



TJW ENGINEERING, INC.
TRAFFIC ENGINEERING &
TRANSPORTATION PLANNING
CONSULTANTS

September 11, 2023

Mr. Tom Carpenter
ALMQUIST
31791 Los Rios Street
San Juan Capistrano, CA 92675

Subject: The Greens Focused Traffic Study Memo, City of Indio

Dear Mr. Carpenter:

TJW ENGINEERING, INC. (TJW) is pleased to present you with this traffic memo for The Greens (“Project”) located at the northeast corner of Jackson Street and Avenue 42 in the City of Indio. A focused traffic study for the proposed project was completed on August 2nd, 2023. Since the completion of the traffic study, a change in the square footage of the proposed building 3 drive-through restaurant has taken place. This memo provides an overview of the changes to the traffic study due to the increase in restaurant space.

Project Description

The previously proposed project consisted of constructing a 4,562 square foot drive-through restaurant for building 3. The proposed restaurant space has since been modified to 4,894 square feet of retail space resulting in an increase of 332 square feet. Site access and all other aspects of the project will remain the same.

Project Trip Generation

To determine if any traffic deficiencies would be created by the additional 332 square feet of restaurant space, a comparison of the trip generation was conducted. Utilizing the same methodology used in the previously conducted traffic study, **Table 1** (attached) shows the trip generation for the previous building 3 and the new proposed building 3.¹ The revised trip generation is proposed to increase by 17 daily trips, 1 AM peak hour trip, and 1 PM peak hour trip. The resulting increase in trip generation is minimal and is not likely to change the findings of the previous traffic study. Therefore, the recommended improvements presented in the previous traffic study would remain the same.

¹ The focused traffic study (August 2nd, 2023) outlined building 3 at 4,562 square feet, however, the trip generation and analysis evaluated 4,820 square feet.

Conclusion

In summary the restaurant space for building 3 is proposing an additional 332 square feet resulting in an additional 17 daily trips, 1 AM peak hour trips, and 1 PM peak hour trips. These additional trips are not anticipated to change the findings of the previous traffic study conducted on August 2nd, 2023. Further, all other findings will remain the same. Therefore, the additional 332 square feet of restaurant space will not result in any additional deficiencies.

Please contact us at (949) 878-3509 if you have any questions regarding this analysis.

Sincerely,



Gene Kim, PE, TE
Principal Engineer



David Chew, PTP
Transportation Planner

Registered Civil Engineer #83175

Registered Traffic Engineer #2684



Table 1
Project Trip Generation

Proposed Land Use ¹	ITE Code	Qty	Unit ²	Daily		AM Peak Hour					PM Peak Hour				
				Rate	Volume	Rate	In:Out Split	Volume			Rate	In:Out Split	Volume		
								In	Out	Total			In	Out	Total
Previous Building 3															
Fast-Food Restaurant with Drive-Through Window	934	4.82	TSF	467.48	2,253	44.61	51:49	110	105	215	33.03	52:48	83	76	159
Pass-By Trips (0.5 Daily, 0.5 AM, 0.55 PM)					-1,127			-55	-53	-108			-46	-42	-88
Net Total					1,127			55	53	108			37	34	71
Proposed Building 3															
Fast-Food Restaurant with Drive-Through Window	934	4.89	TSF	467.48	2,288	44.61	51:49	111	107	218	33.03	52:48	84	78	162
Pass-By Trips (0.5 Daily, 0.5 AM, 0.55 PM)					-1,144			-56	-54	-109			-47	-43	-90
Net Total					1,144			56	54	109			37	35	72

1: Trip generation and pass-by rates from ITE Trip Generation (11th Edition, 2021).

2: TSF = Thousand Square Feet



TJW ENGINEERING, INC.
TRAFFIC ENGINEERING &
TRANSPORTATION PLANNING
CONSULTANTS

August 2, 2023

Mr. Tom Carpenter
ALMQUIST
31791 Los Rios Street
San Juan Capistrano, CA 92675

SUBJECT: The Greens Focused Traffic Study, City of Indio

Dear Mr. Carpenter,

TJW Engineering, Inc. (TJW) is pleased to submit this Focused Traffic Study for The Greens (“Project”) located at the northeast corner of Jackson Street and Avenue 42 in the City of Indio. The purpose of this memorandum is to evaluate circulation and striping recommendations at the Project driveways, along with assessing the potential Project impact on The Greens parking and circulation.

[Project Description](#)

The Project is located at the northeast corner of Jackson Street and Avenue 42 in the City of Indio. The Project is comprised of the following land uses:

- Building 1 – 3,750 square feet of drive-through restaurant
- Building 2 – 3,996 square feet of quick serve restaurant or sit-down restaurant
- Building 3 – 4,562 square feet of drive-through restaurant
- Building 4 – 980 square feet of drive-through coffee shop

Access will be provided via three right-in/right-out only driveways on Jackson Street, along with one right-in/right-out driveway and one full access driveway on Avenue 42. Additionally, the golf course parking lot and entrance will be relocated from west of the Avenue 42 driveway to east of the Avenue 42 driveway. This will allow access to both the golf course and Project land uses from Avenue 42. The attached site plan illustrates the Project land use layout and the driveway locations.

[Traffic Study Requirements](#)

Per City of Indio staff, the following analyses/items are required as part of the traffic study:

- Turning movements, stacking distances, and capacity at each project driveway.
- U-turns and capacity at Jackson Street and Generations Drive.

- Turn lane capacity at Jackson Street and Avenue 42.
- Access and delay at the relocated golf course parking lot.
- Need for an additional driveway at the east end of the relocated golf course parking lot.
- Vehicle miles traveled (VMT) screening.

Project Trip Generation

The Project trip generation was calculated previously by Kimley-Horn and Associates as part of the “Jackson Street and Avenue 42 Trip Generation” report dated January 2023. The trip generation was determined using trip generation rates from the latest edition of the Institute of Transportation Engineers Trip Generation Manual (11th Edition) and pass-by rates from the Institute of Transportation Engineers Trip Generation Handbook (3rd Edition). The trip generation table from the Kimley-Horn report is attached for reference.

The Project is projected to generate 6,393 net new daily trips, 377 net new AM peak hour trips, and 254 net new PM peak hour trips.

Project Trip Distribution

Projecting trip distribution involves the process of identifying probable destinations and traffic routes that will be utilized by the proposed project’s traffic. The potential interaction between the proposed land use and surrounding regional access routes are considered to identify the probable routes onto which project traffic would distribute. The projected trip distribution for the proposed project is based on anticipated travel patterns to and from the project site. The Project trip distribution and trip assignments are attached for reference.

Study Area

Stacking distances, turn lane capacities, and/or circulation have been assessed for the following intersections:

1. Jackson Street / Generations Drive-Driveway
2. Jackson Street / Shopping Center Driveway-AutoZone Driveway
3. Jackson Street / ARCO Driveway
4. Jackson Street / Avenue 42
5. West ARCO Driveway / Avenue 42
6. East ARCO Driveway / Avenue 42
7. Golf Course Drive / Avenue 42
8. Jackson Street / Project Driveway
9. Drive Aisle / Relocated Golf Course Parking

To establish baseline conditions, new traffic counts were conducted at the study area intersections on May 18, 2023. These counts were then adjusted to achieve flow conservation, which ensures that traffic flow between two closely spaced intersections is maintained. In other words, counts were adjusted so that vehicles leaving one intersection are entering the adjacent intersection and there is no unexplained loss of vehicles. The count worksheets and flow conservation adjusted volumes are attached for reference.

Intersection and Driveway Evaluation Methodology

City of Indio staff has requested that access and delay be assessed for the relocated golf course parking lot. The County of Riverside traffic study guidelines require unsignalized intersection operations be analyzed utilizing the HCM 7th Edition methodology. Intersection operation for unsignalized intersections is based on the weighted average control delay expressed in seconds per vehicle.

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

The following table describes the general characteristics of traffic flow and accompanying delay ranges at unsignalized intersections.

HCM – LOS & Delay Ranges – Unsignalized Intersections

Level Of Service	Description	Delay (in seconds)
A	Little or no delays.	0 – 10.00
B	Short traffic delays.	10.01 – 15.00
C	Average traffic delays.	15.01 – 25.00
D	Long traffic delays. Multiple vehicles in queue.	25.01 – 35.00
E	Very long delays. Demand approaching capacity of intersection	35.01 – 50.00
F	Very constrained flow with extreme delays and intersection capacity exceeded.	> 50.01

Source: Transportation Research Board, *Highway Capacity Manual*, HCM7 Edition (Washington D.C., 2022).

This analysis utilizes *PTV Vistro 2022* analysis software for all intersections. Vistro is a macroscopic traffic software program that is based on the signalized intersection capacity analysis specified in Chapter 16 of the HCM.

Intersection and Driveway Evaluation Results

The County of Riverside has established LOS “D” as the threshold for acceptable intersection operations. LOS analysis worksheets and Existing Plus Project volumes are attached for reference.

Level Of Service Analysis Results

Intersection	Existing Plus Project AM Delay	Existing Plus Project AM LOS	Existing Plus Project PM Delay	Existing Plus Project PM LOS
Drive Aisle / Relocated Golf Course Parking	9.12	A	9.00	A

As shown above, the intersection of the relocated golf course parking operates at an acceptable LOS A during both peak hours in Existing Plus Project conditions. City of Indio staff has also requested that turning movements, stacking distances, and capacity at the Project driveways and study area intersections be assessed. The following table summarizes the results of the 95th percentile queue analysis, which represents the queue experienced within the 95th busiest cycle (i.e., 5% of the time):

95th Percentile Queue Analysis Results

Intersection	Movement	Storage Length (ft)	Existing Plus Project AM Queue (ft)	Existing Plus Project PM Queue (ft)
Jackson Street / Generations Drive	NBL/U	90	<25	<25
Jackson Street / Shopping Center-Project Driveway	NBL	140	<25	<25
	WBLTR	110	<25	<25
Jackson Street / ARCO Driveway	WBR	120	<25	99
Jackson Street / Avenue 42	NBL	220	93	66
	SBL	115	67	83
	EBL	185	44	97
	EBR	315	214	188
	WBL	210	209	127

Intersection	Movement	Storage Length (ft)	Existing Plus Project AM Queue (ft)	Existing Plus Project PM Queue (ft)
West ARCO Driveway / Avenue 42	SBR	30	<25	<25
East ARCO-Project Driveway / Avenue 42	SBR	190	<25	<25
Project Driveway / Avenue 42	NBL	85	<25	28
	SBL	100	42	34
	SBR	100	<25	<25
	EBL	175	129	114
	EBR	205	<25	31
	WBL	175	47	60
Jackson Street / Project Driveway	WBR	220	<25	<25
Project Drive Aisle / Relocated Golf Course Parking	WBLR	30	<25	<25

Note: Vehicle length assumed to be 25 feet. If the 95th percentile queue length reported is less than 25 feet, the queue is assumed to consist of one 25-foot vehicle. NBL/U represents shared northbound left-U-turn lane capacities and queues.

As shown above, all 95th percentile queues at the study area turn lanes are projected to be accommodated by the existing and on-site storage capacities. This includes the relocated golf course parking lot entrance, which was also previously shown to operate at an acceptable LOS A in Existing Plus Project conditions. As such, an additional golf course driveway is not required and all study area stacking distances do not need to be modified.

VMТ Screening

Based on the County of Riverside “Transportation Analysis Guidelines for Level of Service and Vehicle Miles Traveled” (December 2020), screening criteria can be utilized to determine a presumption of a non-significant VMT transportation impact. Specifically, the guidelines identify that local-serving retail projects have been determined to reduce VMT by shortening trips that will occur. Because the Project does not have a single store which exceeds 50,000 square feet, proposes less than 60,000 square feet of total commercial use, and the land uses are considered local serving, the Project is presumed to have a non-significant VMT impact and further VMT analysis is not required.

Conclusion

The existing turning lane capacities are projected to accommodate Existing Plus Project 95th percentile queue lengths throughout the study area, and Project driveway queues are not expected to impede on-site circulation. At the relocated golf course parking entrance, 95th percentile queues are not projected to impede parking lot circulation, and the access point is projected to operate at an acceptable LOS A. As such, an additional golf course driveway is not required and all study area stacking distances do not need to be modified.

Based on County of Riverside VMT guidelines, the Project is considered local-serving retail and is presumed to have a non-significant VMT impact.

Please contact us at (949) 878-3509 if you have any questions regarding this analysis.

Sincerely,



Gene Kim, PE, TE
Principal Engineer



David Chew, PTP
Transportation Planner

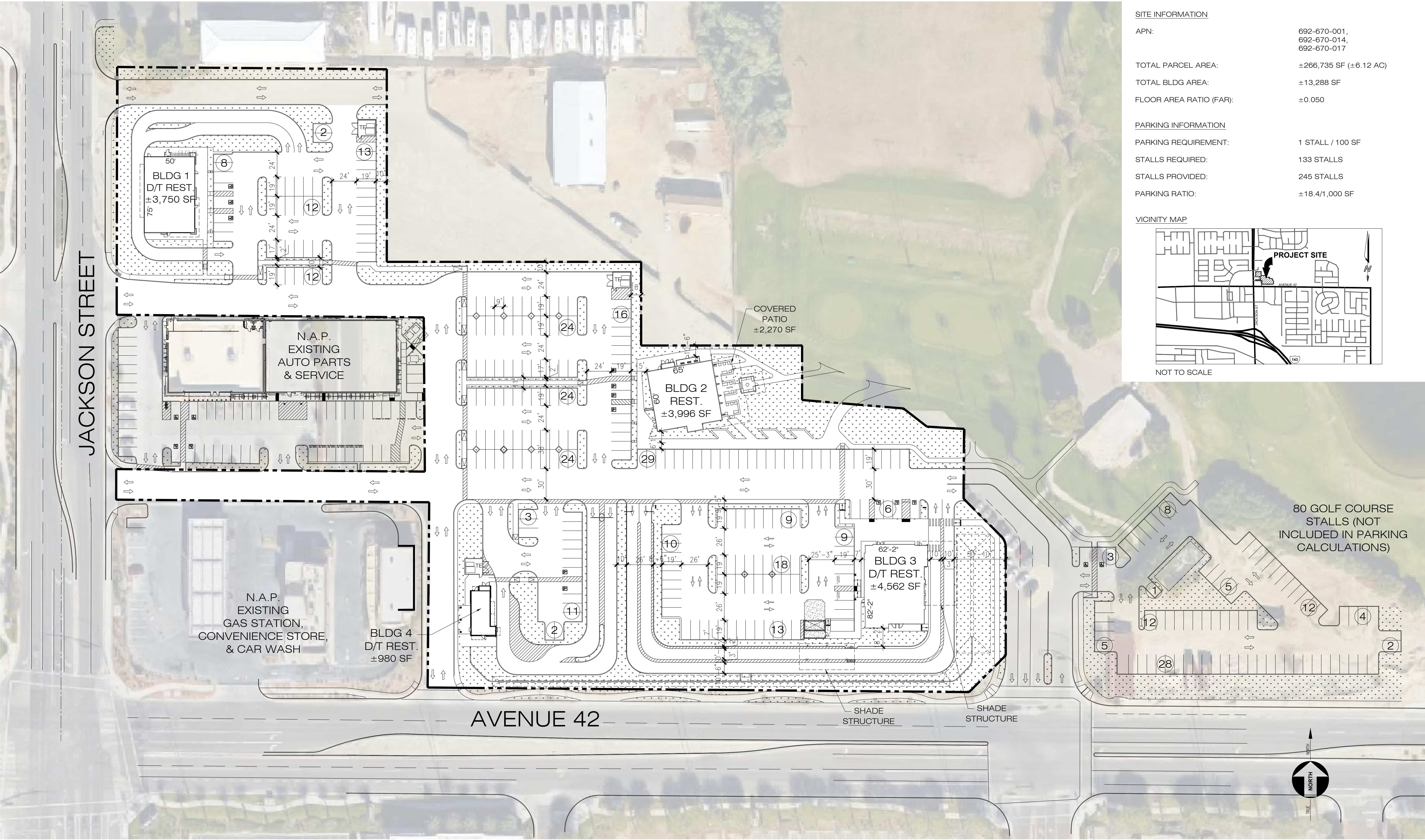
Registered Civil Engineer #83175
Registered Traffic Engineer #2684



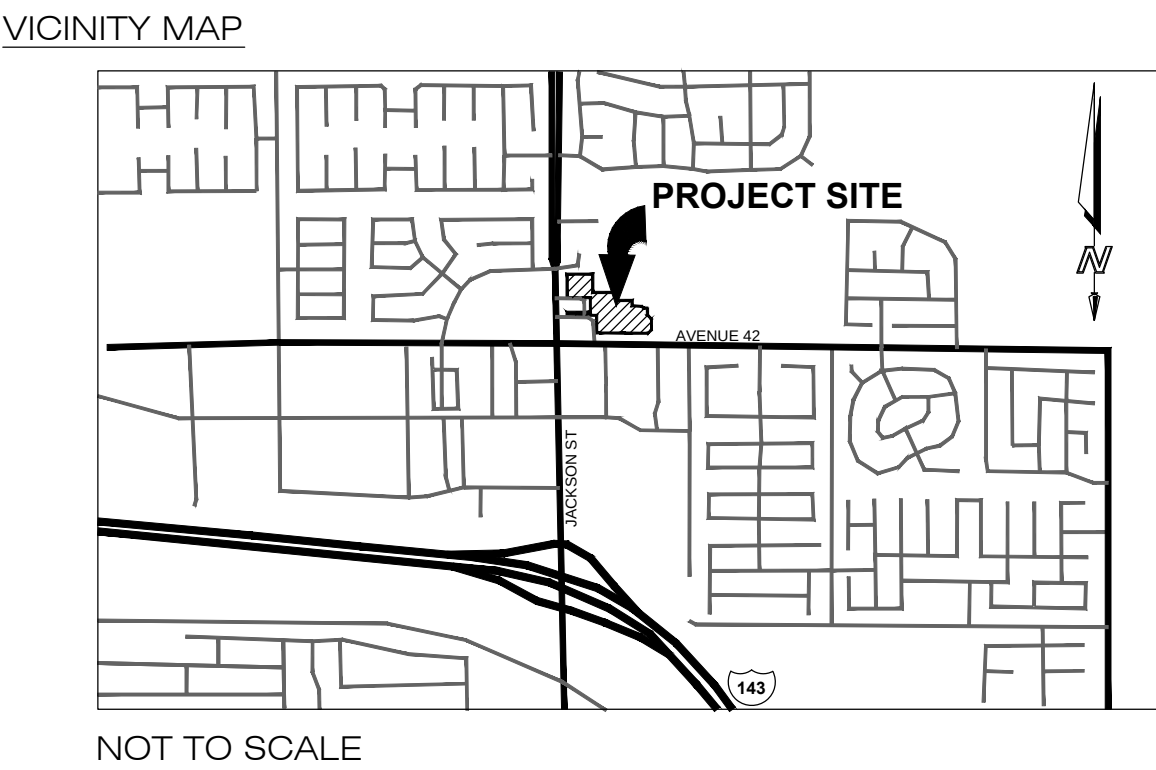
Brandon Alvarado, EIT
Transportation Planner



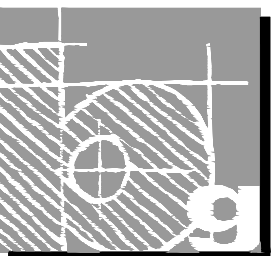
PROJECT SITE PLAN



SITE INFORMATION	
APN:	692-670-001, 692-670-014, 692-670-017
TOTAL PARCEL AREA:	±266,735 SF (±6.12 AC)
TOTAL BLDG AREA:	±13,288 SF
FLOOR AREA RATIO (FAR):	±0.050
PARKING INFORMATION	
PARKING REQUIREMENT:	1 STALL / 100 SF
STALLS REQUIRED:	133 STALLS
STALLS PROVIDED:	245 STALLS
PARKING RATIO:	±18.4/1,000 SF



80 GOLF COURSE
STALLS (NOT
INCLUDED IN PARKING
CALCULATIONS)

 **BICKEL GROUP
ARCHITECTURE**
BICKEL GROUP INCORPORATED
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www.bickelgrp.com

THE GREENS INDIO

NEC JACKSON STREET & AVENUE 42
INDIO, CALIFORNIA

SITE PLAN

Scale: 1" = 40'
March 21, 2023

P:\16\16430 - Indio, NEC Jackson & Ave 42\Design\Site\16430 - Site Plan.dwg

The plans, ideas, arrangements and designs indicated or represented by this drawing are owned by, and are the property of BICKEL GROUP, and were created and developed solely for use on, and in connection with this specific project, and shall not be used, in whole or in part, for any purpose for which they were not originally intended without written permission from BICKEL GROUP © 2017.

TRIP GENERATION

TABLE 2
SUMMARY OF PROJECT TRIP GENERATION
PROJECT: JACKSON STREET AND AVENUE 42

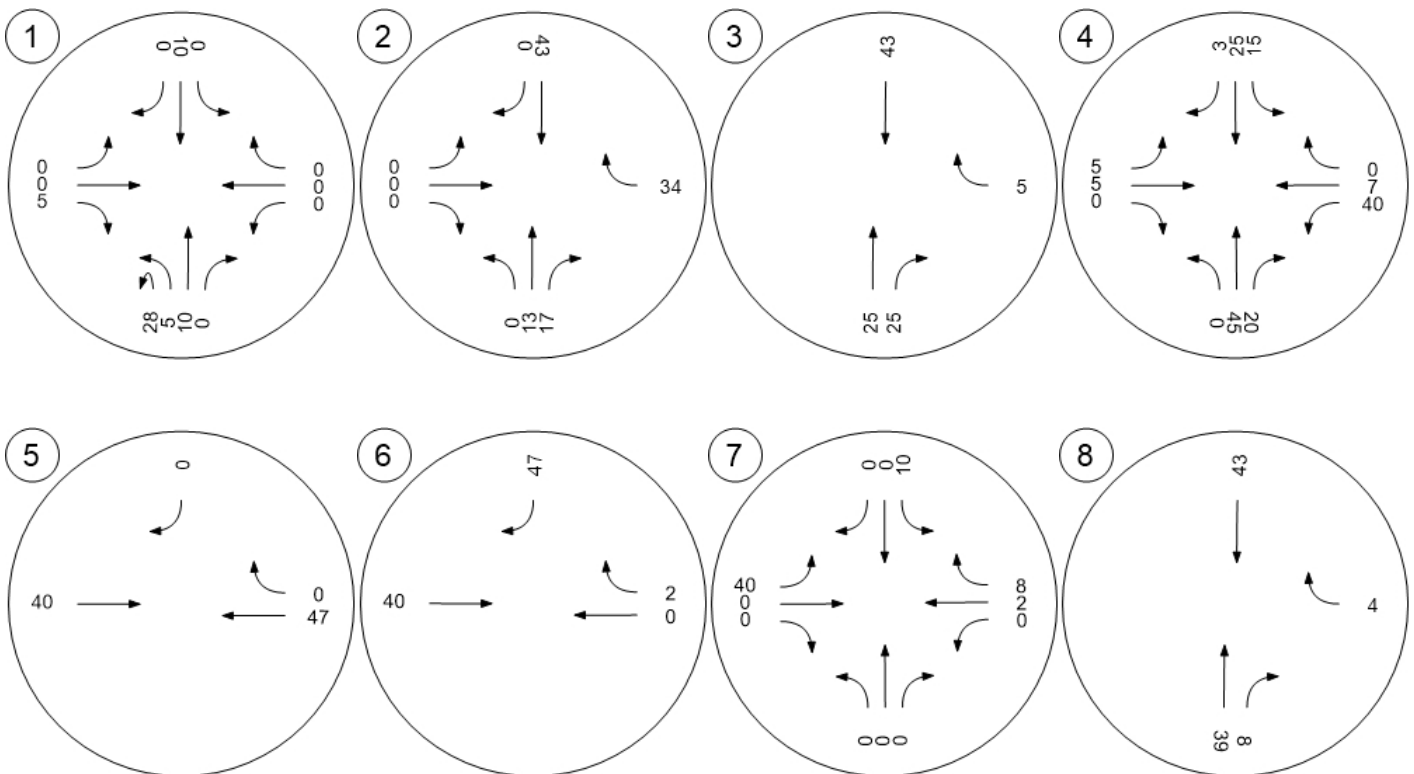
Land Use	ITE Code	Unit	Trip Generation Rates ¹						
			Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
High-Turnover (Sit-Down) Restaurant	932	KSF	107.2	5.264	4.307	9.57	5.521	3.53	9.05
Fast-Food Restaurant w/ Drive-thru	934	KSF	467.48	22.751	21.859	44.61	17.176	15.854	33.03
Coffee/Donut Shop w/ D.T.	937	KSF	533.57	43.799	42.081	85.88	19.495	19.495	38.99
Land Use	Quantity	Unit	Trip Generation Estimates						
			Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
High-Turnover (Sit-Down) Restaurant	4.00	KSF	428	21	17	38	22	14	36
<i>Pass-by Trips (43% Daily/PM)</i> ₂			184	0	0	0	-9	-6	-15
Net Trips			612	21	17	38	13	8	21
Fast-Food Restaurant w/ Drive-thru	3.75	KSF	1,753	85	82	167	64	59	123
<i>Pass-by Trips (53% Daily, 50% AM, 55% PM)</i> ²			964	-43	-41	-84	-35	-32	-67
Net Trips			2,717	42	41	83	29	27	56
Coffee/Donut Shop w/ D.T.	0.98	KSF	523	43	41	84	19	19	38
<i>Pass-by Trips (53% Daily, 50% AM, 55% PM)</i> ²			288	-22	-21	-43	-10	-10	-20
Net Trips			811	21	20	41	9	9	18
Fast-Food Restaurant w/ Drive-thru	4.82	KSF	2,253	110	105	215	83	76	159
<i>Pass-by Trips (53% Daily, 50% AM, 55% PM)</i> ²			1,239	-55	-53	-108	-46	-42	-88
Total Project Trips			6,393	194	183	377	134	120	254

¹ Source: Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition

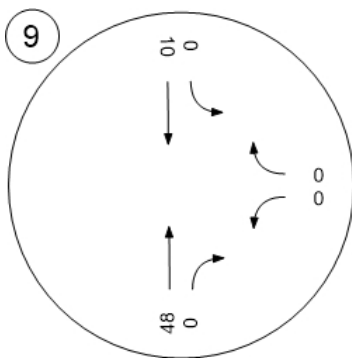
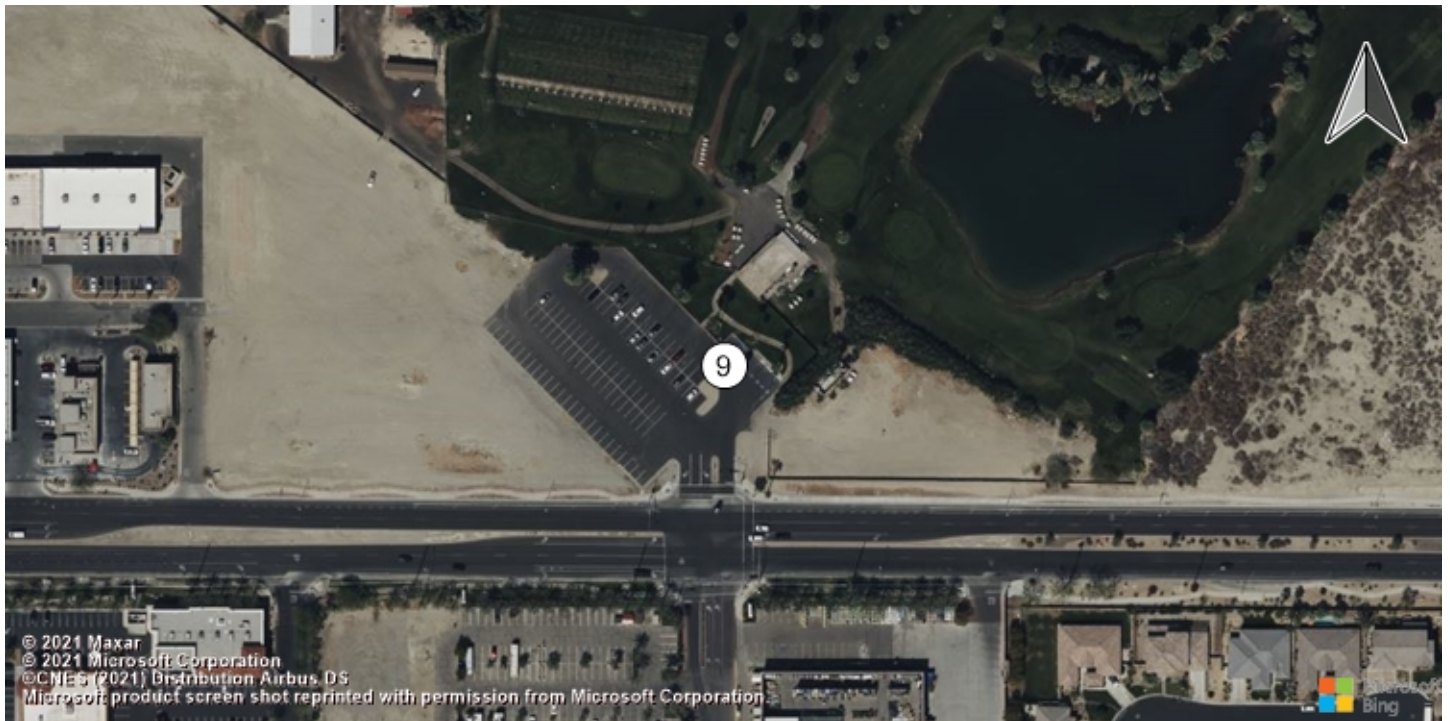
² Source: Institute of Transportation Engineers (ITE) Trip Generation Handbook, 3rd Edition

PROJECT TRIP DISTRIBUTION

Traffic Volume - Net New Site Trips



Traffic Volume - Net New Site Trips



TRAFFIC COUNT SURVEYS

Flow Conservation

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1 AM	11	201	0	1	474	1	2	0	25	0	0	0
PM	21	416	0	1	311	7	0	0	16	3	0	0
2 AM	24	209	0	10	487	2	2	0	14	1	0	1
PM	54	416	1	2	313	15	19	4	58	7	0	2
3 AM		213	49	0	502					0		20
PM		429	52	1	377					0		42
4 AM	108	168	65	51	391	60	45	171	128	183	225	49
PM	94	295	108	96	241	40	129	250	129	129	178	57
5 AM					0		48	0	287		409	26
PM					0		50	0	454		314	36
6 AM					0		4	0	287		431	3
PM					0		12	0	454		338	10
7 AM	23	1	15	1	0	3	14	254	19	37	408	0
PM	48	2	51	3	1	5	23	399	32	48	295	5

City of Indio
N/S: Jackson Street
E/W: Generations Dr / Driveway
Weather: Clear

File Name : 01_IND_JACKSON_GEN_AM
Site Code : 23623516
Start Date : 5/18/2023
Page No : 1

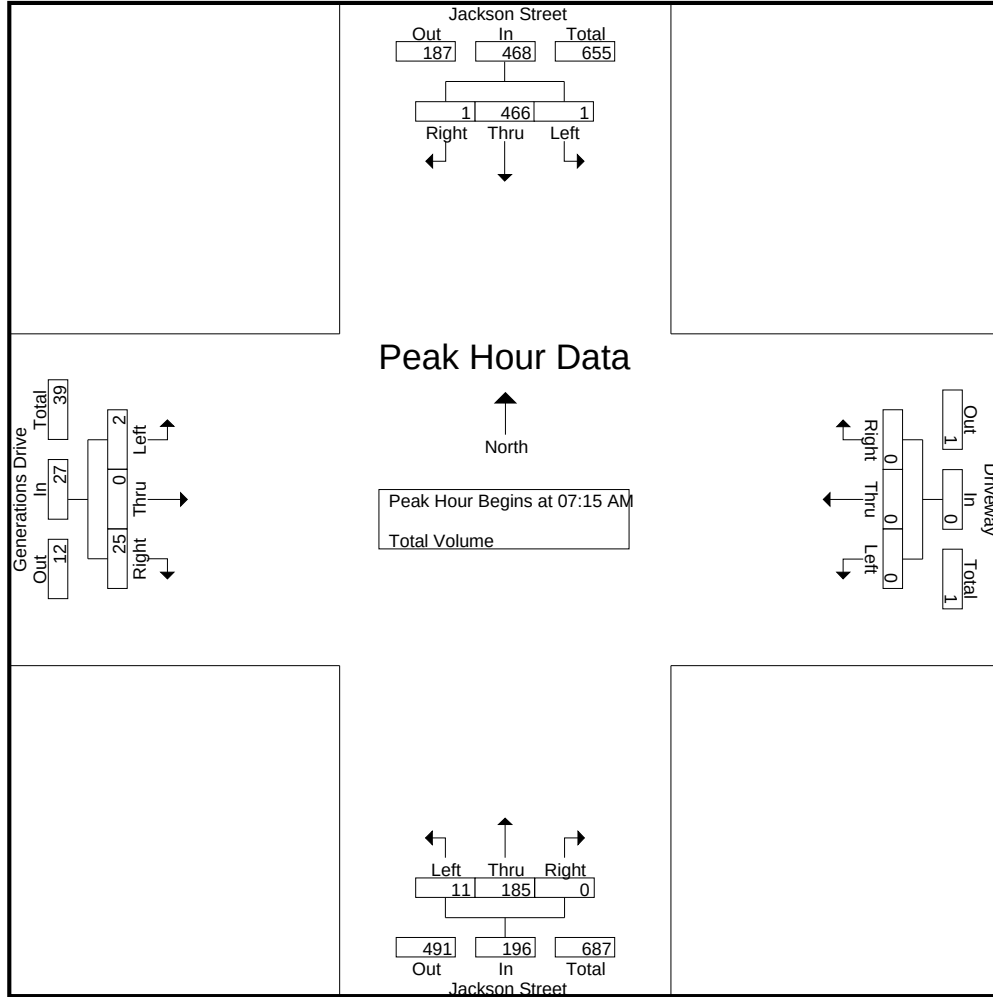
Groups Printed- Total Volume

	Jackson Street Southbound				Driveway Westbound				Jackson Street Northbound				Generations Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	90	0	90	0	0	0	0	1	38	0	39	0	0	2	2	131
07:15 AM	0	115	0	115	0	0	0	0	2	34	0	36	0	0	7	7	158
07:30 AM	0	151	0	151	0	0	0	0	3	46	0	49	0	0	5	5	205
07:45 AM	1	131	1	133	0	0	0	0	3	43	0	46	2	0	6	8	187
Total	1	487	1	489	0	0	0	0	9	161	0	170	2	0	20	22	681
08:00 AM	0	69	0	69	0	0	0	0	3	62	0	65	0	0	7	7	141
08:15 AM	1	62	0	63	0	0	0	0	2	51	0	53	1	0	7	8	124
08:30 AM	0	65	0	65	0	0	0	0	2	51	0	53	1	0	2	3	121
08:45 AM	0	80	0	80	0	0	0	0	0	62	1	63	0	0	2	2	145
Total	1	276	0	277	0	0	0	0	7	226	1	234	2	0	18	20	531
Grand Total	2	763	1	766	0	0	0	0	16	387	1	404	4	0	38	42	1212
Apprch %	0.3	99.6	0.1		0	0	0		4	95.8	0.2		9.5	0	90.5		
Total %	0.2	63	0.1	63.2	0	0	0	0	1.3	31.9	0.1	33.3	0.3	0	3.1	3.5	

	Jackson Street Southbound				Driveway Westbound				Jackson Street Northbound				Generations Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	115	0	115	0	0	0	0	2	34	0	36	0	0	7	7	158
07:30 AM	0	151	0	151	0	0	0	0	3	46	0	49	0	0	5	5	205
07:45 AM	1	131	1	133	0	0	0	0	3	43	0	46	2	0	6	8	187
08:00 AM	0	69	0	69	0	0	0	0	3	62	0	65	0	0	7	7	141
Total Volume	1	466	1	468	0	0	0	0	11	185	0	196	2	0	25	27	691
% App. Total	0.2	99.6	0.2		0	0	0		5.6	94.4	0		7.4	0	92.6		
PHF	.250	.772	.250	.775	.000	.000	.000	.000	.917	.746	.000	.754	.250	.000	.893	.844	.843

City of Indio
N/S: Jackson Street
E/W: Generations Dr / Driveway
Weather: Clear

File Name : 01_IND_JACKSON_GEN_AM
Site Code : 23623516
Start Date : 5/18/2023
Page No : 2



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

	07:00 AM				07:00 AM				08:00 AM				07:30 AM			
+0 mins.	0	90	0	90	0	0	0	0	3	62	0	65	0	0	5	5
+15 mins.	0	115	0	115	0	0	0	0	2	51	0	53	2	0	6	8
+30 mins.	0	151	0	151	0	0	0	0	2	51	0	53	0	0	7	7
+45 mins.	1	131	1	133	0	0	0	0	0	62	1	63	1	0	7	8
Total Volume	1	487	1	489	0	0	0	0	7	226	1	234	3	0	25	28
% App. Total	0.2	99.6	0.2		0	0	0		3	96.6	0.4		10.7	0	89.3	
PHF	.250	.806	.250	.810	.000	.000	.000	.000	.583	.911	.250	.900	.375	.000	.893	.875

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

City of Indio
N/S: Jackson Street
E/W: Generations Dr / Driveway
Weather: Clear

File Name : 01_IND_JACKSON_GEN_PM
Site Code : 23623516
Start Date : 5/18/2023
Page No : 1

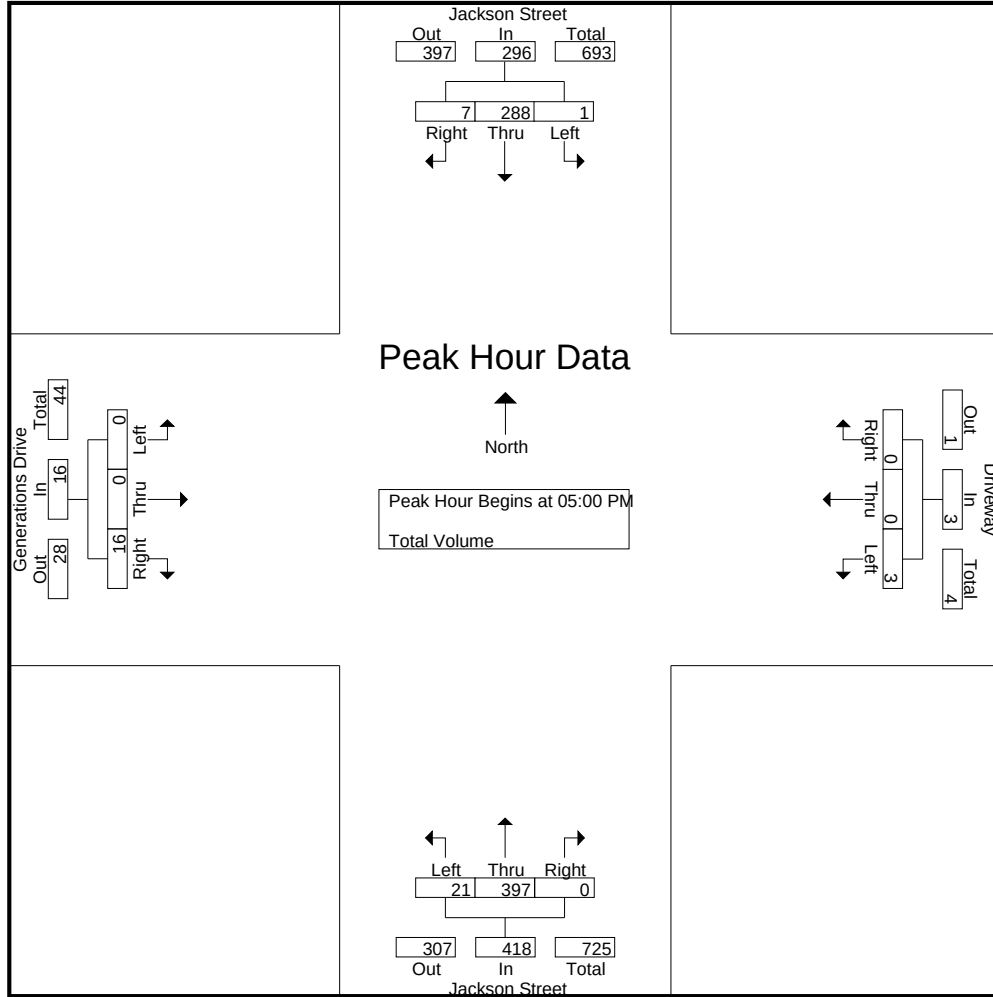
Groups Printed- Total Volume

	Jackson Street Southbound				Driveway Westbound				Jackson Street Northbound				Generations Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	87	1	88	0	0	0	0	7	96	0	103	0	0	3	3	194
04:15 PM	1	72	1	74	0	0	0	0	6	108	1	115	1	0	6	7	196
04:30 PM	0	59	0	59	0	0	0	0	9	93	0	102	0	0	2	2	163
04:45 PM	0	60	1	61	0	0	0	0	9	78	0	87	0	0	2	2	150
Total	1	278	3	282	0	0	0	0	31	375	1	407	1	0	13	14	703
05:00 PM	1	57	2	60	2	0	0	2	8	107	0	115	0	0	6	6	183
05:15 PM	0	74	2	76	0	0	0	0	4	90	0	94	0	0	1	1	171
05:30 PM	0	67	2	69	0	0	0	0	5	105	0	110	0	0	4	4	183
05:45 PM	0	90	1	91	1	0	0	1	4	95	0	99	0	0	5	5	196
Total	1	288	7	296	3	0	0	3	21	397	0	418	0	0	16	16	733
Grand Total	2	566	10	578	3	0	0	3	52	772	1	825	1	0	29	30	1436
Apprch %	0.3	97.9	1.7		100	0	0		6.3	93.6	0.1		3.3	0	96.7		
Total %	0.1	39.4	0.7	40.3	0.2	0	0	0.2	3.6	53.8	0.1	57.5	0.1	0	2	2.1	

	Jackson Street Southbound				Driveway Westbound				Jackson Street Northbound				Generations Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	1	57	2	60	2	0	0	2	8	107	0	115	0	0	6	6	183
05:15 PM	0	74	2	76	0	0	0	0	4	90	0	94	0	0	1	1	171
05:30 PM	0	67	2	69	0	0	0	0	5	105	0	110	0	0	4	4	183
05:45 PM	0	90	1	91	1	0	0	1	4	95	0	99	0	0	5	5	196
Total Volume	1	288	7	296	3	0	0	3	21	397	0	418	0	0	16	16	733
% App. Total	0.3	97.3	2.4		100	0	0		5	95	0		0	0	100		
PHF	.250	.800	.875	.813	.375	.000	.000	.375	.656	.928	.000	.909	.000	.000	.667	.667	.935

City of Indio
N/S: Jackson Street
E/W: Generations Dr / Driveway
Weather: Clear

File Name : 01_IND_JACKSON_GEN_PM
Site Code : 23623516
Start Date : 5/18/2023
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				04:15 PM				04:15 PM			
+0 mins.	1	57	2	60	2	0	0	2	6	108	1	115	1	0	6	7
+15 mins.	0	74	2	76	0	0	0	0	9	93	0	102	0	0	2	2
+30 mins.	0	67	2	69	0	0	0	0	9	78	0	87	0	0	2	2
+45 mins.	0	90	1	91	1	0	0	1	8	107	0	115	0	0	6	6
Total Volume	1	288	7	296	3	0	0	3	32	386	1	419	1	0	16	17
% App. Total	0.3	97.3	2.4		100	0	0		7.6	92.1	0.2		5.9	0	94.1	
PHF	.250	.800	.875	.813	.375	.000	.000	.375	.889	.894	.250	.911	.250	.000	.667	.607

City of Indio
N/S: Jackson Street
E/W: Shopping Center Dwy / AutoZone Dwy
Weather: Clear

File Name : 02_IND_JACKSON_SC DWY_AM
Site Code : 23623516
Start Date : 5/18/2023
Page No : 1

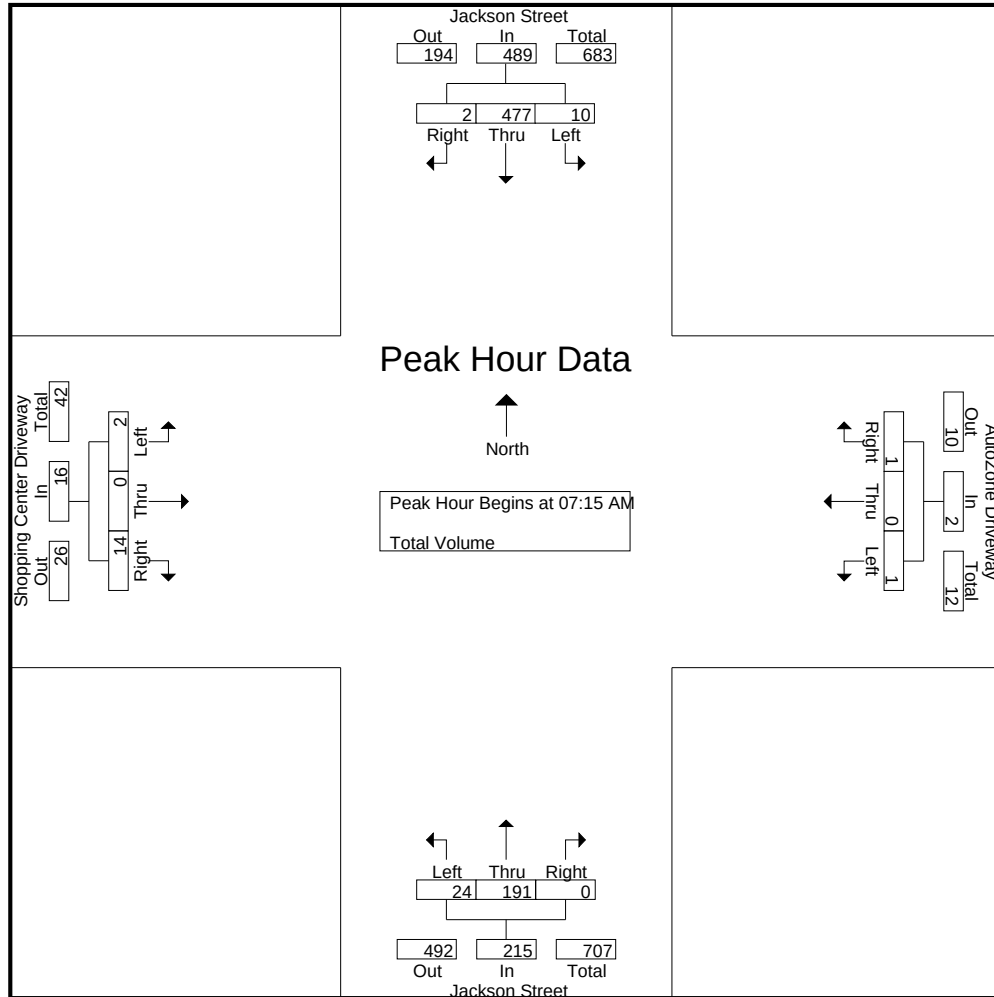
Groups Printed- Total Volume

	Jackson Street Southbound				AutoZone Driveway Westbound				Jackson Street Northbound				Shopping Center Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	4	89	0	93	0	0	1	1	5	37	0	42	1	0	2	3	139
07:15 AM	4	119	0	123	0	0	0	0	3	36	0	39	0	0	2	2	164
07:30 AM	2	153	0	155	0	0	0	0	3	50	0	53	0	0	4	4	212
07:45 AM	2	134	1	137	1	0	0	1	8	43	0	51	0	0	4	4	193
Total	12	495	1	508	1	0	1	2	19	166	0	185	1	0	12	13	708
08:00 AM	2	71	1	74	0	0	1	1	10	62	0	72	2	0	4	6	153
08:15 AM	0	65	4	69	0	0	0	0	8	54	0	62	0	0	7	7	138
08:30 AM	0	66	2	68	2	0	0	2	2	52	0	54	2	1	4	7	131
08:45 AM	0	79	5	84	0	1	0	1	12	62	0	74	0	0	6	6	165
Total	2	281	12	295	2	1	1	4	32	230	0	262	4	1	21	26	587
Grand Total	14	776	13	803	3	1	2	6	51	396	0	447	5	1	33	39	1295
Apprch %	1.7	96.6	1.6		50	16.7	33.3		11.4	88.6	0		12.8	2.6	84.6		
Total %	1.1	59.9	1	62	0.2	0.1	0.2	0.5	3.9	30.6	0	34.5	0.4	0.1	2.5	3	

	Jackson Street Southbound				AutoZone Driveway Westbound				Jackson Street Northbound				Shopping Center Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	4	119	0	123	0	0	0	0	3	36	0	39	0	0	2	2	164
07:30 AM	2	153	0	155	0	0	0	0	3	50	0	53	0	0	4	4	212
07:45 AM	2	134	1	137	1	0	0	1	8	43	0	51	0	0	4	4	193
08:00 AM	2	71	1	74	0	0	1	1	10	62	0	72	2	0	4	6	153
Total Volume	10	477	2	489	1	0	1	2	24	191	0	215	2	0	14	16	722
% App. Total	2	97.5	0.4		50	0	50		11.2	88.8	0		12.5	0	87.5		
PHF	.625	.779	.500	.789	.250	.000	.250	.500	.600	.770	.000	.747	.250	.000	.875	.667	.851

City of Indio
N/S: Jackson Street
E/W: Shopping Center Dwy / AutoZone Dwy
Weather: Clear

File Name : 02_IND_JACKSON_SC DWY_AM
Site Code : 23623516
Start Date : 5/18/2023
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:45 AM				08:00 AM				08:00 AM			
+0 mins.	4	89	0	93	1	0	0	1	10	62	0	72	2	0	4	6
+15 mins.	4	119	0	123	0	0	1	1	8	54	0	62	0	0	7	7
+30 mins.	2	153	0	155	0	0	0	0	2	52	0	54	2	1	4	7
+45 mins.	2	134	1	137	2	0	0	2	12	62	0	74	0	0	6	6
Total Volume	12	495	1	508	3	0	1	4	32	230	0	262	4	1	21	26
% App. Total	2.4	97.4	0.2		75	0	25		12.2	87.8	0		15.4	3.8	80.8	
PHF	.750	.809	.250	.819	.375	.000	.250	.500	.667	.927	.000	.885	.500	.250	.750	.929

City of Indio
N/S: Jackson Street
E/W: Shopping Center Dwy / AutoZone Dwy
Weather: Clear

File Name : 02_IND_JACKSON_SC DWY_PM
Site Code : 23623516
Start Date : 5/18/2023
Page No : 1

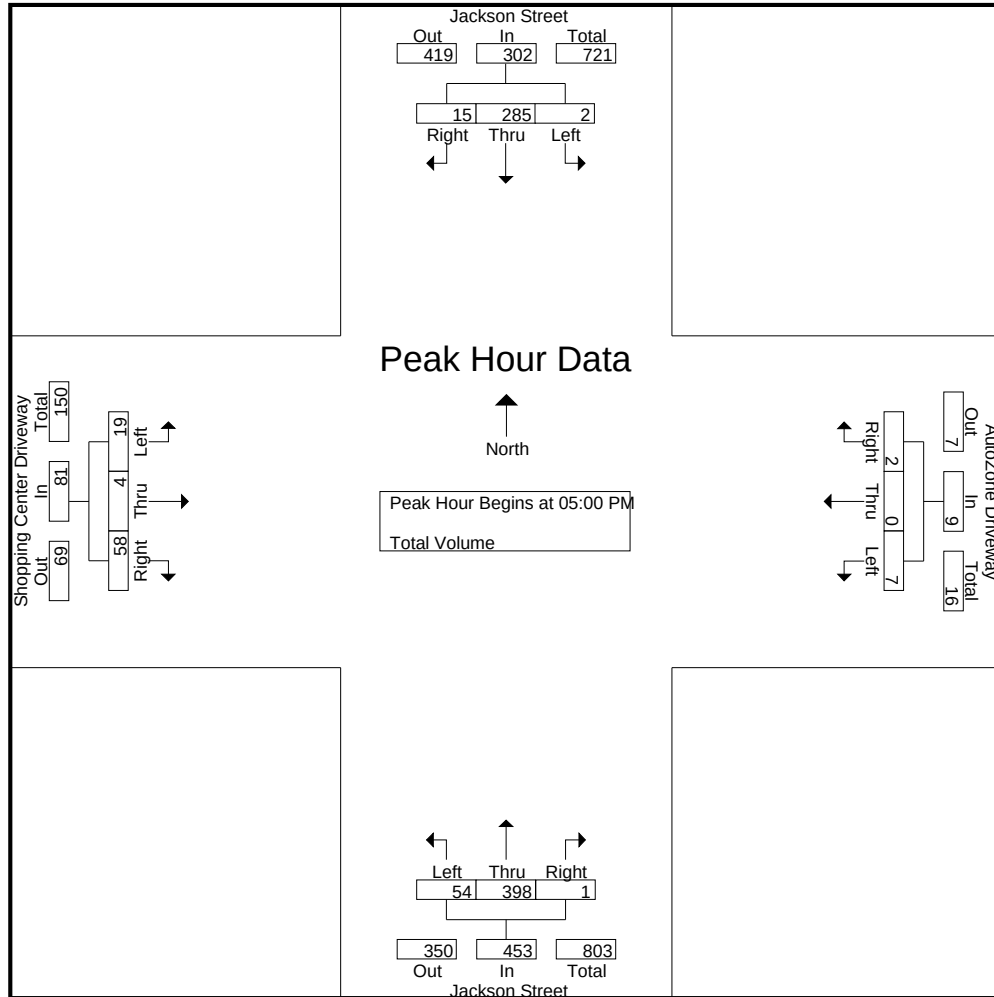
Groups Printed- Total Volume

	Jackson Street Southbound				AutoZone Driveway Westbound				Jackson Street Northbound				Shopping Center Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	2	85	4	91	1	1	0	2	16	101	0	117	3	0	14	17	227
04:15 PM	0	72	6	78	0	0	0	0	13	109	0	122	3	0	13	16	216
04:30 PM	0	57	9	66	3	0	1	4	14	102	2	118	4	0	15	19	207
04:45 PM	0	56	5	61	2	0	1	3	12	78	0	90	5	2	18	25	179
Total	2	270	24	296	6	1	2	9	55	390	2	447	15	2	60	77	829
05:00 PM	0	62	3	65	0	0	0	0	20	110	0	130	4	0	8	12	207
05:15 PM	1	65	5	71	3	0	0	3	12	86	1	99	5	0	21	26	199
05:30 PM	0	67	3	70	2	0	2	4	10	105	0	115	6	3	18	27	216
05:45 PM	1	91	4	96	2	0	0	2	12	97	0	109	4	1	11	16	223
Total	2	285	15	302	7	0	2	9	54	398	1	453	19	4	58	81	845
Grand Total	4	555	39	598	13	1	4	18	109	788	3	900	34	6	118	158	1674
Apprch %	0.7	92.8	6.5		72.2	5.6	22.2		12.1	87.6	0.3		21.5	3.8	74.7		
Total %	0.2	33.2	2.3	35.7	0.8	0.1	0.2	1.1	6.5	47.1	0.2	53.8	2	0.4	7	9.4	

	Jackson Street Southbound				AutoZone Driveway Westbound				Jackson Street Northbound				Shopping Center Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	62	3	65	0	0	0	0	20	110	0	130	4	0	8	12	207
05:15 PM	1	65	5	71	3	0	0	3	12	86	1	99	5	0	21	26	199
05:30 PM	0	67	3	70	2	0	2	4	10	105	0	115	6	3	18	27	216
05:45 PM	1	91	4	96	2	0	0	2	12	97	0	109	4	1	11	16	223
Total Volume	2	285	15	302	7	0	2	9	54	398	1	453	19	4	58	81	845
% App. Total	0.7	94.4	5		77.8	0	22.2		11.9	87.9	0.2		23.5	4.9	71.6		
PHF	.500	.783	.750	.786	.583	.000	.250	.563	.675	.905	.250	.871	.792	.333	.690	.750	.947

City of Indio
N/S: Jackson Street
E/W: Shopping Center Dwy / AutoZone Dwy
Weather: Clear

File Name : 02_IND_JACKSON_SC DWY_PM
Site Code : 23623516
Start Date : 5/18/2023
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				04:30 PM				04:15 PM				04:45 PM			
+0 mins.	0	62	3	65	3	0	1	4	13	109	0	122	5	2	18	25
+15 mins.	1	65	5	71	2	0	1	3	14	102	2	118	4	0	8	12
+30 mins.	0	67	3	70	0	0	0	0	12	78	0	90	5	0	21	26
+45 mins.	1	91	4	96	3	0	0	3	20	110	0	130	6	3	18	27
Total Volume	2	285	15	302	8	0	2	10	59	399	2	460	20	5	65	90
% App. Total	0.7	94.4	5		80	0	20		12.8	86.7	0.4		22.2	5.6	72.2	
PHF	.500	.783	.750	.786	.667	.000	.500	.625	.738	.907	.250	.885	.833	.417	.774	.833

City of Indio
N/S: Jackson Street
E/W: ARCO Driveway
Weather: Clear

File Name : 03_IND_JACKSON_ARCO DWY_AM
Site Code : 23623516
Start Date : 5/18/2023
Page No : 1

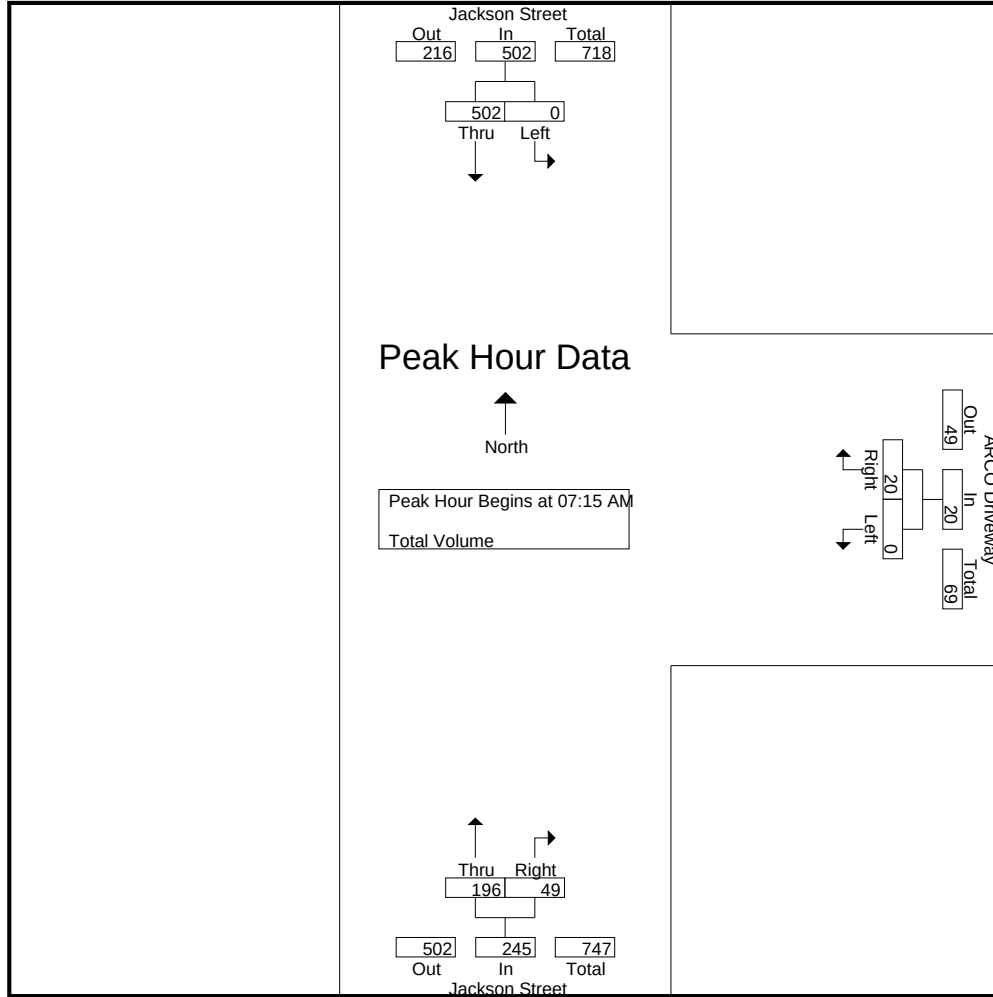
Groups Printed- Total Volume

	Jackson Street Southbound			ARCO Driveway Westbound			Jackson Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	89	89	0	5	5	37	7	44	138
07:15 AM	0	128	128	0	1	1	38	9	47	176
07:30 AM	0	152	152	0	3	3	48	14	62	217
07:45 AM	0	142	142	0	7	7	45	9	54	203
Total	0	511	511	0	16	16	168	39	207	734
08:00 AM	0	80	80	0	9	9	65	17	82	171
08:15 AM	0	78	78	0	9	9	50	8	58	145
08:30 AM	0	80	80	0	3	3	53	9	62	145
08:45 AM	0	92	92	0	11	11	62	13	75	178
Total	0	330	330	0	32	32	230	47	277	639
Grand Total	0	841	841	0	48	48	398	86	484	1373
Apprch %	0	100		0	100		82.2	17.8		
Total %	0	61.3	61.3	0	3.5	3.5	29	6.3	35.3	

	Jackson Street Southbound			ARCO Driveway Westbound			Jackson Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	128	128	0	1	1	38	9	47	176
07:30 AM	0	152	152	0	3	3	48	14	62	217
07:45 AM	0	142	142	0	7	7	45	9	54	203
08:00 AM	0	80	80	0	9	9	65	17	82	171
Total Volume	0	502	502	0	20	20	196	49	245	767
% App. Total	0	100		0	100		80	20		
PHF	.000	.826	.826	.000	.556	.556	.754	.721	.747	.884

City of Indio
N/S: Jackson Street
E/W: ARCO Driveway
Weather: Clear

File Name : 03_IND_JACKSON_ARCO DWY_AM
Site Code : 23623516
Start Date : 5/18/2023
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM			08:00 AM			08:00 AM		
+0 mins.	0	89	89	0	9	9	65	17	82
+15 mins.	0	128	128	0	9	9	50	8	58
+30 mins.	0	152	152	0	3	3	53	9	62
+45 mins.	0	142	142	0	11	11	62	13	75
Total Volume	0	511	511	0	32	32	230	47	277
% App. Total	0	100		0	100		83	17	
PHF	.000	.840	.840	.000	.727	.727	.885	.691	.845

City of Indio
N/S: Jackson Street
E/W: ARCO Driveway
Weather: Clear

File Name : 03_IND_JACKSON_ARCO DWY_PM
Site Code : 23623516
Start Date : 5/18/2023
Page No : 1

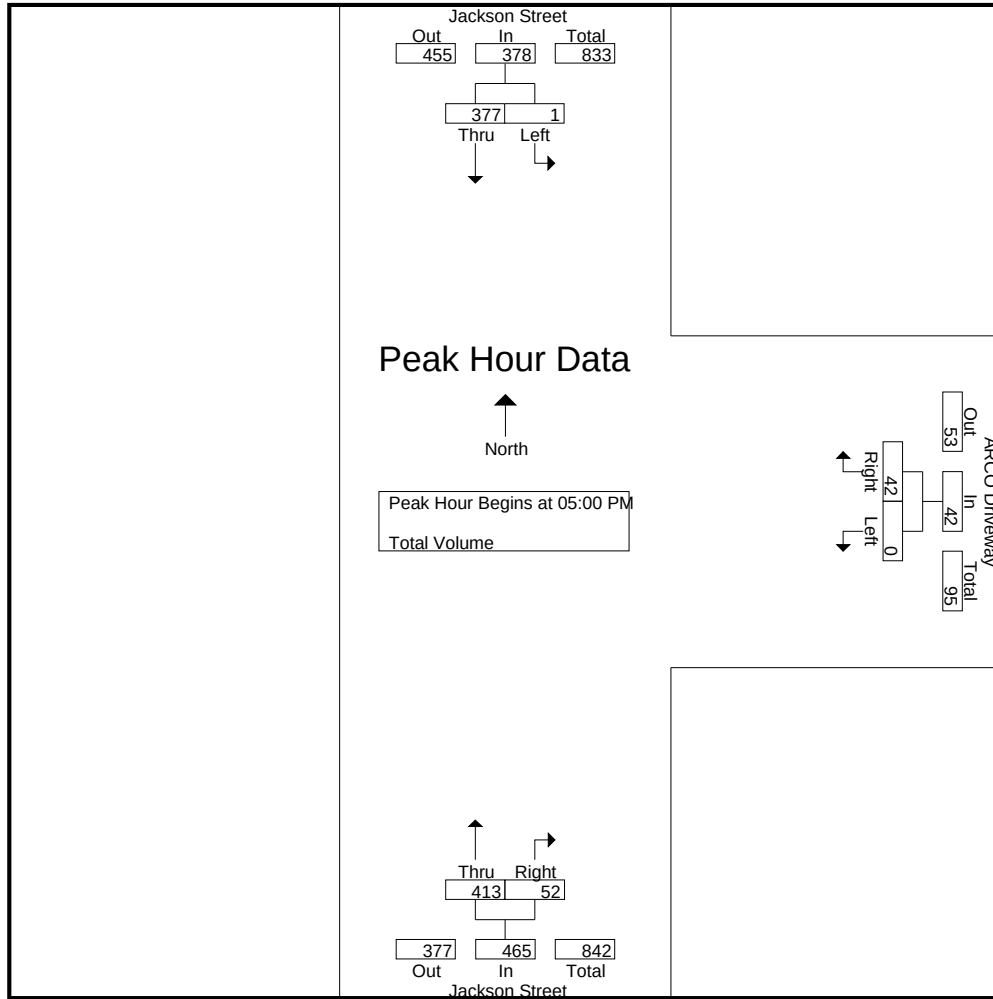
Groups Printed- Total Volume

	Jackson Street Southbound			ARCO Driveway Westbound			Jackson Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	105	105	0	9	9	102	14	116	230
04:15 PM	0	88	88	0	12	12	113	20	133	233
04:30 PM	0	76	76	0	7	7	111	16	127	210
04:45 PM	0	83	83	0	9	9	86	27	113	205
Total	0	352	352	0	37	37	412	77	489	878
05:00 PM	1	79	80	0	15	15	114	18	132	227
05:15 PM	0	94	94	0	10	10	96	12	108	212
05:30 PM	0	96	96	0	7	7	103	9	112	215
05:45 PM	0	108	108	0	10	10	100	13	113	231
Total	1	377	378	0	42	42	413	52	465	885
Grand Total	1	729	730	0	79	79	825	129	954	1763
Apprch %	0.1	99.9		0	100		86.5	13.5		
Total %	0.1	41.3	41.4	0	4.5	4.5	46.8	7.3	54.1	

	Jackson Street Southbound			ARCO Driveway Westbound			Jackson Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	1	79	80	0	15	15	114	18	132	227
05:15 PM	0	94	94	0	10	10	96	12	108	212
05:30 PM	0	96	96	0	7	7	103	9	112	215
05:45 PM	0	108	108	0	10	10	100	13	113	231
Total Volume	1	377	378	0	42	42	413	52	465	885
% App. Total	0.3	99.7		0	100		88.8	11.2		
PHF	.250	.873	.875	.000	.700	.700	.906	.722	.881	.958

City of Indio
N/S: Jackson Street
E/W: ARCO Driveway
Weather: Clear

File Name : 03_IND_JACKSON_ARCO DWY_PM
Site Code : 23623516
Start Date : 5/18/2023
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM			04:15 PM			04:15 PM		
+0 mins.	1	79	80	0	12	12	113	20	133
+15 mins.	0	94	94	0	7	7	111	16	127
+30 mins.	0	96	96	0	9	9	86	27	113
+45 mins.	0	108	108	0	15	15	114	18	132
Total Volume	1	377	378	0	43	43	424	81	505
% App. Total	0.3	99.7		0	100		84	16	
PHF	.250	.873	.875	.000	.717	.717	.930	.750	.949

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

File Name : 04_IND_JACKSON_AVE 42_AM
Site Code : 23623516
Start Date : 5/18/2023
Page No : 1

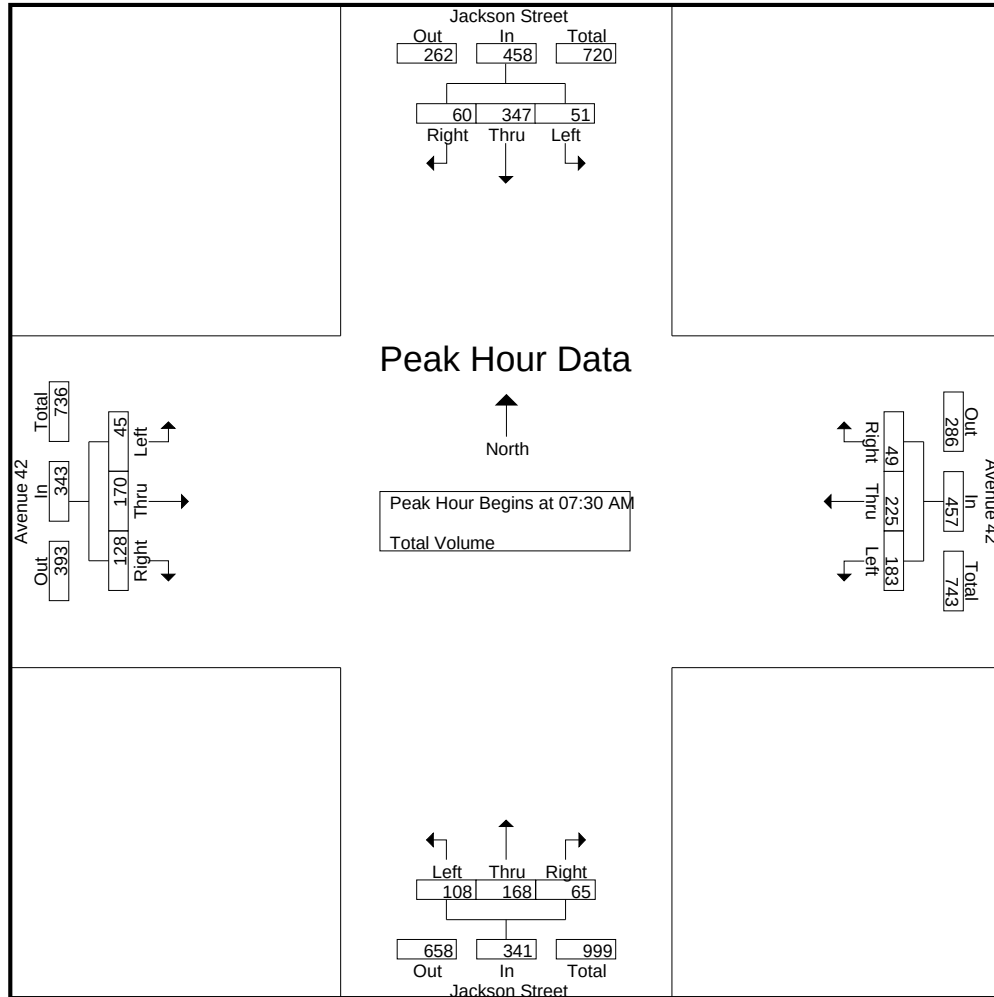
Groups Printed- Total Volume

	Jackson Street Southbound				Avenue 42 Westbound				Jackson Street Northbound				Avenue 42 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	13	68	12	93	34	38	10	82	10	26	7	43	7	20	13	40	258
07:15 AM	12	98	14	124	55	49	8	112	12	31	6	49	10	19	16	45	330
07:30 AM	11	122	20	153	70	59	15	144	21	41	9	71	8	32	21	61	429
07:45 AM	20	100	24	144	56	66	11	133	30	37	14	81	7	40	38	85	443
Total	56	388	70	514	215	212	44	471	73	135	36	244	32	111	88	231	1460
08:00 AM	11	60	10	81	24	53	15	92	29	49	19	97	16	43	31	90	360
08:15 AM	9	65	6	80	33	47	8	88	28	41	23	92	14	55	38	107	367
08:30 AM	20	43	12	75	23	33	11	67	20	31	9	60	15	31	31	77	279
08:45 AM	20	56	12	88	29	46	22	97	36	40	14	90	15	37	11	63	338
Total	60	224	40	324	109	179	56	344	113	161	65	339	60	166	111	337	1344
Grand Total	116	612	110	838	324	391	100	815	186	296	101	583	92	277	199	568	2804
Apprch %	13.8	73	13.1		39.8	48	12.3		31.9	50.8	17.3		16.2	48.8	35		
Total %	4.1	21.8	3.9	29.9	11.6	13.9	3.6	29.1	6.6	10.6	3.6	20.8	3.3	9.9	7.1	20.3	

	Jackson Street Southbound				Avenue 42 Westbound				Jackson Street Northbound				Avenue 42 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	11	122	20	153	70	59	15	144	21	41	9	71	8	32	21	61	429
07:45 AM	20	100	24	144	56	66	11	133	30	37	14	81	7	40	38	85	443
08:00 AM	11	60	10	81	24	53	15	92	29	49	19	97	16	43	31	90	360
08:15 AM	9	65	6	80	33	47	8	88	28	41	23	92	14	55	38	107	367
Total Volume	51	347	60	458	183	225	49	457	108	168	65	341	45	170	128	343	1599
% App. Total	11.1	75.8	13.1		40	49.2	10.7		31.7	49.3	19.1		13.1	49.6	37.3		
PHF	.638	.711	.625	.748	.654	.852	.817	.793	.900	.857	.707	.879	.703	.773	.842	.801	.902

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

File Name : 04_IND_JACKSON_AVE 42_AM
Site Code : 23623516
Start Date : 5/18/2023
Page No : 2



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

	07:00 AM				07:15 AM				07:30 AM				07:45 AM			
+0 mins.	13	68	12	93	55	49	8	112	21	41	9	71	7	40	38	85
+15 mins.	12	98	14	124	70	59	15	144	30	37	14	81	16	43	31	90
+30 mins.	11	122	20	153	56	66	11	133	29	49	19	97	14	55	38	107
+45 mins.	20	100	24	144	24	53	15	92	28	41	23	92	15	31	31	77
Total Volume	56	388	70	514	205	227	49	481	108	168	65	341	52	169	138	359
% App. Total	10.9	75.5	13.6		42.6	47.2	10.2		31.7	49.3	19.1		14.5	47.1	38.4	
PHF	.700	.795	.729	.840	.732	.860	.817	.835	.900	.857	.707	.879	.813	.768	.908	.839

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

File Name : 04_IND_JACKSON_AVE 42_PM
Site Code : 23623516
Start Date : 5/18/2023
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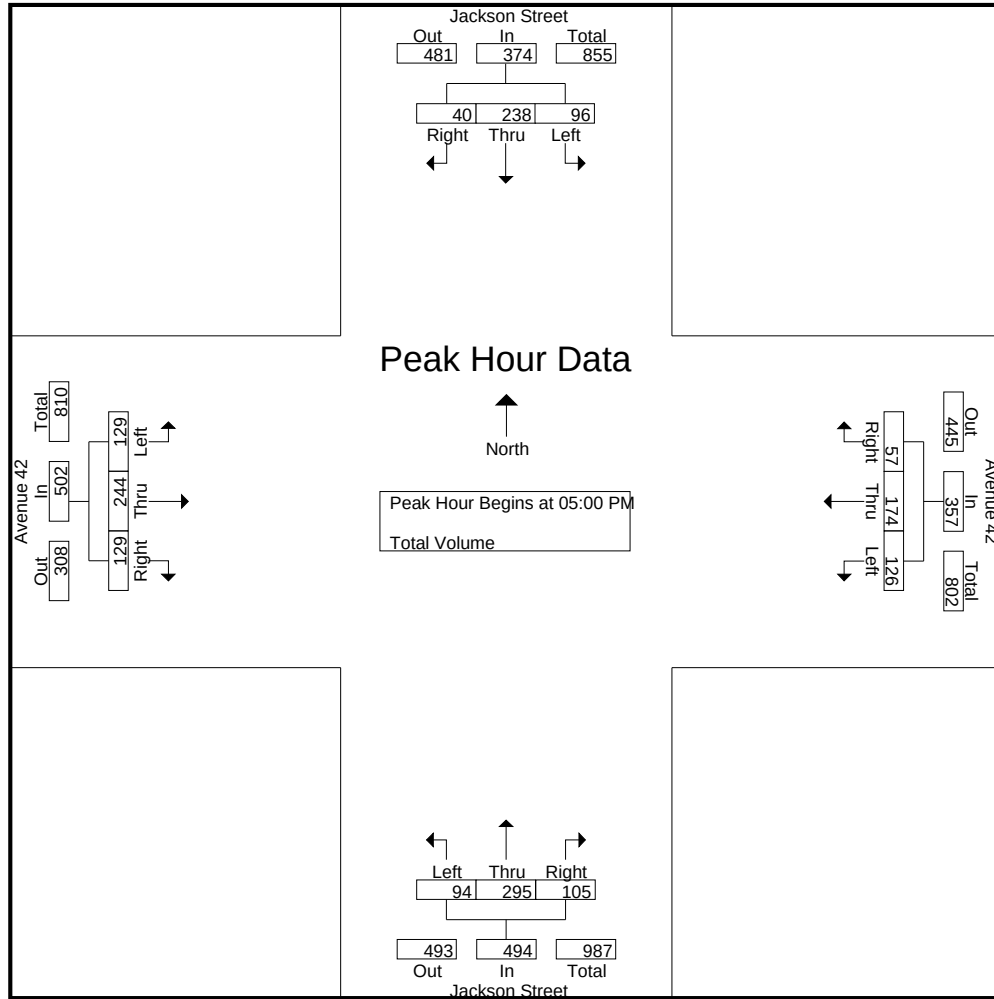
Groups Printed- Total Volume

	Jackson Street Southbound				Avenue 42 Westbound				Jackson Street Northbound				Avenue 42 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	41	51	11	103	27	44	17	88	26	71	31	128	29	76	27	132	451
04:15 PM	18	51	17	86	41	41	19	101	20	74	21	115	35	69	26	130	432
04:30 PM	18	48	9	75	23	41	27	91	27	77	23	127	29	62	28	119	412
04:45 PM	24	51	11	86	23	33	14	70	21	63	24	108	29	57	29	115	379
Total	101	201	48	350	114	159	77	350	94	285	99	478	122	264	110	496	1674
05:00 PM	19	59	5	83	39	43	16	98	26	88	22	136	28	62	22	112	429
05:15 PM	24	54	10	88	27	42	17	86	27	67	28	122	29	64	32	125	421
05:30 PM	25	58	10	93	26	40	16	82	16	68	33	117	35	67	50	152	444
05:45 PM	28	67	15	110	34	49	8	91	25	72	22	119	37	51	25	113	433
Total	96	238	40	374	126	174	57	357	94	295	105	494	129	244	129	502	1727
Grand Total	197	439	88	724	240	333	134	707	188	580	204	972	251	508	239	998	3401
Apprch %	27.2	60.6	12.2		33.9	47.1	19		19.3	59.7	21		25.2	50.9	23.9		
Total %	5.8	12.9	2.6	21.3	7.1	9.8	3.9	20.8	5.5	17.1	6	28.6	7.4	14.9	7	29.3	

	Jackson Street Southbound				Avenue 42 Westbound				Jackson Street Northbound				Avenue 42 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	19	59	5	83	39	43	16	98	26	88	22	136	28	62	22	112	429
05:15 PM	24	54	10	88	27	42	17	86	27	67	28	122	29	64	32	125	421
05:30 PM	25	58	10	93	26	40	16	82	16	68	33	117	35	67	50	152	444
05:45 PM	28	67	15	110	34	49	8	91	25	72	22	119	37	51	25	113	433
Total Volume	96	238	40	374	126	174	57	357	94	295	105	494	129	244	129	502	1727
% App. Total	25.7	63.6	10.7		35.3	48.7	16		19	59.7	21.3		25.7	48.6	25.7		
PHF	.857	.888	.667	.850	.808	.888	.838	.911	.870	.838	.795	.908	.872	.910	.645	.826	.972

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

File Name : 04_IND_JACKSON_AVE 42_PM
Site Code : 23623516
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				04:15 PM				05:00 PM				04:45 PM			
+0 mins.	19	59	5	83	41	41	19	101	26	88	22	136	29	57	29	115
+15 mins.	24	54	10	88	23	41	27	91	27	67	28	122	28	62	22	112
+30 mins.	25	58	10	93	23	33	14	70	16	68	33	117	29	64	32	125
+45 mins.	28	67	15	110	39	43	16	98	25	72	22	119	35	67	50	152
Total Volume	96	238	40	374	126	158	76	360	94	295	105	494	121	250	133	504
% App. Total	25.7	63.6	10.7		35	43.9	21.1		19	59.7	21.3		24	49.6	26.4	
PHF	.857	.888	.667	.850	.768	.919	.704	.891	.870	.838	.795	.908	.864	.933	.665	.829

City of Indio
N/S: West ARCO Driveway
E/W: Avenue 42
Weather: Clear

File Name : 05_IND_W ARCO_AVE 42_AM
Site Code : 23623516
Start Date : 5/18/2023
Page No : 1

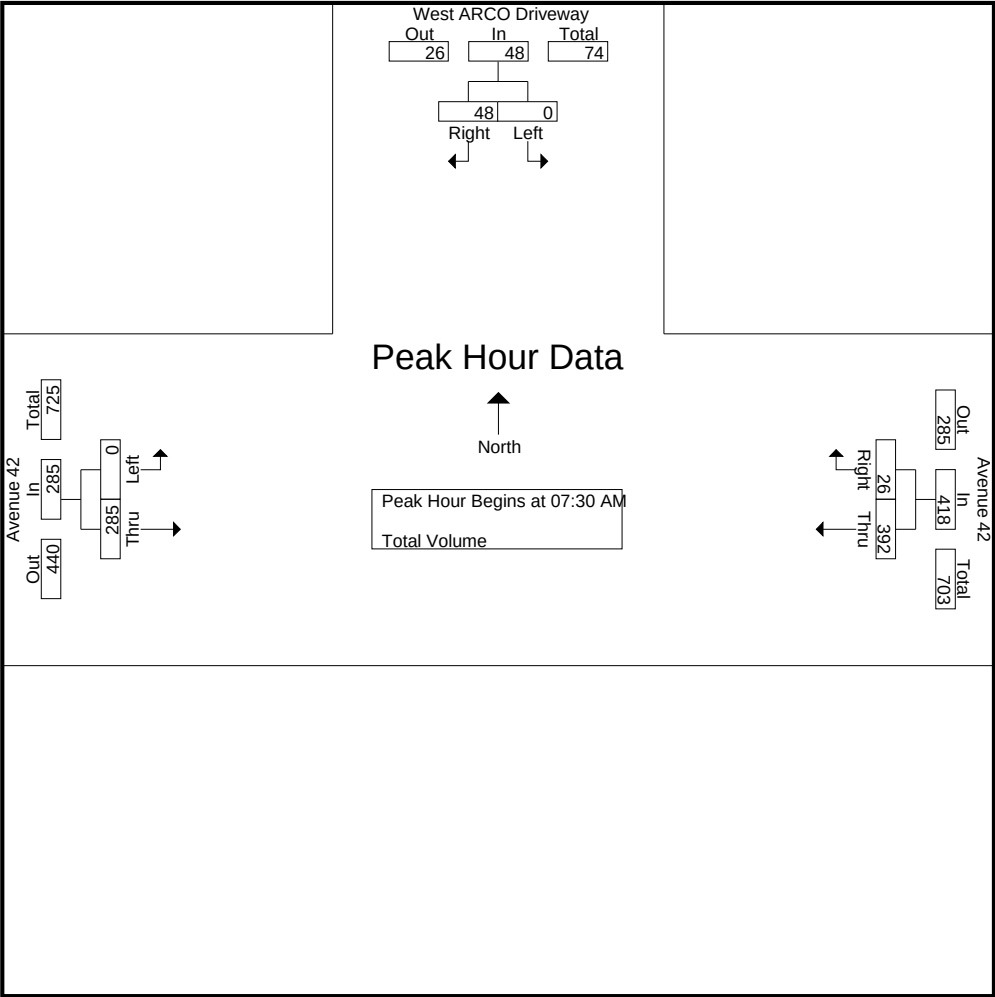
Groups Printed- Total Volume

Start Time	West ARCO Driveway Southbound			Avenue 42 Westbound			Avenue 42 Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:00 AM	0	4	4	81	2	83	0	42	42	129
07:15 AM	0	16	16	105	5	110	0	37	37	163
07:30 AM	0	15	15	124	10	134	0	51	51	200
07:45 AM	0	12	12	114	5	119	0	74	74	205
Total	0	47	47	424	22	446	0	204	204	697
08:00 AM	0	10	10	83	5	88	0	74	74	172
08:15 AM	0	11	11	71	6	77	0	86	86	174
08:30 AM	0	3	3	66	10	76	0	63	63	142
08:45 AM	0	9	9	89	7	96	0	69	69	174
Total	0	33	33	309	28	337	0	292	292	662
Grand Total	0	80	80	733	50	783	0	496	496	1359
Apprch %	0	100		93.6	6.4		0	100		
Total %	0	5.9	5.9	53.9	3.7	57.6	0	36.5	36.5	

	West ARCO Driveway Southbound			Avenue 42 Westbound			Avenue 42 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	0	15	15	124	10	134	0	51	51	200
07:45 AM	0	12	12	114	5	119	0	74	74	205
08:00 AM	0	10	10	83	5	88	0	74	74	172
08:15 AM	0	11	11	71	6	77	0	86	86	174
Total Volume	0	48	48	392	26	418	0	285	285	751
% App. Total	0	100		93.8	6.2		0	100		
PHF	.000	.800	.800	.790	.650	.780	.000	.828	.828	.916

City of Indio
N/S: West ARCO Driveway
E/W: Avenue 42
Weather: Clear

File Name : 05_IND_W ARCO_AVE 42_AM
Site Code : 23623516
Start Date : 5/18/2023
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:45 AM		
+0 mins.	0	16	16	105	5	110	0	74	74
+15 mins.	0	15	15	124	10	134	0	74	74
+30 mins.	0	12	12	114	5	119	0	86	86
+45 mins.	0	10	10	83	5	88	0	63	63
Total Volume	0	53	53	426	25	451	0	297	297
% App. Total	0	100		94.5	5.5		0	100	
PHF	.000	.828	.828	.859	.625	.841	.000	.863	.863

City of Indio
N/S: West ARCO Driveway
E/W: Avenue 42
Weather: Clear

File Name : 05_IND_W ARCO_AVE 42_PM
Site Code : 23623516
Start Date : 5/18/2023
Page No : 1

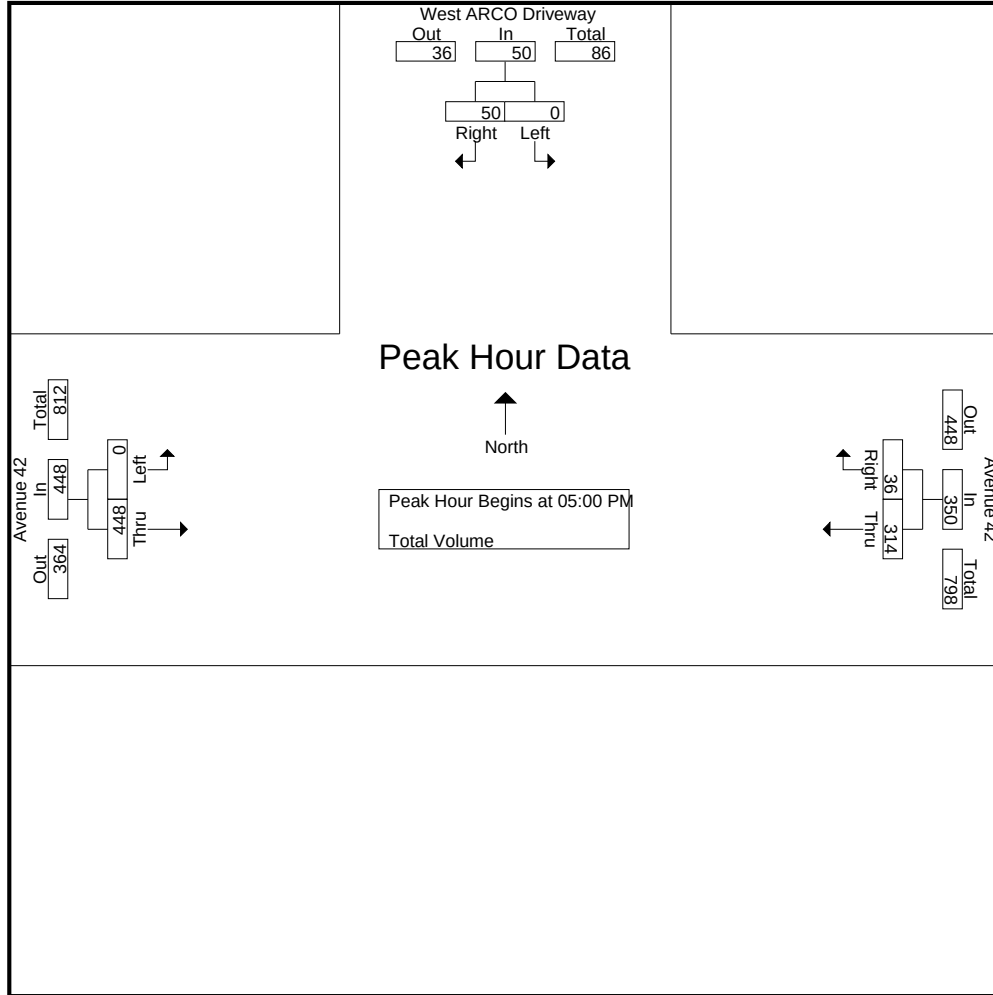
Groups Printed- Total Volume

	West ARCO Driveway Southbound			Avenue 42 Westbound			Avenue 42 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	0	12	12	79	7	86	0	149	149	247
04:15 PM	0	9	9	91	6	97	0	109	109	215
04:30 PM	0	9	9	79	3	82	0	107	107	198
04:45 PM	0	15	15	57	7	64	0	105	105	184
Total	0	45	45	306	23	329	0	470	470	844
05:00 PM	0	19	19	76	10	86	0	102	102	207
05:15 PM	0	9	9	80	6	86	0	117	117	212
05:30 PM	0	8	8	78	11	89	0	125	125	222
05:45 PM	0	14	14	80	9	89	0	104	104	207
Total	0	50	50	314	36	350	0	448	448	848
Grand Total	0	95	95	620	59	679	0	918	918	1692
Apprch %	0	100		91.3	8.7		0	100		
Total %	0	5.6	5.6	36.6	3.5	40.1	0	54.3	54.3	

	West ARCO Driveway Southbound			Avenue 42 Westbound			Avenue 42 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	0	19	19	76	10	86	0	102	102	207
05:15 PM	0	9	9	80	6	86	0	117	117	212
05:30 PM	0	8	8	78	11	89	0	125	125	222
05:45 PM	0	14	14	80	9	89	0	104	104	207
Total Volume	0	50	50	314	36	350	0	448	448	848
% App. Total	0	100		89.7	10.3		0	100		
PHF	.000	.658	.658	.981	.818	.983	.000	.896	.896	.955

City of Indio
N/S: West ARCO Driveway
E/W: Avenue 42
Weather: Clear

File Name : 05_IND_W ARCO_AVE 42_PM
Site Code : 23623516
Start Date : 5/18/2023
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM			05:00 PM			04:00 PM		
+0 mins.	0	9	9	76	10	86	0	149	149
+15 mins.	0	9	9	80	6	86	0	109	109
+30 mins.	0	15	15	78	11	89	0	107	107
+45 mins.	0	19	19	80	9	89	0	105	105
Total Volume	0	52	52	314	36	350	0	470	470
% App. Total	0	100		89.7	10.3		0	100	
PHF	.000	.684	.684	.981	.818	.983	.000	.789	.789

City of Indio
N/S: East ARCO Driveway
E/W: Avenue 42
Weather: Clear

File Name : 06_IND_E ARCO_AVE 42_AM
Site Code : 23623516
Start Date : 5/18/2023
Page No : 1

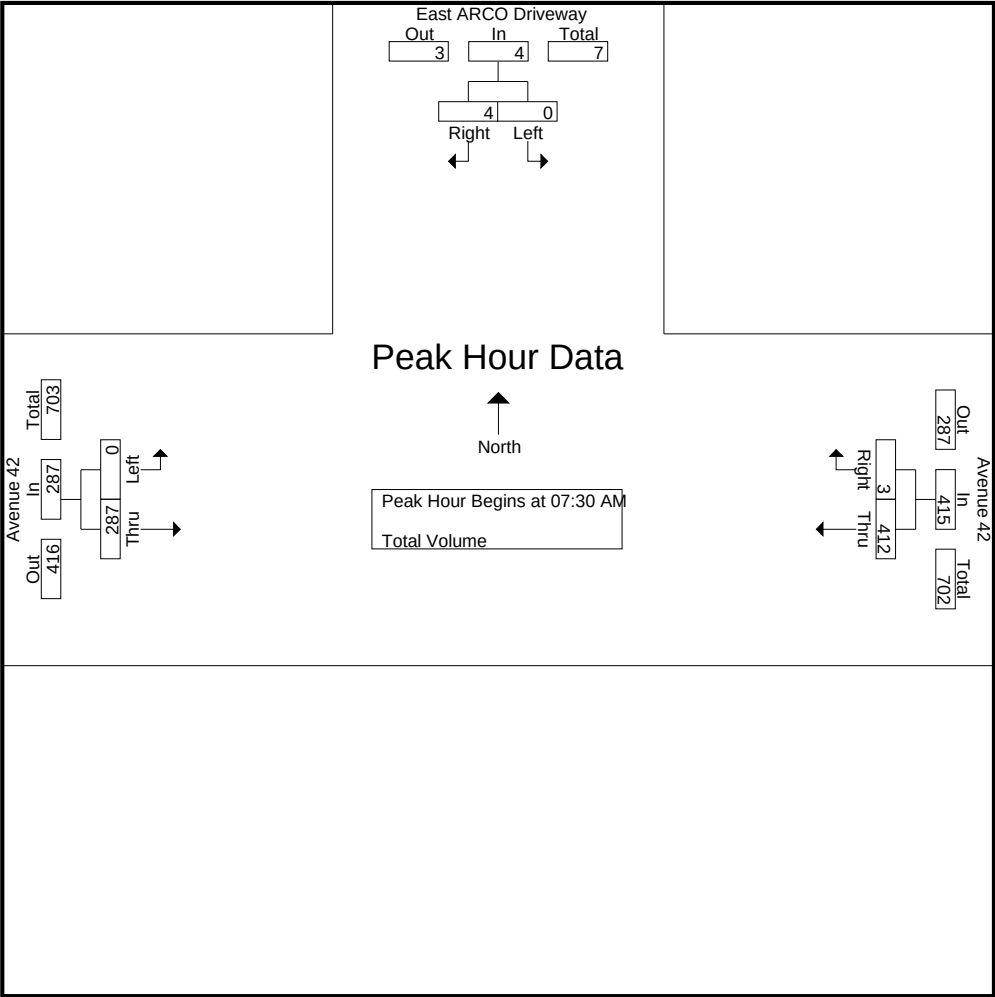
Groups Printed- Total Volume

	East ARCO Driveway Southbound			Avenue 42 Westbound			Avenue 42 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	0	0	0	87	1	88	0	40	40	128
07:15 AM	0	2	2	106	0	106	0	37	37	145
07:30 AM	0	1	1	133	2	135	0	51	51	187
07:45 AM	0	2	2	116	0	116	0	73	73	191
Total	0	5	5	442	3	445	0	201	201	651
08:00 AM	0	0	0	89	1	90	0	75	75	165
08:15 AM	0	1	1	74	0	74	0	88	88	163
08:30 AM	0	2	2	73	0	73	0	63	63	138
08:45 AM	0	3	3	97	3	100	0	71	71	174
Total	0	6	6	333	4	337	0	297	297	640
Grand Total	0	11	11	775	7	782	0	498	498	1291
Apprch %	0	100		99.1	0.9		0	100		
Total %	0	0.9	0.9	60	0.5	60.6	0	38.6	38.6	

	East ARCO Driveway Southbound			Avenue 42 Westbound			Avenue 42 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	0	1	1	133	2	135	0	51	51	187
07:45 AM	0	2	2	116	0	116	0	73	73	191
08:00 AM	0	0	0	89	1	90	0	75	75	165
08:15 AM	0	1	1	74	0	74	0	88	88	163
Total Volume	0	4	4	412	3	415	0	287	287	706
% App. Total	0	100		99.3	0.7		0	100		
PHF	.000	.500	.500	.774	.375	.769	.000	.815	.815	.924

City of Indio
N/S: East ARCO Driveway
E/W: Avenue 42
Weather: Clear

File Name : 06_IND_E ARCO_AVE 42_AM
Site Code : 23623516
Start Date : 5/18/2023
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM			07:15 AM			07:45 AM		
+0 mins.	0	0	0	106	0	106	0	73	73
+15 mins.	0	1	1	133	2	135	0	75	75
+30 mins.	0	2	2	116	0	116	0	88	88
+45 mins.	0	3	3	89	1	90	0	63	63
Total Volume	0	6	6	444	3	447	0	299	299
% App. Total	0	100		99.3	0.7		0	100	
PHF	.000	.500	.500	.835	.375	.828	.000	.849	.849

City of Indio
N/S: East ARCO Driveway
E/W: Avenue 42
Weather: Clear

File Name : 06_IND_E ARCO_AVE 42_PM
Site Code : 23623516
Start Date : 5/18/2023
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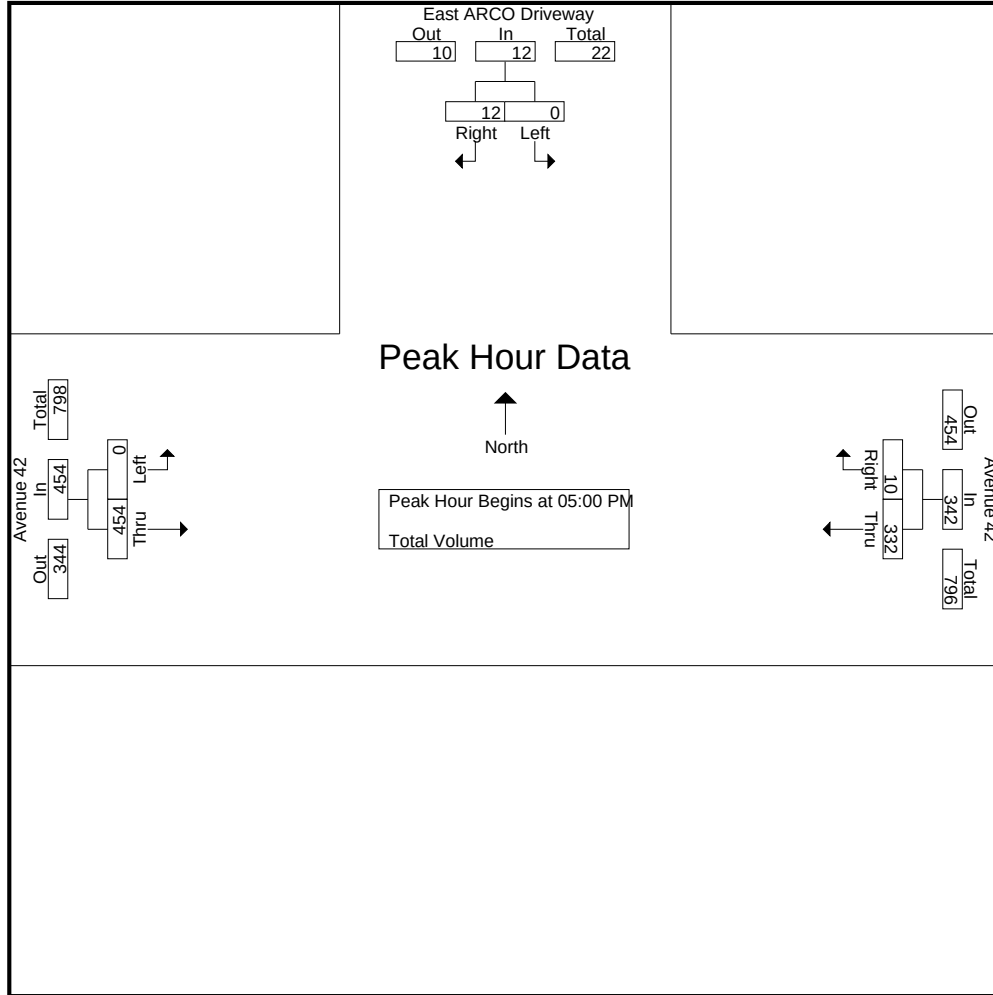
Groups Printed- Total Volume

	East ARCO Driveway Southbound			Avenue 42 Westbound			Avenue 42 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	0	4	4	84	2	86	0	153	153	243
04:15 PM	0	3	3	88	2	90	0	109	109	202
04:30 PM	0	4	4	79	2	81	0	106	106	191
04:45 PM	0	1	1	63	2	65	0	103	103	169
Total	0	12	12	314	8	322	0	471	471	805
05:00 PM	0	2	2	82	4	86	0	101	101	189
05:15 PM	0	4	4	84	1	85	0	122	122	211
05:30 PM	0	3	3	80	1	81	0	127	127	211
05:45 PM	0	3	3	86	4	90	0	104	104	197
Total	0	12	12	332	10	342	0	454	454	808
Grand Total	0	24	24	646	18	664	0	925	925	1613
Apprch %	0	100		97.3	2.7		0	100		
Total %	0	1.5	1.5	40	1.1	41.2	0	57.3	57.3	

	East ARCO Driveway Southbound			Avenue 42 Westbound			Avenue 42 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	0	2	2	82	4	86	0	101	101	189
05:15 PM	0	4	4	84	1	85	0	122	122	211
05:30 PM	0	3	3	80	1	81	0	127	127	211
05:45 PM	0	3	3	86	4	90	0	104	104	197
Total Volume	0	12	12	332	10	342	0	454	454	808
% App. Total	0	100		97.1	2.9		0	100		
PHF	.000	.750	.750	.965	.625	.950	.000	.894	.894	.957

City of Indio
N/S: East ARCO Driveway
E/W: Avenue 42
Weather: Clear

File Name : 06_IND_E ARCO_AVE 42_PM
Site Code : 23623516
Start Date : 5/18/2023
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM			05:00 PM			04:00 PM		
+0 mins.	0	4	4	82	4	86	0	153	153
+15 mins.	0	3	3	84	1	85	0	109	109
+30 mins.	0	4	4	80	1	81	0	106	106
+45 mins.	0	1	1	86	4	90	0	103	103
Total Volume	0	12	12	332	10	342	0	471	471
% App. Total	0	100		97.1	2.9		0	100	
PHF	.000	.750	.750	.965	.625	.950	.000	.770	.770

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PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Indio
N/S: Golf Course Drive
E/W: Avenue 42
Weather: Clear

File Name : 07_IND_GC_AVE 42_AM
Site Code : 23623516
Start Date : 5/18/2023
Page No : 1

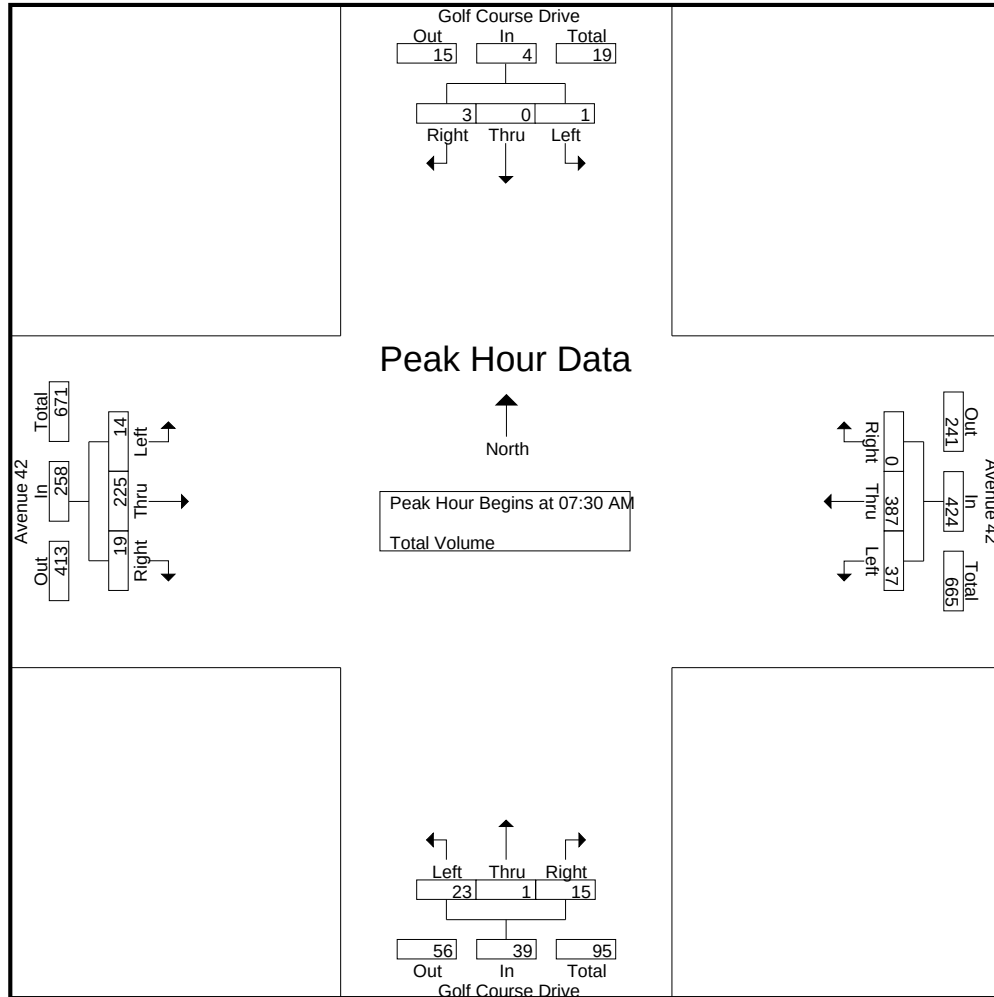
Groups Printed- Total Volume

	Golf Course Drive Southbound				Avenue 42 Westbound				Golf Course Drive Northbound				Avenue 42 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	4	86	0	90	7	0	3	10	3	31	5	39	139
07:15 AM	1	0	0	1	7	89	0	96	11	0	2	13	4	25	5	34	144
07:30 AM	0	0	0	0	10	125	0	135	9	0	4	13	1	43	2	46	194
07:45 AM	0	0	0	0	9	113	0	122	4	0	3	7	4	49	8	61	190
Total	1	0	0	1	30	413	0	443	31	0	12	43	12	148	20	180	667
08:00 AM	1	0	2	3	6	81	0	87	6	1	5	12	3	66	3	72	174
08:15 AM	0	0	1	1	12	68	0	80	4	0	3	7	6	67	6	79	167
08:30 AM	1	2	1	4	7	61	3	71	11	0	8	19	3	38	12	53	147
08:45 AM	1	1	3	5	11	85	2	98	8	1	5	14	3	49	6	58	175
Total	3	3	7	13	36	295	5	336	29	2	21	52	15	220	27	262	663
Grand Total	4	3	7	14	66	708	5	779	60	2	33	95	27	368	47	442	1330
Apprch %	28.6	21.4	50		8.5	90.9	0.6		63.2	2.1	34.7		6.1	83.3	10.6		
Total %	0.3	0.2	0.5	1.1	5	53.2	0.4	58.6	4.5	0.2	2.5	7.1	2	27.7	3.5	33.2	

	Golf Course Drive Southbound				Avenue 42 Westbound				Golf Course Drive Northbound				Avenue 42 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	10	125	0	135	9	0	4	13	1	43	2	46	194
07:45 AM	0	0	0	0	9	113	0	122	4	0	3	7	4	49	8	61	190
08:00 AM	1	0	2	3	6	81	0	87	6	1	5	12	3	66	3	72	174
08:15 AM	0	0	1	1	12	68	0	80	4	0	3	7	6	67	6	79	167
Total Volume	1	0	3	4	37	387	0	424	23	1	15	39	14	225	19	258	725
% App. Total	25	0	75		8.7	91.3	0		59	2.6	38.5		5.4	87.2	7.4		
PHF	.250	.000	.375	.333	.771	.774	.000	.785	.639	.250	.750	.750	.583	.840	.594	.816	.934

City of Indio
N/S: Golf Course Drive
E/W: Avenue 42
Weather: Clear

File Name : 07_IND_GC_AVE 42_AM
Site Code : 23623516
Start Date : 5/18/2023
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				07:00 AM				08:00 AM				07:45 AM			
+0 mins.	1	0	2	3	4	86	0	90	6	1	5	12	4	49	8	61
+15 mins.	0	0	1	1	7	89	0	96	4	0	3	7	3	66	3	72
+30 mins.	1	2	1	4	10	125	0	135	11	0	8	19	6	67	6	79
+45 mins.	1	1	3	5	9	113	0	122	8	1	5	14	3	38	12	53
Total Volume	3	3	7	13	30	413	0	443	29	2	21	52	16	220	29	265
% App. Total	23.1	23.1	53.8		6.8	93.2	0		55.8	3.8	40.4		6	83	10.9	
PHF	.750	.375	.583	.650	.750	.826	.000	.820	.659	.500	.656	.684	.667	.821	.604	.839

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City of Indio
N/S: Golf Course Drive
E/W: Avenue 42
Weather: Clear

File Name : 07_IND_GC_AVE 42_PM
Site Code : 23623516
Start Date : 5/18/2023
Page No : 1

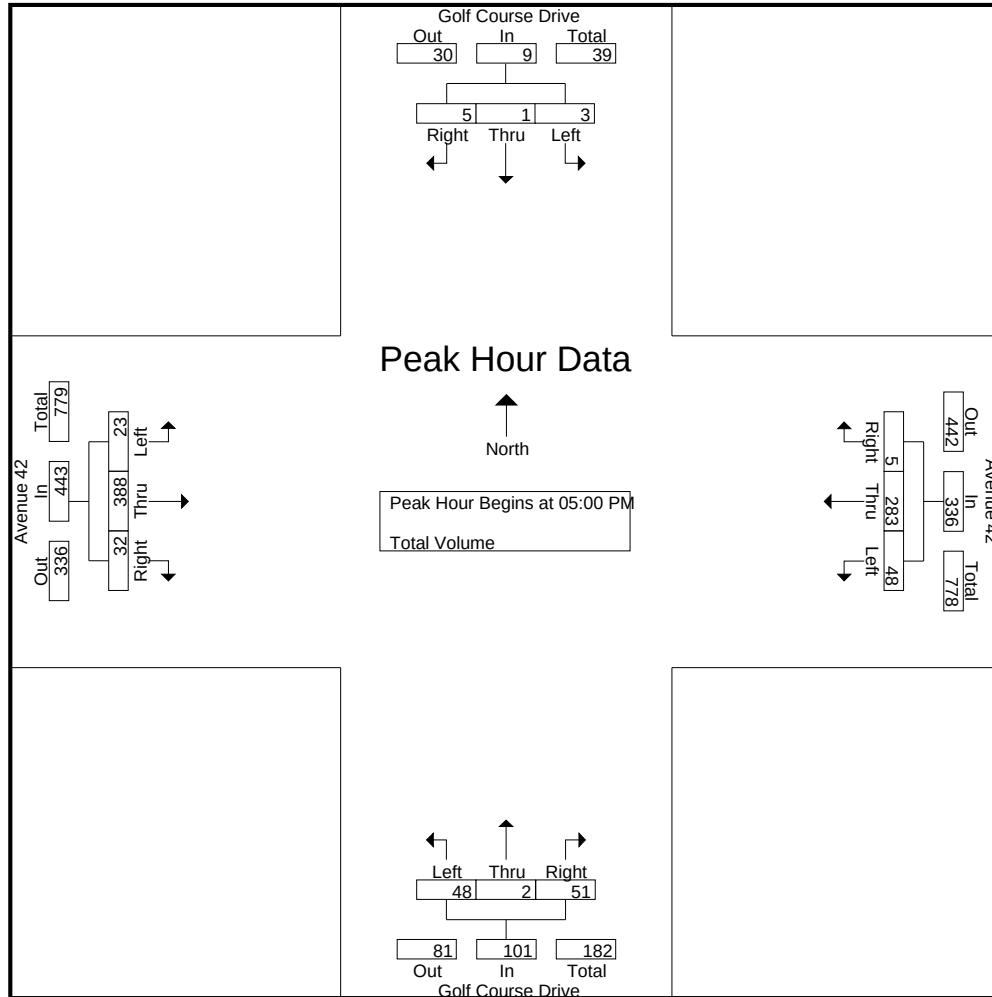
Groups Printed- Total Volume

	Golf Course Drive Southbound				Avenue 42 Westbound				Golf Course Drive Northbound				Avenue 42 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	3	0	5	8	15	69	0	84	17	0	12	29	6	144	8	158	279
04:15 PM	1	0	2	3	17	79	1	97	8	1	10	19	7	90	6	103	222
04:30 PM	0	0	3	3	15	62	2	79	12	0	9	21	5	85	4	94	197
04:45 PM	1	1	1	3	9	54	1	64	7	0	11	18	6	84	4	94	179
Total	5	1	11	17	56	264	4	324	44	1	42	87	24	403	22	449	877
05:00 PM	0	0	2	2	15	72	1	88	10	1	11	22	8	90	7	105	217
05:15 PM	0	0	2	2	17	68	0	85	12	0	12	24	6	108	5	119	230
05:30 PM	1	1	1	3	7	70	1	78	9	1	16	26	4	108	9	121	228
05:45 PM	2	0	0	2	9	73	3	85	17	0	12	29	5	82	11	98	214
Total	3	1	5	9	48	283	5	336	48	2	51	101	23	388	32	443	889
Grand Total	8	2	16	26	104	547	9	660	92	3	93	188	47	791	54	892	1766
Apprch %	30.8	7.7	61.5		15.8	82.9	1.4		48.9	1.6	49.5		5.3	88.7	6.1		
Total %	0.5	0.1	0.9	1.5	5.9	31	0.5	37.4	5.2	0.2	5.3	10.6	2.7	44.8	3.1	50.5	

	Golf Course Drive Southbound				Avenue 42 Westbound				Golf Course Drive Northbound				Avenue 42 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	2	2	15	72	1	88	10	1	11	22	8	90	7	105	217
05:15 PM	0	0	2	2	17	68	0	85	12	0	12	24	6	108	5	119	230
05:30 PM	1	1	1	3	7	70	1	78	9	1	16	26	4	108	9	121	228
05:45 PM	2	0	0	2	9	73	3	85	17	0	12	29	5	82	11	98	214
Total Volume	3	1	5	9	48	283	5	336	48	2	51	101	23	388	32	443	889
% App. Total	33.3	11.1	55.6		14.3	84.2	1.5		47.5	2	50.5		5.2	87.6	7.2		
PHF	.375	.250	.625	.750	.706	.969	.417	.955	.706	.500	.797	.871	.719	.898	.727	.915	.966

City of Indio
N/S: Golf Course Drive
E/W: Avenue 42
Weather: Clear

File Name : 07_IND_GC_AVE 42_PM
Site Code : 23623516
Start Date : 5/18/2023
Page No : 2

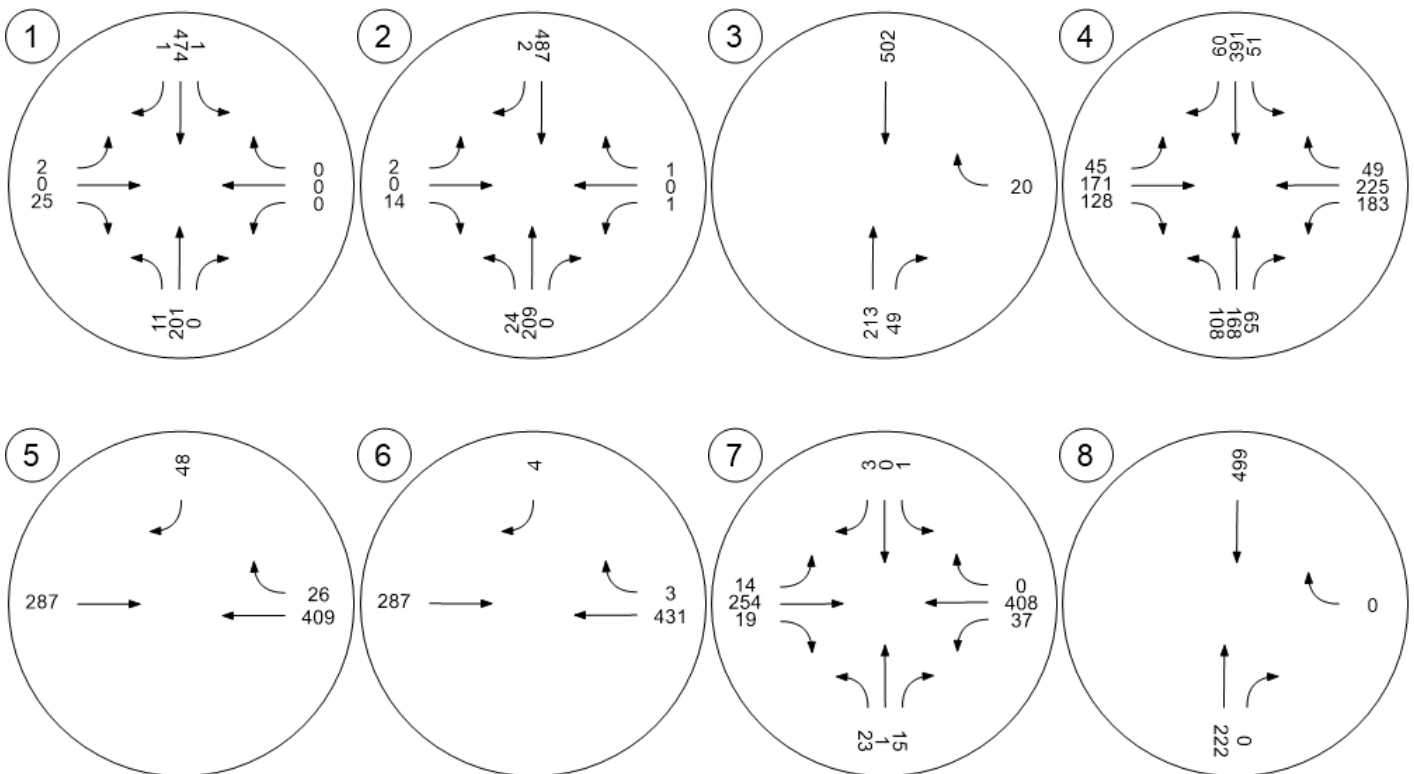


Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

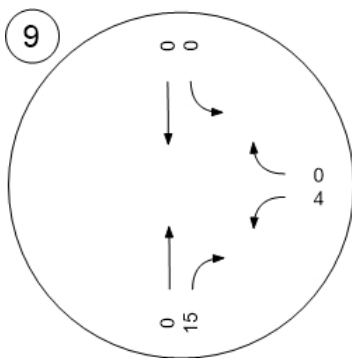
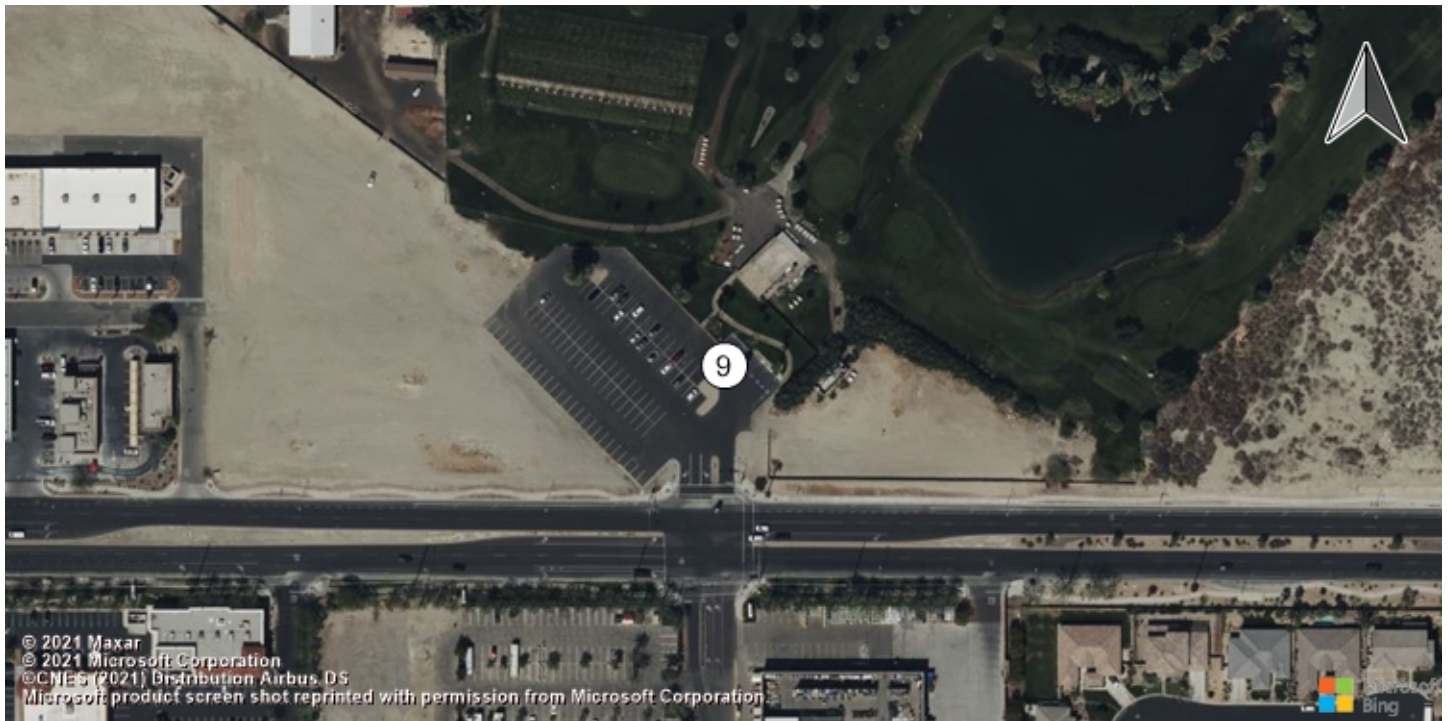
	04:00 PM				05:00 PM				05:00 PM				04:00 PM			
+0 mins.	3	0	5	8	15	72	1	88	10	1	11	22	6	144	8	158
+15 mins.	1	0	2	3	17	68	0	85	12	0	12	24	7	90	6	103
+30 mins.	0	0	3	3	7	70	1	78	9	1	16	26	5	85	4	94
+45 mins.	1	1	1	3	9	73	3	85	17	0	12	29	6	84	4	94
Total Volume	5	1	11	17	48	283	5	336	48	2	51	101	24	403	22	449
% App. Total	29.4	5.9	64.7		14.3	84.2	1.5		47.5	2	50.5		5.3	89.8	4.9	
PHF	.417	.250	.550	.531	.706	.969	.417	.955	.706	.500	.797	.871	.857	.700	.688	.710

EXISTING VOLUMES

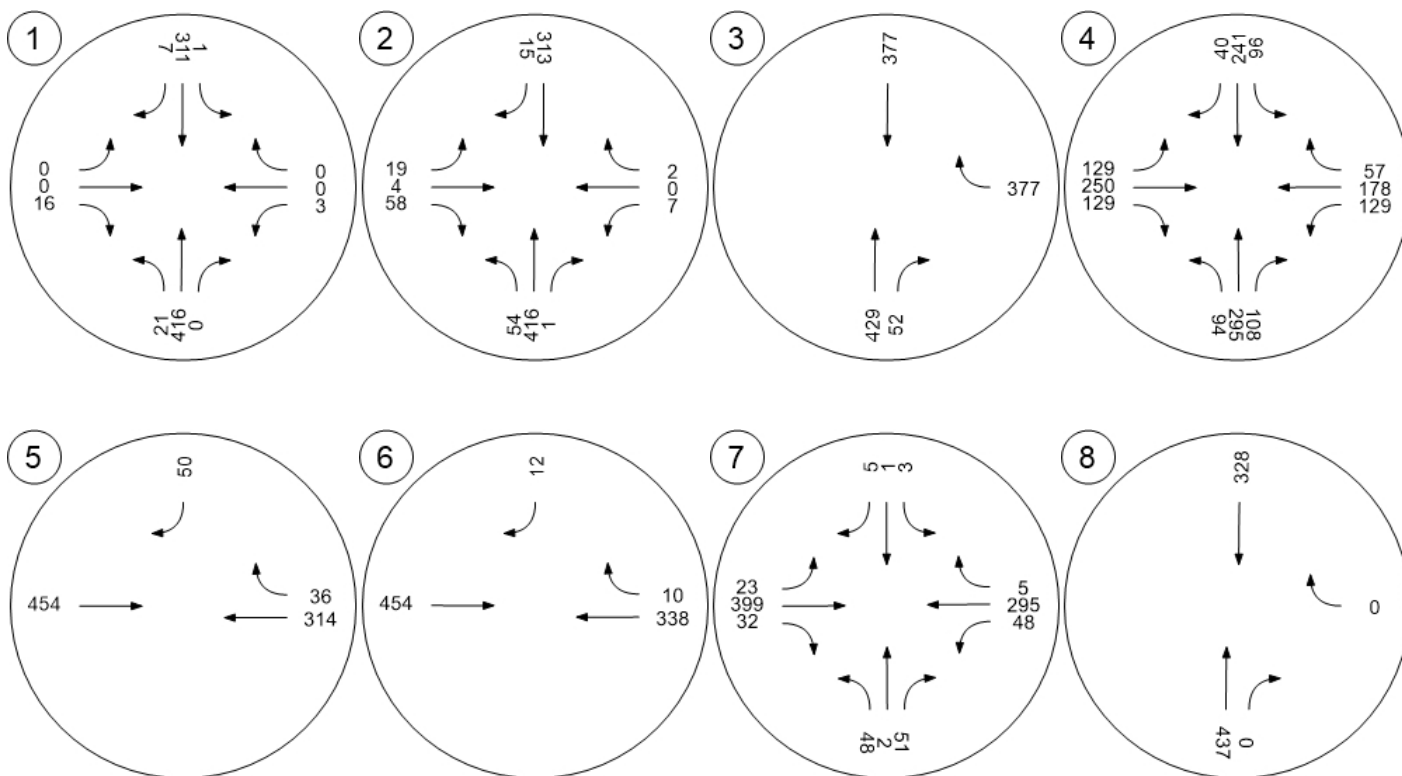
Traffic Volume - Base Volume



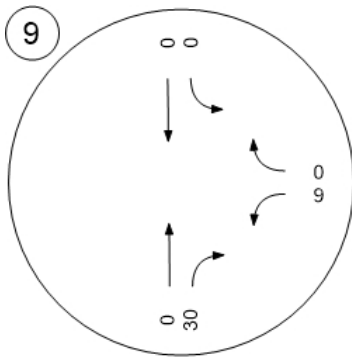
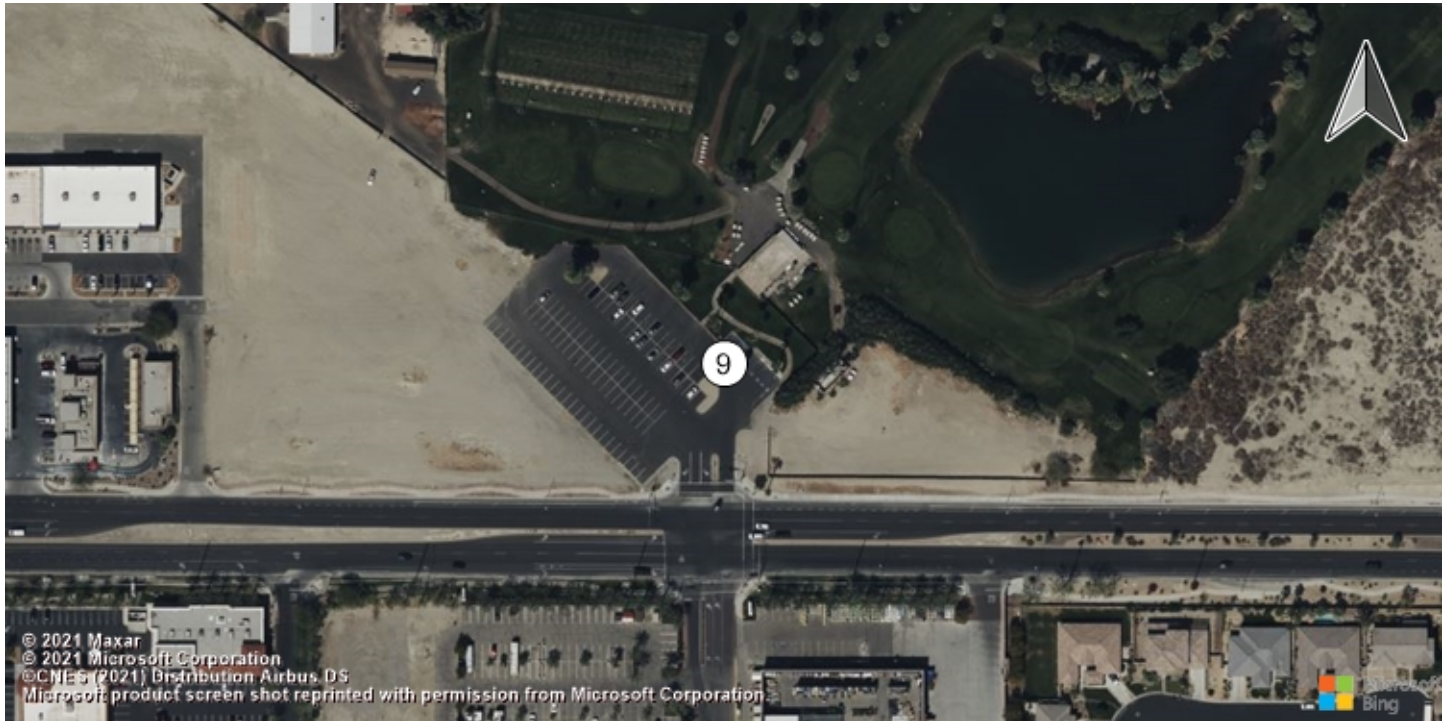
Traffic Volume - Base Volume



Traffic Volume - Base Volume

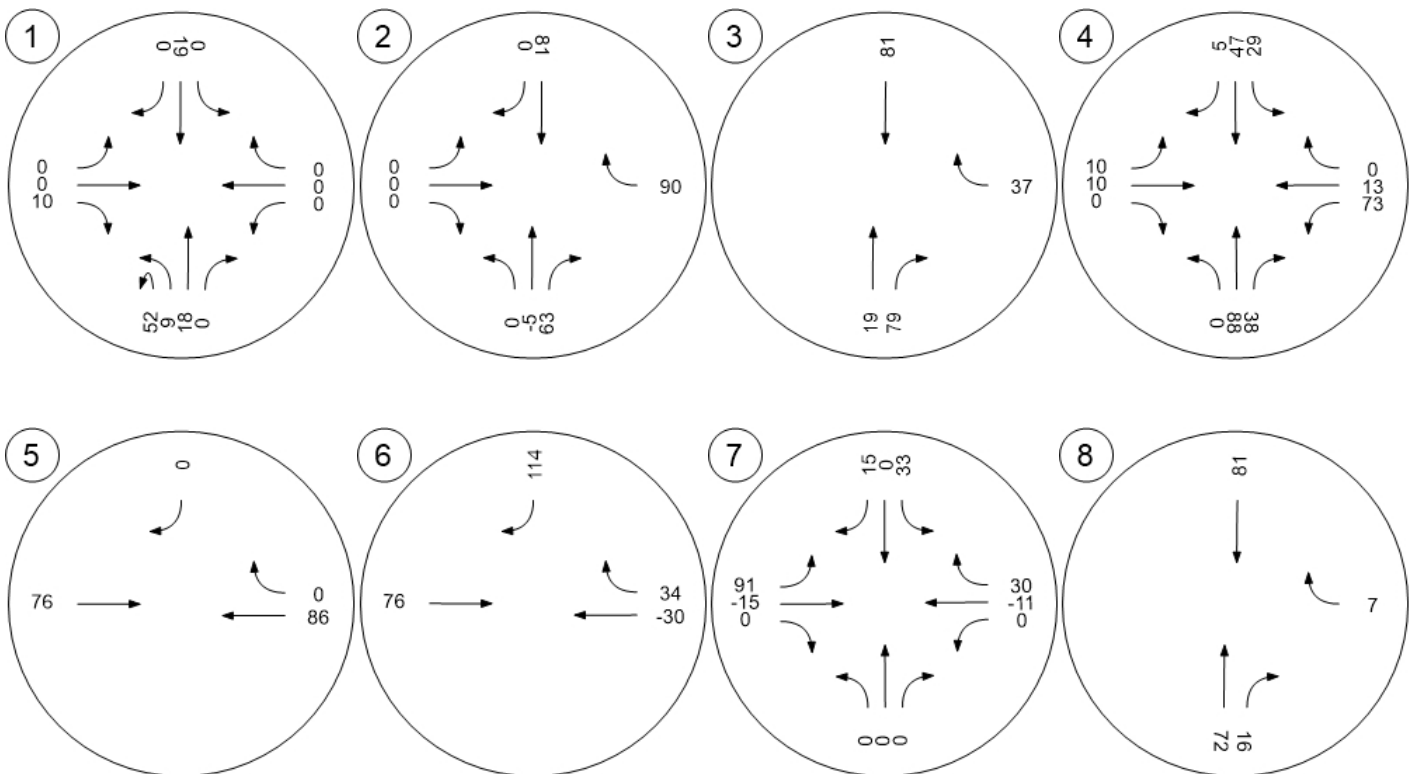


Traffic Volume - Base Volume

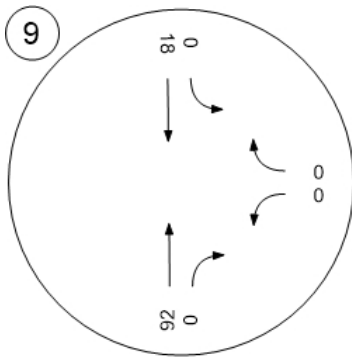
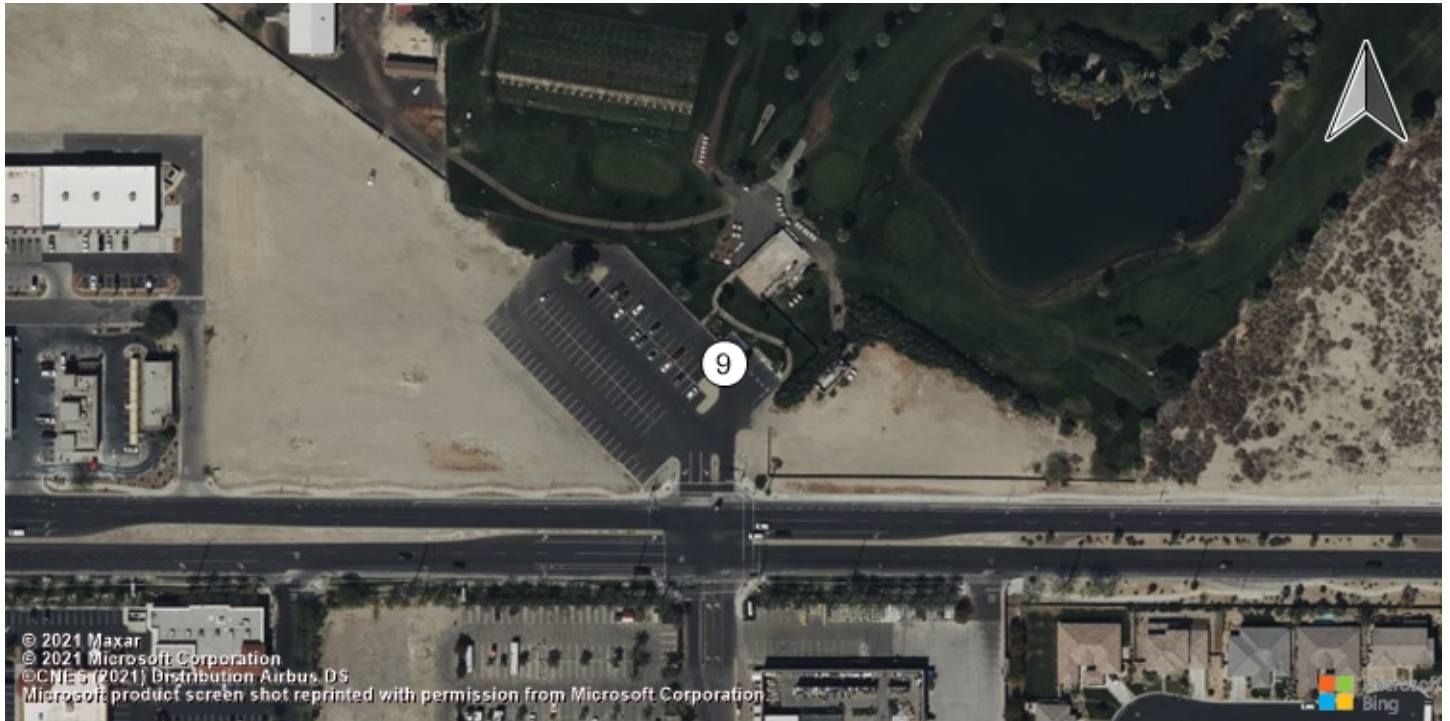


PROJECT VOLUMES

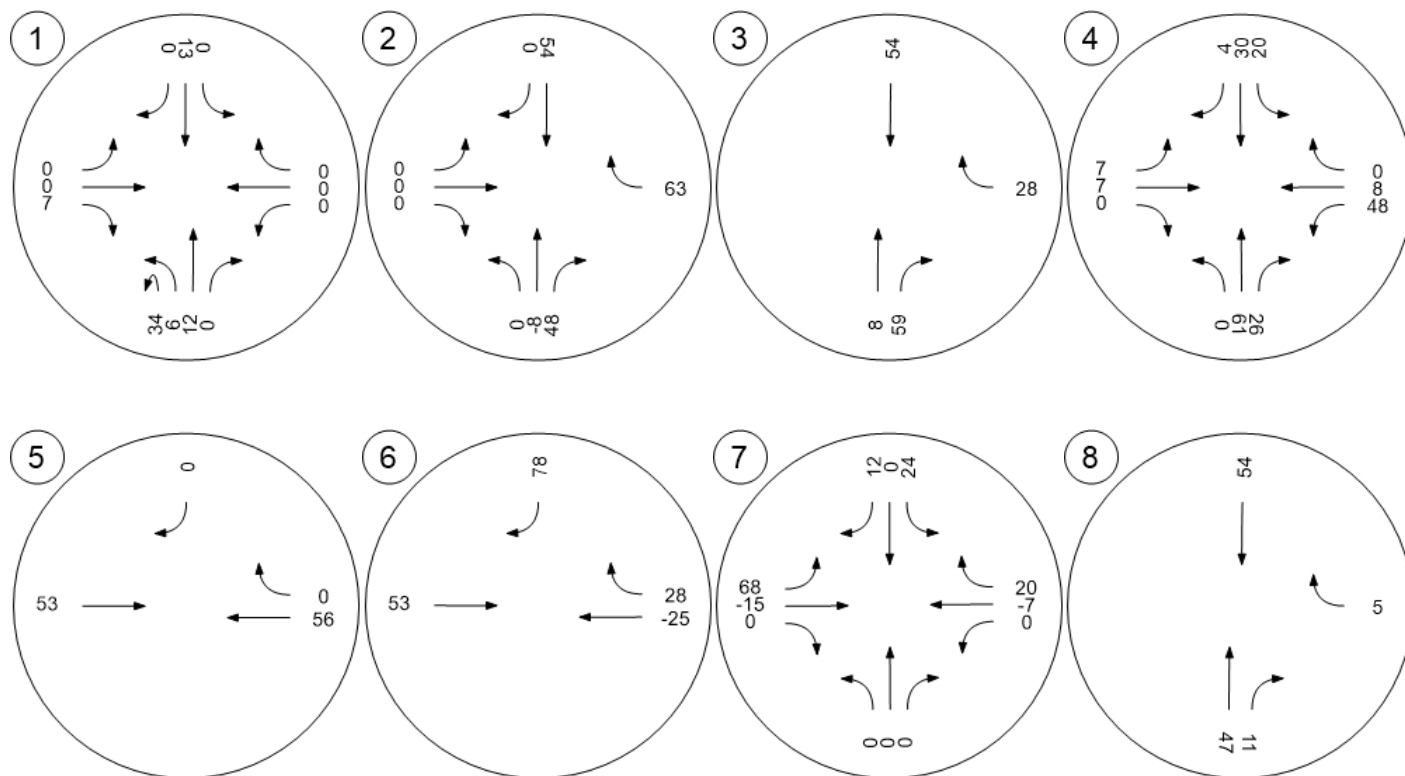
Traffic Volume - Net New Site Trips



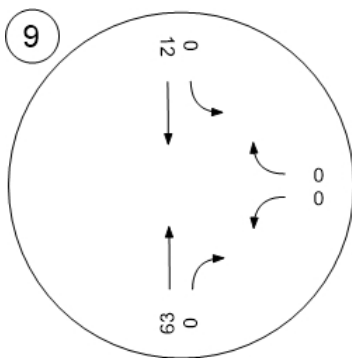
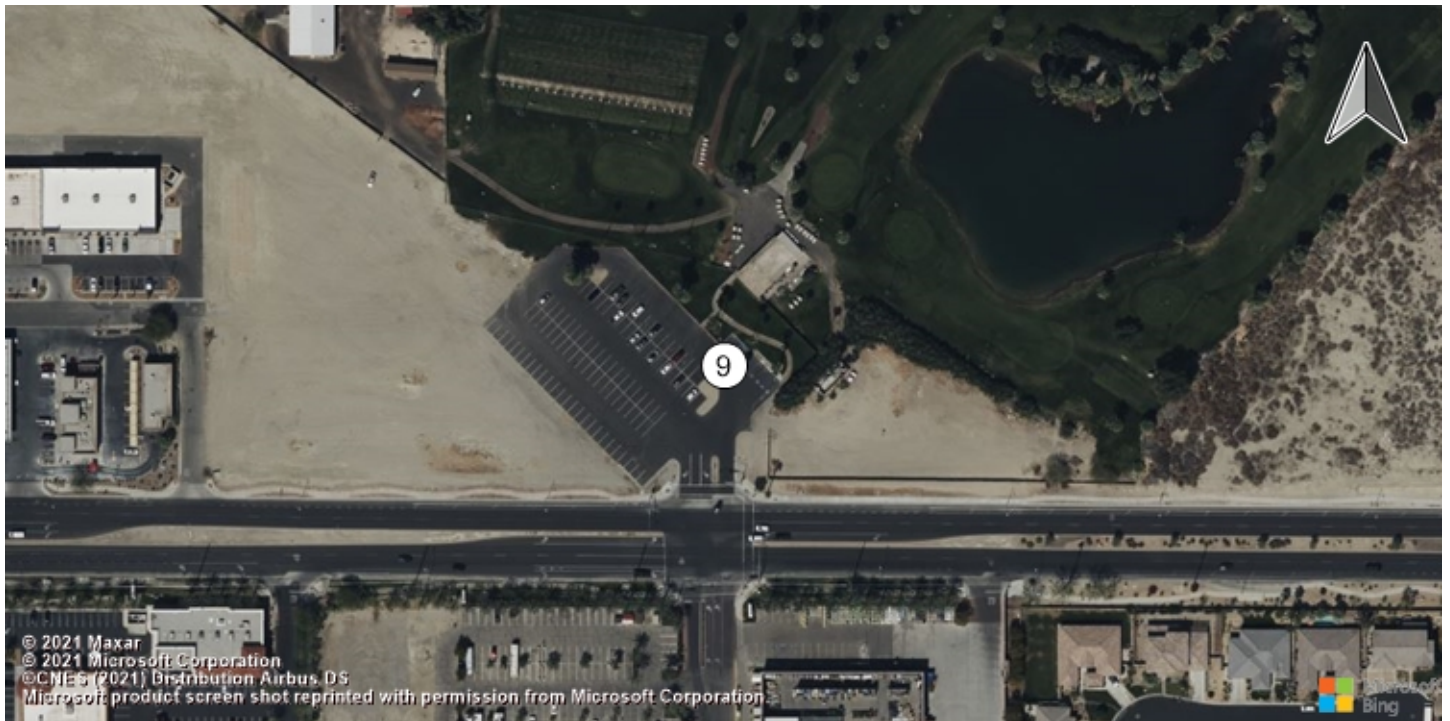
Traffic Volume - Net New Site Trips



Traffic Volume - Net New Site Trips

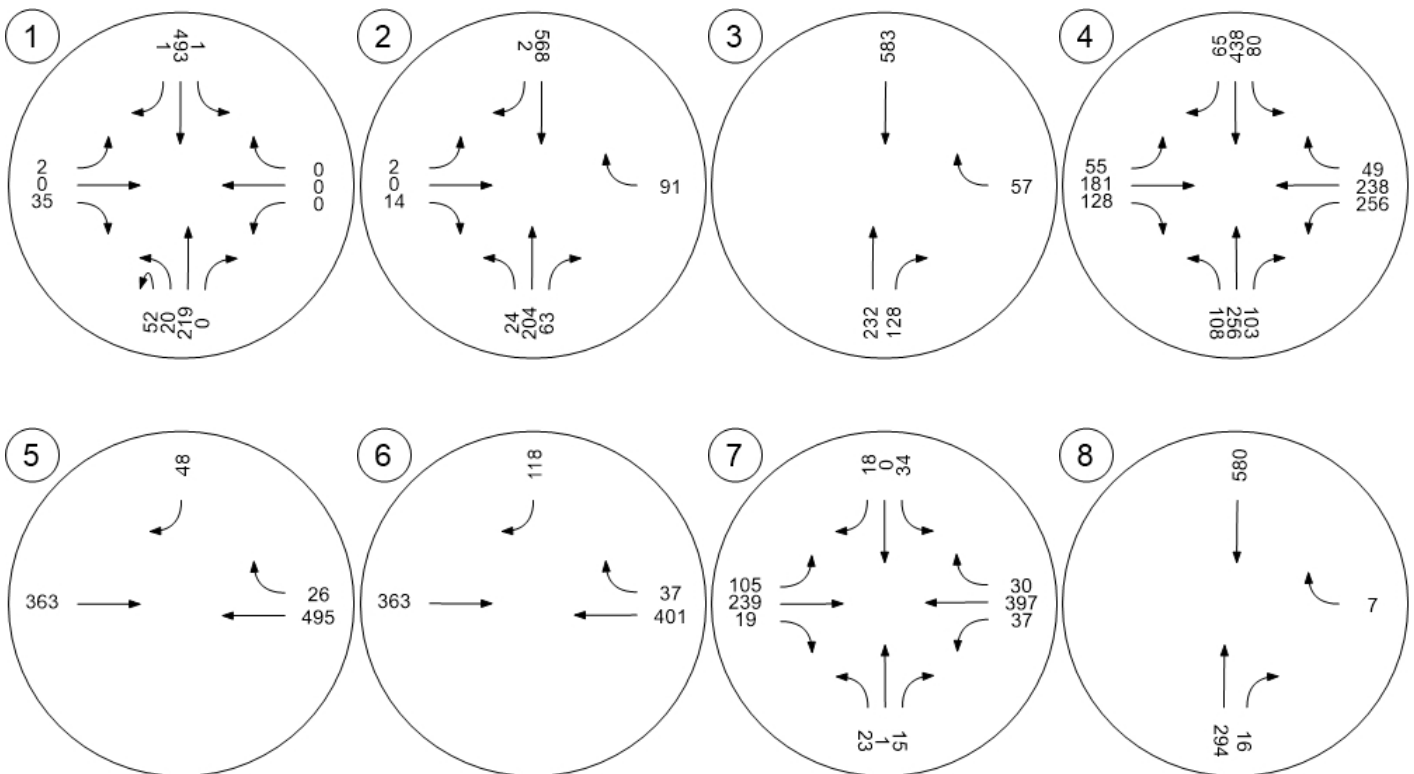


Traffic Volume - Net New Site Trips

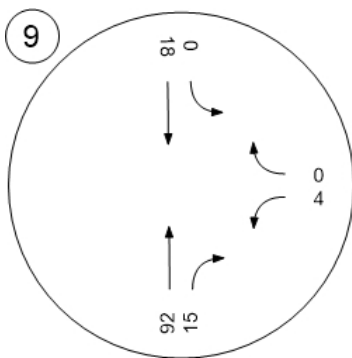
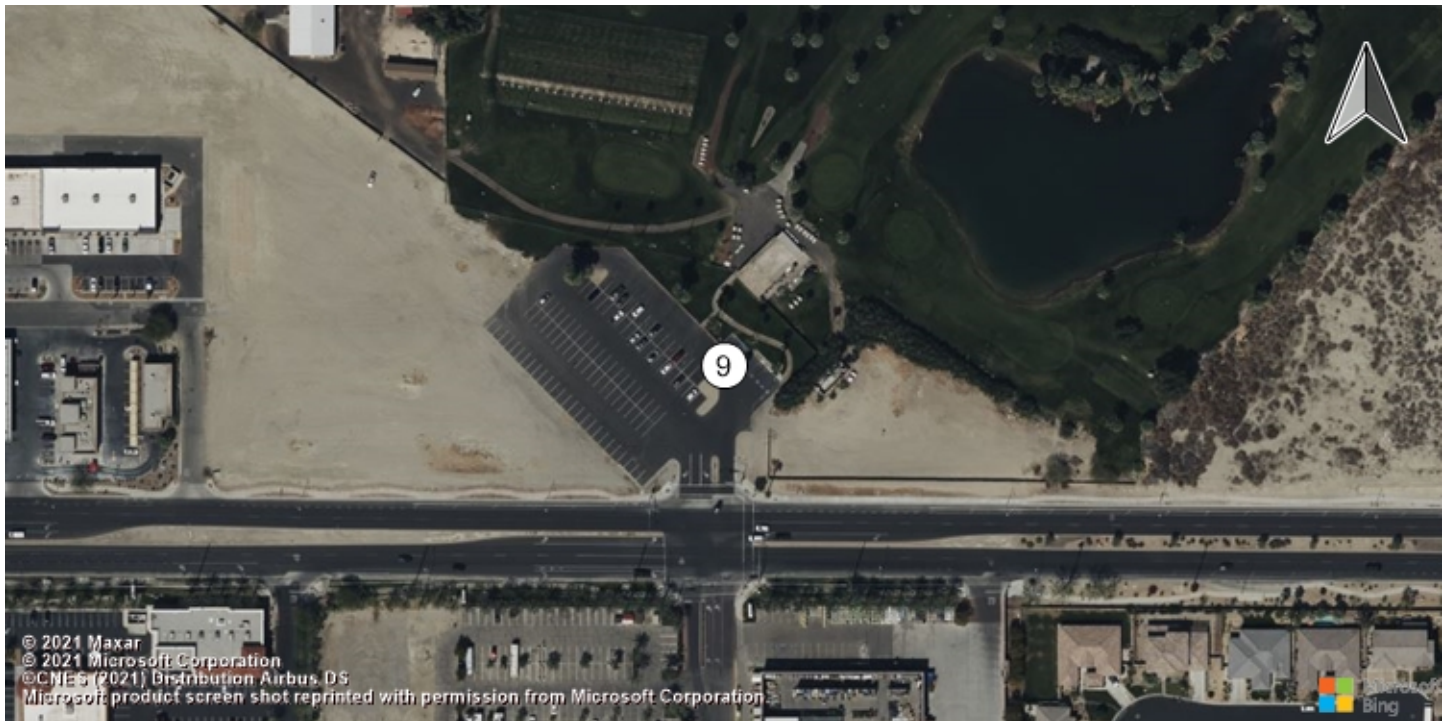


EXISTING PLUS PROJECT VOLUMES

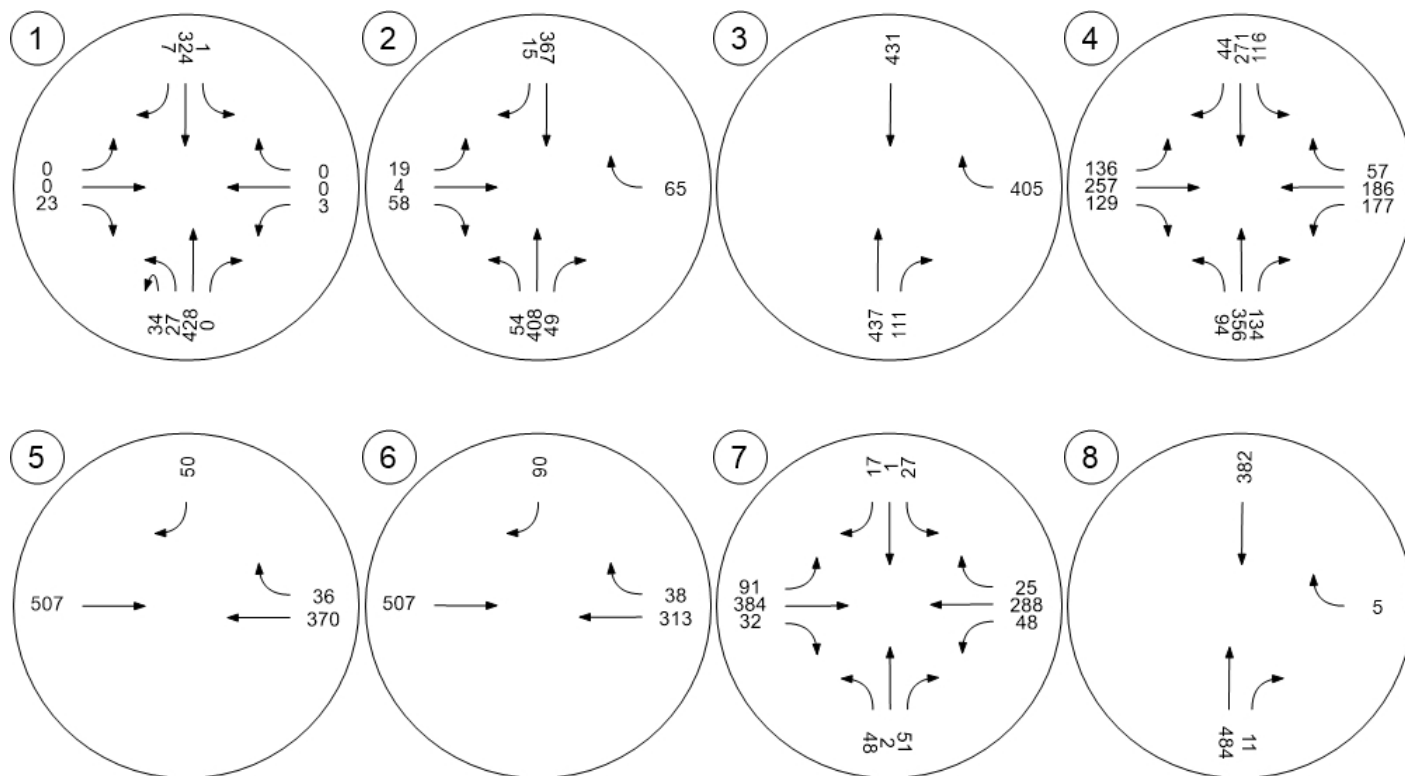
Traffic Volume - Future Total Volume



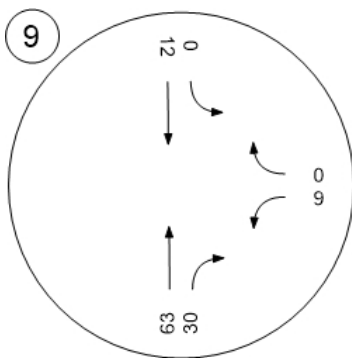
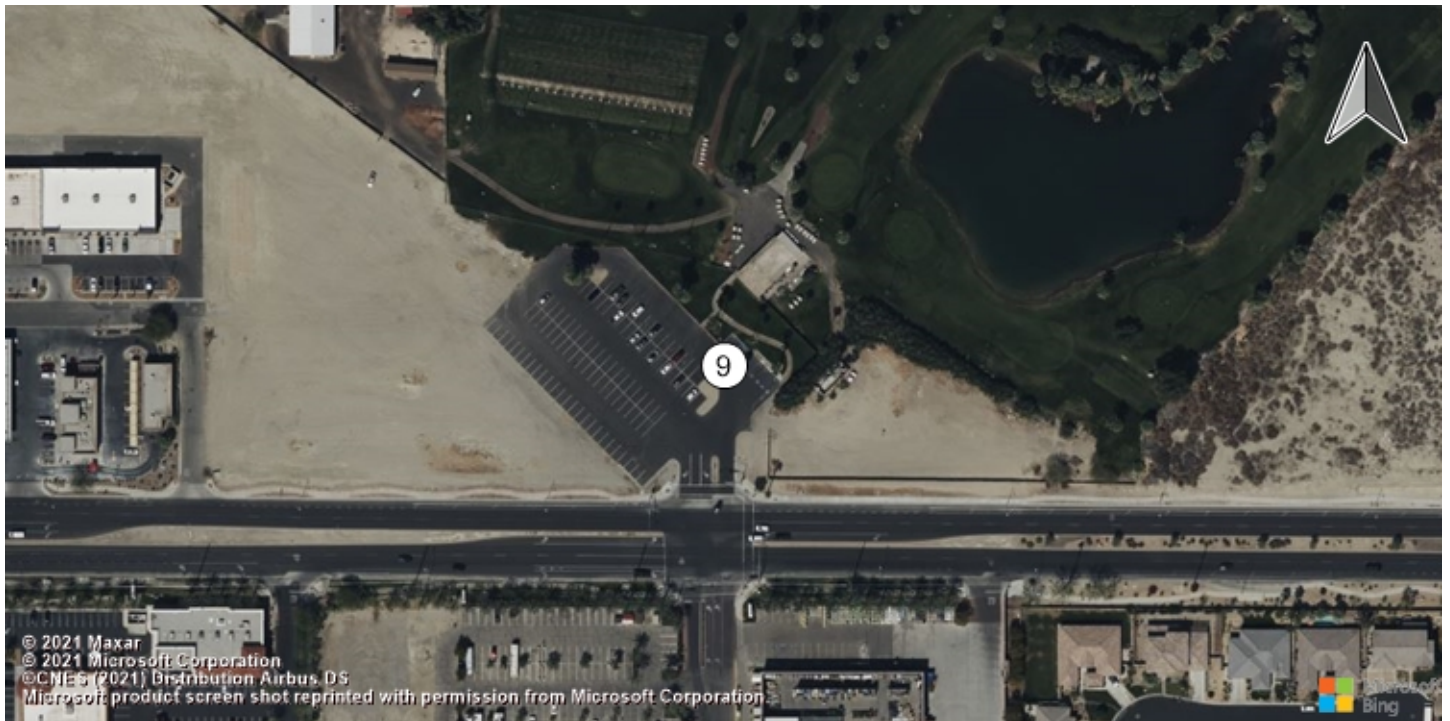
Traffic Volume - Future Total Volume



Traffic Volume - Future Total Volume



Traffic Volume - Future Total Volume



EXISTING PLUS PROJECT ANALYSIS WORKSHEETS

Intersection Level Of Service Report

Intersection 1: Jackson St / Generations Dr

Control Type:	Two-way stop	Delay (sec / veh):	18.9
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.008

Intersection Setup

Name	Jackson				Jackson			Generations			Generations		
Approach	Northbound				Southbound			Eastbound			Westbound		
Lane Configuration													
Turning Movement	U-tu	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	90.00	100.0	100.0	100.0	50.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00				40.00			25.00			25.00		
Grade [%]	0.00				0.00			0.00			0.00		
Crosswalk	No				No			Yes			No		

Volumes

Name	Jackson				Jackson			Generations			Generations		
Base Volume Input [veh/h]	0	11	201	0	1	474	1	2	0	25	0	0	0
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	52	9	18	0	0	19	0	0	0	10	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	52	20	219	0	1	493	1	2	0	35	0	0	0
Peak Hour Factor	1.000	1.000	1.000	1.000	0.8430	1.0000	0.8430	0.8430	0.8430	1.0000	1.0000	0.8430	0.8430
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	5	55	0	0	123	0	1	0	9	0	0	0
Total Analysis Volume [veh/h]	52	20	219	0	1	493	1	2	0	35	0	0	0
Pedestrian Volume [ped/h]	0				0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.10	0.02	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.05	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	12.69	9.17	0.00	0.00	7.67	0.00	0.00	18.87	19.23	10.08	16.33	18.94	8.90
Movement LOS	B	A	A	A	A	A	A	C	C	B	C	C	A
95th-Percentile Queue Length [veh/ln]	0.40	0.40	0.00	0.00	0.00	0.00	0.00	0.17	0.17	0.17	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	10.01	10.01	0.00	0.00	0.06	0.00	0.00	4.27	4.27	4.27	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	2.90				0.02			10.55			14.72		
Approach LOS	A				A			B			B		
d_I, Intersection Delay [s/veh]	1.51												
Intersection LOS	C												

Intersection Level Of Service Report

Intersection 2: Jackson St / Shopping Center

Control Type:	Two-way stop	Delay (sec / veh):	18.4
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.007

Intersection Setup

Name	Jackson			Jackson			Shopping Center			Shopping Center		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	140.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Jackson			Jackson			Shopping Center			Shopping Center		
Base Volume Input [veh/h]	24	209	0	10	487	2	2	0	14	1	0	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	25	33	0	81	0	0	0	0	0	0	63
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	-30	30	0	0	0	0	0	0	0	0	27
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	24	204	63	10	568	2	2	0	14	1	0	91
Peak Hour Factor	0.8510	1.0000	0.8510	1.0000	1.0000	1.0000	1.0000	0.8510	0.8510	0.8510	0.8510	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	51	19	3	142	1	1	0	4	0	0	23
Total Analysis Volume [veh/h]	28	204	74	10	568	2	2	0	16	1	0	91
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.00	0.00	0.00	0.01	0.00	0.01	0.00	0.02	0.00	0.00	0.10
d_M, Delay for Movement [s/veh]	8.71	0.00	0.00	0.00	0.00	0.00	18.43	18.62	10.24	0.00	0.00	9.54
Movement LOS	A	A	A		A	A	C	C	B			A
95th-Percentile Queue Length [veh/ln]	0.09	0.00	0.00	0.00	0.00	0.00	0.09	0.09	0.09	0.00	0.00	0.34
95th-Percentile Queue Length [ft/ln]	2.16	0.00	0.00	0.00	0.00	0.00	2.30	2.30	2.30	0.00	0.00	8.58
d_A, Approach Delay [s/veh]	0.80			0.00			11.15			9.54		
Approach LOS	A			A			B			A		
d_I, Intersection Delay [s/veh]	1.33											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 3: Jackson St / ARCO Driveway

Control Type:	Two-way stop	Delay (sec / veh):	9.9
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.080

Intersection Setup

Name	Jackson		Jackson		ARCO	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Jackson		Jackson		ARCO	
Base Volume Input [veh/h]	213	49	0	502	0	20
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	49	49	0	81	0	9
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	-30	30	0	0	0	28
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	232	128	0	583	0	57
Peak Hour Factor	0.8840	0.8840	1.0000	0.8840	1.0000	0.8840
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	66	36	0	165	0	16
Total Analysis Volume [veh/h]	262	145	0	660	0	64
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.01	0.00	0.08
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	9.87
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.26
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	6.47
d_A, Approach Delay [s/veh]	0.00		0.00		9.87	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.56					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 4: Jackson St / Avenue 42

Control Type:	Signalized	Delay (sec / veh):	38.4
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.381

Intersection Setup

Name	Jackson			Jackson			Avenue 42			Avenue 42		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T L T			T L T			T L T			T L T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	2	0	0	2	0	0	2	0	1	2	0	0
Entry Pocket Length [ft]	220.00	100.00	100.00	115.00	100.00	100.00	185.00	100.00	315.00	210.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			50.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Jackson			Jackson			Avenue 42			Avenue 42		
Base Volume Input [veh/h]	108	168	65	51	391	60	45	171	128	183	225	49
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	88	38	29	47	5	10	10	0	73	13	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	108	256	103	80	438	65	55	181	128	256	238	49
Peak Hour Factor	0.9020	0.9020	0.9020	0.9020	0.9020	0.9020	0.9020	0.9020	0.9020	0.9020	0.9020	0.9020
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	30	71	29	22	121	18	15	50	35	71	66	14
Total Analysis Volume [veh/h]	120	284	114	89	486	72	61	201	142	284	264	54
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	130
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	11	46	0	13	48	0	13	50	0	21	58	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	31	0	0	39	0	0	39	0	0	29	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Cycle Length [s]	130	130	130	130	130	130	130	130	130	130	130	130
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	7	78	78	7	78	78	6	15	15	14	23	23
g / C, Green / Cycle	0.05	0.60	0.60	0.05	0.60	0.60	0.05	0.12	0.12	0.11	0.18	0.18
(v / s)_i Volume / Saturation Flow Rate	0.04	0.09	0.08	0.03	0.15	0.05	0.02	0.06	0.10	0.09	0.10	0.10
s, saturation flow rate [veh/h]	3113	3204	1431	3113	3204	1431	3113	3204	1431	3113	1683	1585
c, Capacity [veh/h]	168	1919	856	163	1914	854	151	380	169	334	298	281
d1, Uniform Delay [s]	60.53	11.49	11.38	60.10	12.43	11.10	60.02	53.90	56.09	57.00	48.73	48.78
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	5.61	0.16	0.32	2.83	0.32	0.19	1.72	1.15	10.38	6.04	1.56	1.69
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.72	0.15	0.13	0.55	0.25	0.08	0.40	0.53	0.84	0.85	0.55	0.55
d, Delay for Lane Group [s/veh]	66.15	11.65	11.70	62.93	12.75	11.30	61.74	55.05	66.46	63.04	50.29	50.46
Lane Group LOS	E	B	B	E	B	B	E	E	E	E	D	D
Critical Lane Group	Yes	No	No	No	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.06	1.78	1.46	1.48	3.29	0.89	0.99	3.07	4.91	4.76	4.85	4.62
50th-Percentile Queue Length [ft/ln]	51.39	44.45	36.39	36.99	82.22	22.35	24.69	76.70	122.75	119.04	121.26	115.53
95th-Percentile Queue Length [veh/ln]	3.70	3.20	2.62	2.66	5.92	1.61	1.78	5.52	8.54	8.34	8.46	8.15
95th-Percentile Queue Length [ft/ln]	92.50	80.01	65.50	66.58	147.99	40.23	44.44	138.05	213.61	208.50	211.56	203.66

Movement, Approach, & Intersection Results

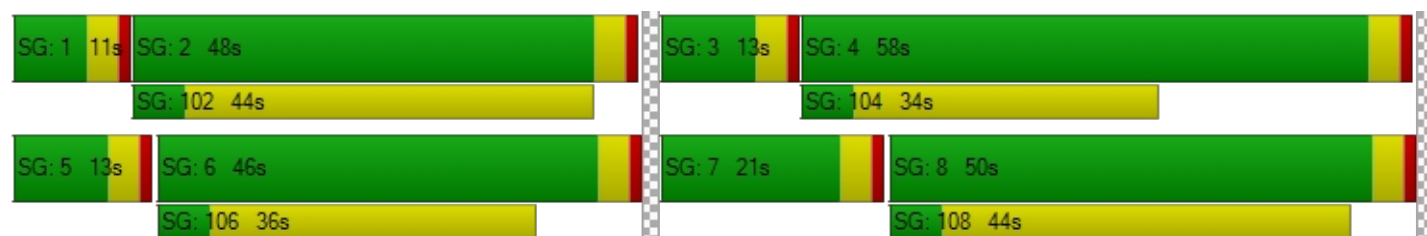
d_M, Delay for Movement [s/veh]	66.15	11.65	11.70	62.93	12.75	11.30	61.74	55.05	66.46	63.04	50.36	50.46
Movement LOS	E	B	B	E	B	B	E	E	E	E	D	D
d_A, Approach Delay [s/veh]	24.28			19.49			60.07			56.35		
Approach LOS	C			B			E			E		
d_I, Intersection Delay [s/veh]	38.41											
Intersection LOS	D											
Intersection V/C	0.381											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0			9.0			9.0			9.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	56.32			56.32			56.32			56.32		
I_p,int, Pedestrian LOS Score for Intersection	2.878			2.807			2.813			2.717		
Crosswalk LOS	C			C			C			B		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	646			677			708			831		
d_b, Bicycle Delay [s]	29.79			28.45			27.14			22.22		
I_b,int, Bicycle LOS Score for Intersection	1.987			2.093			1.893			2.056		
Bicycle LOS	A			B			A			B		

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 5: West ARCO Driveway / Avenue 42

Control Type:	Two-way stop	Delay (sec / veh):	10.4
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.073

Intersection Setup

Name	West ARCO		Avenue 42		Avenue 42	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	West ARCO		Avenue 42		Avenue 42	
Base Volume Input [veh/h]	0	48	0	287	409	26
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	76	86	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	48	0	363	495	26
Peak Hour Factor	1.0000	0.9160	1.0000	0.9160	0.9160	0.9160
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	13	0	99	135	7
Total Analysis Volume [veh/h]	0	52	0	396	540	28
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.07	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	10.45	0.00	0.00	0.00	0.00
Movement LOS		B		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.24	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	5.88	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	10.45		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.53					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 6: East ARCO Driveway / Avenue 42

Control Type:	Two-way stop	Delay (sec / veh):	10.7
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.167

Intersection Setup

Name	East ARCO		Avenue 42		Avenue 42	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	East ARCO		Avenue 42		Avenue 42	
Base Volume Input [veh/h]	0	4	0	287	431	3
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	86	0	76	0	4
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	28	0	0	-30	30
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	118	0	363	401	37
Peak Hour Factor	1.0000	0.9240	1.0000	0.9240	0.9240	0.9240
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	32	0	98	108	10
Total Analysis Volume [veh/h]	0	128	0	393	434	40
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.17	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	10.65	0.00	0.00	0.00	0.00
Movement LOS		B		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.60	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	14.97	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	10.65		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	1.37					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 7: Golf Course / Avenue 42

Control Type:	Signalized	Delay (sec / veh):	43.9
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.236

Intersection Setup

Name							Avenue 42			Avenue 42		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↔↔↔			↔↔↔			↔↔↔			↔↔↔		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	85.00	100.00	100.00	100.00	100.00	100.00	175.00	100.00	205.00	175.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name							Avenue 42			Avenue 42		
Base Volume Input [veh/h]	23	1	15	1	0	3	14	254	19	37	408	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	18	0	0	76	0	0	0	4	15
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	15	0	15	15	-15	0	0	-15	15
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	23	1	15	34	0	18	105	239	19	37	397	30
Peak Hour Factor	0.9340	1.0000	0.9340	1.0000	1.0000	1.0000	1.0000	0.9340	0.9340	0.9340	0.9340	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	0	4	9	0	5	26	64	5	10	106	8
Total Analysis Volume [veh/h]	25	1	16	34	0	18	105	256	20	40	425	30
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	19	38	0	11	30	0	19	39	0	12	32	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	29	0	0	10	0	0	23	0	0	23	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	R	L	C	R	L	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	4	55	4	56	56	8	20	20	5	16	16
g / C, Green / Cycle	0.04	0.55	0.04	0.56	0.56	0.08	0.20	0.20	0.05	0.16	0.16
(v / s)_i Volume / Saturation Flow Rate	0.01	0.01	0.02	0.00	0.01	0.07	0.08	0.01	0.02	0.14	0.14
s, saturation flow rate [veh/h]	3113	1443	1603	1683	1431	1603	3204	1431	1603	1683	1644
c, Capacity [veh/h]	113	795	70	941	799	131	631	282	77	275	269
d1, Uniform Delay [s]	46.88	10.21	46.76	0.00	9.87	45.18	35.09	32.75	46.53	40.58	40.62
k, delay calibration	0.11	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.98	0.05	5.04	0.00	0.05	10.69	0.42	0.11	5.30	6.57	6.92
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.22	0.02	0.48	0.00	0.02	0.80	0.41	0.07	0.52	0.83	0.84
d, Delay for Lane Group [s/veh]	47.86	10.26	51.79	0.00	9.92	55.87	35.51	32.85	51.83	47.16	47.54
Lane Group LOS	D	B	D	A	A	E	D	C	D	D	D
Critical Lane Group	No	Yes	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.32	0.18	0.93	0.00	0.19	2.86	2.65	0.39	1.05	5.74	5.66
50th-Percentile Queue Length [ft/ln]	7.99	4.48	23.25	0.00	4.65	71.45	66.19	9.72	26.34	143.45	141.62
95th-Percentile Queue Length [veh/ln]	0.58	0.32	1.67	0.00	0.33	5.14	4.77	0.70	1.90	9.67	9.57
95th-Percentile Queue Length [ft/ln]	14.38	8.06	41.85	0.00	8.37	128.61	119.14	17.50	47.41	241.66	239.21

Movement, Approach, & Intersection Results

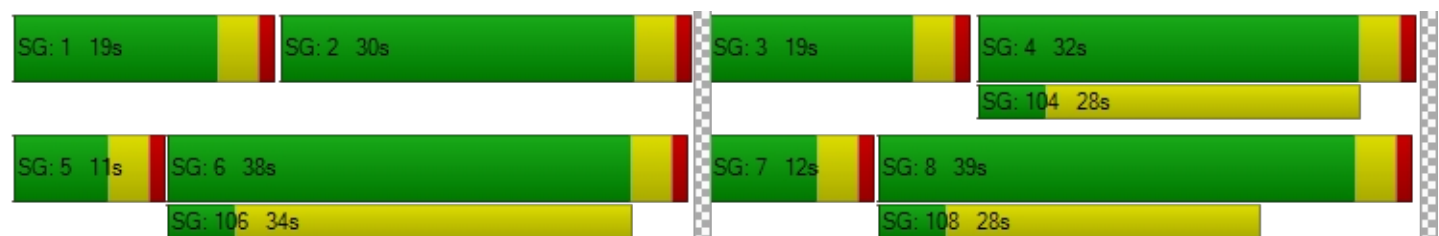
d_M, Delay for Movement [s/veh]	47.86	10.26	10.26	51.79	0.00	9.92	55.87	35.51	32.85	51.83	47.33	47.54
Movement LOS	D	B	B	D	A	A	E	D	C	D	D	D
d_A, Approach Delay [s/veh]	32.64			37.30			40.98			47.71		
Approach LOS	C			D			D			D		
d_I, Intersection Delay [s/veh]	43.86											
Intersection LOS	D											
Intersection V/C	0.236											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0			9.0			0.0			9.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	41.44			41.44			0.00			41.44		
I_p,int, Pedestrian LOS Score for Intersection	2.158			2.176			0.000			2.541		
Crosswalk LOS	B			B			F			B		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	680			520			700			560		
d_b, Bicycle Delay [s]	21.81			27.41			21.16			25.95		
I_b,int, Bicycle LOS Score for Intersection	1.629			1.645			1.874			1.968		
Bicycle LOS	A			A			A			A		

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 8: Jackson St / Project Driveway

Control Type:	Two-way stop	Delay (sec / veh):	9.2
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.008

Intersection Setup

Name	Jackson		Jackson		Project Dwy	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Jackson		Jackson		Project Dwy	
Base Volume Input [veh/h]	222	0	0	499	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	72	16	0	81	0	7
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	294	16	0	580	0	7
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	74	4	0	145	0	2
Total Analysis Volume [veh/h]	294	16	0	580	0	7
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.01	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	9.21
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.02
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.61
d_A, Approach Delay [s/veh]	0.00		0.00		9.21	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.07					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 9: Drive Aisle / Relocated Golf Course Parking

Control Type:	Two-way stop	Delay (sec / veh):	9.1
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.005

Intersection Setup

Name	Northbound		Southbound		Westbound	
Approach						
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	50.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	15	0	0	4	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	92	0	0	18	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	92	15	0	18	4	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	4	0	5	1	0
Total Analysis Volume [veh/h]	92	15	0	18	4	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.43	0.00	9.12	8.61
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.01	0.01
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.34	0.34
d_A, Approach Delay [s/veh]	0.00		0.00		9.12	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.28					
Intersection LOS	A					

Intersection Level Of Service Report

Intersection 1: Jackson St / Generations Dr

Control Type:	Two-way stop	Delay (sec / veh):	17.6
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.010

Intersection Setup

Name	Jackson				Jackson			Generations			Generations		
Approach	Northbound				Southbound			Eastbound			Westbound		
Lane Configuration													
Turning Movement	U-tu	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	90.00	100.0	100.0	100.0	50.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00				40.00			25.00			25.00		
Grade [%]	0.00				0.00			0.00			0.00		
Crosswalk	No				No			Yes			No		

Volumes

Name	Jackson				Jackson			Generations			Generations		
Base Volume Input [veh/h]	0	21	416	0	1	311	7	0	0	16	3	0	0
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	34	6	12	0	0	13	0	0	0	7	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	34	27	428	0	1	324	7	0	0	23	3	0	0
Peak Hour Factor	1.000	1.000	1.000	1.000	0.9350	1.0000	0.9350	0.9350	0.9350	1.0000	1.0000	0.9350	0.9350
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	7	107	0	0	81	2	0	0	6	1	0	0
Total Analysis Volume [veh/h]	34	27	428	0	1	324	7	0	0	23	3	0	0
Pedestrian Volume [ped/h]	0				0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.03	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	10.61	8.27	0.00	0.00	8.19	0.00	0.00	16.35	18.75	9.35	17.65	18.82	9.68
Movement LOS	B	A	A	A	A	A	A	C	C	A	C	C	A
95th-Percentile Queue Length [veh/ln]	0.23	0.23	0.00	0.00	0.00	0.00	0.00	0.08	0.08	0.08	0.03	0.03	0.03
95th-Percentile Queue Length [ft/ln]	5.79	5.79	0.00	0.00	0.07	0.00	0.00	2.08	2.08	2.08	0.79	0.79	0.79
d_A, Approach Delay [s/veh]	1.19				0.02			9.35			17.65		
Approach LOS	A				A			A			C		
d_I, Intersection Delay [s/veh]	1.02												
Intersection LOS	C												

Intersection Level Of Service Report

Intersection 2: Jackson St / Shopping Center

Control Type:	Two-way stop	Delay (sec / veh):	20.8
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.016

Intersection Setup

Name	Jackson			Jackson			Shopping Center			Shopping Center		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	140.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Jackson			Jackson			Shopping Center			Shopping Center		
Base Volume Input [veh/h]	54	416	1	0	313	15	19	4	58	7	0	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	17	23	0	54	0	0	0	0	0	0	41
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	-25	25	0	0	0	0	0	0	0	0	22
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	54	408	49	0	367	15	19	4	58	7	0	65
Peak Hour Factor	0.9470	1.0000	0.9470	1.0000	1.0000	1.0000	1.0000	0.9470	0.9470	0.9470	0.9470	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	102	13	0	92	4	5	1	15	2	0	16
Total Analysis Volume [veh/h]	57	408	52	0	367	15	19	4	61	7	0	65
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.00	0.00	0.00	0.00	0.00	0.07	0.02	0.07	0.00	0.00	0.08
d_M, Delay for Movement [s/veh]	8.23	0.00	0.00	0.00	0.00	0.00	18.76	20.84	10.64	0.00	0.00	10.09
Movement LOS	A	A	A		A	A	C	C	B			B
95th-Percentile Queue Length [veh/ln]	0.15	0.00	0.00	0.00	0.00	0.00	0.55	0.55	0.55	0.00	0.00	0.27
95th-Percentile Queue Length [ft/ln]	3.83	0.00	0.00	0.00	0.00	0.00	13.81	13.81	13.81	0.00	0.00	6.87
d_A, Approach Delay [s/veh]	0.91			0.00			12.97			10.09		
Approach LOS	A			A			B			B		
d_I, Intersection Delay [s/veh]	2.11											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 3: Jackson St / ARCO Driveway

Control Type:	Two-way stop	Delay (sec / veh):	17.2
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.595

Intersection Setup

Name	Jackson		Jackson		ARCO	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Jackson		Jackson		ARCO	
Base Volume Input [veh/h]	429	52	0	377	0	377
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	33	34	0	54	0	6
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	-25	25	0	0	0	22
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	437	111	0	431	0	405
Peak Hour Factor	0.9580	0.9580	1.0000	0.9580	1.0000	0.9580
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	114	29	0	112	0	106
Total Analysis Volume [veh/h]	456	116	0	450	0	423
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.60
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	17.23
Movement LOS	A	A		A		C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	3.97
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	99.28
d_A, Approach Delay [s/veh]	0.00		0.00		17.23	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	5.04					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 4: Jackson St / Avenue 42

Control Type:	Signalized	Delay (sec / veh):	37.6
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.304

Intersection Setup

Name	Jackson			Jackson			Avenue 42			Avenue 42		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T L T			T L T			T L T			T L T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	2	0	0	2	0	0	2	0	1	2	0	0
Entry Pocket Length [ft]	220.00	100.00	100.00	115.00	100.00	100.00	185.00	100.00	315.00	210.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			50.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Jackson			Jackson			Avenue 42			Avenue 42		
Base Volume Input [veh/h]	94	295	108	96	241	40	129	250	129	129	178	57
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	61	26	20	30	4	7	7	0	48	8	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	94	356	134	116	271	44	136	257	129	177	186	57
Peak Hour Factor	0.9720	0.9720	0.9720	0.9720	0.9720	0.9720	0.9720	0.9720	0.9720	0.9720	0.9720	0.9720
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	92	34	30	70	11	35	66	33	46	48	15
Total Analysis Volume [veh/h]	97	366	138	119	279	45	140	264	133	182	191	59
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	11	46	0	13	48	0	21	48	0	13	40	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	31	0	0	39	0	0	39	0	0	29	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	7	74	74	7	75	75	7	14	14	9	15	15
g / C, Green / Cycle	0.06	0.62	0.62	0.06	0.62	0.62	0.06	0.11	0.11	0.07	0.13	0.13
(v / s)_i Volume / Saturation Flow Rate	0.03	0.11	0.10	0.04	0.09	0.03	0.04	0.08	0.09	0.06	0.08	0.08
s, saturation flow rate [veh/h]	3113	3204	1431	3113	3204	1431	3113	3204	1431	3113	1683	1550
c, Capacity [veh/h]	177	1984	886	180	1988	888	195	368	164	232	213	197
d1, Uniform Delay [s]	55.12	9.83	9.63	55.39	9.47	8.93	55.23	51.25	51.85	54.60	49.55	49.66
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.64	0.21	0.37	4.07	0.15	0.11	4.88	2.62	9.07	5.72	2.72	3.13
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.55	0.18	0.16	0.66	0.14	0.05	0.72	0.72	0.81	0.78	0.60	0.62
d, Delay for Lane Group [s/veh]	57.77	10.03	10.01	59.46	9.62	9.04	60.10	53.87	60.92	60.32	52.27	52.79
Lane Group LOS	E	B	B	E	A	A	E	D	E	E	D	D
Critical Lane Group	No	Yes	No	Yes	No	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.47	1.98	1.52	1.84	1.46	0.46	2.15	3.83	4.19	2.82	3.72	3.54
50th-Percentile Queue Length [ft/ln]	36.82	49.60	37.93	45.98	36.51	11.46	53.64	95.87	104.66	70.58	92.98	88.43
95th-Percentile Queue Length [veh/ln]	2.65	3.57	2.73	3.31	2.63	0.83	3.86	6.90	7.54	5.08	6.69	6.37
95th-Percentile Queue Length [ft/ln]	66.27	89.28	68.27	82.77	65.72	20.63	96.55	172.56	188.39	127.04	167.36	159.17

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	57.77	10.03	10.01	59.46	9.62	9.04	60.10	53.87	60.92	60.32	52.44	52.79
Movement LOS	E	B	B	E	A	A	E	D	E	E	D	D
d_A, Approach Delay [s/veh]	17.73			22.95			57.24			55.81		
Approach LOS	B			C			E			E		
d_I, Intersection Delay [s/veh]	37.59											
Intersection LOS	D											
Intersection V/C	0.304											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0			9.0			9.0			9.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	51.35			51.35			51.35			51.35		
I_p,int, Pedestrian LOS Score for Intersection	2.831			2.796			2.811			2.700		
Crosswalk LOS	C			C			C			B		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	700			733			733			600		
d_b, Bicycle Delay [s]	25.36			24.08			24.08			29.41		
I_b,int, Bicycle LOS Score for Intersection	2.055			1.925			2.003			1.916		
Bicycle LOS	B			A			B			A		

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 5: West ARCO Driveway / Avenue 42

Control Type:	Two-way stop	Delay (sec / veh):	9.9
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.066

Intersection Setup

Name	West ARCO		Avenue 42		Avenue 42	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	West ARCO		Avenue 42		Avenue 42	
Base Volume Input [veh/h]	0	50	0	454	314	36
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	53	56	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	50	0	507	370	36
Peak Hour Factor	1.0000	0.9550	1.0000	0.9550	0.9550	0.9550
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	13	0	133	97	9
Total Analysis Volume [veh/h]	0	52	0	531	387	38
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.07	0.00	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	9.86	0.00	0.00	0.00	0.00
Movement LOS		A		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.21	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	5.25	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.86		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.51					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 6: East ARCO Driveway / Avenue 42

Control Type:	Two-way stop	Delay (sec / veh):	9.9
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.114

Intersection Setup

Name	East ARCO		Avenue 42		Avenue 42	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	East ARCO		Avenue 42		Avenue 42	
Base Volume Input [veh/h]	0	12	0	454	338	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	56	0	53	0	3
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	22	0	0	-25	25
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	90	0	507	313	38
Peak Hour Factor	1.0000	0.9570	1.0000	0.9570	0.9570	0.9570
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	24	0	132	82	10
Total Analysis Volume [veh/h]	0	94	0	530	327	40
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.11	0.00	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	9.91	0.00	0.00	0.00	0.00
Movement LOS		A		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.38	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	9.57	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.91		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.94					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 7: Golf Course / Avenue 42

Control Type:	Signalized	Delay (sec / veh):	44.4
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.210

Intersection Setup

Name							Avenue 42			Avenue 42		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↔↔↔			↔↔↔			↔↔↔			↔↔↔		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	85.00	100.00	100.00	100.00	100.00	100.00	175.00	100.00	205.00	175.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name							Avenue 42			Avenue 42		
Base Volume Input [veh/h]	48	2	51	3	1	5	23	399	32	48	295	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	12	0	0	53	0	0	0	3	10
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	12	0	12	15	-15	0	0	-10	10
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	48	2	51	27	1	17	91	384	32	48	288	25
Peak Hour Factor	0.9660	1.0000	0.9660	1.0000	1.0000	1.0000	1.0000	0.9660	0.9660	0.9660	0.9660	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	12	1	13	7	0	4	23	99	8	12	75	6
Total Analysis Volume [veh/h]	50	2	53	27	1	17	91	398	33	50	298	25
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	34	38	0	11	15	0	19	36	0	15	32	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	29	0	0	10	0	0	23	0	0	23	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	R	L	C	R	L	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	60	4	58	58	7	15	15	5	13	13
g / C, Green / Cycle	0.05	0.60	0.04	0.58	0.58	0.07	0.15	0.15	0.05	0.13	0.13
(v / s)_i Volume / Saturation Flow Rate	0.02	0.04	0.02	0.00	0.01	0.06	0.12	0.02	0.03	0.10	0.10
s, saturation flow rate [veh/h]	3113	1438	1603	1683	1431	1603	3204	1431	1603	1683	1638
c, Capacity [veh/h]	165	862	60	983	835	114	480	214	85	222	216
d1, Uniform Delay [s]	45.59	8.34	47.14	8.67	8.76	45.77	41.29	37.01	46.30	41.75	41.80
k, delay calibration	0.11	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.02	0.14	5.15	0.00	0.04	11.90	3.73	0.33	6.28	4.65	4.95
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.30	0.06	0.45	0.00	0.02	0.80	0.83	0.15	0.59	0.73	0.74
d, Delay for Lane Group [s/veh]	46.61	8.49	52.29	8.67	8.81	57.67	45.02	37.34	52.59	46.40	46.75
Lane Group LOS	D	A	D	A	A	E	D	D	D	D	D
Critical Lane Group	No	Yes	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.62	0.52	0.75	0.01	0.16	2.52	4.81	0.70	1.32	3.99	3.95
50th-Percentile Queue Length [ft/ln]	15.61	12.93	18.69	0.23	4.08	63.10	120.20	17.43	33.07	99.87	98.68
95th-Percentile Queue Length [veh/ln]	1.12	0.93	1.35	0.02	0.29	4.54	8.40	1.26	2.38	7.19	7.10
95th-Percentile Queue Length [ft/ln]	28.10	23.28	33.65	0.42	7.34	113.58	210.10	31.38	59.53	179.77	177.62

Movement, Approach, & Intersection Results

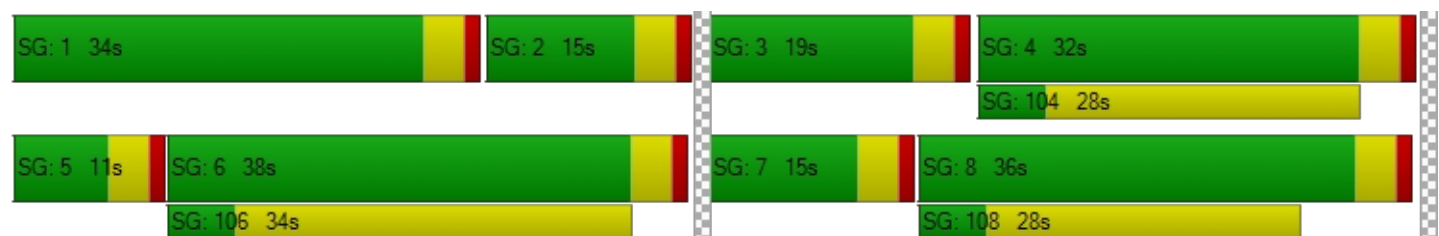
d_M, Delay for Movement [s/veh]	46.61	8.49	8.49	52.29	8.67	8.81	57.67	45.02	37.34	52.59	46.56	46.75
Movement LOS	D	A	A	D	A	A	E	D	D	D	D	D
d_A, Approach Delay [s/veh]	26.64			34.89			46.74			47.38		
Approach LOS	C			C			D			D		
d_I, Intersection Delay [s/veh]	44.44											
Intersection LOS	D											
Intersection V/C	0.210											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0			9.0			0.0			9.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	41.42			41.42			0.00			41.42		
I_p,int, Pedestrian LOS Score for Intersection	2.176			2.171			0.000			2.555		
Crosswalk LOS	B			B			F			B		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	680			220			640			560		
d_b, Bicycle Delay [s]	21.80			39.62			23.14			25.94		
I_b,int, Bicycle LOS Score for Intersection	1.733			1.634			1.990			1.867		
Bicycle LOS	A			A			A			A		

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 8: Jackson St / Project Driveway

Control Type:	Two-way stop	Delay (sec / veh):	9.8
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.007

Intersection Setup

Name	Jackson		Jackson		Project Dwy	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Jackson		Jackson		Project Dwy	
Base Volume Input [veh/h]	437	0	0	328	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	47	11	0	54	0	5
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	484	11	0	382	0	5
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	121	3	0	96	0	1
Total Analysis Volume [veh/h]	484	11	0	382	0	5
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	9.82
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.02
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.50
d_A, Approach Delay [s/veh]	0.00		0.00		9.82	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.06					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 9: Drive Aisle / Relocated Golf Course Parking

Control Type:	Two-way stop	Delay (sec / veh):	9.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.010

Intersection Setup

Name	Northbound		Southbound		Westbound	
Approach						
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	50.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	30	0	0	9	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	63	0	0	12	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	63	30	0	12	9	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	8	0	3	2	0
Total Analysis Volume [veh/h]	63	30	0	12	9	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.40	0.00	9.00	8.59
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.03	0.03
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.75	0.75
d_A, Approach Delay [s/veh]	0.00		0.00		9.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.71					
Intersection LOS	A					