,730	2,732	100.1%	150.8	13.3	F

Intersection 5 Camino San Gregorio/Ave 40 Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	10	11	111.0%	4.8	2.0	A
	Through						
	Right Turn	20	22	108.5%	1.4	0.8	A
	Subtotal	30	33	109.3%	2.5	0.7	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	340	350	103.1%	1.2	0.4	A
	Right Turn	10	11	108.0%	1.0	1.0	A
	Subtotal	350	361	103.2%	1.2	0.4	A
WB	Left Turn	30	29	97.0%	2.6	1.4	A
	Through	550	561	102.0%	1.0	0.1	A
	Right Turn						
	Subtotal	580	590	101.8%	1.0	0.2	A
Total		960	984	102.5%	1.1	0.2	A

Vissim Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Pulte Debonne Traffic Study & Roundabout
Near-Term without Project Conditions
AM Peak Hour

Intersection 6

Madison St/Ave 40

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	110	104	94.5%	28.4	17.5	C
	Through						
	Right Turn	70	72	102.7%	18.3	19.0	B
	Subtotal	180	176	97.7%	24.4	18.0	C
EB	Left Turn	30	30	99.0%	14.9	7.8	B
	Through	330	343	103.8%	7.2	2.0	A
	Right Turn						
	Subtotal	360	372	103.4%	7.8	1.9	A
WB	Left Turn						
	Through	510	518	101.5%	8.1	1.7	A
	Right Turn	200	206	103.0%	4.1	1.1	A
	Subtotal	710	724	101.9%	7.0	1.5	A
Total		1,250	1,272	101.8%	9.5	2.4	A

Intersection 4 Jefferson St/Ave 40 Signal

Direction	Movement	Storage (ft)	Average Queue (ft)				Maximum Queue (ft)				Exceeds Storage?
			Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum	
NB	U Turn										
	Second Left										
	Left Turn	200	4	1	2	5	102	39	68	207	NO
	Through	1,200	1,105	42	1,027	1,172	1,646	10	1,631	1,654	MAX
	Right Turn	1,200	2	0	1	3	65	15	46	90	NO
SB	Second Right										
	U Turn										
	Second Left										
	Left Turn	300	16	2	14	18	214	36	162	290	NO
	Through	2,500	517	124	346	696	1,738	225	1,391	2,110	NO
EB	Right Turn	2,500	517	124	346	696	1,738	225	1,391	2,110	NO
	Second Right										
	U Turn										
	Second Left										
	Left Turn	150	6	1	4	8	71	13	48	90	NO
WB	Through	5,000	9	3	7	16	123	41	68	193	NO
	Right Turn	5,000	7	2	5	14	123	41	68	192	NO
	Second Right										
	U Turn										
	Second Left										
WB	Left Turn	150	19	2	15	23	147	28	128	220	NO
	Through	4,500	25	3	21	30	205	48	135	283	NO
	Right Turn	175	39	8	27	51	342	82	239	503	MAX
	Second Right										

Intersection 5 Camino San Gregorio/Ave 40 Side-street Stop

Direction	Movement	Storage (ft)	Average Queue (ft)				Maximum Queue (ft)				Exceeds Storage?
			Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum	
NB	U Turn										
	Second Left										
	Left Turn	100	0	0	0	0	33	16	19	59	NO
	Through										
	Right Turn	100	0	0	0	0	33	15	19	58	NO
SB	Second Right										
	U Turn										
	Second Left										
	Left Turn										
	Through										
EB	Right Turn										
	Second Right										
	U Turn										
	Second Left										
	Left Turn										
WB	Through										
	Right Turn										
	Second Right										
	U Turn										
	Second Left										
WB	Left Turn	100	0	0	0	0	27	9	21	44	NO
	Through										
	Right Turn										
	Second Right										

Intersection 6

Madison St/Ave 40

Signal

Direction	Movement	Storage (ft)	Average Queue (ft)				Maximum Queue (ft)				Exceeds Storage?
			Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum	
NB	U Turn										
	Second Left										
	Left Turn										
	Through										
	Right Turn										
SB	Second Right										
	U Turn										
	Second Left	150	8	1	6	11	129	34	85	197	NO
	Left Turn	150	1	0	1	2	65	18	46	109	NO
	Through										
EB	Right Turn										
	Second Right										
	U Turn										
	Second Left	175	0	0	0	1	38	14	22	63	NO
	Left Turn	500	6	1	4	7	174	43	118	276	NO
WB	Through										
	Right Turn										
	Second Right										
	U Turn										
	Second Left	200	0	0	0	0	5	6	0	12	NO
WB	Left Turn	2,500	10	2	8	13	263	55	178	361	NO
	Through	2,500	3	1	2	4	104	27	67	161	NO

Vissim Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Pulte Debonne Traffic Study & Roundabout
Near-Term without Project Conditions
PM Peak Hour

Intersection 4 Jefferson St/Ave 40 Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	90	91	101.2%	265.4	59.2	F
	Through	670	669	99.8%	285.6	63.0	F
	Right Turn	140	152	108.9%	73.2	37.5	E
	Subtotal	900	912	101.4%	245.9	55.3	F
SB	Left Turn	240	252	105.1%	112.2	54.1	F
	Through	720	757	105.2%	104.6	53.2	F
	Right Turn	50	51	102.2%	99.6	45.3	F
	Subtotal	1,010	1,061	105.0%	106.2	53.0	F
EB	Left Turn	50	53	105.4%	37.3	9.8	D
	Through	100	102	102.0%	39.3	5.9	D
	Right Turn	120	122	101.8%	23.5	8.6	C
	Subtotal	270	277	102.5%	31.8	6.6	C
WB	Left Turn	110	111	101.3%	39.8	5.3	D
	Through	90	92	102.3%	33.6	7.1	C
	Right Turn	150	151	100.8%	10.2	1.5	B
	Subtotal	350	355	101.3%	25.5	3.7	C
Total		2,530	2,604	102.9%	139.2	12.5	F

Intersection 5 Camino San Gregorio/Ave 40 Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	20	22	108.0%	2.3	1.0	A
	Through						
	Right Turn	30	29	97.3%	1.7	0.9	A
	Subtotal	50	51	101.6%	2.0	0.6	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	470	496	105.4%	1.4	0.4	A
	Right Turn	10	10	103.0%	1.5	1.3	A
	Subtotal	480	506	105.4%	1.4	0.4	A
WB	Left Turn	30	29	97.0%	5.2	3.7	A
	Through	330	334	101.1%	0.8	0.1	A
	Right Turn						
	Subtotal	360	363	100.8%	1.0	0.1	A
Total		890	919	103.3%	1.3	0.3	A

Vissim Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Pulte Debonne Traffic Study & Roundabout
Near-Term without Project Conditions
PM Peak Hour

Intersection 6

Madison St/Ave 40

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	10	11	106.0%	22.3	5.9	C
	Through						
	Right Turn						
	Subtotal	10	11	106.0%	22.3	5.9	C
SB	Left Turn	200	193	96.6%	25.4	17.0	C
	Through						
	Right Turn	60	59	99.0%	12.0	12.3	B
	Subtotal	260	253	97.1%	22.1	15.6	C
EB	Left Turn	60	59	99.0%	13.2	3.3	B
	Through	440	466	106.0%	12.4	2.2	B
	Right Turn						
	Subtotal	500	526	105.1%	12.6	2.0	B
WB	Left Turn	10	11	109.0%	11.4	9.5	B
	Through	290	294	101.2%	9.2	1.3	A
	Right Turn	120	124	103.0%	3.4	0.9	A
	Subtotal	420	428	101.9%	7.7	0.8	A
Total		1,190	1,217	102.3%	13.6	4.3	B

Intersection 6

Madison St/Ave 40

Signal

Direction	Movement	Storage (ft)	Average Queue (ft)				Maximum Queue (ft)				Exceeds Storage?
			Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum	
NB	U Turn										
	Second Left										
	Left Turn										
	Through										
	Right Turn										
SB	Second Right										
	U Turn										
	Second Left	150	16	3	14	22	218	149	112	622	MAX
	Left Turn										
	Through	150	1	0	1	1	55	23	24	96	NO
EB	Right Turn										
	Second Right										
	U Turn										
	Second Left	175	2	1	1	3	63	13	45	87	NO
	Left Turn	500	17	2	13	19	279	61	198	381	NO
WB	Through										
	Right Turn										
	Second Right										
	U Turn										
	Second Left	200	0	0	0	0	24	12	0	48	NO
WB	Left Turn	2,500	8	1	6	10	153	45	116	271	NO
	Through										
	Right Turn	2,500	2	0	2	3	75	14	63	102	NO

Vissim Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Pulte Debonne Traffic Study & Roundabout
Near-Term Plus Project (TWSC)
AM Peak Hour

Intersection 4 Jefferson St/Ave 40 Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	100	89	88.7%	321.2	30.6	F
	Through	744	662	89.0%	339.0	27.0	F
	Right Turn	137	128	93.1%	105.2	8.5	F
	Subtotal	981	879	89.6%	299.3	26.9	F
SB	Left Turn	220	224	101.9%	202.6	54.6	F
	Through	811	840	103.6%	204.2	59.5	F
	Right Turn	92	93	100.5%	202.6	57.5	F
	Subtotal	1,123	1,157	103.0%	203.8	58.1	F
EB	Left Turn	32	36	113.8%	42.8	11.2	D
	Through	52	56	108.5%	34.1	6.8	C
	Right Turn	60	58	96.2%	13.6	4.7	B
	Subtotal	144	151	104.5%	28.9	5.8	C
WB	Left Turn	188	188	99.8%	41.6	6.5	D
	Through	173	179	103.6%	37.1	6.0	D
	Right Turn	320	328	102.5%	18.0	5.1	B
	Subtotal	681	695	102.0%	29.5	3.5	C
Total		2,929	2,881	98.4%	184.5	23.8	F

Intersection 5 Camino San Gregorio/Ave 40 Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	10	11	111.0%	3.2	1.5	A
	Through						
	Right Turn	20	22	108.5%	2.4	2.0	A
	Subtotal	30	33	109.3%	2.5	1.3	A
SB	Left Turn	38	39	102.1%	13.3	2.5	B
	Through						
	Right Turn	85	87	102.8%	10.4	0.9	B
	Subtotal	123	126	102.6%	11.4	1.2	B
EB	Left Turn	42	41	96.7%	11.2	4.1	B
	Through	357	360	101.0%	1.2	0.2	A
	Right Turn	10	10	101.0%	1.1	0.7	A
	Subtotal	409	411	100.5%	2.1	0.5	A
WB	Left Turn	30	29	96.0%	2.0	0.8	A
	Through	586	598	102.1%	2.0	0.4	A
	Right Turn	18	18	99.4%	1.1	0.2	A
	Subtotal	634	645	101.7%	2.0	0.4	A
Total		1,196	1,215	101.6%	3.1	0.5	A

Vissim Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Pulte Debonne Traffic Study & Roundabout
Near-Term Plus Project (TWSC)
AM Peak Hour

Intersection 6

Madison St/Ave 40

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	142	136	95.7%	31.3	19.6	C
	Through						
	Right Turn	106	107	101.2%	20.9	20.9	C
	Subtotal	248	243	98.1%	26.7	20.1	C
EB	Left Turn	47	44	94.0%	15.9	6.2	B
	Through	368	376	102.2%	8.1	1.7	A
	Right Turn						
	Subtotal	415	420	101.3%	8.9	1.7	A
WB	Left Turn						
	Through	528	536	101.5%	9.1	1.5	A
	Right Turn	217	223	102.5%	4.7	0.9	A
	Subtotal	745	758	101.8%	7.8	1.1	A
Total		1,408	1,422	101.0%	11.3	3.8	B

Intersection 4 Jefferson St/Ave 40 Signal

Direction	Movement	Storage (ft)	Average Queue (ft)				Maximum Queue (ft)				Exceeds Storage?
			Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum	
NB	U Turn										
	Second Left										
	Left Turn	200	5	1	3	6	99	27	68	160	NO
	Through	1,200	1,169	71	1,080	1,280	1,646	8	1,633	1,654	MAX
	Right Turn	1,200	3	1	2	4	103	13	85	123	NO
SB	Second Right										
	U Turn										
	Second Left										
	Left Turn	300	18	2	15	23	208	42	149	270	NO
	Through	2,500	810	198	548	1,084	2,092	265	1,576	2,594	NO
EB	Right Turn	2,500	809	198	547	1,084	2,092	265	1,576	2,594	NO
	Second Right										
	U Turn										
	Second Left										
	Left Turn	150	6	2	4	9	78	11	64	92	NO
WB	Through	5,000	12	2	9	17	143	44	96	249	NO
	Right Turn	5,000	9	2	6	14	143	44	96	249	NO
	Second Right										
	U Turn										
	Second Left										
WB	Left Turn	150	40	5	32	49	286	94	212	544	MAX
	Through	4,500	32	4	26	40	252	106	194	542	NO
	Right Turn	175	31	7	21	45	240	51	180	357	MAX
	Second Right										
	U Turn										

Intersection 5 Camino San Gregorio/Ave 40 Side-street Stop

Direction	Movement	Storage (ft)	Average Queue (ft)				Maximum Queue (ft)				Exceeds Storage?
			Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum	
NB	U Turn										
	Second Left										
	Left Turn	100	0	0	0	0	34	14	20	57	NO
	Through										
	Right Turn	100	0	0	0	0	33	14	19	56	NO
SB	Second Right										
	U Turn										
	Second Left										
	Left Turn	100	2	0	1	2	48	12	24	64	NO
	Through										
EB	Right Turn	100	3	0	3	4	74	22	44	118	NO
	Second Right										
	U Turn										
	Second Left										
	Left Turn	100	1	0	0	2	53	17	26	72	NO
WB	Through										
	Right Turn										
	Second Right										
	U Turn										
	Second Left										
WB	Left Turn	100	0	0	0	0	32	15	0	54	NO
	Through										
	Right Turn										
	Second Right										
	U Turn										

Intersection 6 Madison St/Ave 40 Signal

Direction	Movement	Storage (ft)	Average Queue (ft)				Maximum Queue (ft)				Exceeds Storage?
			Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum	
NB	U Turn										
	Second Left										
	Left Turn										
	Through										
	Right Turn										
SB	Second Right										
	U Turn										
	Second Left	150	12	2	10	16	177	130	92	540	MAX
	Left Turn										
	Through	150	2	1	1	4	99	34	46	144	NO
EB	Right Turn										
	Second Right										
	U Turn										
	Second Left	175	1	0	0	1	45	9	25	59	NO
	Left Turn	500	7	1	5	8	168	30	137	221	NO
WB	Through										
	Right Turn										
	Second Right										
	U Turn										
	Second Left										
WB	Left Turn	2,500	13	3	8	17	257	42	151	300	NO
	Through										
	Right Turn	2,500	4	1	3	5	129	52	79	259	NO
	Second Right										
	U Turn										

Vissim Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Pulte Debonne Traffic Study & Roundabout
Near-Term Plus Project (TWSC)
PM Peak Hour

Intersection 4 Jefferson St/Ave 40 Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	90	84	93.3%	324.3	35.1	F
	Through	683	624	91.4%	346.5	30.5	F
	Right Turn	247	250	101.3%	106.4	11.4	F
	Subtotal	1,020	958	93.9%	281.9	25.6	F
SB	Left Turn	240	252	105.1%	156.2	59.9	F
	Through	728	763	104.8%	150.0	59.4	F
	Right Turn	52	53	101.3%	146.9	62.7	F
	Subtotal	1,020	1,068	104.7%	151.4	59.6	F
EB	Left Turn	52	54	103.5%	37.4	4.6	D
	Through	126	130	103.1%	46.1	9.8	D
	Right Turn	120	123	102.2%	33.5	9.4	C
	Subtotal	298	306	102.8%	39.4	7.9	D
WB	Left Turn	173	177	102.5%	53.4	15.5	D
	Through	113	118	104.7%	38.1	4.6	D
	Right Turn	150	151	100.5%	9.8	1.8	A
	Subtotal	436	446	102.4%	34.2	7.3	C
Total		2,774	2,779	100.2%	165.4	21.3	F

Intersection 5 Camino San Gregorio/Ave 40 Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	20	22	108.5%	1.8	1.1	A
	Through						
	Right Turn	30	29	97.7%	1.3	0.6	A
	Subtotal	50	51	102.0%	1.7	0.6	A
SB	Left Turn	26	26	101.5%	11.7	3.6	B
	Through						
	Right Turn	60	63	105.3%	6.4	0.5	A
	Subtotal	86	90	104.2%	7.9	0.9	A
EB	Left Turn	94	96	102.0%	4.0	1.1	A
	Through	509	530	104.1%	1.7	0.3	A
	Right Turn	10	11	105.0%	1.3	1.1	A
	Subtotal	613	636	103.8%	2.0	0.3	A
WB	Left Turn	30	32	105.7%	3.3	1.4	A
	Through	356	363	101.9%	1.4	0.3	A
	Right Turn	41	40	98.0%	1.1	0.4	A
	Subtotal	427	435	101.8%	1.5	0.3	A
Total		1,176	1,212	103.0%	2.2	0.2	A

Vissim Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Pulte Debonne Traffic Study & Roundabout
Near-Term Plus Project (TWSC)
PM Peak Hour

Intersection 6

Madison St/Ave 40

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	10	11	107.0%	23.1	9.9	C
	Through						
	Right Turn						
	Subtotal	10	11	107.0%	23.1	9.9	C
SB	Left Turn	222	220	99.1%	24.1	10.5	C
	Through						
	Right Turn	86	89	103.1%	14.0	18.8	B
	Subtotal	308	309	100.2%	21.1	12.9	C
EB	Left Turn	99	98	99.3%	14.3	3.5	B
	Through	466	487	104.5%	12.3	1.9	B
	Right Turn						
	Subtotal	565	586	103.6%	12.6	1.7	B
WB	Left Turn	10	10	100.0%	11.1	12.2	B
	Through	331	336	101.6%	13.1	6.0	B
	Right Turn	155	160	103.1%	5.3	4.5	A
	Subtotal	496	506	102.0%	10.7	5.4	B
Total		1,379	1,411	102.3%	14.4	3.7	B

Intersection 4 Jefferson St/Ave 40 Signal

Direction	Movement	Storage (ft)	Average Queue (ft)				Maximum Queue (ft)				Exceeds Storage?
			Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum	
NB	U Turn										
	Second Left										
	Left Turn	200	6	1	5	8	112	20	87	159	NO
	Through	1,200	1,410	32	1,352	1,450	1,650	7	1,631	1,654	AVG
	Right Turn	1,200	14	5	9	25	208	74	149	356	NO
SB	Second Right										
	U Turn										
	Second Left										
	Left Turn	300	27	6	18	36	286	57	217	358	NO
	Through	2,500	581	163	255	809	1,849	316	1,266	2,467	NO
EB	Right Turn	2,500	580	163	255	808	1,849	316	1,266	2,467	NO
	Second Right										
	U Turn										
	Second Left										
	Left Turn	150	9	2	7	12	98	18	65	118	NO
WB	Through	5,000	45	6	35	52	336	91	215	512	NO
	Right Turn	5,000	44	6	34	52	336	91	215	512	NO
	Second Right										
	U Turn										
	Second Left										
WB	Left Turn	150	51	6	40	63	250	44	196	334	MAX
	Through	4,500	19	3	14	23	153	27	114	187	NO
	Right Turn	175	7	1	5	9	133	34	87	183	NO
	Second Right										

Intersection 5 Camino San Gregorio/Ave 40 Side-street Stop

Direction	Movement	Storage (ft)	Average Queue (ft)				Maximum Queue (ft)				Exceeds Storage?
			Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum	
NB	U Turn										
	Second Left										
	Left Turn	100	0	0	0	0	43	19	19	63	NO
	Through										
	Right Turn	100	0	0	0	0	42	19	17	62	NO
SB	Second Right										
	U Turn										
	Second Left										
	Left Turn	100	1	0	1	1	39	14	22	66	NO
	Through										
EB	Right Turn	100	2	0	1	2	56	15	42	86	NO
	Second Right										
	U Turn										
	Second Left										
	Left Turn	100	2	1	1	3	72	16	48	95	NO
WB	Through										
	Right Turn										
	Second Right										
	U Turn										
	Second Left										
WB	Left Turn	100	0	0	0	1	42	16	30	77	NO
	Through										
	Right Turn										
	Second Right										

Intersection 6 Madison St/Ave 40 Signal

Direction	Movement	Storage (ft)	Average Queue (ft)				Maximum Queue (ft)				Exceeds Storage?
			Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum	
NB	U Turn										
	Second Left										
	Left Turn										
	Through										
	Right Turn										
SB	Second Right										
	U Turn										
	Second Left	150	21	2	19	24	193	62	136	329	MAX
	Left Turn										
	Through	150	1	0	1	2	60	14	44	84	NO
EB	Right Turn										
	Second Right										
	U Turn										
	Second Left	175	4	1	3	6	82	16	64	106	NO
	Left Turn	500	18	3	14	22	317	100	237	514	NO
WB	Through										
	Right Turn										
	Second Right										
	U Turn										
	Second Left	200	0	0	0	1	26	7	21	45	NO
WB	Left Turn	2,500	10	1	8	12	195	45	123	284	NO
	Through										
	Right Turn	2,500	3	1	2	4	102	25	78	152	NO

Vissim Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Pulte Debonne Traffic Study & Roundabout
Cumulative Year No Project
AM Peak Hour

Intersection 4 **Jefferson St/Ave 40** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	170	173	101.5%	67.0	9.2	E
	Through	910	952	104.6%	42.8	9.6	D
	Right Turn	110	120	109.4%	4.9	0.5	A
	Subtotal	1,190	1,244	104.6%	42.6	7.7	D
SB	Left Turn	250	258	103.1%	64.1	17.4	E
	Through	930	967	104.0%	31.4	3.0	C
	Right Turn	110	114	103.7%	29.2	3.8	C
	Subtotal	1,290	1,339	103.8%	37.8	4.9	D
EB	Left Turn	30	32	106.0%	53.7	13.4	D
	Through	60	61	101.0%	41.5	6.9	D
	Right Turn	90	85	94.1%	13.8	3.1	B
	Subtotal	180	177	98.4%	30.6	4.1	C
WB	Left Turn	120	122	101.5%	71.2	25.4	E
	Through	230	243	105.6%	47.6	5.1	D
	Right Turn	370	378	102.2%	29.3	4.3	C
	Subtotal	720	743	103.1%	42.3	6.4	D
Total		3,380	3,503	103.6%	40.2	3.5	D

Intersection 5 **Camino San Gregorio/Ave 40** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	10	11	111.0%	10.5	3.1	B
	Through						
	Right Turn	20	19	92.5%	8.4	0.6	A
	Subtotal	30	30	98.7%	9.4	1.9	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	410	429	104.6%	0.5	0.1	A
	Right Turn	10	12	118.0%	1.8	1.4	A
	Subtotal	420	441	105.0%	0.5	0.1	A
WB	Left Turn	30	28	93.7%	4.2	1.4	A
	Through	710	733	103.3%	0.8	0.1	A
	Right Turn						
	Subtotal	740	761	102.9%	1.0	0.1	A
Total		1,190	1,232	103.5%	1.0	0.1	A

Vissim Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Pulte Debonne Traffic Study & Roundabout
Cumulative Year No Project
AM Peak Hour

Intersection 6

Madison St/Ave 40

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	130	133	102.4%	19.8	2.9	B
	Through						
	Right Turn	80	79	99.0%	5.0	0.5	A
	Subtotal	210	212	101.1%	13.9	1.7	B
EB	Left Turn	40	40	100.8%	12.8	3.3	B
	Through	390	406	104.2%	6.2	1.1	A
	Right Turn						
	Subtotal	430	447	103.9%	6.8	1.1	A
WB	Left Turn						
	Through	660	682	103.4%	7.8	1.7	A
	Right Turn	230	241	104.9%	5.2	2.1	A
	Subtotal	890	923	103.8%	7.1	1.8	A
Total		1,530	1,582	103.4%	8.0	1.2	A

Intersection 4 **Jefferson St/Ave 40** **Signal**

Direction	Movement	Storage (ft)	Average Queue (ft)				Maximum Queue (ft)				Exceeds Storage?
			Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum	
NB	U Turn										
	Second Left										
	Left Turn	200	53	7	42	63	451	193	222	747	MAX
	Through	1,200	123	23	91	157	828	252	495	1,367	NO
	Right Turn	1,200	1	0	1	2	63	13	46	87	NO
	Second Right										
SB	U Turn										
	Second Left										
	Left Turn	300	80	16	63	111	411	108	285	628	MAX
	Through	2,500	95	9	83	107	598	73	471	707	NO
	Right Turn	2,500	96	9	84	109	599	73	473	708	NO
	Second Right										
EB	U Turn										
	Second Left										
	Left Turn	150	8	1	5	10	81	16	48	106	NO
	Through	5,000	15	2	13	18	132	24	109	170	NO
	Right Turn	5,000	15	2	13	18	132	24	109	171	NO
	Second Right										
WB	U Turn										
	Second Left										
	Left Turn	150	41	17	25	85	246	81	180	449	MAX
	Through	4,500	31	3	26	34	171	30	133	232	NO
	Right Turn	175	40	5	30	49	383	55	285	484	MAX
	Second Right										

Intersection 5 **Camino San Gregorio/Ave 40** **Side-street Stop**

Direction	Movement	Storage (ft)	Average Queue (ft)				Maximum Queue (ft)				Exceeds Storage?
			Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum	
NB	U Turn										
	Second Left										
	Left Turn	100	2	0	1	2	70	9	60	81	NO
	Through										
	Right Turn	100	1	0	1	2	69	9	59	80	NO
	Second Right										
SB	U Turn										
	Second Left										
	Left Turn										
	Through										
	Right Turn										
	Second Right										
EB	U Turn										
	Second Left										
	Left Turn										
	Through										
	Right Turn										
	Second Right										
WB	U Turn										
	Second Left										
	Left Turn	100	0	0	0	1	34	15	21	65	NO
	Through										
	Right Turn										
	Second Right										

Intersection 6

Madison St/Ave 40

Signal

Direction	Movement	Storage (ft)	Average Queue (ft)				Maximum Queue (ft)				Exceeds Storage?
			Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum	
NB	U Turn										
	Second Left										
	Left Turn										
	Through										
	Right Turn										
SB	Second Right										
	U Turn										
	Second Left	150	11	1	9	13	126	27	89	169	NO
	Left Turn										
	Through	150	1	0	0	1	52	14	37	79	NO
EB	Right Turn										
	Second Right										
	U Turn										
	Second Left	175	1	0	0	2	48	11	24	66	NO
	Left Turn	500	4	1	3	5	130	17	106	154	NO
WB	Through										
	Right Turn										
	Second Right										
	U Turn										
	Second Left	2,500	8	1	7	9	130	17	110	168	NO
WB	Left Turn										
	Through	2,500	4	1	3	6	128	53	87	259	NO

Vissim Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Pulte Debonne Traffic Study & Roundabout
Cumulative Year No Project
PM Peak Hour

Intersection 4 Jefferson St/Ave 40 Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	120	127	105.8%	58.4	6.8	E
	Through	870	901	103.5%	36.4	3.3	D
	Right Turn	170	178	104.7%	5.1	0.8	A
	Subtotal	1,160	1,205	103.9%	34.0	3.0	C
SB	Left Turn	280	290	103.6%	77.6	17.4	E
	Through	830	858	103.4%	29.2	2.7	C
	Right Turn	50	49	98.0%	27.0	6.7	C
	Subtotal	1,160	1,198	103.2%	40.3	4.1	D
EB	Left Turn	70	72	102.9%	50.4	7.6	D
	Through	130	132	101.5%	41.1	3.3	D
	Right Turn	180	180	99.8%	23.0	3.1	C
	Subtotal	380	384	100.9%	34.4	2.6	C
WB	Left Turn	130	133	102.2%	67.5	11.1	E
	Through	100	101	100.7%	43.2	7.8	D
	Right Turn	170	172	101.1%	8.6	1.9	A
	Subtotal	400	405	101.4%	38.6	6.5	D
Total		3,100	3,192	103.0%	37.4	2.0	D

Intersection 5 Camino San Gregorio/Ave 40 Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	20	21	104.5%	9.7	2.8	A
	Through						
	Right Turn	30	28	92.3%	9.0	0.5	A
	Subtotal	50	49	97.2%	9.6	1.2	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	570	591	103.6%	0.3	0.1	A
	Right Turn	10	11	108.0%	0.2	0.3	A
	Subtotal	580	601	103.7%	0.3	0.1	A
WB	Left Turn	30	29	96.0%	2.9	0.8	A
	Through	380	384	101.2%	0.8	0.1	A
	Right Turn						
	Subtotal	410	413	100.8%	1.0	0.1	A
Total		1,040	1,063	102.2%	1.0	0.2	A

Vissim Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Pulte Debonne Traffic Study & Roundabout
Cumulative Year No Project
PM Peak Hour

Intersection 6

Madison St/Ave 40

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	10	10	103.0%	26.5	8.9	C
	Through						
	Right Turn						
	Subtotal	10	10	103.0%	26.5	8.9	C
SB	Left Turn	230	227	98.9%	18.2	2.1	B
	Through						
	Right Turn	70	67	96.1%	4.3	0.7	A
	Subtotal	300	295	98.2%	15.0	1.6	B
EB	Left Turn	70	70	99.7%	12.5	2.5	B
	Through	530	551	103.9%	9.9	2.0	A
	Right Turn						
	Subtotal	600	621	103.4%	10.3	1.9	B
WB	Left Turn	10	12	116.0%	14.3	10.5	B
	Through	330	336	101.8%	9.4	1.5	A
	Right Turn	140	143	102.3%	4.1	0.9	A
	Subtotal	480	491	102.2%	8.0	1.0	A
Total		1,390	1,416	101.9%	10.8	1.3	B

Intersection 4

Jefferson St/Ave 40

Signal

Direction	Movement	Storage (ft)	Average Queue (ft)				Maximum Queue (ft)				Exceeds Storage?
			Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum	
NB	U Turn										
	Second Left										
	Left Turn	200	37	6	28	50	310	179	153	624	MAX
	Through	1,200	109	9	94	123	639	100	490	842	NO
	Right Turn	1,200	3	1	2	4	83	16	64	110	NO
SB	Second Right										
	U Turn										
	Second Left										
	Left Turn	300	113	24	84	153	546	94	381	685	MAX
	Through	2,500	79	7	71	90	493	57	408	571	NO
EB	Right Turn	2,500	80	7	72	91	495	57	410	573	NO
	Second Right										
	U Turn										
	Second Left										
	Left Turn	150	19	4	11	24	157	32	110	198	MAX
WB	Through	5,000	34	3	29	40	220	33	164	283	NO
	Right Turn	5,000	34	3	30	40	220	33	165	283	NO
	Second Right										
	U Turn										
	Second Left										
WB	Left Turn	150	43	4	36	48	238	40	172	297	MAX
	Through	4,500	14	2	11	17	86	15	67	111	NO
	Right Turn	175	9	3	6	14	168	61	94	258	NO
	Second Right										

Intersection 5

Camino San Gregorio/Ave 40

Side-street Stop

Direction	Movement	Storage (ft)	Average Queue (ft)				Maximum Queue (ft)				Exceeds Storage?
			Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum	
NB	U Turn										
	Second Left										
	Left Turn	100	2	0	2	3	69	9	59	81	NO
	Through										
	Right Turn	100	2	0	2	3	69	9	58	80	NO
SB	Second Right										
	U Turn										
	Second Left										
	Left Turn										
	Through										
EB	Right Turn										
	Second Right										
	U Turn										
	Second Left										
	Left Turn										
WB	Through										
	Right Turn										
	Second Right										
	U Turn										
	Second Left										
WB	Left Turn	100	0	0	0	0	25	6	21	42	NO
	Through										
	Right Turn										
	Second Right										

Intersection 6

Madison St/Ave 40

Signal

Direction	Movement	Storage (ft)	Average Queue (ft)				Maximum Queue (ft)				Exceeds Storage?
			Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum	
NB	U Turn	100	1	0	1	2	50	34	22	97	NO
	Second Left										
	Left Turn										
	Through										
SB	Right Turn	150	19	3	16	24	191	38	136	275	MAX
	Second Right										
	U Turn										
	Second Left										
EB	Left Turn	175	3	0	2	3	80	15	65	109	NO
	Through										
	Right Turn										
	Second Right										
WB	Through	500	10	2	8	13	168	33	122	222	NO
	U Turn										
	Second Left										
	Left Turn										
WB	Through	2,500	0	0	0	1	33	13	22	57	NO
	Right Turn										
	Second Right										
	U Turn										
WB	Through	2,500	6	1	5	7	94	16	70	127	NO
	Right Turn										
	Second Right										
	U Turn										
WB	Through	2,500	3	0	2	4	95	23	68	150	NO
	Right Turn										
	Second Right										
	U Turn										

Vissim Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Pulte Debonne Traffic Study & Roundabout
Cumulative Year Plus Project (TWSC)
AM Peak Hour

Intersection 4 Jefferson St/Ave 40 Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	170	177	103.9%	60.1	11.7	E
	Through	914	950	103.9%	35.7	7.8	D
	Right Turn	157	169	107.8%	5.0	1.1	A
	Subtotal	1,241	1,296	104.4%	35.1	7.1	D
SB	Left Turn	250	258	103.3%	51.7	6.8	D
	Through	941	979	104.0%	28.8	5.5	C
	Right Turn	112	115	102.2%	24.7	7.9	C
	Subtotal	1,303	1,352	103.7%	33.1	4.4	C
EB	Left Turn	32	33	104.4%	43.7	21.3	D
	Through	72	76	105.7%	46.4	9.9	D
	Right Turn	90	87	96.9%	18.5	10.4	B
	Subtotal	194	197	101.4%	34.5	10.7	C
WB	Left Turn	208	212	102.1%	253.2	61.5	F
	Through	263	285	108.4%	44.1	6.1	D
	Right Turn	370	381	102.9%	21.8	9.1	C
	Subtotal	841	878	104.4%	91.8	18.8	F
Total		3,579	3,722	104.0%	48.5	4.3	D

Intersection 5 Camino San Gregorio/Ave 40 Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	10	11	106.0%	9.7	3.0	A
	Through						
	Right Turn	20	19	93.0%	9.1	1.6	A
	Subtotal	30	29	97.3%	9.3	1.5	A
SB	Left Turn	38	37	96.1%	11.4	2.0	B
	Through						
	Right Turn	85	88	103.8%	9.8	1.0	A
	Subtotal	123	125	101.4%	10.3	1.0	B
EB	Left Turn	42	40	94.8%	4.9	1.9	A
	Through	427	455	106.5%	0.5	0.1	A
	Right Turn	10	10	103.0%	0.8	1.1	A
	Subtotal	479	505	105.4%	0.9	0.3	A
WB	Left Turn	30	28	94.3%	3.1	1.4	A
	Through	746	776	104.0%	1.2	0.2	A
	Right Turn	18	18	98.3%	1.5	0.7	A
	Subtotal	794	822	103.5%	1.2	0.2	A
Total		1,426	1,481	103.8%	2.0	0.2	A

Vissim Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Pulte Debonne Traffic Study & Roundabout
Cumulative Year Plus Project (TWSC)
AM Peak Hour

Intersection 6

Madison St/Ave 40

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	162	161	99.6%	21.1	3.4	C
	Through						
	Right Turn	116	117	101.1%	5.9	1.7	A
	Subtotal	278	279	100.3%	15.0	3.1	B
EB	Left Turn	57	57	100.2%	13.9	4.6	B
	Through	428	455	106.4%	6.5	0.8	A
	Right Turn						
	Subtotal	485	513	105.7%	7.4	1.2	A
WB	Left Turn						
	Through	678	706	104.1%	9.1	0.9	A
	Right Turn	247	255	103.4%	5.5	1.3	A
	Subtotal	925	961	103.9%	8.1	0.9	A
Total		1,688	1,752	103.8%	9.0	0.9	A

Intersection 4

Jefferson St/Ave 40

Signal

Direction	Movement	Storage (ft)	Average Queue (ft)				Maximum Queue (ft)				Exceeds Storage?
			Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum	
NB	U Turn										
	Second Left										
	Left Turn	200	60	16	42	91	497	227	214	803	MAX
	Through	1,200	128	38	89	217	828	258	559	1,476	NO
	Right Turn	1,200	3	0	2	3	80	18	47	109	NO
SB	Second Right										
	U Turn										
	Second Left										
	Left Turn	300	74	8	65	92	391	56	314	480	MAX
	Through	2,500	105	15	88	140	693	192	554	1,213	NO
EB	Right Turn	2,500	106	15	90	141	694	192	555	1,215	NO
	Second Right										
	U Turn										
	Second Left										
	Left Turn	150	9	2	6	11	79	16	64	106	NO
WB	Through	5,000	18	2	17	22	136	26	100	179	NO
	Right Turn	5,000	18	2	17	22	136	26	100	179	NO
	Second Right										
	U Turn										
	Second Left										
WB	Left Turn	150	199	64	99	313	659	170	432	914	AVG
	Through	4,500	36	2	33	39	195	21	159	230	NO
	Right Turn	175	40	13	31	72	398	110	279	646	MAX
	Second Right										

Intersection 5

Camino San Gregorio/Ave 40

Side-street Stop

Direction	Movement	Storage (ft)	Average Queue (ft)				Maximum Queue (ft)				Exceeds Storage?
			Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum	
NB	U Turn										
	Second Left										
	Left Turn	100	1	0	1	2	68	10	58	81	NO
	Through										
	Right Turn	100	1	0	1	2	68	10	57	80	NO
SB	Second Right										
	U Turn										
	Second Left										
	Left Turn	100	1	0	1	2	47	13	28	76	NO
	Through										
EB	Right Turn	100	3	0	2	3	74	23	45	121	NO
	Second Right										
	U Turn										
	Second Left										
	Left Turn	100	1	0	0	2	48	16	29	76	NO
WB	Through										
	Right Turn										
	Second Right										
	U Turn										
	Second Left										
WB	Left Turn	100	0	0	0	0	27	7	19	41	NO
	Through										
	Right Turn										
	Second Right										

Intersection 6

Madison St/Ave 40

Signal

Direction	Movement	Storage (ft)	Average Queue (ft)				Maximum Queue (ft)				Exceeds Storage?
			Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum	
NB	U Turn										
	Second Left										
	Left Turn										
	Through										
	Right Turn										
SB	Second Right										
	U Turn										
	Second Left	150	14	1	12	17	153	41	110	224	MAX
	Left Turn										
	Through	150	1	0	1	2	66	17	44	90	NO
EB	Right Turn										
	Second Right										
	U Turn										
	Second Left	175	1	0	1	2	59	10	45	73	NO
	Left Turn	500	5	1	4	7	137	32	94	183	NO
WB	Through										
	Right Turn										
	Second Right										
	U Turn										
	Second Left	2,500	9	1	7	11	140	17	113	173	NO
WB	Left Turn										
	Through	2,500	5	1	3	6	136	44	67	212	NO

Vissim Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Pulte Debonne Traffic Study & Roundabout
Cumulative Year Plus Project (TWSC)
PM Peak Hour

Intersection 4 Jefferson St/Ave 40 Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	120	124	103.6%	56.5	7.9	E
	Through	883	906	102.6%	37.6	3.2	D
	Right Turn	277	294	106.2%	7.0	2.1	A
	Subtotal	1,280	1,325	103.5%	32.9	2.8	C
SB	Left Turn	280	292	104.3%	85.5	15.6	F
	Through	838	878	104.7%	33.5	3.3	C
	Right Turn	52	49	94.8%	31.9	8.5	C
	Subtotal	1,170	1,219	104.2%	45.3	4.8	D
EB	Left Turn	72	77	106.4%	52.8	6.9	D
	Through	156	159	101.7%	44.4	5.1	D
	Right Turn	180	183	101.7%	27.7	6.8	C
	Subtotal	408	418	102.5%	38.5	3.8	D
WB	Left Turn	193	197	101.9%	267.9	53.3	F
	Through	123	127	103.6%	45.1	7.4	D
	Right Turn	170	173	102.0%	8.3	1.7	A
	Subtotal	486	497	102.3%	120.9	26.0	F
Total		3,344	3,459	103.4%	50.0	2.3	D

Intersection 5 Camino San Gregorio/Ave 40 Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	20	21	105.0%	11.5	4.1	B
	Through						
	Right Turn	30	28	94.7%	9.2	0.9	A
	Subtotal	50	49	98.8%	10.2	2.0	B
SB	Left Turn	26	26	100.8%	9.4	1.7	A
	Through						
	Right Turn	60	63	104.5%	8.0	0.6	A
	Subtotal	86	89	103.4%	8.4	0.7	A
EB	Left Turn	94	99	105.1%	2.7	0.9	A
	Through	609	637	104.6%	0.6	0.1	A
	Right Turn	10	10	104.0%	0.4	0.6	A
	Subtotal	713	746	104.7%	0.9	0.1	A
WB	Left Turn	30	31	103.0%	3.5	1.1	A
	Through	406	413	101.7%	0.8	0.1	A
	Right Turn	41	42	103.2%	1.5	0.4	A
	Subtotal	477	486	101.9%	1.1	0.2	A
Total		1,326	1,371	103.4%	1.9	0.2	A

Vissim Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Pulte Debonne Traffic Study & Roundabout
Cumulative Year Plus Project (TWSC)
PM Peak Hour

Intersection 6

Madison St/Ave 40

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	10	9	91.0%	27.9	13.7	C
	Through						
	Right Turn						
	Subtotal	10	9	91.0%	27.9	13.7	C
SB	Left Turn	252	247	97.9%	19.3	3.1	B
	Through						
	Right Turn	96	98	101.7%	4.8	0.6	A
	Subtotal	348	344	98.9%	15.2	2.0	B
EB	Left Turn	109	110	100.7%	12.0	2.8	B
	Through	556	580	104.3%	9.3	1.7	A
	Right Turn						
	Subtotal	665	690	103.7%	9.8	1.7	A
WB	Left Turn	10	11	113.0%	11.5	10.5	B
	Through	371	379	102.1%	10.5	2.3	B
	Right Turn	175	177	101.1%	4.1	1.5	A
	Subtotal	556	567	102.0%	8.6	2.0	A
Total		1,579	1,610	102.0%	10.8	1.6	B

Intersection 4 **Jefferson St/Ave 40** **Signal**

Direction	Movement	Storage (ft)	Average Queue (ft)				Maximum Queue (ft)				Exceeds Storage?
			Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum	
NB	U Turn										
	Second Left										
	Left Turn	200	36	5	29	44	250	95	195	469	MAX
	Through	1,200	116	12	107	144	674	116	560	909	NO
	Right Turn	1,200	9	2	6	13	160	37	109	219	NO
SB	Second Right										
	U Turn										
	Second Left										
	Left Turn	300	130	42	101	245	587	224	398	1,190	MAX
	Through	2,500	89	7	77	97	620	143	445	912	NO
EB	Right Turn	2,500	90	7	78	99	622	143	447	913	NO
	Second Right										
	U Turn										
	Second Left										
	Left Turn	150	21	3	18	26	160	41	111	240	MAX
WB	Through	5,000	43	4	40	53	256	53	197	364	NO
	Right Turn	5,000	44	4	40	54	256	53	198	364	NO
	Second Right										
	U Turn										
	Second Left										
WB	Left Turn	150	242	85	121	411	596	140	368	857	AVG
	Through	4,500	18	2	15	20	108	22	86	153	NO
	Right Turn	175	9	2	6	14	150	48	109	264	NO
	Second Right										

Intersection 5 **Camino San Gregorio/Ave 40** **Side-street Stop**

Direction	Movement	Storage (ft)	Average Queue (ft)				Maximum Queue (ft)				Exceeds Storage?
			Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum	
NB	U Turn										
	Second Left										
	Left Turn	100	2	0	2	3	73	8	59	81	NO
	Through										
	Right Turn	100	2	0	2	3	72	8	58	80	NO
SB	Second Right										
	U Turn										
	Second Left										
	Left Turn	100	1	0	1	1	45	8	31	51	NO
	Through										
EB	Right Turn	100	1	0	1	2	55	14	45	88	NO
	Second Right										
	U Turn										
	Second Left										
	Left Turn	100	1	0	0	1	49	13	32	75	NO
WB	Through										
	Right Turn										
	Second Right										
	U Turn										
	Second Left										
WB	Left Turn	100	0	0	0	1	46	17	24	71	NO
	Through										
	Right Turn										
	Second Right										

Intersection 6

Madison St/Ave 40

Signal

Direction	Movement	Storage (ft)	Average Queue (ft)				Maximum Queue (ft)				Exceeds Storage?
			Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum	
NB	U Turn	100	1	0	1	1	48	35	22	99	NO
	Second Left										
	Left Turn										
	Through										
	Right Turn										
Second Right											
SB	U Turn	150	22	2	19	26	198	34	149	268	MAX
	Second Left										
	Left Turn										
	Through										
	Right Turn										
Second Right											
EB	U Turn	175	4	1	4	5	95	18	69	117	NO
	Second Left										
	Left Turn										
	Through										
	Right Turn										
Second Right											
WB	U Turn	2,500	0	0	0	1	28	9	21	48	NO
	Second Left										
	Left Turn										
	Through										
	Right Turn										
Second Right											

Appendix C:

Peak Hour Signal Warrants

Major Street Avenue 38
 Minor Street Talavera Blvd/Project Driveway

Project Pulte Homes Development
 Scenario Existing (2022)
 Peak Hour AM

Turn Movement Volumes

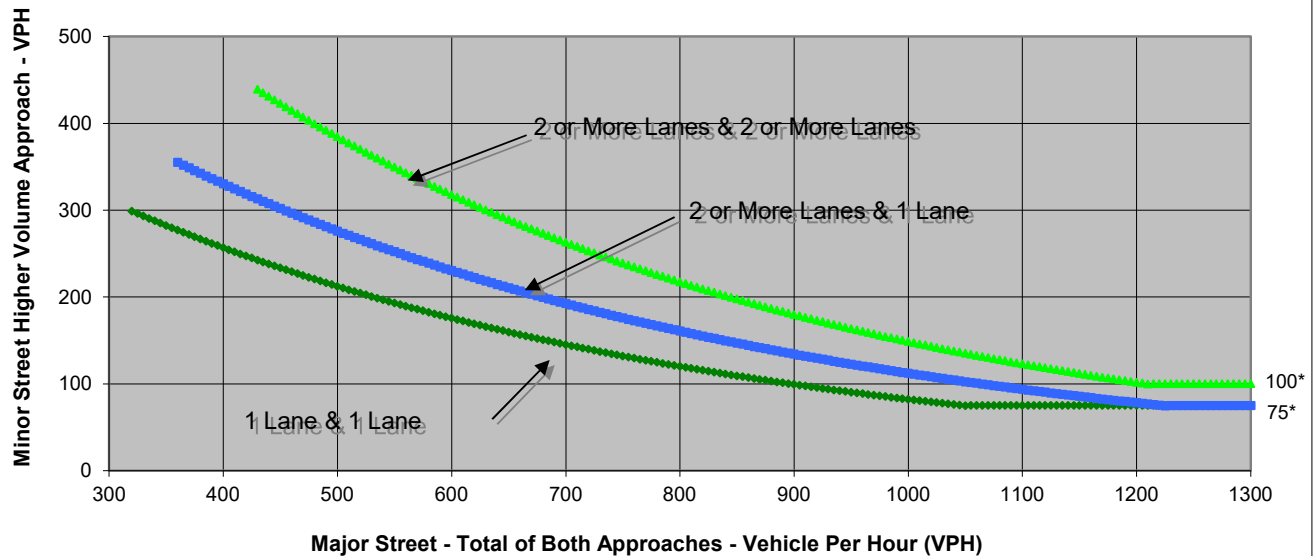
	NB	SB	EB	WB
Left	0	32	9	0
Through	0	0	76	182
Right	0	22	0	13
Total	0	54	85	195

Major Street Direction

	North/South
x	East/West

Figure 4C-4. Warrant 3B, Peak Hour (70% Factor)
 (COMMUNITY LESS THAN 10,000 POPULATION OR

ABOVE 40 MPH ON MAJOR STREET



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Avenue 38	Talavera Blvd/Project Driveway	
Number of Approach Lanes	1	1	<u>NO</u>
Traffic Volume (VPH) *	280	54	

* Note: Traffic Volume for Major Street is Total Volume of Both Approaches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.



Major Street Avenue 38
 Minor Street Talavera Blvd/Project Driveway

Project Pulte Homes Development
 Scenario Existing (2022)
 Peak Hour AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	32	9	0
Through	0	0	76	182
Right	0	22	0	13
Total	0	54	85	195

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	11.5
Approach with Worst Case Delay	WB
Total Vehicles on Approach	195

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	Peak Hour Volume on Minor Approach (vph)	Peak Hour Entering Volume Served (vph)
Existing (2022)	0.6	54	334
Limiting Value	4	100	800
Condition Satisfied?	Not Met	Not Met	Not Met
Warrant Met	<u>NO</u>		

Major Street Avenue 38
 Minor Street Talavera Blvd/Project Driveway

Project Pulte Homes Development
 Scenario Existing (2022)
 Peak Hour PM

Turn Movement Volumes

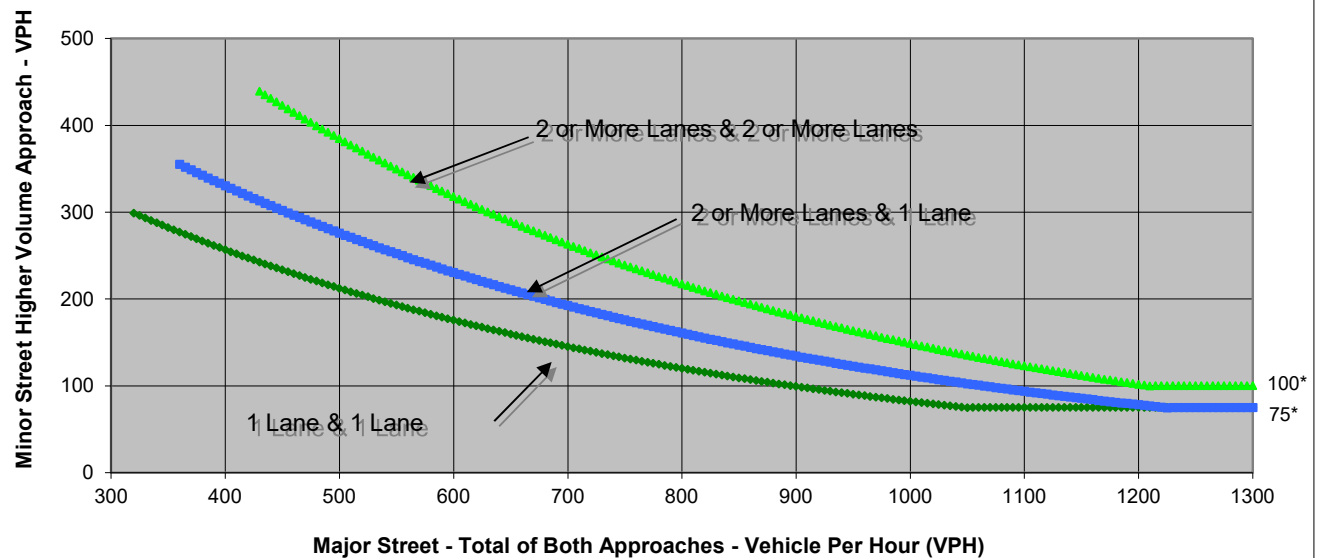
	NB	SB	EB	WB
Left	0	24	31	0
Through	0	0	42	27
Right	0	10	0	29
Total	0	34	73	56

Major Street Direction

	North/South
x	East/West

Figure 4C-4. Warrant 3B, Peak Hour (70% Factor)
 (COMMUNITY LESS THAN 10,000 POPULATION OR

ABOVE 40 MPH ON MAJOR STREET



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Avenue 38	Talavera Blvd/Project Driveway	
Number of Approach Lanes	1	1	<u>NO</u>
Traffic Volume (VPH) *	129	34	

* Note: Traffic Volume for Major Street is Total Volume of Both Approaches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.



Major Street Avenue 38
 Minor Street Talavera Blvd/Project Driveway

Project Pulte Homes Development
 Scenario Existing (2022)
 Peak Hour PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	24	31	0
Through	0	0	42	27
Right	0	10	0	29
Total	0	34	73	56

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	7.6
Approach with Worst Case Delay	WB
Total Vehicles on Approach	56

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	Peak Hour Volume on Minor Approach (vph)	Peak Hour Entering Volume Served (vph)
Existing (2022)	0.1	34	163
Limiting Value	4	100	800
Condition Satisfied?	Not Met	Not Met	Not Met
Warrant Met	<u>NO</u>		



Major Street Madison St
 Minor Street Sun City Blvd/Project Driveway

Project Pulte Homes Development
 Scenario Existing (2022)
 Peak Hour AM

Turn Movement Volumes

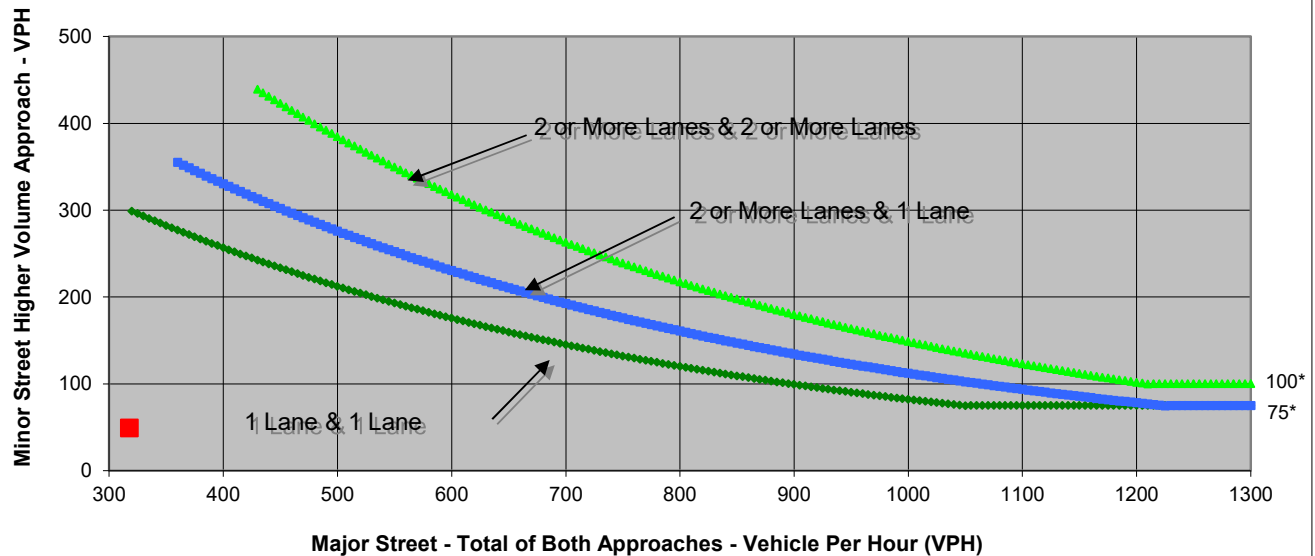
	NB	SB	EB	WB
Left	0	1	0	48
Through	190	113	0	0
Right	14	0	0	1
Total	204	114	0	49

Major Street Direction

x	North/South
	East/West

Figure 4C-4. Warrant 3B, Peak Hour (70% Factor)
 (COMMUNITY LESS THAN 10,000 POPULATION OR

ABOVE 40 MPH ON MAJOR STREET



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Madison St	Sun City Blvd/Project Driveway	
Number of Approach Lanes	1	1	<u>NO</u>
Traffic Volume (VPH) *	318	49	

* Note: Traffic Volume for Major Street is Total Volume of Both Approaches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.



Major Street Madison St
 Minor Street Sun City Blvd/Project Driveway

Project Pulte Homes Development
 Scenario Existing (2022)
 Peak Hour AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	1	0	48
Through	190	113	0	0
Right	14	0	0	1
Total	204	114	0	49

Major Street Direction

x	North/South
	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	11.8
Approach with Worst Case Delay	WB
Total Vehicles on Approach	49

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	Peak Hour Volume on Minor Approach (vph)	Peak Hour Entering Volume Served (vph)
Existing (2022)	0.2	49	367
Limiting Value	4	100	800
Condition Satisfied?	Not Met	Not Met	Not Met
Warrant Met	<u>NO</u>		



Major Street Madison St
 Minor Street Sun City Blvd/Project Driveway

Project Pulte Homes Development
 Scenario Existing (2022)
 Peak Hour PM

Turn Movement Volumes

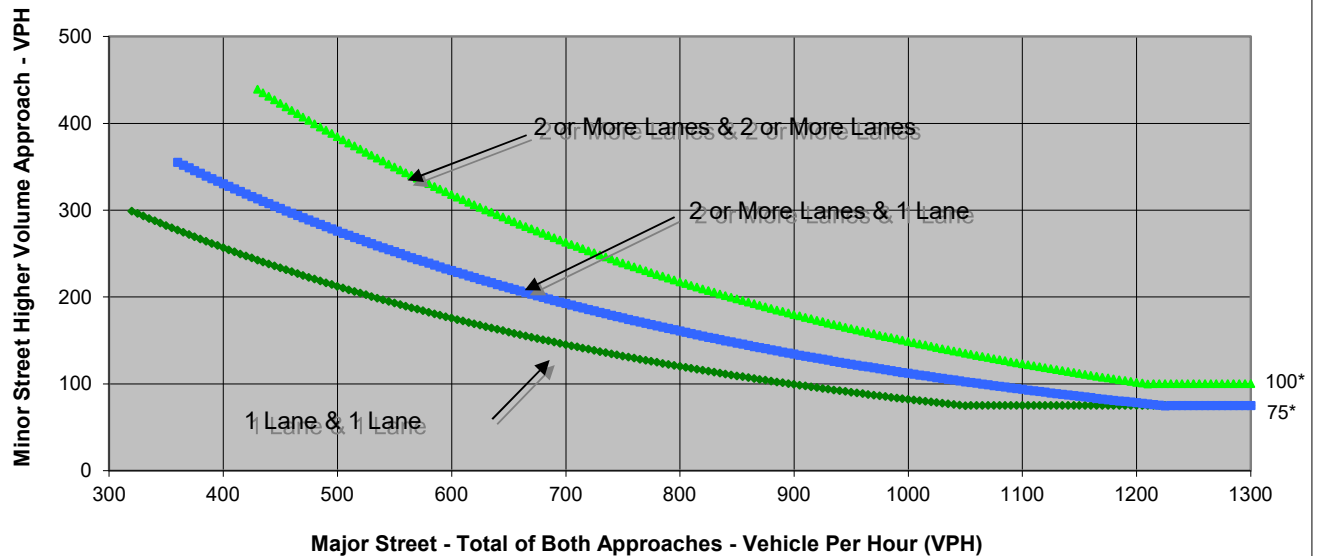
	NB	SB	EB	WB
Left	0	3	0	33
Through	69	73	0	0
Right	35	0	0	1
Total	104	76	0	34

Major Street Direction

x	North/South
	East/West

Figure 4C-4. Warrant 3B, Peak Hour (70% Factor)
 (COMMUNITY LESS THAN 10,000 POPULATION OR

ABOVE 40 MPH ON MAJOR STREET



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Madison St	Sun City Blvd/Project Driveway	
Number of Approach Lanes	1	1	<u>NO</u>
Traffic Volume (VPH) *	180	34	

* Note: Traffic Volume for Major Street is Total Volume of Both Approaches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.



Major Street Madison St
 Minor Street Sun City Blvd/Project Driveway

Project Pulte Homes Development
 Scenario Existing (2022)
 Peak Hour PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	3	0	33
Through	69	73	0	0
Right	35	0	0	1
Total	104	76	0	34

Major Street Direction

x	North/South
	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	9.9
Approach with Worst Case Delay	WB
Total Vehicles on Approach	34

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	Peak Hour Volume on Minor Approach (vph)	Peak Hour Entering Volume Served (vph)
Existing (2022)	0.1	34	214
Limiting Value	4	100	800
Condition Satisfied?	Not Met	Not Met	Not Met
Warrant Met	<u>NO</u>		

Major Street Avenue 40
 Minor Street Camino De Gregorio/Project Driveway

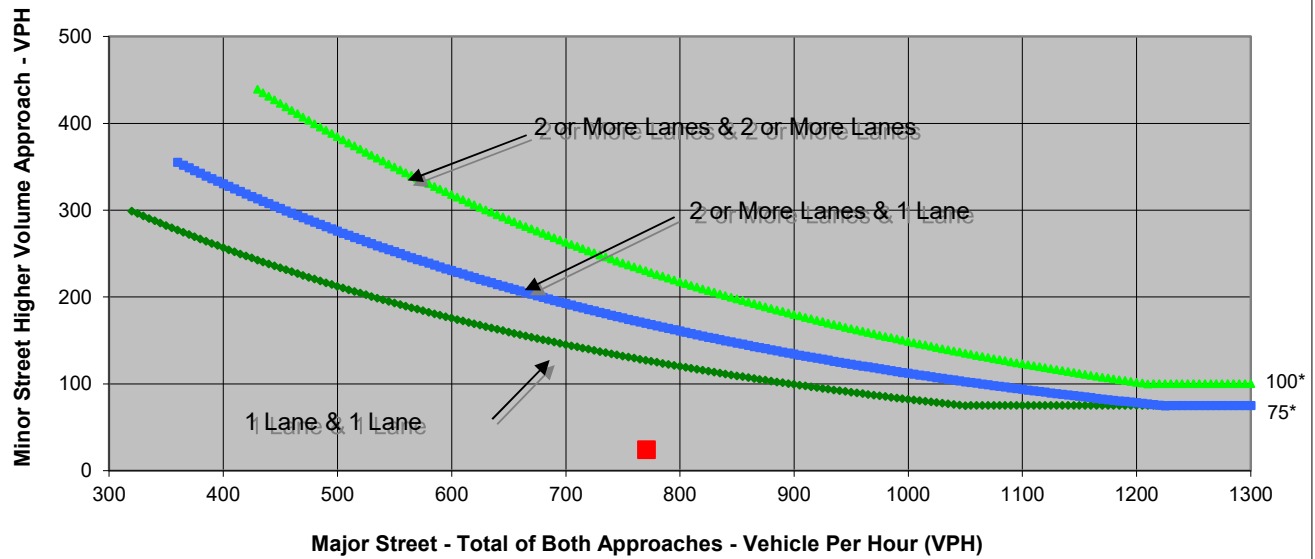
Project Pulte Homes Development
 Scenario Existing (2022)
 Peak Hour AM

Turn Movement Volumes				
	NB	SB	EB	WB
Left	4			15
Through			295	457
Right	20		4	
Total	24	0	299	472

Major Street Direction	
	North/South
x	East/West

Figure 4C-4. Warrant 3B, Peak Hour (70% Factor)
 (COMMUNITY LESS THAN 10,000 POPULATION OR

ABOVE 40 MPH ON MAJOR STREET



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Avenue 40	Camino De Gregorio/Project Driveway	
Number of Approach Lanes	1	1	<u>NO</u>
Traffic Volume (VPH) *	771	24	

* Note: Traffic Volume for Major Street is Total Volume of Both Approaches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.



Major Street Avenue 40
 Minor Street Camino De Gregorio/Project Driveway

Project Pulte Homes Development
 Scenario Existing (2022)
 Peak Hour AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	4	0	0	15
Through	0	0	295	457
Right	20	0	4	0
Total	24	0	299	472

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	1.4
Approach with Worst Case Delay	NB
Total Vehicles on Approach	24

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	Peak Hour Volume on Minor Approach (vph)	Peak Hour Entering Volume Serviced (vph)
Existing (2022)	0	24	795
Limiting Value	4	100	800
Condition Satisfied?	Not Met	Not Met	Not Met
Warrant Met	<u>NO</u>		

Major Street Avenue 40
 Minor Street Camino De Gregorio/Project Driveway

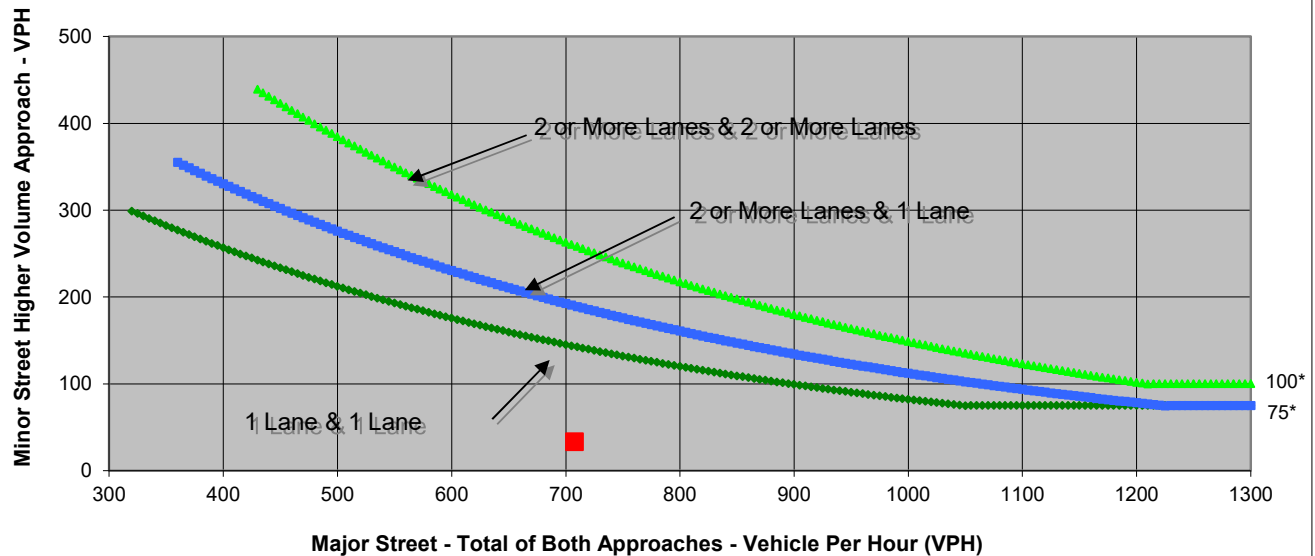
Project Pulte Homes Development
 Scenario Existing (2022)
 Peak Hour PM

Turn Movement Volumes				
	NB	SB	EB	WB
Left	12			19
Through			400	283
Right	21		6	
Total	33	0	406	302

Major Street Direction	
	North/South
x	East/West

Figure 4C-4. Warrant 3B, Peak Hour (70% Factor)
 (COMMUNITY LESS THAN 10,000 POPULATION OR

ABOVE 40 MPH ON MAJOR STREET



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Avenue 40	Camino De Gregorio/Project Driveway	
Number of Approach Lanes	1	1	NO
Traffic Volume (VPH) *	708	33	

* Note: Traffic Volume for Major Street is Total Volume of Both Approaches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.



Major Street Avenue 40
 Minor Street Camino De Gregorio/Project Driveway

Project Pulte Homes Development
 Scenario Existing (2022)
 Peak Hour PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	12	0	0	19
Through	0	0	400	283
Right	21	0	6	0
Total	33	0	406	302

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	1.8
Approach with Worst Case Delay	NB
Total Vehicles on Approach	33

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	Peak Hour Volume on Minor Approach (vph)	Peak Hour Entering Volume Served (vph)
Existing (2022)	0	33	741
Limiting Value	4	100	800
Condition Satisfied?	Not Met	Not Met	Not Met
Warrant Met	<u>NO</u>		

Major Street **Monroe St**
 Minor Street **Avenue 41**

Project **Pulte Homes Development**
 Scenario **Existing (2022)**
 Peak Hour **AM**

Turn Movement Volumes

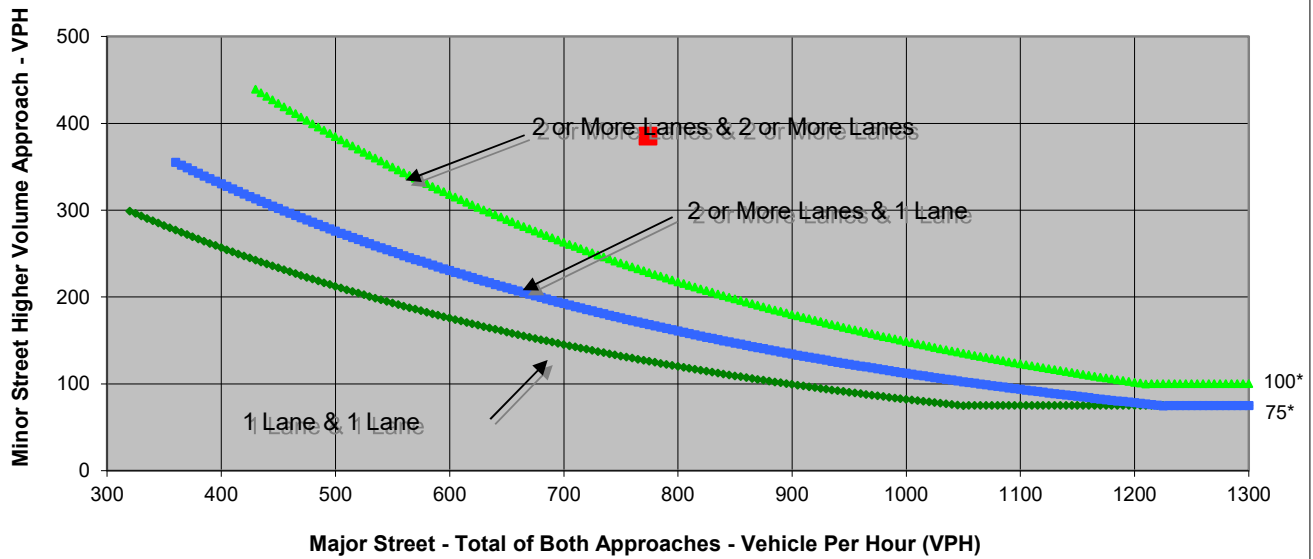
	NB	SB	EB	WB
Left	0	132	0	111
Through	291	301	0	0
Right	50	0	0	274
Total	341	433	0	385

Major Street Direction

x	North/South
	East/West

Figure 4C-4. Warrant 3B, Peak Hour (70% Factor)
 (COMMUNITY LESS THAN 10,000 POPULATION OR

ABOVE 40 MPH ON MAJOR STREET



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Monroe St	Avenue 41	
Number of Approach Lanes	2	2	<u>YES</u>
Traffic Volume (VPH) *	774	385	

* Note: Traffic Volume for Major Street is Total Volume of Both Approaches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.



Major Street Monroe St
 Minor Street Avenue 41

Project Pulte Homes Development
 Scenario Existing (2022)
 Peak Hour AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	132	0	111
Through	291	301	0	0
Right	50	0	0	274
Total	341	433	0	385

Major Street Direction

<u>x</u>	North/South
	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	2
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	19.7
Approach with Worst Case Delay	WB
Total Vehicles on Approach	385

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	Peak Hour Volume on Minor Approach (vph)	Peak Hour Entering Volume Served (vph)
Existing (2022)	2.1	385	1,159
Limiting Value	5	150	800
Condition Satisfied?	Not Met	Met	Met
Warrant Met	<u>NO</u>		



Major Street Monroe St
 Minor Street Avenue 41

Project Pulte Homes Development
 Scenario Existing (2022)
 Peak Hour PM

Turn Movement Volumes

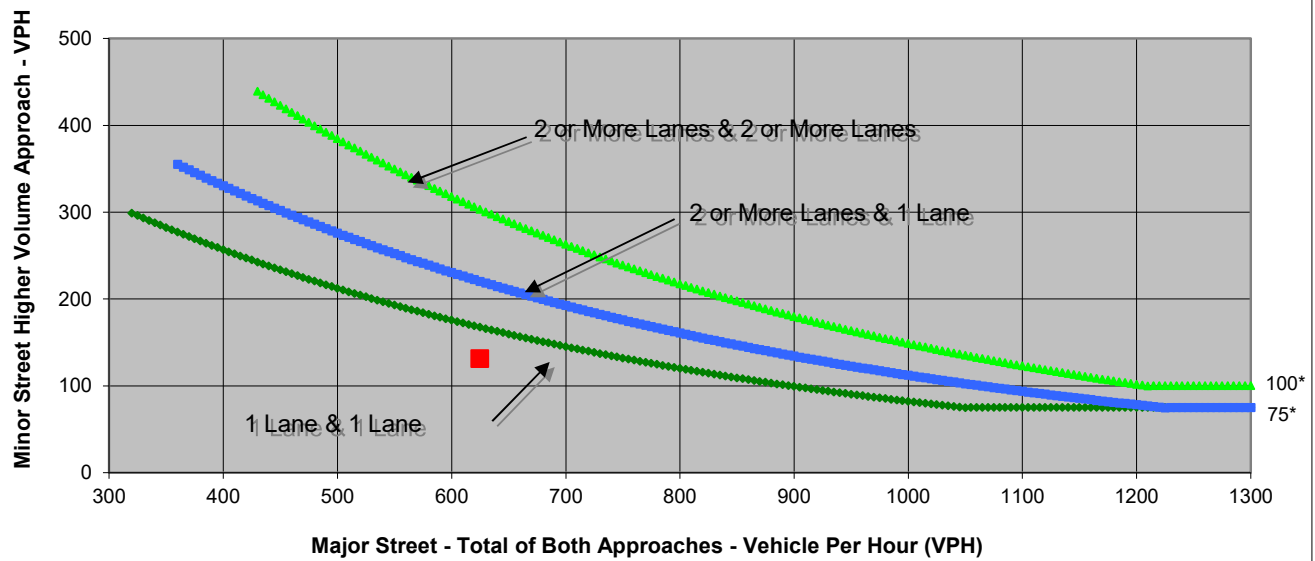
	NB	SB	EB	WB
Left	0	97	0	48
Through	157	253	0	0
Right	118	0	0	83
Total	275	350	0	131

Major Street Direction

x	North/South
	East/West

Figure 4C-4. Warrant 3B, Peak Hour (70% Factor)
 (COMMUNITY LESS THAN 10,000 POPULATION OR

ABOVE 40 MPH ON MAJOR STREET



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Monroe St	Avenue 41	
Number of Approach Lanes	2	2	<u>NO</u>
Traffic Volume (VPH) *	625	131	

* Note: Traffic Volume for Major Street is Total Volume of Both Approaches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.



Major Street Monroe St
 Minor Street Avenue 41

Project Pulte Homes Development
 Scenario Existing (2022)
 Peak Hour PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	97	0	48
Through	157	253	0	0
Right	118	0	0	83
Total	275	350	0	131

Major Street Direction

x	North/South
	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	2
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	12.2
Approach with Worst Case Delay	WB
Total Vehicles on Approach	131

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	Peak Hour Volume on Minor Approach (vph)	Peak Hour Entering Volume Served (vph)
Existing (2022)	0.4	131	756
Limiting Value	5	150	800
Condition Satisfied?	Not Met	Not Met	Not Met
Warrant Met	<u>NO</u>		

Major Street Avenue 38
 Minor Street Talavera Blvd/Project Driveway

Project Pulte Homes Development
 Scenario Near-Term (2030) No Project
 Peak Hour AM

Turn Movement Volumes

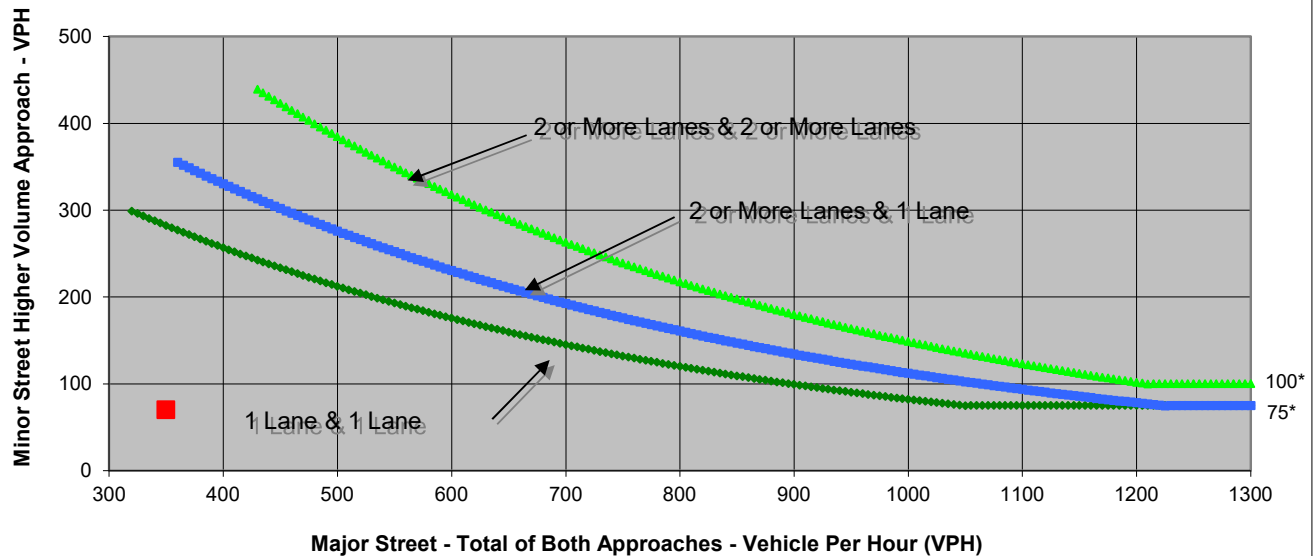
	NB	SB	EB	WB
Left	0	40	20	0
Through	0	0	100	210
Right	0	30	0	20
Total	0	70	120	230

Major Street Direction

	North/South
x	East/West

Figure 4C-4. Warrant 3B, Peak Hour (70% Factor)
 (COMMUNITY LESS THAN 10,000 POPULATION OR

ABOVE 40 MPH ON MAJOR STREET



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Avenue 38	Talavera Blvd/Project Driveway	
Number of Approach Lanes	1	1	<u>NO</u>
Traffic Volume (VPH) *	350	70	

* Note: Traffic Volume for Major Street is Total Volume of Both Approaches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.



Major Street Avenue 38
 Minor Street Talavera Blvd/Project Driveway

Project Pulte Homes Development
 Scenario Near-Term (2030) No Project
 Peak Hour AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	40	20	0
Through	0	0	100	210
Right	0	30	0	20
Total	0	70	120	230

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	13.6
Approach with Worst Case Delay	WB
Total Vehicles on Approach	230

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	Peak Hour Volume on Minor Approach (vph)	Peak Hour Entering Volume Serviced (vph)
Near-Term (2030) No Project	0.9	70	420
Limiting Value	4	100	800
Condition Satisfied?	Not Met	Not Met	Not Met
Warrant Met	<u>NO</u>		

Major Street Avenue 38
 Minor Street Talavera Blvd/Project Driveway

Project Pulte Homes Development
 Scenario Near-Term (2030) No Project
 Peak Hour PM

Turn Movement Volumes

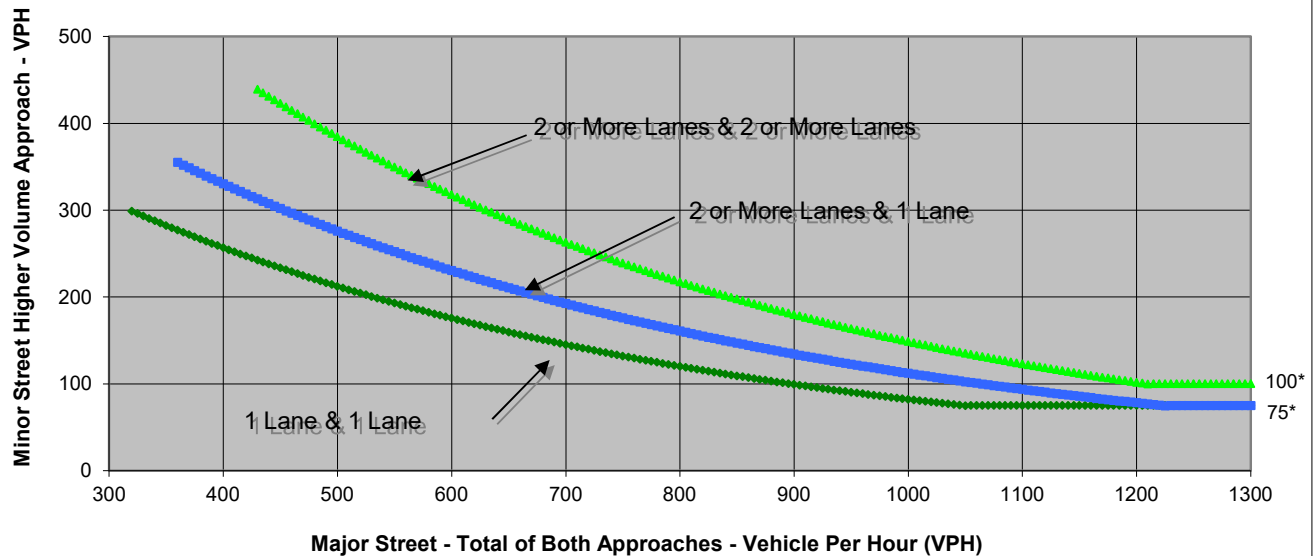
	NB	SB	EB	WB
Left	0	30	40	0
Through	0	0	60	50
Right	0	20	0	40
Total	0	50	100	90

Major Street Direction

	North/South
x	East/West

Figure 4C-4. Warrant 3B, Peak Hour (70% Factor)
 (COMMUNITY LESS THAN 10,000 POPULATION OR

ABOVE 40 MPH ON MAJOR STREET



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Avenue 38	Talavera Blvd/Project Driveway	
Number of Approach Lanes	1	1	<u>NO</u>
Traffic Volume (VPH) *	190	50	

* Note: Traffic Volume for Major Street is Total Volume of Both Approaches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.



Major Street Avenue 38
 Minor Street Talavera Blvd/Project Driveway

Project Pulte Homes Development
 Scenario Near-Term (2030) No Project
 Peak Hour PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	30	40	0
Through	0	0	60	50
Right	0	20	0	40
Total	0	50	100	90

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	8.1
Approach with Worst Case Delay	WB
Total Vehicles on Approach	90

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	Peak Hour Volume on Minor Approach (vph)	Peak Hour Entering Volume Serviced (vph)
Near-Term (2030) No Project	0.2	50	240
Limiting Value	4	100	800
Condition Satisfied?	Not Met	Not Met	Not Met
Warrant Met	<u>NO</u>		

Major Street **Madison St**
 Minor Street **Sun City Blvd/Project Driveway**

Project **Pulte Homes Development**
 Scenario **Near-Term (2030) No Project**
 Peak Hour **AM**

Turn Movement Volumes

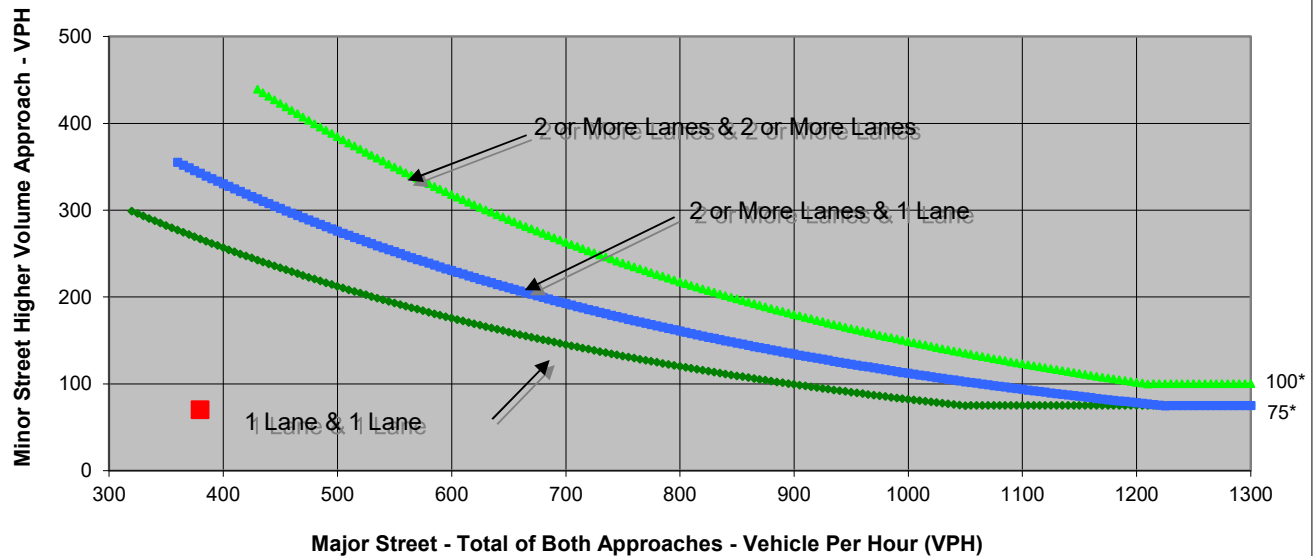
	NB	SB	EB	WB
Left	0	10	0	60
Through	220	130	0	0
Right	20	0	0	10
Total	240	140	0	70

Major Street Direction

x	North/South
	East/West

Figure 4C-4. Warrant 3B, Peak Hour (70% Factor)
 (COMMUNITY LESS THAN 10,000 POPULATION OR

ABOVE 40 MPH ON MAJOR STREET



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Madison St	Sun City Blvd/Project Driveway	
Number of Approach Lanes	1	1	<u>NO</u>
Traffic Volume (VPH) *	380	70	

* Note: Traffic Volume for Major Street is Total Volume of Both Approaches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.



Major Street Madison St
 Minor Street Sun City Blvd/Project Driveway

Project Pulte Homes Development
 Scenario Near-Term (2030) No Project
 Peak Hour AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	10	0	60
Through	220	130	0	0
Right	20	0	0	10
Total	240	140	0	70

Major Street Direction

x	North/South
	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	12.7
Approach with Worst Case Delay	WB
Total Vehicles on Approach	70

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	Peak Hour Volume on Minor Approach (vph)	Peak Hour Entering Volume Serviced (vph)
Near-Term (2030) No Project	0.2	70	450
Limiting Value	4	100	800
Condition Satisfied?	Not Met	Not Met	Not Met
Warrant Met	<u>NO</u>		

Major Street **Madison St**
 Minor Street **Sun City Blvd/Project Driveway**

Project **Pulte Homes Development**
 Scenario **Near-Term (2030) No Project**
 Peak Hour **PM**

Turn Movement Volumes

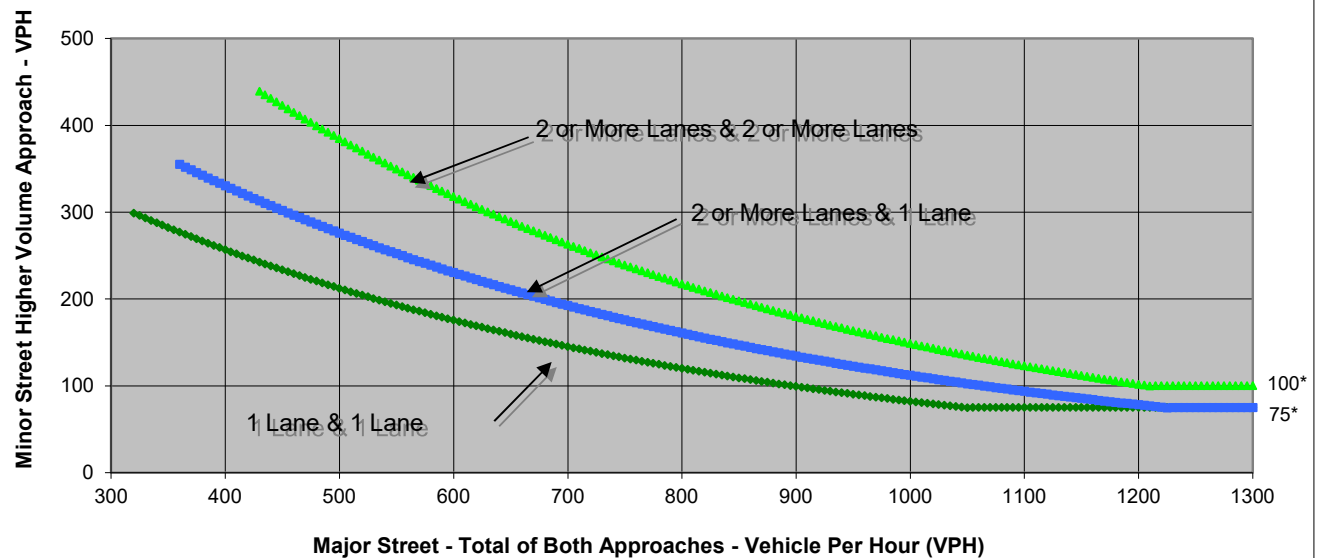
	NB	SB	EB	WB
Left	0	10	0	50
Through	80	90	0	0
Right	50	0	0	10
Total	130	100	0	60

Major Street Direction

x	North/South
	East/West

Figure 4C-4. Warrant 3B, Peak Hour (70% Factor)
 (COMMUNITY LESS THAN 10,000 POPULATION OR

ABOVE 40 MPH ON MAJOR STREET



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Madison St	Sun City Blvd/Project Driveway	
Number of Approach Lanes	1	1	<u>NO</u>
Traffic Volume (VPH) *	230	60	

* Note: Traffic Volume for Major Street is Total Volume of Both Approaches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.



Major Street Madison St
 Minor Street Sun City Blvd/Project Driveway

Project Pulte Homes Development
 Scenario Near-Term (2030) No Project
 Peak Hour PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	10	0	50
Through	80	90	0	0
Right	50	0	0	10
Total	130	100	0	60

Major Street Direction

x	North/South
	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	10.2
Approach with Worst Case Delay	WB
Total Vehicles on Approach	60

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	Peak Hour Volume on Minor Approach (vph)	Peak Hour Entering Volume Serviced (vph)
Near-Term (2030) No Project	0.2	60	290
Limiting Value	4	100	800
Condition Satisfied?	Not Met	Not Met	Not Met
Warrant Met	<u>NO</u>		

Major Street Avenue 40
 Minor Street Camino De Gregorio/Project Driveway

Project Pulte Homes Development
 Scenario Near-Term (2030) No Project
 Peak Hour AM

Turn Movement Volumes

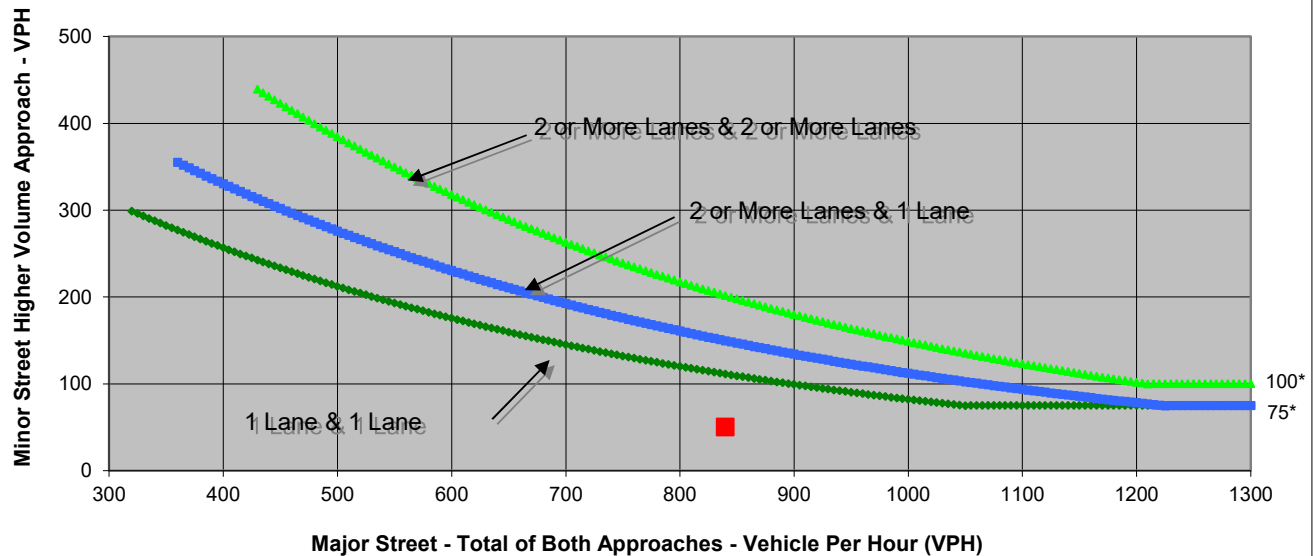
	NB	SB	EB	WB
Left	20			30
Through			470	330
Right	30		10	
Total	50	0	480	360

Major Street Direction

	North/South
x	East/West

Figure 4C-4. Warrant 3B, Peak Hour (70% Factor)
 (COMMUNITY LESS THAN 10,000 POPULATION OR

ABOVE 40 MPH ON MAJOR STREET



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Avenue 40	Camino De Gregorio/Project Driveway	
Number of Approach Lanes	1	1	<u>NO</u>
Traffic Volume (VPH) *	840	50	

* Note: Traffic Volume for Major Street is Total Volume of Both Approaches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.



Major Street Avenue 40
 Minor Street Camino De Gregorio/Project Driveway

Project Pulte Homes Development
 Scenario Near-Term (2030) No Project
 Peak Hour AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	20	0	0	30
Through	0	0	470	330
Right	30	0	10	0
Total	50	0	480	360

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	1.9
Approach with Worst Case Delay	NB
Total Vehicles on Approach	50

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	Peak Hour Volume on Minor Approach (vph)	Peak Hour Entering Volume Serviced (vph)
Near-Term (2030) No Project	0	50	890
Limiting Value	4	100	800
Condition Satisfied?	Not Met	Not Met	Met
Warrant Met	<u>NO</u>		

Major Street Avenue 40
 Minor Street Camino De Gregorio/Project Driveway

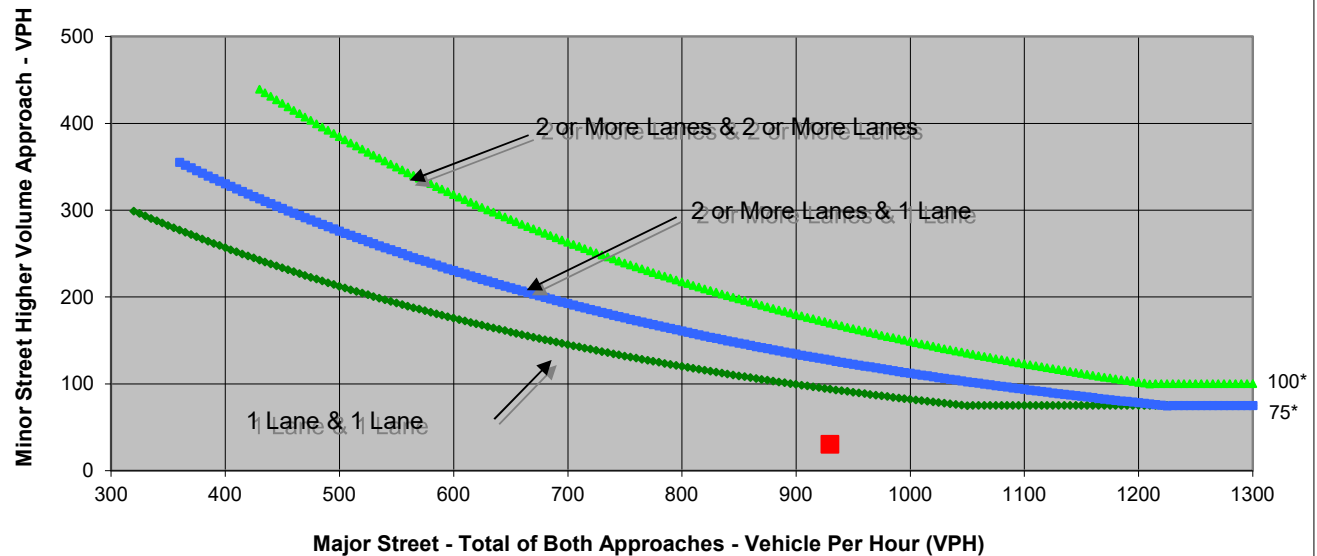
Project Pulte Homes Development
 Scenario Near-Term (2030) No Project
 Peak Hour PM

Turn Movement Volumes				
	NB	SB	EB	WB
Left	10			30
Through			340	550
Right	20		10	
Total	30	0	350	580

Major Street Direction	
	North/South
x	East/West

Figure 4C-4. Warrant 3B, Peak Hour (70% Factor)
 (COMMUNITY LESS THAN 10,000 POPULATION OR

ABOVE 40 MPH ON MAJOR STREET



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Avenue 40	Camino De Gregorio/Project Driveway	
Number of Approach Lanes	1	1	<u>NO</u>
Traffic Volume (VPH) *	930	30	

* Note: Traffic Volume for Major Street is Total Volume of Both Approaches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.



Major Street Avenue 40
 Minor Street Camino De Gregorio/Project Driveway

Project Pulte Homes Development
 Scenario Near-Term (2030) No Project
 Peak Hour PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	10	0	0	30
Through	0	0	340	550
Right	20	0	10	0
Total	30	0	350	580

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	1.9
Approach with Worst Case Delay	NB
Total Vehicles on Approach	30

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	Peak Hour Volume on Minor Approach (vph)	Peak Hour Entering Volume Serviced (vph)
Near-Term (2030) No Project	0	30	960
Limiting Value	4	100	800
Condition Satisfied?	Not Met	Not Met	Met
Warrant Met	<u>NO</u>		

Major Street **Monroe St**
 Minor Street **Avenue 41**

Project **Pulte Homes Development**
 Scenario **Near-Term (2030) No Project**
 Peak Hour **PM**

Turn Movement Volumes

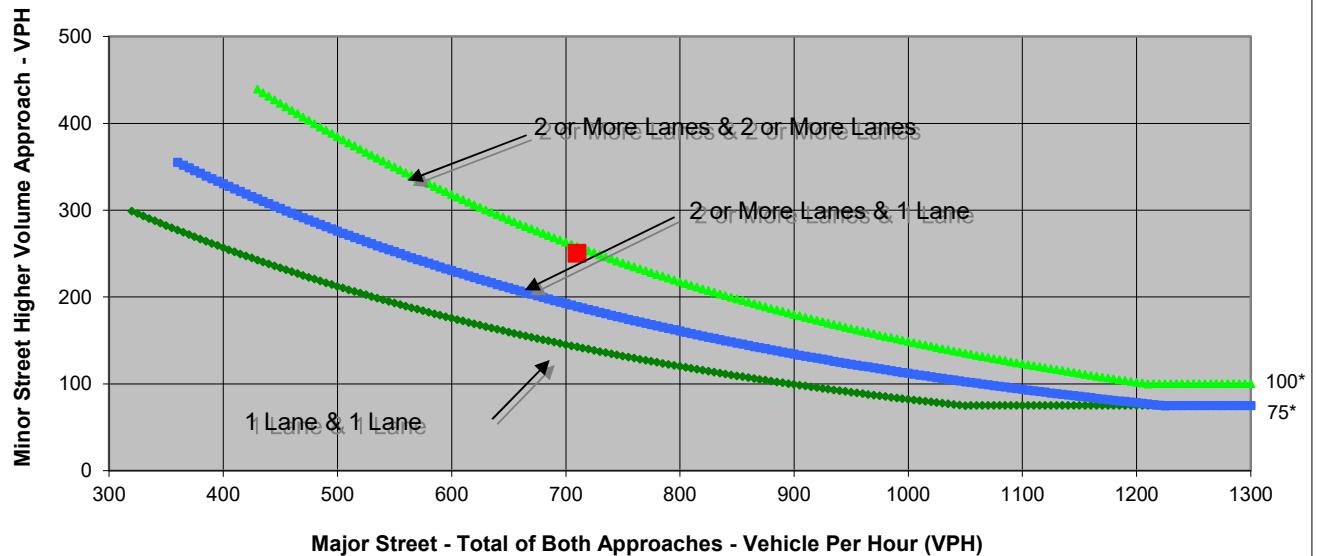
	NB	SB	EB	WB
Left	0	110	0	60
Through	180	280	0	0
Right	140	0	0	190
Total	320	390	0	250

Major Street Direction

x	North/South
	East/West

Figure 4C-4. Warrant 3B, Peak Hour (70% Factor)
 (COMMUNITY LESS THAN 10,000 POPULATION OR

ABOVE 40 MPH ON MAJOR STREET



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Monroe St	Avenue 41	
Number of Approach Lanes	2	2	<u>NO</u>
Traffic Volume (VPH) *	710	250	

* Note: Traffic Volume for Major Street is Total Volume of Both Approaches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.



Major Street Monroe St
 Minor Street Avenue 41

Project Pulte Homes Development
 Scenario Near-Term (2030) No Project
 Peak Hour PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	110	0	60
Through	180	280	0	0
Right	140	0	0	190
Total	320	390	0	250

Major Street Direction

x North/South
 East/West

Intersection Geometry

Number of Approach Lanes for Minor Street 2
 Total Approaches 3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle) 13
 Approach with Worst Case Delay WB
 Total Vehicles on Approach 250

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	Peak Hour Volume on Minor Approach (vph)	Peak Hour Entering Volume Serviced (vph)
Near-Term (2030) No Project	0.9	250	960
Limiting Value	5	150	800
Condition Satisfied?	Not Met	Met	Met
Warrant Met	<u>NO</u>		

Major Street Avenue 38
 Minor Street Talavera Blvd/Project Driveway

Project Pulte Homes Development
 Scenario Near-Term (2030) With Project
 Peak Hour AM

Turn Movement Volumes

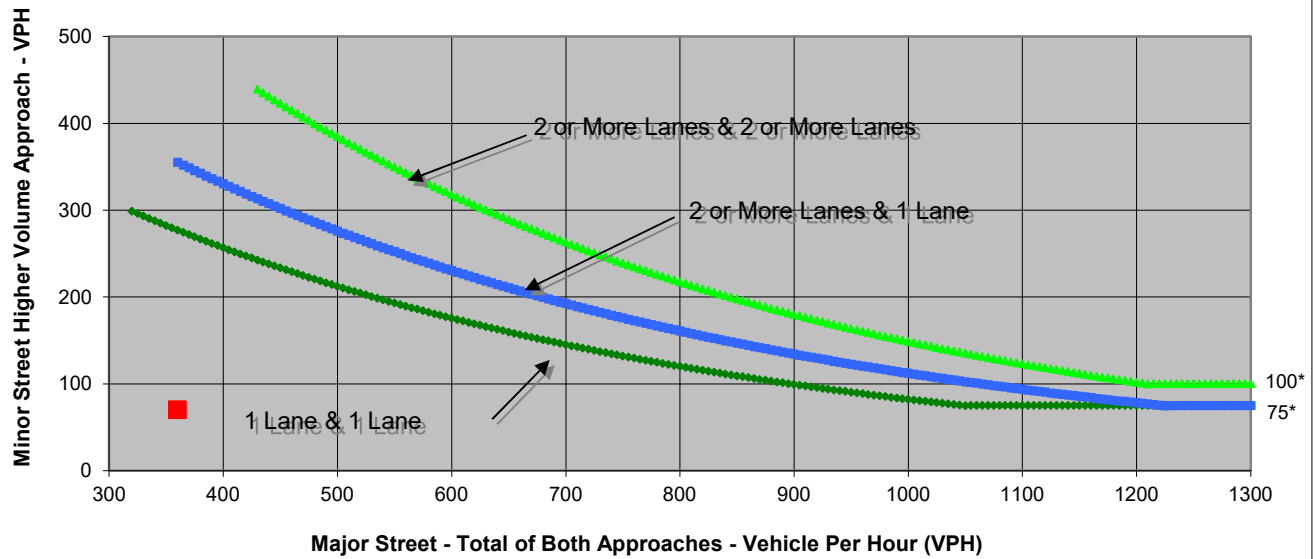
	NB	SB	EB	WB
Left	13	40	20	4
Through	0	0	100	210
Right	7	30	6	20
Total	20	70	126	234

Major Street Direction

	North/South
x	East/West

Figure 4C-4. Warrant 3B, Peak Hour (70% Factor)
 (COMMUNITY LESS THAN 10,000 POPULATION OR

ABOVE 40 MPH ON MAJOR STREET



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Avenue 38	Talavera Blvd/Project Driveway	
Number of Approach Lanes	1	1	<u>NO</u>
Traffic Volume (VPH) *	360	70	

* Note: Traffic Volume for Major Street is Total Volume of Both Approaches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.



Major Street Avenue 38
 Minor Street Talavera Blvd/Project Driveway

Project Pulte Homes Development
 Scenario Near-Term (2030) With Project
 Peak Hour AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	13	40	20	4
Through	0	0	100	210
Right	7	30	6	20
Total	20	70	126	234

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	4

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	14.4
Approach with Worst Case Delay	WB
Total Vehicles on Approach	234

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	Peak Hour Volume on Minor Approach (vph)	Peak Hour Entering Volume Served (vph)
Near-Term (2030) With Project	0.9	70	450
Limiting Value	4	100	800
Condition Satisfied?	Not Met	Not Met	Not Met
Warrant Met	<u>NO</u>		

Major Street Avenue 38
 Minor Street Talavera Blvd/Project Driveway

Project Pulte Homes Development
 Scenario Near-Term (2030) Plus Project
 Peak Hour PM

Turn Movement Volumes

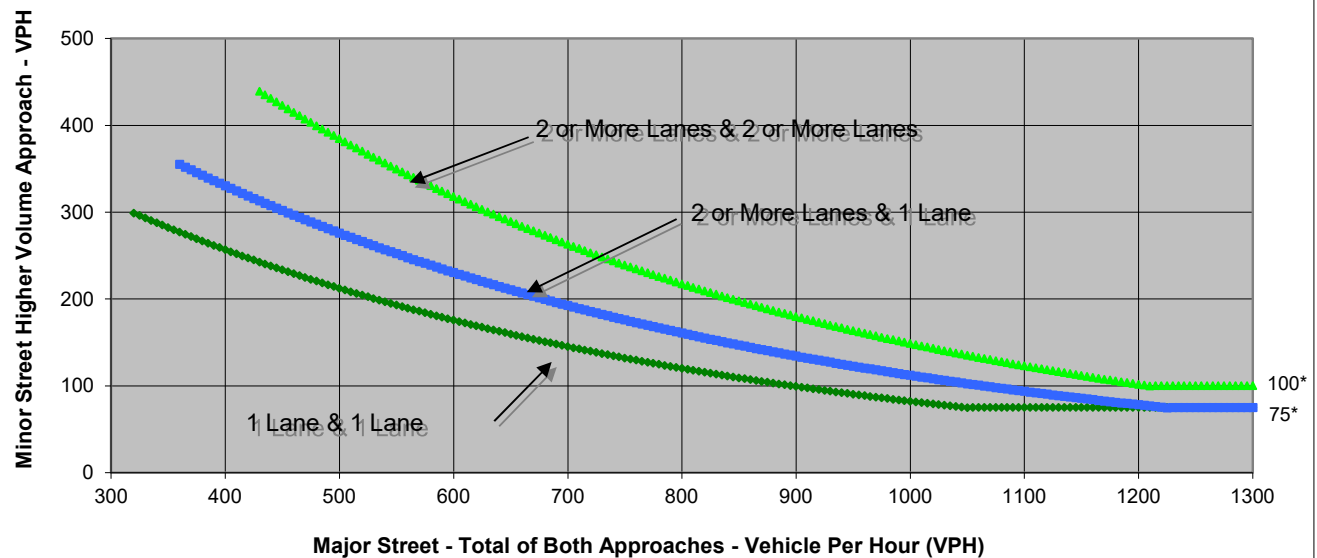
	NB	SB	EB	WB
Left	9	30	40	7
Through	0	0	60	50
Right	5	20	15	40
Total	14	50	115	97

Major Street Direction

	North/South
x	East/West

Figure 4C-4. Warrant 3B, Peak Hour (70% Factor)
 (COMMUNITY LESS THAN 10,000 POPULATION OR

ABOVE 40 MPH ON MAJOR STREET



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Avenue 38	Talavera Blvd/Project Driveway	
Number of Approach Lanes	1	1	<u>NO</u>
Traffic Volume (VPH) *	212	50	

* Note: Traffic Volume for Major Street is Total Volume of Both Approaches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.



Major Street Avenue 38
 Minor Street Talavera Blvd/Project Driveway

Project Pulte Homes Development
 Scenario Near-Term (2030) Plus Project
 Peak Hour PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	9	30	40	7
Through	0	0	60	50
Right	5	20	15	40
Total	14	50	115	97

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	4

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	8.2
Approach with Worst Case Delay	WB
Total Vehicles on Approach	97

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	Peak Hour Volume on Minor Approach (vph)	Peak Hour Entering Volume Served (vph)
Near-Term (2030) Plus Project	0.2	50	276
Limiting Value	4	100	800
Condition Satisfied?	Not Met	Not Met	Not Met
Warrant Met	<u>NO</u>		

Major Street Madison St
 Minor Street Sun City Blvd/Project Driveway

Project Pulte Homes Development
 Scenario Near-Term (2030) Plus Project
 Peak Hour AM

Turn Movement Volumes

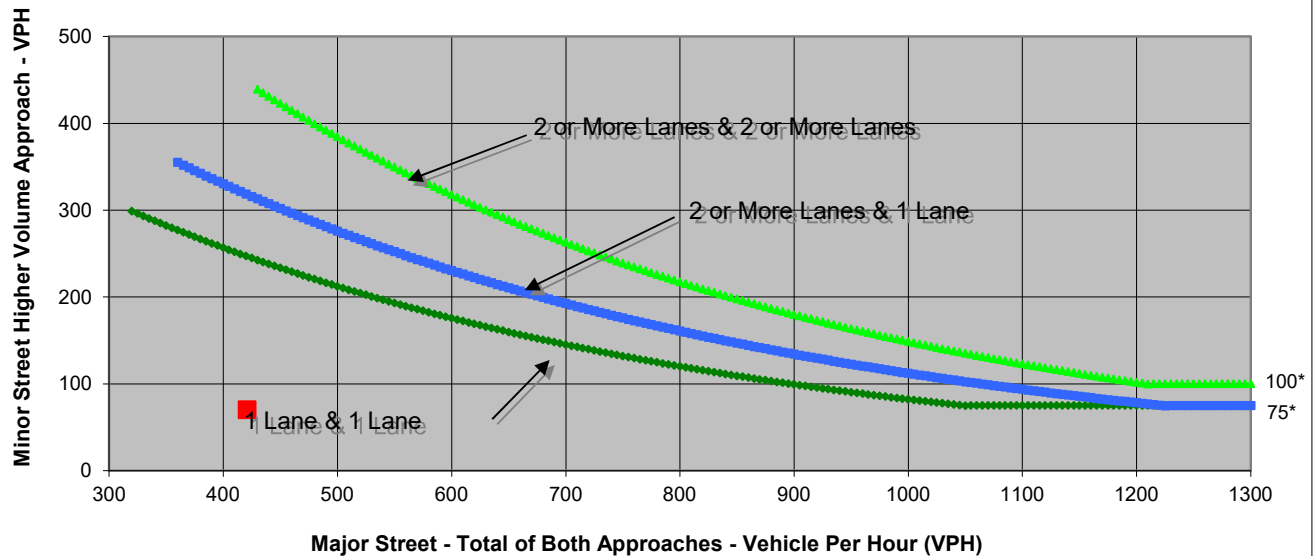
	NB	SB	EB	WB
Left	30	10	0	60
Through	224	137	0	0
Right	20	0	61	10
Total	274	147	61	70

Major Street Direction

x	North/South
	East/West

Figure 4C-4. Warrant 3B, Peak Hour (70% Factor)
 (COMMUNITY LESS THAN 10,000 POPULATION OR

ABOVE 40 MPH ON MAJOR STREET



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Madison St	Sun City Blvd/Project Driveway	
Number of Approach Lanes	1	1	<u>NO</u>
Traffic Volume (VPH) *	421	70	

* Note: Traffic Volume for Major Street is Total Volume of Both Approaches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.



Major Street Madison St
 Minor Street Sun City Blvd/Project Driveway

Project Pulte Homes Development
 Scenario Near-Term (2030) Plus Project
 Peak Hour AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	30	10	0	60
Through	224	137	0	0
Right	20	0	61	10
Total	274	147	61	70

Major Street Direction

x	North/South
	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	4

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	16.9
Approach with Worst Case Delay	WB
Total Vehicles on Approach	70

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	Peak Hour Volume on Minor Approach (vph)	Peak Hour Entering Volume Served (vph)
Near-Term (2030) Plus Project	0.3	70	552
Limiting Value	4	100	800
Condition Satisfied?	Not Met	Not Met	Not Met
Warrant Met	<u>NO</u>		

Major Street **Madison St**
 Minor Street **Sun City Blvd/Project Driveway**

Project **Pulte Homes Development**
 Scenario **Near-Term (2030) Plus Project**
 Peak Hour **PM**

Turn Movement Volumes

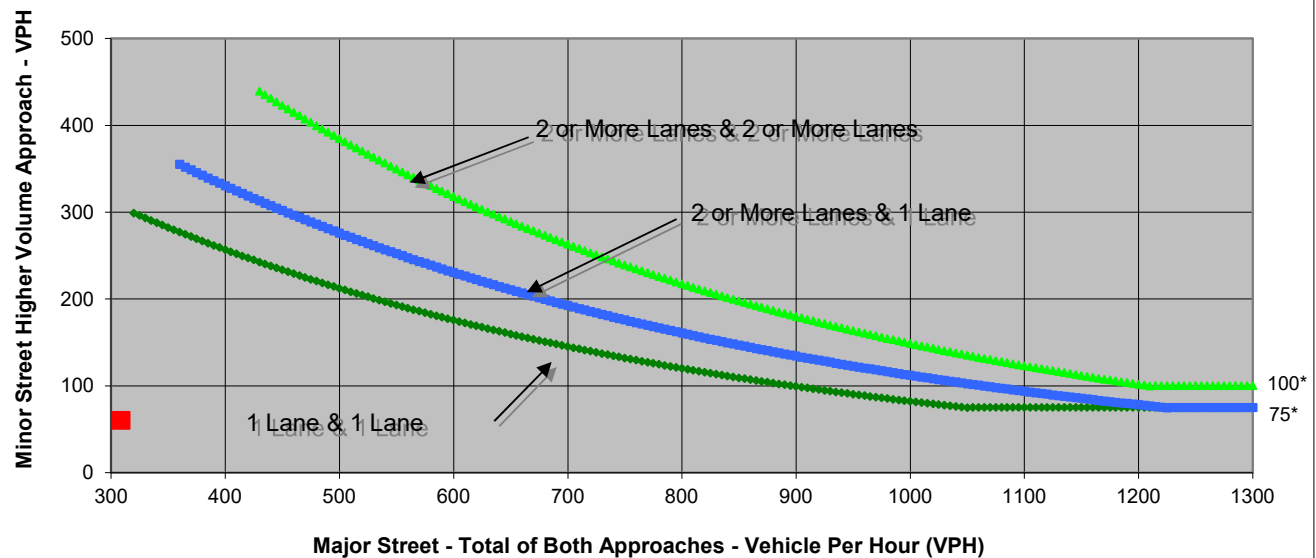
	NB	SB	EB	WB
Left	67	10	0	50
Through	87	95	0	0
Right	50	0	43	10
Total	204	105	43	60

Major Street Direction

x	North/South
	East/West

Figure 4C-4. Warrant 3B, Peak Hour (70% Factor)
 (COMMUNITY LESS THAN 10,000 POPULATION OR

ABOVE 40 MPH ON MAJOR STREET



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Madison St	Sun City Blvd/Project Driveway	
Number of Approach Lanes	1	1	<u>NO</u>
Traffic Volume (VPH) *	309	60	

* Note: Traffic Volume for Major Street is Total Volume of Both Approaches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.



Major Street Madison St
 Minor Street Sun City Blvd/Project Driveway

Project Pulte Homes Development
 Scenario Near-Term (2030) Plus Project
 Peak Hour PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	67	10	0	50
Through	87	95	0	0
Right	50	0	43	10
Total	204	105	43	60

Major Street Direction

x	North/South
	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	4

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	13.1
Approach with Worst Case Delay	WB
Total Vehicles on Approach	60

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	Peak Hour Volume on Minor Approach (vph)	Peak Hour Entering Volume Served (vph)
Near-Term (2030) Plus Project	0.2	60	412
Limiting Value	4	100	800
Condition Satisfied?	Not Met	Not Met	Not Met
Warrant Met	<u>NO</u>		

Major Street Avenue 40
 Minor Street Camino De Gregorio/Project Driveway

Project Pulte Homes Development
 Scenario Near-Term (2030) Plus Project
 Peak Hour AM

Turn Movement Volumes

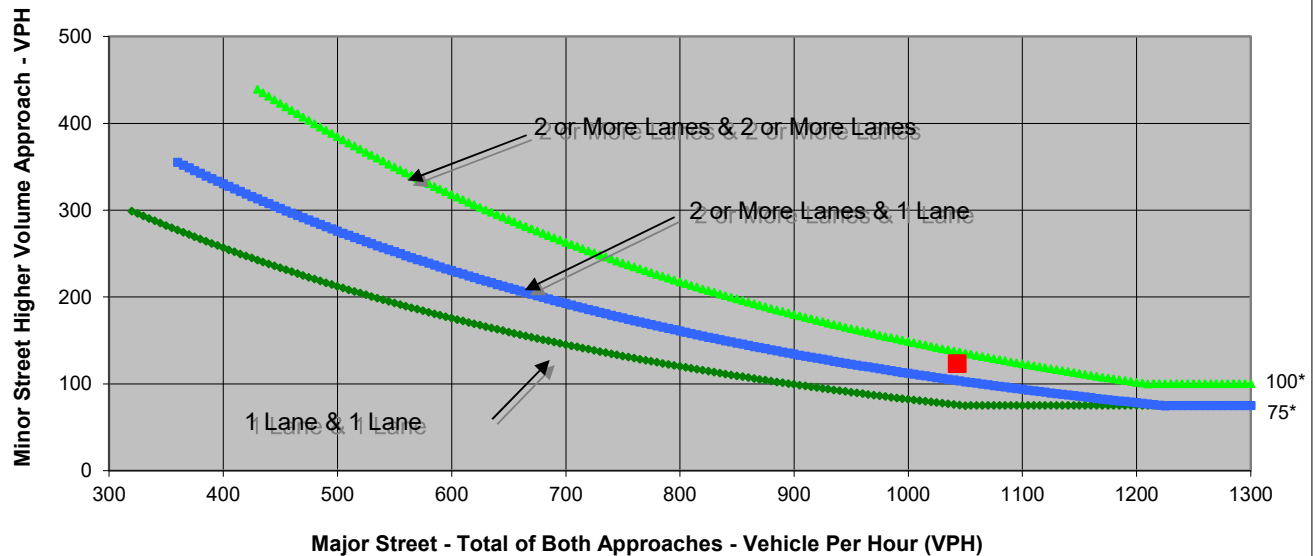
	NB	SB	EB	WB
Left	10	38	42	30
Through			357	586
Right	20	85	10	18
Total	30	123	409	634

Major Street Direction

	North/South
x	East/West

Figure 4C-4. Warrant 3B, Peak Hour (70% Factor)
 (COMMUNITY LESS THAN 10,000 POPULATION OR

ABOVE 40 MPH ON MAJOR STREET



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Avenue 40	Camino De Gregorio/Project Driveway	
Number of Approach Lanes	1	1	<u>YES</u>
Traffic Volume (VPH) *	1,043	123	

* Note: Traffic Volume for Major Street is Total Volume of Both Approaches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.



Major Street Avenue 40
 Minor Street Camino De Gregorio/Project Driveway

Project Pulte Homes Development
 Scenario Near-Term (2030) Plus Project
 Peak Hour AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	10	38	42	30
Through	0	0	357	586
Right	20	85	10	18
Total	30	123	409	634

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	4

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	11.4
Approach with Worst Case Delay	SB
Total Vehicles on Approach	123

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	Peak Hour Volume on Minor Approach (vph)	Peak Hour Entering Volume Served (vph)
Near-Term (2030) Plus Project	0.4	123	1,196
Limiting Value	4	100	800
Condition Satisfied?	Not Met	Met	Met
Warrant Met	<u>NO</u>		

Major Street **Avenue 40**
 Minor Street **Camino De Gregorio/Project Driveway**

Project **Pulte Homes Development**
 Scenario **Near-Term (2030) Plus Project**
 Peak Hour **PM**

Turn Movement Volumes

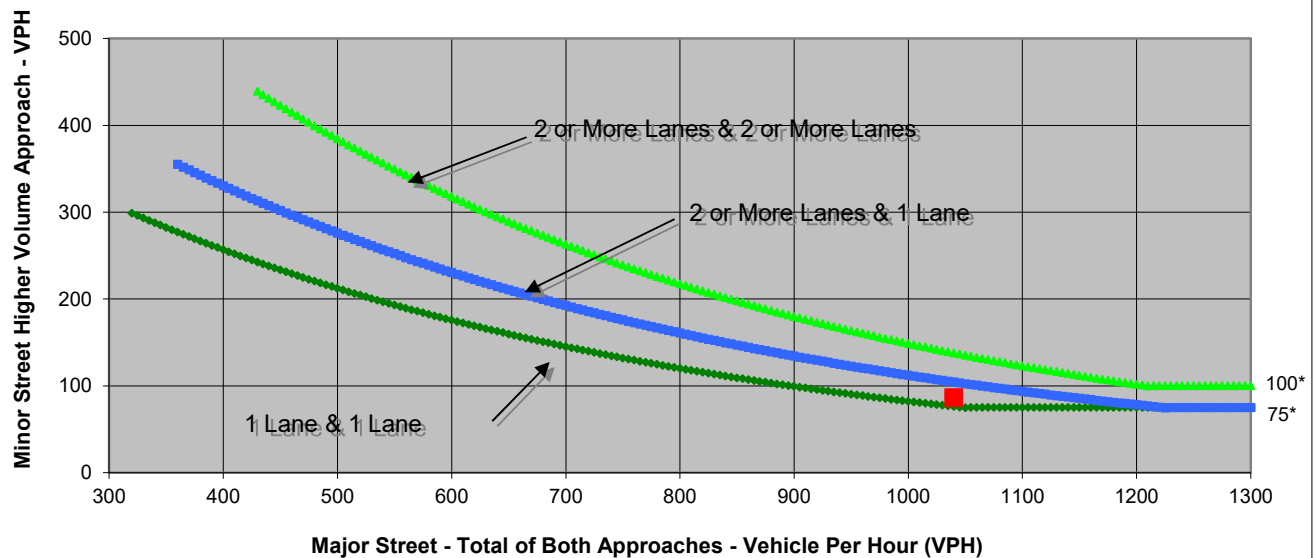
	NB	SB	EB	WB
Left	20	26	94	30
Through			509	356
Right	30	60	10	41
Total	50	86	613	427

Major Street Direction

	North/South
x	East/West

Figure 4C-4. Warrant 3B, Peak Hour (70% Factor)
 (COMMUNITY LESS THAN 10,000 POPULATION OR

ABOVE 40 MPH ON MAJOR STREET



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Avenue 40	Camino De Gregorio/Project Driveway	
Number of Approach Lanes	1	1	<u>YES</u>
Traffic Volume (VPH) *	1,040	86	

* Note: Traffic Volume for Major Street is Total Volume of Both Approaches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.



Major Street Avenue 40
 Minor Street Camino De Gregorio/Project Driveway

Project Pulte Homes Development
 Scenario Near-Term (2030) Plus Project
 Peak Hour PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	20	26	94	30
Through	0	0	509	356
Right	30	60	10	41
Total	50	86	613	427

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	4

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	7.9
Approach with Worst Case Delay	SB
Total Vehicles on Approach	86

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	Peak Hour Volume on Minor Approach (vph)	Peak Hour Entering Volume Served (vph)
Near-Term (2030) Plus Project	0.2	86	1,176
Limiting Value	4	100	800
Condition Satisfied?	Not Met	Not Met	Met
Warrant Met	<u>NO</u>		

Major Street **Monroe St**
 Minor Street **Avenue 41**

Project **Pulte Homes Development**
 Scenario **Near-Term (2030) Plus Project**
 Peak Hour **PM**

Turn Movement Volumes

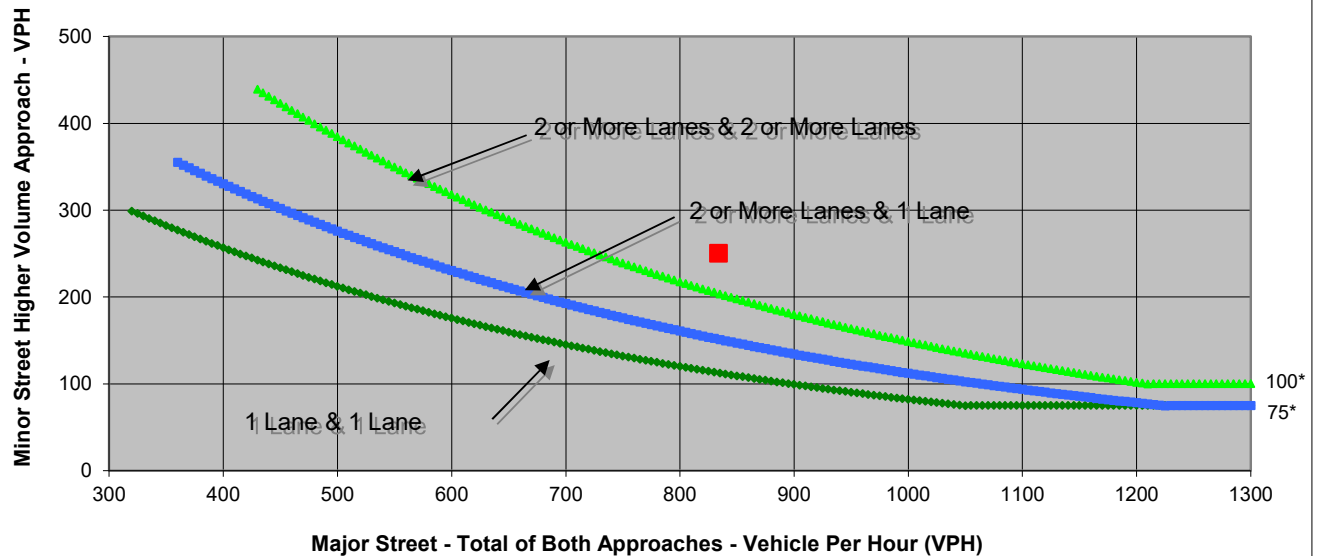
	NB	SB	EB	WB
Left	0	110	0	60
Through	256	328	0	0
Right	140	0	0	190
Total	396	438	0	250

Major Street Direction

x	North/South
	East/West

Figure 4C-4. Warrant 3B, Peak Hour (70% Factor)
 (COMMUNITY LESS THAN 10,000 POPULATION OR

ABOVE 40 MPH ON MAJOR STREET



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Monroe St	Avenue 41	
Number of Approach Lanes	2	2	YES
Traffic Volume (VPH) *	834	250	

* Note: Traffic Volume for Major Street is Total Volume of Both Approaches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.



Major Street Monroe St
 Minor Street Avenue 41

Project Pulte Homes Development
 Scenario Near-Term (2030) Plus Project
 Peak Hour PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	110	0	60
Through	256	328	0	0
Right	140	0	0	190
Total	396	438	0	250

Major Street Direction

x	North/South
	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	2
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	14.4
Approach with Worst Case Delay	WB
Total Vehicles on Approach	250

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	Peak Hour Volume on Minor Approach (vph)	Peak Hour Entering Volume Served (vph)
Near-Term (2030) Plus Project	1	250	1,084
Limiting Value	5	150	800
Condition Satisfied?	Not Met	Met	Met
Warrant Met	<u>NO</u>		

Major Street Avenue 38
 Minor Street Talavera Blvd/Project Driveway

Project Pulte Homes Development
 Scenario Cumulative (2045) No Project
 Peak Hour AM

Turn Movement Volumes

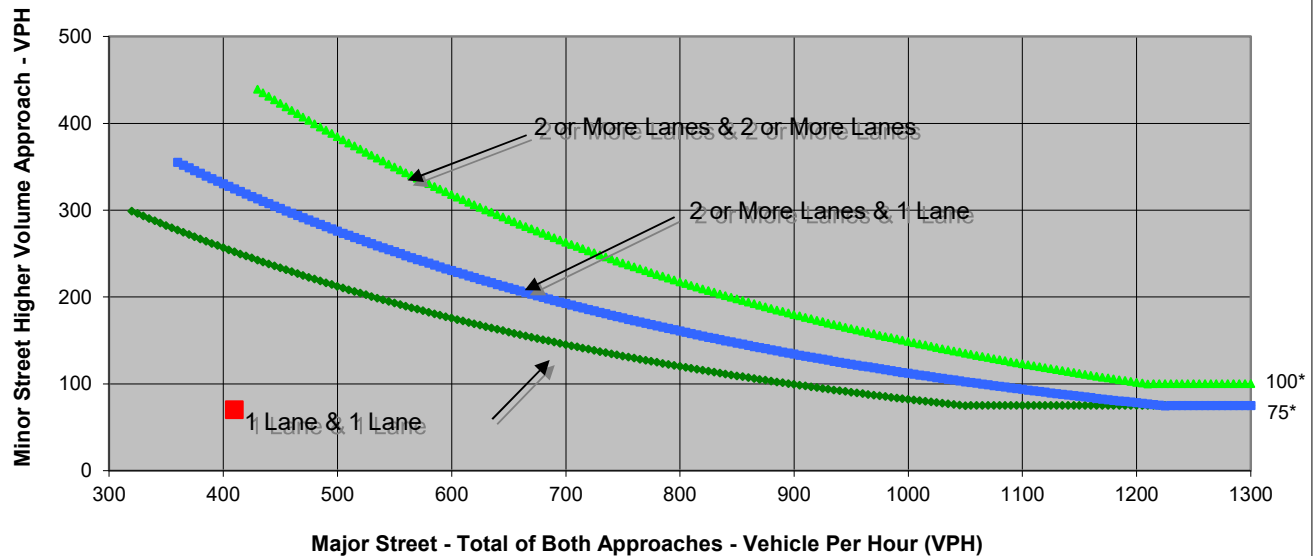
	NB	SB	EB	WB
Left	0	40	20	0
Through	0	0	130	240
Right	0	30	0	20
Total	0	70	150	260

Major Street Direction

	North/South
x	East/West

Figure 4C-4. Warrant 3B, Peak Hour (70% Factor)
 (COMMUNITY LESS THAN 10,000 POPULATION OR

ABOVE 40 MPH ON MAJOR STREET



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Avenue 38	Talavera Blvd/Project Driveway	
Number of Approach Lanes	2	1	<u>NO</u>
Traffic Volume (VPH) *	410	70	

* Note: Traffic Volume for Major Street is Total Volume of Both Approaches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.



Major Street Avenue 38
 Minor Street Talavera Blvd/Project Driveway

Project Pulte Homes Development
 Scenario Cumulative (2045) No Project
 Peak Hour AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	40	20	0
Through	0	0	130	240
Right	0	30	0	20
Total	0	70	150	260

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	8.6
Approach with Worst Case Delay	WB
Total Vehicles on Approach	260

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	Peak Hour Volume on Minor Approach (vph)	Peak Hour Entering Volume Serviced (vph)
Cumulative (2045) No Project	0.6	70	480
Limiting Value	4	100	800
Condition Satisfied?	Not Met	Not Met	Not Met
Warrant Met	<u>NO</u>		



Major Street Avenue 38
 Minor Street Talavera Blvd/Project Driveway

Project Pulte Homes Development
 Scenario Cumulative (2045) No Project
 Peak Hour PM

Turn Movement Volumes

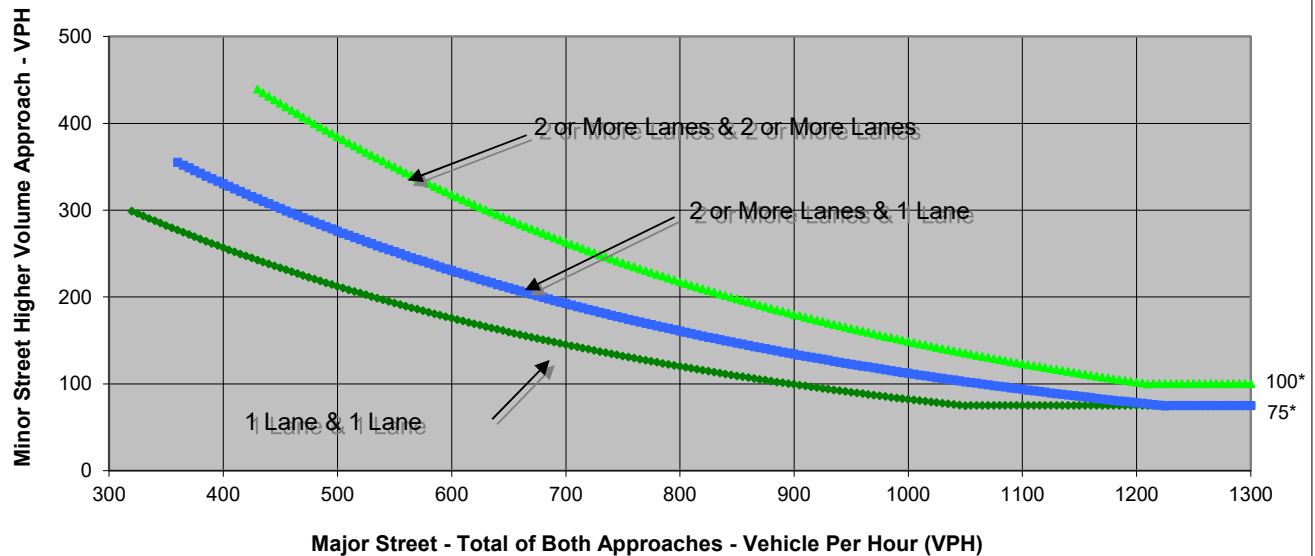
	NB	SB	EB	WB
Left	0	30	40	0
Through	0	0	80	80
Right	0	20	0	40
Total	0	50	120	120

Major Street Direction

 North/South
 x East/West

Figure 4C-4. Warrant 3B, Peak Hour (70% Factor)
 (COMMUNITY LESS THAN 10,000 POPULATION OR

ABOVE 40 MPH ON MAJOR STREET



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Avenue 38	Talavera Blvd/Project Driveway	
Number of Approach Lanes	2	1	<u>NO</u>
Traffic Volume (VPH) *	240	50	

* Note: Traffic Volume for Major Street is Total Volume of Both Approaches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.



Major Street Avenue 38
 Minor Street Talavera Blvd/Project Driveway

Project Pulte Homes Development
 Scenario Cumulative (2045) No Project
 Peak Hour PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	30	40	0
Through	0	0	80	80
Right	0	20	0	40
Total	0	50	120	120

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	7.6
Approach with Worst Case Delay	WB
Total Vehicles on Approach	120

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	Peak Hour Volume on Minor Approach (vph)	Peak Hour Entering Volume Served (vph)
Cumulative (2045) No Project	0.3	50	290
Limiting Value	4	100	800
Condition Satisfied?	Not Met	Not Met	Not Met
Warrant Met	<u>NO</u>		



Major Street **Madison St**
 Minor Street **Sun City Blvd/Project Driveway**

Project **Pulte Homes Development**
 Scenario **Cumulative (2045) No Project**
 Peak Hour **AM**

Turn Movement Volumes

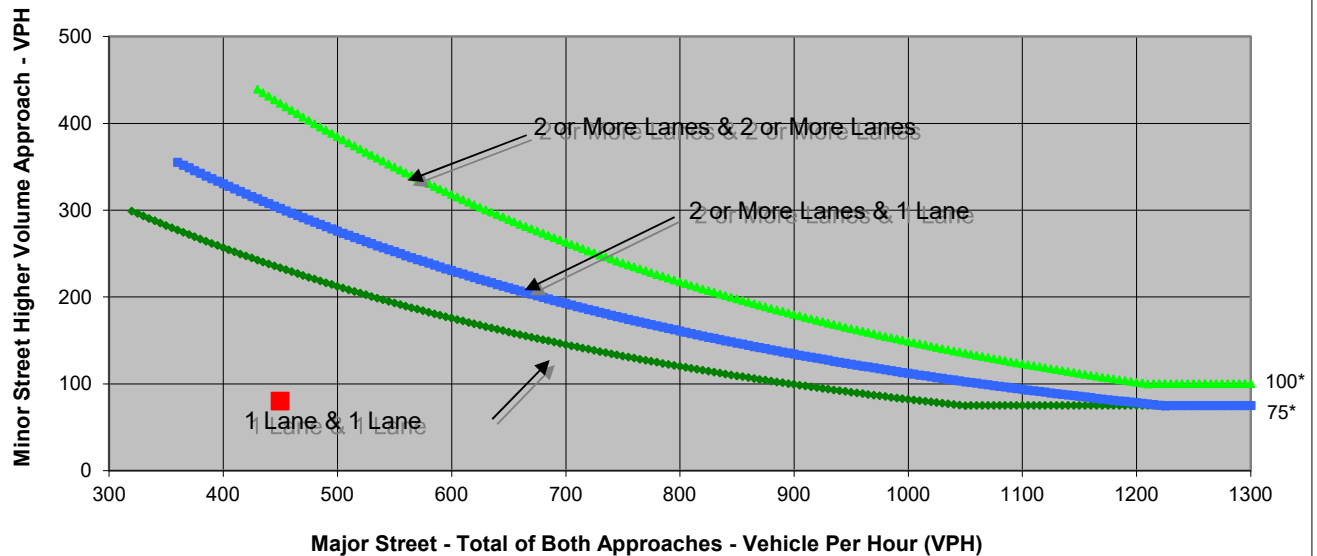
	NB	SB	EB	WB
Left	0	10	0	70
Through	250	160	0	0
Right	30	0	0	10
Total	280	170	0	80

Major Street Direction

x	North/South
	East/West

Figure 4C-4. Warrant 3B, Peak Hour (70% Factor)
 (COMMUNITY LESS THAN 10,000 POPULATION OR

ABOVE 40 MPH ON MAJOR STREET



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Madison St	Sun City Blvd/Project Driveway	
Number of Approach Lanes	2	1	<u>NO</u>
Traffic Volume (VPH) *	450	80	

* Note: Traffic Volume for Major Street is Total Volume of Both Approaches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.



Major Street Madison St
 Minor Street Sun City Blvd/Project Driveway

Project Pulte Homes Development
 Scenario Cumulative (2045) No Project
 Peak Hour AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	10	0	70
Through	250	160	0	0
Right	30	0	0	10
Total	280	170	0	80

Major Street Direction

x	North/South
	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	11.5
Approach with Worst Case Delay	WB
Total Vehicles on Approach	80

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	Peak Hour Volume on Minor Approach (vph)	Peak Hour Entering Volume Serviced (vph)
Cumulative (2045) No Project	0.3	80	530
Limiting Value	4	100	800
Condition Satisfied?	Not Met	Not Met	Not Met
Warrant Met	<u>NO</u>		

Major Street Madison St
 Minor Street Sun City Blvd/Project Driveway

Project Pulte Homes Development
 Scenario Cumulative (2045) No Project
 Peak Hour PM

Turn Movement Volumes

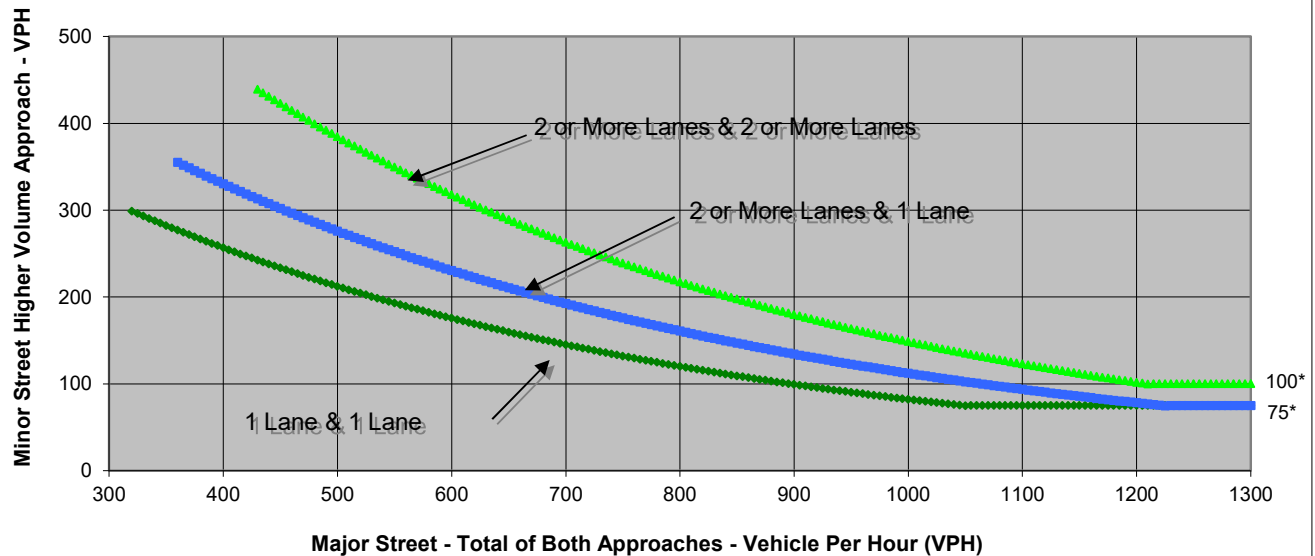
	NB	SB	EB	WB
Left	0	10	0	60
Through	90	110	0	0
Right	60	0	0	10
Total	150	120	0	70

Major Street Direction

x	North/South
	East/West

Figure 4C-4. Warrant 3B, Peak Hour (70% Factor)
 (COMMUNITY LESS THAN 10,000 POPULATION OR

ABOVE 40 MPH ON MAJOR STREET



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Madison St	Sun City Blvd/Project Driveway	
Number of Approach Lanes	2	1	<u>NO</u>
Traffic Volume (VPH) *	270	70	

* Note: Traffic Volume for Major Street is Total Volume of Both Approaches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.



Major Street Madison St
 Minor Street Sun City Blvd/Project Driveway

Project Pulte Homes Development
 Scenario Cumulative (2045) No Project
 Peak Hour PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	10	0	60
Through	90	110	0	0
Right	60	0	0	10
Total	150	120	0	70

Major Street Direction

x	North/South
	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	9.9
Approach with Worst Case Delay	WB
Total Vehicles on Approach	70

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	Peak Hour Volume on Minor Approach (vph)	Peak Hour Entering Volume Serviced (vph)
Cumulative (2045) No Project	0.2	70	340
Limiting Value	4	100	800
Condition Satisfied?	Not Met	Not Met	Not Met
Warrant Met	<u>NO</u>		

Major Street Avenue 40
 Minor Street Camino De Gregorio/Project Driveway

Project Pulte Homes Development
 Scenario Cumulative (2045) No Project
 Peak Hour AM

Turn Movement Volumes

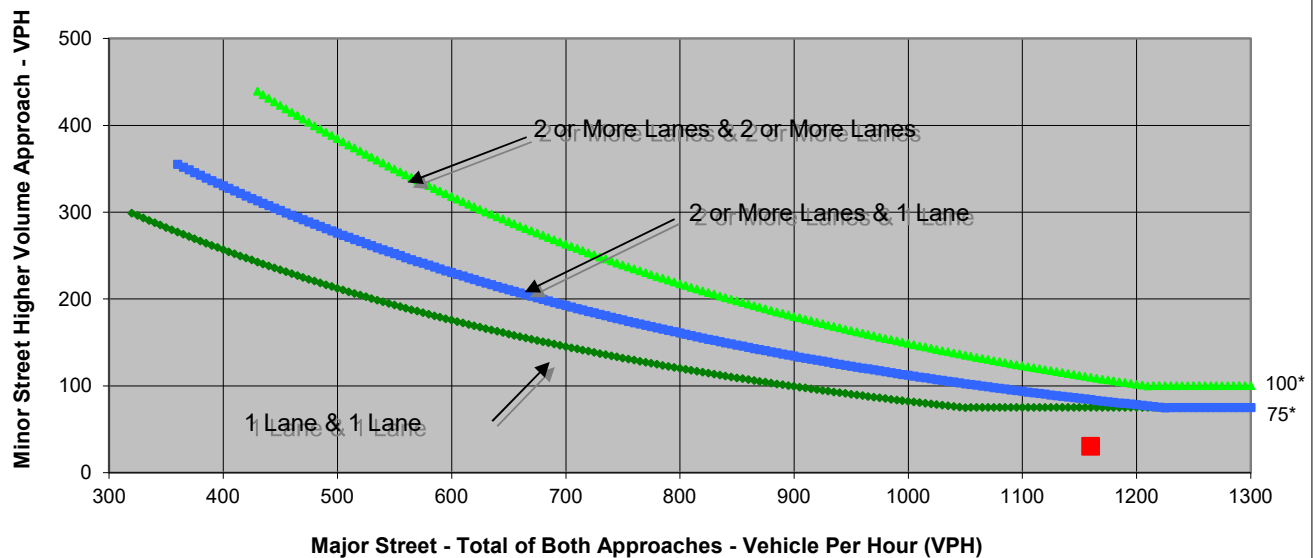
	NB	SB	EB	WB
Left	10			30
Through			410	710
Right	20		10	
Total	30	0	420	740

Major Street Direction

	North/South
x	East/West

Figure 4C-4. Warrant 3B, Peak Hour (70% Factor)
 (COMMUNITY LESS THAN 10,000 POPULATION OR

ABOVE 40 MPH ON MAJOR STREET



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Avenue 40	Camino De Gregorio/Project Driveway	
Number of Approach Lanes	2	1	NO
Traffic Volume (VPH) *	1,160	30	

* Note: Traffic Volume for Major Street is Total Volume of Both Approaches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.



Major Street Avenue 40
 Minor Street Camino De Gregorio/Project Driveway

Project Pulte Homes Development
 Scenario Cumulative (2045) No Project
 Peak Hour AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	10	0	0	30
Through	0	0	410	710
Right	20	0	10	0
Total	30	0	420	740

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	9.4
Approach with Worst Case Delay	NB
Total Vehicles on Approach	30

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	Peak Hour Volume on Minor Approach (vph)	Peak Hour Entering Volume Serviced (vph)
Cumulative (2045) No Project	0.1	30	1,190
Limiting Value	4	100	800
Condition Satisfied?	Not Met	Not Met	Met
Warrant Met	<u>NO</u>		



Major Street Avenue 40
 Minor Street Camino De Gregorio/Project Driveway

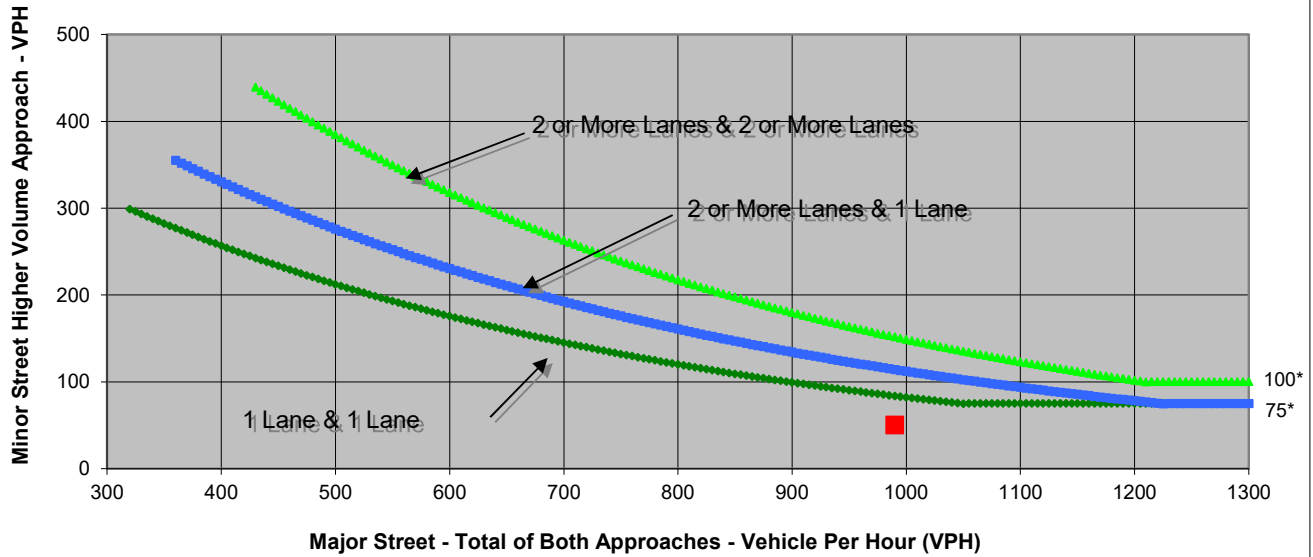
Project Pulte Homes Development
 Scenario Cumulative (2045) No Project
 Peak Hour PM

Turn Movement Volumes				
	NB	SB	EB	WB
Left	20			30
Through			570	380
Right	30		10	
Total	50	0	580	410

Major Street Direction
 North/South
 x East/West

Figure 4C-4. Warrant 3B, Peak Hour (70% Factor)
 (COMMUNITY LESS THAN 10,000 POPULATION OR

ABOVE 40 MPH ON MAJOR STREET



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Avenue 40	Camino De Gregorio/Project Driveway	
Number of Approach Lanes	2	1	<u>NO</u>
Traffic Volume (VPH) *	990	50	

* Note: Traffic Volume for Major Street is Total Volume of Both Approaches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.



Major Street Avenue 40
 Minor Street Camino De Gregorio/Project Driveway

Project Pulte Homes Development
 Scenario Cumulative (2045) No Project
 Peak Hour PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	20	0	0	30
Through	0	0	570	380
Right	30	0	10	0
Total	50	0	580	410

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	9.6
Approach with Worst Case Delay	NB
Total Vehicles on Approach	50

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	Peak Hour Volume on Minor Approach (vph)	Peak Hour Entering Volume Serviced (vph)
Cumulative (2045) No Project	0.1	50	1,040
Limiting Value	4	100	800
Condition Satisfied?	Not Met	Not Met	Met
Warrant Met	<u>NO</u>		

Major Street Monroe St
 Minor Street Avenue 41

Project Pulte Homes Development
 Scenario Cumulative (2045) No Project
 Peak Hour PM

Turn Movement Volumes

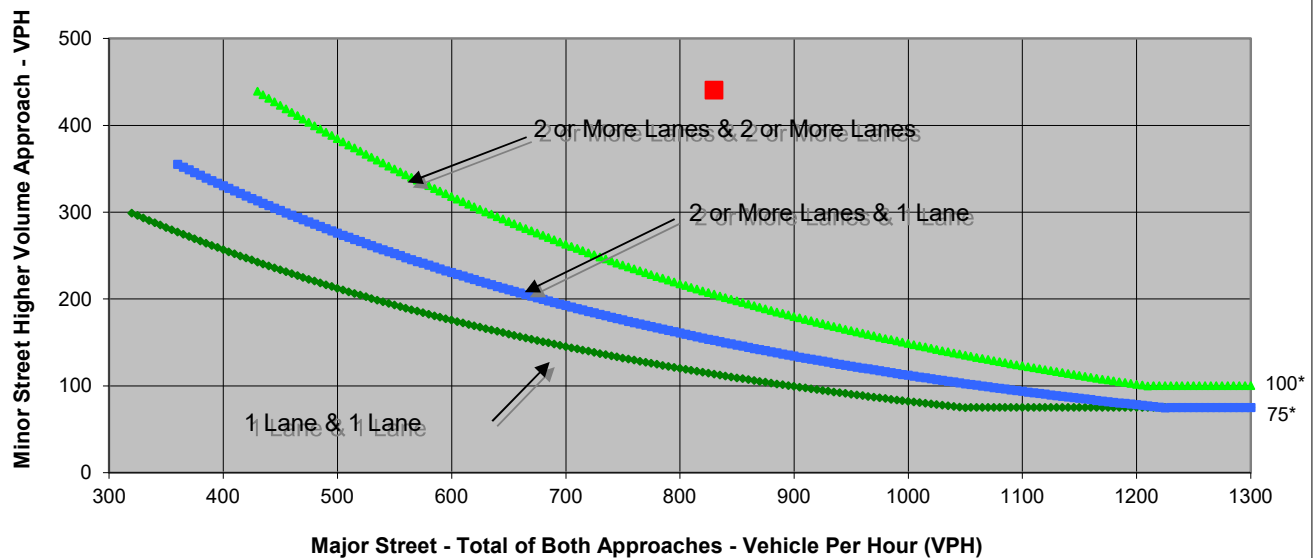
	NB	SB	EB	WB
Left	0	130	0	70
Through	210	330	0	0
Right	160	0	0	370
Total	370	460	0	440

Major Street Direction

x	North/South
	East/West

Figure 4C-4. Warrant 3B, Peak Hour (70% Factor)
 (COMMUNITY LESS THAN 10,000 POPULATION OR

ABOVE 40 MPH ON MAJOR STREET



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Monroe St	Avenue 41	
Number of Approach Lanes	2	2	<u>YES</u>
Traffic Volume (VPH) *	830	440	

* Note: Traffic Volume for Major Street is Total Volume of Both Approaches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.



Major Street Monroe St
 Minor Street Avenue 41

Project Pulte Homes Development
 Scenario Cumulative (2045) No Project
 Peak Hour PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	130	0	70
Through	210	330	0	0
Right	160	0	0	370
Total	370	460	0	440

Major Street Direction

x	North/South
	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	2
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	13.9
Approach with Worst Case Delay	WB
Total Vehicles on Approach	440

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	Peak Hour Volume on Minor Approach (vph)	Peak Hour Entering Volume Serviced (vph)
Cumulative (2045) No Project	1.7	440	1,270
Limiting Value	5	150	800
Condition Satisfied?	Not Met	Met	Met
Warrant Met	<u>NO</u>		

Major Street Avenue 38
 Minor Street Talavera Blvd/Project Driveway

Project Pulte Homes Development
 Scenario Cumulative (2045) Plus Project
 Peak Hour AM

Turn Movement Volumes

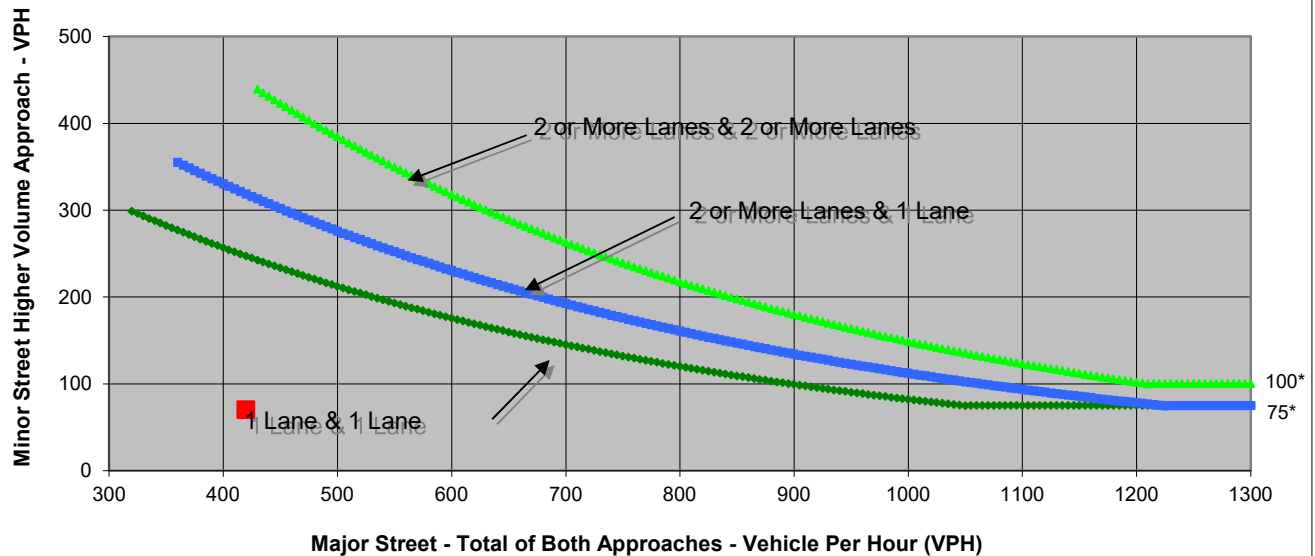
	NB	SB	EB	WB
Left	13	40	20	4
Through	0	0	130	240
Right	7	30	6	20
Total	20	70	156	264

Major Street Direction

	North/South
x	East/West

Figure 4C-4. Warrant 3B, Peak Hour (70% Factor)
 (COMMUNITY LESS THAN 10,000 POPULATION OR

ABOVE 40 MPH ON MAJOR STREET



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Avenue 38	Talavera Blvd/Project Driveway	
Number of Approach Lanes	2	1	<u>NO</u>
Traffic Volume (VPH) *	420	70	

* Note: Traffic Volume for Major Street is Total Volume of Both Approaches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.



Major Street Avenue 38
 Minor Street Talavera Blvd/Project Driveway

Project Pulte Homes Development
 Scenario Cumulative (2045) Plus Project
 Peak Hour AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	13	40	20	4
Through	0	0	130	240
Right	7	30	6	20
Total	20	70	156	264

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	4

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	8.8
Approach with Worst Case Delay	WB
Total Vehicles on Approach	264

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	Peak Hour Volume on Minor Approach (vph)	Peak Hour Entering Volume Served (vph)
Cumulative (2045) Plus Project	0.6	70	510
Limiting Value	4	100	800
Condition Satisfied?	Not Met	Not Met	Not Met
Warrant Met	<u>NO</u>		

Major Street Avenue 38
 Minor Street Talavera Blvd/Project Driveway

Project Pulte Homes Development
 Scenario Cumulative (2045) Plus Project
 Peak Hour PM

Turn Movement Volumes

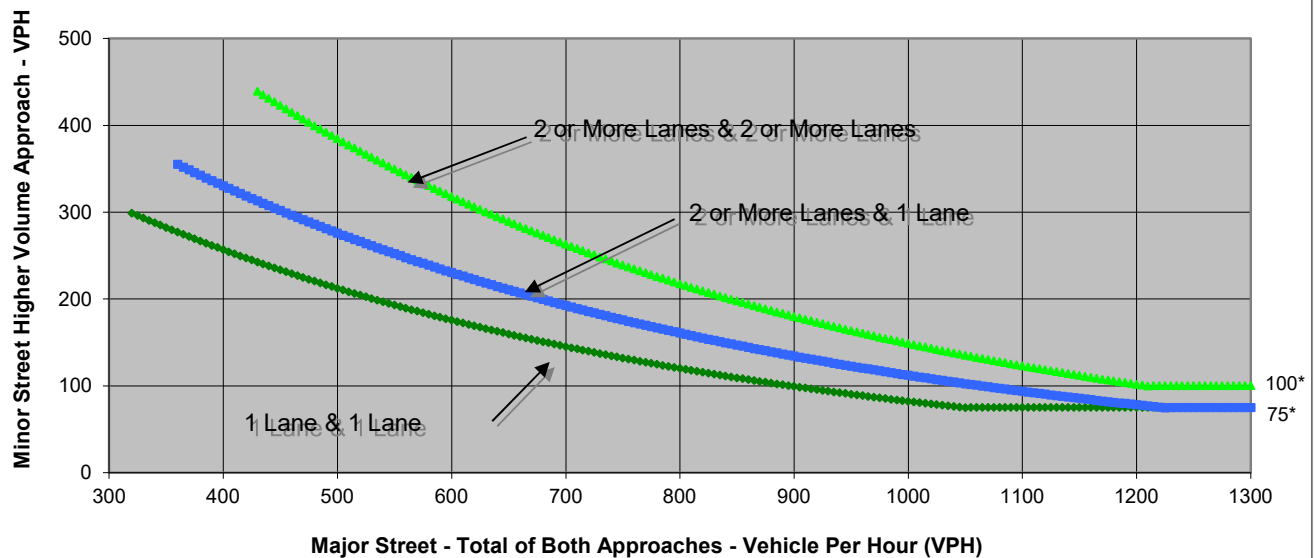
	NB	SB	EB	WB
Left	9	30	40	7
Through	0	0	80	80
Right	5	20	15	40
Total	14	50	135	127

Major Street Direction

	North/South
x	East/West

Figure 4C-4. Warrant 3B, Peak Hour (70% Factor)
 (COMMUNITY LESS THAN 10,000 POPULATION OR

ABOVE 40 MPH ON MAJOR STREET



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Avenue 38	Talavera Blvd/Project Driveway	
Number of Approach Lanes	2	1	<u>NO</u>
Traffic Volume (VPH) *	262	50	

* Note: Traffic Volume for Major Street is Total Volume of Both Approaches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.



Major Street Avenue 38
 Minor Street Talavera Blvd/Project Driveway

Project Pulte Homes Development
 Scenario Cumulative (2045) Plus Project
 Peak Hour PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	9	30	40	7
Through	0	0	80	80
Right	5	20	15	40
Total	14	50	135	127

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	4

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	7.7
Approach with Worst Case Delay	WB
Total Vehicles on Approach	127

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	Peak Hour Volume on Minor Approach (vph)	Peak Hour Entering Volume Served (vph)
Cumulative (2045) Plus Project	0.3	50	326
Limiting Value	4	100	800
Condition Satisfied?	Not Met	Not Met	Not Met
Warrant Met	<u>NO</u>		

Major Street Madison St
 Minor Street Sun City Blvd/Project Driveway

Project Pulte Homes Development
 Scenario Cumulative (2045) Plus Project
 Peak Hour AM

Turn Movement Volumes

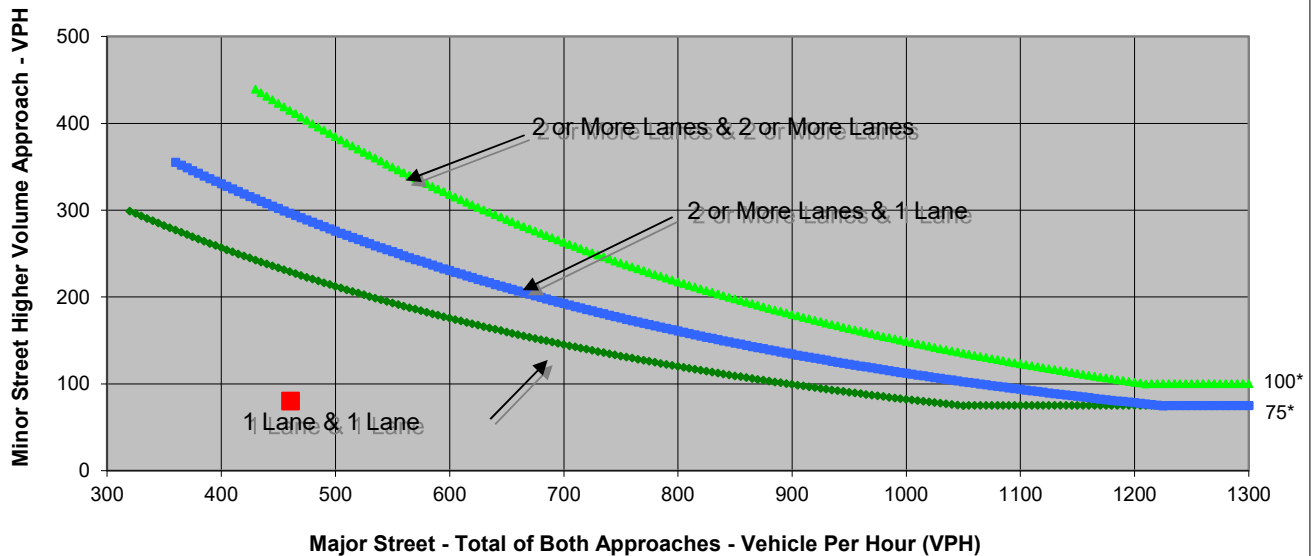
	NB	SB	EB	WB
Left	0	10	0	70
Through	254	167	0	0
Right	30	0	61	10
Total	284	177	61	80

Major Street Direction

x	North/South
	East/West

Figure 4C-4. Warrant 3B, Peak Hour (70% Factor)
 (COMMUNITY LESS THAN 10,000 POPULATION OR

ABOVE 40 MPH ON MAJOR STREET



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Madison St	Sun City Blvd/Project Driveway	
Number of Approach Lanes	2	1	<u>NO</u>
Traffic Volume (VPH) *	461	80	

* Note: Traffic Volume for Major Street is Total Volume of Both Approaches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.



Major Street Madison St
 Minor Street Sun City Blvd/Project Driveway

Project Pulte Homes Development
 Scenario Cumulative (2045) Plus Project
 Peak Hour AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	10	0	70
Through	254	167	0	0
Right	30	0	61	10
Total	284	177	61	80

Major Street Direction

x	North/South
	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	4

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	13.6
Approach with Worst Case Delay	WB
Total Vehicles on Approach	80

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	Peak Hour Volume on Minor Approach (vph)	Peak Hour Entering Volume Served (vph)
Cumulative (2045) Plus Project	0.3	80	602
Limiting Value	4	100	800
Condition Satisfied?	Not Met	Not Met	Not Met
Warrant Met	<u>NO</u>		

Major Street Madison St
 Minor Street Sun City Blvd/Project Driveway

Project Pulte Homes Development
 Scenario Cumulative (2045) Plus Project
 Peak Hour PM

Turn Movement Volumes

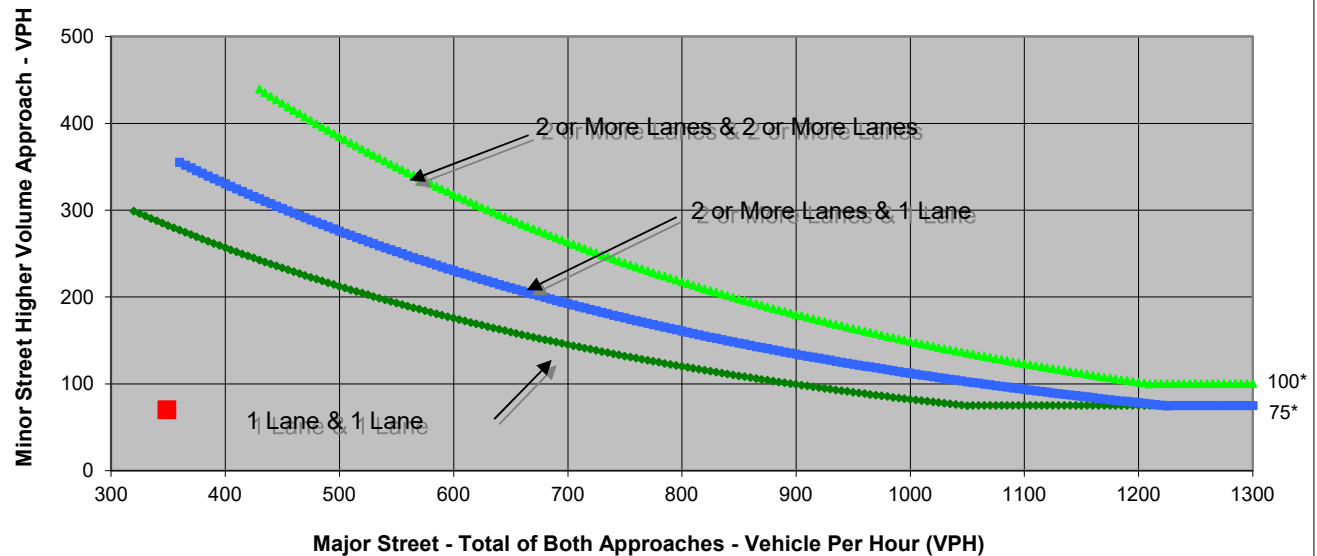
	NB	SB	EB	WB
Left	67	10	0	60
Through	97	115	0	0
Right	60	0	43	10
Total	224	125	43	70

Major Street Direction

x	North/South
	East/West

Figure 4C-4. Warrant 3B, Peak Hour (70% Factor)
 (COMMUNITY LESS THAN 10,000 POPULATION OR

ABOVE 40 MPH ON MAJOR STREET



* Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Madison St	Sun City Blvd/Project Driveway	
Number of Approach Lanes	2	1	<u>NO</u>
Traffic Volume (VPH) *	349	70	

* Note: Traffic Volume for Major Street is Total Volume of Both Approaches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.



Major Street Madison St
 Minor Street Sun City Blvd/Project Driveway

Project Pulte Homes Development
 Scenario Cumulative (2045) Plus Project
 Peak Hour PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	67	10	0	60
Through	97	115	0	0
Right	60	0	43	10
Total	224	125	43	70

Major Street Direction

x	North/South
	East/West

Intersection Geometry

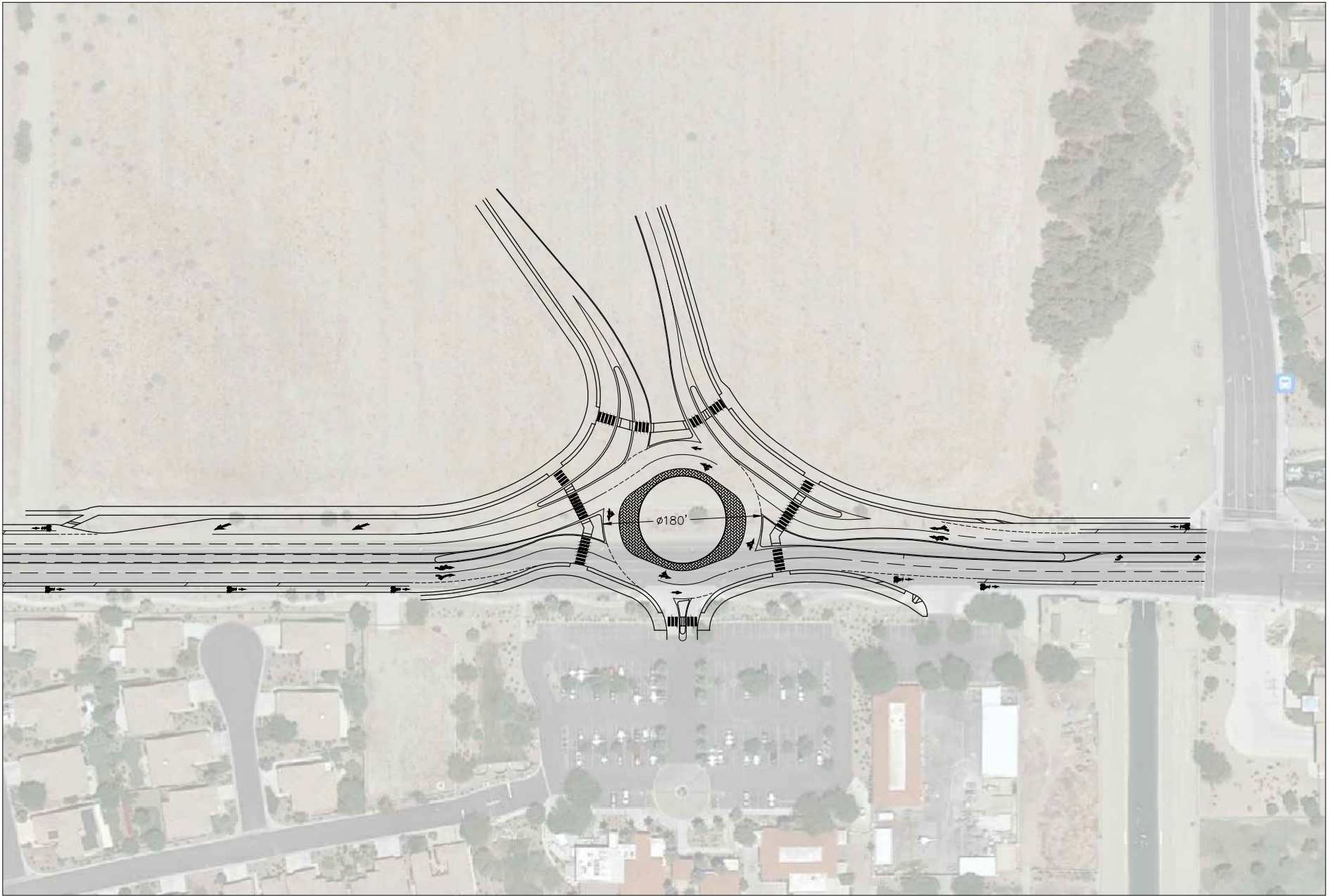
Number of Approach Lanes for Minor Street	1
Total Approaches	4

Worst Case Delay for Minor Street

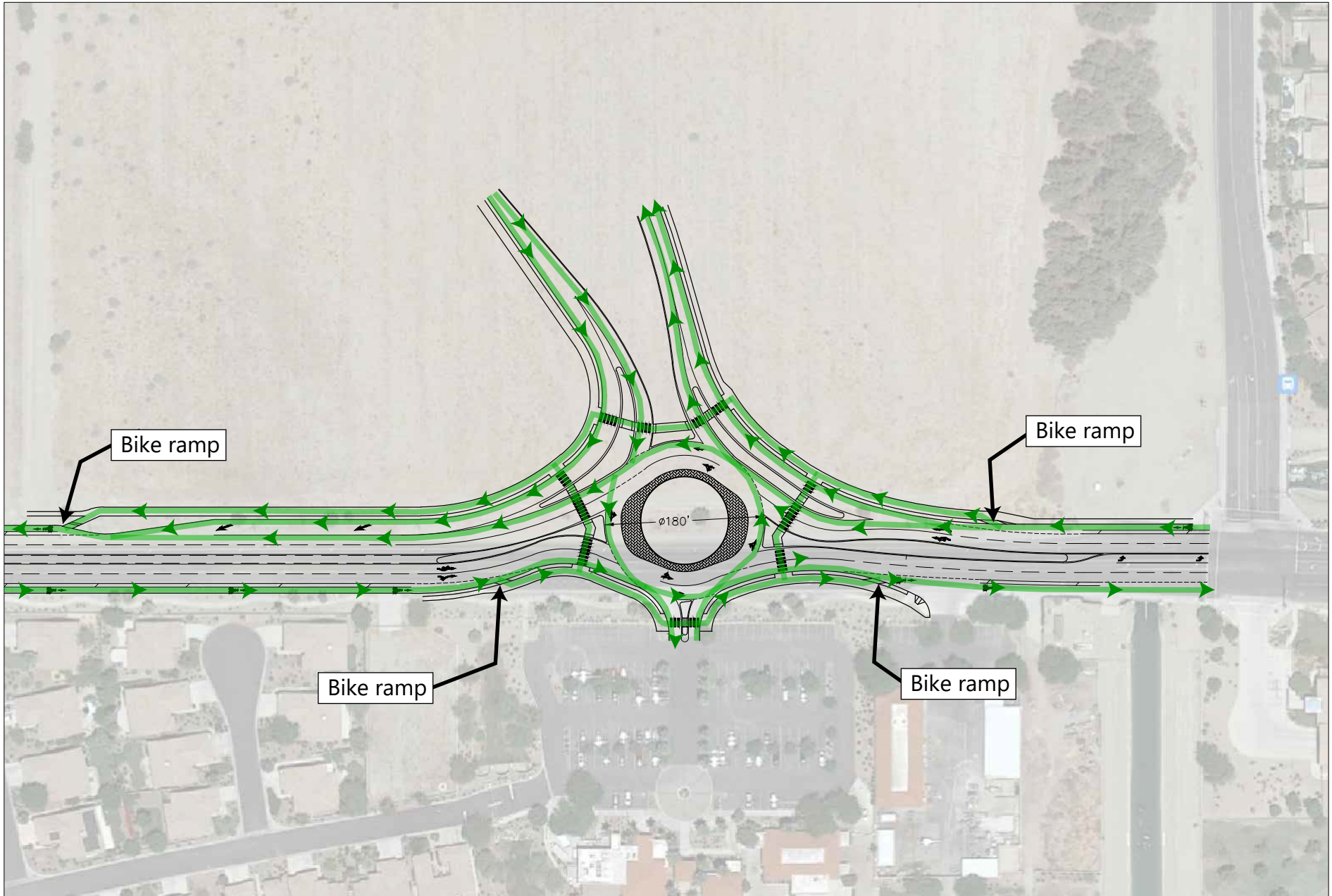
Stopped Delay (seconds per vehicle)	12
Approach with Worst Case Delay	WB
Total Vehicles on Approach	70

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	Peak Hour Volume on Minor Approach (vph)	Peak Hour Entering Volume Served (vph)
Cumulative (2045) Plus Project	0.2	70	462
Limiting Value	4	100	800
Condition Satisfied?	Not Met	Not Met	Not Met
Warrant Met	<u>NO</u>		

Appendix D:
Avenue 40/Project Driveway
Roundabout Conceptual Design

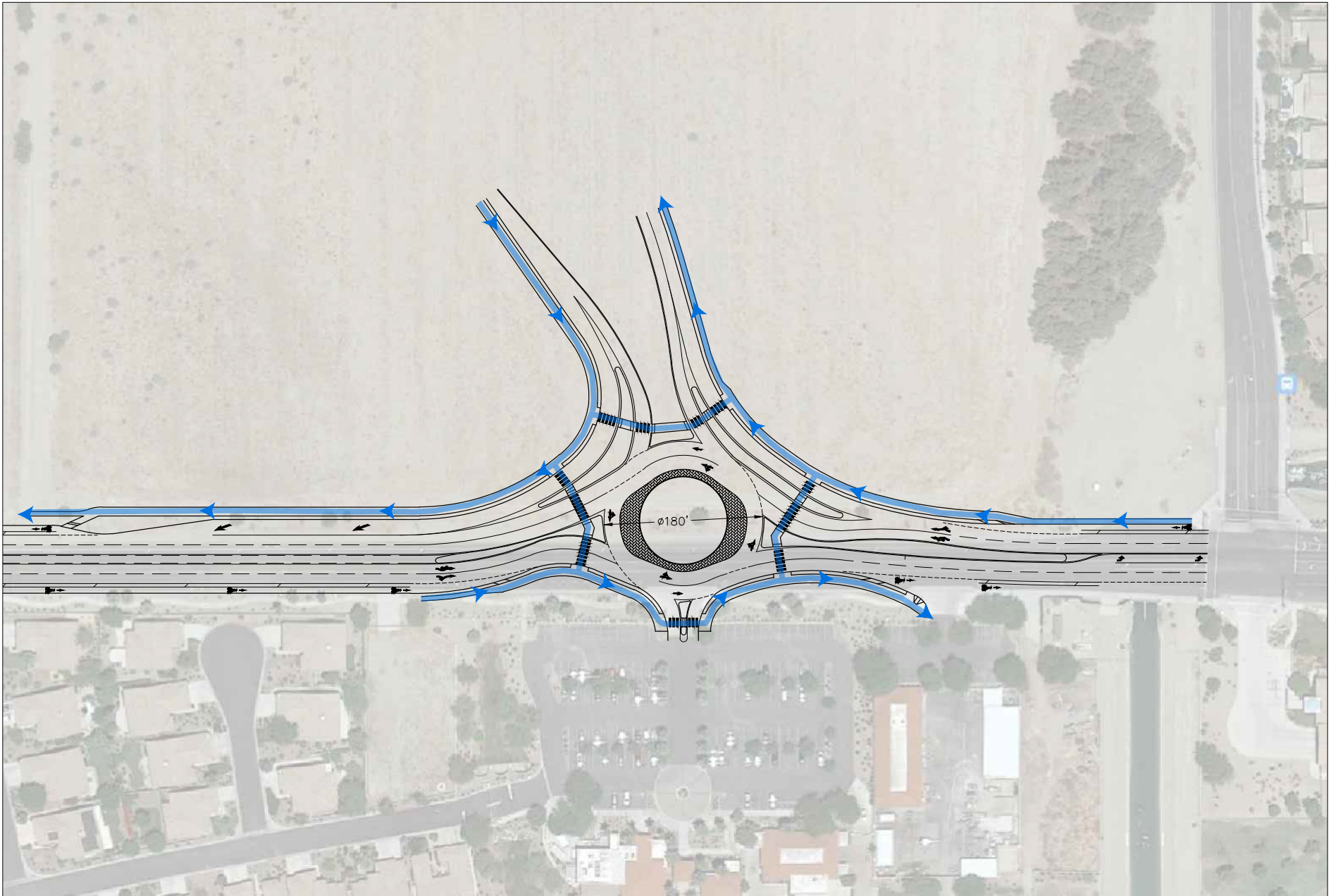






Concept Map: Bicycle and Golf Cart Circulation





Concept Map: Pedestrian Circulation



Appendix E:

Intersection Control Evaluation

Vissim Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Pulte Debonne Traffic Study & Roundabout
Near-Term Plus Project (TWSC)
AM Peak Hour

Intersection 4 Jefferson St/Ave 40 Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	100	89	88.7%	321.2	30.6	F
	Through	744	662	89.0%	339.0	27.0	F
	Right Turn	137	128	93.1%	105.2	8.5	F
	Subtotal	981	879	89.6%	299.3	26.9	F
SB	Left Turn	220	224	101.9%	202.6	54.6	F
	Through	811	840	103.6%	204.2	59.5	F
	Right Turn	92	93	100.5%	202.6	57.5	F
	Subtotal	1,123	1,157	103.0%	203.8	58.1	F
EB	Left Turn	32	36	113.8%	42.8	11.2	D
	Through	52	56	108.5%	34.1	6.8	C
	Right Turn	60	58	96.2%	13.6	4.7	B
	Subtotal	144	151	104.5%	28.9	5.8	C
WB	Left Turn	188	188	99.8%	41.6	6.5	D
	Through	173	179	103.6%	37.1	6.0	D
	Right Turn	320	328	102.5%	18.0	5.1	B
	Subtotal	681	695	102.0%	29.5	3.5	C
Total		2,929	2,881	98.4%	184.5	23.8	F

Intersection 5 Camino San Gregorio/Ave 40 Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	10	11	111.0%	3.2	1.5	A
	Through						
	Right Turn	20	22	108.5%	2.4	2.0	A
	Subtotal	30	33	109.3%	2.5	1.3	A
SB	Left Turn	38	39	102.1%	13.3	2.5	B
	Through						
	Right Turn	85	87	102.8%	10.4	0.9	B
	Subtotal	123	126	102.6%	11.4	1.2	B
EB	Left Turn	42	41	96.7%	11.2	4.1	B
	Through	357	360	101.0%	1.2	0.2	A
	Right Turn	10	10	101.0%	1.1	0.7	A
	Subtotal	409	411	100.5%	2.1	0.5	A
WB	Left Turn	30	29	96.0%	2.0	0.8	A
	Through	586	598	102.1%	2.0	0.4	A
	Right Turn	18	18	99.4%	1.1	0.2	A
	Subtotal	634	645	101.7%	2.0	0.4	A
Total		1,196	1,215	101.6%	3.1	0.5	A

Vissim Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Pulte Debonne Traffic Study & Roundabout
Near-Term Plus Project (TWSC)
AM Peak Hour

Intersection 6

Madison St/Ave 40

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	142	136	95.7%	31.3	19.6	C
	Through						
	Right Turn	106	107	101.2%	20.9	20.9	C
	Subtotal	248	243	98.1%	26.7	20.1	C
EB	Left Turn	47	44	94.0%	15.9	6.2	B
	Through	368	376	102.2%	8.1	1.7	A
	Right Turn						
	Subtotal	415	420	101.3%	8.9	1.7	A
WB	Left Turn						
	Through	528	536	101.5%	9.1	1.5	A
	Right Turn	217	223	102.5%	4.7	0.9	A
	Subtotal	745	758	101.8%	7.8	1.1	A
Total		1,408	1,422	101.0%	11.3	3.8	B

Intersection 4 Jefferson St/Ave 40 Signal

Direction	Movement	Storage (ft)	Average Queue (ft)				Maximum Queue (ft)				Exceeds Storage?
			Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum	
NB	U Turn										
	Second Left										
	Left Turn	200	5	1	3	6	99	27	68	160	NO
	Through	1,200	1,169	71	1,080	1,280	1,646	8	1,633	1,654	MAX
	Right Turn	1,200	3	1	2	4	103	13	85	123	NO
SB	Second Right										
	U Turn										
	Second Left										
	Left Turn	300	18	2	15	23	208	42	149	270	NO
	Through	2,500	810	198	548	1,084	2,092	265	1,576	2,594	NO
EB	Right Turn	2,500	809	198	547	1,084	2,092	265	1,576	2,594	NO
	Second Right										
	U Turn										
	Second Left										
	Left Turn	150	6	2	4	9	78	11	64	92	NO
WB	Through	5,000	12	2	9	17	143	44	96	249	NO
	Right Turn	5,000	9	2	6	14	143	44	96	249	NO
	Second Right										
	U Turn										
	Second Left										
WB	Left Turn	150	40	5	32	49	286	94	212	544	MAX
	Through	4,500	32	4	26	40	252	106	194	542	NO
	Right Turn	175	31	7	21	45	240	51	180	357	MAX
	Second Right										
	U Turn										

Intersection 5 Camino San Gregorio/Ave 40 Side-street Stop

Direction	Movement	Storage (ft)	Average Queue (ft)				Maximum Queue (ft)				Exceeds Storage?
			Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum	
NB	U Turn										
	Second Left										
	Left Turn	100	0	0	0	0	34	14	20	57	NO
	Through										
	Right Turn	100	0	0	0	0	33	14	19	56	NO
SB	Second Right										
	U Turn										
	Second Left										
	Left Turn	100	2	0	1	2	48	12	24	64	NO
	Through										
EB	Right Turn	100	3	0	3	4	74	22	44	118	NO
	Second Right										
	U Turn										
	Second Left										
	Left Turn	100	1	0	0	2	53	17	26	72	NO
WB	Through										
	Right Turn										
	Second Right										
	U Turn										
	Second Left										
WB	Left Turn	100	0	0	0	0	32	15	0	54	NO
	Through										
	Right Turn										
	Second Right										
	U Turn										

Intersection 6 Madison St/Ave 40 Signal

Direction	Movement	Storage (ft)	Average Queue (ft)				Maximum Queue (ft)				Exceeds Storage?
			Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum	
NB	U Turn										
	Second Left										
	Left Turn										
	Through										
	Right Turn										
SB	Second Right										
	U Turn										
	Second Left	150	12	2	10	16	177	130	92	540	MAX
	Left Turn										
	Through	150	2	1	1	4	99	34	46	144	NO
EB	Right Turn										
	Second Right										
	U Turn										
	Second Left	175	1	0	0	1	45	9	25	59	NO
	Left Turn	500	7	1	5	8	168	30	137	221	NO
WB	Through										
	Right Turn										
	Second Right										
	U Turn										
	Second Left	2,500	13	3	8	17	257	42	151	300	NO
WB	Left Turn										
	Through	2,500	4	1	3	5	129	52	79	259	NO

Vissim Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Pulte Debonne Traffic Study & Roundabout
Near-Term Plus Project (TWSC)
PM Peak Hour

Intersection 4 Jefferson St/Ave 40 Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	90	84	93.3%	324.3	35.1	F
	Through	683	624	91.4%	346.5	30.5	F
	Right Turn	247	250	101.3%	106.4	11.4	F
	Subtotal	1,020	958	93.9%	281.9	25.6	F
SB	Left Turn	240	252	105.1%	156.2	59.9	F
	Through	728	763	104.8%	150.0	59.4	F
	Right Turn	52	53	101.3%	146.9	62.7	F
	Subtotal	1,020	1,068	104.7%	151.4	59.6	F
EB	Left Turn	52	54	103.5%	37.4	4.6	D
	Through	126	130	103.1%	46.1	9.8	D
	Right Turn	120	123	102.2%	33.5	9.4	C
	Subtotal	298	306	102.8%	39.4	7.9	D
WB	Left Turn	173	177	102.5%	53.4	15.5	D
	Through	113	118	104.7%	38.1	4.6	D
	Right Turn	150	151	100.5%	9.8	1.8	A
	Subtotal	436	446	102.4%	34.2	7.3	C
Total		2,774	2,779	100.2%	165.4	21.3	F

Intersection 5 Camino San Gregorio/Ave 40 Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	20	22	108.5%	1.8	1.1	A
	Through						
	Right Turn	30	29	97.7%	1.3	0.6	A
	Subtotal	50	51	102.0%	1.7	0.6	A
SB	Left Turn	26	26	101.5%	11.7	3.6	B
	Through						
	Right Turn	60	63	105.3%	6.4	0.5	A
	Subtotal	86	90	104.2%	7.9	0.9	A
EB	Left Turn	94	96	102.0%	4.0	1.1	A
	Through	509	530	104.1%	1.7	0.3	A
	Right Turn	10	11	105.0%	1.3	1.1	A
	Subtotal	613	636	103.8%	2.0	0.3	A
WB	Left Turn	30	32	105.7%	3.3	1.4	A
	Through	356	363	101.9%	1.4	0.3	A
	Right Turn	41	40	98.0%	1.1	0.4	A
	Subtotal	427	435	101.8%	1.5	0.3	A
Total		1,176	1,212	103.0%	2.2	0.2	A

Vissim Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Pulte Debonne Traffic Study & Roundabout
Near-Term Plus Project (TWSC)
PM Peak Hour

Intersection 6

Madison St/Ave 40

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	10	11	107.0%	23.1	9.9	C
	Through						
	Right Turn						
	Subtotal	10	11	107.0%	23.1	9.9	C
SB	Left Turn	222	220	99.1%	24.1	10.5	C
	Through						
	Right Turn	86	89	103.1%	14.0	18.8	B
	Subtotal	308	309	100.2%	21.1	12.9	C
EB	Left Turn	99	98	99.3%	14.3	3.5	B
	Through	466	487	104.5%	12.3	1.9	B
	Right Turn						
	Subtotal	565	586	103.6%	12.6	1.7	B
WB	Left Turn	10	10	100.0%	11.1	12.2	B
	Through	331	336	101.6%	13.1	6.0	B
	Right Turn	155	160	103.1%	5.3	4.5	A
	Subtotal	496	506	102.0%	10.7	5.4	B
Total		1,379	1,411	102.3%	14.4	3.7	B

Intersection 6 Madison St/Ave 40 Signal

Direction	Movement	Storage (ft)	Average Queue (ft)				Maximum Queue (ft)				Exceeds Storage?
			Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum	
NB	U Turn										
	Second Left										
	Left Turn										
	Through										
	Right Turn										
SB	Second Right										
	U Turn										
	Second Left										
	Left Turn	150	21	2	19	24	193	62	136	329	MAX
	Through	150	1	0	1	2	60	14	44	84	NO
EB	Right Turn										
	Second Right										
	U Turn										
	Second Left										
	Left Turn	175	4	1	3	6	82	16	64	106	NO
WB	Through	500	18	3	14	22	317	100	237	514	NO
	Right Turn										
	Second Right										
	U Turn										
	Second Left										
WB	Left Turn	200	0	0	0	1	26	7	21	45	NO
	Through	2,500	10	1	8	12	195	45	123	284	NO
	Right Turn	2,500	3	1	2	4	102	25	78	152	NO
	Second Right										

Vissim Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Pulte Debonne Traffic Study & Roundabout
Near-Term Plus Project (Signal)
AM Peak Hour

Intersection 4 **Jefferson St/Ave 40** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	100	89	89.0%	323.6	26.4	F
	Through	744	665	89.4%	331.9	24.0	F
	Right Turn	137	128	93.4%	104.5	9.6	F
	Subtotal	981	882	89.9%	294.3	23.8	F
SB	Left Turn	220	225	102.2%	222.4	67.8	F
	Through	811	842	103.8%	222.3	67.0	F
	Right Turn	92	92	100.3%	221.7	63.6	F
	Subtotal	1,123	1,159	103.2%	222.3	66.7	F
EB	Left Turn	32	36	113.4%	41.7	13.6	D
	Through	52	56	107.3%	36.2	7.4	D
	Right Turn	60	58	95.8%	14.7	3.8	B
	Subtotal	144	150	103.9%	29.3	5.7	C
WB	Left Turn	188	188	99.9%	42.3	6.6	D
	Through	173	179	103.2%	35.5	6.9	D
	Right Turn	320	328	102.4%	18.4	3.5	B
	Subtotal	681	694	101.9%	29.5	3.2	C
Total		2,929	2,885	98.5%	190.4	26.6	F

Intersection 5 **Camino San Gregorio/Ave 40** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	10	11	106.0%	41.9	14.9	D
	Through						
	Right Turn	20	21	106.0%	9.9	3.5	A
	Subtotal	30	32	106.0%	21.8	7.3	C
SB	Left Turn	38	39	102.4%	41.1	7.8	D
	Through						
	Right Turn	85	87	102.7%	10.2	2.1	B
	Subtotal	123	126	102.6%	20.6	3.5	C
EB	Left Turn	42	41	97.6%	42.8	11.3	D
	Through	357	359	100.5%	9.1	1.7	A
	Right Turn	10	10	99.0%	6.6	7.4	A
	Subtotal	409	410	100.2%	11.9	2.1	B
WB	Left Turn	30	29	97.0%	38.2	9.6	D
	Through	586	599	102.2%	8.1	1.8	A
	Right Turn	18	18	99.4%	5.3	3.8	A
	Subtotal	634	646	101.8%	9.3	1.7	A
Total		1,196	1,214	101.5%	11.6	1.8	B

Vissim Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Pulte Debonne Traffic Study & Roundabout
Near-Term Plus Project (Signal)
AM Peak Hour

Intersection 6

Madison St/Ave 40

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	142	135	95.3%	49.0	21.0	D
	Through						
	Right Turn	106	107	101.3%	22.5	22.8	C
	Subtotal	248	243	97.9%	37.0	22.0	D
EB	Left Turn	47	44	93.2%	10.9	4.2	B
	Through	368	375	101.9%	3.4	1.7	A
	Right Turn						
	Subtotal	415	419	100.9%	4.2	1.5	A
WB	Left Turn						
	Through	528	535	101.3%	7.7	2.1	A
	Right Turn	217	223	102.6%	3.6	0.8	A
	Subtotal	745	758	101.7%	6.5	1.6	A
Total		1,408	1,419	100.8%	10.9	3.6	B

Intersection 4 Jefferson St/Ave 40 Signal

Direction	Movement	Storage (ft)	Average Queue (ft)				Maximum Queue (ft)				Exceeds Storage?
			Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum	
NB	U Turn										
	Second Left										
	Left Turn	200	5	1	3	7	115	29	66	165	NO
	Through	1,200	1,171	82	1,065	1,303	1,652	3	1,647	1,654	MAX
	Right Turn	1,200	3	1	2	5	96	18	74	127	NO
SB	Second Right										
	U Turn										
	Second Left										
	Left Turn	300	20	3	15	23	221	47	159	298	NO
	Through	2,500	883	240	461	1,186	2,212	318	1,624	2,550	NO
EB	Right Turn	2,500	883	240	460	1,186	2,212	318	1,624	2,550	NO
	Second Right										
	U Turn										
	Second Left										
	Left Turn	150	6	1	4	7	69	15	45	88	NO
WB	Through	5,000	12	3	9	16	140	43	86	222	NO
	Right Turn	5,000	10	2	6	13	140	43	86	222	NO
	Second Right										
	U Turn										
	Second Left										
WB	Left Turn	150	41	6	29	50	249	50	174	347	MAX
	Through	4,500	32	5	23	41	209	58	154	345	NO
	Right Turn	175	36	7	29	49	297	74	204	443	MAX
	Second Right										

Intersection 5 Camino San Gregorio/Ave 40 Signal

Direction	Movement	Storage (ft)	Average Queue (ft)				Maximum Queue (ft)				Exceeds Storage?
			Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum	
NB	U Turn										
	Second Left										
	Left Turn	100	4	1	3	5	61	9	53	76	NO
	Through										
	Right Turn	100	4	1	3	6	65	9	57	80	NO
SB	Second Right										
	U Turn										
	Second Left										
	Left Turn	100	9	2	6	12	90	18	66	116	NO
	Through										
EB	Right Turn	100	3	1	2	4	73	25	49	119	NO
	Second Right										
	U Turn										
	Second Left										
	Left Turn	100	9	2	5	11	82	16	66	107	NO
WB	Through	4,500	10	3	6	17	222	51	140	298	NO
	Right Turn	4,500	11	3	7	19	239	51	157	315	NO
	Second Right										
	U Turn										
	Second Left										
WB	Left Turn	100	6	2	4	11	116	120	46	381	MAX
	Through	500	18	4	14	24	458	108	353	661	NO
	Right Turn	500	18	4	14	26	475	108	370	678	NO
	Second Right										

Intersection 6 Madison St/Ave 40 Signal

Direction	Movement	Storage (ft)	Average Queue (ft)				Maximum Queue (ft)				Exceeds Storage?
			Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum	
NB	U Turn										
	Second Left										
	Left Turn										
	Through										
	Right Turn										
SB	Second Right										
	U Turn										
	Second Left	150	30	4	24	35	220	133	153	591	MAX
	Left Turn										
	Through	150	3	1	1	4	95	32	49	144	NO
EB	Right Turn										
	Second Right										
	U Turn										
	Second Left	175	0	0	0	1	38	9	23	49	NO
	Left Turn	500	3	1	1	5	156	68	70	320	NO
WB	Through										
	Right Turn										
	Second Right										
	U Turn										
	Second Left										
WB	Left Turn	2,500	10	2	6	14	259	58	156	335	NO
	Through										
	Right Turn	2,500	2	0	2	3	97	22	64	130	NO
	Second Right										

Vissim Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Pulte Debonne Traffic Study & Roundabout
Near-Term Plus Project (Signal)
PM Peak Hour

Intersection 4 Jefferson St/Ave 40 Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	90	85	94.0%	324.8	26.6	F
	Through	683	624	91.4%	338.8	18.6	F
	Right Turn	247	251	101.7%	99.0	12.9	F
	Subtotal	1,020	960	94.1%	275.7	17.1	F
SB	Left Turn	240	252	105.0%	154.4	51.6	F
	Through	728	762	104.7%	147.1	51.8	F
	Right Turn	52	52	100.4%	144.6	52.1	F
	Subtotal	1,020	1,066	104.5%	148.8	51.5	F
EB	Left Turn	52	53	102.7%	39.3	10.4	D
	Through	126	129	102.4%	42.8	11.6	D
	Right Turn	120	123	102.8%	28.2	9.0	C
	Subtotal	298	306	102.6%	36.1	9.4	D
WB	Left Turn	173	178	102.8%	54.2	14.1	D
	Through	113	119	105.6%	32.3	7.4	C
	Right Turn	150	151	100.8%	11.1	3.0	B
	Subtotal	436	448	102.8%	33.6	6.7	C
Total		2,774	2,780	100.2%	163.1	20.4	F

Intersection 5 Camino San Gregorio/Ave 40 Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	20	22	108.5%	44.7	12.5	D
	Through						
	Right Turn	30	29	97.3%	13.5	6.9	B
	Subtotal	50	51	101.8%	27.4	9.4	C
SB	Left Turn	26	27	102.3%	55.5	12.7	E
	Through						
	Right Turn	60	63	105.3%	6.4	1.1	A
	Subtotal	86	90	104.4%	18.7	6.5	B
EB	Left Turn	94	96	101.9%	54.6	7.0	D
	Through	509	530	104.1%	11.1	2.7	B
	Right Turn	10	11	106.0%	8.0	8.3	A
	Subtotal	613	636	103.8%	17.8	3.6	B
WB	Left Turn	30	32	107.3%	41.7	11.6	D
	Through	356	363	102.0%	7.4	1.5	A
	Right Turn	41	41	99.0%	3.7	1.7	A
	Subtotal	427	436	102.1%	9.4	1.4	A
Total		1,176	1,213	103.1%	15.4	2.3	B

Vissim Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Pulte Debonne Traffic Study & Roundabout
Near-Term Plus Project (Signal)
PM Peak Hour

Intersection 6

Madison St/Ave 40

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	10	10	103.0%	44.7	20.3	D
	Through						
	Right Turn						
	Subtotal	10	10	103.0%	44.7	20.3	D
SB	Left Turn	222	219	98.6%	47.5	12.0	D
	Through						
	Right Turn	86	89	103.3%	17.3	22.8	B
	Subtotal	308	308	99.9%	38.6	15.3	D
EB	Left Turn	99	98	99.2%	7.3	2.2	A
	Through	466	487	104.5%	5.3	1.8	A
	Right Turn						
	Subtotal	565	585	103.6%	5.7	1.8	A
WB	Left Turn	10	10	99.0%	12.6	10.5	B
	Through	331	337	101.7%	12.1	6.3	B
	Right Turn	155	160	103.2%	4.7	3.3	A
	Subtotal	496	507	102.1%	9.9	5.3	A
Total		1,379	1,410	102.2%	15.9	4.1	B

Intersection 4 Jefferson St/Ave 40 Signal

Direction	Movement	Storage (ft)	Average Queue (ft)				Maximum Queue (ft)				Exceeds Storage?
			Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum	
NB	U Turn										
	Second Left										
	Left Turn	200	6	0	5	6	107	28	69	159	NO
	Through	1,200	1,410	39	1,329	1,464	1,642	9	1,631	1,654	AVG
	Right Turn	1,200	15	2	10	18	195	28	155	232	NO
SB	Second Right										
	U Turn										
	Second Left										
	Left Turn	300	28	5	20	36	263	70	198	445	NO
	Through	2,500	575	171	241	828	1,854	302	1,274	2,490	NO
EB	Right Turn	2,500	575	171	241	827	1,854	302	1,274	2,489	NO
	Second Right										
	U Turn										
	Second Left										
	Left Turn	150	9	2	6	13	95	17	70	116	NO
WB	Through	5,000	44	12	29	66	313	104	194	512	NO
	Right Turn	5,000	42	12	28	65	313	104	194	512	NO
	Second Right										
	U Turn										
	Second Left										
WB	Left Turn	150	49	12	34	78	251	70	172	352	MAX
	Through	4,500	18	3	13	23	155	34	89	208	NO
	Right Turn	175	7	2	4	11	126	27	82	177	NO
	Second Right										
	U Turn										

Intersection 5 Camino San Gregorio/Ave 40 Signal

Direction	Movement	Storage (ft)	Average Queue (ft)				Maximum Queue (ft)				Exceeds Storage?
			Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum	
NB	U Turn										
	Second Left										
	Left Turn	100	8	2	4	10	68	9	55	76	NO
	Through										
	Right Turn	100	9	2	5	11	72	9	59	80	NO
SB	Second Right										
	U Turn										
	Second Left										
	Left Turn	100	7	2	5	11	74	18	48	108	NO
	Through										
EB	Right Turn	100	2	0	1	2	54	12	44	78	NO
	Second Right										
	U Turn										
	Second Left										
	Left Turn	100	33	6	25	43	430	139	260	691	MAX
WB	Through	4,500	20	4	13	26	411	102	244	555	NO
	Right Turn	4,500	22	5	15	29	429	102	261	572	NO
	Second Right										
	U Turn										
	Second Left										
WB	Left Turn	100	7	2	5	10	118	93	46	331	MAX
	Through	500	10	2	6	14	263	47	207	332	NO
	Right Turn	500	10	2	7	14	280	47	224	349	NO
	Second Right										
	U Turn										

Intersection 6

Madison St/Ave 40

Signal

Direction	Movement	Storage (ft)	Average Queue (ft)				Maximum Queue (ft)				Exceeds Storage?
			Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum	
NB	U Turn										
	Second Left										
	Left Turn										
	Through										
	Right Turn										
SB	Second Right										
	U Turn										
	Second Left	150	55	5	48	62	368	70	226	464	MAX
	Left Turn										
	Through	150	2	2	1	8	112	125	46	464	NO
EB	Right Turn										
	Second Right										
	U Turn										
	Second Left	175	2	1	1	4	75	24	46	112	NO
	Left Turn	500	8	3	4	15	262	47	211	353	NO
WB	Through										
	Right Turn										
	Second Right										
	U Turn										
	Second Left	200	0	0	0	1	30	15	21	60	NO
WB	Left Turn	2,500	10	1	8	13	224	65	154	375	NO
	Through										
	Right Turn	2,500	2	0	2	3	101	30	67	169	NO

Vissim Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Pulte Debonne Traffic Study & Roundabout
Near-Term Plus Project (Roundabout)
AM Peak Hour

Intersection 4 Jefferson St/Ave 40 Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	100	89	88.8%	325.4	31.8	F
	Through	744	659	88.6%	335.3	32.2	F
	Right Turn	137	127	92.7%	105.9	11.1	F
	Subtotal	981	875	89.2%	297.1	27.5	F
SB	Left Turn	220	223	101.5%	208.9	63.8	F
	Through	811	832	102.6%	212.7	66.9	F
	Right Turn	92	92	99.5%	211.8	62.0	F
	Subtotal	1,123	1,147	102.1%	212.0	65.8	F
EB	Left Turn	32	37	115.9%	36.3	8.2	D
	Through	52	56	108.5%	34.6	5.0	C
	Right Turn	60	57	95.7%	11.6	3.5	B
	Subtotal	144	151	104.8%	26.4	4.7	C
WB	Left Turn	188	189	100.7%	40.0	3.2	D
	Through	173	179	103.5%	38.7	4.2	D
	Right Turn	320	328	102.6%	16.9	3.4	B
	Subtotal	681	697	102.3%	28.9	2.9	C
Total		2,929	2,870	98.0%	186.7	23.0	F

Intersection 5 Camino San Gregorio/Ave 40 Roundabout

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	10	11	111.0%	1.6	1.4	A
	Through						
	Right Turn	20	22	108.5%	2.0	1.6	A
	Subtotal	30	33	109.3%	1.8	0.8	A
SB	Left Turn	38	39	101.3%	13.9	6.0	B
	Through						
	Right Turn	85	87	102.6%	0.3	0.1	A
	Subtotal	123	126	102.2%	5.2	2.6	A
EB	Left Turn	42	41	97.4%	6.3	3.2	A
	Through	357	357	100.0%	6.0	1.8	A
	Right Turn	10	10	98.0%	5.3	3.9	A
	Subtotal	409	408	99.7%	6.0	1.9	A
WB	Left Turn	30	29	95.7%	10.2	2.9	B
	Through	586	599	102.3%	10.8	2.9	B
	Right Turn	18	18	100.0%	7.2	3.0	A
	Subtotal	634	646	101.9%	10.7	2.8	B
Total		1,196	1,212	101.4%	8.5	2.1	A

Vissim Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Pulte Debonne Traffic Study & Roundabout
Near-Term Plus Project (Roundabout)
AM Peak Hour

Intersection 6

Madison St/Ave 40

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	142	136	96.1%	31.7	18.9	C
	Through						
	Right Turn	106	107	101.3%	21.9	20.4	C
	Subtotal	248	244	98.3%	27.3	19.4	C
EB	Left Turn	47	44	93.2%	24.4	7.2	C
	Through	368	374	101.5%	7.6	1.8	A
	Right Turn						
	Subtotal	415	418	100.6%	9.3	1.6	A
WB	Left Turn						
	Through	528	536	101.5%	9.1	2.0	A
	Right Turn	217	222	102.5%	5.1	1.7	A
	Subtotal	745	758	101.8%	8.0	1.8	A
Total		1,408	1,420	100.8%	11.5	3.6	B

Intersection 4 Jefferson St/Ave 40 Signal

Direction	Movement	Storage (ft)	Average Queue (ft)				Maximum Queue (ft)				Exceeds Storage?
			Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum	
NB	U Turn										
	Second Left										
	Left Turn	200	6	2	4	9	114	45	67	221	NO
	Through	1,200	1,160	81	1,053	1,291	1,649	7	1,632	1,654	MAX
	Right Turn	1,200	3	1	2	7	97	42	44	201	NO
SB	Second Right										
	U Turn										
	Second Left										
	Left Turn	300	18	3	11	23	191	42	112	255	NO
	Through	2,500	867	236	556	1,190	2,105	327	1,677	2,597	NO
EB	Right Turn	2,500	866	236	555	1,190	2,105	327	1,676	2,597	NO
	Second Right										
	U Turn										
	Second Left										
	Left Turn	150	6	1	4	8	72	16	46	104	NO
WB	Through	5,000	12	3	8	16	130	26	105	196	NO
	Right Turn	5,000	9	2	6	12	130	26	105	196	NO
	Second Right										
	U Turn										
	Second Left										
WB	Left Turn	150	39	6	29	47	243	45	189	320	MAX
	Through	4,500	30	3	27	37	220	35	173	285	NO
	Right Turn	175	28	5	22	38	216	40	151	275	MAX
	Second Right										

Intersection 5 Camino San Gregorio/Ave 40 Roundabout

Direction	Movement	Storage (ft)	Average Queue (ft)				Maximum Queue (ft)				Exceeds Storage?
			Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum	
NB	U Turn										
	Second Left										
	Left Turn	100	0	0	0	0	19	22	0	53	NO
	Through										
	Right Turn	100	0	0	0	0	19	22	0	53	NO
SB	Second Right										
	U Turn										
	Second Left										
	Left Turn	100	1	1	1	3	52	22	23	87	NO
	Through										
EB	Right Turn	100	0	0	0	0	0	0	0	0	NO
	Second Right										
	U Turn										
	Second Left										
	Left Turn	4,500	3	1	2	6	183	60	121	295	NO
WB	Through	4,500	3	1	2	6	183	60	121	295	NO
	Right Turn	4,500	3	1	2	6	188	62	121	295	NO
	Second Right										
	U Turn										
	Second Left										
WB	Left Turn	500	16	5	8	23	441	125	283	637	NO
	Through	500	16	5	8	23	441	125	283	637	NO
	Right Turn	500	0	0	0	0	0	0	0	0	NO
	Second Right										

Intersection 6 Madison St/Ave 40 Signal

Direction	Movement	Storage (ft)	Average Queue (ft)				Maximum Queue (ft)				Exceeds Storage?
			Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum	
NB	U Turn										
	Second Left										
	Left Turn										
	Through										
	Right Turn										
SB	Second Right										
	U Turn										
	Second Left	150	12	2	9	17	181	129	110	540	MAX
	Left Turn										
	Through	150	2	1	1	3	90	32	46	143	NO
EB	Right Turn										
	Second Right										
	U Turn										
	Second Left	175	2	1	1	3	100	24	67	138	NO
	Left Turn	500	7	2	5	10	166	44	112	251	NO
WB	Through										
	Right Turn										
	Second Right										
	U Turn										
	Second Left										
WB	Left Turn	2,500	12	2	9	17	255	58	175	330	NO
	Through										
	Right Turn	2,500	4	1	2	5	123	66	66	243	NO
	Second Right										

Vissim Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Pulte Debonne Traffic Study & Roundabout
Near-Term Plus Project (Roundabout)
PM Peak Hour

Intersection 4 Jefferson St/Ave 40 Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	90	85	94.8%	320.9	29.6	F
	Through	683	627	91.8%	341.9	16.0	F
	Right Turn	247	251	101.5%	104.1	7.8	F
	Subtotal	1,020	963	94.4%	279.0	14.6	F
SB	Left Turn	240	252	105.0%	144.8	44.2	F
	Through	728	762	104.7%	142.0	42.9	F
	Right Turn	52	52	100.6%	135.7	42.9	F
	Subtotal	1,020	1,067	104.6%	142.5	42.7	F
EB	Left Turn	52	53	102.7%	37.9	9.7	D
	Through	126	129	102.6%	42.6	11.8	D
	Right Turn	120	123	102.7%	26.2	9.6	C
	Subtotal	298	306	102.7%	35.0	9.8	D
WB	Left Turn	173	176	101.9%	61.2	26.4	E
	Through	113	118	104.4%	30.4	6.3	C
	Right Turn	150	151	100.7%	8.5	2.4	A
	Subtotal	436	445	102.2%	35.5	10.1	D
Total		2,774	2,781	100.3%	161.2	18.4	F

Intersection 5 Camino San Gregorio/Ave 40 Roundabout

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	20	22	108.0%	0.3	0.3	A
	Through						
	Right Turn	30	29	97.3%	0.9	1.4	A
	Subtotal	50	51	101.6%	0.6	0.5	A
SB	Left Turn	26	26	101.2%	4.8	4.5	A
	Through						
	Right Turn	60	63	105.2%	0.2	0.1	A
	Subtotal	86	89	104.0%	1.5	1.2	A
EB	Left Turn	94	96	102.1%	5.6	1.3	A
	Through	509	529	104.0%	6.0	1.2	A
	Right Turn	10	11	106.0%	6.0	4.0	A
	Subtotal	613	636	103.7%	6.0	1.2	A
WB	Left Turn	30	32	105.7%	10.5	5.1	B
	Through	356	362	101.8%	8.1	2.7	A
	Right Turn	41	40	98.3%	4.2	2.7	A
	Subtotal	427	434	101.7%	7.7	2.6	A
Total		1,176	1,210	102.9%	6.2	1.3	A

Vissim Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Pulte Debonne Traffic Study & Roundabout
Near-Term Plus Project (Roundabout)
PM Peak Hour

Intersection 6

Madison St/Ave 40

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	10	11	107.0%	24.4	8.3	C
	Through						
	Right Turn						
	Subtotal	10	11	107.0%	24.4	8.3	C
SB	Left Turn	222	220	98.9%	24.7	11.9	C
	Through						
	Right Turn	86	89	103.4%	14.8	20.1	B
	Subtotal	308	308	100.1%	21.7	14.3	C
EB	Left Turn	99	98	98.8%	15.6	6.1	B
	Through	466	486	104.2%	10.7	1.1	B
	Right Turn						
	Subtotal	565	584	103.3%	11.5	1.5	B
WB	Left Turn	10	10	100.0%	9.8	13.2	A
	Through	331	336	101.4%	12.5	6.5	B
	Right Turn	155	160	103.1%	5.2	3.9	A
	Subtotal	496	506	101.9%	10.3	5.6	B
Total		1,379	1,408	102.1%	14.0	4.1	B

Intersection 4 Jefferson St/Ave 40 Signal

Direction	Movement	Storage (ft)	Average Queue (ft)				Maximum Queue (ft)				Exceeds Storage?
			Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum	
NB	U Turn										
	Second Left										
	Left Turn	200	6	1	5	8	111	23	86	157	NO
	Through	1,200	1,413	24	1,372	1,447	1,647	9	1,632	1,654	AVG
	Right Turn	1,200	14	2	10	17	181	34	131	239	NO
SB	Second Right										
	U Turn										
	Second Left										
	Left Turn	300	28	3	24	33	259	50	210	383	NO
	Through	2,500	551	147	313	823	1,823	336	1,354	2,490	NO
EB	Right Turn	2,500	551	147	312	822	1,823	336	1,354	2,490	NO
	Second Right										
	U Turn										
	Second Left										
	Left Turn	150	9	2	5	13	88	20	65	118	NO
WB	Through	5,000	49	18	31	88	368	148	215	656	NO
	Right Turn	5,000	47	18	29	87	368	148	215	655	NO
	Second Right										
	U Turn										
	Second Left										
WB	Left Turn	150	54	15	39	84	275	53	194	353	MAX
	Through	4,500	18	3	14	25	156	27	108	195	NO
	Right Turn	175	6	2	4	9	115	34	81	180	NO
	Second Right										
	U Turn										

Intersection 5 Camino San Gregorio/Ave 40 Roundabout

Direction	Movement	Storage (ft)	Average Queue (ft)				Maximum Queue (ft)				Exceeds Storage?
			Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum	
NB	U Turn										
	Second Left										
	Left Turn	100	0	0	0	0	33	24	0	53	NO
	Through										
	Right Turn	100	0	0	0	0	33	24	0	53	NO
SB	Second Right										
	U Turn										
	Second Left										
	Left Turn	100	0	0	0	0	33	12	21	51	NO
	Through										
EB	Right Turn	100	0	0	0	0	0	0	0	0	NO
	Second Right										
	U Turn										
	Second Left										
	Left Turn	4,500	8	2	6	13	257	45	206	345	NO
WB	Through	4,500	8	2	6	13	257	45	206	345	NO
	Right Turn	4,500	7	2	6	13	257	45	206	345	NO
	Second Right										
	U Turn										
	Second Left										
WB	Left Turn	500	10	3	6	16	248	82	155	406	NO
	Through	500	10	3	6	16	248	82	155	406	NO
	Right Turn	500	0	0	0	0	0	0	0	0	NO
	Second Right										
	U Turn										

Intersection 6 Madison St/Ave 40 Signal

Direction	Movement	Storage (ft)	Average Queue (ft)				Maximum Queue (ft)				Exceeds Storage?
			Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum	
NB	U Turn										
	Second Left										
	Left Turn										
	Through										
	Right Turn										
SB	Second Right										
	U Turn										
	Second Left										
	Left Turn	150	21	2	18	26	207	62	151	329	MAX
	Through	150	2	1	1	3	88	70	46	281	NO
EB	Right Turn										
	Second Right										
	U Turn										
	Second Left	175	5	1	4	7	114	25	80	152	NO
	Left Turn	500	18	3	13	23	305	81	217	452	NO
WB	Through										
	Right Turn										
	Second Right										
	U Turn										
	Second Left	200	0	0	0	1	23	1	21	24	NO
WB	Left Turn	2,500	10	2	8	14	180	54	126	284	NO
	Through	2,500	3	0	2	4	93	22	77	154	NO
	Right Turn	2,500									

Vissim Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Pulte Debonne Traffic Study & Roundabout
Cumulative Year Plus Project (TWSC)
AM Peak Hour

Intersection 4 **Jefferson St/Ave 40** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	170	177	103.9%	60.1	11.7	E
	Through	914	950	103.9%	35.7	7.8	D
	Right Turn	157	169	107.8%	5.0	1.1	A
	Subtotal	1,241	1,296	104.4%	35.1	7.1	D
SB	Left Turn	250	258	103.3%	51.7	6.8	D
	Through	941	979	104.0%	28.8	5.5	C
	Right Turn	112	115	102.2%	24.7	7.9	C
	Subtotal	1,303	1,352	103.7%	33.1	4.4	C
EB	Left Turn	32	33	104.4%	43.7	21.3	D
	Through	72	76	105.7%	46.4	9.9	D
	Right Turn	90	87	96.9%	18.5	10.4	B
	Subtotal	194	197	101.4%	34.5	10.7	C
WB	Left Turn	208	212	102.1%	253.2	61.5	F
	Through	263	285	108.4%	44.1	6.1	D
	Right Turn	370	381	102.9%	21.8	9.1	C
	Subtotal	841	878	104.4%	91.8	18.8	F
Total		3,579	3,722	104.0%	48.5	4.3	D

Intersection 5 **Camino San Gregorio/Ave 40** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	10	11	106.0%	9.7	3.0	A
	Through						
	Right Turn	20	19	93.0%	9.1	1.6	A
	Subtotal	30	29	97.3%	9.3	1.5	A
SB	Left Turn	38	37	96.1%	11.4	2.0	B
	Through						
	Right Turn	85	88	103.8%	9.8	1.0	A
	Subtotal	123	125	101.4%	10.3	1.0	B
EB	Left Turn	42	40	94.8%	4.9	1.9	A
	Through	427	455	106.5%	0.5	0.1	A
	Right Turn	10	10	103.0%	0.8	1.1	A
	Subtotal	479	505	105.4%	0.9	0.3	A
WB	Left Turn	30	28	94.3%	3.1	1.4	A
	Through	746	776	104.0%	1.2	0.2	A
	Right Turn	18	18	98.3%	1.5	0.7	A
	Subtotal	794	822	103.5%	1.2	0.2	A
Total		1,426	1,481	103.8%	2.0	0.2	A

Vissim Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Pulte Debonne Traffic Study & Roundabout
Cumulative Year Plus Project (TWSC)
AM Peak Hour

Intersection 6

Madison St/Ave 40

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	162	161	99.6%	21.1	3.4	C
	Through						
	Right Turn	116	117	101.1%	5.9	1.7	A
	Subtotal	278	279	100.3%	15.0	3.1	B
EB	Left Turn	57	57	100.2%	13.9	4.6	B
	Through	428	455	106.4%	6.5	0.8	A
	Right Turn						
	Subtotal	485	513	105.7%	7.4	1.2	A
WB	Left Turn						
	Through	678	706	104.1%	9.1	0.9	A
	Right Turn	247	255	103.4%	5.5	1.3	A
	Subtotal	925	961	103.9%	8.1	0.9	A
Total		1,688	1,752	103.8%	9.0	0.9	A

Intersection 4

Jefferson St/Ave 40

Signal

Direction	Movement	Storage (ft)	Average Queue (ft)				Maximum Queue (ft)				Exceeds Storage?
			Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum	
NB	U Turn										
	Second Left										
	Left Turn	200	60	16	42	91	497	227	214	803	MAX
	Through	1,200	128	38	89	217	828	258	559	1,476	NO
	Right Turn	1,200	3	0	2	3	80	18	47	109	NO
	Second Right										
SB	U Turn										
	Second Left										
	Left Turn	300	74	8	65	92	391	56	314	480	MAX
	Through	2,500	105	15	88	140	693	192	554	1,213	NO
	Right Turn	2,500	106	15	90	141	694	192	555	1,215	NO
	Second Right										
EB	U Turn										
	Second Left										
	Left Turn	150	9	2	6	11	79	16	64	106	NO
	Through	5,000	18	2	17	22	136	26	100	179	NO
	Right Turn	5,000	18	2	17	22	136	26	100	179	NO
	Second Right										
WB	U Turn										
	Second Left										
	Left Turn	150	199	64	99	313	659	170	432	914	AVG
	Through	4,500	36	2	33	39	195	21	159	230	NO
	Right Turn	175	40	13	31	72	398	110	279	646	MAX
	Second Right										

Intersection 5

Camino San Gregorio/Ave 40

Side-street Stop

Direction	Movement	Storage (ft)	Average Queue (ft)				Maximum Queue (ft)				Exceeds Storage?
			Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum	
NB	U Turn										
	Second Left										
	Left Turn	100	1	0	1	2	68	10	58	81	NO
	Through										
	Right Turn	100	1	0	1	2	68	10	57	80	NO
	Second Right										
SB	U Turn										
	Second Left										
	Left Turn	100	1	0	1	2	47	13	28	76	NO
	Through										
	Right Turn	100	3	0	2	3	74	23	45	121	NO
	Second Right										
EB	U Turn										
	Second Left										
	Left Turn	100	1	0	0	2	48	16	29	76	NO
	Through										
	Right Turn										
	Second Right										
WB	U Turn										
	Second Left										
	Left Turn	100	0	0	0	0	27	7	19	41	NO
	Through										
	Right Turn										
	Second Right										

Intersection 6

Madison St/Ave 40

Signal

Direction	Movement	Storage (ft)	Average Queue (ft)				Maximum Queue (ft)				Exceeds Storage?
			Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum	
NB	U Turn										
	Second Left										
	Left Turn										
	Through										
	Right Turn										
SB	Second Right										
	U Turn										
	Second Left	150	14	1	12	17	153	41	110	224	MAX
	Left Turn										
	Through	150	1	0	1	2	66	17	44	90	NO
EB	Right Turn										
	Second Right										
	U Turn										
	Second Left	175	1	0	1	2	59	10	45	73	NO
	Left Turn	500	5	1	4	7	137	32	94	183	NO
WB	Through										
	Right Turn										
	Second Right										
	U Turn										
	Second Left	2,500	9	1	7	11	140	17	113	173	NO
WB	Left Turn										
	Through	2,500	5	1	3	6	136	44	67	212	NO

Vissim Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Pulte Debonne Traffic Study & Roundabout
Cumulative Year Plus Project (TWSC)
PM Peak Hour

Intersection 4 Jefferson St/Ave 40 Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	120	124	103.6%	56.5	7.9	E
	Through	883	906	102.6%	37.6	3.2	D
	Right Turn	277	294	106.2%	7.0	2.1	A
	Subtotal	1,280	1,325	103.5%	32.9	2.8	C
SB	Left Turn	280	292	104.3%	85.5	15.6	F
	Through	838	878	104.7%	33.5	3.3	C
	Right Turn	52	49	94.8%	31.9	8.5	C
	Subtotal	1,170	1,219	104.2%	45.3	4.8	D
EB	Left Turn	72	77	106.4%	52.8	6.9	D
	Through	156	159	101.7%	44.4	5.1	D
	Right Turn	180	183	101.7%	27.7	6.8	C
	Subtotal	408	418	102.5%	38.5	3.8	D
WB	Left Turn	193	197	101.9%	267.9	53.3	F
	Through	123	127	103.6%	45.1	7.4	D
	Right Turn	170	173	102.0%	8.3	1.7	A
	Subtotal	486	497	102.3%	120.9	26.0	F
Total		3,344	3,459	103.4%	50.0	2.3	D

Intersection 5 Camino San Gregorio/Ave 40 Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	20	21	105.0%	11.5	4.1	B
	Through						
	Right Turn	30	28	94.7%	9.2	0.9	A
	Subtotal	50	49	98.8%	10.2	2.0	B
SB	Left Turn	26	26	100.8%	9.4	1.7	A
	Through						
	Right Turn	60	63	104.5%	8.0	0.6	A
	Subtotal	86	89	103.4%	8.4	0.7	A
EB	Left Turn	94	99	105.1%	2.7	0.9	A
	Through	609	637	104.6%	0.6	0.1	A
	Right Turn	10	10	104.0%	0.4	0.6	A
	Subtotal	713	746	104.7%	0.9	0.1	A
WB	Left Turn	30	31	103.0%	3.5	1.1	A
	Through	406	413	101.7%	0.8	0.1	A
	Right Turn	41	42	103.2%	1.5	0.4	A
	Subtotal	477	486	101.9%	1.1	0.2	A
Total		1,326	1,371	103.4%	1.9	0.2	A

Vissim Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Pulte Debonne Traffic Study & Roundabout
Cumulative Year Plus Project (TWSC)
PM Peak Hour

Intersection 6

Madison St/Ave 40

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	10	9	91.0%	27.9	13.7	C
	Through						
	Right Turn						
	Subtotal	10	9	91.0%	27.9	13.7	C
SB	Left Turn	252	247	97.9%	19.3	3.1	B
	Through						
	Right Turn	96	98	101.7%	4.8	0.6	A
	Subtotal	348	344	98.9%	15.2	2.0	B
EB	Left Turn	109	110	100.7%	12.0	2.8	B
	Through	556	580	104.3%	9.3	1.7	A
	Right Turn						
	Subtotal	665	690	103.7%	9.8	1.7	A
WB	Left Turn	10	11	113.0%	11.5	10.5	B
	Through	371	379	102.1%	10.5	2.3	B
	Right Turn	175	177	101.1%	4.1	1.5	A
	Subtotal	556	567	102.0%	8.6	2.0	A
Total		1,579	1,610	102.0%	10.8	1.6	B

Intersection 6

Madison St/Ave 40

Signal

Direction	Movement	Storage (ft)	Average Queue (ft)				Maximum Queue (ft)				Exceeds Storage?
			Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum	
NB	U Turn	100	1	0	1	1	48	35	22	99	NO
	Second Left										
	Left Turn										
	Through										
	Right Turn										
Second Right											
SB	U Turn	150	22	2	19	26	198	34	149	268	MAX
	Second Left										
	Left Turn										
	Through										
	Right Turn										
Second Right											
EB	U Turn	175	4	1	4	5	95	18	69	117	NO
	Second Left										
	Left Turn										
	Through										
	Right Turn										
Second Right											
WB	U Turn	2,500	0	0	0	1	28	9	21	48	NO
	Second Left										
	Left Turn										
	Through										
	Right Turn										
Second Right											

Vissim Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Pulte Debonne Traffic Study & Roundabout
Cumulative Year Plus Project (Signal)
AM Peak Hour

Intersection 4 **Jefferson St/Ave 40** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	170	174	102.2%	64.9	16.8	E
	Through	914	947	103.6%	36.4	10.5	D
	Right Turn	157	169	107.5%	5.3	0.9	A
	Subtotal	1,241	1,289	103.9%	36.4	9.6	D
SB	Left Turn	250	254	101.5%	48.0	4.0	D
	Through	941	974	103.5%	29.1	5.0	C
	Right Turn	112	116	103.3%	25.8	4.8	C
	Subtotal	1,303	1,343	103.1%	32.8	3.7	C
EB	Left Turn	32	35	109.1%	47.9	7.7	D
	Through	72	79	109.4%	42.5	4.5	D
	Right Turn	90	88	97.2%	21.0	10.3	C
	Subtotal	194	201	103.7%	34.4	7.8	C
WB	Left Turn	208	214	102.7%	282.3	93.7	F
	Through	263	284	108.1%	46.2	6.1	D
	Right Turn	370	374	101.1%	23.2	4.9	C
	Subtotal	841	872	103.7%	97.7	26.6	F
Total		3,579	3,706	103.5%	50.4	6.4	D

Intersection 5 **Camino San Gregorio/Ave 40** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	10	11	106.0%	41.6	18.4	D
	Through						
	Right Turn	20	20	97.5%	9.8	3.8	A
	Subtotal	30	30	100.3%	21.8	9.8	C
SB	Left Turn	38	38	98.7%	46.2	12.2	D
	Through						
	Right Turn	85	86	101.3%	8.0	1.0	A
	Subtotal	123	124	100.5%	19.7	3.7	B
EB	Left Turn	42	42	100.7%	37.4	8.8	D
	Through	427	452	105.7%	6.3	2.7	A
	Right Turn	10	11	109.0%	6.3	7.1	A
	Subtotal	479	505	105.4%	9.1	2.8	A
WB	Left Turn	30	28	94.3%	45.7	10.2	D
	Through	746	772	103.5%	3.4	1.2	A
	Right Turn	18	17	95.0%	4.5	6.6	A
	Subtotal	794	818	103.0%	4.9	1.4	A
Total		1,426	1,476	103.5%	8.0	1.5	A

Vissim Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Pulte Debonne Traffic Study & Roundabout
Cumulative Year Plus Project (Signal)
AM Peak Hour

Intersection 6

Madison St/Ave 40

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	162	164	100.9%	38.7	2.6	D
	Through						
	Right Turn	116	116	100.3%	6.4	1.7	A
	Subtotal	278	280	100.6%	25.6	2.6	C
EB	Left Turn	57	58	101.6%	19.8	4.2	B
	Through	428	451	105.4%	7.7	1.9	A
	Right Turn						
	Subtotal	485	509	104.9%	9.1	1.9	A
WB	Left Turn						
	Through	678	701	103.4%	13.9	2.5	B
	Right Turn	247	257	104.0%	5.7	1.1	A
	Subtotal	925	958	103.6%	11.6	2.1	B
Total		1,688	1,747	103.5%	13.1	1.8	B

Intersection 4 Jefferson St/Ave 40 Signal

Direction	Movement	Storage (ft)	Average Queue (ft)				Maximum Queue (ft)				Exceeds Storage?
			Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum	
NB	U Turn										
	Second Left										
	Left Turn	200	62	14	45	85	522	245	251	909	MAX
	Through	1,200	129	42	86	213	799	262	464	1,371	NO
	Right Turn	1,200	3	0	2	3	83	13	67	109	NO
SB	Second Right										
	U Turn										
	Second Left										
	Left Turn	300	71	6	61	82	362	47	297	424	MAX
	Through	2,500	107	14	90	137	720	193	540	1,170	NO
EB	Right Turn	2,500	108	14	91	138	722	193	541	1,172	NO
	Second Right										
	U Turn										
	Second Left										
	Left Turn	150	9	2	6	11	82	15	64	104	NO
WB	Through	5,000	18	2	14	22	142	13	126	158	NO
	Right Turn	5,000	18	2	14	22	143	13	126	158	NO
	Second Right										
	U Turn										
	Second Left										
WB	Left Turn	150	216	72	106	337	722	166	542	991	AVG
	Through	4,500	36	2	34	39	203	33	136	259	NO
	Right Turn	175	40	3	34	44	383	62	300	501	MAX
	Second Right										

Intersection 5 Camino San Gregorio/Ave 40 Signal

Direction	Movement	Storage (ft)	Average Queue (ft)				Maximum Queue (ft)				Exceeds Storage?
			Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum	
NB	U Turn										
	Second Left										
	Left Turn	100	4	1	1	5	65	9	56	80	NO
	Through										
	Right Turn	100	3	1	1	5	62	9	54	77	NO
SB	Second Right										
	U Turn										
	Second Left										
	Left Turn	100	8	1	6	11	82	36	59	180	NO
	Through										
EB	Right Turn	100	1	0	0	2	60	25	38	115	NO
	Second Right										
	U Turn										
	Second Left										
	Left Turn	100	9	2	6	11	85	17	68	112	NO
WB	Through	4,500	7	2	5	11	181	29	119	222	NO
	Right Turn	4,500	6	1	4	9	180	29	119	221	NO
	Second Right										
	U Turn										
	Second Left										
WB	Left Turn	100	5	1	4	6	68	9	48	83	NO
	Through	500	4	1	3	7	203	58	109	293	NO
	Right Turn	500	4	1	3	7	202	58	108	292	NO
	Second Right										

Intersection 6

Madison St/Ave 40

Signal

Direction	Movement	Storage (ft)	Average Queue (ft)				Maximum Queue (ft)				Exceeds Storage?
			Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum	
NB	U Turn										
	Second Left										
	Left Turn										
	Through										
	Right Turn										
SB	Second Right										
	U Turn										
	Second Left	150	35	2	32	39	200	27	155	239	MAX
	Left Turn										
	Through	150	1	0	1	2	66	16	43	88	NO
EB	Right Turn										
	Second Right										
	U Turn										
	Second Left	175	2	1	1	3	71	22	44	113	NO
	Left Turn	500	7	1	5	9	136	20	109	172	NO
WB	Through										
	Right Turn										
	Second Right										
	U Turn										
	Second Left	2,500	19	2	17	23	233	51	164	319	NO
WB	Left Turn	2,500	6	1	5	7	118	23	90	156	NO
	Through										

Vissim Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Pulte Debonne Traffic Study & Roundabout
Cumulative Year Plus Project (Signal)
PM Peak Hour

Intersection 4 **Jefferson St/Ave 40** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	120	125	103.9%	57.4	4.2	E
	Through	883	904	102.3%	37.0	2.2	D
	Right Turn	277	294	106.1%	7.0	1.6	A
	Subtotal	1,280	1,322	103.3%	32.5	1.6	C
SB	Left Turn	280	295	105.5%	96.6	19.0	F
	Through	838	873	104.2%	33.9	3.3	C
	Right Turn	52	50	96.5%	31.6	6.9	C
	Subtotal	1,170	1,219	104.2%	48.3	5.5	D
EB	Left Turn	72	75	103.5%	51.9	7.9	D
	Through	156	156	100.1%	44.3	5.9	D
	Right Turn	180	181	100.8%	27.0	5.8	C
	Subtotal	408	412	101.0%	38.0	5.0	D
WB	Left Turn	193	201	104.0%	300.2	80.1	F
	Through	123	127	102.8%	47.3	10.5	D
	Right Turn	170	170	99.7%	12.4	5.1	B
	Subtotal	486	497	102.2%	138.5	44.5	F
Total		3,344	3,450	103.2%	53.2	6.1	D

Intersection 5 **Camino San Gregorio/Ave 40** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	20	22	109.5%	44.1	8.8	D
	Through						
	Right Turn	30	28	92.0%	13.2	3.9	B
	Subtotal	50	50	99.0%	26.6	4.9	C
SB	Left Turn	26	28	108.1%	38.0	11.7	D
	Through						
	Right Turn	60	63	104.8%	7.5	0.8	A
	Subtotal	86	91	105.8%	15.8	4.7	B
EB	Left Turn	94	98	104.3%	34.9	7.2	C
	Through	609	634	104.1%	7.5	2.6	A
	Right Turn	10	12	116.0%	6.4	5.7	A
	Subtotal	713	744	104.3%	11.3	3.1	B
WB	Left Turn	30	31	103.3%	38.0	7.2	D
	Through	406	412	101.6%	7.1	2.1	A
	Right Turn	41	41	100.5%	5.9	3.3	A
	Subtotal	477	485	101.6%	9.1	2.1	A
Total		1,326	1,369	103.2%	11.6	2.3	B

Vissim Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Pulte Debonne Traffic Study & Roundabout
Cumulative Year Plus Project (Signal)
PM Peak Hour

Intersection 6

Madison St/Ave 40

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	10	10	99.0%	25.3	14.4	C
	Through						
	Right Turn						
	Subtotal	10	10	99.0%	25.3	14.4	C
SB	Left Turn	252	251	99.5%	31.8	3.0	C
	Through						
	Right Turn	96	97	101.3%	5.1	0.8	A
	Subtotal	348	348	100.0%	24.6	2.3	C
EB	Left Turn	109	112	102.5%	18.4	2.6	B
	Through	556	578	104.0%	12.3	1.8	B
	Right Turn						
	Subtotal	665	690	103.7%	13.3	1.9	B
WB	Left Turn	10	11	113.0%	21.0	14.8	C
	Through	371	378	101.8%	14.0	2.5	B
	Right Turn	175	181	103.3%	4.8	1.2	A
	Subtotal	556	570	102.5%	11.3	1.9	B
Total		1,579	1,617	102.4%	15.5	1.5	B

Intersection 4 Jefferson St/Ave 40 Signal

Direction	Movement	Storage (ft)	Average Queue (ft)				Maximum Queue (ft)				Exceeds Storage?
			Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum	
NB	U Turn										
	Second Left										
	Left Turn	200	36	3	30	40	234	90	165	469	MAX
	Through	1,200	118	12	103	140	662	137	491	909	NO
	Right Turn	1,200	9	2	6	12	159	42	89	213	NO
SB	Second Right										
	U Turn										
	Second Left										
	Left Turn	300	140	30	102	196	609	111	465	763	MAX
	Through	2,500	88	7	76	98	567	111	420	775	NO
EB	Right Turn	2,500	89	7	77	100	569	111	422	777	NO
	Second Right										
	U Turn										
	Second Left										
	Left Turn	150	21	4	15	28	169	60	114	316	MAX
WB	Through	5,000	42	4	34	47	241	41	182	315	NO
	Right Turn	5,000	42	4	34	47	241	41	183	315	NO
	Second Right										
	U Turn										
	Second Left										
WB	Left Turn	150	285	102	158	442	683	170	431	923	AVG
	Through	4,500	18	2	15	24	110	18	86	136	NO
	Right Turn	175	10	3	6	17	166	54	90	290	NO
	Second Right										

Intersection 5 Camino San Gregorio/Ave 40 Signal

Direction	Movement	Storage (ft)	Average Queue (ft)				Maximum Queue (ft)				Exceeds Storage?
			Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum	
NB	U Turn										
	Second Left										
	Left Turn	100	7	1	5	8	71	9	58	80	NO
	Through										
	Right Turn	100	6	1	5	7	69	9	55	77	NO
SB	Second Right										
	U Turn										
	Second Left										
	Left Turn	100	6	2	3	9	72	23	42	94	NO
	Through										
EB	Right Turn	100	1	0	0	1	51	14	40	83	NO
	Second Right										
	U Turn										
	Second Left										
	Left Turn	100	18	3	13	24	145	56	92	282	MAX
WB	Through	4,500	12	3	9	20	240	33	164	281	NO
	Right Turn	4,500	11	3	8	18	239	33	163	280	NO
	Second Right										
	U Turn										
	Second Left										
WB	Left Turn	100	6	2	4	9	64	13	46	88	NO
	Through	500	6	1	4	10	196	45	113	276	NO
	Right Turn	500	6	1	4	9	195	45	112	275	NO
	Second Right										

Intersection 6

Madison St/Ave 40

Signal

Direction	Movement	Storage (ft)	Average Queue (ft)				Maximum Queue (ft)				Exceeds Storage?
			Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum	
NB	U Turn	100	1	1	1	2	51	33	22	98	NO
	Second Left										
	Left Turn										
	Through										
	Right Turn										
Second Right											
SB	U Turn	150	46	3	40	49	277	44	224	358	MAX
	Second Left										
	Left Turn										
	Through										
	Right Turn										
Second Right											
EB	U Turn	175	7	1	6	9	112	24	77	146	NO
	Second Left										
	Left Turn										
	Through										
	Right Turn										
Second Right											
WB	U Turn	2,500	1	0	0	1	33	15	20	62	NO
	Second Left										
	Left Turn										
	Through										
	Right Turn										
Second Right											

Vissim Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Pulte Debonne Traffic Study & Roundabout
Cumulative Year Plus Project (Roundabout)
AM Peak Hour

Intersection 4

Jefferson St/Ave 40

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	100	175	175.1%	60.9	10.8	E
	Through	744	954	128.2%	35.5	6.6	D
	Right Turn	137	169	123.6%	5.2	1.3	A
	Subtotal	981	1,298	132.4%	35.1	6.3	D
SB	Left Turn	220	257	116.9%	49.9	7.9	D
	Through	811	980	120.9%	28.0	6.1	C
	Right Turn	92	115	124.9%	24.5	7.4	C
	Subtotal	1,123	1,352	120.4%	32.1	4.6	C
EB	Left Turn	32	33	103.4%	46.8	12.3	D
	Through	52	77	148.1%	39.7	5.1	D
	Right Turn	60	88	146.0%	14.3	8.7	B
	Subtotal	144	198	137.3%	29.9	7.8	C
WB	Left Turn	188	211	112.2%	261.7	53.5	F
	Through	173	286	165.1%	46.4	6.0	D
	Right Turn	320	381	119.1%	19.5	7.4	B
	Subtotal	681	878	128.9%	89.5	11.4	F
Total		2,929	3,726	127.2%	47.2	2.9	D

Intersection 5

Camino San Gregorio/Ave 40

Roundabout

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	10	11	106.0%	5.3	5.8	A
	Through						
	Right Turn	20	19	94.5%	4.2	3.5	A
	Subtotal	30	30	98.3%	4.6	3.3	A
SB	Left Turn	38	37	96.1%	19.7	10.2	C
	Through						
	Right Turn	85	88	103.8%	0.5	0.1	A
	Subtotal	123	125	101.4%	6.5	2.6	A
EB	Left Turn	42	40	95.5%	11.6	3.3	B
	Through	357	456	127.8%	13.8	5.2	B
	Right Turn	10	10	103.0%	7.2	4.7	A
	Subtotal	409	507	123.8%	13.5	4.9	B
WB	Left Turn	30	28	94.0%	8.6	2.6	A
	Through	586	776	132.4%	9.0	1.2	A
	Right Turn	18	18	98.3%	3.6	1.9	A
	Subtotal	634	822	129.6%	8.8	1.3	A
Total		1,196	1,482	123.9%	10.1	1.8	B

Vissim Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Pulte Debonne Traffic Study & Roundabout
Cumulative Year Plus Project (Roundabout)
AM Peak Hour

Intersection 6

Madison St/Ave 40

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	142	162	114.2%	23.7	2.8	C
	Through						
	Right Turn	106	117	110.7%	5.9	1.8	A
	Subtotal	248	279	112.7%	16.4	2.0	B
EB	Left Turn	47	57	121.5%	25.9	11.9	C
	Through	368	454	123.5%	19.7	5.3	B
	Right Turn						
	Subtotal	415	511	123.2%	20.4	5.1	C
WB	Left Turn						
	Through	528	705	133.5%	10.1	1.8	B
	Right Turn	217	255	117.6%	5.2	1.2	A
	Subtotal	745	960	128.9%	8.7	1.6	A
Total		1,408	1,751	124.4%	13.1	1.4	B

Intersection 4 Jefferson St/Ave 40 Signal

Direction	Movement	Storage (ft)	Average Queue (ft)				Maximum Queue (ft)				Exceeds Storage?
			Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum	
NB	U Turn										
	Second Left										
	Left Turn	200	63	18	43	97	540	245	239	1,013	MAX
	Through	1,200	128	35	86	210	815	259	528	1,424	NO
	Right Turn	1,200	3	1	2	4	82	18	45	111	NO
SB	Second Right										
	U Turn										
	Second Left										
	Left Turn	300	75	11	63	95	377	80	276	530	MAX
	Through	2,500	104	15	81	134	684	191	474	1,133	NO
EB	Right Turn	2,500	105	15	82	135	686	191	476	1,135	NO
	Second Right										
	U Turn										
	Second Left										
	Left Turn	150	9	2	6	12	81	13	64	101	NO
WB	Through	5,000	18	1	15	19	135	29	105	202	NO
	Right Turn	5,000	17	1	15	19	135	29	106	202	NO
	Second Right										
	U Turn										
	Second Left										
WB	Left Turn	150	200	49	137	283	611	88	507	737	AVG
	Through	4,500	35	2	32	40	183	21	153	217	NO
	Right Turn	175	40	12	32	72	384	117	252	631	MAX
	Second Right										

Intersection 5 Camino San Gregorio/Ave 40 Roundabout

Direction	Movement	Storage (ft)	Average Queue (ft)				Maximum Queue (ft)				Exceeds Storage?
			Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum	
NB	U Turn										
	Second Left										
	Left Turn	100	0	0	0	0	14	28	0	81	NO
	Through										
	Right Turn	100	0	0	0	0	14	28	0	81	NO
SB	Second Right										
	U Turn										
	Second Left										
	Left Turn	100	2	1	1	4	56	37	21	151	NO
	Through										
EB	Right Turn	100	0	0	0	0	0	0	0	0	NO
	Second Right										
	U Turn										
	Second Left										
	Left Turn	4,500	21	10	13	40	396	104	259	594	NO
WB	Through	4,500	21	10	13	40	396	104	259	594	NO
	Right Turn	4,500	19	10	10	37	397	104	260	595	NO
	Second Right										
	U Turn										
	Second Left										
WB	Left Turn	500	0	0	0	0	4	7	0	18	NO
	Through	500	7	2	4	9	314	95	119	412	NO
	Right Turn	500	0	0	0	0	0	0	0	0	NO
	Second Right										

Intersection 6

Madison St/Ave 40

Signal

Direction	Movement	Storage (ft)	Average Queue (ft)				Maximum Queue (ft)				Exceeds Storage?
			Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum	
NB	U Turn										
	Second Left										
	Left Turn										
	Through										
	Right Turn										
SB	Second Right										
	U Turn										
	Second Left	150	15	1	13	16	155	41	97	224	MAX
	Left Turn										
	Through	150	1	0	1	2	63	16	44	88	NO
EB	Right Turn										
	Second Right										
	U Turn										
	Second Left	175	3	1	1	5	105	30	67	164	NO
	Left Turn	500	5	1	4	6	97	11	87	117	NO
WB	Through										
	Right Turn										
	Second Right										
	U Turn										
	Second Left										
WB	Left Turn	2,500	10	2	9	13	156	41	112	258	NO
	Through										
	Right Turn	2,500	4	1	3	5	140	41	83	204	NO
	Second Right										
	U Turn										

Vissim Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Pulte Debonne Traffic Study & Roundabout
Cumulative Year Plus Project (Roundabout)
PM Peak Hour

Intersection 4 Jefferson St/Ave 40 Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	120	125	103.8%	59.5	9.1	E
	Through	883	912	103.3%	38.4	3.9	D
	Right Turn	277	297	107.0%	7.5	1.9	A
	Subtotal	1,280	1,333	104.1%	33.9	3.5	C
SB	Left Turn	280	291	104.1%	81.0	16.9	F
	Through	838	880	105.0%	34.8	5.4	C
	Right Turn	52	52	99.8%	34.1	8.9	C
	Subtotal	1,170	1,223	104.5%	45.3	6.1	D
EB	Left Turn	72	77	107.1%	53.9	8.9	D
	Through	156	162	103.8%	44.5	4.4	D
	Right Turn	180	185	102.7%	25.4	5.4	C
	Subtotal	408	424	103.9%	37.4	3.8	D
WB	Left Turn	193	198	102.5%	265.2	56.7	F
	Through	123	126	102.3%	45.8	6.2	D
	Right Turn	170	171	100.8%	9.8	3.1	A
	Subtotal	486	495	101.9%	117.9	26.4	F
Total		3,344	3,474	103.9%	50.0	3.3	D

Intersection 5 Camino San Gregorio/Ave 40 Roundabout

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	20	22	108.5%	1.8	1.6	A
	Through						
	Right Turn	30	30	100.0%	3.3	3.7	A
	Subtotal	50	52	103.4%	2.8	3.2	A
SB	Left Turn	26	26	99.6%	5.2	4.0	A
	Through						
	Right Turn	60	63	104.3%	0.2	0.1	A
	Subtotal	86	89	102.9%	1.8	1.7	A
EB	Left Turn	94	98	104.5%	9.8	5.1	A
	Through	609	644	105.7%	11.2	4.2	B
	Right Turn	10	11	105.0%	4.9	4.4	A
	Subtotal	713	753	105.5%	10.9	4.2	B
WB	Left Turn	30	31	104.0%	3.6	1.4	A
	Through	406	410	101.1%	3.8	0.7	A
	Right Turn	41	43	103.9%	2.0	0.4	A
	Subtotal	477	484	101.5%	3.6	0.6	A
Total		1,326	1,377	103.8%	7.3	2.1	A

Vissim Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Pulte Debonne Traffic Study & Roundabout
Cumulative Year Plus Project (Roundabout)
PM Peak Hour

Intersection 6

Madison St/Ave 40

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	10	9	91.0%	19.9	10.2	B
	Through						
	Right Turn						
	Subtotal	10	9	91.0%	19.9	10.2	B
SB	Left Turn	252	248	98.5%	21.4	2.3	C
	Through						
	Right Turn	96	97	101.5%	4.6	0.8	A
	Subtotal	348	346	99.3%	16.8	1.3	B
EB	Left Turn	109	112	102.8%	15.4	6.9	B
	Through	556	586	105.3%	19.5	2.6	B
	Right Turn						
	Subtotal	665	698	104.9%	18.8	2.5	B
WB	Left Turn	10	12	115.0%	15.5	10.5	B
	Through	371	377	101.6%	10.4	3.3	B
	Right Turn	175	180	102.7%	4.3	1.3	A
	Subtotal	556	568	102.2%	8.7	2.7	A
Total		1,579	1,621	102.6%	15.3	1.8	B

Intersection 4 Jefferson St/Ave 40 Signal

Direction	Movement	Storage (ft)	Average Queue (ft)				Maximum Queue (ft)				Exceeds Storage?
			Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum	
NB	U Turn										
	Second Left										
	Left Turn	200	37	5	30	43	255	83	179	469	MAX
	Through	1,200	118	14	106	149	662	100	552	804	NO
	Right Turn	1,200	10	3	6	15	173	54	104	289	NO
SB	Second Right										
	U Turn										
	Second Left										
	Left Turn	300	127	41	99	239	575	231	378	1,190	MAX
	Through	2,500	91	14	73	125	620	144	431	851	NO
EB	Right Turn	2,500	92	14	74	126	622	144	432	853	NO
	Second Right										
	U Turn										
	Second Left										
	Left Turn	150	22	3	17	26	142	32	89	195	NO
WB	Through	5,000	43	5	34	49	238	34	182	295	NO
	Right Turn	5,000	43	5	34	49	238	34	183	295	NO
	Second Right										
	U Turn										
	Second Left										
WB	Left Turn	150	218	49	153	331	578	105	440	753	AVG
	Through	4,500	18	2	16	21	108	28	75	158	NO
	Right Turn	175	8	1	8	10	134	25	87	168	NO
	Second Right										

Intersection 5 Camino San Gregorio/Ave 40 Roundabout

Direction	Movement	Storage (ft)	Average Queue (ft)				Maximum Queue (ft)				Exceeds Storage?
			Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum	
NB	U Turn										
	Second Left										
	Left Turn	100	0	0	0	0	29	27	0	57	NO
	Through										
	Right Turn	100	0	0	0	0	29	27	0	57	NO
SB	Second Right										
	U Turn										
	Second Left										
	Left Turn	100	0	0	0	1	28	11	20	47	NO
	Through										
EB	Right Turn	100	0	0	0	0	0	0	0	0	NO
	Second Right										
	U Turn										
	Second Left										
	Left Turn	4,500	28	8	19	46	434	63	350	514	NO
WB	Through	4,500	28	8	19	46	434	63	350	514	NO
	Right Turn	4,500	24	8	16	42	435	63	351	515	NO
	Second Right										
	U Turn										
	Second Left										
WB	Left Turn	500	0	0	0	0	2	7	0	23	NO
	Through	500	0	0	0	1	98	24	72	140	NO
	Right Turn	500	0	0	0	0	0	0	0	0	NO
	Second Right										

Intersection 6 Madison St/Ave 40 Signal

Direction	Movement	Storage (ft)	Average Queue (ft)				Maximum Queue (ft)				Exceeds Storage?
			Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum	
NB	U Turn	100	1	0	0	1	56	37	23	99	NO
	Second Left										
	Left Turn										
	Through										
SB	Right Turn	150	25	2	22	28	207	54	150	320	MAX
	Second Right										
	Right Turn										
	Through										
EB	Second Right	150	1	0	1	1	62	15	42	84	NO
	U Turn										
	Second Left										
	Left Turn										
EB	Left Turn	175	5	1	4	9	116	29	66	161	NO
	Through										
	Right Turn										
	Second Right										
WB	Through	500	11	1	9	12	134	18	111	166	NO
	Right Turn										
	Second Right										
	U Turn										
WB	Second Left	2,500	0	0	0	1	27	10	19	50	NO
	Left Turn										
	Through										
	Right Turn										
WB	Right Turn	2,500	8	1	6	9	104	15	83	128	NO
	Second Right										
	Right Turn										
	Second Right										