MEMORANDUM

To: Sajuti Haque, City of San Carlos

From: Nelson\Nygaard Consulting Associates

Date: December 13, 2024

Subject: **Northeast Area Specific Plan (NEASP) – Transportation Analysis (FINAL)**

EXECUTIVE SUMMARY

The following Memorandum details transportation analysis findings associated with the City of San Carlos' Northeast Area Specific Plan (NEASP, or the "Plan"). Analysis and documentation provided herein is intended to fulfill vehicle miles traveled (VMT) screening and other transportation analysis requirements related to the California Environmental Quality Act (CEQA) and the Plan's Environmental Impact Report (EIR). In addition, the Memorandum provides non-CEQA local transportation analysis as required by the City of San Carlos for evaluating the Plan's effects on the transportation network against any City or County guidance.

The Memorandum includes three parts:

1. **A plan description,** including the land use plan and the transportation network plan.
2. **CEQA-related transportation analysis,** which represents findings related to required EIR documentation.
3. **Non-CEQA-related transportation analysis,** which includes the local transportation study.

Themes and Considerations

The analysis and findings documented in this Memorandum focus solely on transportation impacts under CEQA and vehicle operations performance measures under the local transportation analysis. It does not seek to address critical questions related to broader Plan objectives, such as tradeoffs between accommodating vehicle traffic versus achieving mobility goals or addressing citywide housing and affordability needs. Any planning and decision-making processes related to the Plan should also consider the multimodal analysis, strategies, and recommendations documented in the Plan's *Mobility Action Plan* and *Parking and Transportation Demand Management Standards* in addition to the findings of this Memorandum.

Furthermore, the future traffic conditions analyzed and summarized in this Memorandum represent the full buildout of a large, transformative, and long-range plan. While the analysis is based on a set of reasonable assumptions about future transportation network conditions, travel patterns, trip generation, and roadway configuration, actual future traffic patterns are likely to differ from modeled

predictions due to a range of unforeseeable factors. Decisions about how best to plan for and improve any deficiency in the NEASP should be holistic, and they should be revisited and refined as actual network conditions evolve over time.

Finally, recent changes to CEQA processes that removed Level of Service (LOS) as a required method of traffic analysis were intended to avoid having vehicular needs take precedent over critical land use planning and smart growth objectives. The NEASP, which envisions a large, sustainable, mixed-use, and transit-supportive district, is unlikely to appear favorable through an LOS analysis, even though it has the potential to support all of San Carlos's core planning goals. While the non-CEQA analysis documented in this Memorandum can help identify key locations and potential strategies for managing vehicular traffic on roadways, it should not prevent the City from advancing key planning objectives for the District.

Summary of CEQA Findings

A summary of findings related to transportation significance criteria as defined by CEQA Guidelines (Title 14, Division 6, Chapter 3 of the California Code of Regulations)[1] as they apply to the City of San Carlos NEASP is provided in Table 1. For all four criteria analyzed (T-1 through T-4), the Plan was found to have a **less than significant impact.** Additional analysis and screening details are provided in Part 2: CEQA Transportation Analysis.

Table 1 CEQA Analysis Summary - Transportation[2]

Criteria[3]	Name	Description	Meets Significance Criteria?
T-1	Plans, Programs, Ordinances, or Policies	Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	No. Based on the consistency evaluation, the Plan is found to not conflict with local or countywide plans, programs, ordinances, or policies related to CEQA. The Plan's modifications to the public right-of-way align with Citywide pedestrian and bicycle plan, and the NEASP's land use and mobility vision is consistent with goals and policies set forth in the City of San Carlos General Plan and determination of **less than significant impact.**
T-2	Causing Substantial VMT	Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?	No. The analysis below shows the Plan area is screened out of VMT analysis due to its location within a transit priority area (TPA) as defined by C/CAG, and therefore is determined to have **less than significant impact.**
T-3	Geometric Design	Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	Geometric changes proposed to the transportation network as part of this plan include new access points to the existing roadway network for both motorized and non-motorized transportation that follow the general transportation grid and follow standards as they are proposed and is determined to have **less than significant impact.**
T-4	Emergency Access	Impact the ability of facilities on or near the project site to accommodate emergency service operators?	No. The Plan area utilizes the existing roadway network with several proposed new nonmotorized connections. Changes to the public right-of-way do not alter the ability of emergency service operators to access streets and buildings in the project study area and is determined to have **less than significant impact.**

[1] https://resources.ca.gov/CNRALegacyFiles/ceqa/docs/2018_CEQA_FINAL_TEXT_122818.pdf

[2] CEQA Environmental Checklist Form, Appendix G, Section XVII.

[3] Criteria labeling/numbering scheme is for use within this document as reference and may differ from other EIR documentation.

Summary of Non-CEQA Findings

Non-CEQA transportation analysis that was conducted in support of the NEASP included:

- A review of the existing transportation network in the Plan and vicinity, including regional roadways, local roadways, and access to private driveways.
- Existing intersection and segment-level data collection and analysis, including turning movements, daily vehicle volumes, and bicycle and pedestrian use of the Caltrain underpass.
- Future scenario analysis, including intersection and roadway segment analysis with and without implementation of the Plan.

Findings from the analysis through each scenario yielded the following key themes related to traffic congestion:

- Most existing and future projected traffic congestion issues at intersections occur outside of the NEASP on Harbor Blvd. and Holly St., where it is most likely for intersections to exceed capacity in both AM and PM peak hours.
- Three intersections internal to the Plan area are projected to exceed the City's General Plan congestion volume/capacity thresholds with the Plan buildout in 2045 (Industrial Rd./Quarry Rd., Industrial Rd./PAMF Driveway, and Old County Rd./Quarry Rd.), However, all of those locations are not projected to be overcapacity.
- At the segment level, Holly St. exceeds congestion thresholds in all scenarios including the Existing baseline. Internal to NEASP, only the south side of Old County Rd. exceeded congestion thresholds in the 2045 Build scenario, however, still is projected to remain under capacity.
- Intersections that exceed thresholds would continue to do so even after recommended changes to lane configurations and signal timing.
- Of the six intersections within the NEASP that are projected to exceed congestion thresholds in 2045 that would not do so in the no build condition, only two would exceed thresholds using 2023 traffic volumes. This finding shows that conservative regional growth factors obtained from the VTA model, and other nearby approved projects, amplify the vehicle trips generated by the NEASP.
- The intersection of Old County Rd. and Quarry Rd. was estimated to experience extensive delay in both Plan buildout scenarios. The Plan does not recommend signalization of this one-way stop-controlled intersection. However, this location should be monitored for potential signalization in the future, as its operations are highly dependent on a parcel development's driveway locations within the block and their interaction with the new Bragato Rd. street connection that is intended to provide alternative routings.

It is important to emphasize that the Memorandum **does not recommend increasing vehicle capacity through the addition of general purpose lanes** inside the Plan area or within the transportation analysis study area. Building new roadways, adding roadway capacity in congested areas, or adding roadway capacity to areas where congestion is expected in the future typically induces additional vehicle travel,[4] which would be counterproductive to achieving General Plan vision, policies, and goals such as:

- Implementing smart growth policies to decrease the dependency on automobiles (CSH-3.4).
- Supporting sustainability, for both transportation network and more broadly (San Carlos General Plan Vision Statement, CSH-3.4).
- Reducing vehicle trips and VMT (CSH-3.1, CSH-3.2).
- Providing comfortable non-motorized transportation options (CSH-2.2, CSH-7.4).

Rather than adding general purpose lanes, which could generate environmental impacts under CEQA and require additional mitigations, the Plan recommendations include strategic, targeted interventions that will help manage congestion without compromising core planning goals and policies. Examples of such interventions include repurposing or reconfiguring existing lanes, adding turn pockets at intersections, modifying traffic signal timing, and adding new traffic control devices. See Table 17 for recommended intersection level improvements recommended by the Plan.

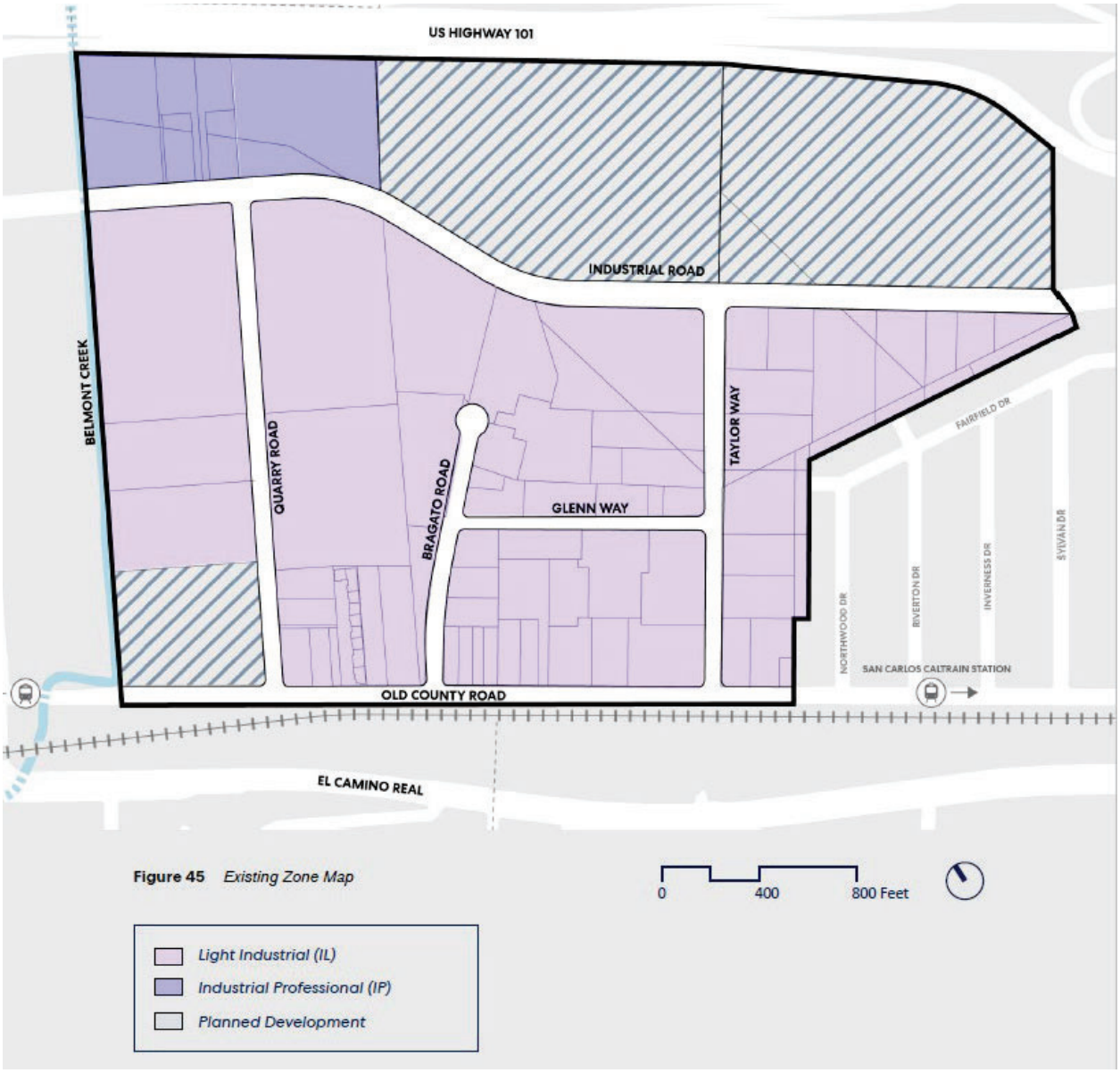
[4] Technical Advisory on Evaluating Transportation Impacts in CEQA. Governor's Office of Planning and Research. December 2018. https://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf.

PART 1: PLAN DESCRIPTION

The Northeast Area Specific Plan area consists of approximately 145 acres, roughly bound by Belmont Creek, U.S Highway 101 (U.S. 101), the western property lines of the residential parcels along Northwood Drive, the northeastern property lines of the residential parcels along Fairfield Drive, and the southeast property line of the Palo Alto Medical Facilities (PAMF) and Old County Road. The Plan area's location within San Carlos is shown in Figure 1.

The purpose of the NEASP is to create a vision, policies, and standards to guide new development within the Plan area in a way that supports existing and new businesses, residents, and the overall community. The NEASP will manage and direct changes in the development patterns within the Plan area and guide present and future land uses, zoning changes, economic development, urban design, infrastructure, transportation circulation management and mobility, service provisions, and community benefits.

Figure 1 Northeast Area Specific Plan Area



Land Use Plan

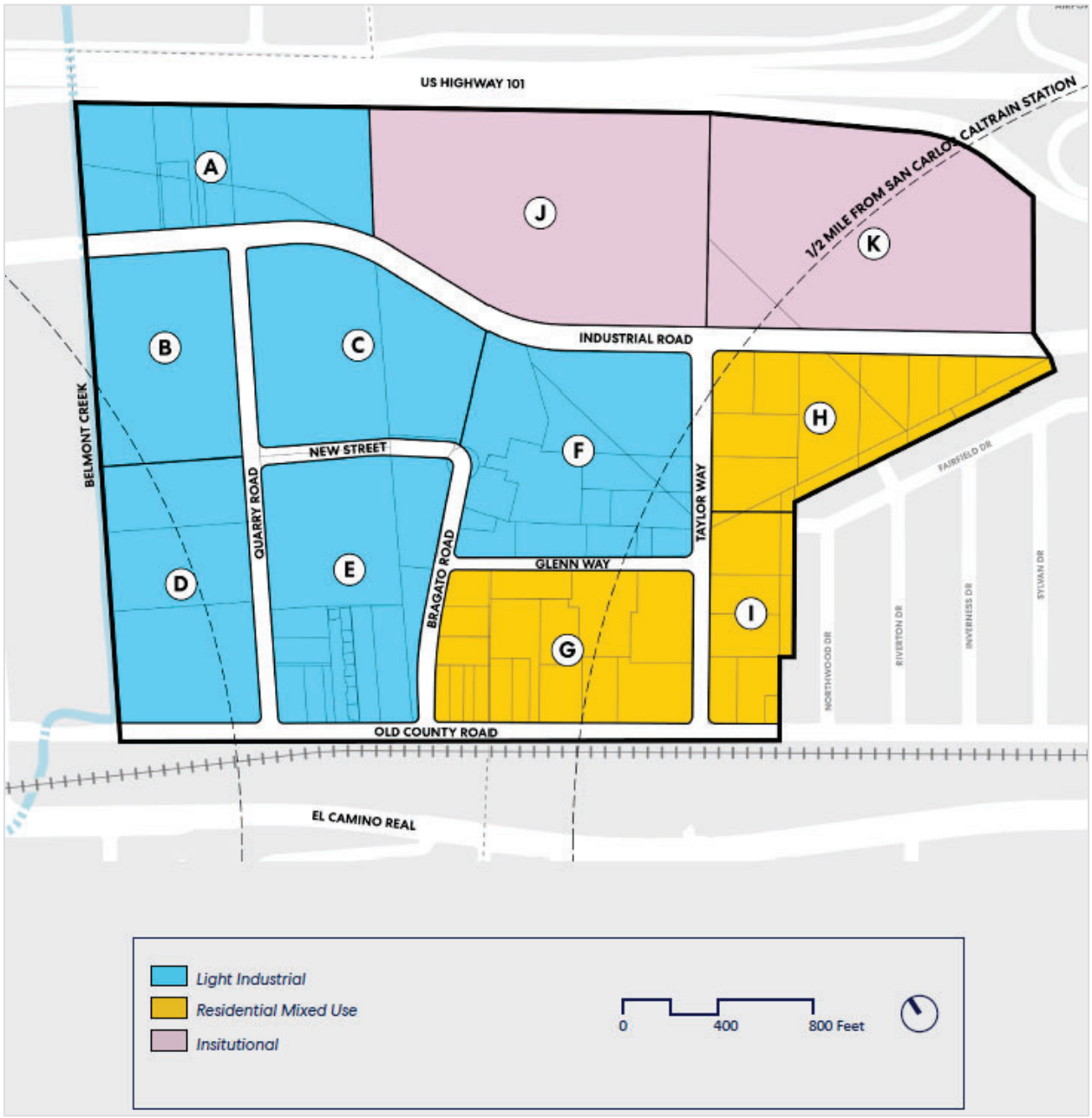
The NEASP would be built out over an approximate 20-year period and would allow for a net increase of 1,890 residential units (no residential units exist within the Plan area currently), as well as an increase in the net square footage of existing non-residential land uses within the Plan area, as summarized in Table 2.

Table 2 NEASP Development Projections

Land Use	Allowable Net Square Footage Increase
Non-Residential Development	4,508,000
Residential Development	1,890,000 (1,890 Units)

The land use categories include Sub-Areas, which would be portions of zoning districts that include light industrial, residential mixed-use, and institutional. A General Plan Amendment and rezoning are proposed to allow for the addition of residential land uses to the Plan area. Figure 2 details the proposed land uses within the NEASP.

Figure 2 Proposed Land Uses (Subarea Blocks Labeled by Letter)



Transportation Network Plan

A new street segment from Quarry Road to Bragato Road would be implemented as part of the NEASP. Additionally, the NEASP would include improvements to the existing transportation network, such as:

- Add a pedestrian/bicycle connection to Belmont Creek from Quarry Road.
- Increase the setback from Belmont Creek for properties adjacent to Belmont Creek.
- Redesign Industrial Road as a multi-modal district boulevard.
- Add a mixed-use path on Old County Road.
- Signalize the intersection of Industrial Road and Taylor Way.
- Add turn pockets and reconfigure lane assignments at intersection approaches.
- Change signal timing at intersections within and adjacent to the Plan area.

The figures below give an overview of the Plan's mobility network and provide cross-sections of proposed changes to roadways within the Plan area.

Figure 3 NEASP Mobility Network

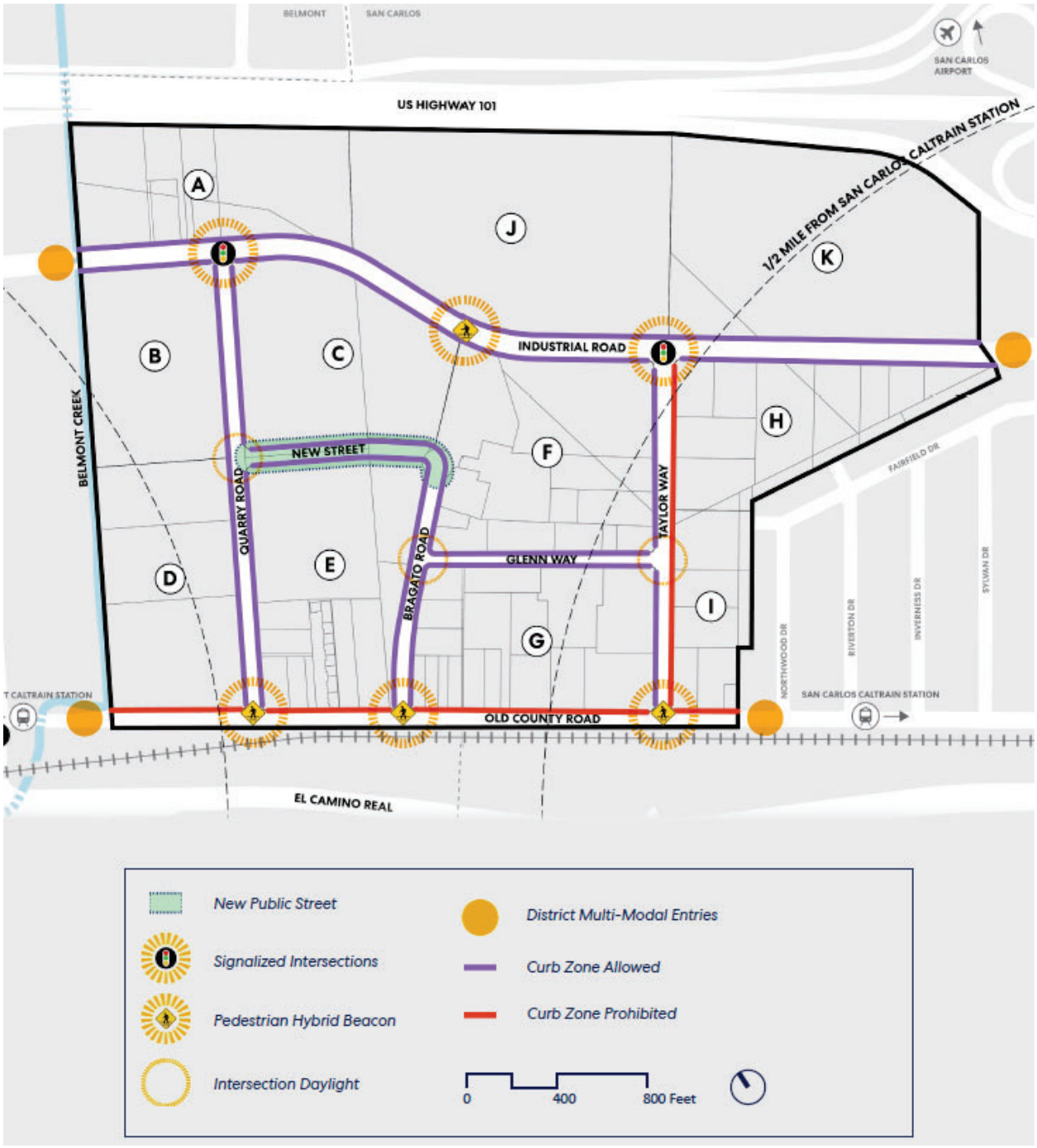


Figure 4 NEASP Proposed Cross Section: Old County Road

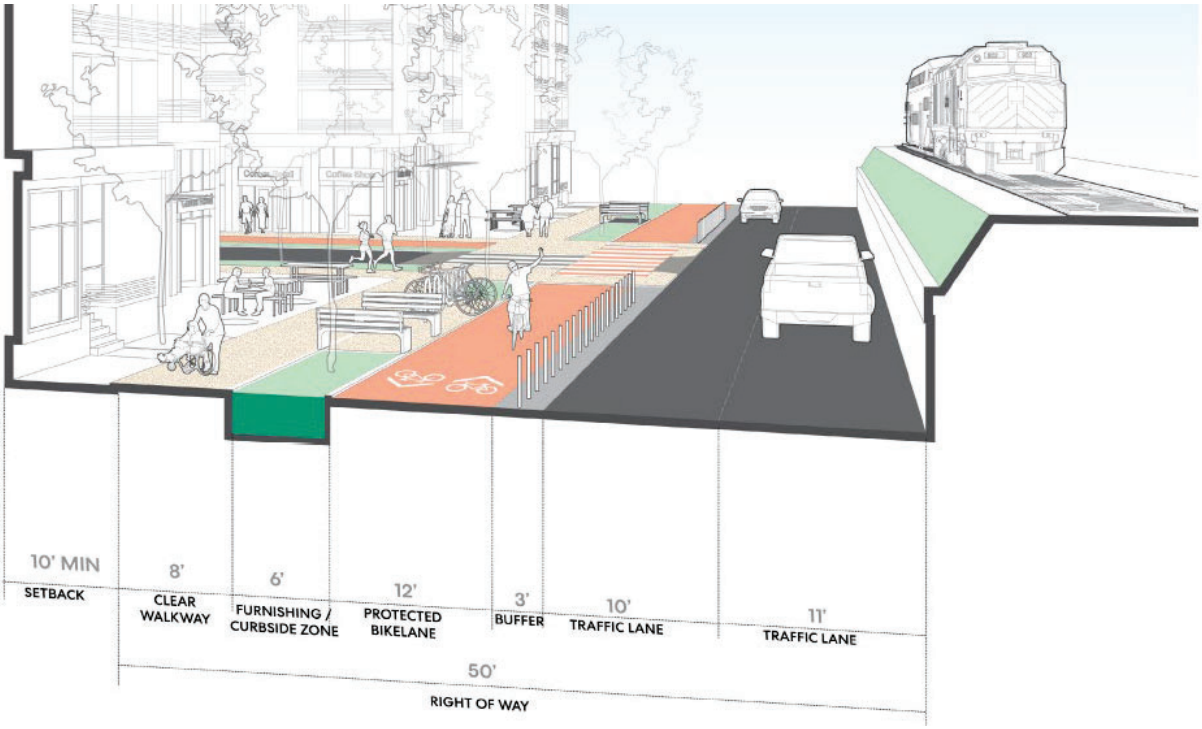


Figure 5 NEASP Proposed Cross Section: Industrial Road

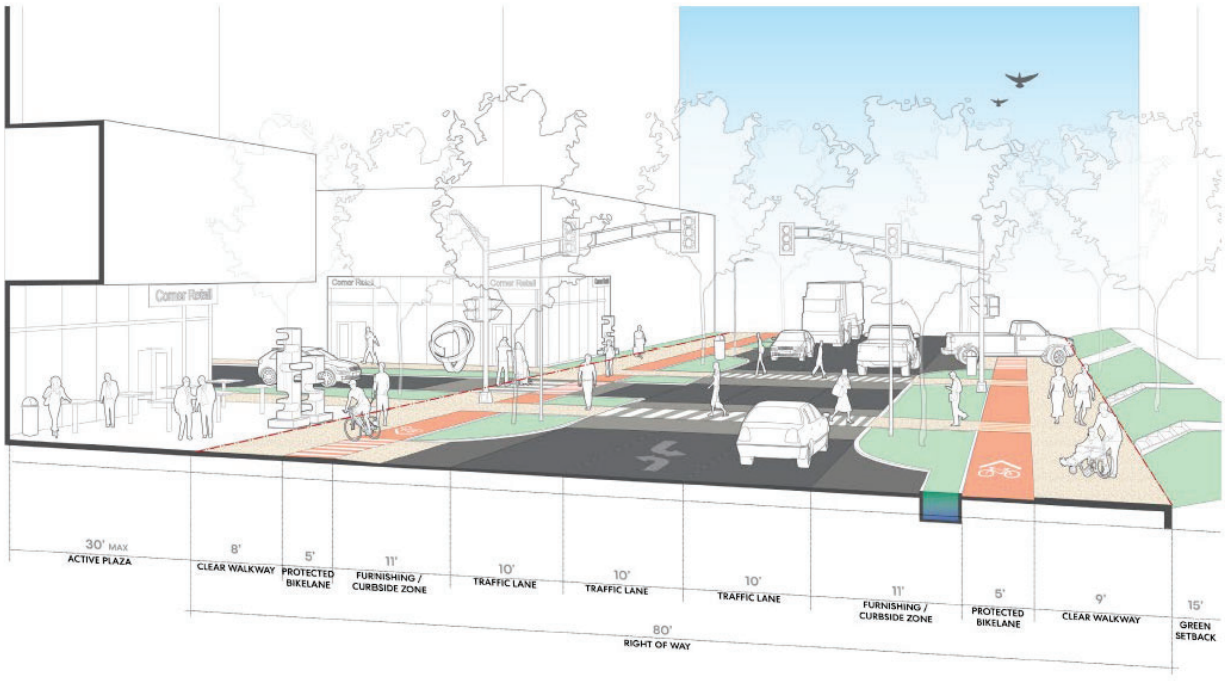


Figure 6 NEASP Proposed Cross Section: Quarry Road

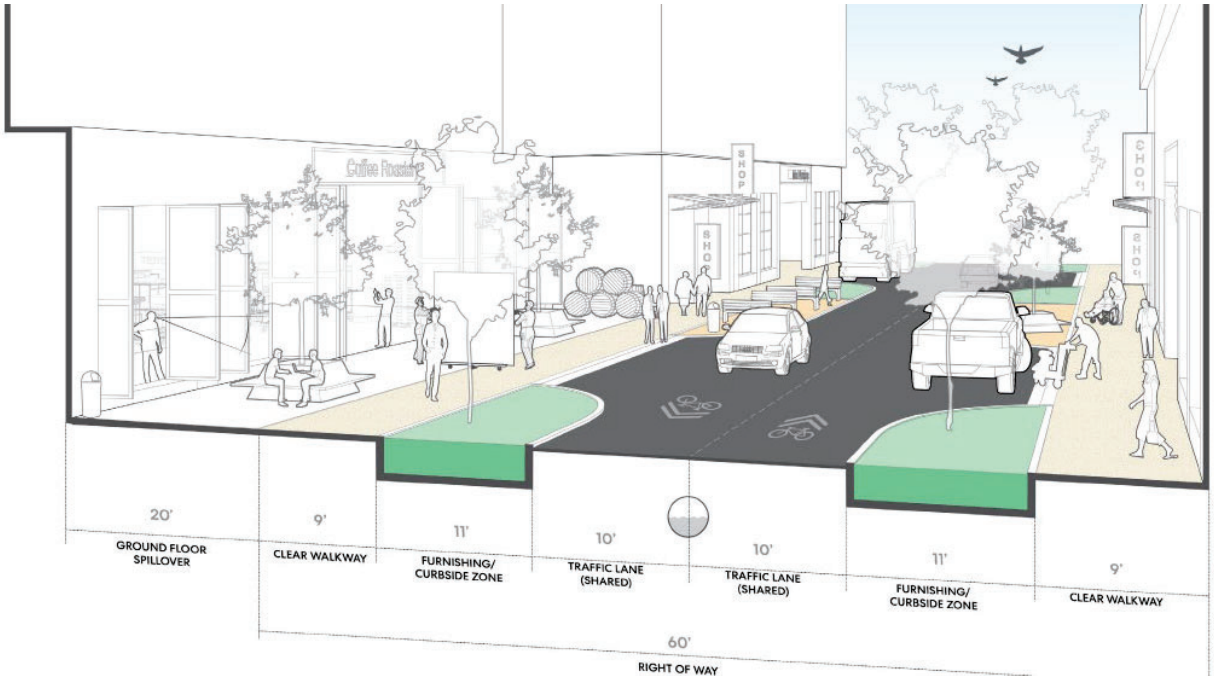


Figure 7 NEASP Proposed Cross Section: Taylor Way

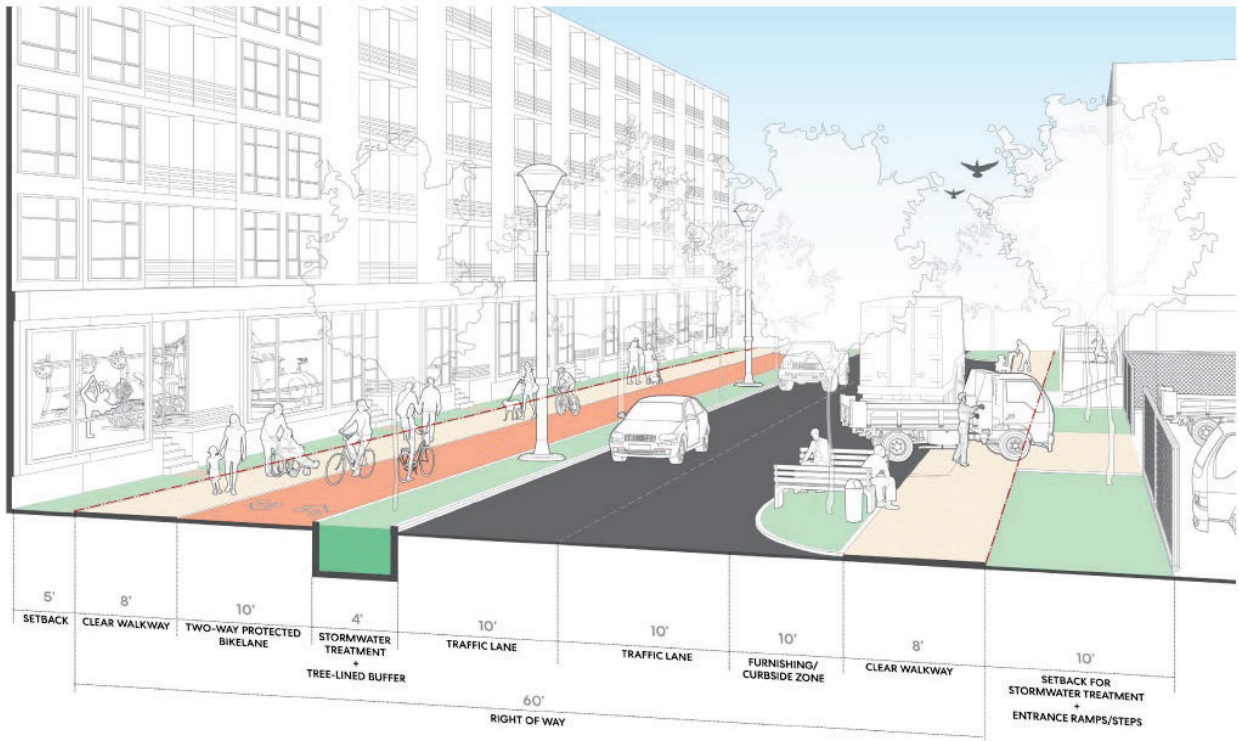


Figure 8 NEASP Proposed Cross Section: Bragato Road

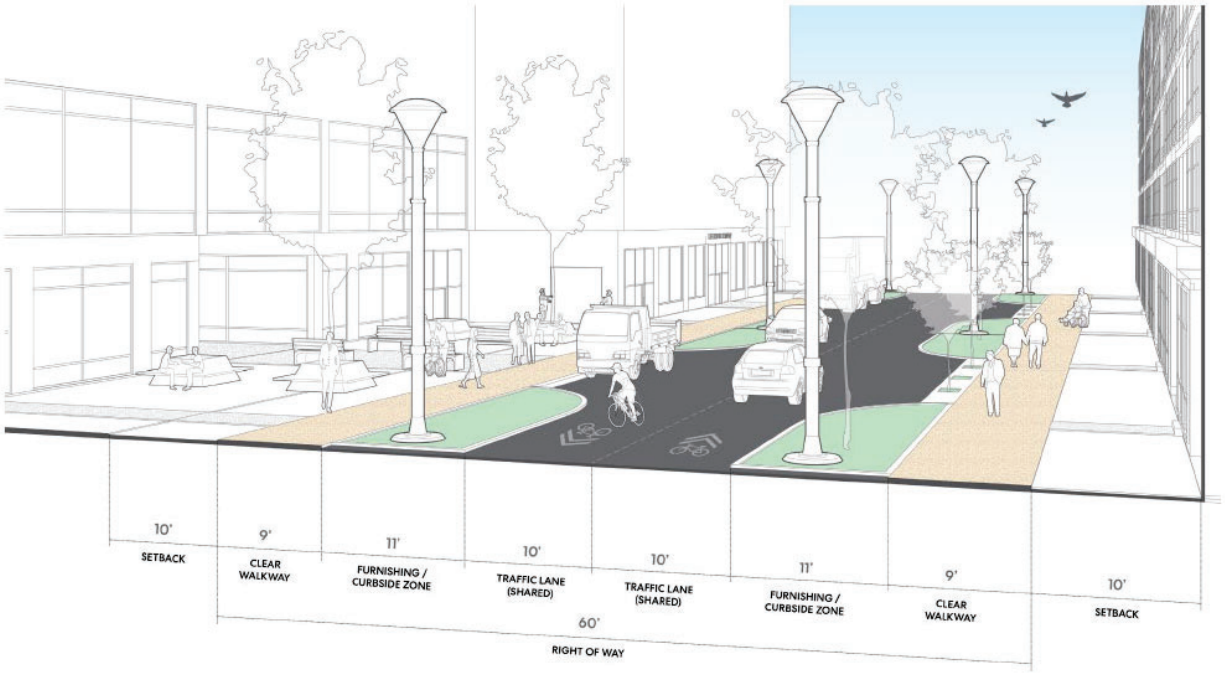


Figure 9 NEASP Proposed Cross Section: Glenn Way

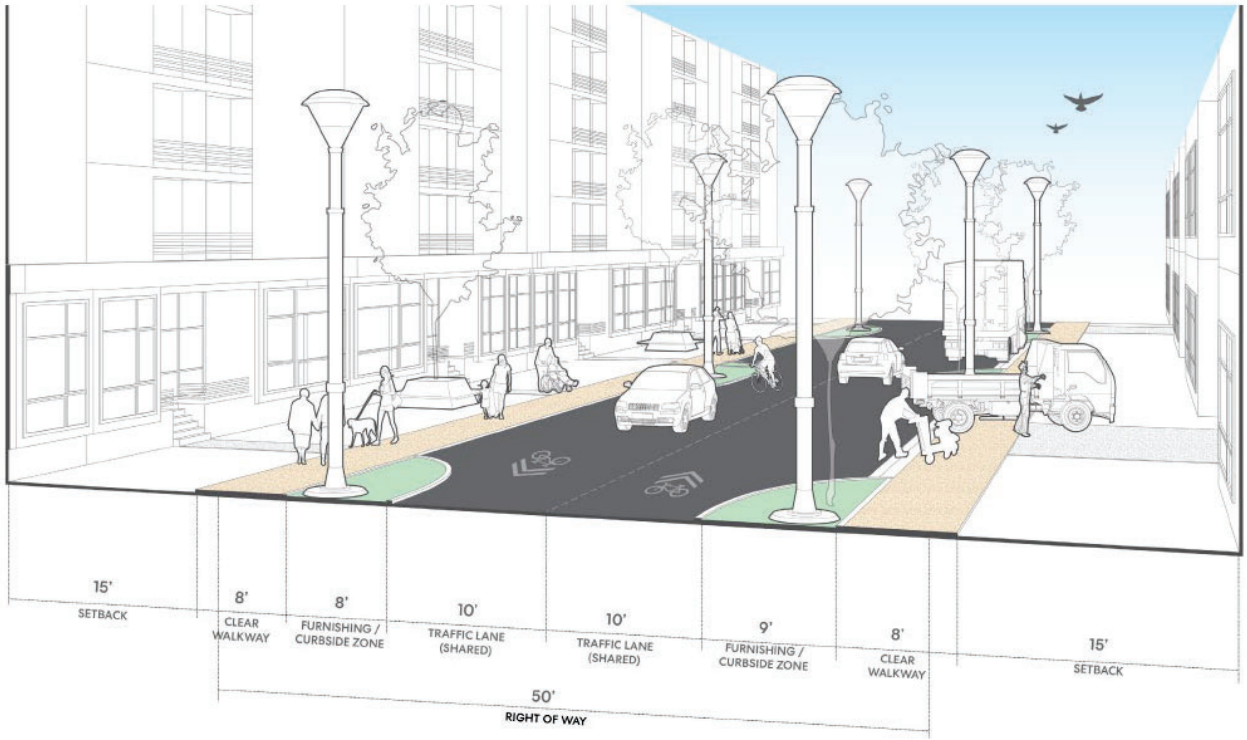
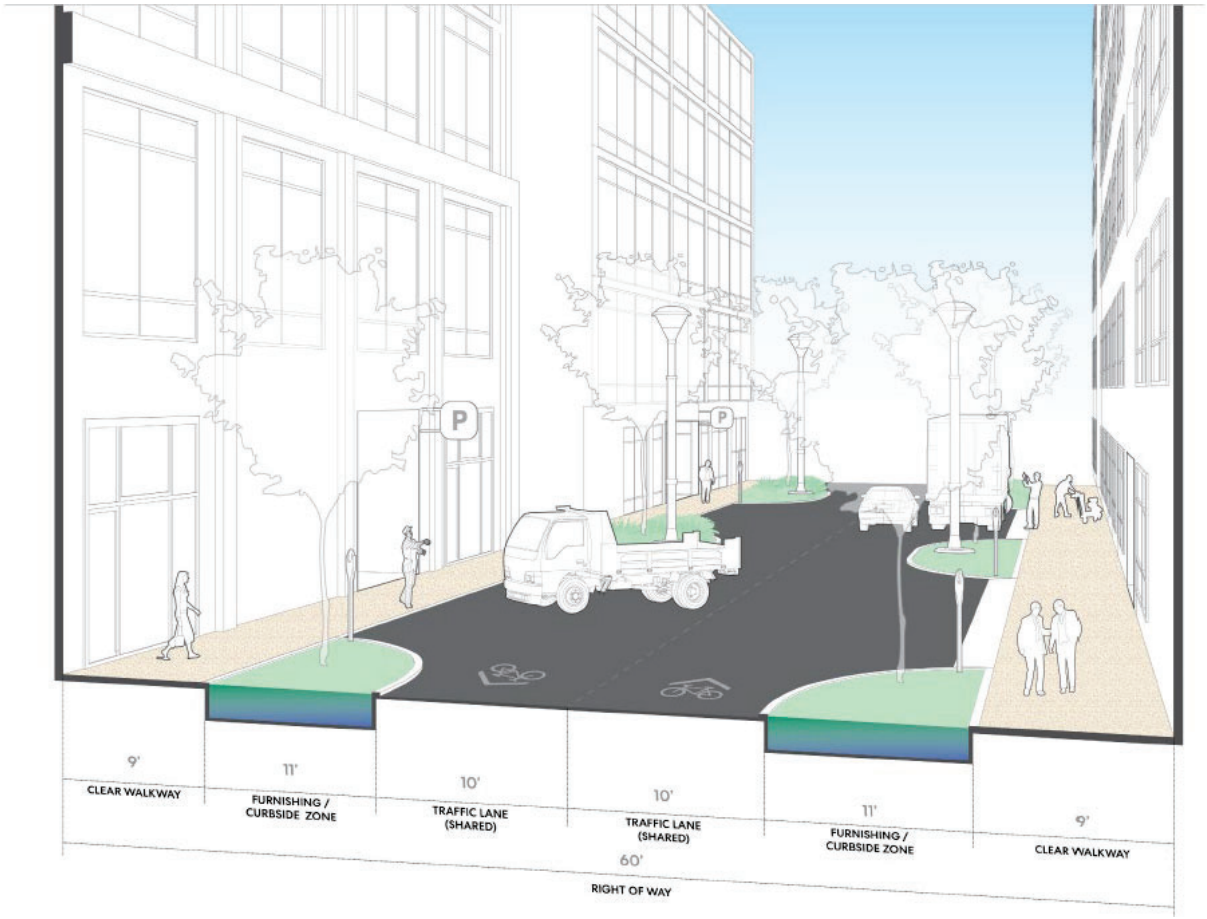


Figure 10 NEASP Proposed Cross Section: New Street



PART 2: CEQA TRANSPORTATION ANALYSIS

The following analysis is to support findings related to transportation significance criteria as defined by CEQA Guidelines (Title 14, Division 6, Chapter 3 of the California Code of Regulations)[5] as they apply to the City of San Carlos Northeast Area Specific Plan. Transportation significance criteria for environmental impacts under CEQA are as follows:

- **T-1. Plans, Programs, Ordinances, or Policies:** Does the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?
- **T-2. Causing Substantial VMT:** Does the project conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?
- **T-3. Geometric Design:** Does the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?
- **T-4. Emergency Access:** Does the project impact the ability of facilities on or near the project site to accommodate emergency service operators?

Screening, evaluation, and determination of transportation related environmental impacts can be found below.

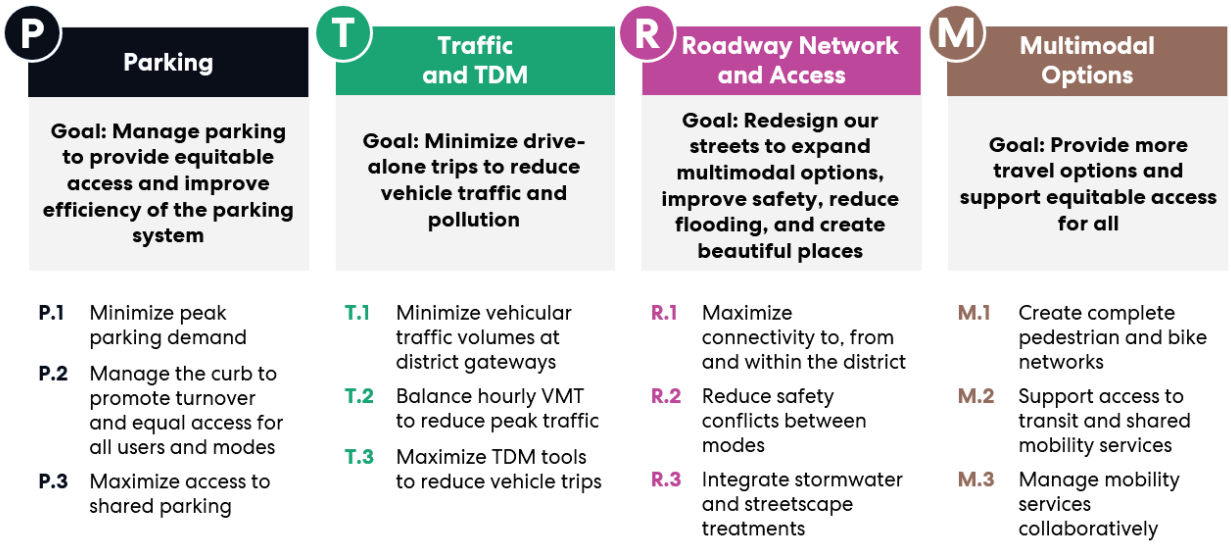
T-1 Plans, Programs, Ordinances, or Policies

The following section details the concurrency evaluation conducted to ensure that any plans, programs, ordinances, or policies are consistent with local or countywide transit, roadway, pedestrian, or bicycle plans. For reference, an overview of the Plan's Mobility Goals and Vision are found in Figure 11. Goals within this framework (only as applicable to CEQA significance criteria), the NEASP land use plan, and Plan's mobility network were utilized to check consistency with local and countywide plans, programs, ordinances, and policies.

Consistency review with plans, programs, ordinances, and policies found the plan to have no conflicts related to significance criteria under CEQA and assumes a **less than significant impact.** The following sections and tables contain the detailed NEASP consistency review for transportation components under CEQA.

[5] https://resources.ca.gov/CNRALegacyFiles/ceqa/docs/2018_CEQA_FINAL_TEXT_122818.pdf

Figure 11 NEASP Mobility Goals and Vision



City of San Carlos General Plan

The City's General Plan's (2009) Circulation and Scenic Highways Element describes circulation and transportation standards and includes policies and actions to improve streets, traffic, and the pedestrian experience.

Table 3 San Carlos General Plan Consistency Review

Description of Transportation Policy	NEASP Consistency Evaluation Under CEQA
▪ CSH-1.1 Widths of streets and highways should be sufficient to address existing and projected traffic volumes, while providing positive pedestrian and bicycle experiences.	▪ All new vehicular streets proposed under Plan match widths of their surrounding context. ▪ Street reconfigurations and new non-motorized access points are intended to improve the pedestrian and bicycle experiences.
▪ CSH-2.2 Provide for adequate pedestrian and bicycle facilities as viable transportation alternatives in San Carlos.	▪ New protected bikeways are proposed on multiple streets within Plan area.
▪ CSH-2.3 Access to public transportation facilities shouls.d be convenient and designed to encourage use of public transit.	▪ There is no direct transit service within the Plan area. However, improvements to the walking and biking environment within is designed to encourage connections to nearby rail and bus transit.

Description of Transportation Policy	NEASP Consistency Evaluation Under CEQA
▪ CSH-3.1 Strive to reduce baseline and development-related traffic by 20 percent through public-private partnership efforts. ▪ CSH-3.2 Support city-wide efforts to reduce vehicular trips and vehicle miles traveled within and through the community. ▪ CSH-3.3 Support the incorporation of Transportation Demand Measures in new development to reduce vehicle miles traveled and traffic impacts.	▪ The NEASP contains a Transportation Demand Management framework that sets standards for future private development parcels to reduce vehicle traffic and improve mobility options.
▪ CSH-3.4 Support Smart Growth and Sustainability principles to reduce travel time from housing to jobs, provide affordable transportation to all members of the community, allow compact mixed-use development and decrease dependency on automobiles.	▪ The Plan proposes the introduction of housing in an area that currently has zero residents and encourages mixed-use development on parcels that includes community-serving commercial uses. ▪ Streets internal to the Plan area are proposed to be reconfigured to have wider sidewalks, protected bike infrastructure, encourage slow speeds, and promote non-motorized travel between housing, jobs, and other places of business.
▪ CSH-3.6 Parking and access facilities in the Central District shall be designed to adequately accommodate both customers and employees.	▪ The adequacy of parking for a project shall not support a finding of significance under CEQA.[6]
▪ CSH-3.8 The City shall continue to evaluate service levels metrics as provided by the City's Transportation Study Guidelines. The City recognizes that certain development project(s) may cause these guidelines to be exceeded. The City may approve such development project(s) if specific economic, legal, social, technological, or other benefits outweigh the effects of exceeding the thresholds as set forth in the Transportation Study Guidelines. **(Reflects proposed updated language in General Plan Reset, expected adoption in May 2025)** ▪ CSH-3.9 Where appropriate and relevant, based on the location and scope of a development project under consideration, the City shall consider regional, as well as local traffic impacts when assessing new development projects. ▪ CSH-3.10 The City shall support efforts for a coordinated transportation system and maintaining acceptable levels of traffic with local, regional and Caltrans agencies.	▪ Automobile delay on its own is no longer an environmental impact under CEQA (See Pub. Resources Code, § 21099(b)(2))[7] and performance measures related to automobile delay are not analyzed.

[6] California Code, Public Resources Code - PRC § 21099(b)(3).

[7] https://leginfo.legislature.ca.gov/faces/codes_displayText.xhtml?lawCode=PRC&division=13.&title=&part=&chapter=2.7.&article

Description of Transportation Policy	NEASP Consistency Evaluation Under CEQA
▪ CSH-3.11 New developments and businesses shall be required to provide adequate loading, unloading and delivery areas, and/or shall be required to conduct such activities during nonbusiness/ peak hours.	▪ No new specific site development parcels are proposed or designed as part of the Plan; proper design and City review and approval of such developments to ensure adequate loading and delivery is provided. ▪ On-street curb management guidance to allow for needed curbside loading is provided in the Plan's Parking and TDM Standards document.
▪ CSH-3.14 The City shall support the continued operation and upgrading of the railroad commuter service between Gilroy and San Francisco.	▪ Not applicable to the NEASP.
▪ CSH-3.17 The City shall consider revising its parking requirements to reflect current trends in business, industry and housing.	▪ The adequacy of parking for a project shall not support a finding of significance under CEQA.[8]
▪ CSH-6.1 Bicycling and walking facilities should be incorporated into all new development projects to the maximum extent feasible.	▪ The Plan proposed protected bike facilities and wider sidewalks on streets prioritized in the City's Bicycle and Pedestrian Master Plan.
▪ CSH-7.4 Support traffic controls that recognize bicycles	▪ The Plan proposes new crossings and signalized intersections to connect existing bike infrastructure to proposed facilities.

[8] California Code, Public Resources Code - PRC § 21099(b)(3).

Other City of San Carlos and Area Plans

Table 4 Other San Carlos and Area Plan Consistency Review

Plan	Description of Transportation Policy	NEASP Consistency Evaluation Under CEQA
Climate Mitigation & Adaptation Plan (CMAP)	CMAP includes several mobility-related strategies and policies, such as transit-oriented development, active transportation, curb management, public transportation, accessible public spaces and wayfinding, VMT reductions, electric vehicles, car sharing, and micromobility.	▪ NEASP's mobility strategies and policies align with, and support implementation of, CMAP to ensure compliance with state law.
Downtown Specific Plan (DSP)	DSP's Vision calls for a "balance of mobility modes that emphasizes pedestrian, bicycle and transit circulation" and "minimizing auto-dependence to access downtown."	▪ Mobility improvements in the NEASP supports safe and multimodal connections to and from downtown through new non-motorized infrastructure and crossing opportunities.
City of San Carlos Bicycle & Pedestrian Master Plan	Sets design guidance for bikeway, sidewalk, and shared use paths, and prioritizes pedestrian and bike routing citywide.	The NEASP is consistent with recommendations set forth in the Bicycle and Pedestrian Master Plan, notably: ▪ Industrial Rd. as a Priority Pedestrian Route (NEASP proposes improving sidewalks). ▪ Industrial Rd.: Proposed Class IV separated bikeway (NEASP proposes same facility type). ▪ Old County Rd.: Proposed Class IV separated bikeway (NEASP proposes Class I shared use path). ▪ Taylor Way: Proposed Class II Bicycle Route (NEASP proposes traffic calming with a new signal at Taylor Way and Industrial Rd. to facilitate safer bikeway crossings. ▪ All NEASP bikeway and shared use paths follow design guidance provided in Master Plan concepts.

City of San Carlos Municipal Code

Table 5 San Carlos Municipal Code Consistency Review

Code Section	Description of Transportation Code	NEASP Consistency Evaluation Under CEQA
Chapter 18.20	Establishes vehicle and bicycle parking standards, depending on land uses. Includes requirements and guidance for loading spaces. Citywide parking standards are planned to be updated in 2024-25 as part of a separate study.	▪ The adequacy of parking for a project shall not support a finding of significance under CEQA.
Chapter 18.25	Requires developments to have a TDM plan to decrease vehicle trip generation rates. Citywide TDM standards are planned to be updated in 2024-25 as part of a separate study.	▪ New developments in the NEASP that meet applicability requirements must develop a TDM Plan, and measure transportation impact in VMT, as per state law (SB 743). ▪ The NEASP and future citywide standards will need to be coordinated.
Chapter 10.32	Defines on-street parking standards and guidelines for vehicles and bicycles. Citywide parking standards are planned to be updated in 2024-25 as part of a separate study.	▪ The adequacy of parking for a project shall not support a finding of significance under CEQA.

Regional and State Policy

Table 6 Regional and State Policy Consistency Review

Policy	Description of Transportation Policy	NEASP Consistency Evaluation Under CEQA
C/CAG Congestion Management Plan (CMP)	Establishes traffic congestion monitoring locations and thresholds based on automobile delay. The only CMP intersection within the City of San Carlos are on El Camino Real (SR-82) and US-101, which are outside of the Plan area. The 2021 CMP Update established a new "Companion Monitoring Network" (Companion Network) to be monitored for informational purposes only.	▪ As automobile delay on its own is no longer part of CEQA (See Pub. Resources Code, § 21099(b)(2))[9], CMP policies relevant to automobile delay would not conflict with CEQA. ▪ The intersections of Holly St./US-101 Ramps (CMP Network) and Holly St./Industrial Rd. (Companion Monitoring Network) were evaluated as part of this Plan's non-CEQA transportation analysis.
C/CAG TDM Program	Establishes TDM standards for San Mateo County, requiring any new development project anticipated to generate at least 100 average daily trips (ADT) to be subject to the TDM Policy, complete a TDM Checklist, and implement associated measures to mitigate traffic impacts. Includes a tiered approach based on land use type and project size.	▪ C/CAG TDM requirements are applied at the project level. The Specific Plan is a program-level study, however require all projects within its boundaries adhere to C/CAG or any future local TDM standards at the time of the development application.
Commute.org	Joint powers agency (JPA) between San Mateo County Transportation Authority, C/CAG, and Bay Area Air Quality Management District to reduce VMT by commuters.	▪ A City/NEASP TMA will coordinate with Commute.org to deliver the most efficient package of TDM programs to the NEASP's employees, residents, and visitors.

T-2 Causing Substantial VMT

In 2018, the California Office of Planning and Research proposed updates to CEQA guidelines establish VMT as the primary metric for evaluating a project's impacts on the environment and transportation system.[10] New methodologies under CEQA were needed for evaluating transportation impacts that are better able to promote the state's goals of reducing greenhouse gas emissions and traffic-related air pollution, promoting the development of a multimodal transportation system, and providing clean, efficient access to destinations.

The Specific Plan's transportation study was scoped to utilize the City/County Association of Governments (C/CAG) of San Mateo County guidelines available at the time. Guidance related VMT screening and analysis was referenced in C/CAG's *SB 743 Implementation Decisions*[11] documentation.

Transportation Infrastructure within Plan

The NEASP proposes transportation infrastructure changes within the Plan area to achieve a sustainable transportation vision that focuses on the following mobility goals:

- Minimize drive-alone trips to reduce vehicle traffic and pollution.
- Redesign our streets to expand multimodal options, improve safety, reduce flooding, and create beautiful places.
- Provide more travel options and support equitable access for all.

The Plan proposes improvements to multimodal access, such as adding new local internal street connections (both motorized and non-motorized) to increase redundancy into the transportation grid and balance traffic distribution.

Under CEQA, all active transportation projects generally reduce VMT and, therefore, are presumed to cause a **less than significant impact** on transportation.

In addition to multimodal improvements, additional intersection level geometric changes are proposed within the Plan area to better manage vehicle traffic, accommodate new non-motorized crossings, achieve traffic calming and slower, safer speeds, and better organize access throughout the Plan area. These geometric changes include:

- Reconfiguration of general purpose lanes to bike lanes and two-way left turn lanes.

[9] https://leginfo.legislature.ca.gov/faces/codes_displayText.xhtml?lawCode=PRC&division=13.&title=&part=&chapter=2.7.&article

[10] Technical Advisory on Evaluating Transportation Impacts in CEQA. Governor's Office of Planning and Research. December 2018. https://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf.

[11] https://ccag.ca.gov/wp-content/uploads/2021/11/1_20210929_CCAG_SB_743_Implementation_Decisions_Cln.pdf

- Signal phase changes for turning movements (for example: permitted phasing, protected phasing, time-of-day based protected left turn phasing with flashing yellow arrows, split phasing, and right turn overlaps).
- Adding or reconfiguring turn pockets at signalized and unsignalized intersections.
- Converting intersections from stop controlled to signalized.

Under CEQA, transportation projects that would not likely lead to a substantial or measurable increase in vehicle travel, and therefore generally should not require an induced travel analysis and are presumed to have a **less than significant impact**, include:

- Addition of an auxiliary lane of less than one mile in length designed to improve roadway safety.
- Installation, removal, or reconfiguration of traffic lanes that are not for through traffic, such as left, right, and U-turn pockets, two-way left turn lanes, or emergency breakdown lanes that are not utilized as through lanes.
- Timing of signals to optimize vehicle, bicycle, or pedestrian flow.

VMT Screening

The C/CAG's VMT Estimation Tool[12] was utilized to screen all parcels within the Plan area to determine level of VMT analysis required for the Plan. The C/CAG VMT Estimation Tool is intended to evaluate the VMT for proposed land use projects by determining whether the project is located within a low VMT generating area, estimating the project generated VMT, and evaluating the project generated VMT after potential reduction measures have been applied.

The VMT Estimation Tool includes a screening feature that uses the location of the project to determine if the project site is within a low VMT generating area, including low VMT generating traffic analysis zones (TAZ) or parcels and transit priority areas (TPA).

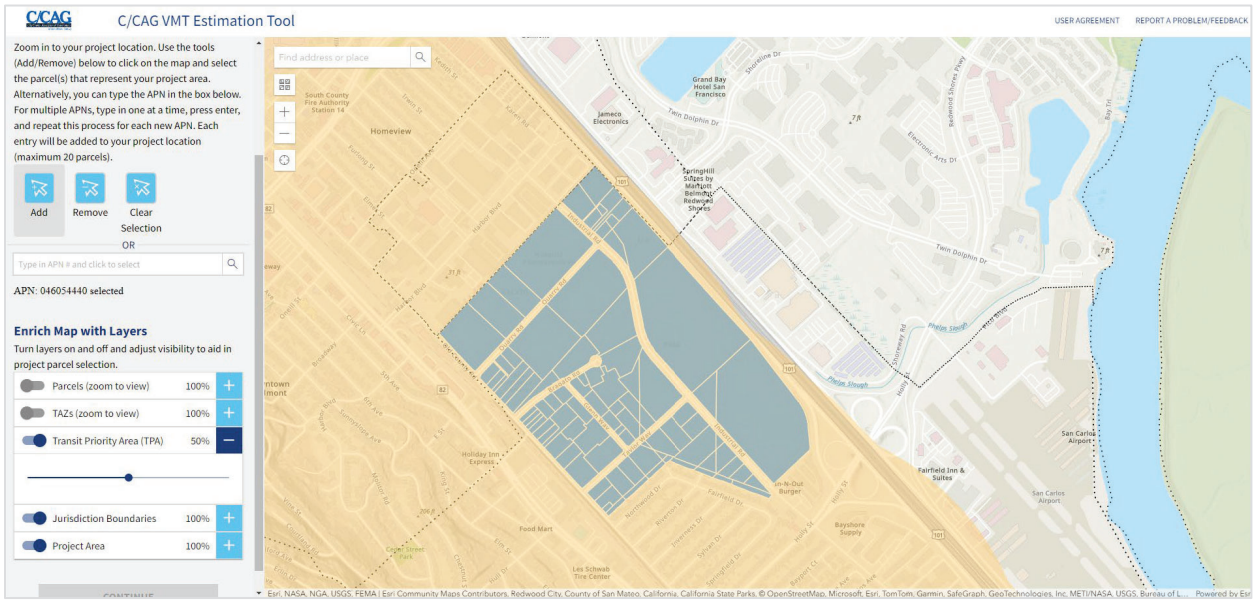
CEQA Statute & Guidelines § 15064.3(b) explicitly states that projects within ½ mile of a high-quality transit corridor or "major" transit station should be presumed to have no impact on VMT. A major transit station is a rail or ferry terminal, or the location where two high-frequency bus lines intersect. A major transit corridor is defined as a corridor with high-frequency bus service in the peak hour.

It was determined that all Plan area parcels fall within the C/CAG defined TPA, and, therefore, should be presumed to have **less than significant impact on VMT.**

Figure 12 shows a map of the C/CAG VMT Estimation Tool with all NEASP parcels selected. The full VMT screening reports showing that all parcels within the Plan area "pass" screening for being in a transit priority area can be found in the Appendix.

[12] https://gis.smcgov.org/apps/CCAG_VMT_EstimationTool/

Figure 12 Screenshot of C/CAG VMT Estimation Tool (TPA overlay in orange with NEASP parcels in blue)



T-3 Geometric Design

A review of geometric design hazards, as applicable for a Specific Plan was conducted for the Plan area, which included a review of parcel land use changes as well as proposed changes to the roadway and transportation network.

Land use changes as defined by the Plan would not be applicable to geometric design hazards, but driveway locations on future development parcels within the Plan area are subject to geometric design significance criteria. Detailed driveway design layouts and locations are not part of the Specific Plan; however, future developments will be required to adhere to the City's municipal code requirements for driveway construction standards.[13]

Roadway configuration changes proposed within existing streets within the public right-of-way adhere to design guidance set forth by City, state, and national best practices and would not create geometric design hazards as shown in concepts provided by the Plan. New public right-of-way access improvements proposed are considered in line with the general street grid of the Plan area, and intersection geometrics follow standard layouts.

The review of T-3 Geometric Design Hazards as it applies to the NEASP assumes a **less than significant impact**.

[13] Sidewalk and Driveway Approach Construction and Repair. Chapter 12.04. San Carlos Municipal Code. https://www.codepublishing.com/CA/SanCarlos/#!/SanCarlos12/SanCarlos1204.html#12.04

T-4 Emergency Access

Review of the NEASP found that under buildout, planned circulation improvements would be designed to adequately address potentially hazardous conditions (e.g., sharp curves, etc.), potential conflicting uses, and emergency access.

The Plan does not include modifications to restrict access on any existing roadways and infrastructure but would potentially contribute to circulation improvements by incorporating new public right-of-way easements within the Plan area. The Plan also includes a de-facto emergency vehicle lane by way of a dedicated two-way left turn lane on Industrial Rd. and improvements to non-motorized facilities such as pedestrian and bicycle infrastructure in proximity to places of residence, employment, and community-serving retail.

Each parcel's development application within the Plan area would require plan view drawings showing its adherence to emergency access requirements. Furthermore, proper design and City review and approval of such projects would avoid substantially increased hazards or inadequate emergency access.

The review of T-4 Emergency Access as it applies to the NEASP assumes a **less than significant impact**.

PART 3: NON-CEQA TRANSPORTATION ANALYSIS

This section details all non-CEQA based transportation analysis as it relates to the NEASP buildout. This analysis considers changes to the land uses within the Plan area and transportation network.

At the onset of this Specific Plan effort, the City of San Carlos did not have approved non-CEQA transportation analysis guidance and as such, the transportation study was scoped specifically for the NEASP effort through ongoing collaboration with City staff. Scoping efforts included determination of study intersections, time periods, analysis scenarios, equivalent land use categories, software utilized for analysis, and general approach on transportation network changes applied to traffic modeling software.

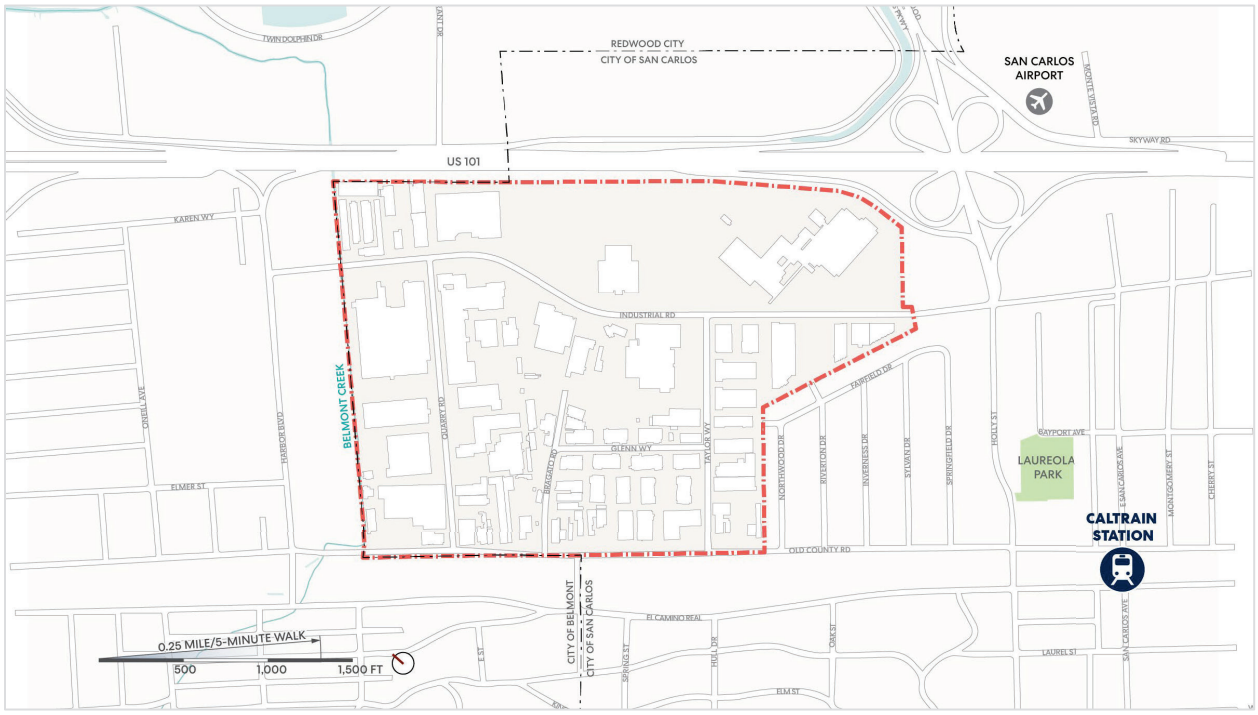
Transportation study guidelines typically require both traditional vehicular delay analysis as well as an increased level of analysis on factors affecting pedestrians, bicyclists, and transit riders. It is important to note that this transportation study for a Plan differs from a project-level analysis. This Plan (or program) level transportation analysis focuses primarily on on-site traffic circulation, and in the context of a Specific Plan, the Plan area bounds and nearby intersections directly adjacent to the Plan area.

Other elements typically found in a transportation study, such as non-motorized, parking, and TDM considerations, can be found separately as part of the Specific Plan's **Mobility Action Plan** and **Parking and TDM Standards** documentation.

Overview

This section describes the existing traffic conditions in the study area for the Northeast Area Specific Plan, which is bounded by Industrial Rd. to the north, Old County Rd. to the south, Holly St. to the east, and the San Carlos City limits with Belmont Creek to the west. The study area boundaries and extents are shown in Figure 13. The existing conditions analysis includes descriptions of the roadways and documentation of existing data collected, analysis methodologies, and vehicular traffic conditions.

Figure 13 Northeast Specific Plan Study Area



Roadway Network

Regional Roadways

- **U.S. Highway 101 (U.S. 101, "Bayshore Fwy")** serves San Francisco and the Peninsula/South Bay. Access to and from U.S. 101 in both the northbound and southbound directions is provided via the on-/off-ramps just outside the study area east of Industrial Rd. and Holly St. There are also a pair of southbound-only on- and off-ramps accessed via Harbor Blvd.
- **California State Road 82 (CA-82, "El Camino Real")** serves the Peninsula/South Bay and runs from San Jose to Daly City. The Caltrain railroad tracks, which run on an elevated berm through San Carlos, separate CA-82 from the study area. Access to and from CA-82 in both the northbound and southbound directions is provided via signalized intersections at Harbor Blvd. and Holly St.

Local Roadways

- **Industrial Road** – Industrial Rd. is a local north/south arterial road consisting of two travel lanes in each direction with bi-directional, curbside Class II bike lanes and a turn lane median for half of the roadway. The roadway has a posted speed of 35 MPH.
- **Old County Road –** Old County Rd. is a local north/south arterial road consisting of travel lane in each direction with storage turn lanes at intersections. A short section of the roadway

has a striped Class II bike lane, and the rest of the corridor has Class III bike sharrows. The roadway has a posted speed of 30 MPH.

- **Holly Street** – Holly St. is a local east/west arterial road consisting of two travel lanes in each direction that widens near Industrial Rd. and the US-101 on-/off-ramps. The roadway has a posted speed of 25 MPH.
- **Harbor Boulevard** – Harbor Blvd. is a local east/west arterial road consisting of two travel lanes in each direction with no turn lanes, medians, or bike lanes. The north terminus of the roadway is the on-/off-ramps for US-101. The roadway has a posted speed of 35 MPH.
- **Taylor Way** – Taylor Way is a local road consisting of one travel lane in each direction with no marked centerline or bike lanes. The roadway has a posted speed of 25 MPH.
- **Quarry Road** – Quarry Rd. is a local road consisting of one travel lane in each direction with no marked centerline or bike lanes. The roadway has a posted speed of 25 MPH.

Private Access – Driveways

Local roads in the study area include private driveways that provide access to a variety of light industrial, office, and medical uses. The most significant of these driveways is the one providing access to the Palo Alto Medical Facility (PAMF) at a signalized intersection on Industrial Rd.

Existing Data Collection

For the existing baseline traffic conditions, 10 intersections and five roadway segments were studied, which are listed below. Intersections shown in **bold** are signalized. Lane configurations for intersection approaches in the existing condition (as of data collection in March 2023) are detailed in **Error! Reference source not found.**.

Intersections

1. **Industrial Rd. / Harbor Blvd.**
2. **Old County Rd. / Harbor Blvd.**
3. **US-101 On/Off Ramp / Holly St.**
4. **Industrial Rd. / Holly St.**
5. **Old County Rd. / Holly St.**
6. **Industrial Rd. / Quarry Rd.**
7. Industrial Rd. / Taylor Way
8. **Industrial Rd. / PAMF Driveway**
9. Old County Rd. / Quarry Rd.
10. Old County Rd. / Taylor Way

Segments

1. Industrial Rd. between Harbor Blvd. and Quarry Rd.
2. Old County Rd. between Harbor Blvd. and Quarry Rd.
3. Old County Rd. between Taylor Way and Northwood Dr.
4. Industrial Rd., between PAMF Driveway and Holly St.
5. Holly St. between Industrial Rd. and On Ramp

Multimodal Intersection Turning Movement Counts – Peak Hour

Multimodal turning movement count data was collected on Wednesday, March 1, 2023, between the hours of 7:00 a.m. and 9:00 a.m. ("weekday AM") and 4:00 p.m. to 6:00 p.m. ("weekday PM") for each of the 10 study intersections. The data includes automobile turning movements as well as pedestrian and bicycle counts. The figures below show the **weekday AM and PM peak-hour automobile, bicycle, and pedestrian volumes** with existing intersection lane configurations. The Appendix provides detailed intersection turning movement count data.

Figure 14 Existing Intersection Lane Configurations

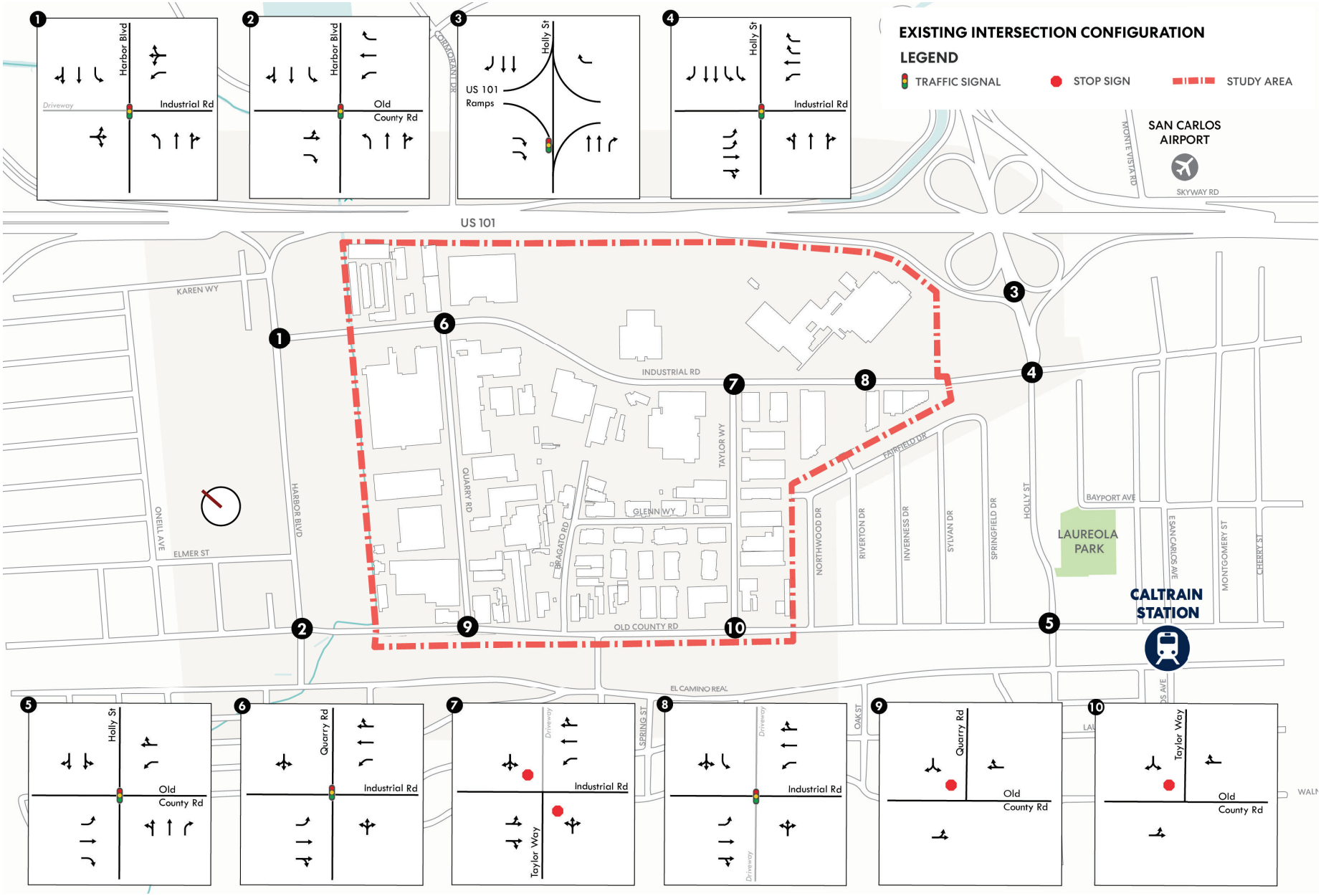


Figure 15 Intersection Counts – AM Peak Hour

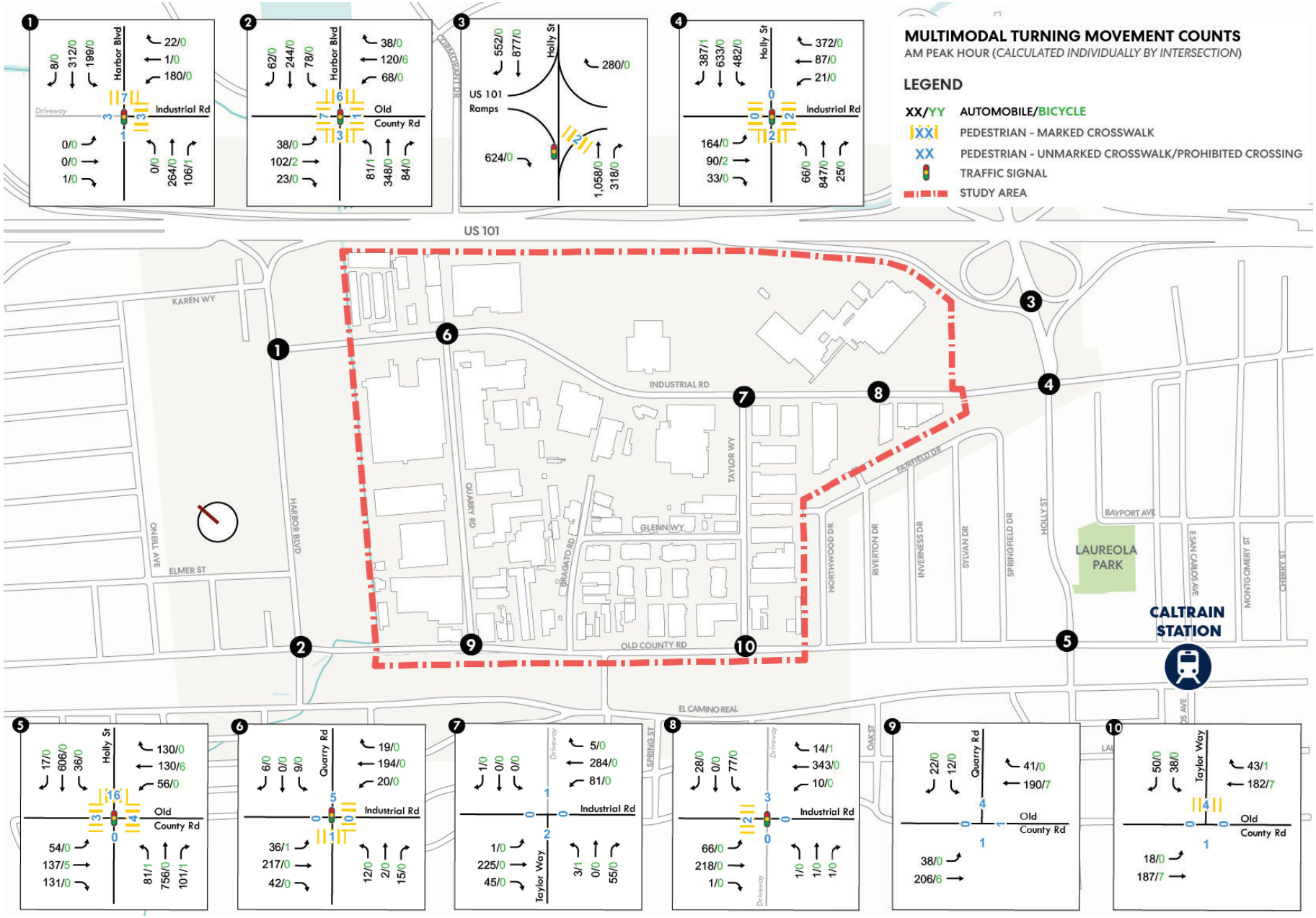
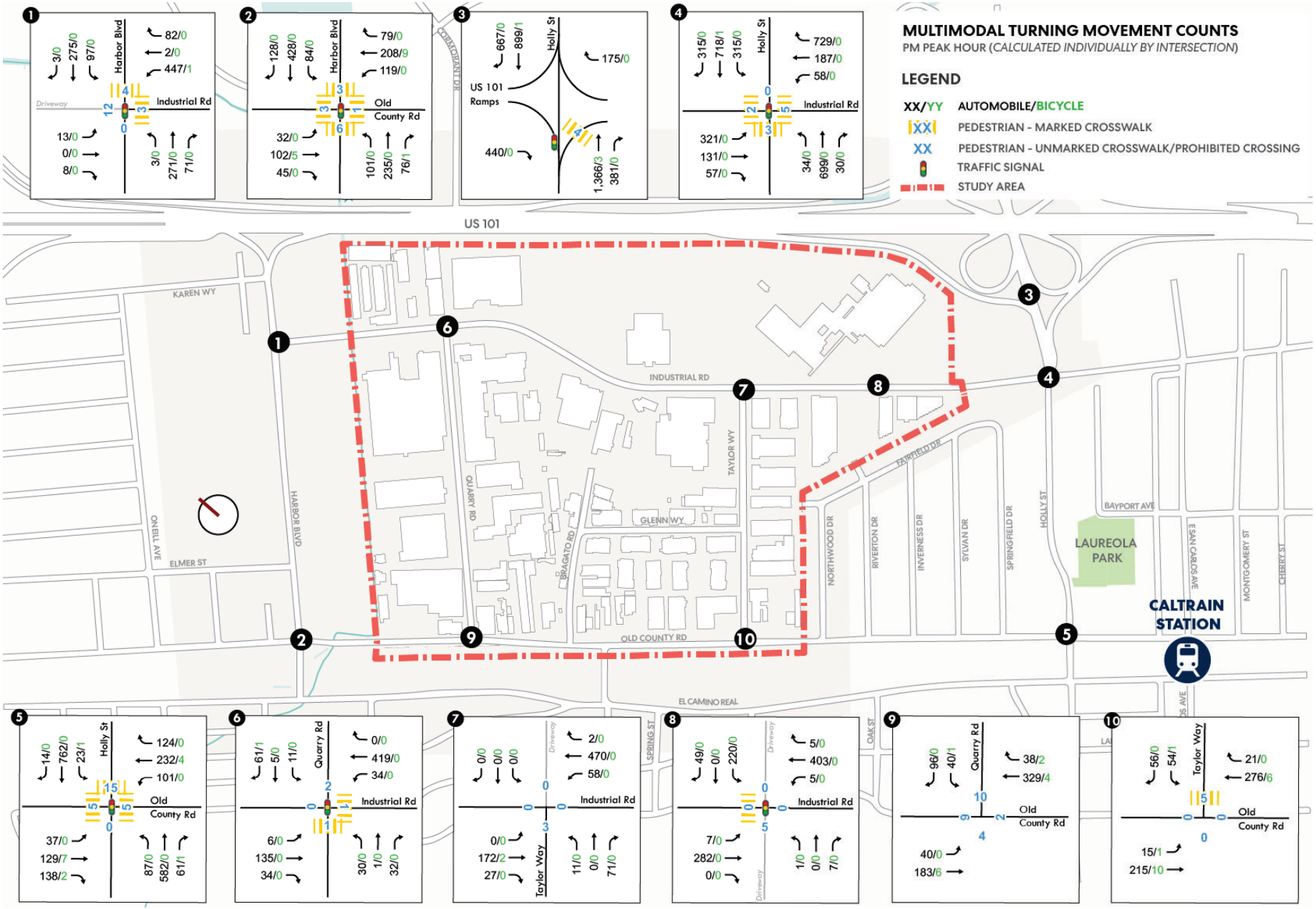


Figure 16 Intersection Counts – PM Peak Hour



Segment Daily Traffic and Speed Counts – Weeklong

24-hour traffic volume and vehicle speed data were collected on five roadway segments over a seven-day period between Thursday, February 24, 2023, and Thursday, March 7, 2023. This data is summarized in Table 7. Weekday average daily traffic (ADT) counts reflect the average total vehicles in both directions on roadway segments collected on Tuesday-Thursday. Weekend ADT counts reflect the average total vehicles in both directions on roadway segments collected on Saturday and Sunday. 85th percentile speed reflects the speed in miles per hour (mph) at which 85% of all vehicles were traveling at or below. Key findings include:

- Weekday traffic volumes were considerably higher (approximately 55% more) than weekend traffic due to the heavy weekday commercial and industrial uses in the study area.
- Like other roadways studied, Holly St. carries higher traffic volumes on the weekday compared with the weekend. However, the difference in volumes is lower than other roadways within the study area due to the local connectivity it provides to US-101.
- 85th percentile speeds are above the speed limit on all segments. The segments with the highest observed 85th percentile vehicle speeds were:
  - Southbound on Old County Rd. between Taylor Way and Northwood Dr. (segment 3), where the 85th percentile speed was 8 mph over the speed limit.
  - Eastbound on Holly St. approaching the US-101 interchange (segment 5), where the 85th percentile speed was 11 mph over the speed limit.

Table 7 Segment Count and Speed Data

Location	Weekday ADT	Weekend ADT	85th % Speed (mph)	Speed Limit (mph)
1. Industrial Rd., between Harbor Blvd. and Quarry Rd.	6,491	3,448	NB: 38.5 SB: 38	35
2. Old County Rd., between Harbor Blvd. and Quarry Rd.	6,038	3,461	NB: 32.7 SB: 31.9	30
3. Old County Rd., between Taylor Way and Northwood Dr.	5,312	3,028	NB: 36.0 SB: 38.6	30
4. Industrial Rd., between PAMF Driveway and Holly St.	10,738	4,992	NB: 34.7 SB: 34.3	35
5. Holly St., between Industrial Rd. and US-101 On Ramp	35,444	26,408	EB: 36.6 WB: 28.3	25

Caltrain Underpass

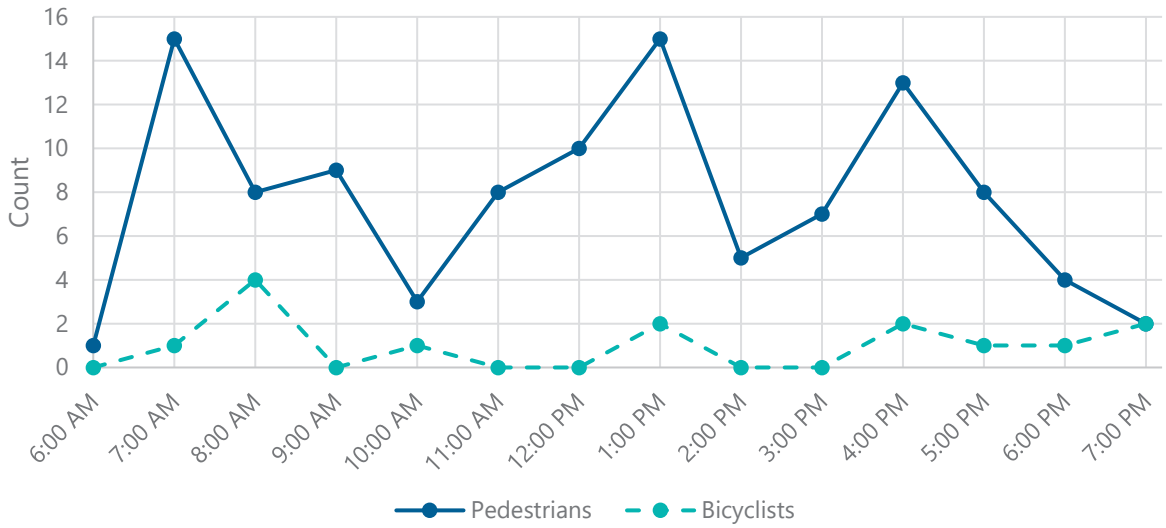
Pedestrian and bicycle activity was observed and studied at the Caltrain underpass at Old County Rd. and F St. Two-day activity counts were collected between 6 a.m. and 7 p.m. to capture peak activity and directionality of travel. The activity in the underpass for people walking and biking, averaged over the two-day period, is summarized in Figure 18. In total, 108 pedestrians and 14 bicyclists used the underpass during the two-day study period. Key findings include:

- The direction of travel was roughly split between people entering and leaving the study area.
- Generally, there were three peaks of combined pedestrian and bicycle activity during the study period:
  - During the AM peak, which occurred around 7:00 a.m. for pedestrians and around 8:00 a.m. for bicyclists.
  - During the mid-day peak, which occurred around 1:00 p.m. for both pedestrians and bicyclists.
  - During the early PM peak, which occurred around 4:00 p.m. for both pedestrians and bicyclists.

Figure 17 F Street Caltrain Underpass



Figure 18 Caltrain Underpass Activity, Two-day Average



Data Collection Findings

Key findings from the existing conditions data collection effort are summarized below:

- Peak-hour traffic within the core of the Specific Plan area is generally low, and vehicular delay is low with the lack of many signalized intersections.
- Key nodes just outside the Specific Plan area on Holly St. and Harbor Blvd. do experience vehicle congestion during the peak hours as they are important vehicle connections between other San Carlos neighborhoods and US-101.
- While Holly St. and Harbor Blvd. carry significant amounts of vehicle traffic at the edges of the study area, approximately only 37-43% of vehicle throughput in the peak hours is attributed to the Specific Plan area at the four intersections of Industrial Rd./Holly St., Industrial Rd./Harbor Blvd., Old County Rd./Holly St., and Old County Rd./Harbor Blvd.
- Trucks consist of 9-11% of the vehicles in the study area, however a large majority of the trucks in the area are smaller, box trucks. Only 0.3% of all vehicles are large, tractor trailer sized trucks. As a percentage of each corridor's total traffic, more trucks travel on Old County Rd. than on Industrial Rd.[14]
- A majority of the right-of-way on the only two roads accessing the Specific Plan area (Holly St. and Harbor Blvd.) are effectively built out with through travel lanes and turn pockets, with only marginal available space to incorporate additional turn pockets through minimizing lane widths.

[14] Industrial Rd. N of Holly St., Old County Rd. between Taylor Way and Northwood Dr. 3-day average Tuesday – Thursday counts. Trucks are defined as FHWA Class 5 (2-axle single unit box truck) or higher. Larger trucks are defined as FHWA Class 7 or higher (4-axle single unit or tractor trailer).

Traffic Analysis

Per Senate Bill 743's requirements to switch from level of service (LOS) to a vehicle miles traveled (VMT) based analysis to satisfy CEQA, this memorandum and subsequent traffic analysis is intended to serve as the traffic analysis required by the City of San Carlos to satisfy any **non-CEQA** related transportation performance policies as noted in the City's General Plan.

Additional analysis and strategies for the transportation network outside of the vehicle network and proposals under the Plan are found in the Specific Plan's **Mobility Action Plan** and **Parking and TDM Standards** documentation.

Methods of Analysis

Methods for this analysis are intended to evaluate existing congestion issues at area gateways, inform a better understanding of vehicle movements and travel patterns, and evaluate traffic conditions generated from buildout of the Plan both in the Existing and Cumulative horizon years.

Scenario Overview

In addition to an Existing baseline scenario, traffic conditions were analyzed for the following scenarios:

1. Existing (2023)
2. **Existing (2023) with Plan (Build)**
3. **Cumulative (2045) without Plan (No Build)**
4. **Cumulative (2045) with Plan (Build)**

'Build' based scenarios include projected Plan area trips detailed in the *Specific Plan Travel Demand* section below. 'Cumulative' year scenarios include traffic growth rates concurrent with an interpolated future year (2045) using the most current version of the Valley Transportation Authority's (VTA) regional travel demand model, as well as trips generated from nearby approved projects. Table 8 gives an overview of each scenario and data sources utilized to determine that specific scenario's traffic volumes.

Table 8 Traffic Analysis Scenarios

Scenario	Existing Traffic Volume Source	Background and Cumulative Traffic Growth Source(s)	NEASP Site Trips
Existing (2023)	Peak Hour Traffic Counts, March 2023	n/a	n/a
Existing (2023) with Plan (Build)		n/a	Full Buildout
Cumulative (2045) without Plan (No Build		▪ Nearby approved projects ▪ VTA Regional Travel Demand Model: Annualized growth rate 2023 - 2045	n/a
Cumulative (2045) with Plan (Build)			Full Buildout

Analysis Overview and Performance Measures

Transportation engineers commonly describe the operations of roadways, with respect to motor vehicle traffic delays, using the concept of "automobile level of service" (a.k.a. "level of service" or LOS). LOS is a qualitative description of motor vehicle traffic flow based on factors such as motor vehicle speeds, vehicle travel times, and levels of vehicle delay at intersections. Transportation engineers describe six levels of service ranging from LOS A (best operating conditions for motor vehicles) to LOS F (worst operating conditions for motor vehicles). Intersection LOS for motor vehicles are based on the average amount of delay experienced by drivers traveling through the intersection.

The study intersections were analyzed for LOS using Synchro traffic analysis software. Both signalized and unsignalized intersections were evaluated using methods set forth in the Transportation Research Board's Highway Capacity Manual (HCM). Signal timing plans were supplied by the City of San Carlos. If data was not available, but required for intersection operational analysis, reasonable assumptions were made. The most recently released HCM methodology is the 7th Edition, and was the preferred method of analysis. Not all intersection configurations and timing plans are capable of being analyzed under the 7th Edition methodology. In such cases, the most current methodology **that could output HCM results across all analysis scenarios** was selected for analysis. The 7th Edition, 6th Edition, HCM 2010, and HCM 2000 were tested for analysis. The methodologies used to assess signalized and unsignalized (stop-controlled) intersections are described below.

Intersections were classified using the performance standards identified in the City of San Carlos' General Plan, which instructs traffic engineers to strive to maintain intersection service levels above the midrange of level D (not to exceed a Volume-to-Capacity Ratio (V/C) of 0.85 or a total average delay time at intersections of 45 seconds whenever V/C Ratio is not available) as a performance

measure[15]. The City shall continue to evaluate service levels metrics as provided by the City's Transportation Study Guidelines. The City recognizes that certain development project(s) may cause these guidelines to be exceeded. The City may approve such development project(s) if specific economic, legal, social, technological, or other benefits outweigh the effects of exceeding the thresholds as set forth in the Transportation Study Guidelines.

Signalized Intersections

Peak-hour levels of vehicle delay at signalized intersections were estimated using methods provided in Transportation Research Board's *Highway Capacity Manual*. This operations analysis method uses various intersection characteristics (such as traffic volumes, lane geometry, and signal phasing) to estimate the average control delay experienced by motorists traveling through an intersection. Control delay incorporates delay associated with deceleration, acceleration, stopping, and moving up in the queue. Table 9 summarizes the relationship between average control delay per vehicle and LOS for signalized intersections.

Table 9 Signalized Intersection Level of Service Definitions (HCM Method)

Level of Service	Avg. Control Delay Per Vehicle (sec)	Description
A	≤10.0	Free Flow or Insignificant Delays: Operations with very low delay, when signal progression is extremely favorable and most vehicles arrive during the green light phase. Most vehicles do not stop at all.
B	>10.0 and ≤20.0	Stable Operation or Minimal Delays: Generally, occurs with good signal progression and/or short cycle lengths. More vehicles stop than with LOS A, causing higher levels of average delay. An occasional approach phase is fully utilized.
C	>20.0 and ≤35.0	Stable Operation or Acceptable Delays: Higher delays resulting from fair signal progression and/or longer cycle lengths. Drivers begin having to wait through more than one red light. Most drivers feel somewhat restricted.
D	>35.0 and ≤55.0	Approaching Unstable or Tolerable Delays: Influence of congestion becomes more noticeable. Longer delays result from unfavorable signal progression, long cycle lengths, or high volume to capacity ratios. Many vehicles stop. Drivers may have to wait through more than one red light. Queues may develop, but dissipate rapidly, w/o excessive delays.
E	>55.0 and ≤80.0	Unstable Operation or Significant Delays: Considered to be the limit of acceptable delay. High delays indicate poor signal progression, long cycle lengths and high volume to capacity ratios. Individual cycle failures are frequent occurrences. Vehicles may wait through several signal cycles. Long queues form upstream from intersection.
F	>80.0	Forced Flow or Excessive Delays: Occurs with oversaturation when flows exceed the intersection capacity. Represents jammed conditions. Many cycle failures. Queues may block upstream intersections.

Source: Transportation Research Board, Highway Capacity Manual.

[15] POLICY CSH-3.8, Circulation and Scenic Highways Element. City of San Carlos General Plan. 2009. Page 98.

Unsignalized Intersections

For unsignalized (all-way, two-way, and side-street stop controlled) intersections, Synchro software was used again. The software applies the Transportation Research Board's *Highway Capacity Manual (HCM)* methodology for unsignalized intersections to determine average control delay per vehicle (measured in seconds) for each stop-controlled movement.

The method incorporates delay associated with deceleration, acceleration, stopping, and moving up in the queue. For side street stop-controlled intersections, delay is represented as the average delay per vehicle for the "worst" approach, not the overall intersection. Table 10 summarizes the relationship between average control delay per vehicle and LOS for unsignalized intersections.

Table 10 Unsignalized Intersection Level of Service Definitions (HCM Method)

Level of Service	Average Control Delay Per Vehicle (Seconds)	Description
A	≤10.0	No delay for stop-controlled approaches.
B	10.0 and ≤15.0	Operations with minor delay.
C	>15.0 and ≤25.0	Operations with moderate delays.
D	>25.0 and ≤35.0	Operations with increasingly unacceptable delays.
E	>35.0 and ≤50.0	Operations with high delays, and long queues.
F	>50.0	Operations with extreme congestion, and with very high delays and long queues unacceptable to most drivers.

Source: Transportation Research Board, Highway Capacity Manual.

Roadway Segments

Roadway segment analysis utilized data based on the upper bound of capacity ranges from the City of San Carlos General Plan for each roadway's designated type, which are shown in Table 11. The maximum average daily traffic of data collected (average weekday or average weekend) was used as the baseline traffic volume, and LOS was determined based on City of San Carlos standards for volume/capacity ratio, matching the recommended methodology in the HCM shown in Table 12.

Table 11 Traffic Capacity, by Roadway Type

Type	Volume (ADT)	Lanes
Highway	20,000 per lane	4-10
Arterial	10,000-30,000	2-4
Major Collector	5,000-10,000	2
Collector	5,000	2

Source: City of San Carlos General Plan Circulation and Scenic Highways Element 2030, Table 5-1, (Adopted 2009).

Table 12 Level of Service, by Volume to Capacity Ratio

Level of Service		Volume to Capacity Ratio (V/C)
A	Free Flow	Less than or equal to 0.60
B	Stable Flow (Slight Delay)	0.60-0.70
C	Stable Flow (Acceptable Delay)	0.71-0.80
D	Approaching Unstable Flow (Tolerable Delay)	0.81-0.90
E	Unstable Flow (Congestion; Intolerable Delay)	0.91-1.00
F	Forced Flow (Jammed)	Greater than 1.00

Source: City of San Carlos General Plan Circulation and Scenic Highways Element 2030, Table 5-2, (Adopted 2009).

Scenario Analysis: Existing

Intersection Analysis

The weekday AM and PM peak-hour intersection levels of service and average delay under existing conditions are shown in Table 13. Delays, volume/capacity ratio, and level of service that exceed thresholds set by the City's General Plan are noted in **bold**. The table also includes each intersection's worst movement level of service, regardless of volume (unweighted). The Appendix contains the full intersection LOS conditions analysis output, by lane group, for all analysis scenarios.

Table 13 Existing Weekday AM and PM Peak Hour Vehicle Conditions

Intersection	Control	HCM Methodology[2]	Peak Hour	Average Intersection Delay (sec)	Average Intersection LOS	Average Intersection/ Worst Lane Group v/c Ratio[4]	Worst Movement LOS
1. Industrial Rd. / Harbor Blvd.	Signal	HCM 2000	AM	12.1	B	0.44	NBL: B
			PM	15.5	B	0.55	WBL: C
2. Old County Rd. / Harbor Blvd.	Signal	HCM 2000	AM	19.2	B	0.46	WBT: C
			PM	20.3	C	0.48	NBT: C
3. US-101 On/Off Ramp / Holly St.	Signal	HCM 2000	AM	9.2	A	0.52	SBR: C
			PM	5.8	A	0.50	SBR: C
4. Industrial Rd / Holly St.	Signal	HCM 2000	AM	36.9	D	0.55	SBL: E
			PM	36.5	D	0.66	NBL: E
5. Old County Rd. / Holly St.	Signal	HCM 2000	AM	43.1	D	0.72	SBL: F
			PM	**49.1**	D	0.79	SBT: F
6. Industrial Rd. / Quarry Rd.	Signal	HCM 7th	AM	10.7	B	0.60 (EB)	WB: C
			PM	13	B	0.75 (WB)	SBL: D
7. Industrial Rd. / Taylor Way	TWSC[1,3]	HCM 7th	AM	1.8	A	0.07 (WB)	EB: A
			PM	1.7	A	0.12 (EB)	EB: B
8. Industrial Rd. / PAMF Driveway[5]	Signal	HCM 2000	AM	14.0	B	0.22	NBL: E
			PM	17.6	B	0.32	SBL: E
9. Old County Rd. / Quarry Rd.	TWSC[1,3]	HCM 7th	AM	1.3	A	0.06 (WB)	WB: B
			PM	3.4	A	0.31 (WB)	WB: C
10. Old County Rd. / Taylor Way	TWSC[1,3]	HCM 7th	AM	2.2	A	0.15 (WB)	WB: B
			PM	2.5	A	0.23 (WB)	WB: B

Notes:
1. AWSC = All-Way STOP-Control Intersection; TWSC = Two-Way STOP-Control Intersection; SSSC = Side street STOP-Control Intersection; Signal = Signalized Intersection; Uncontrolled = No traffic control

2. Some intersections do not allow analysis using HCM 7th Edition methodology; HCM 7th, 6th, 2010, and 2000 tested; Most recent methodology utilized that report results across all analysis scenarios
3. TWSC LOS and v/c ratio based on Intersection Capacity Utilization (ICU) method; delay and worst movement LOS based on HCM 2000.
4. HCM 7th Edition does not report average intersection v/c ratios; v/c for worst lane group of listed approach is reported.
5. The signal timing plan was not provided. Signal timing was estimated based on characteristics of nearby signals.

Key findings include:

- All but one of the study intersections (Old County Rd./Holly St.) operate within acceptable levels of service set by the City's General Plan (midpoint of LOS D, or 45s of delay).
- Intersections operating at LOS D all have volume/capacity ratios or intersection capacity utilization under the threshold that the City of San Carlos has set (0.85 or 85%).

Roadway Segments Analysis

An analysis of roadway segments and their associated capacity was conducted using the upper bounds of each roadway's designated street type listed in the City of San Carlos General Plan. All roadway segments studied are designated as arterials in the General Plan. As an exception, the capacity of Old County Rd. was assumed to be half of the upper bound volume for arterials because: 1) it is only two lanes; 2) has mostly uncontrolled intersections within the study area; and 3) contains three-lane approaches at signals. The segment level analysis for roadways and their respective volume/capacity ratios and level of services are shown in Table 14.

Table 14 Existing Weekday Daily Traffic Segment Analysis

Location	Weekday ADT (vehicles)	Capacity (vehicles)	Volume/Capacity (v/c) Ratio	Level of Service (LOS)
1. Industrial Rd., between Harbor Blvd. and Quarry Rd.	6,491	30,000	0.22	A
2. Old County Rd., between Harbor Blvd. and Quarry Rd.	6,038	15,000	0.40	A
3. Old County Rd., between Taylor Way and Northwood Dr.	5,312	15,000	0.35	A
4. Industrial Rd., between PAMF Driveway and Holly St.	10,738	30,000	0.36	A
5. Holly St., between Industrial Rd. and US-101 On Ramp	35,444	30,000[1]	**1.18**	**F**

Notes:
1. Capacity shown is maximum for 4-lane arterial per City guidance; Holly St. is typically a 4-lane undivided roadway, however Holly St. in this segment contains eight lanes of travel including turn pockets.

Key findings include:

- All but one of the roadways within the study area are operating at LOS A when analyzed at a daily segment level. The exception is Holly St. between Industrial Rd. and US-101 On Ramp, which is overcapacity in the existing conditions.
  - It should be noted that this segment of Holly St. where data was collected is adjacent to the US-101 ramps and contains eight lanes of travel including turn pockets, whereas Holly St. typically is a four-lane, undivided roadway.

Specific Plan Travel Demand

The following section describes methods and calculations for motorized travel demand associated with land use changes proposed as part of the NEASP, proposed trip reductions due to transportation demand management (TDM), detailed trip generation, and trip assignment throughout the study area.

Future Land Uses

The Plan area's future land uses are broken into three major types: light industrial, mixed used residential, and institutional. The light industrial sub area includes both light industrial and industrial professional uses. The mixed-use residential sub area balances the NEASP's need for living wage jobs with housing options, identifying land to accommodate future population growth in San Carlos. The institutional sub area is preserved for critical services, including PG&E and the Palo Alto Medical Foundation (PAMF), ensuring essential utilities and healthcare access are sustained.

Based on the information provided regarding intended uses of future parcel developments, the following ITE equivalent land uses for proposed **new** uses was used for trip and parking generation:

Table 15 New NEASP Land Uses, by ITE classification

New NEASP Designated Land Use	Corresponding ITE Land Use
Light Industrial	110 General Light Industrial
Manufacturing	140 Manufacturing
Warehousing	150 Warehousing
Research and Development	760 Research and Development Center
General Office/General Commercial	710 General Office Building
Retail	821 Strip Retail Plaza
Utilities	170 Utility
Residential	221 Multifamily Mid-rise

Additional general notes on land uses are found below:

- For Retail, 'Strip Retail Plaza (<40ksf)' was used. Although there is 80ksf retail proposed over the entire Plan area, it is assumed to be split between several blocks and developments, therefore the <40k subtype is most appropriate.
- General Office/General Commercial may serve a wide range of community service uses; typically, in Plan area analyses, General Office is used as it is the broadest of the ITE land use types.
- Research and Development Center covers biotech uses and their accompanying office facilities.

Trip Reductions

In January 2022, C/CAG's TDM Policy Update Approach took effect, which sets Countywide standards for vehicle trip reduction targets. The City of San Carlos is currently developing Citywide TDM standards, however, they have not yet been approved. This analysis utilizes C/CAG TDM policy guidance for determining the appropriate TDM trip reductions to apply to the NEASP's travel demand model.

An assumed **25% vehicle trip reduction** for TDM is applied for all trips generated within the NEASP. This trip reduction level aligns with C/CAG's requirements for transit-oriented development (TOD) projects regardless of size or land use type. Since the Plan area is fully inside a transit priority area per C/CAG guidance, the 25% trip reduction was selected and applied.

Dedicated NEASP TDM standards are also proposed as part of the Specific Plan's Parking and TDM Standards documentation that align with C/CAG and apply standards to comply with future Citywide TDM standards throughout the horizon of the Specific Plan.

Figure 19 C/CAG Vehicle Trip Reduction Targets

Table 2. Vehicle Trip Reduction Targets

	Small Projects	Large Projects	TOD (Small & Large)
Non-Residential: Office, Industrial, and Institutional	35%	35%	25%
Non-Residential: Medical &Lodging	35%		
Non-Residential: Retail	35%		
Residential: Multi-Family	25%		

Source: Transportation Demand Management Policy Update Approach. City/County Association of Governments of San Mateo County. Updated September 1, 2021.

Trip Generation

Table 16 consists of the Plan area's projected vehicle trip generation at full buildout. Trip generation considers net new uses and removes existing uses projected for removal or change, as those trips would have been captured in existing traffic data collection. The trip generation also includes the default TDM reduction as described in the prior section.

Table 16 Trip Generation, Full NEASP Buildout

Land Use	ITE Code	Size	Units	AM Peak			PM Peak			Daily
				Total	In	Out	Total	In	Out	
Proposed										
R&D	760	2,964	ksf	3,053	2,503	550	2,905	465	2,440	32,841
Light Industrial	110	700	ksf	518	456	62	455	64	391	3,409
General Office	710	180	ksf	274	241	33	259	44	215	1,951
Retail	821	80	ksf	139	86	53	415	203	212	5,402
Residential (MF Mid-Rise)	226	1,890	units	699	161	538	737	450	287	8,581
Warehousing	150	40	ksf	7	5	2	7	2	5	68
Manufacturing	140	492	ksf	334	254	80	361	113	248	2,337
GROSS PLAN VEHICLE TRIPS				**5,024**	**3,706**	**1,318**	**5,139**	**1,341**	**3,798**	**54,589**
TDM REDUCTION (25%)				(1,257)	(927)	(330)	(1,285)	(335)	(950)	(13,647)
SUBTOTAL PROJECT TRIPS				**3,767**	**2,779**	**988**	**3,854**	**1,006**	**2,848**	**40,942**
Existing to be removed										
Light Industrial	110	303	ksf	(224)	(197)	(27)	(197)	(28)	(169)	(1,476)
General Office	710	45	ksf	(68)	(60)	(8)	(65)	(11)	(54)	(488)
Animal Hospital/ Veterinary Clinic	640	10	ksf	(36)	(24)	(12)	(35)	(14)	(21)	(215)
Warehousing	150	60	ksf	(10)	(8)	(2)	(11)	(3)	(8)	(103)
EXISTING TRIPS TO BE REMOVED				**(338)**	**(289)**	**(49)**	**(308)**	**(56)**	**(252)**	**(2,282)**
NET PLAN VEHICLE TRIPS				**3,429**	**2,490**	**939**	**3,546**	**950**	**2,596**	**38,660**

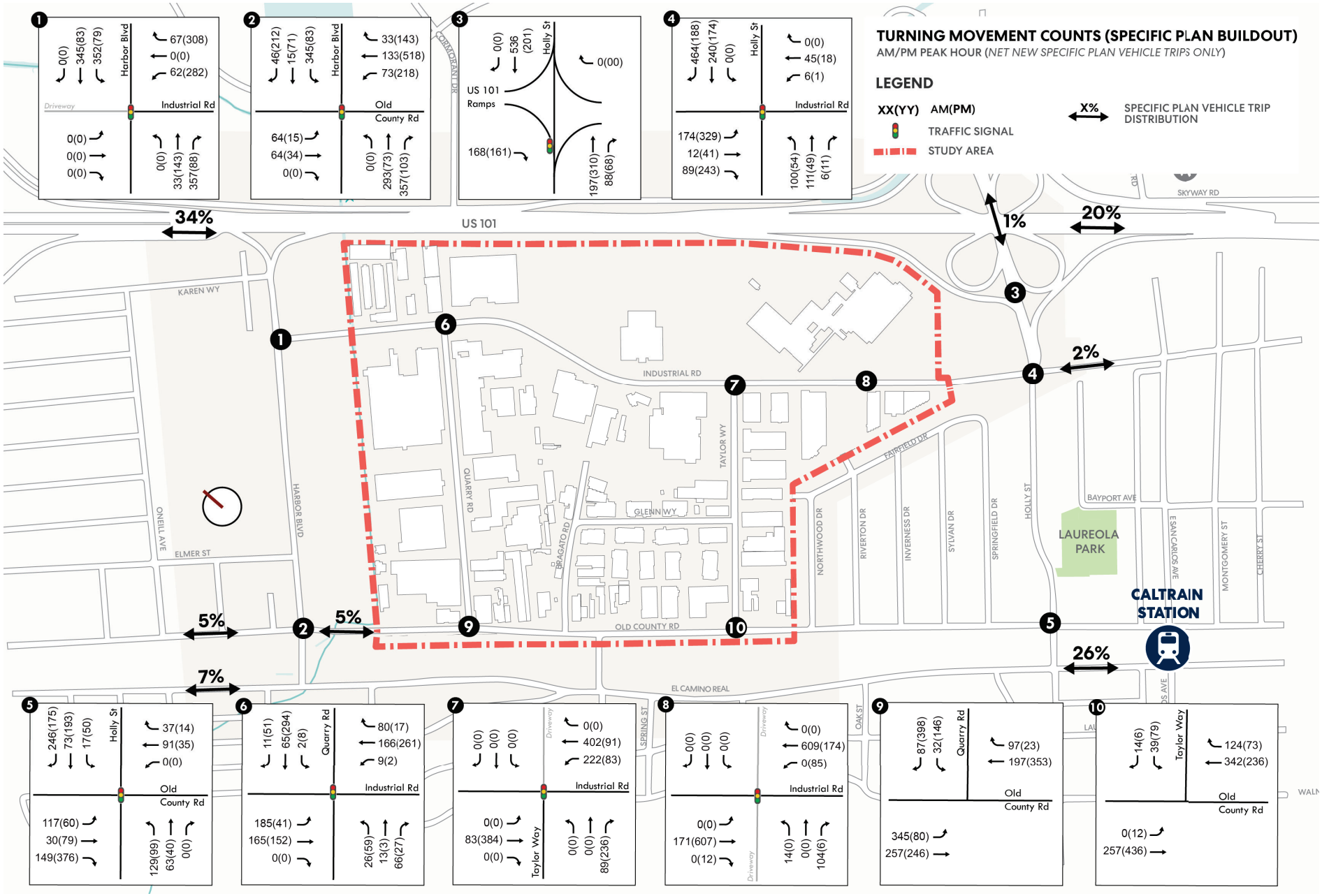
Notes:

- Individual parcels' uses are rounded to nearest KSF to generate square footages.
- Plan area total trip generation are rounded to the nearest trip for each land use.
- ITE trip generation utilized average rates, general urban context, and AM/PM peak hour of adjacent street traffic.

Plan Trip Assignment

Trip generation from the buildout of Plan was assigned to study intersections using a distribution based on existing IN/OUT data collection split at four gateway intersections. Trip distribution to and from the Plan area is based on the surrounding roadway network's existing travel patterns and considered freeway access points and recent transportation studies from the City of San Carlos within the Plan area for consistency. This Plan's trip assignment through turning movement counts and distribution is shown on Figure 20.

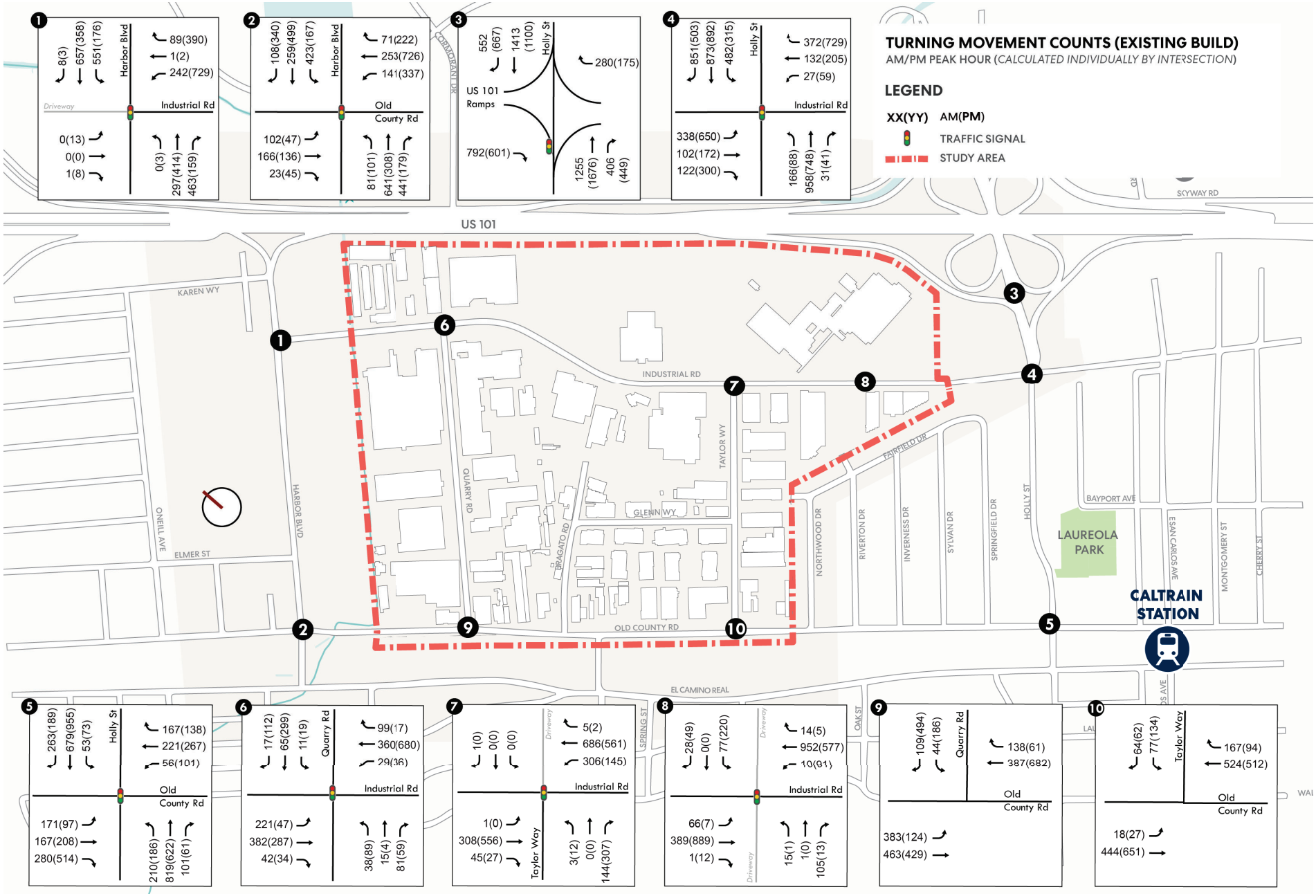
Figure 20 Plan Buildout Turning Movement Counts



Scenario Analysis: Existing with Plan (Build)

Figure 21 shows the **weekday AM and PM peak-hour automobile volumes,** which include existing turning movements plus the turning movements that the Plan is projected to generate.

Figure 21 Existing with Plan (Build) Turning Movement Counts



Intersection Analysis

Intersection LOS analysis was conducted for the Existing with Plan turning movement counts and transportation infrastructure proposed as part of the Plan buildout, which includes signalization of the Industrial Rd./Taylor Way intersection, as well as the reduction of general purpose lanes and the addition of a two-way left turn lane on Industrial Rd.

Intersections were calibrated by optimizing signalized intersection cycle lengths and phase splits, and modifications to turning pockets and phasing schemes were made to better accommodate Plan generated vehicle trips. As the Plan area is contained geographically with limited access points, but also near major regional roadway connections, balancing trips into and out of the Plan area was a key goal of this calibration effort.

All modifications proposed were evaluated and determined to meet right-of-way requirements and best practice design standards in concept. Additional study will be required at each location throughout the timeline of the Plan to determine when intersection modifications are warranted and their detailed design needs. Table 17 lists intersection configuration changes that were applied and modeled for the Existing with Plan (Build) scenario. A graphical representation of Intersection lane configurations for the Cumulative with Plan (Build) scenario that also include additional intersection changes outside of the NEASP can be found in Figure 25 of *Scenario Analysis: Cumulative with Plan (Build)*.

Table 17 NEASP Intersection Configuration Changes (All Build Scenarios)

Intersection	Intersection Changes Applied
1. Industrial Rd. / Harbor Blvd.	▪ Westbound approach becomes left, left/through, and through/right ▪ Eastbound and Westbound change to split phasing ▪ Northbound approach becomes left, left, and through/right ▪ Northbound lefts change to protected only phasing ▪ Industrial Road will have two southbound receiving lanes for at least ½ block and transition to a standard 3-lane section with two-way left turn lane where future parcel development guides appropriate location
2. Old County Rd. / Harbor Blvd.	▪ Southbound approach becomes left, through/right ▪ Northbound approach changes to protect/permitted phasing (southbound remains permitted) ▪ Westbound approach becomes left, left/through, through/right ▪ Eastbound/westbound split phasing to remain ▪ Old County Rd. will have two southbound receiving lanes and carry to Quarry Rd.
3. US-101 On/Off Ramp / Holly St.	▪ No NEASP changes ▪ Geometrics and phasing reflect the US-101/Holly Street Interchange Project with assumptions
4. Industrial Rd. / Holly St.	▪ Northbound and southbound become a single through lane with left turn pockets ▪ Other changes per US-101/Holly St. ▪ Northbound right turn changes reflect US-101/Holly St. project w new pedestrian crossings ▪ All dedicated right turn lanes run with overlap phases as applicable ▪ Eastbound approach becomes left, through, through, and through/right ▪ Eastbound left turns becomes protected phasing
5. Old County Rd. / Holly St.	▪ Westbound adds a short right turn pocket as ROW permits ▪ Northbound adds a right turn pocket ▪ All dedicated right turn lanes run with overlap phases as applicable
6. Industrial Rd. / Quarry Rd.	▪ Northbound and southbound become a single through lane with left turn pockets ▪ Signal remains two-phase, permitted lefts except southbound left protected in AM only (flashing yellow arrow otherwise) – *Note: this assumes the north leg of Quarry Rd. becomes a primary entrance to a new parcel development*
7. Industrial Rd. / Taylor Way	▪ New signalized intersection ▪ Northbound and southbound become a single through lane with left turn pockets ▪ Eastbound lane configuration remains as existing ▪ Two-phase, concurrent permitted phasing
8. Industrial Rd. / PAMF Driveway	▪ Westbound lane configuration remains as existing: requiring two southbound receiving lanes on Industrial transition to southbound approach configuration at Holly St. ▪ Eastbound and westbound split phasing ▪ Permitted lefts, except southbound left protected-permitted in AM only (flashing yellow arrow otherwise)
9. Old County Rd./ Quarry Rd.	▪ Remains unsignalized (should be monitored throughout Plan buildout for potential signalization) ▪ Southbound left turn pocket, carried from 2nd southbound receiving lane at Harbor Rd. intersection.
10. Old County Rd. / Taylor Way	▪ No changes

The weekday AM and PM peak-hour intersection levels of service and average delay under existing with Plan conditions are shown in Table 18. Delays, volume/capacity ratio, and level of service that exceed thresholds set by the City's General Plan are noted in **bold**. The table also includes each intersection's worst movement level of service, regardless of volume (unweighted). The Appendix contains the full intersection LOS conditions analysis output, by lane group, for all analysis scenarios.

Table 18 Existing with Plan Weekday AM and PM Peak Hour Vehicle Conditions

Intersection	Control	HCM Methodology[2]	Peak Hour	Average Intersection Delay (sec)	Average Intersection LOS	Average Intersection/ Worst Lane Group v/c Ratio[4]	Worst Movement LOS
1. Industrial Rd. / Harbor Blvd.	Signal	HCM 2000	AM	24.8	C	0.67	SBT: C
			PM	29	C	0.74	SB: D
2. Old County Rd. / Harbor Blvd.	Signal	HCM 2000	AM	**49.7**	D	**0.96**	SBT: E
			PM	**47.5**	D	**1.00**	WBT: E
3. US-101 On/Off Ramp / Holly St.	Signal	HCM 2000	AM	15.9	B	0.79	SBR: D
			PM	9.6	A	0.63	SBR: D
4. Industrial Rd. / Holly St.	Signal	HCM 2000	AM	32.9	C	**0.86**	EBL: E
			PM	37.2	D	0.85	NBT: E
5. Old County Rd. / Holly St.	Signal	HCM 2000	AM	**52.9**	D	0.84	SBL: F
			PM	**54.9**	D	**0.87**	SBL: F
6. Industrial Rd. / Quarry Rd.	Signal	HCM 7th	AM	11.7	B	0.75 (SBL)	SBL: D
			PM	17.3	B	0.81 (NBT)	SBL: C
7. Industrial Rd. / Taylor Way	Signal	HCM 7th	AM	9.6	A	0.76 (NBL)	EB: B
			PM	17.8	B	0.83 (SBT)	NBL: C
8. Industrial Rd. / PAMF Driveway[5]	Signal	HCM 2000	AM	21.8	C	0.81	WBL: E
			PM	17.9	B	0.82	WBL: E
9. Old County Rd. / Quarry Rd.	TWSC[1,3]	HCM 7th	AM	14.7	B	**1.23 (WBL)**	WB: F
			PM	**124.8**	F	**1.68 (WBL)**	WB: F
10. Old County Rd. / Taylor Way	TWSC[1,3]	HCM 7th	AM	4.3	A	0.60 (WB)	WB: E
			PM	28.3	D	**1.27 (WB)**	WB: F

Notes:
1. AWSC = All-Way STOP-Control Intersection; TWSC = Two-Way STOP-Control Intersection; SSSC = Side street STOP-Control Intersection; Signal = Signalized Intersection; Uncontrolled = No traffic control
2. Some intersections do not allow analysis using HCM 7th Edition methodology; HCM 7th, 6th, 2010, and 2000 tested; Most recent methodology utilized that report results across all analysis scenarios
3. TWSC LOS and v/c ratio based on Intersection Capacity Utilization (ICU) method; delay and worst movement LOS based on HCM 2000.
4. HCM 7th Edition does not report average intersection v/c ratios; v/c for worst lane group of listed approach is reported.
5. The signal timing plan was not provided. Signal timing was estimated based on characteristics of nearby signals.

Key findings include:

- Locations in the Existing with Plan scenario that continue to exceed General Plan thresholds from prior scenarios:
  - Old County Rd./Holly St.: PM Peak
- In addition, the following locations do not meet performance standards in the Existing with Plan scenario that met performance standards in the Existing scenario:
  - Old Country Rd./Harbor Blvd.: AM and PM Peaks (delay, v/c ratio)
  - Industrial Rd./Holly St.: AM Peak (v/c ratio)
  - Old County Rd./Quarry Rd.: AM and PM Peaks (delay, v/c ratio for worst lane group)
  - Old County Rd./Taylor Wy.: PM Peak (v/c ratio for worst lane group)

Roadway Segment Analysis

The segment level analysis for roadways and their respective volume/capacity ratios and level of services are shown in Table 19. Weekday ADT represents existing volumes plus the net new daily traffic volumes from Plan buildout. Changes to applicable roadway segment capacity from transportation infrastructure changes implemented with the Plan is noted in the table's footnotes.

Table 19 Existing with Plan (Build) Weekday Daily Traffic Segment Analysis

Location	Weekday ADT (vehicles)	Capacity (vehicles)	Volume/Capacity (v/c) Ratio	Level of Service (LOS)
1. Industrial Rd., between Harbor Blvd. and Quarry Rd.	12,643	20,000[1]	0.63	B
2. Old County Rd., between Harbor Blvd. and Quarry Rd.	16,610	20,000[2]	0.83	D
3. Old County Rd., between Taylor Way and Northwood Dr.	14,307	15,000	**0.95**	**E**
4. Industrial Rd., between PAMF Driveway and Holly St.	20,256	30,000	0.68	B
5. Holly St., between Industrial Rd. and US-101 On Ramp	45,057	30,000[3]	**1.50**	**F**

Notes:
1. Capacity of Industrial Road with Plan changes from 30,000 to 20,000 due to the arterial changing to a 3-lane roadway for its extents within this segment.
2. Capacity of Old County Rd. between Harbor Blvd. and Quarry Rd. with Plan changes from 15,000 to 20,000 due to the arterial changing to a 3-lane roadway within this segment.
3. Capacity shown is maximum for 4-lane arterial per City guidance; Holly St. is typically a 4-lane undivided roadway, however Holly St. in this segment contains eight lanes of travel including turn pockets

Key findings include:

- Locations in the Existing with Plan scenario that continue to exceed General Plan thresholds in the Existing scenario are:
  - Holly St., between Industrial Rd. and US-101 On Ramp (Note: Holly St. where data was collected is adjacent to the US-101 ramps and contains eight lanes of travel including turn pockets, whereas Holly St. typically is a four-lane, undivided roadway).
- In addition, the following locations do not meet performance standards in the Existing with Plan scenario that met performance standards in the Existing scenario:
  - Old County Rd., between Taylor Way and Norwood Dr. (v/c ratio, LOS)

Scenario Analysis: Cumulative without Plan (No Build)

As the NEASP is a Plan encompassing a large area over a horizon longer than typical projects with no predetermined phasing plan, no standalone Background scenario was analyzed. Since the magnitude of regional growth surrounding the study area and would exceed traffic generated individually from nearby approved background projects, Cumulative scenarios include approved nearby projects to serve as 'Background,' as well as traffic growth rates calculated from the VTA's regional travel demand model to generate a future 2045 Cumulative scenario.

Approved Nearby Projects

The following **Background Projects** (nearby approved but not yet built) trip assignments were aggregated throughout the study network based on their individual project transportation studies. If those studies did not assign trips to NEASP study intersections, assumptions were made based on prevailing traffic patterns as appropriate.

Projects were selected based on discussions with City staff and include all approved projects within the Plan area and select projects on key streets adjacent to the study area. Projects approved but not selected for detailed inclusion into the traffic model are assumed to be marginal and would be captured effectively in regional growth factor calculations, which are more conservative in applying trips throughout the study area on major roadways.

Table 20 Approved Nearby Projects

Project	Location	Approval Year
642 Quarry Rd.	Inside NEASP Area	2022
405 Industrial Rd.	Outside NEASP Area, north of Holly St.	2022
301 Industrial Rd., "Palo Alto Medical Center"	Inside NEASP Area	2006 (project is partially built; only unbuilt phases' trips included)
501 Industrial Rd.	Outside NEASP Area, south of Holly St.	2022
841 Old County Rd., "Sobrato"	Outside NEASP Area, south of Holly St.	2022
Alexandria Center for Life Science Project	Outside NEASP Area, south of Holly St.	2024 (under review)

Regional Growth Factors

The C/CAG-VTA Regional Travel Demand Model was utilized to estimate traffic conditions in the cumulative horizon year (2045) to include projects in planning, not approved, or further outside of the Plan area's traffic study area. Cumulative traffic growth for the Plan's buildout year of 2045 was estimated based on projected region-wide growth due to land use and transportation network changes.

Varying growth rates were applied to major and minor streets to achieve a more accurate growth rate at the intersection level. Growth projections used interpolated forecasting from the regional model's baseline year 2019 to the target buildout year (2045). The growth rates were then calibrated to the NEASP's baseline data collection year of 2023 and buildout year of 2045 over 22 years. Growth rates were only applied to existing turning movement counts.

Growth within the regional model's traffic analysis zones (TAZs) of the Plan area were removed to better obtain an isolated net amount of traffic growth independent of any buildout within the Plan area. Growth inside of the Plan area would be applied on its own (see *Specific Plan Travel Demand*), superseding any regional model growth inside the Plan area.

Table 21 details annualized growth factors by roadway segment used in the Cumulative scenario analyses.

Table 21 Cumulative Scenarios Traffic Growth Rates

Segments in Study Area	Per Year Traffic Growth	Overall Traffic Growth (2023 to 2045)
Harbor Blvd., Industrial Rd., Old County Rd.	0.28%	6.2%
Holly St., including US-101 Ramp	1.07%	23.6%
All other streets	No regional growth applied. Growth from background projects and NEASP new uses applied independently.	

Source: Calculated from VTA Travel Demand Model (2019 Baseline and 2050 Build)

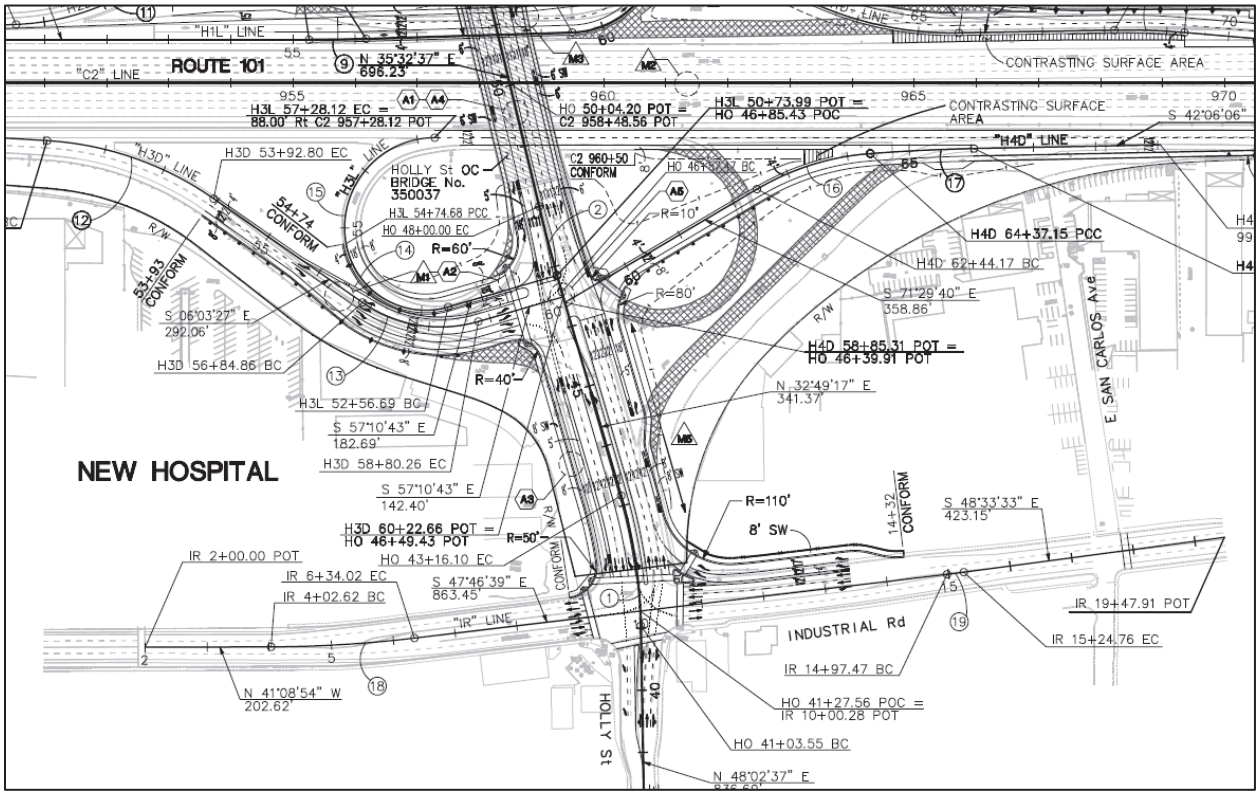
Transportation Network Changes in Cumulative Conditions

A review of transportation projects within the Plan area and surrounding study intersections was conducted to accurately evaluate cumulative conditions in 2045. There were no approved or under way projects in the Plan area independent of proposed transportation network changes as part of the NEASP.

In August 2015, a City-sponsored effort to make modifications to the Holly St. and US-101 interchange was studied and designed[16]. The US-101/Holly Street Interchange Project was created to accommodate traffic growth in the San Carlos area between 2015 and 2035. The project proposes changing the existing interchange from a four-quadrant cloverleaf to a partial cloverleaf configuration with a separate pedestrian overcrossing. It also improves bicycle and pedestrian circulation through the interchange. The lane configuration changes proposed as part of this project were incorporated into the Cumulative without and Cumulative with Plan scenarios.

[16] US-101/Holly Street Interchange Project Final Traffic Operations Report. Fehr & Peers. 2015.

Figure 22 US-101/Holly St. Interchange Reconstruction Geometric Drawing[17]

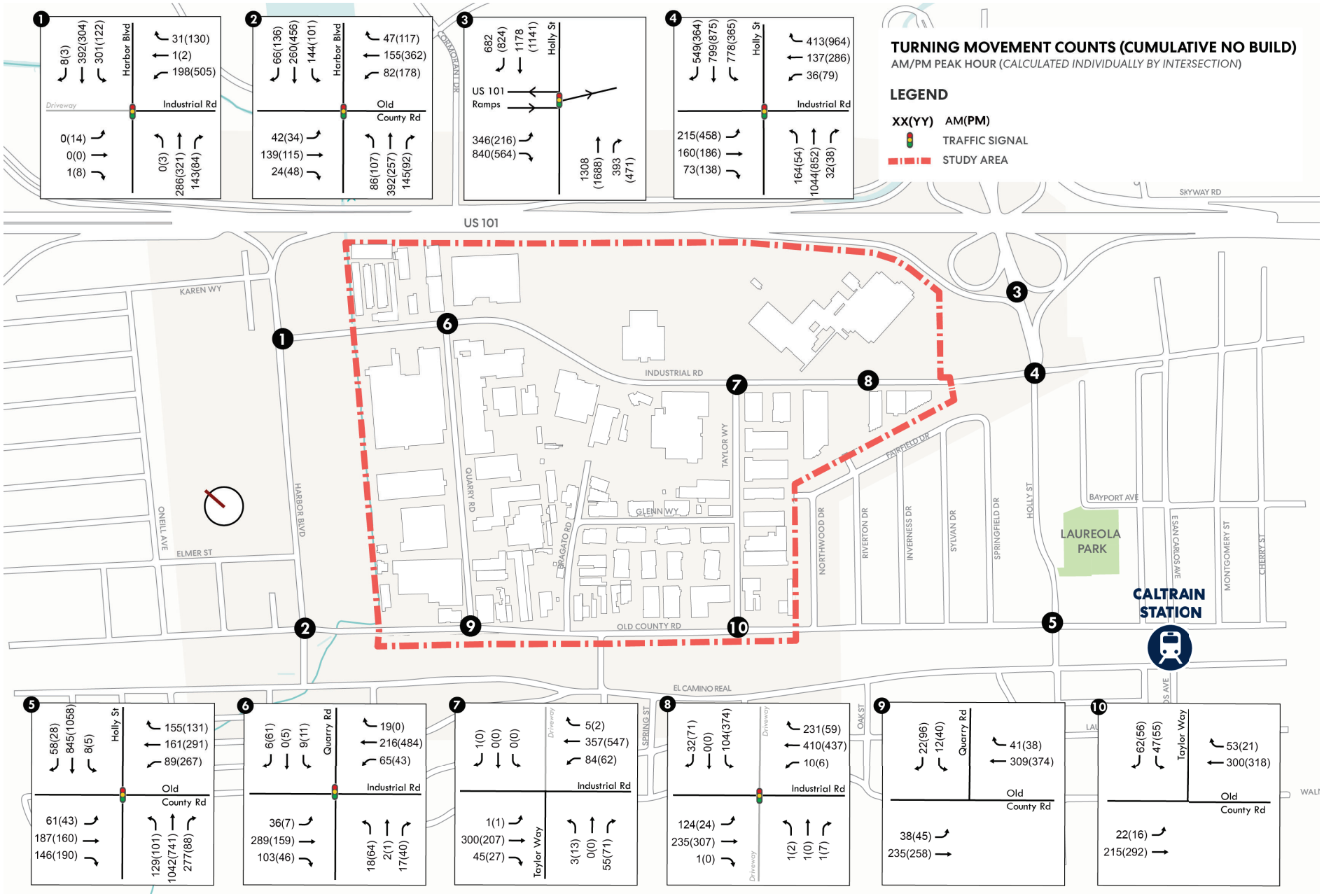


Intersection Turning Movement Counts

Figure 23 shows the **weekday AM and PM peak-hour automobile volumes,** which include existing turning movements with future year factors applied by corridor, plus turning movements from nearby approved projects.

[17] Route 101/Holly St. Interchange Reconstruction Geometric Drawing Layout. Rajappan & Meyer. 2015.

Figure 23 Cumulative without Plan (No Build) Turning Movement Counts



Intersection Analysis

The weekday AM and PM peak-hour intersection levels of service and average delay under the cumulative conditions are shown in Table 22. Delays, volume/capacity ratio, and level of service that exceed thresholds set by the City's General Plan are noted in **bold**. The table also includes each intersection's worst movement level of service, regardless of volume (unweighted). The Appendix contains the full intersection LOS conditions analysis output, by lane group, for all analysis scenarios.

Table 22 Cumulative without Plan Weekday AM and PM Peak Hour Vehicle Conditions

Intersection	Control	HCM Methodology[2]	Peak Hour	Average Intersection Delay (sec)	Average Intersection LOS	Average Intersection/ Worst Lane Group v/c Ratio[4]	Worst Movement LOS
1. Industrial Rd. / Harbor Blvd.	Signal	HCM 2000	AM	14.3	B	0.53	NBL: B
			PM	18.5	B	0.64	WBL: C
2. Old County Rd. / Harbor Blvd.	Signal	HCM 2000	AM	20.5	C	0.55	WBL: C
			PM	22.3	C	0.63	WBT: C
3. US-101 On/Off Ramp / Holly St.	Signal	HCM 2000	AM	19.4	B	0.77	SBR: C
			PM	10.9	B	0.63	SBR: D
4. Industrial Rd. / Holly St.	Signal	HCM 2000	AM	43.9	D	0.69	NBL: F
			PM	43.7	D	0.81	SBL: E
5. Old County Rd. / Holly St.	Signal	HCM 2000	AM	**74.9**	**E**	**1.01**	SBT: F
			PM	**76.7**	**E**	**0.99**	SBT: F
6. Industrial Rd. / Quarry Rd.	Signal	HCM 7th	AM	11.5	B	0.65 (NBL)	WB: C
			PM	13.9	B	0.74 (WB)	SBL: D
7. Industrial Rd. / Taylor Way	TWSC[1,3]	HCM 7th	AM	1.5	A	0.08 (EB)	EB: B
			PM	1.5	A	0.13 (EB)	EB: B
8. Industrial Rd. / PAMF Driveway[5]	Signal	HCM 2000	AM	16	B	0.38	NBL: E
			PM	25.1	C	0.45	WBL: E
9. Old County Rd. / Quarry Rd.	TWSC[1,3]	HCM 7th	AM	1.1	A	0.08 (WB)	WB: B
			PM	3.2	B	0.36 (WB)	WB: C
10. Old County Rd. / Taylor Way	TWSC[1,3]	HCM 7th	AM	2.4	A	0.23 (WB)	WB: B
			PM	2.4	A	0.27 (WB)	WB: C

Notes:
1. AWSC = All-Way STOP-Control Intersection; TWSC = Two-Way STOP-Control Intersection; SSSC = Side street STOP-Control Intersection; Signal = Signalized Intersection; Uncontrolled = No traffic control
2. Some intersections do not allow analysis using HCM 7th Edition methodology; HCM 7th, 6th, 2010, and 2000 tested; Most recent methodology utilized that report results across all analysis scenarios
3. TWSC LOS and v/c ratio based on Intersection Capacity Utilization (ICU) method; delay and worst movement LOS based on HCM 2000.
4. HCM 7th Edition does not report average intersection v/c ratios; v/c for worst lane group of listed approach is reported.
5. The signal timing plan was not provided. Signal timing was estimated based on characteristics of nearby signals.

Key findings include:

- Locations in the Cumulative scenario that continue to exceed General Plan thresholds in the Existing scenario:
  - Old County Rd./Holly St.: PM Peak
- In addition, the following locations do not meet performance standards in the Existing with Plan scenario that met performance standards in the Existing scenario:
  - Old County Rd./Holly St.: AM Peak (delay, v/c ratio)

Roadway Segment Analysis

The segment level analysis for roadways and their respective volume/capacity ratios and level of services are shown in Table 23. Weekday ADT for the Cumulative conditions is calculated using regional growth factors obtained from the C/CAG-VTA Regional Travel Demand Model.

Table 23 Cumulative without Plan (No Build) Weekday Daily Traffic Segment Analysis

Location	Weekday ADT (vehicles)	Capacity (vehicles)	Volume/Capacity (v/c) Ratio	Level of Service (LOS)
1. Industrial Rd., between Harbor Blvd. and Quarry Rd.	6,893	30,000	0.23	A
2. Old County Rd., between Harbor Blvd. and Quarry Rd.	6,412	15,000	0.43	A
3. Old County Rd., between Taylor Way and Northwood Dr.	5,641	15,000	0.38	A
4. Industrial Rd., between PAMF Driveway and Holly St.	11,404	30,000	0.38	A
5. Holly St., between Industrial Rd. and US-101 On Ramp	43,809	30,000[1]	**1.46**	**F**

Notes:
1. Capacity is maximum for 4-lane arterial per City guidance; Holly St. is typically a 4-lane undivided roadway, however Holly St. in this segment contains eight lanes of travel including turn pockets.

Key findings include:

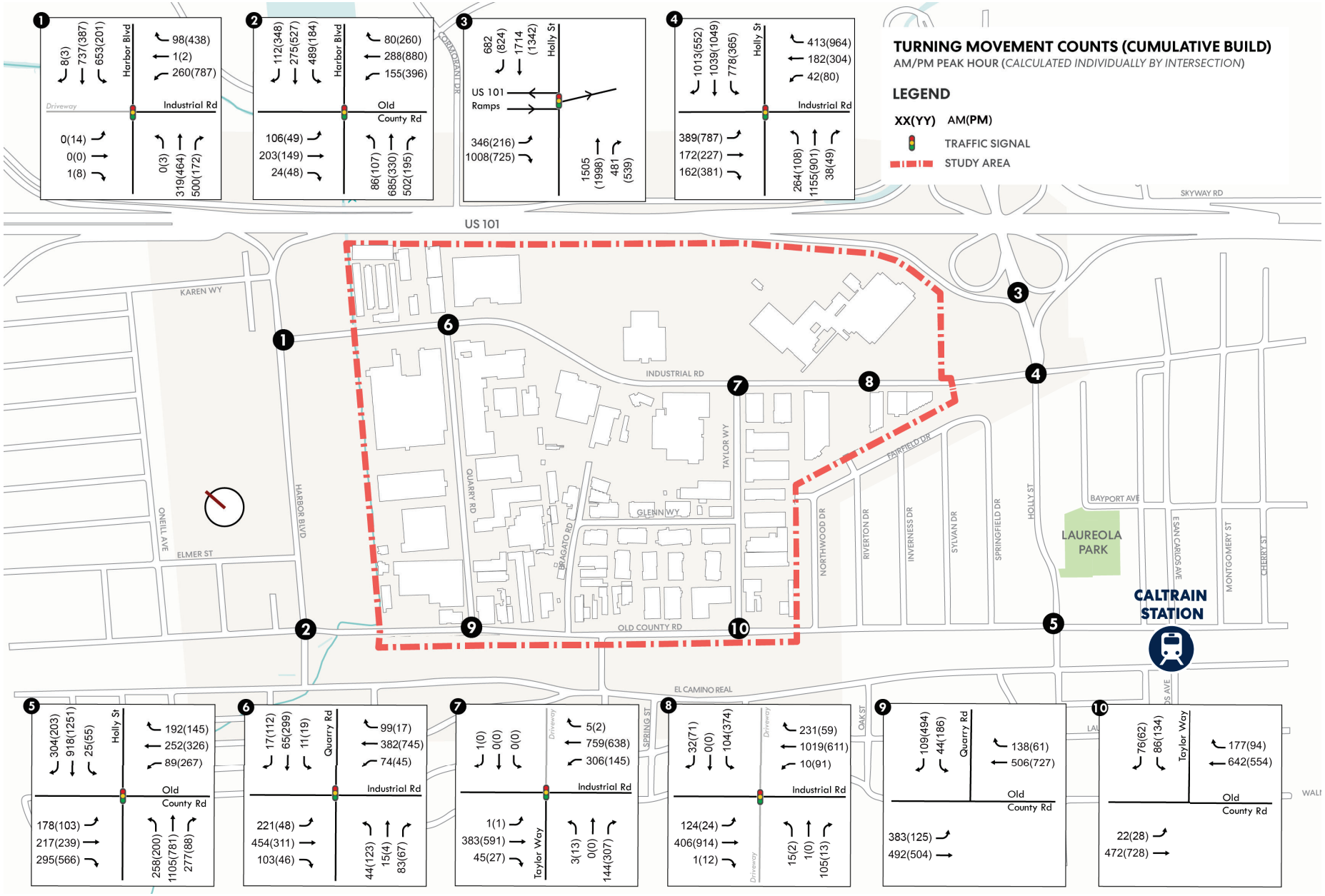
- All but one of the roadways within the study area are operating at level of service A when analyzed at a daily segment level. The exception is Holly St. between Industrial Rd. and US-101 On Ramp, which is overcapacity in the existing conditions (Note: Holly St. where data was collected is adjacent to the US-101 ramps and contains eight lanes of travel including turn pockets, whereas Holly St. typically is a four-lane, undivided roadway).

Scenario Analysis: Cumulative with Plan (Build)

Intersection Turning Movement Counts

Figure 24 shows the **weekday AM and PM peak-hour automobile volumes,** which include existing turning movements, future year factors applied by corridor, turning movements from nearby approved projects, and turning movements that the Plan is projected to generate.

Figure 24 Cumulative with Plan (Build) Turning Movement Counts



Intersection Analysis

Intersection level of service analysis was conducted for the Cumulative with Plan turning movement counts and transportation infrastructure proposed as part of the Plan buildout, which includes signalization of the Industrial Rd./Taylor Way intersection, as well as the reduction of general purpose lanes and the addition of a two-way left turn lane on Industrial Rd.

In addition, intersections were calibrated by optimizing signalized intersection cycle lengths and phase splits, and modifications to turning pockets and phasing schemes were made to better accommodate Plan generated vehicle trips. All modifications proposed were evaluated and determined to meet right-of-way requirements and best practice design standards in concept. Additional study will be required at each location throughout the timeline of the Plan to determine when intersection modifications are warranted and their detailed design needs.

Figure 25 shows intersection lane configurations at the approaches that align with changes proposed with the NEASP. See *Plan Description* for more details on NEASP proposed transportation infrastructure, and Table 17 in *Scenario Analysis: Existing with Plan (Build)* for more details on proposed intersection configuration changes.

The weekday AM and PM peak-hour intersection levels of service and average delay under cumulative with Plan conditions are shown in Table 24. Delays, volume/capacity ratio, and level of service that exceed thresholds set by the City's General Plan are noted in **bold**. The table also includes each intersection's worst movement level of service, regardless of volume (unweighted). The Appendix contains the full intersection LOS conditions analysis output, by lane group, for all analysis scenarios.

Figure 25 Cumulative with Plan (Build) Lane Configurations

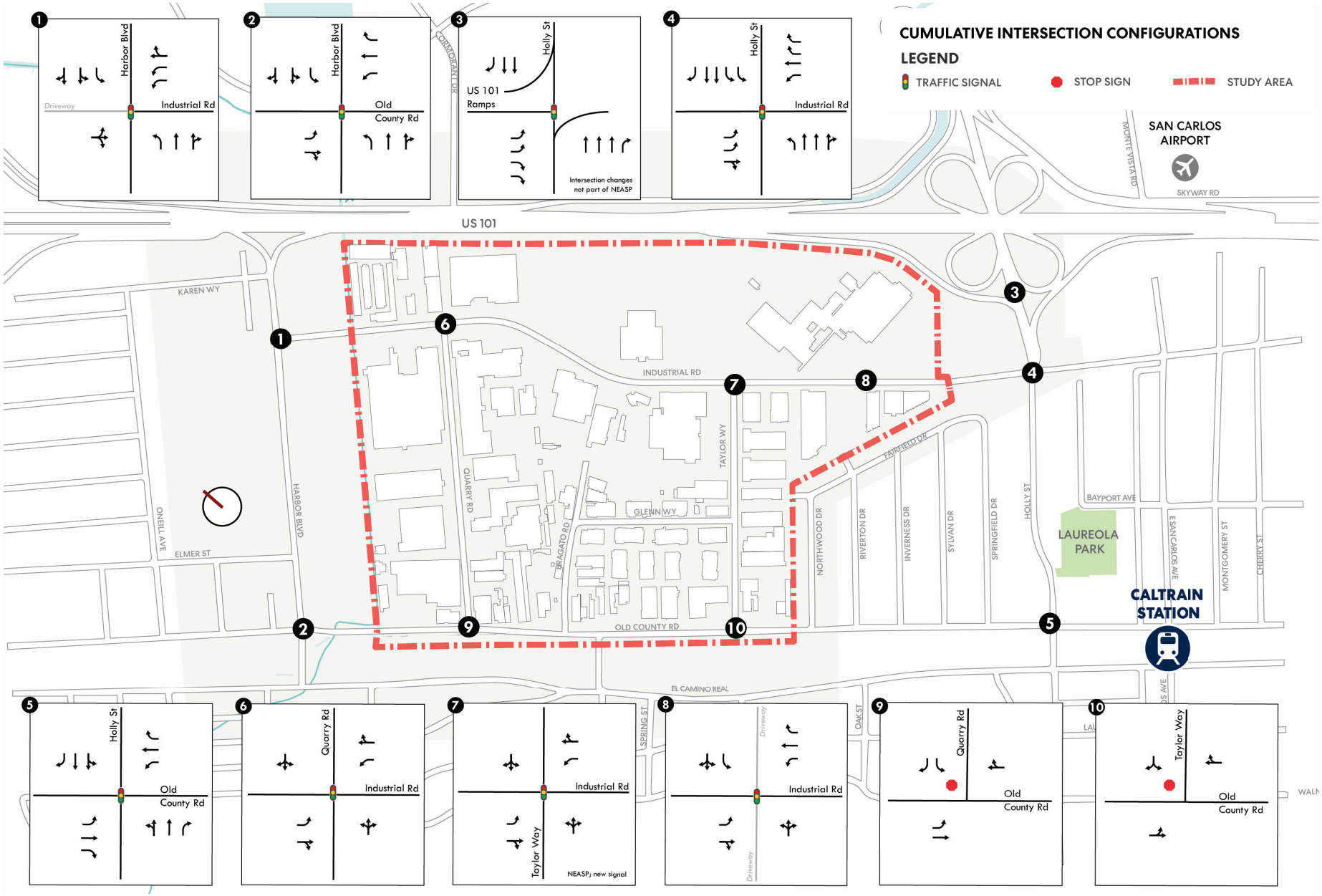


Table 24 Cumulative with Plan Weekday AM and PM Peak Hour Vehicle Conditions

Intersection	Control	HCM Methodology[2]	Peak Hour	Average Intersection Delay (sec)	Average Intersection LOS	Average Intersection /Worst Lane Group v/c Ratio[4]	Worst Movement LOS
1. Industrial Rd. / Harbor Blvd.	Signal	HCM 2000	AM	27.9	C	0.76	NBL: D
			PM	32.1	C	0.79	SB: D
2. Old County Rd. / Harbor Blvd.	Signal	HCM 2000	AM	**76**	**E**	**1.01**	SBL: F
			PM	**76.8**	**E**	**1.09**	SBL: F
3. US-101 On/Off Ramp / Holly St.	Signal	HCM 2000	AM	**46**	D	**0.98**	EBR: F
			PM	17.6	B	0.76	SBR: D
4. Industrial Rd. / Holly St.	Signal	HCM 2000	AM	**67.8**	**E**	**1.04**	WBR: F
			PM	**49**	D	**1.02**	NBT: F
5. Old County Rd. / Holly St.	Signal	HCM 2000	AM	**80.3**	**F**	**1.05**	SBL: F
			PM	**97.6**	**F**	**1.09**	SBL: F
6. Industrial Rd. / Quarry Rd.	Signal	HCM 7th	AM	12.0	B	0.77 (SBL)	EB: C
			PM	23.6	C	**0.87 (NBT)**	EB: D
7. Industrial Rd. / Taylor Way	Signal	HCM 7th	AM	12.4	B	0.82 (NBL)	EB: C
			PM	19.7	B	**0.86 (SBT)**	EB: C
8. Industrial Rd. / PAMF Driveway[5]	Signal	HCM 2000	AM	27.2	C	**0.88**	WBL: F
			PM	30.2	C	**0.86**	WBL: F
9. Old County Rd. / Quarry Rd.	TWSC[1,3]	HCM 7th	AM	21.4	D	**1.75 (WBL)**	WB: F
			PM	**188.3**	**F**	**3.15 (WBL)**	WB: F
10. Old County Rd. / Taylor Way	TWSC[1,3]	HCM 7th	AM	9.1	A	**0.87 (WB)**	WB: F
			PM	40.7	D	**1.54 (WB)**	WB: F

Notes:
1. AWSC = All-Way STOP-Control Intersection; TWSC = Two-Way STOP-Control Intersection; SSSC = Side street STOP-Control Intersection; Signal = Signalized Intersection; Uncontrolled = No traffic control
2. Some intersections do not allow analysis using HCM 7th Edition methodology; HCM 7th, 6th, 2010, and 2000 tested; Most recent methodology utilized that report results across all analysis scenarios
3. TWSC LOS and v/c ratio based on Intersection Capacity Utilization (ICU) method; delay and worst movement LOS based on HCM 2000.
4. HCM 7th Edition does not report average intersection v/c ratios; v/c for worst lane group of listed approach is reported.
5. The signal timing plan was not provided. Signal timing was estimated based on characteristics of nearby signals.

Key findings include:

- Locations in the Cumulative with Plan scenario that continue to exceed General Plan thresholds from the Cumulative without Plan scenario:
  - Old County Rd./Holly St.: AM and PM Peak
- In addition, the following locations do not meet performance standards in the Cumulative with Plan scenario that met performance standards in the Cumulative without Plan scenario:

- Old Country Rd./Harbor Blvd.: AM and PM Peaks (delay, v/c ratio)
- US-101 Ramps/Holly St.: AM Peak (delay, v/c ratio)
- Industrial Rd./Holly St.: AM Peak (delay, v/c ratio) and PM Peak (delay, v/c ratio)
- Industrial Rd./Quarry Rd.: PM Peak (v/c ratio for worst lane group)
- Industrial Rd./Taylor Way: PM Peak (v/c ratio for worst lane group)
- Industrial Rd./PAMF Driveway: AM and PM peaks (v/c ratio)
- Old County Rd./Quarry Rd.: PM Peak (delay, v/c ratio for worst lane group)
- Old County Rd./Taylor Way: AM and PM peaks (v/c ratio for worst lane group)

Roadway Segment Analysis

The segment level analysis for roadways and their respective volume/capacity ratios and level of services are shown in Table 25. Weekday ADT for the Cumulative conditions is calculated using regional growth factors obtained from the C/CAG-VTA Regional Travel Demand Model, plus the new daily traffic volumes from Plan buildout.

Table 25 Cumulative with Plan (Build) Weekday Daily Traffic Segment Analysis

Location	Weekday ADT (vehicles)	Capacity (vehicles)	Volume/Capacity (v/c) Ratio	Level of Service (LOS)
1. Industrial Rd., between Harbor Blvd. and Quarry Rd.	13,045	20,000[1]	0.65	B
2. Old County Rd., between Harbor Blvd. and Quarry Rd.	16,984	20,000[2]	0.85	D
3. Old County Rd., between Taylor Way and Northwood Dr.	14,636	15,000	**0.98**	**E**
4. Industrial Rd., between PAMF Driveway and Holly St.	20,922	30,000	0.70	C
5. Holly St., between Industrial Rd. and US-101 On Ramp	53,422	30,000[3]	**1.78**	**F**

Notes:
1. Capacity of Industrial Road with Plan changes from 30,000 to 20,000 due to the arterial changing to a 3-lane roadway for its extents within this segment.
2. Capacity of Old County Rd. between Harbor Blvd. and Quarry Rd. with Plan changes from 15,000 to 20,000 due to the arterial changing to a 3-lane roadway within this segment.
3. Capacity shown is maximum for 4-lane arterial per City guidance; Holly St. is typically a 4-lane undivided roadway, however Holly St. in this segment contains eight lanes of travel including turn pockets

Key findings include:

- Locations in the Existing with Plan scenario that continue to exceed General Plan thresholds:
  - Holly St., between Industrial Rd. and US-101 On Ramp (Note: Holly St. where data was collected is adjacent to the US-101 ramps and contains eight lanes of travel including turn pockets, whereas Holly St. typically is a four-lane, undivided roadway).
- In addition, the following locations do not meet performance standards in the Cumulative with Plan scenario that met performance standards in the Existing scenario:
- Old County Rd., between Taylor Way and Norwood Dr. (v/c ratio, LOS)

APPENDIX

TRAFFIC ANALYSIS ASSUMPTIONS

San Carlos NEASP | June 2024 *(Revised December 2024)*

The following approach document details methods and assumptions the Nelson\Nygaard team will go by to conduct transportation study, including traffic modeling, for the San Carlos Northeast Area Specific Plan.

Future Land Uses

Analysis for the NEASP buildout will utilize land use/development yield data information provided by Perkins & Will and approved by the City of San Carlos and Placeworks team (Source file "240612_NEASP_DevelopmentYield_FINAL.xlsx").

Existing land uses programmed for changes will utilize ITE land use codes designated and assumed in the aforementioned spreadsheet.

The following ITE equivalent land uses for proposed **new** uses will be used for trip and parking generation (more detailed descriptions at the end of this document):

NEASP Designated Land Use	ITE Land Use
Light Industrial	110 General Light Industrial
Manufacturing	140 Manufacturing
Warehousing	150 Warehousing
Research and Development	760 Research and Development Center
General Office/General Commercial	710 General Office Building
Retail	821 Strip Retail Plaza
Utilities	170 Utility
Residential	221 Multifamily Mid-rise

General notes on land uses:

- ITE trip generation will utilize average rates, general urban context, and AM/PM peak hour of adjacent street traffic
- For Retail, Strip Retail Plaza (<40ksf) will be used. Although there is 80ksf retail proposed over entire Plan Area, it is assumed to be split between several blocks and developments, therefore the <40k subtype is most appropriate.
- General Office/General Commercial may serve a wide range of community service uses; typically in Plan Area analyses, General Office is used as it is most broad of the ITE land use types

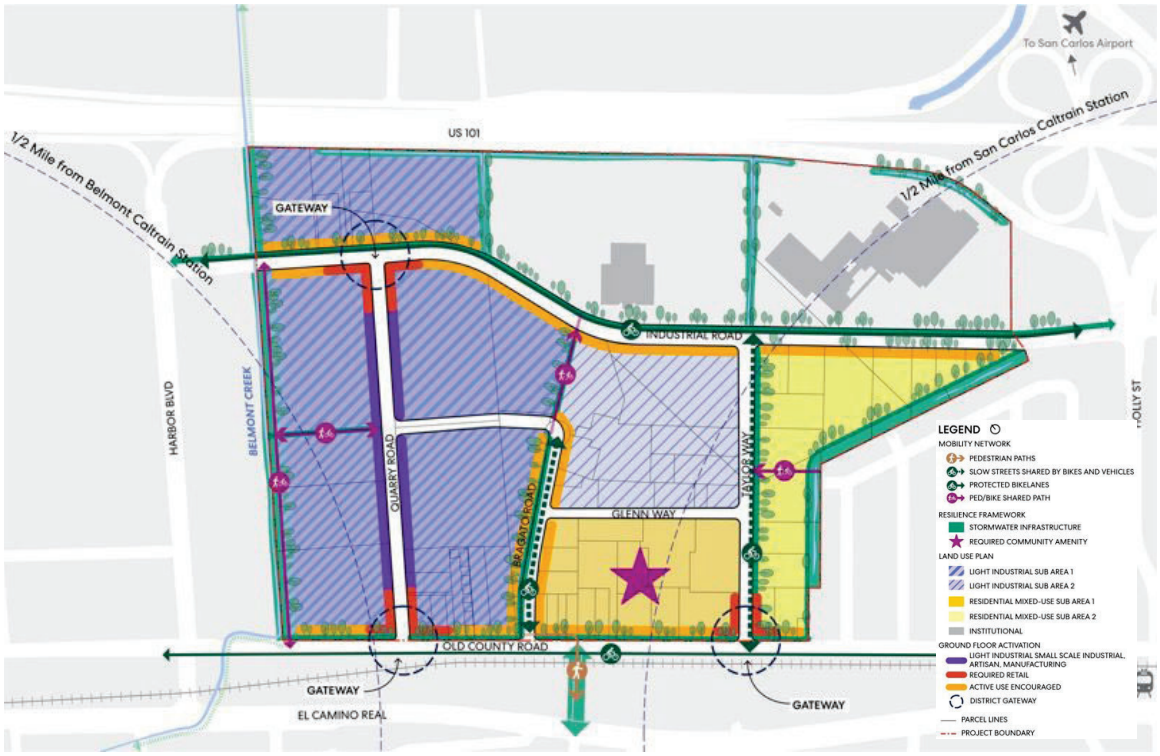
- Research and Development Center covers biotech uses and their accompanying office facilities.

Trip Reductions

- Will assume **25%** across all uses to match CCAG's requirements for TOD projects

Transportation Network

Will utilize the **map** shown below as the assumed full build transportation network.



The 10 study intersections and 5 segments from the Baseline Traffic Conditions Memo will be modeled throughout all scenarios, shown below:

Intersections

1. Industrial Rd / Harbor Blvd
2. Old County Rd / Harbor Blvd
3. US-101 On/Off Ramp / Holly St
4. Industrial Rd / Holly St
5. Old County Rd / Holly St

6. Industrial Rd / Quarry Rd
7. Industrial Rd / Taylor Way
8. Industrial Rd / PAMF Driveway
9. Old County Rd / Quarry Rd
10. Old County Rd / Taylor Way

Segments

1. Industrial Rd between Harbor Blvd and Quarry Rd
2. Old County Rd between Harbor Blvd and Quarry Rd
3. Old County Rd between Taylor Way and Northwood Dr
4. Industrial Rd, between PAMF Driveway and Holly St
5. Holly St between Industrial Rd and On Ramp

Future 2045 No Build (Cumulative) Scenario Approach

- As the NEASP is a study encompassing a plan area over a long horizon, no standalone Background Scenario will be analyzed, as the magnitude of regional growth surrounding the study area and would far exceed nearby approved background projects. The Cumulative Scenario will include individual background projects as well as traffic growth rates calculated from the VTA's regional travel demand model.
- The following **Background Projects** (nearby approved but not yet built) trip assignments will be aggregated throughout the study network based on their individual project transportation studies. If those studies did not assign trips to NEASP study intersections, assumptions were made based on prevailing traffic patterns
  - 642 Quarry
  - 405 Industrial (just south of plan boundaries, north of Holly Street)
  - Palo Alto Medical Center, 301 Industrial (only the unbuilt hospital's trip assignments will be included)
  - 501 Industrial (south of Holly Street)
  - Sobrato
  - Alexandria Life Sciences

- **Regional Growth Rates**
  - To estimate 2045 buildout year traffic on roadways that serve mobility needs outside of the NEASP, growth rates will be calculated using the latest VTA travel demand model
  - Traffic growth surrounding the Plan Area will be examined based on the 2019 baseline and 2050 future year of the VTA model received by C/CAG and VTA staff and normalized to a straight-line annual percentage rate
  - The growth rates will be calibrated to the NEASP's baseline data collection year of 2023 and buildout year of 2045 over 22 years
  - Growth within the traffic analysis zones (TAZs) of the Plan Area will be removed to better obtain an isolated gross growth in traffic independent of any buildout within the Plan Area, which this Specific Plan would calculate and incorporate on its own

Streets in Study Area	Per Year Traffic Growth	Overall Traffic Growth (2023 to 2045)
Harbor Blvd, Industrial Rd, Old County Rd	0.28%	6.2%
Holly St, including US-101 Ramp	1.07%	23.6%
All other streets	*No regional growth applied. Growth from background projects and NEASP new uses will be applied independently.*	

- **Trip Distribution**

  This project's trip distribution will be based on the surrounding roadway network's existing travel patterns and will consider freeway access points and recent transportation studies from the City of San Carlos within the Plan Area for consistency.
  - US-101 (S of Holly St): 20%
  - US-101 (N of Harbor Blvd): 34%
  - Old County (N of Harbor Blvd): 5%
  - Old County (S of Harbor Blvd): 5%
  - ECR (N of Harbor Blvd): 7%
  - ECR (S of Holly St): 26%
  - Holly St (E of US-101): 1%
  - Industrial Rd (S of Holly St): 2%
- Changes to transportation network independent of NEASP
  - 101/Holly interchange project (2015)
  - No other transportation changes included, such as TIF identified projects

Future 2045 Build (Cumulative + Project) Scenario Approach

- Old County Rd
  - A two-lane road (matching existing), assuming the existing lane configuration at intersections, with the option to explore repurposing right turn pockets to better accommodate ped/bike infrastructure.
- Industrial Rd
  - A general three-lane section with left turn pockets at intersections
  - At Harbor and Holly, will assume same configuration with the incorporation of additional turn pockets as needed after evaluation, understanding operational/safety tradeoffs
- The Industrial Rd/Taylor Wy intersection will be signalized with the NEASP project
- Changes to study intersection approaches with respect to turn pockets, signalization schemes as recommended as part of the NEASP (to be confirmed with modeling)
- All other internal roadways will assume to be two-way single lane at the approaches and maintain existing traffic control, unless otherwise deemed necessary for signalization.

ITE Land Use Descriptions

110 General Light Industrial

A light industrial facility is a free-standing facility devoted to a single use. The facility has an emphasis on activities other than manufacturing and typically has minimal office space. Typical light industrial activities include printing, material testing, and assembly of data processing equipment.

140 Manufacturing

A manufacturing facility is an area where the primary activity is the conversion of raw materials or parts into finished products. Size and type of activity may vary substantially from one facility to another. In addition to the actual production of goods, a manufacturing facility typically has an office and may provide space for warehouse, research, and associated functions.

150 Warehousing

A warehouse is primarily devoted to the storage of materials, but it may also include office and maintenance areas.

170 Utility

A utility is a free-standing building that can house office space, a storage area, and electromechanical or industrial equipment that support a local electrical, communication, water supply or control, or sewage treatment utility.

221 Multifamily Mid-rise

Mid-rise multifamily housing includes apartments and condominiums located in a building that has between four and 10 floors of living space. Access to individual dwelling units is through an outside building entrance, a lobby, elevator, and a set of hallways.

710 General Office Building

A general office building is a location where affairs of businesses, commercial or industrial organizations, or professional persons or firms are conducted. An office building houses multiple tenants that can include, as examples, professional services, insurance companies, investment brokers, a banking institution, a restaurant, or other service retailers.

760 Research and Development Center

A research and development center is a facility or group of facilities devoted almost exclusively to research and development activities. The range of specific types of businesses contained in this land use category varies significantly. Research and development centers may contain offices and light fabrication areas.

821 Strip Retail Plaza

A strip retail plaza is an integrated group of commercial establishments that is planned, developed, owned, and managed as a unit. Each study site in this land use has less than 40,000 square feet of gross leasable area (GLA). Because a strip retail plaza is open-air, the GLA is the same as the gross floor area of the building

NEASP Project Description - Summary

	GSF	
Total Net New Development	**6,398,000**	
Non Residential Development	4,508,000	
Residential Development	1,890,000 (1,890 Units)	***Go to Tab 3 for more information***
Total Gross New Development	8,514,000	***Go to Tab 2 for more information***
Total Existing Development	2,617,497	***Go to Tab 5 for more information***
Pipeline Projects	1,888,000	***Go to Tab 4 for more information***

Net New Development Breakdown

2045 projection for non-residential development:
4,508,000
Considering non-residential pipeline projects
1,888,000
Additional Non-residential development
2,620,000
Considering full build out for residential mixed use land area
1,890,000

Total:	**6,398,000**

Project Description - ITE Land Use Breakdown

	Existing		Demolition of Existing Buildings	Net New		Full Future Build-Out	
Land Use Category (ITE, via PW)	**GSF**	**Units**		**GSF**	**Units**	**GSF**	**Units**
110 - General Light Industrial	1,263,613		302,771	700,000		1,661,000	0
140- Manufacturing	104,397		0	492,000		596,000	0
150- Warehousing	233,544		60,398	40,000		213,000	0
760 - Research & Development Center	400,277		0	2,964,000		3,364,000	0
710- General Office Building	57,920		44,542	180,000		193,000	0
Retail	0		0	80,000		80,000	0
610- Hospital	415,100		0	0		415,000	0
Utilities	0		0	52,000		52,000	0
Residential	0		0	1,890,000	1,890	1,890,000	1,890
840- Automobile Sales (New)	26,915		0	0		27,000	0
942 - Automobile Care Center	13,875		0	0		14,000	0
640 - Animal Hospital/Veterinary Clinic	9,668		9,668	0		0	0
712- Small Office Building	8,678		0	0		9,000	0
715- Single Tenant Office Building	83,510		83,510	0		0	0
Total	**2,617,497**	**0**	**500,889**	**6,398,000**	**1,890**	**8,514,000**	**1,890**

	sq.ft.	ITE Land Uses								
		Light Industrial	Manufacturing	Warehousing	Research and Development	General Office/General Commercial/Retail	Retail	Hospital	Utilities	Residential
Non-Residential	100%	16%	11%	1%	66%	4%	2%	0%	1%	0%
	4,508,000	700,000	492,000	40,000	2,964,000	180,000	80,000	0	52,000	0
Residential	100%	0%	0%	0%	0%	0%	0%	0%	0%	100%
	1,890,000	-	-	-	-	-	-	-	-	1,890,000
Total	**6,398,000**	**700,000**	**492,000**	**40,000**	**2,964,000**	**180,000**	**80,000**	**-**	**52,000**	**1,890,000**

Detailed Plan Development Yield	These numbers assumes full redevelopment of the entire district including already approved projects such as 642 Quarry. This exceeds the City approved Project Description.



EXISTING

2,617,497

BASE

Block	Land Use	Block Area	Acreage	FAR	DU/AC	Maximum Height	No. of Stories	Non Residential	Residential	ITE Land Uses									No. of Units	Parking	Spaces	Grand Total sqft
		sqft	Acres			ft		sqft	sqft	Light Industrial	Manufacturing	Warehousing	Research and Development	General Office/General Commercial/Retail	Retail	Hospital	Utilities	Residential	sqft per unit	sqft	sqft per spaces	
																			1,000		400	
A	Light Industrial Sub Area 1	441,000	10	2.0		100	4	617,000	-	-	-	-	568,000	37,000	12,000	-	-	-	-	265,000	663	882,000
B	Light Industrial Sub Area 2	345,000	8	1.5		75	4	387,000	-	84,000	-	-	287,000	-	11,000	-	-	-	-	165,000	413	548,000
C	Light Industrial Sub Area 2	478,000	11	1.5		75	4	502,000	-	110,000	-	-	377,000	-	15,000	-	-	-	-	215,000	538	717,000
D	Light Industrial Sub Area 2	454,000	10	1.5		75	4	477,000	-	105,000	-	-	358,000	-	14,000	-	-	-	-	204,000	510	681,000
E	Light Industrial Sub Area 2	520,000	12	1.5		75	4	546,000	-	126,000	127,000	-	273,000	-	11,000	-	-	-	-	234,000	585	780,000
F	Light Industrial Sub Area 3	568,000	13	1.0		75	4	398,000	-	92,000	199,000	40,000	60,000	8,000	-	-	-	-	-	170,000	425	568,000
G	Residential Mixed Use Sub Area 1	441,000	11		90	90	8	79,000	990,000	-	-	-	-	69,000	10,000	-	-	990,000	990	396,000	990	1,465,000
H	Residential Mixed Use Sub Area 2	336,000	8		75	75, 35	6	60,000	600,000	-	-	-	-	60,000	-	-	-	600,000	600	240,000	600	900,000
I	Residential Mixed Use Sub Area 2	160,000	4		75	75, 35	6	9,000	300,000	-	-	-	-	-	9,000	-	-	300,000	300	120,000	300	429,000
J	Institutional	808,000	19					84,000	-	-	-	-	-	-	-	-	84,000	-				84,000
K	Institutional	788,000	18					415,100	-	-	-	-	-	-	-	415,000	-	-				415,100
Total (Gross)			**124**					**3,517,100**	**1,890,000**	**517,000**	**326,000**	**40,000**	**1,923,000**	**174,000**	**82,000**	**415,000**	**84,000**	**1,890,000**	**1,890**	**2,009,000**	**5,023**	**7,469,100**
Total (Net)								3,151,000														**4,851,603**

BONUS

Block	Land Use	Block Area	Acreage	FAR	DU/AC	Maximum Height	No. of Stories	Non Residential	Residential	ITE Land Uses									No. of Units	Parking	Spaces	Grand Total sqft
		sqft	Acres			ft		sqft	sqft	Light Industrial	Manufacturing	Warehousing	Research and Development	General Office/General Commercial/Retail	Retail	Hospital	Utilities	Residential	sqft per unit	sqft	sqft per space	
																			1,000		400	
A	Light Industrial Sub Area 1	441,000	10	3.0		135	8	926,000	-	-	-	-	851,000	65,000	9,000	-	-	-		397,000	993	1,323,000
B	Light Industrial Sub Area 2	345,000	8	3.0		135	8	767,000	-	180,000	-	-	575,000	-	12,000	-	-	-		328,000	820	1,095,000
C	Light Industrial Sub Area 2	478,000	11	3.0		135	8	1,004,000	-	236,000	-	-	753,000	-	15,000	-	-	-		430,000	1,075	1,434,000
D	Light Industrial Sub Area 2	454,000	10	3.0		135	8	953,000	-	224,000	-	-	715,000	-	14,000	-	-	-		409,000	1,023	1,362,000
E	Light Industrial Sub Area 2	520,000	12	3.0		135	8	1,092,000	-	262,000	273,000	-	546,000	-	11,000	-	-	-		468,000	1,170	1,560,000
F	Light Industrial Sub Area 3	568,000	13	2.0		75	4	795,000	-	183,000	437,000	40,000	119,000	16,000	-	-	-	-		341,000	853	1,136,000
G	Residential Mixed Use Sub Area 1	441,000	11		90	90	8	79,000	990,000	-	-	-	-	69,000	10,000	-	-	990,000	990	396,000	990	1,465,000
H	Residential Mixed Use Sub Area 2	336,000	8		75	75, 35	6	60,000	600,000	-	-	-	-	60,000	-	-	-	600,000	600	240,000	600	900,000
I	Residential Mixed Use Sub Area 2	160,000	4		75	75, 35	6	9,000	300,000	-	-	-	-	-	9,000	-	-	300,000	300	120,000	300	429,000
J	Institutional	808,000	19					84,000	-	-	-	-	-	-	-	-	84,000	-				84,000
K	Institutional	788,000	18					415,100	-	-	-	-	-	-	-	415,100	-	-				415,100
Total (Gross)			**124**					**6,384,100**	**1,890,000**	**1,085,000**	**710,000**	**40,000**	**3,560,000**	**210,000**	**80,000**	**415,100**	**84,000**	**1,890,000**	**1,890**	**3,329,000**	**7,823**	**11,203,100**
Total (Net)																						**8,585,603**

Note:

Allowable Maximum Heights do not take account of Mean Sea Level

Green Cells are assumptions
Pink Cells are proposed FAR and Density

PROPORTIONED LAND USES (NON-RESIDENTIAL ONLY) FROM SUMMARY TAB ASSIGNED TO BLOCKS BASED ON BASE/BONUS FROM THIS TAB
BASE BELOW - NOT USED

Block	Land Use	% of Total								
BASE		Light Industrial	Manufacturing	Warehousing	Research and Development	General Office/General Commercial/Retail	Retail	Hospital	Utilities	Residential
A	Light Industrial Sub Area 1				875,482	38,276	11,707			
B	Light Industrial Sub Area 2	113,733			448,365		10,732			
C	Light Industrial Sub Area 2	148,936			581,086		144,134			
D	Light Industrial Sub Area 2	142,166			551,800		13,689			
E	Light Industrial Sub Area 2	170,600	200,607		420,786		10,732			
F	Light Industrial Sub Area 3	134,565	291,393	40,000	92,480	8,276				
G	Residential Mixed Use Sub Area 1					71,379	9,756			990
H	Residential Mixed Use Sub Area 2					62,069				600
I	Residential Mixed Use Sub Area 2						8,780			300
J	Institutional									
K	Institutional									
	SUMMARY TOTAL (TAB 2)	**700,000**	**492,000**	**40,000**	**2,964,000**	**180,000**	**80,000**			**1,890**
	Validate	700,000	492,000	40,000	2,964,000	180,000	80,000			1,890

Block	Land Use	% of Total								
BONUS		Light Industrial	Manufacturing	Warehousing	Research and Development	General Office/General Commercial/Retail	Retail	Hospital	Utilities	Residential
A	Light Industrial Sub Area 1				709,262	55,714	9,000			
B	Light Industrial Sub Area 2	116,129			478,736		12,000			
C	Light Industrial Sub Area 2	152,258			626,936		15,000			
D	Light Industrial Sub Area 2	144,616			595,298		14,000			
E	Light Industrial Sub Area 2	169,032	189,177		454,991		11,000			
F	Light Industrial Sub Area 3	118,065	302,823	40,000	99,078	13,714				
G	Residential Mixed Use Sub Area 1					59,143	10,000			990
H	Residential Mixed Use Sub Area 2					51,429				600
I	Residential Mixed Use Sub Area 2						9,000			300
J	Institutional									
K	Institutional									
	SUMMARY TOTAL (TAB 2)	**700,000**	**492,000**	**40,000**	**2,964,000**	**180,000**	**80,000**			**1,890**
	Validate	700,000	492,000	40,000	2,964,000	180,000	80,000			1,890

BONUS (PROPORTIONS ONLY) ROUNDED - TOTAL BUILDOUT MATCHES LAND USE SUMMARY ON TAB 2

Block	Land Use	% of Total									
TRIP GEN		Light Industrial	Manufacturing	Warehousing	Research and Development	General Office/General Commercial/Retail	Retail	Hospital	Utilities	Residential	
A	Light Industrial Sub Area 1				709,000	56,000	9,000				774,000
B	Light Industrial Sub Area 2	116,000			479,000		12,000				607,000
C	Light Industrial Sub Area 2	152,000			627,000		15,000				794,000
D	Light Industrial Sub Area 2	145,000			595,000		14,000				754,000
E	Light Industrial Sub Area 2	169,000	189,000		455,000		11,000				824,000
F	Light Industrial Sub Area 3	118,000	301,000	40,000	99,000	14,000					574,000
G	Residential Mixed Use Sub Area 1					59,000	10,000			990	69,000
H	Residential Mixed Use Sub Area 2					51,000				600	51,000
I	Residential Mixed Use Sub Area 2						9,000			300	9,000
J	Institutional										
K	Institutional										
	SUMMARY TOTAL (TAB 2)	**700,000**	**492,000**	**40,000**	**2,964,000**	**180,000**	**80,000**			**1,890**	
	Validate	700,000	492,000	40,000	2,964,000	180,000	80,000			1,890	

Pipeline Projects Development Yield



NOTES:	
	Includes parcels with projects that have been approved or are in the approval / pre-application process by the City. Development yield numbers received from the city.
	Includes parcels that developers have expressed interest in redeveloping, but don't have plans yet. Development yield is calculated using the NEASP Proposed Land Use and Zoning.
	Includes parcels that will require rezoning. Development yield is calculated using the NEASP Proposed Land Use and Zoning.

TOTAL BUILDOUT SUMMARY (SQ.FT.)

	BASE	BONUS
Total Buildout (Gross)	7,469,100	11,203,100
Total Buildout (Net)	4,851,603	8,585,603

DEVELOPMENT PROJECTION SUMMARY:

GROSS (SQ.FT.)

	BASE					BONUS				
Redevelopment Probability	Total Non-Residential (SQ.FT.)	Total Residential (SQ.FT.)	Percentage of Projected Total Buildout			Total Non-Residential (SQ.FT.)	Total Residential (SQ.FT.)	Percentage of Projected Total Buildout		
			Only High	High + Medium	High + Medium + Low			Only High	High + Medium	High + Medium + Low
High	538,000		7%	14%	18%	863,000		8%	17%	22%
Medium	543,000					1,085,000				
Low	249,000					498,000				
Total	**1,330,000**	-				**2,446,000**	-			

NET (SQ.FT)

	BASE					BONUS				
Redevelopment Probability	Total Non-Residential (SQ.FT.)	Total Residential (SQ.FT.)	Percentage of Projected Total Buildout			Total Non-Residential (SQ.FT.)	Total Residential (SQ.FT.)	Percentage of Projected Total Buildout		
			Only High	High + Medium	High + Medium + Low			Only High	High + Medium	High + Medium + Low
High	198,000		4%	12%	16%	523,000		6%	17%	22%
Medium	388,000					930,000				
Low	186,000					435,000				
Total	**772,000**	-				**1,888,000**	-			

BASE

Redevelopment Probability	Parcel	Address	Block Area	Acreage	Existing GSF	FAR	DU/AC	Maximum Height	No. of Stories	Non Residential	Residential	No of Units	Parking	Spaces	Grand Total sqft	Net New sqft	Notes
			sqft	Acres				ft		sqft	sqft	sqft per unit	sqft	sqft per spaces			
												1,000		400			
High	1	200 Industrial Road	312,000	7	152,000					325,000					325,000	173,000	Submitted a preapplication in 2022 for 595,000 SF of life science, 30,000 SF of industrial, and 25,000 SF for "Amenity" (local businesses)
	2	275 Industrial Road (PG&E)	808,000	19	84,000					52,000					52,000	(32,000)	Replacing 3 aged building with 3 new buildings for more efficient storage for PG&E materials, tools and equipment. Net new building area would be 52,241 SF.
	3	Delta Star	192,000	4	104,000					161,000					161,000	57,000	
Medium	4	591 Quarry Road/500 Bragato Road	303,000	7	128,000	1.5		75	4	318,000			137,000	343	455,000	327,000	Submitted a letter in 2023 with regards to the NEASP and shared they have interest in these properties, probably commercial use (waiting to hear back from the developer to get more information)
	5	495 Bragato Road (Honda)	88,000	2	27,000	1.0		75	4	62,000			26,000	65	88,000	61,000	Slated for redevelopment but no further details
Low	6	266 Industrial Road	166,000	4	63,000	1.5		75	4	174,000			75,000	188	249,000	186,000	Paul Alchimsiti supports rezoning to high-intensity commercial.
Total (Gross)			**1,869,000**	**43**	**558,000**					**1,092,000**			**238,000**	**595**	**1,330,000**		
Total (Net)																**772,000**	

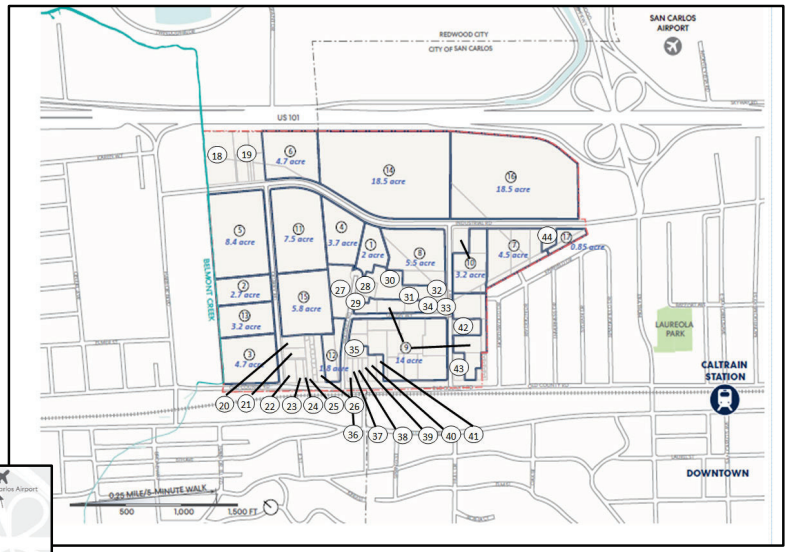
BONUS

Redevelopment Probability	Parcel	Address	Block Area	Acreage	Existing GSF	FAR	DU/AC	Maximum Height	No. of Stories	Non Residential	Residential	No of Units	Parking	Spaces	Grand Total sqft	Net New sqft	Notes
			sqft	Acres				ft		sqft	sqft	sqft per unit	sqft	sqft per spaces			
												1,000		400			
High	1	200 Industrial Road	312,000	7	152,000					650,000					650,000	498,000	Submitted a preapplication in 2022 for 595,000 SF of life science, 30,000 SF of industrial, and 25,000 SF for "Amenity" (local businesses)
	2	275 Industrial Road (PG&E)	808,000	19	84,000					52,000					52,000	(32,000)	Replacing 3 aged building with 3 new buildings for more efficient storage for PG&E materials, tools and equipment. Net new building area would be 52,241 SF.
	3	Delta Star	192,000	4	104,000					161,000					161,000	57,000	
Medium	4	591 Quarry Road/500 Bragato Road	303,000	7	128,000	3.0		155	8	636,000			273,000	683	909,000	781,000	Submitted a letter in 2023 with regards to the NEASP and shared they have interest in these properties, probably commercial use (waiting to hear back from the developer to get more information)
	5	495 Bragato Road (Honda)	88,000	2	27,000	2.0		75	4	123,000			53,000	133	176,000	149,000	Slated for redevelopment but no further details
Low	6	266 Industrial Road	166,000	4	63,000	3.0		155	8	349,000			149,000	373	498,000	435,000	Paul Alchimsiti supports rezoning to high-intensity commercial.
Total (Gross)			**1,869,000**	**43**	**558,000**					**1,971,000**	**-**	**-**	**475,000**	**1,188**	**2,446,000**		
Total (Net)																**1,888,000**	

NEASP Existing Square Footage (Parcel)

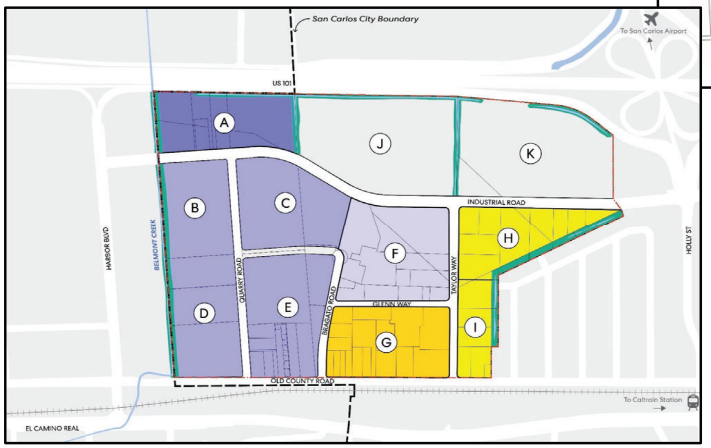
Block	Address	APN	Property Use	ITE LU Code	Preferred LU "Block"	GSF	Demo?	Notes
7	380 Industrial Rd	046-054-390	LIGHT MFG	110 - General Light Industrial	H	14,743	Y	
	360 Industrial Rd	046-054-450	STORE	710- General Office Building	H	44,542	Y	Appears to be big box converted to office use
9	70 Glenn Way	046-053-190	LIGHT MFG	110 - General Light Industrial	G	7,050	Y	
	90 Glenn Way	046-053-210	LIGHT MFG	110 - General Light Industrial	G	11,792	Y	
	120 Glenn Way	046-053-350	LIGHT MFG	110 - General Light Industrial	G	13,288	Y	
	620 Taylor Way	046-053-290	LIGHT MFG	110 - General Light Industrial	G	11,726	Y	
	100 Glenn Way	046-053-340	LIGHT MFG	110 - General Light Industrial	G	12,056	Y	
	80 Glenn Way	046-053-160	LIGHT MFG	110 - General Light Industrial	G	11,792	Y	
	565 Bragato Rd	046-053-180	LIGHT MFG	110 - General Light Industrial	G	9,490	Y	
	285 Old County Rd	046-053-330	LIGHT MFG	110 - General Light Industrial	G	14,784	Y	
	295 Old County Rd	046-053-270	LIGHT MFG	110 - General Light Industrial	G	14,740	Y	
	299 Old County Rd	046-053-280	LIGHT MFG	110 - General Light Industrial	G	25,213	Y	
	611 Taylor Way	046-054-130	LIGHT MFG	110 - General Light Industrial	I	18,670	Y	
	305 Old County Rd	046-054-080	LIGHT MFG	110 - General Light Industrial	I	6,384	Y	
	595 Taylor Way	046-054-280	WAREHOUSE	150- Warehousing	I	29,214	Y	
	585 Taylor Way	046-054-300	WAREHOUSE	150- Warehousing	I	12,932	Y	
10	320 Industrial Rd	046-054-210	LIGHT MFG	110 - General Light Industrial	H	14,942	Y	
	300 Industrial Rd	046-054-190	LIGHT MFG	110 - General Light Industrial	H	14,370	Y	
	541 Taylor Way	046-054-220	LIGHT MFG	110 - General Light Industrial	H	3,600	Y	
	551 Taylor Way	046-054-310	LIGHT MFG	110 - General Light Industrial	H	24,975	Y	
17	400 Industrial Rd	046-054-010	LIGHT MFG	110 - General Light Industrial	H	12,826	Y	
35	585 BRAGATO RD	046-053-200	WAREHOUSE	150- Warehousing	G	12,600	Y	
36	235 OLD COUNTY RD	046-053-170	LIGHT MFG	110 - General Light Industrial	G	7,000	Y	
37	239 OLD COUNTY RD	046-053-080	AUTO SALES / REPAIR	110 - General Light Industrial	G	1,931	Y	Google maps estimate; appears to be light industrial
38	243 OLD COUNTY RD	046-053-070	SERVICE SHOP	110 - General Light Industrial	G	2,465	Y	Google maps estimate; light industrial
39	247 OLD COUNTY RD	046-053-060	WAREHOUSE	150- Warehousing	G	5,592	Y	
40	251 OLD COUNTY RD	046-053-310	PROFESSIONAL BLDG.	640 - Animal Hospital/Veterinary Clinic	G	4,206	Y	Dog care
41	255 OLD COUNTY RD	046-053-320	PROFESSIONAL BLDG.	640 - Animal Hospital/Veterinary Clinic	G	5,462	Y	Vet
42	601 TAYLOR WAY	046-054-120	LIGHT MFG	110 - General Light Industrial	I	22,589	Y	
43	301 OLD COUNTY RD	046-054-100	LIGHT MFG	110 - General Light Industrial	I	13,750	Y	
44	390 INDUSTRIAL RD	046-054-020	LIGHT MFG	110 - General Light Industrial	H	12,595	Y	

Total Existing SQFT. 2,617,497



NEASP Existing Square Footage (Block)

A	260,216
B	223,321
C	214,998
D	534,120
E	230,223
F	238,630
G	171,187
H	142,593
I	103,599
J	83,510
K	415,100
	2,617,497



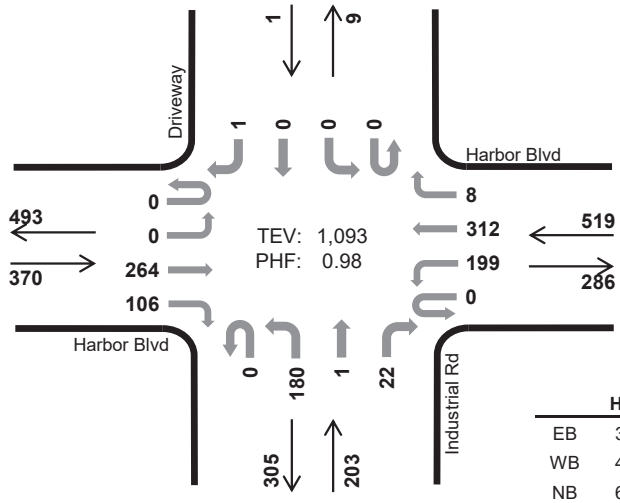
NEASP Existing Square Footage (ITE Land Use)

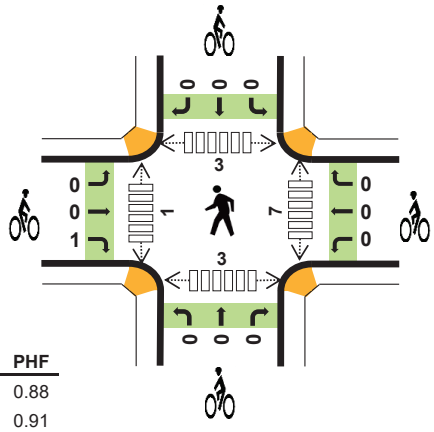
840- Automobile Sales (New)	1%	26,915
150- Warehousing	9%	233,544
110 - General Light Industrial	48%	1,263,613
760 - Research & Development Center	15%	400,277
710- General Office Building	2%	57,920
140- Manufacturing	4%	104,397
712- Small Office Building	0%	8,678
715- Single Tenant Office Building	3%	83,510
610- Hospital	16%	415,100
942 - Automobile Care Center	1%	13,875
640 - Animal Hospital/Veterinary Clinic	0%	9,668
		2,617,497

Industrial Rd
Harbor Blvd

Date: 03/01/2023
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:30 AM to 8:30 AM

Peak Hour





	HV %:	PHF
EB	3.8%	0.88
WB	4.0%	0.91
NB	6.9%	0.89
SB	0.0%	0.25
TOTAL	4.5%	0.98

Two-Hour Count Summaries

Interval Start	Harbor Blvd Eastbound				Harbor Blvd Westbound				Industrial Rd Northbound				Driveway Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	28	13	0	44	57	1	0	27	1	5	0	0	0	0	176	0
7:15 AM	0	0	44	21	0	53	58	2	0	23	1	4	0	1	0	1	208	0
7:30 AM	**0**	**0**	**62**	**31**	**0**	**59**	**81**	**3**	**0**	**34**	**0**	**4**	**0**	**0**	**0**	**0**	**274**	0
7:45 AM	**0**	**0**	**71**	**26**	**0**	**48**	**79**	**0**	**0**	**48**	**0**	**6**	**0**	**0**	**0**	**0**	**278**	936
8:00 AM	**0**	**0**	**55**	**20**	**0**	**46**	**79**	**5**	**0**	**51**	**0**	**6**	**0**	**0**	**0**	**0**	**262**	1,022
8:15 AM	**0**	**0**	**76**	**29**	**0**	**46**	**73**	**0**	**0**	**47**	**1**	**6**	**0**	**0**	**0**	**1**	**279**	**1,093**
8:30 AM	0	0	81	31	0	38	65	1	0	34	2	8	0	0	0	0	260	1,079
8:45 AM	0	1	60	30	0	42	73	1	0	38	0	9	0	0	0	0	254	1,055
Count Total	0	1	477	201	0	376	565	13	0	302	5	48	0	1	0	2	1,991	0
Peak Hour All	**0**	**0**	**264**	**106**	**0**	**199**	**312**	**8**	**0**	**180**	**1**	**22**	**0**	**0**	**0**	**1**	**1,093**	**0**
Peak Hour HV	**0**	**0**	**9**	**5**	**0**	**7**	**14**	**0**	**0**	**10**	**0**	**4**	**0**	**0**	**0**	**0**	**49**	**0**
Peak Hour HV%	**-**	**-**	**3%**	**5%**	**-**	**4%**	**4%**	**0%**	**-**	**6%**	**0%**	**18%**	**-**	**-**	**-**	**0%**	**4%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	3	0	3	0	*6*	0	0	0	0	*0*	0	0	2	0	*2*
7:15 AM	2	5	3	0	*10*	0	0	0	0	*0*	0	0	1	0	*1*
7:30 AM	**4**	**5**	**6**	**0**	***15***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**1**	**0**	*2*
7:45 AM	**6**	**4**	**1**	**0**	***11***	**1**	**0**	**0**	**0**	***1***	**1**	**1**	**0**	**0**	*2*
8:00 AM	**2**	**5**	**4**	**0**	***11***	**0**	**0**	**0**	**0**	***0***	**3**	**0**	**0**	**3**	*6*
8:15 AM	**2**	**7**	**3**	**0**	***12***	**0**	**0**	**0**	**0**	***0***	**2**	**0**	**2**	**0**	***4***
8:30 AM	1	8	5	0	*14*	0	0	0	0	*0*	0	0	1	0	*1*
8:45 AM	4	3	2	0	*9*	0	0	0	0	*0*	3	0	1	2	*6*
Count Total	24	37	27	0	*88*	1	0	0	0	*1*	10	1	8	5	*24*
Peak Hour	**14**	**21**	**14**	**0**	***49***	**1**	**0**	**0**	**0**	***1***	**7**	**1**	**3**	**3**	***14***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Harbor Blvd Eastbound				Harbor Blvd Westbound				Industrial Rd Northbound				Driveway Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	3	0	0	0	0	0	0	3	0	0	0	0	0	0	6	0
7:15 AM	0	0	2	0	0	3	2	0	0	3	0	0	0	0	0	0	10	0
7:30 AM	**0**	**0**	**3**	**1**	**0**	**2**	**3**	**0**	**0**	**5**	**0**	**1**	**0**	**0**	**0**	**0**	**15**	0
7:45 AM	**0**	**0**	**3**	**3**	**0**	**2**	**2**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**11**	42
8:00 AM	**0**	**0**	**1**	**1**	**0**	**1**	**4**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**11**	47
8:15 AM	**0**	**0**	**2**	**0**	**0**	**2**	**5**	**0**	**0**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**12**	**49**
8:30 AM	0	0	1	0	0	3	5	0	0	4	0	1	0	0	0	0	14	48
8:45 AM	0	0	4	0	0	1	2	0	0	1	0	1	0	0	0	0	9	46
Count Total	0	0	19	5	0	14	23	0	0	21	0	6	0	0	0	0	88	0
Peak Hour	**0**	**0**	**9**	**5**	**0**	**7**	**14**	**0**	**0**	**10**	**0**	**4**	**0**	**0**	**0**	**0**	**49**	**0**

Two-Hour Count Summaries - Bikes

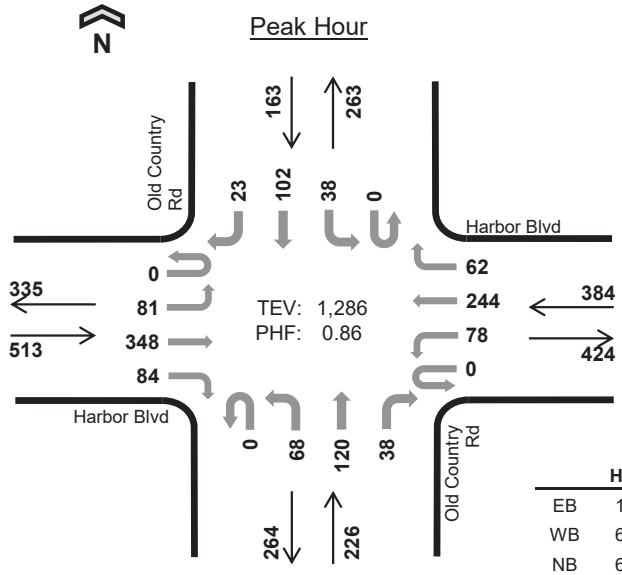
Interval Start	Harbor Blvd Eastbound			Harbor Blvd Westbound			Industrial Rd Northbound			Driveway Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
7:45 AM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	1
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	1
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	1	0	0	0	0	0	0	0	0	0	1	0
Peak Hour	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**

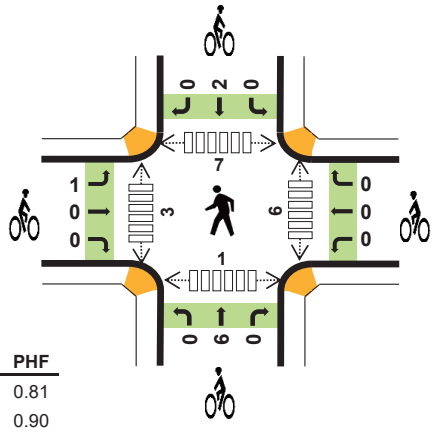
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Old Country Rd
Harbor Blvd

Date: 03/01/2023
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM

Peak Hour





	HV %:	PHF
EB	1.6%	0.81
WB	6.0%	0.90
NB	6.2%	0.93
SB	5.5%	0.80
TOTAL	4.2%	0.86

Two-Hour Count Summaries

Interval Start	Harbor Blvd Eastbound				Harbor Blvd Westbound				Old Country Rd Northbound				Old Country Rd Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	4	31	4	0	15	27	7	0	10	25	5	0	5	5	1	139	0
7:15 AM	0	8	54	10	0	11	31	5	0	8	34	10	0	7	21	2	201	0
7:30 AM	0	9	82	16	0	28	34	15	0	13	27	12	0	7	15	3	261	0
7:45 AM	0	8	91	16	0	15	58	15	0	20	30	13	0	6	14	3	289	890
8:00 AM	**0**	**24**	**61**	**21**	**0**	**21**	**69**	**17**	**0**	**20**	**26**	**9**	**0**	**7**	**24**	**4**	**303**	1,054
8:15 AM	**0**	**23**	**111**	**25**	**0**	**24**	**59**	**20**	**0**	**19**	**37**	**5**	**0**	**10**	**33**	**8**	**374**	1,227
8:30 AM	**0**	**19**	**92**	**24**	**0**	**16**	**56**	**10**	**0**	**15**	**31**	**15**	**0**	**10**	**20**	**5**	**313**	1,279
8:45 AM	**0**	**15**	**84**	**14**	**0**	**17**	**60**	**15**	**0**	**14**	**26**	**9**	**0**	**11**	**25**	**6**	**296**	**1,286**
Count Total	0	110	606	130	0	147	394	104	0	119	236	78	0	63	157	32	2,176	0
Peak Hour All	**0**	**81**	**348**	**84**	**0**	**78**	**244**	**62**	**0**	**68**	**120**	**38**	**0**	**38**	**102**	**23**	**1,286**	**0**
Peak Hour HV	**0**	**1**	**5**	**2**	**0**	**12**	**7**	**4**	**0**	**1**	**11**	**2**	**0**	**1**	**7**	**1**	**54**	**0**
Peak Hour HV%	**-**	**1%**	**1%**	**2%**	**-**	**15%**	**3%**	**6%**	**-**	**1%**	**9%**	**5%**	**-**	**3%**	**7%**	**4%**	**4%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	4	14	1	*19*	0	0	2	0	*2*	2	0	1	2	*5*
7:15 AM	1	5	13	1	*20*	0	0	0	0	*0*	0	4	2	3	*9*
7:30 AM	2	8	5	0	*15*	0	0	0	0	*0*	3	0	0	0	*3*
7:45 AM	2	5	6	0	*13*	0	0	1	1	*2*	3	5	4	3	*15*
8:00 AM	**1**	**6**	**3**	**2**	***12***	**0**	**0**	**4**	**1**	***5***	**2**	**1**	**1**	**0**	*4*
8:15 AM	**3**	**8**	**6**	**3**	***20***	**0**	**0**	**1**	**0**	***1***	**2**	**2**	**2**	**1**	*7*
8:30 AM	**2**	**5**	**3**	**1**	***11***	**0**	**0**	**1**	**1**	***2***	**1**	**0**	**3**	**0**	*4*
8:45 AM	**2**	**4**	**2**	**3**	***11***	**1**	**0**	**0**	**0**	***1***	**1**	**0**	**1**	**0**	***2***
Count Total	13	45	52	11	*121*	1	0	9	3	*13*	14	12	14	9	*49*
Peak Hour	**8**	**23**	**14**	**9**	***54***	**1**	**0**	**6**	**2**	***9***	**6**	**3**	**7**	**1**	***17***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Harbor Blvd Eastbound				Harbor Blvd Westbound				Old Country Rd Northbound				Old Country Rd Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	1	2	1	0	1	11	2	0	0	1	0	19	0
7:15 AM	0	0	1	0	0	0	4	1	0	1	11	1	0	0	1	0	20	0
7:30 AM	0	0	2	0	0	1	3	4	0	1	2	2	0	0	0	0	15	0
7:45 AM	0	0	2	0	0	0	3	2	0	1	2	3	0	0	0	0	13	67
8:00 AM	**0**	**0**	**1**	**0**	**0**	**2**	**3**	**1**	**0**	**0**	**2**	**1**	**0**	**0**	**2**	**0**	**12**	60
8:15 AM	**0**	**0**	**2**	**1**	**0**	**5**	**1**	**2**	**0**	**1**	**5**	**0**	**0**	**0**	**3**	**0**	**20**	60
8:30 AM	**0**	**1**	**0**	**1**	**0**	**3**	**2**	**0**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**1**	**11**	56
8:45 AM	**0**	**0**	**2**	**0**	**0**	**2**	**1**	**1**	**0**	**0**	**2**	**0**	**0**	**1**	**2**	**0**	**11**	**54**
Count Total	0	1	10	2	0	14	19	12	0	5	37	10	0	1	9	1	121	0
Peak Hour	**0**	**1**	**5**	**2**	**0**	**12**	**7**	**4**	**0**	**1**	**11**	**2**	**0**	**1**	**7**	**1**	**54**	**0**

Two-Hour Count Summaries - Bikes

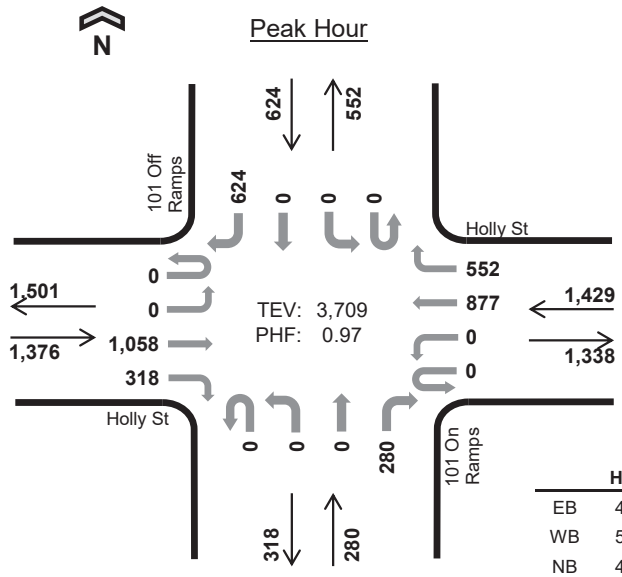
Interval Start	Harbor Blvd Eastbound			Harbor Blvd Westbound			Old Country Rd Northbound			Old Country Rd Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	2	0	0	0	0	2	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	1	0	0	1	0	2	4
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**1**	**0**	**5**	7
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	8
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**2**	10
8:45 AM	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**9**
Count Total	1	0	0	0	0	0	0	9	0	0	3	0	13	0
Peak Hour	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**0**	**2**	**0**	**9**	**0**

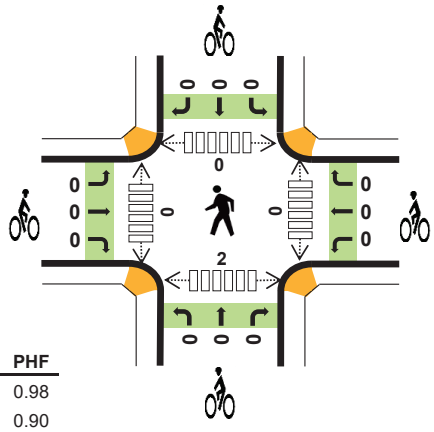
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

101 On Ramps
Holly St

Date: 03/01/2023
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM

Peak Hour





	HV %:	PHF
EB	4.9%	0.98
WB	5.0%	0.90
NB	4.3%	0.86
SB	4.8%	0.88
TOTAL	4.9%	0.97

Two-Hour Count Summaries

Interval Start		Holly St Eastbound				Holly St Westbound				101 On Ramps Northbound				101 Off Ramps Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	0	162	49	0	0	150	102	0	0	0	24	0	0	0	99	586	0
7:15 AM		0	0	158	70	0	0	226	158	0	0	0	42	0	0	0	113	767	0
7:30 AM		0	0	222	88	0	0	210	124	0	0	0	49	0	0	0	146	839	0
7:45 AM		0	0	229	88	0	0	241	127	0	0	0	60	0	0	0	148	893	3,085
8:00 AM		**0**	**0**	**250**	**95**	**0**	**0**	**244**	**140**	**0**	**0**	**0**	**50**	**0**	**0**	**0**	**141**	**920**	3,419
8:15 AM		**0**	**0**	**261**	**80**	**0**	**0**	**206**	**147**	**0**	**0**	**0**	**81**	**0**	**0**	**0**	**162**	**937**	3,589
8:30 AM		**0**	**0**	**275**	**63**	**0**	**0**	**245**	**151**	**0**	**0**	**0**	**77**	**0**	**0**	**0**	**143**	**954**	3,704
8:45 AM		**0**	**0**	**272**	**80**	**0**	**0**	**182**	**114**	**0**	**0**	**0**	**72**	**0**	**0**	**0**	**178**	**898**	**3,709**
Count Total		0	0	1,829	613	0	0	1,704	1,063	0	0	0	455	0	0	0	1,130	6,794	0
Peak Hour	**All**	**0**	**0**	**1,058**	**318**	**0**	**0**	**877**	**552**	**0**	**0**	**0**	**280**	**0**	**0**	**0**	**624**	**3,709**	**0**
	HV	**0**	**0**	**48**	**19**	**0**	**0**	**38**	**34**	**0**	**0**	**0**	**12**	**0**	**0**	**0**	**30**	**181**	**0**
	HV%	**-**	**-**	**5%**	**6%**	**-**	**-**	**4%**	**6%**	**-**	**-**	**-**	**4%**	**-**	**-**	**-**	**5%**	**5%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	9	16	0	0	*25*	1	0	0	0	*1*	0	0	0	2	*2*
7:15 AM	15	15	3	8	*41*	0	1	0	1	*2*	0	0	0	2	*2*
7:30 AM	17	18	6	5	*46*	1	0	0	0	*1*	0	0	0	1	*1*
7:45 AM	16	23	2	7	*48*	0	0	0	0	*0*	0	0	0	0	*0*
8:00 AM	**27**	**26**	**1**	**9**	***63***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:15 AM	**12**	**13**	**4**	**7**	***36***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**1**	*1*
8:30 AM	**11**	**15**	**3**	**6**	***35***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:45 AM	**17**	**18**	**4**	**8**	***47***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**1**	***1***
Count Total	124	144	23	50	*341*	2	1	0	1	*4*	0	0	0	7	*7*
Peak Hour	**67**	**72**	**12**	**30**	***181***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**2**	***2***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Holly St Eastbound				Holly St Westbound				101 On Ramps Northbound				101 Off Ramps Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	6	3	0	0	6	10	0	0	0	0	0	0	0	0	25	0
7:15 AM	0	0	13	2	0	0	11	4	0	0	0	3	0	0	0	8	41	0
7:30 AM	0	0	12	5	0	0	9	9	0	0	0	6	0	0	0	5	46	0
7:45 AM	0	0	14	2	0	0	16	7	0	0	0	2	0	0	0	7	48	160
8:00 AM	**0**	**0**	**15**	**12**	**0**	**0**	**13**	**13**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**9**	**63**	198
8:15 AM	**0**	**0**	**10**	**2**	**0**	**0**	**7**	**6**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**7**	**36**	193
8:30 AM	**0**	**0**	**11**	**0**	**0**	**0**	**10**	**5**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**6**	**35**	182
8:45 AM	**0**	**0**	**12**	**5**	**0**	**0**	**8**	**10**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**8**	**47**	**181**
Count Total	0	0	93	31	0	0	80	64	0	0	0	23	0	0	0	50	341	0
Peak Hour	**0**	**0**	**48**	**19**	**0**	**0**	**38**	**34**	**0**	**0**	**0**	**12**	**0**	**0**	**0**	**30**	**181**	**0**

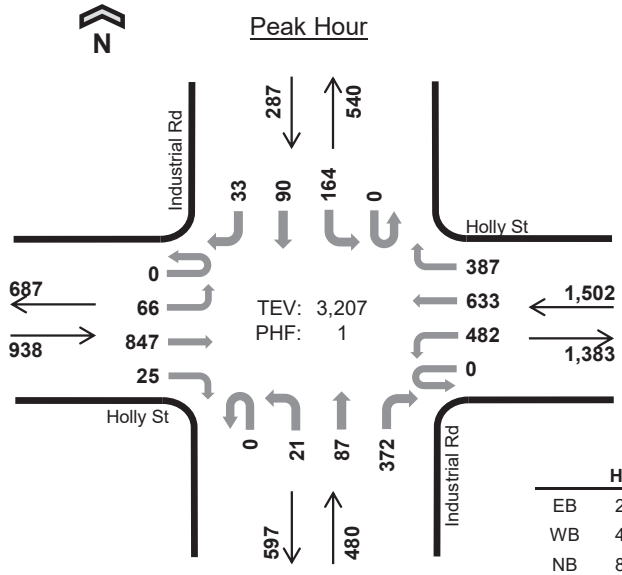
Two-Hour Count Summaries - Bikes

Interval Start	Holly St Eastbound			Holly St Westbound			101 On Ramps Northbound			101 Off Ramps Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0
7:15 AM	0	0	0	0	1	0	0	0	0	0	0	1	2	0
7:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	3
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	1
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Count Total	0	2	0	0	1	0	0	0	0	0	0	1	4	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

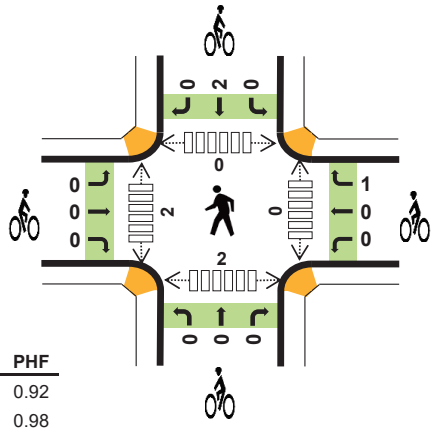
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Industrial Rd
Holly St

Peak Hour



Date: 03/01/2023
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM



	HV %:	PHF
EB	2.0%	0.92
WB	4.5%	0.98
NB	8.1%	0.85
SB	9.1%	0.92
TOTAL	4.7%	1.00

Two-Hour Count Summaries

Interval Start		Holly St Eastbound				Holly St Westbound				Industrial Rd Northbound				Industrial Rd Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	8	112	3	1	81	65	100	0	4	11	70	0	27	8	2	492	0
7:15 AM		0	17	133	6	0	113	124	102	0	6	13	64	0	29	12	6	625	0
7:30 AM		0	9	174	1	0	95	146	116	0	3	22	93	0	39	17	2	717	0
7:45 AM		0	11	196	11	0	107	161	119	0	4	27	78	0	46	25	3	788	2,622
8:00 AM		**0**	**17**	**214**	**3**	**0**	**115**	**149**	**117**	**0**	**6**	**19**	**90**	**0**	**46**	**16**	**11**	**803**	2,933
8:15 AM		**0**	**19**	**205**	**3**	**0**	**118**	**154**	**103**	**0**	**6**	**16**	**97**	**0**	**39**	**32**	**7**	**799**	3,107
8:30 AM		**0**	**15**	**235**	**6**	**0**	**129**	**167**	**86**	**0**	**2**	**23**	**80**	**0**	**29**	**24**	**6**	**802**	3,192
8:45 AM		**0**	**15**	**193**	**13**	**0**	**120**	**163**	**81**	**0**	**7**	**29**	**105**	**0**	**50**	**18**	**9**	**803**	**3,207**
Count Total		0	111	1,462	46	1	878	1,129	824	0	38	160	677	0	305	152	46	5,829	0
Peak Hour	**All**	**0**	**66**	**847**	**25**	**0**	**482**	**633**	**387**	**0**	**21**	**87**	**372**	**0**	**164**	**90**	**33**	**3,207**	**0**
	HV	**0**	**3**	**15**	**1**	**0**	**14**	**27**	**26**	**0**	**2**	**8**	**29**	**0**	**21**	**4**	**1**	**151**	**0**
	HV%	**-**	**5%**	**2%**	**4%**	**-**	**3%**	**4%**	**7%**	**-**	**10%**	**9%**	**8%**	**-**	**13%**	**4%**	**3%**	**5%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	5	5	4	3	*17*	0	0	1	0	*1*	0	1	0	2	*3*
7:15 AM	4	21	11	7	*43*	0	1	0	0	*1*	0	1	1	1	*3*
7:30 AM	4	13	9	5	*31*	0	0	0	0	*0*	0	0	0	0	*0*
7:45 AM	6	23	9	9	*47*	0	0	1	1	2	0	0	0	0	*0*
8:00 AM	**5**	**22**	**15**	**11**	***53***	**0**	**1**	**0**	**1**	**2**	**0**	**1**	**0**	**0**	*1*
8:15 AM	**3**	**15**	**7**	**7**	***32***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**1**	*1*
8:30 AM	**5**	**16**	**11**	**1**	***33***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**0**	**0**	*1*
8:45 AM	**6**	**14**	**6**	**7**	***33***	**0**	**0**	**0**	**1**	***1***	**0**	**0**	**0**	**1**	***1***
Count Total	38	129	72	50	*289*	0	2	2	3	7	0	4	1	5	*10*
Peak Hour	**19**	**67**	**39**	**26**	***151***	**0**	**1**	**0**	**2**	***3***	**0**	**2**	**0**	**2**	***4***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Holly St Eastbound				Holly St Westbound				Industrial Rd Northbound				Industrial Rd Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	4	1	0	0	1	4	0	1	1	2	0	3	0	0	17	0
7:15 AM	0	2	2	0	0	10	3	8	0	0	1	10	0	4	3	0	43	0
7:30 AM	0	0	4	0	0	5	4	4	0	0	1	8	0	5	0	0	31	0
7:45 AM	0	0	4	2	0	6	10	7	0	0	2	7	0	6	3	0	47	138
8:00 AM	**0**	**0**	**5**	**0**	**0**	**5**	**6**	**11**	**0**	**1**	**4**	**10**	**0**	**9**	**1**	**1**	**53**	174
8:15 AM	**0**	**1**	**2**	**0**	**0**	**1**	**7**	**7**	**0**	**0**	**1**	**6**	**0**	**5**	**2**	**0**	**32**	163
8:30 AM	**0**	**2**	**2**	**1**	**0**	**6**	**6**	**4**	**0**	**0**	**3**	**8**	**0**	**1**	**0**	**0**	**33**	165
8:45 AM	**0**	**0**	**6**	**0**	**0**	**2**	**8**	**4**	**0**	**1**	**0**	**5**	**0**	**6**	**1**	**0**	**33**	**151**
Count Total	0	5	29	4	0	35	45	49	0	3	13	56	0	39	10	1	289	0
Peak Hour	**0**	**3**	**15**	**1**	**0**	**14**	**27**	**26**	**0**	**2**	**8**	**29**	**0**	**21**	**4**	**1**	**151**	**0**

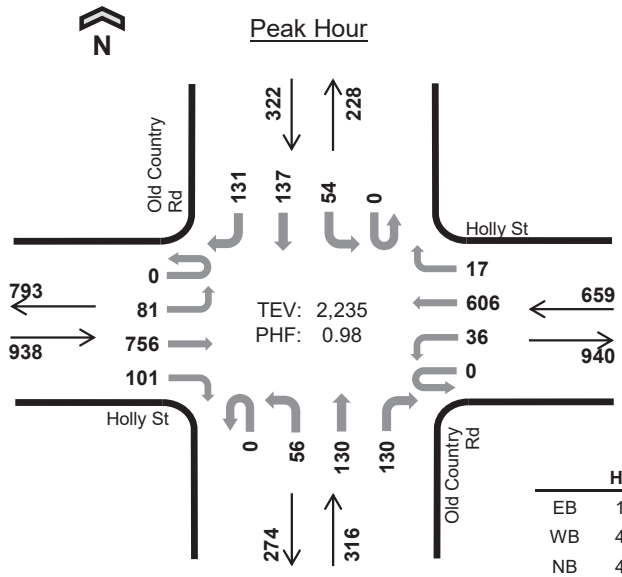
Two-Hour Count Summaries - Bikes

Interval Start	Holly St Eastbound			Holly St Westbound			Industrial Rd Northbound			Industrial Rd Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	1	0
7:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	1	0	0	1	0	2	4
8:00 AM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**2**	5
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	4
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	4
8:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**3**
Count Total	0	0	0	0	1	1	0	1	1	0	3	0	7	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	**0**	**3**	**0**

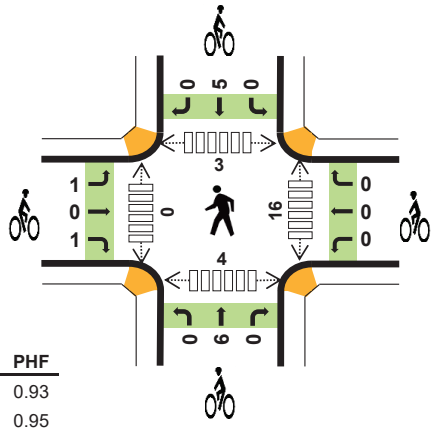
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Old Country Rd
Holly St

Peak Hour



Date: 03/01/2023
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM



	HV %:	PHF
EB	1.7%	0.93
WB	4.6%	0.95
NB	4.4%	0.99
SB	6.5%	0.82
TOTAL	3.6%	0.98

Two-Hour Count Summaries

Interval Start	Holly St Eastbound				Holly St Westbound				Old Country Rd Northbound				Old Country Rd Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	11	97	9	0	6	63	0	0	10	19	12	0	6	9	19	261	0
7:15 AM	0	15	106	10	0	10	115	3	0	12	26	20	0	13	18	11	359	0
7:30 AM	0	16	141	11	0	6	124	5	0	13	36	24	0	18	23	34	451	0
7:45 AM	0	29	167	16	0	7	153	8	0	23	38	36	0	15	29	33	554	1,625
8:00 AM	**0**	**13**	**189**	**21**	**0**	**5**	**156**	**3**	**0**	**21**	**30**	**29**	**0**	**9**	**33**	**44**	**553**	1,917
8:15 AM	**0**	**21**	**185**	**19**	**0**	**7**	**139**	**9**	**0**	**15**	**32**	**33**	**0**	**19**	**43**	**36**	**558**	2,116
8:30 AM	**0**	**26**	**202**	**24**	**0**	**13**	**151**	**2**	**0**	**9**	**31**	**38**	**0**	**12**	**31**	**30**	**569**	2,234
8:45 AM	**0**	**21**	**180**	**37**	**0**	**11**	**160**	**3**	**0**	**11**	**37**	**30**	**0**	**14**	**30**	**21**	**555**	**2,235**
Count Total	0	152	1,267	147	0	65	1,061	33	0	114	249	222	0	106	216	228	3,860	0
Peak Hour All	**0**	**81**	**756**	**101**	**0**	**36**	**606**	**17**	**0**	**56**	**130**	**130**	**0**	**54**	**137**	**131**	**2,235**	**0**
Peak Hour HV	**0**	**2**	**11**	**3**	**0**	**4**	**22**	**4**	**0**	**2**	**7**	**5**	**0**	**2**	**13**	**6**	**81**	**0**
Peak Hour HV%	**-**	**2%**	**1%**	**3%**	**-**	**11%**	**4%**	**24%**	**-**	**4%**	**5%**	**4%**	**-**	**4%**	**9%**	**5%**	**4%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	5	1	2	2	*10*	0	0	2	0	*2*	6	0	3	0	*9*
7:15 AM	3	3	2	1	*9*	0	0	0	0	*0*	4	0	1	2	*7*
7:30 AM	3	3	3	4	*13*	0	0	1	1	*2*	4	0	0	1	*5*
7:45 AM	3	9	2	2	*16*	0	0	1	1	*2*	5	0	0	1	*6*
8:00 AM	**4**	**8**	**1**	**3**	***16***	**1**	**0**	**2**	**2**	***5***	**4**	**0**	**1**	**1**	*6*
8:15 AM	**4**	**6**	**3**	**6**	***19***	**0**	**0**	**2**	**2**	***4***	**5**	**0**	**0**	**1**	*6*
8:30 AM	**2**	**6**	**4**	**5**	***17***	**0**	**0**	**2**	**1**	***3***	**3**	**0**	**0**	**1**	***4***
8:45 AM	**6**	**10**	**6**	**7**	***29***	**1**	**0**	**0**	**0**	***1***	**4**	**0**	**2**	**1**	***7***
Count Total	30	46	23	30	*129*	2	0	10	7	*19*	35	0	7	8	*50*
Peak Hour	**16**	**30**	**14**	**21**	***81***	**2**	**0**	**6**	**5**	***13***	**16**	**0**	**3**	**4**	***23***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Holly St Eastbound				Holly St Westbound				Old Country Rd Northbound				Old Country Rd Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	5	0	0	0	1	0	0	0	2	0	0	0	1	1	10	0
7:15 AM	0	0	3	0	0	1	2	0	0	0	1	1	0	0	1	0	9	0
7:30 AM	0	0	3	0	0	0	3	0	0	0	3	0	0	0	2	2	13	0
7:45 AM	0	0	3	0	0	2	6	1	0	0	1	1	0	1	1	0	16	48
8:00 AM	**0**	**0**	**4**	**0**	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**2**	**1**	**16**	54
8:15 AM	**0**	**1**	**2**	**1**	**0**	**0**	**5**	**1**	**0**	**1**	**1**	**1**	**0**	**0**	**3**	**3**	**19**	64
8:30 AM	**0**	**1**	**1**	**0**	**0**	**1**	**4**	**1**	**0**	**1**	**2**	**1**	**0**	**2**	**2**	**1**	**17**	68
8:45 AM	**0**	**0**	**4**	**2**	**0**	**3**	**5**	**2**	**0**	**0**	**4**	**2**	**0**	**0**	**6**	**1**	**29**	**81**
Count Total	0	2	25	3	0	7	34	5	0	2	14	7	0	3	18	9	129	0
Peak Hour	**0**	**2**	**11**	**3**	**0**	**4**	**22**	**4**	**0**	**2**	**7**	**5**	**0**	**2**	**13**	**6**	**81**	**0**

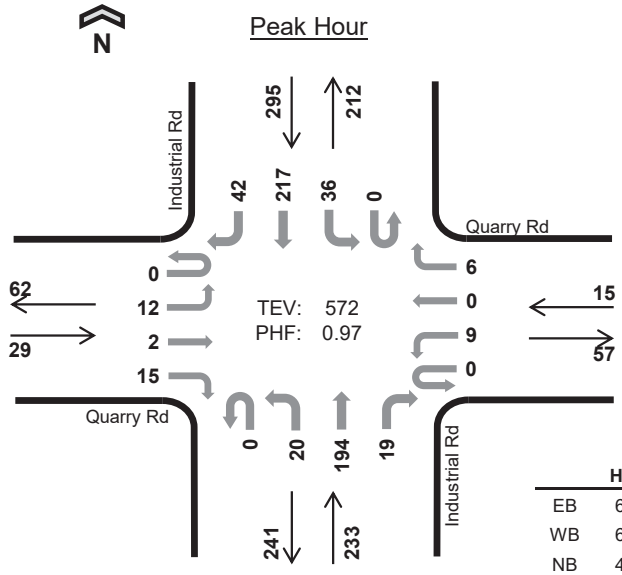
Two-Hour Count Summaries - Bikes

Interval Start	Holly St Eastbound			Holly St Westbound			Old Country Rd Northbound			Old Country Rd Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	2	0	0	0	0	2	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	1	0	0	1	0	2	0
7:45 AM	0	0	0	0	0	0	0	1	0	0	1	0	2	6
8:00 AM	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**2**	**0**	**5**	9
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**2**	**0**	**4**	13
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**1**	**0**	**3**	14
8:45 AM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**13**
Count Total	1	0	1	0	0	0	0	10	0	0	7	0	19	0
Peak Hour	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**6**	**0**	**0**	**5**	**0**	**13**	**0**

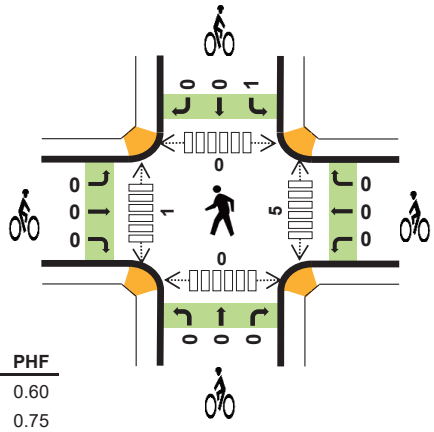
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Industrial Rd
Quarry Rd

Peak Hour



Date: 03/01/2023
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:30 AM to 8:30 AM



	HV %:	PHF
EB	6.9%	0.60
WB	6.7%	0.75
NB	4.7%	0.90
SB	4.4%	0.83
TOTAL	4.7%	0.97

Two-Hour Count Summaries

Interval Start	Quarry Rd Eastbound				Quarry Rd Westbound				Industrial Rd Northbound				Industrial Rd Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	1	2	0	5	0	8	0	3	25	6	0	9	41	6	106	0
7:15 AM	0	3	0	4	0	1	0	0	0	5	26	6	0	11	47	18	121	0
7:30 AM	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**3**	**43**	**7**	**0**	**11**	**63**	**15**	**145**	0
7:45 AM	**0**	**5**	**1**	**5**	**0**	**3**	**0**	**0**	**0**	**2**	**51**	**2**	**0**	**6**	**55**	**11**	**141**	513
8:00 AM	**0**	**2**	**1**	**2**	**0**	**2**	**0**	**3**	**0**	**5**	**54**	**6**	**0**	**9**	**44**	**11**	**139**	546
8:15 AM	**0**	**5**	**0**	**7**	**0**	**3**	**0**	**2**	**0**	**10**	**46**	**4**	**0**	**10**	**55**	**5**	**147**	**572**
8:30 AM	0	0	0	4	0	3	1	0	0	6	43	7	0	6	55	7	132	559
8:45 AM	0	4	0	4	0	0	0	3	0	4	43	6	0	13	50	9	136	554
Count Total	0	19	3	29	0	18	1	17	0	38	331	44	0	75	410	82	1,067	0
Peak Hour All	**0**	**12**	**2**	**15**	**0**	**9**	**0**	**6**	**0**	**20**	**194**	**19**	**0**	**36**	**217**	**42**	**572**	**0**
Peak Hour HV	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**11**	**0**	**0**	**0**	**12**	**1**	**27**	**0**
Peak Hour HV%	**-**	**17%**	**0%**	**0%**	**-**	**0%**	**-**	**17%**	**-**	**0%**	**6%**	**0%**	**-**	**0%**	**6%**	**2%**	**5%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	4	0	*4*	0	0	0	0	*0*	0	2	0	1	*3*
7:15 AM	0	0	3	5	*8*	0	0	0	0	*0*	1	0	0	1	*2*
7:30 AM	**0**	**1**	**4**	**5**	***10***	**0**	**0**	**0**	**0**	***0***	**2**	**0**	**0**	**0**	*2*
7:45 AM	**1**	**0**	**0**	**4**	***5***	**0**	**0**	**0**	**1**	***1***	**0**	**0**	**0**	**0**	*0*
8:00 AM	**0**	**0**	**4**	**2**	***6***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**0**	**0**	*1*
8:15 AM	**1**	**0**	**3**	**2**	***6***	**0**	**0**	**0**	**0**	***0***	**3**	**0**	**0**	**0**	***3***
8:30 AM	0	0	6	4	*10*	0	0	0	1	*1*	0	0	0	0	*0*
8:45 AM	2	0	2	1	*5*	0	0	0	0	*0*	2	0	2	3	*7*
Count Total	4	1	26	23	*54*	0	0	0	2	*2*	8	3	2	5	*18*
Peak Hour	**2**	**1**	**11**	**13**	***27***	**0**	**0**	**0**	**1**	***1***	**5**	**1**	**0**	**0**	***6***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Quarry Rd Eastbound				Quarry Rd Westbound				Industrial Rd Northbound				Industrial Rd Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	2	1	0	0	3	2	8	0
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**4**	**0**	**0**	**0**	**4**	**1**	**10**	0
7:45 AM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**5**	27
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**2**	**0**	**6**	29
8:15 AM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**2**	**0**	**6**	**27**
8:30 AM	0	0	0	0	0	0	0	0	0	1	5	0	0	0	4	0	10	27
8:45 AM	0	0	0	2	0	0	0	0	0	0	2	0	0	0	1	0	5	27
Count Total	0	2	0	2	0	0	0	1	0	1	24	1	0	0	20	3	54	0
Peak Hour	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**11**	**0**	**0**	**0**	**12**	**1**	**27**	**0**

Two-Hour Count Summaries - Bikes

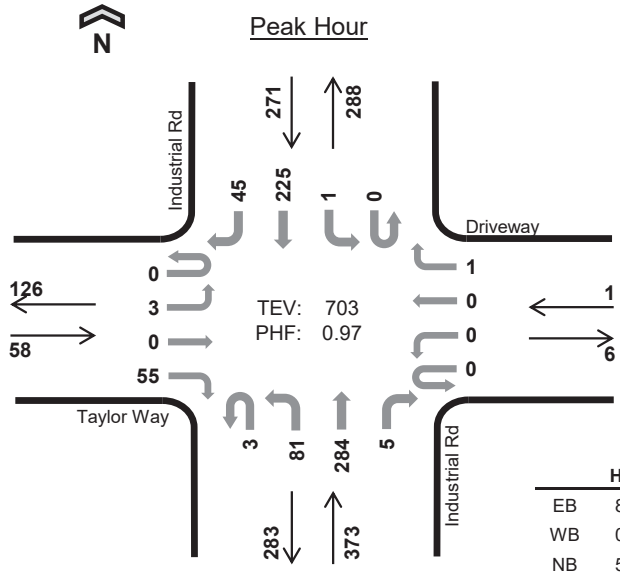
Interval Start	Quarry Rd Eastbound			Quarry Rd Westbound			Industrial Rd Northbound			Industrial Rd Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	1
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	1
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
8:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	0	0	0	0	0	0	0	0	1	1	0	2	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**

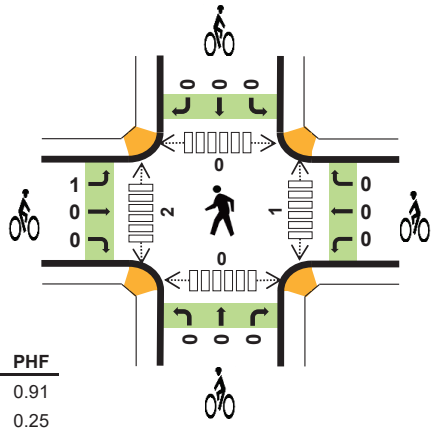
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Industrial Rd
Taylor Way

Date: 03/01/2023
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:30 AM to 8:30 AM

Peak Hour





	HV %:	PHF
EB	8.6%	0.91
WB	0.0%	0.25
NB	5.6%	0.90
SB	5.9%	0.97
TOTAL	6.0%	0.97

Two-Hour Count Summaries

Interval Start	Taylor Way Eastbound				Driveway Westbound				Industrial Rd Northbound				Industrial Rd Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	1	1	9	0	0	0	0	1	18	52	3	0	2	33	10	130	0
7:15 AM	0	2	0	13	0	0	0	0	0	23	49	7	0	1	30	10	135	0
7:30 AM	**0**	**1**	**0**	**13**	**0**	**0**	**0**	**0**	**0**	**20**	**58**	**2**	**0**	**1**	**55**	**13**	**163**	0
7:45 AM	**0**	**1**	**0**	**12**	**0**	**0**	**0**	**1**	**0**	**23**	**75**	**0**	**0**	**0**	**56**	**14**	**182**	610
8:00 AM	**0**	**1**	**0**	**15**	**0**	**0**	**0**	**0**	**1**	**16**	**86**	**1**	**0**	**0**	**54**	**8**	**182**	662
8:15 AM	**0**	**0**	**0**	**15**	**0**	**0**	**0**	**0**	**2**	**22**	**65**	**2**	**0**	**0**	**60**	**10**	**176**	**703**
8:30 AM	0	4	0	12	0	0	0	0	1	14	57	1	0	0	58	9	156	696
8:45 AM	1	3	0	8	0	0	0	0	2	18	58	0	0	0	51	12	153	667
Count Total	1	13	1	97	0	0	0	1	7	154	500	16	0	4	397	86	1,277	0
Peak Hour All	**0**	**3**	**0**	**55**	**0**	**0**	**0**	**1**	**3**	**81**	**284**	**5**	**0**	**1**	**225**	**45**	**703**	**0**
Peak Hour HV	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**6**	**15**	**0**	**0**	**0**	**13**	**3**	**42**	**0**
Peak Hour HV%	**-**	**0%**	**-**	**9%**	**-**	**-**	**-**	**0%**	**0%**	**7%**	**5%**	**0%**	**-**	**0%**	**6%**	**7%**	**6%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	1	0	2	3	*6*	0	0	0	0	*0*	0	2	0	0	*2*
7:15 AM	3	0	6	6	*15*	0	0	0	0	*0*	0	0	0	0	*0*
7:30 AM	**1**	**0**	**6**	**4**	***11***	**0**	**0**	**0**	**0**	***0***	**1**	**2**	**0**	**0**	*3*
7:45 AM	**2**	**0**	**2**	**5**	***9***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:00 AM	**1**	**0**	**8**	**3**	***12***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:15 AM	**1**	**0**	**5**	**4**	***10***	**1**	**0**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	***0***
8:30 AM	2	0	6	4	*12*	0	0	0	0	*0*	2	1	0	0	*3*
8:45 AM	3	0	3	5	*11*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	14	0	38	34	*86*	1	0	0	0	*1*	3	5	0	0	*8*
Peak Hour	**5**	**0**	**21**	**16**	***42***	**1**	**0**	**0**	**0**	***1***	**1**	**2**	**0**	**0**	***3***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Taylor Way Eastbound				Driveway Westbound				Industrial Rd Northbound				Industrial Rd Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	1	0	0	0	0	0	0	2	0	0	0	2	1	6	0
7:15 AM	0	0	0	3	0	0	0	0	0	1	4	1	0	0	6	0	15	0
7:30 AM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**4**	**0**	**0**	**0**	**3**	**1**	**11**	0
7:45 AM	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**5**	**0**	**9**	41
8:00 AM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**6**	**0**	**0**	**0**	**3**	**0**	**12**	47
8:15 AM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**4**	**0**	**0**	**0**	**2**	**2**	**10**	**42**
8:30 AM	0	0	0	2	0	0	0	0	0	0	6	0	0	0	2	2	12	43
8:45 AM	1	2	0	0	0	0	0	0	0	2	1	0	0	0	5	0	11	45
Count Total	1	2	0	11	0	0	0	0	0	9	28	1	0	0	28	6	86	0
Peak Hour	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**6**	**15**	**0**	**0**	**0**	**13**	**3**	**42**	**0**

Two-Hour Count Summaries - Bikes

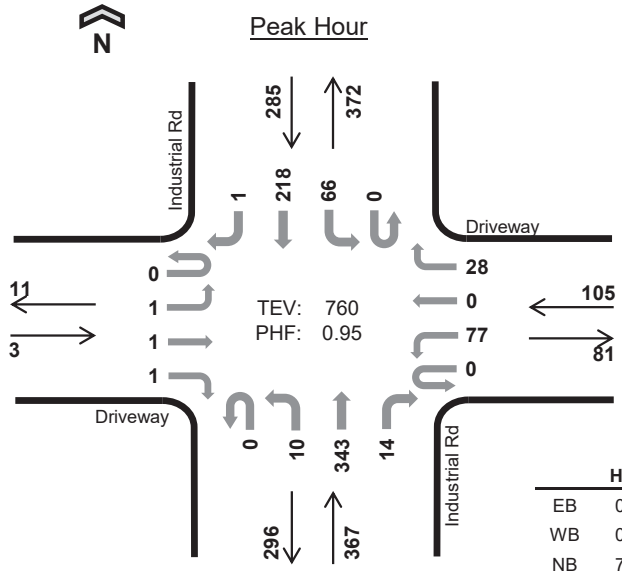
Interval Start	Taylor Way Eastbound			Driveway Westbound			Industrial Rd Northbound			Industrial Rd Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:15 AM	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	1	0	0	0	0	0	0	0	0	0	0	0	1	0
Peak Hour	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**

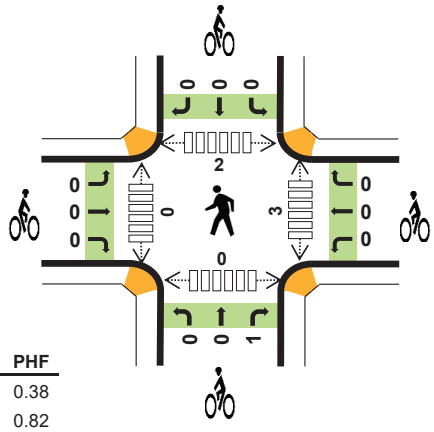
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Industrial Rd
Driveway

Date: 03/01/2023
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:45 AM to 8:45 AM

Peak Hour





	HV %:	PHF
EB	0.0%	0.38
WB	0.0%	0.82
NB	7.1%	0.91
SB	8.4%	0.93
TOTAL	6.6%	0.95

Two-Hour Count Summaries

Interval Start	Driveway Eastbound				Driveway Westbound				Industrial Rd Northbound				Industrial Rd Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	2	0	1	0	0	69	0	0	5	38	0	115	0
7:15 AM	0	0	0	0	0	14	0	2	0	0	76	3	0	9	37	0	141	0
7:30 AM	0	0	0	0	1	14	0	6	0	1	71	11	0	18	46	0	168	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**17**	**0**	**4**	**0**	**0**	**97**	**3**	**0**	**14**	**55**	**0**	**190**	614
8:00 AM	**0**	**0**	**0**	**0**	**0**	**21**	**0**	**8**	**0**	**4**	**93**	**4**	**0**	**17**	**52**	**0**	**199**	698
8:15 AM	**0**	**1**	**0**	**1**	**0**	**18**	**0**	**5**	**0**	**2**	**85**	**5**	**0**	**14**	**63**	**0**	**194**	751
8:30 AM	**0**	**0**	**1**	**0**	**0**	**21**	**0**	**11**	**0**	**4**	**68**	**2**	**0**	**21**	**48**	**1**	**177**	**760**
8:45 AM	0	0	0	0	0	34	0	9	0	5	67	3	0	13	46	0	177	747
Count Total	0	1	1	1	1	141	0	46	0	16	626	31	0	111	385	1	1,361	0
Peak Hour All	**0**	**1**	**1**	**1**	**0**	**77**	**0**	**28**	**0**	**10**	**343**	**14**	**0**	**66**	**218**	**1**	**760**	**0**
Peak Hour HV	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**26**	**0**	**0**	**0**	**24**	**0**	**50**	**0**
Peak Hour HV%	**-**	**0%**	**0%**	**0%**	**-**	**0%**	**-**	**0%**	**-**	**0%**	**8%**	**0%**	**-**	**0%**	**11%**	**0%**	**7%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	2	3	*5*	0	0	0	0	*0*	2	2	1	0	*5*
7:15 AM	0	0	7	7	*14*	0	0	0	0	*0*	1	1	0	0	*2*
7:30 AM	0	0	6	4	*10*	0	0	0	0	*0*	2	2	0	0	*4*
7:45 AM	**0**	**0**	**4**	**7**	***11***	**0**	**0**	**1**	**0**	***1***	**0**	**0**	**0**	**0**	*0*
8:00 AM	**0**	**0**	**9**	**8**	***17***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:15 AM	**0**	**0**	**7**	**3**	***10***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**0**	**0**	*1*
8:30 AM	**0**	**0**	**6**	**6**	***12***	**0**	**0**	**0**	**0**	***0***	**2**	**0**	**2**	**0**	***4***
8:45 AM	0	0	4	6	*10*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	0	0	45	44	*89*	0	0	1	0	*1*	8	5	3	0	*16*
Peak Hour	**0**	**0**	**26**	**24**	***50***	**0**	**0**	**1**	**0**	***1***	**3**	**0**	**2**	**0**	***5***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Driveway Eastbound				Driveway Westbound				Industrial Rd Northbound				Industrial Rd Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0	5	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7	0	14	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	4	0	10	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**7**	**0**	**11**	40
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**0**	**0**	**0**	**8**	**0**	**17**	52
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**0**	**0**	**3**	**0**	**10**	48
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**6**	**0**	**12**	**50**
8:45 AM	0	0	0	0	0	0	0	0	0	1	3	0	0	0	6	0	10	49
Count Total	0	0	0	0	0	0	0	0	0	1	44	0	0	0	44	0	89	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**26**	**0**	**0**	**0**	**24**	**0**	**50**	**0**

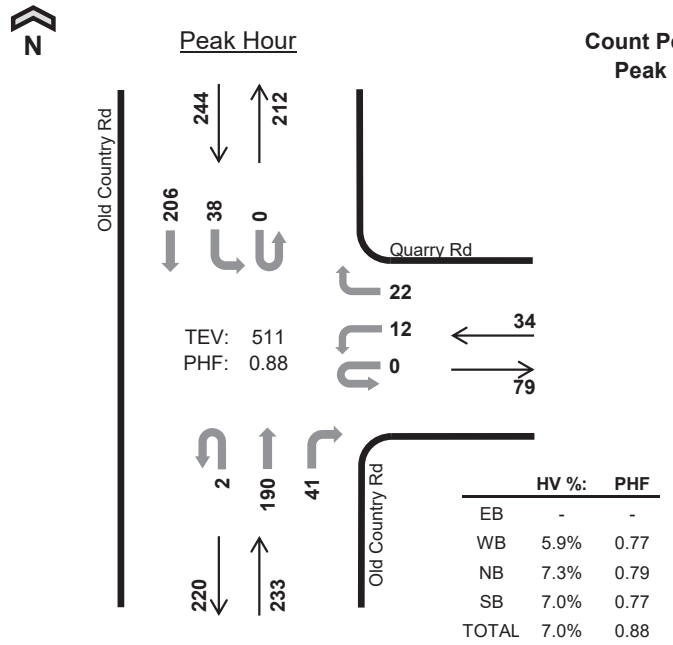
Two-Hour Count Summaries - Bikes

Interval Start	Driveway Eastbound			Driveway Westbound			Industrial Rd Northbound			Industrial Rd Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	1
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	1
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	1
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	1	0	0	0	1	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**

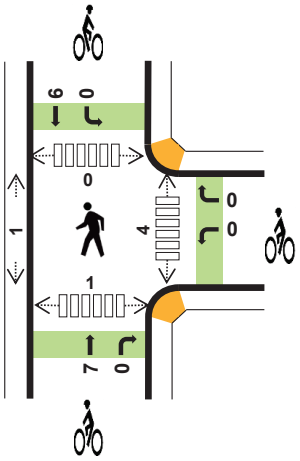
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Old Country Rd
Quarry Rd

Date: 03/01/2023
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:45 AM to 8:45 AM



	HV %:	PHF
EB	-	-
WB	5.9%	0.77
NB	7.3%	0.79
SB	7.0%	0.77
TOTAL	7.0%	0.88



Two-Hour Count Summaries

Interval Start		0 Eastbound				Quarry Rd Westbound				Old Country Rd Northbound				Old Country Rd Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	0	0	0	0	6	0	3	0	0	41	7	0	1	20	0	78	0
7:15 AM		0	0	0	0	0	2	0	5	0	0	45	7	0	7	33	0	99	0
7:30 AM		0	0	0	0	0	6	0	6	0	0	43	5	0	6	49	0	115	0
7:45 AM		**0**	**0**	**0**	**0**	**0**	**4**	**0**	**2**	**0**	**0**	**61**	**13**	**0**	**8**	**40**	**0**	**128**	420
8:00 AM		**0**	**0**	**0**	**0**	**0**	**2**	**0**	**5**	**0**	**0**	**44**	**7**	**0**	**10**	**51**	**0**	**119**	461
8:15 AM		**0**	**0**	**0**	**0**	**0**	**2**	**0**	**8**	**0**	**0**	**42**	**14**	**0**	**12**	**67**	**0**	**145**	507
8:30 AM		**0**	**0**	**0**	**0**	**0**	**4**	**0**	**7**	**2**	**0**	**43**	**7**	**0**	**8**	**48**	**0**	**119**	**511**
8:45 AM		0	0	0	0	0	1	0	4	0	0	37	9	0	5	50	0	106	489
Count Total		0	0	0	0	0	27	0	40	2	0	356	69	0	57	358	0	909	0
Peak Hour	**All**	**0**	**0**	**0**	**0**	**0**	**12**	**0**	**22**	**2**	**0**	**190**	**41**	**0**	**38**	**206**	**0**	**511**	**0**
	HV	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**16**	**1**	**0**	**2**	**15**	**0**	**36**	**0**
	HV%	**-**	**-**	**-**	**-**	**-**	**0%**	**-**	**9%**	**0%**	**-**	**8%**	**2%**	**-**	**5%**	**7%**	**-**	**7%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	16	2	*18*	0	0	2	0	*2*	1	0	0	0	*1*
7:15 AM	0	1	12	1	*14*	0	0	0	0	*0*	0	0	0	0	*0*
7:30 AM	0	2	5	2	*9*	0	0	1	1	*2*	0	0	0	0	*0*
7:45 AM	**0**	**0**	**5**	**0**	*5*	**0**	**0**	**0**	**2**	*2*	**1**	**0**	**0**	**0**	*1*
8:00 AM	**0**	**0**	**5**	**4**	*9*	**0**	**0**	**3**	**2**	*5*	**1**	**0**	**0**	**0**	*1*
8:15 AM	**0**	**1**	**6**	**10**	*17*	**0**	**0**	**2**	**1**	*3*	**2**	**0**	**0**	**1**	*3*
8:30 AM	**0**	**1**	**1**	**3**	*5*	**0**	**0**	**2**	**1**	*3*	**0**	**1**	**0**	**0**	*1*
8:45 AM	0	1	2	5	*8*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	0	6	52	27	*85*	0	0	10	7	*17*	5	1	0	1	*7*
Peak Hr	**0**	**2**	**17**	**17**	*36*	**0**	**0**	**7**	**6**	*13*	**4**	**1**	**0**	**1**	*6*

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	0				Quarry Rd				Old Country Rd				Old Country Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	15	1	0	0	2	0	18	0
7:15 AM	0	0	0	0	0	0	0	1	0	0	12	0	0	0	1	0	14	0
7:30 AM	0	0	0	0	0	0	0	2	0	0	4	1	0	0	2	0	9	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**5**	46
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**1**	**3**	**0**	**9**	37
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**5**	**1**	**0**	**1**	**9**	**0**	**17**	40
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**3**	**0**	**5**	**36**
8:45 AM	0	0	0	0	0	0	0	1	0	0	2	0	0	0	5	0	8	39
Count Total	0	0	0	0	0	0	0	6	0	0	49	3	0	2	25	0	85	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**16**	**1**	**0**	**2**	**15**	**0**	**36**	**0**

Two-Hour Count Summaries - Bikes

Interval Start	0			Quarry Rd			Old Country Rd			Old Country Rd			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	2	0	0	0	0	2	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	1	0	0	1	0	2	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**2**	6
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**2**	**0**	**5**	9
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**1**	**0**	**3**	12
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**1**	**0**	**3**	**13**
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	11
Count Total	0	0	0	0	0	0	0	10	0	0	7	0	17	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**0**	**6**	**0**	**13**	**0**

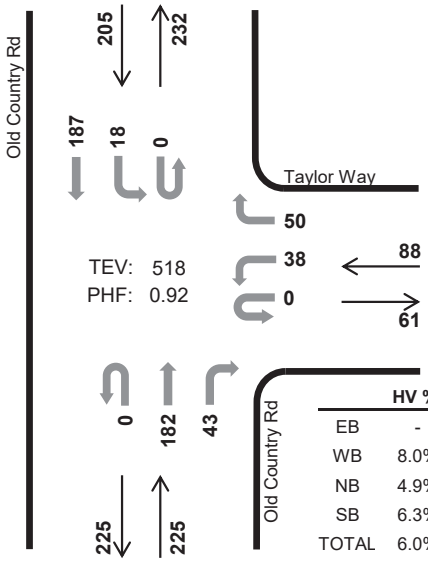
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Old Country Rd
Taylor Way

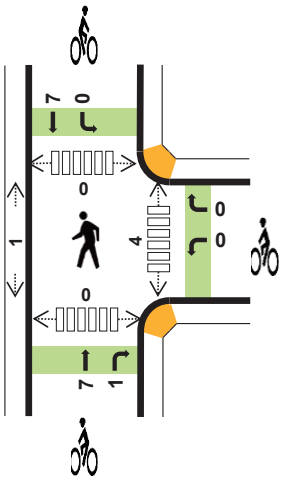
Date: 03/01/2023
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:45 AM to 8:45 AM

N

Peak Hour



	HV %:	PHF
EB	-	-
WB	8.0%	0.85
NB	4.9%	0.82
SB	6.3%	0.78
TOTAL	6.0%	0.92



Two-Hour Count Summaries

Interval Start		0 Eastbound				Taylor Way Westbound				Old Country Rd Northbound				Old Country Rd Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	0	0	0	0	5	0	9	0	0	21	8	0	1	19	0	63	0
7:15 AM		0	0	0	0	0	8	0	9	0	0	30	13	0	4	25	0	89	0
7:30 AM		0	0	0	0	0	8	0	6	0	0	38	5	0	7	34	0	98	0
7:45 AM		**0**	**0**	**0**	**0**	**0**	**11**	**0**	**11**	**0**	**0**	**61**	**8**	**0**	**3**	**36**	**0**	**130**	380
8:00 AM		**0**	**0**	**0**	**0**	**0**	**15**	**0**	**11**	**0**	**0**	**39**	**11**	**0**	**5**	**40**	**0**	**121**	438
8:15 AM		**0**	**0**	**0**	**0**	**0**	**8**	**0**	**12**	**0**	**0**	**44**	**11**	**0**	**6**	**60**	**0**	**141**	490
8:30 AM		**0**	**0**	**0**	**0**	**0**	**4**	**0**	**16**	**0**	**0**	**38**	**13**	**0**	**4**	**51**	**0**	**126**	**518**
8:45 AM		0	0	0	0	0	8	0	11	0	0	35	12	0	6	40	0	112	500
Count Total		0	0	0	0	0	67	0	85	0	0	306	81	0	36	305	0	880	0
Peak Hour	**All**	**0**	**0**	**0**	**0**	**0**	**38**	**0**	**50**	**0**	**0**	**182**	**43**	**0**	**18**	**187**	**0**	**518**	**0**
	HV	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**1**	**0**	**0**	**8**	**3**	**0**	**1**	**12**	**0**	**31**	**0**
	HV%	**-**	**-**	**-**	**-**	**-**	**16%**	**-**	**2%**	**-**	**-**	**4%**	**7%**	**-**	**6%**	**6%**	**-**	**6%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	2	2	*4*	0	0	1	0	*1*	1	0	0	0	*1*
7:15 AM	0	1	1	1	*3*	0	1	0	0	*1*	1	0	0	0	*1*
7:30 AM	0	2	3	1	*6*	0	0	1	2	*3*	4	0	0	0	*4*
7:45 AM	**0**	**2**	**3**	**1**	***6***	**0**	**0**	**1**	**2**	***3***	**0**	**1**	**0**	**0**	*1*
8:00 AM	**0**	**1**	**0**	**3**	***4***	**0**	**0**	**3**	**1**	***4***	**1**	**0**	**0**	**0**	*1*
8:15 AM	**0**	**3**	**4**	**3**	***10***	**0**	**0**	**2**	**3**	***5***	**2**	**0**	**0**	**0**	*2*
8:30 AM	**0**	**1**	**4**	**6**	***11***	**0**	**0**	**2**	**1**	***3***	**1**	**0**	**0**	**0**	***1***
8:45 AM	0	3	3	5	*11*	0	0	0	0	*0*	1	0	0	0	*1*
Count Total	0	13	20	22	*55*	0	1	10	9	*20*	11	1	0	0	*12*
Peak Hr	**0**	**7**	**11**	**13**	***31***	**0**	**0**	**8**	**7**	***15***	**4**	**1**	**0**	**0**	***5***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	0				Taylor Way				Old Country Rd				Old Country Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	4	0
7:15 AM	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	3	0
7:30 AM	0	0	0	0	0	2	0	0	0	0	3	0	0	0	1	0	6	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**2**	**1**	**0**	**0**	**1**	**0**	**6**	19
8:00 AM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**4**	19
8:15 AM	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**3**	**0**	**10**	26
8:30 AM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	**2**	**0**	**1**	**5**	**0**	**11**	**31**
8:45 AM	0	0	0	0	0	2	0	1	0	0	2	1	0	1	4	0	11	36
Count Total	0	0	0	0	0	11	0	2	0	0	15	5	0	2	20	0	55	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**1**	**0**	**0**	**8**	**3**	**0**	**1**	**12**	**0**	**31**	**0**

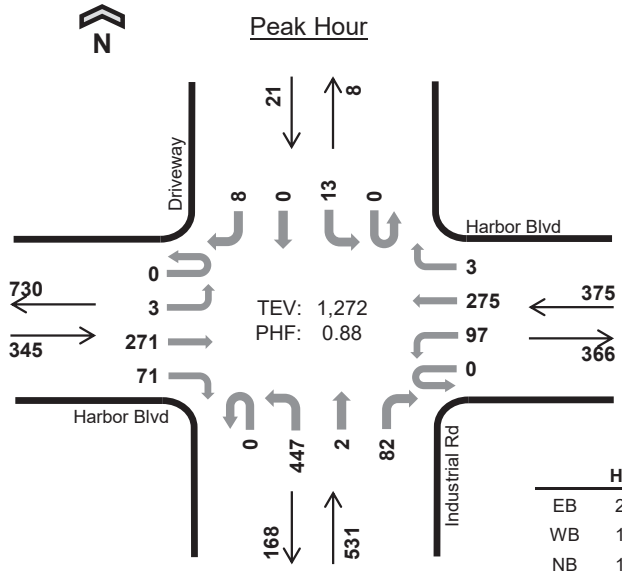
Two-Hour Count Summaries - Bikes

Interval Start	0			Taylor Way			Old Country Rd			Old Country Rd			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0
7:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	1	0
7:30 AM	0	0	0	0	0	0	0	1	0	1	1	0	3	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**2**	**0**	**3**	8
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**1**	**0**	**4**	11
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**3**	**0**	**5**	15
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**1**	**0**	**3**	**15**
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	12
Count Total	0	0	0	0	0	1	0	9	1	1	8	0	20	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**1**	**0**	**7**	**0**	**15**	**0**

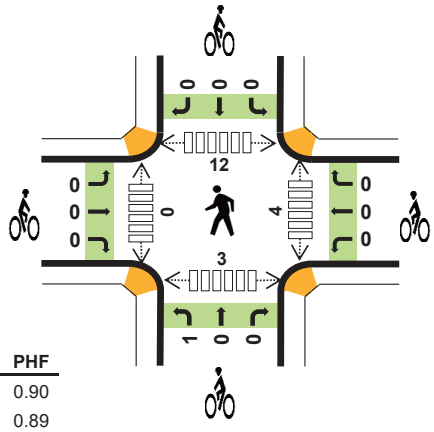
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Industrial Rd
Harbor Blvd

Peak Hour



Date: 03/01/2023
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:30 PM to 5:30 PM



	HV %:	PHF
EB	2.3%	0.90
WB	1.6%	0.89
NB	1.3%	0.78
SB	0.0%	0.66
TOTAL	1.7%	0.88

Two-Hour Count Summaries

Interval Start		Harbor Blvd Eastbound				Harbor Blvd Westbound				Industrial Rd Northbound				Driveway Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	3	69	26	0	31	51	0	0	76	0	36	0	3	0	0	295	0
4:15 PM		0	0	54	21	0	27	53	0	0	92	0	32	0	1	0	2	282	0
4:30 PM		**0**	**0**	**74**	**15**	**0**	**31**	**66**	**0**	**0**	**77**	**1**	**32**	**0**	**2**	**0**	**1**	**299**	0
4:45 PM		**0**	**1**	**60**	**15**	**0**	**30**	**74**	**1**	**0**	**106**	**1**	**8**	**0**	**2**	**0**	**1**	**299**	1,175
5:00 PM		**0**	**1**	**71**	**24**	**0**	**15**	**57**	**1**	**0**	**116**	**0**	**20**	**0**	**5**	**0**	**3**	**313**	1,193
5:15 PM		**0**	**1**	**66**	**17**	**0**	**21**	**78**	**1**	**0**	**148**	**0**	**22**	**0**	**4**	**0**	**3**	**361**	**1,272**
5:30 PM		0	1	50	15	0	15	67	0	0	97	0	13	0	1	1	1	261	1,234
5:45 PM		0	0	48	11	0	20	58	0	0	99	0	15	0	1	1	1	254	1,189
Count Total		0	7	492	144	0	190	504	3	0	811	2	178	0	19	2	12	2,364	0
Peak Hour	**All**	**0**	**3**	**271**	**71**	**0**	**97**	**275**	**3**	**0**	**447**	**2**	**82**	**0**	**13**	**0**	**8**	**1,272**	**0**
	HV	**0**	**0**	**6**	**2**	**0**	**5**	**1**	**0**	**0**	**5**	**0**	**2**	**0**	**0**	**0**	**0**	**21**	**0**
	HV%	**-**	**0%**	**2%**	**3%**	**-**	**5%**	**0%**	**0%**	**-**	**1%**	**0%**	**2%**	**-**	**0%**	**-**	**0%**	**2%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	1	3	1	0	*5*	0	0	0	0	*0*	4	0	2	7	*13*
4:15 PM	2	3	5	0	*10*	0	1	0	0	*1*	2	0	1	0	*3*
4:30 PM	**2**	**3**	**2**	**0**	***7***	**0**	**0**	**1**	**0**	***1***	**3**	**0**	**3**	**0**	*6*
4:45 PM	**2**	**2**	**2**	**0**	***6***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**2**	**3**	*6*
5:00 PM	**1**	**0**	**2**	**0**	***3***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**5**	**0**	*5*
5:15 PM	**3**	**1**	**1**	**0**	***5***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**2**	**0**	***2***
5:30 PM	2	2	3	0	*7*	0	0	0	0	*0*	3	0	2	0	*5*
5:45 PM	0	0	4	0	*4*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	13	14	20	0	*47*	0	1	1	0	2	13	0	17	10	*40*
Peak Hour	**8**	**6**	**7**	**0**	***21***	**0**	**0**	**1**	**0**	***1***	**4**	**0**	**12**	**3**	***19***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Harbor Blvd				Harbor Blvd				Industrial Rd				Driveway				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	1	0	0	0	0	3	0	0	0	0	1	0	0	0	0	5	0
4:15 PM	0	0	1	1	0	1	2	0	0	4	0	1	0	0	0	0	10	0
4:30 PM	**0**	**0**	**2**	**0**	**0**	**2**	**1**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**7**	0
4:45 PM	**0**	**0**	**1**	**1**	**0**	**2**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	28
5:00 PM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**3**	26
5:15 PM	**0**	**0**	**2**	**1**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**21**
5:30 PM	0	0	1	1	0	1	1	0	0	3	0	0	0	0	0	0	7	21
5:45 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	19
Count Total	0	1	8	4	0	7	7	0	0	16	0	4	0	0	0	0	47	0
Peak Hour	**0**	**0**	**6**	**2**	**0**	**5**	**1**	**0**	**0**	**5**	**0**	**2**	**0**	**0**	**0**	**0**	**21**	**0**

Two-Hour Count Summaries - Bikes

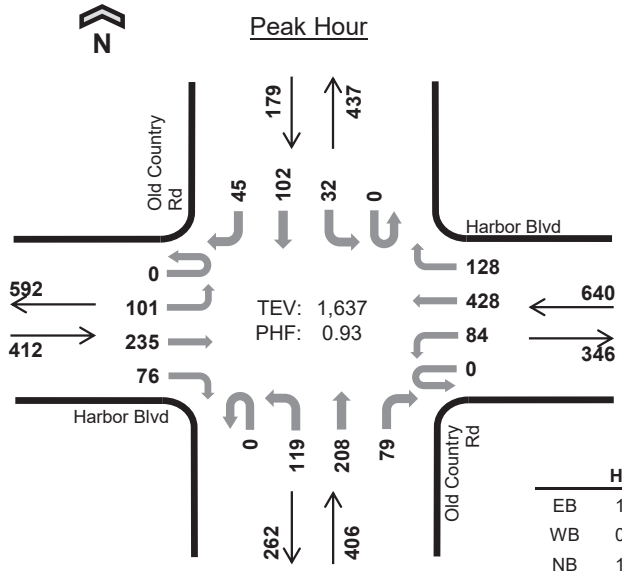
Interval Start	Harbor Blvd			Harbor Blvd			Industrial Rd			Driveway			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	1	0	0	0	0	0	0	0	0	1	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	2
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	2
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	1	0	0	1	0	0	0	0	0	2	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**

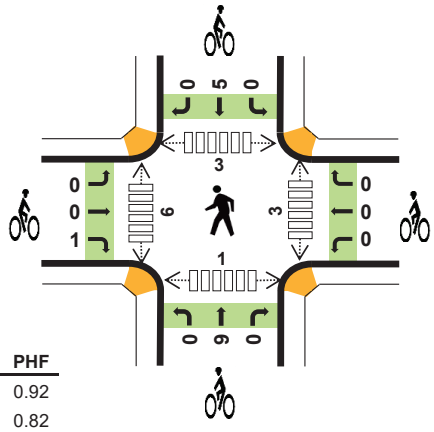
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Old Country Rd
Harbor Blvd

Date: 03/01/2023
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM

Peak Hour





	HV %:	PHF
EB	1.2%	0.92
WB	0.3%	0.82
NB	1.2%	0.94
SB	0.6%	0.90
TOTAL	0.8%	0.93

Two-Hour Count Summaries

Interval Start	Harbor Blvd Eastbound				Harbor Blvd Westbound				Old Country Rd Northbound				Old Country Rd Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	24	67	17	0	20	50	26	0	34	71	24	0	8	25	8	374	0
4:15 PM	0	10	56	22	0	21	87	23	0	25	61	23	0	6	32	6	372	0
4:30 PM	0	10	66	12	0	19	79	32	0	29	66	19	0	8	18	9	367	0
4:45 PM	0	15	62	11	0	21	87	43	0	21	48	18	0	8	18	13	365	1,478
5:00 PM	**0**	**30**	**67**	**14**	**0**	**24**	**81**	**39**	**0**	**30**	**45**	**25**	**0**	**12**	**25**	**13**	**405**	1,509
5:15 PM	**0**	**24**	**62**	**26**	**0**	**27**	**138**	**31**	**0**	**26**	**52**	**22**	**0**	**4**	**21**	**8**	**441**	1,578
5:30 PM	**0**	**28**	**48**	**21**	**0**	**19**	**107**	**27**	**0**	**34**	**57**	**17**	**0**	**10**	**24**	**13**	**405**	1,616
5:45 PM	**0**	**19**	**58**	**15**	**0**	**14**	**102**	**31**	**0**	**29**	**54**	**15**	**0**	**6**	**32**	**11**	**386**	**1,637**
Count Total	0	160	486	138	0	165	731	252	0	228	454	163	0	62	195	81	3,115	0
Peak Hour All	**0**	**101**	**235**	**76**	**0**	**84**	**428**	**128**	**0**	**119**	**208**	**79**	**0**	**32**	**102**	**45**	**1,637**	**0**
Peak Hour HV	**0**	**3**	**2**	**0**	**0**	**0**	**1**	**1**	**0**	**1**	**3**	**1**	**0**	**0**	**1**	**0**	**13**	**0**
Peak Hour HV%	**-**	**3%**	**1%**	**0%**	**-**	**0%**	**0%**	**1%**	**-**	**1%**	**1%**	**1%**	**-**	**0%**	**1%**	**0%**	**1%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	4	2	1	0	*7*	0	0	2	2	*4*	6	6	6	5	*23*
4:15 PM	2	4	1	1	*8*	0	0	0	1	*1*	0	6	0	2	*8*
4:30 PM	3	2	1	2	*8*	1	0	1	2	*4*	0	4	2	5	*11*
4:45 PM	2	3	2	0	*7*	0	0	2	0	*2*	1	5	3	1	*10*
5:00 PM	**0**	**0**	**2**	**0**	***2***	**1**	**0**	**2**	**0**	***3***	**0**	**3**	**0**	**1**	*4*
5:15 PM	**1**	**0**	**1**	**0**	***2***	**0**	**0**	**5**	**1**	***6***	**2**	**2**	**0**	**0**	*4*
5:30 PM	**4**	**1**	**2**	**1**	***8***	**0**	**0**	**1**	**2**	***3***	**1**	**0**	**1**	**0**	*2*
5:45 PM	**0**	**1**	**0**	**0**	***1***	**0**	**0**	**1**	**2**	***3***	**0**	**1**	**2**	**0**	***3***
Count Total	16	13	10	4	*43*	2	0	14	10	*26*	10	27	14	14	*65*
Peak Hour	**5**	**2**	**5**	**1**	***13***	**1**	**0**	**9**	**5**	***15***	**3**	**6**	**3**	**1**	***13***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Harbor Blvd				Harbor Blvd				Old Country Rd				Old Country Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	2	2	0	2	0	0	0	0	0	1	0	0	0	0	7	0
4:15 PM	0	0	1	1	0	0	3	1	0	0	0	1	0	1	0	0	8	0
4:30 PM	0	0	1	2	0	0	1	1	0	1	0	0	0	2	0	0	8	0
4:45 PM	0	0	2	0	0	1	1	1	0	0	2	0	0	0	0	0	7	30
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**2**	25
5:15 PM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	19
5:30 PM	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**1**	**0**	**0**	**0**	**1**	**0**	**8**	19
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**13**
Count Total	0	3	8	5	0	3	6	4	0	2	5	3	0	3	1	0	43	0
Peak Hour	**0**	**3**	**2**	**0**	**0**	**0**	**1**	**1**	**0**	**1**	**3**	**1**	**0**	**0**	**1**	**0**	**13**	**0**

Two-Hour Count Summaries - Bikes

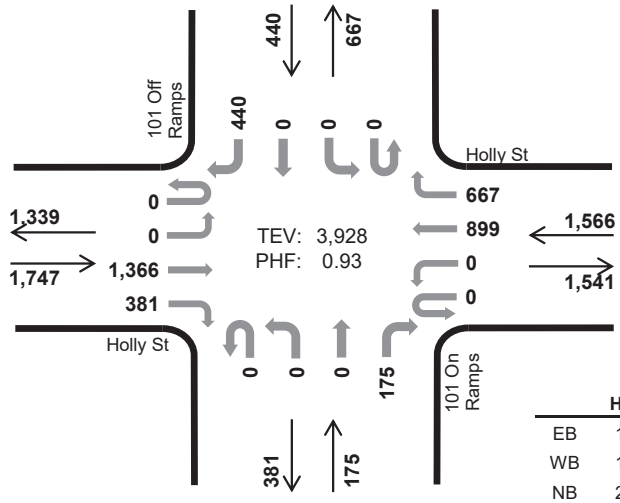
Interval Start	Harbor Blvd			Harbor Blvd			Old Country Rd			Old Country Rd			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	2	0	0	2	0	4	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0
4:30 PM	1	0	0	0	0	0	0	1	0	0	2	0	4	0
4:45 PM	0	0	0	0	0	0	0	2	0	0	0	0	2	11
5:00 PM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**3**	10
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**1**	**0**	**6**	15
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**2**	**0**	**3**	14
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**2**	**0**	**3**	**15**
Count Total	1	0	1	0	0	0	0	14	0	0	10	0	26	0
Peak Hour	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**9**	**0**	**0**	**5**	**0**	**15**	**0**

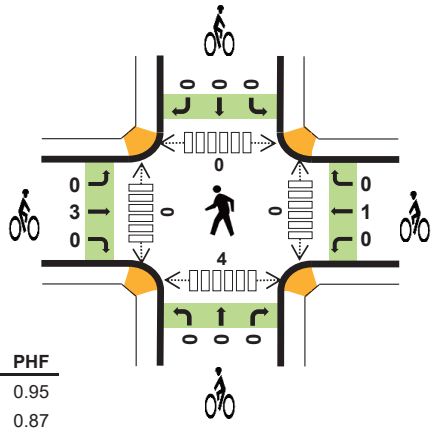
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

101 On Ramps
Holly St

Date: 03/01/2023
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:30 PM to 5:30 PM

Peak Hour





	HV %:	PHF
EB	1.1%	0.95
WB	1.9%	0.87
NB	2.3%	0.95
SB	1.1%	0.83
TOTAL	1.5%	0.93

Two-Hour Count Summaries

Interval Start	Holly St Eastbound				Holly St Westbound				101 On Ramps Northbound				101 Off Ramps Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	329	123	0	0	176	159	0	0	0	51	0	0	0	141	979	0
4:15 PM	0	0	298	117	0	0	208	132	0	0	0	50	0	0	0	119	924	0
4:30 PM	**0**	**0**	**372**	**90**	**0**	**0**	**167**	**161**	**0**	**0**	**0**	**41**	**0**	**0**	**0**	**132**	**963**	0
4:45 PM	**0**	**0**	**311**	**88**	**0**	**0**	**215**	**132**	**0**	**0**	**0**	**46**	**0**	**0**	**0**	**101**	**893**	3,759
5:00 PM	**0**	**0**	**322**	**114**	**0**	**0**	**262**	**178**	**0**	**0**	**0**	**46**	**0**	**0**	**0**	**98**	**1,020**	3,800
5:15 PM	**0**	**0**	**361**	**89**	**0**	**0**	**255**	**196**	**0**	**0**	**0**	**42**	**0**	**0**	**0**	**109**	**1,052**	**3,928**
5:30 PM	0	0	267	67	0	0	245	136	0	0	0	56	0	0	0	100	871	3,836
5:45 PM	0	0	266	74	0	0	228	148	0	0	0	48	0	0	0	101	865	3,808
Count Total	0	0	2,526	762	0	0	1,756	1,242	0	0	0	380	0	0	0	901	7,567	0
Peak Hour All	**0**	**0**	**1,366**	**381**	**0**	**0**	**899**	**667**	**0**	**0**	**0**	**175**	**0**	**0**	**0**	**440**	**3,928**	**0**
Peak Hour HV	**0**	**0**	**17**	**3**	**0**	**0**	**17**	**13**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**5**	**59**	**0**
Peak Hour HV%	**-**	**-**	**1%**	**1%**	**-**	**-**	**2%**	**2%**	**-**	**-**	**-**	**2%**	**-**	**-**	**-**	**1%**	**2%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	6	12	0	3	*21*	0	0	0	0	*0*	0	0	0	1	*1*
4:15 PM	8	6	4	1	*19*	1	0	0	0	*1*	0	0	0	3	*3*
4:30 PM	**7**	**3**	**1**	**1**	***12***	**1**	**0**	**0**	**0**	***1***	**0**	**0**	**0**	**1**	*1*
4:45 PM	**3**	**12**	**2**	**1**	***18***	**0**	**1**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	*0*
5:00 PM	**5**	**11**	**0**	**2**	***18***	**2**	**0**	**0**	**0**	***2***	**0**	**0**	**0**	**0**	*0*
5:15 PM	**5**	**4**	**1**	**1**	***11***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**3**	***3***
5:30 PM	6	6	2	2	*16*	0	0	0	0	*0*	0	0	0	2	*2*
5:45 PM	1	7	2	2	*12*	0	1	0	0	*1*	0	0	0	3	*3*
Count Total	41	61	12	13	*127*	4	2	0	0	*6*	0	0	0	13	*13*
Peak Hour	**20**	**30**	**4**	**5**	***59***	**3**	**1**	**0**	**0**	***4***	**0**	**0**	**0**	**4**	***4***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Holly St Eastbound				Holly St Westbound				101 On Ramps Northbound				101 Off Ramps Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	4	2	0	0	4	8	0	0	0	0	0	0	0	3	21	0
4:15 PM	0	0	5	3	0	0	5	1	0	0	0	4	0	0	0	1	19	0
4:30 PM	**0**	**0**	**7**	**0**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**12**	0
4:45 PM	**0**	**0**	**3**	**0**	**0**	**0**	**8**	**4**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**1**	**18**	70
5:00 PM	**0**	**0**	**3**	**2**	**0**	**0**	**5**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**18**	67
5:15 PM	**0**	**0**	**4**	**1**	**0**	**0**	**2**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**11**	**59**
5:30 PM	0	0	4	2	0	0	4	2	0	0	0	2	0	0	0	2	16	63
5:45 PM	0	0	1	0	0	0	3	4	0	0	0	2	0	0	0	2	12	57
Count Total	0	0	31	10	0	0	33	28	0	0	0	12	0	0	0	13	127	0
Peak Hour	**0**	**0**	**17**	**3**	**0**	**0**	**17**	**13**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**5**	**59**	**0**

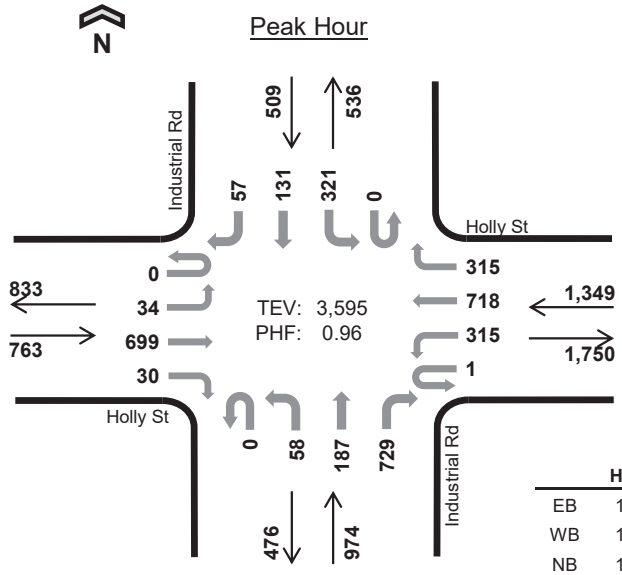
Two-Hour Count Summaries - Bikes

Interval Start	Holly St Eastbound			Holly St Westbound			101 On Ramps Northbound			101 Off Ramps Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0
4:30 PM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	0
4:45 PM	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	3
5:00 PM	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	5
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	3
Count Total	0	4	0	0	2	0	0	0	0	0	0	0	6	0
Peak Hour	**0**	**3**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**

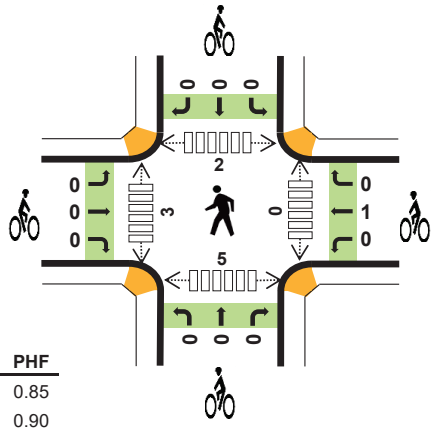
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Industrial Rd
Holly St

Peak Hour



Date: 03/01/2023
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:30 PM to 5:30 PM



	HV %:	PHF
EB	1.4%	0.85
WB	1.6%	0.90
NB	1.2%	0.95
SB	1.2%	0.76
TOTAL	1.4%	0.96

Two-Hour Count Summaries

Interval Start	Holly St Eastbound				Holly St Westbound				Industrial Rd Northbound				Industrial Rd Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	9	174	10	1	74	178	57	0	7	36	163	0	115	41	12	877	0
4:15 PM	0	10	173	11	0	73	186	71	0	8	42	144	0	96	52	12	878	0
4:30 PM	**0**	**11**	**163**	**11**	**0**	**71**	**191**	**59**	**0**	**9**	**46**	**202**	**0**	**97**	**34**	**14**	**908**	0
4:45 PM	**0**	**6**	**159**	**8**	**0**	**81**	**144**	**72**	**0**	**18**	**47**	**181**	**0**	**63**	**33**	**14**	**826**	3,489
5:00 PM	**0**	**8**	**166**	**6**	**0**	**78**	**184**	**94**	**0**	**16**	**47**	**172**	**0**	**101**	**44**	**22**	**938**	3,550
5:15 PM	**0**	**9**	**211**	**5**	**1**	**85**	**199**	**90**	**0**	**15**	**47**	**174**	**0**	**60**	**20**	**7**	**923**	**3,595**
5:30 PM	0	15	142	8	1	70	175	83	0	11	33	136	0	58	22	17	771	3,458
5:45 PM	0	9	152	8	0	53	200	89	0	13	41	142	0	47	22	6	782	3,414
Count Total	0	77	1,340	67	3	585	1,457	615	0	97	339	1,314	0	637	268	104	6,903	0
Peak Hour All	**0**	**34**	**699**	**30**	**1**	**315**	**718**	**315**	**0**	**58**	**187**	**729**	**0**	**321**	**131**	**57**	**3,595**	**0**
Peak Hour HV	**0**	**1**	**10**	**0**	**0**	**3**	**6**	**13**	**0**	**0**	**4**	**8**	**0**	**5**	**1**	**0**	**51**	**0**
Peak Hour HV%	**-**	**3%**	**1%**	**0%**	**0%**	**1%**	**1%**	**4%**	**-**	**0%**	**2%**	**1%**	**-**	**2%**	**1%**	**0%**	**1%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	4	6	2	3	*15*	0	0	0	0	*0*	0	1	0	1	*2*
4:15 PM	4	4	8	2	*18*	0	0	0	0	*0*	0	1	0	2	*3*
4:30 PM	**6**	**4**	**3**	**2**	***15***	**0**	**0**	**0**	**0**	***0***	**0**	**2**	**1**	**1**	***4***
4:45 PM	**1**	**9**	**4**	**2**	***16***	**0**	**1**	**0**	**0**	***1***	**0**	**1**	**0**	**0**	*1*
5:00 PM	**3**	**7**	**1**	**1**	***12***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**2**	*2*
5:15 PM	**1**	**2**	**4**	**1**	***8***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**1**	**2**	***3***
5:30 PM	3	5	2	2	*12*	0	0	0	0	*0*	0	3	0	2	*5*
5:45 PM	1	7	4	0	*12*	0	0	0	0	*0*	0	1	0	3	*4*
Count Total	23	44	28	13	*108*	0	1	0	0	*1*	0	9	2	13	*24*
Peak Hour	**11**	**22**	**12**	**6**	***51***	**0**	**1**	**0**	**0**	***1***	**0**	**3**	**2**	**5**	***10***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Holly St Eastbound				Holly St Westbound				Industrial Rd Northbound				Industrial Rd Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	4	0	0	2	3	1	0	0	2	0	0	2	1	0	15	0
4:15 PM	0	1	3	0	0	2	0	2	0	0	5	3	0	1	0	1	18	0
4:30 PM	**0**	**1**	**5**	**0**	**0**	**0**	**2**	**2**	**0**	**0**	**1**	**2**	**0**	**2**	**0**	**0**	**15**	0
4:45 PM	**0**	**0**	**1**	**0**	**0**	**2**	**2**	**5**	**0**	**0**	**2**	**2**	**0**	**1**	**1**	**0**	**16**	64
5:00 PM	**0**	**0**	**3**	**0**	**0**	**1**	**0**	**6**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**12**	61
5:15 PM	**0**	**0**	**1**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**1**	**3**	**0**	**1**	**0**	**0**	**8**	**51**
5:30 PM	0	1	2	0	0	0	3	2	0	0	0	2	0	2	0	0	12	48
5:45 PM	0	1	0	0	0	1	2	4	0	0	3	1	0	0	0	0	12	44
Count Total	0	4	19	0	0	8	14	22	0	0	14	14	0	10	2	1	108	0
Peak Hour	**0**	**1**	**10**	**0**	**0**	**3**	**6**	**13**	**0**	**0**	**4**	**8**	**0**	**5**	**1**	**0**	**51**	**0**

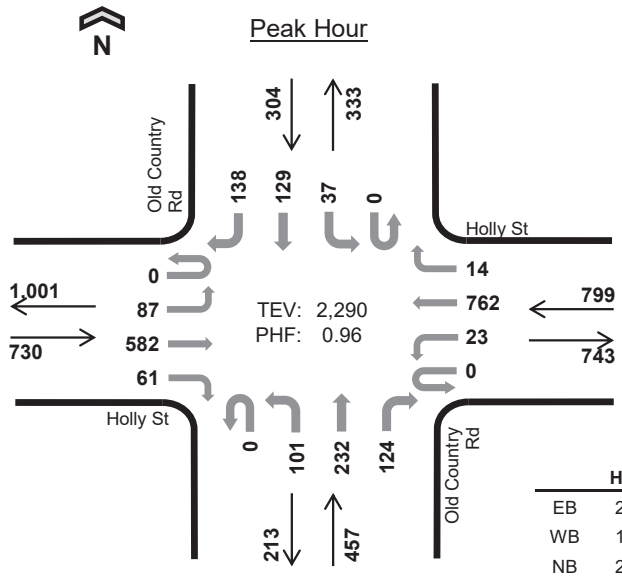
Two-Hour Count Summaries - Bikes

Interval Start	Holly St Eastbound			Holly St Westbound			Industrial Rd Northbound			Industrial Rd Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:45 PM	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	1
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	1
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	1	0	0	0	0	0	0	0	1	0
Peak Hour	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**

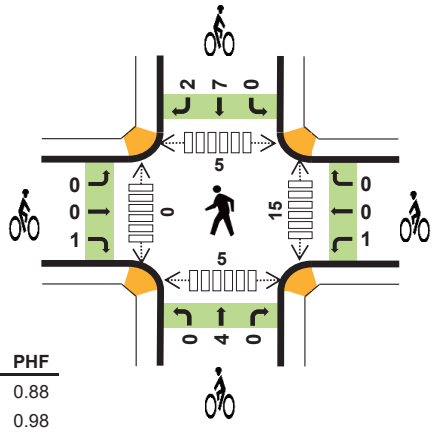
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Old Country Rd
Holly St

Peak Hour



Date: 03/01/2023
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:00 PM to 5:00 PM



	HV %:	PHF
EB	2.1%	0.88
WB	1.0%	0.98
NB	2.0%	0.94
SB	1.0%	0.84
TOTAL	1.5%	0.96

Two-Hour Count Summaries

Interval Start	Holly St Eastbound				Holly St Westbound				Old Country Rd Northbound				Old Country Rd Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	**0**	**22**	**172**	**14**	**0**	**10**	**193**	**1**	**0**	**26**	**58**	**25**	**0**	**9**	**31**	**36**	**597**	0
4:15 PM	**0**	**34**	**145**	**23**	**0**	**8**	**189**	**6**	**0**	**21**	**63**	**33**	**0**	**11**	**32**	**33**	**598**	0
4:30 PM	**0**	**21**	**131**	**13**	**0**	**1**	**195**	**4**	**0**	**23**	**50**	**36**	**0**	**8**	**37**	**46**	**565**	0
4:45 PM	**0**	**10**	**134**	**11**	**0**	**4**	**185**	**3**	**0**	**31**	**61**	**30**	**0**	**9**	**29**	**23**	**530**	**2,290**
5:00 PM	0	15	134	14	0	5	191	5	0	21	44	31	0	9	33	30	532	2,225
5:15 PM	0	19	166	22	0	7	189	8	0	24	51	21	0	10	29	33	579	2,206
5:30 PM	0	22	123	17	0	8	189	5	0	28	49	22	0	3	34	41	541	2,182
5:45 PM	0	28	125	11	0	6	184	4	0	19	53	25	0	5	27	29	516	2,168
Count Total	0	171	1,130	125	0	49	1,515	36	0	193	429	223	0	64	252	271	4,458	0
Peak Hour All	**0**	**87**	**582**	**61**	**0**	**23**	**762**	**14**	**0**	**101**	**232**	**124**	**0**	**37**	**129**	**138**	**2,290**	**0**
Peak Hour HV	**0**	**3**	**11**	**1**	**0**	**2**	**5**	**1**	**0**	**2**	**5**	**2**	**0**	**1**	**0**	**2**	**35**	**0**
Peak Hour HV%	**-**	**3%**	**2%**	**2%**	**-**	**9%**	**1%**	**7%**	**-**	**2%**	**2%**	**2%**	**-**	**3%**	**0%**	**1%**	**2%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	**5**	**2**	**1**	**0**	***8***	**0**	**0**	**3**	**3**	***6***	**6**	**0**	**3**	**0**	*9*
4:15 PM	**5**	**3**	**5**	**1**	***14***	**1**	**1**	**0**	**3**	***5***	**4**	**0**	**1**	**1**	*6*
4:30 PM	**4**	**2**	**3**	**2**	***11***	**0**	**0**	**1**	**1**	***2***	**3**	**0**	**0**	**2**	*5*
4:45 PM	**1**	**1**	**0**	**0**	***2***	**0**	**0**	**0**	**2**	***2***	**2**	**0**	**1**	**2**	***5***
5:00 PM	3	1	2	1	*7*	0	1	2	0	*3*	5	0	1	3	*9*
5:15 PM	1	2	0	0	*3*	0	1	2	0	*3*	7	0	5	1	*13*
5:30 PM	2	1	1	1	*5*	0	0	2	1	*3*	1	0	0	3	*4*
5:45 PM	0	2	0	0	*2*	0	1	2	1	*4*	3	0	1	2	*6*
Count Total	21	14	12	5	*52*	1	4	12	11	*28*	31	0	12	14	*57*
Peak Hour	**15**	**8**	**9**	**3**	***35***	**1**	**1**	**4**	**9**	***15***	**15**	**0**	**5**	**5**	***25***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Holly St Eastbound				Holly St Westbound				Old Country Rd Northbound				Old Country Rd Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	**0**	**0**	**5**	**0**	**0**	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	0
4:15 PM	**0**	**2**	**2**	**1**	**0**	**1**	**1**	**1**	**0**	**1**	**2**	**2**	**0**	**0**	**0**	**1**	**14**	0
4:30 PM	**0**	**1**	**3**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**3**	**0**	**0**	**1**	**0**	**1**	**11**	0
4:45 PM	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**35**
5:00 PM	0	0	3	0	0	0	1	0	0	1	1	0	0	0	1	0	7	34
5:15 PM	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	3	23
5:30 PM	0	0	2	0	0	1	0	0	0	0	1	0	0	0	1	0	5	17
5:45 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	17
Count Total	0	3	17	1	0	5	8	1	0	3	7	2	0	1	2	2	52	0
Peak Hour	**0**	**3**	**11**	**1**	**0**	**2**	**5**	**1**	**0**	**2**	**5**	**2**	**0**	**1**	**0**	**2**	**35**	**0**

Two-Hour Count Summaries - Bikes

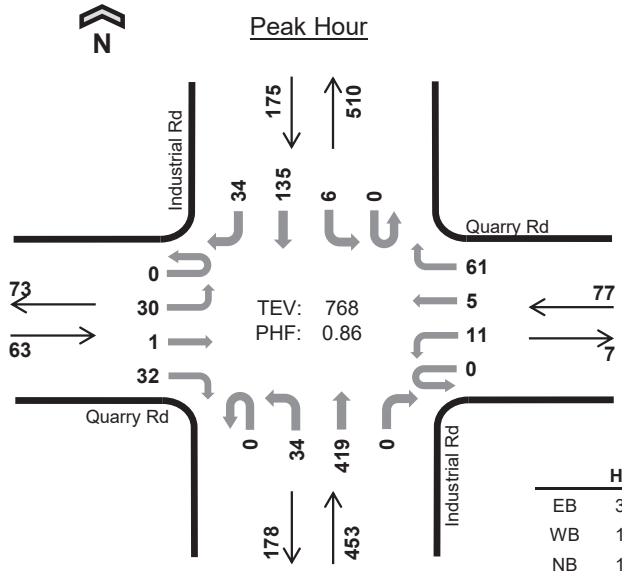
Interval Start	Holly St Eastbound			Holly St Westbound			Old Country Rd Northbound			Old Country Rd Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**2**	**1**	**6**	0
4:15 PM	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**1**	**5**	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**2**	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**2**	**15**
5:00 PM	0	0	0	1	0	0	0	2	0	0	0	0	3	12
5:15 PM	0	0	0	1	0	0	0	2	0	0	0	0	3	10
5:30 PM	0	0	0	0	0	0	0	2	0	0	1	0	3	11
5:45 PM	0	0	0	0	0	1	0	2	0	0	1	0	4	13
Count Total	0	0	1	3	0	1	0	12	0	0	9	2	28	0
Peak Hour	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**4**	**0**	**0**	**7**	**2**	**15**	**0**

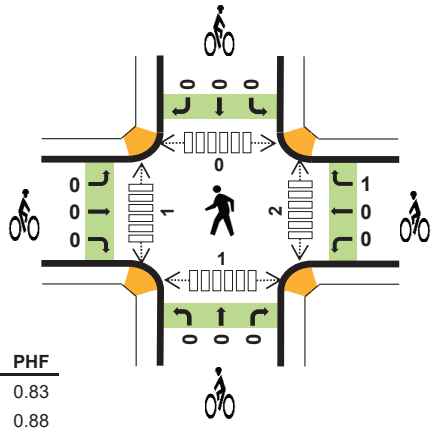
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Industrial Rd
Quarry Rd

Date: 03/01/2023
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:30 PM to 5:30 PM

Peak Hour





	HV %:	PHF
EB	3.2%	0.83
WB	1.3%	0.88
NB	1.3%	0.75
SB	4.6%	0.88
TOTAL	2.2%	0.86

Two-Hour Count Summaries

Interval Start	Quarry Rd Eastbound				Quarry Rd Westbound				Industrial Rd Northbound				Industrial Rd Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	15	0	15	0	9	7	26	0	13	68	0	0	1	46	15	215	0
4:15 PM	0	10	0	6	0	6	3	29	0	11	77	0	0	0	36	13	191	0
4:30 PM	**0**	**7**	**0**	**12**	**0**	**2**	**1**	**19**	**0**	**5**	**81**	**0**	**0**	**3**	**37**	**10**	**177**	0
4:45 PM	**0**	**5**	**0**	**6**	**0**	**3**	**0**	**12**	**0**	**4**	**93**	**0**	**0**	**2**	**35**	**9**	**169**	752
5:00 PM	**0**	**9**	**1**	**9**	**0**	**3**	**0**	**15**	**0**	**11**	**108**	**0**	**0**	**0**	**39**	**4**	**199**	736
5:15 PM	**0**	**9**	**0**	**5**	**0**	**3**	**4**	**15**	**0**	**14**	**137**	**0**	**0**	**1**	**24**	**11**	**223**	**768**
5:30 PM	0	9	0	11	0	5	0	8	0	15	91	0	0	1	25	10	175	766
5:45 PM	0	5	0	6	0	3	0	7	0	15	96	0	0	1	16	14	163	760
Count Total	0	69	1	70	0	34	15	131	0	88	751	0	0	9	258	86	1,512	0
Peak Hour All	**0**	**30**	**1**	**32**	**0**	**11**	**5**	**61**	**0**	**34**	**419**	**0**	**0**	**6**	**135**	**34**	**768**	**0**
Peak Hour HV	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**1**	**5**	**0**	**0**	**0**	**5**	**3**	**17**	**0**
Peak Hour HV%	**-**	**3%**	**0%**	**3%**	**-**	**0%**	**0%**	**2%**	**-**	**3%**	**1%**	**-**	**-**	**0%**	**4%**	**9%**	**2%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	1	0	*1*	0	0	0	0	*0*	1	0	0	5	*6*
4:15 PM	1	0	4	2	*7*	0	0	0	0	*0*	1	1	0	7	*9*
4:30 PM	**1**	**0**	**2**	**2**	***5***	**0**	**1**	**0**	**0**	***1***	**0**	**1**	**0**	**0**	*1*
4:45 PM	**0**	**0**	**2**	**5**	***7***	**0**	**0**	**0**	**0**	***0***	**2**	**0**	**0**	**0**	*2*
5:00 PM	**1**	**1**	**2**	**0**	***4***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**1**	*1*
5:15 PM	**0**	**0**	**0**	**1**	***1***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
5:30 PM	0	0	4	1	*5*	0	0	0	0	*0*	0	0	0	2	*2*
5:45 PM	0	0	5	0	*5*	0	0	0	0	*0*	0	0	0	1	*1*
Count Total	3	1	20	11	*35*	0	1	0	0	*1*	4	2	0	16	*22*
Peak Hour	**2**	**1**	**6**	**8**	***17***	**0**	**1**	**0**	**0**	***1***	**2**	**1**	**0**	**1**	***4***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Quarry Rd Eastbound				Quarry Rd Westbound				Industrial Rd Northbound				Industrial Rd Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0
4:15 PM	0	1	0	0	0	0	0	0	0	0	4	0	0	0	2	0	7	0
4:30 PM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**2**	**0**	**5**	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**2**	**3**	**7**	20
5:00 PM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**4**	23
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**17**
5:30 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	1	0	5	17
5:45 PM	0	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	5	15
Count Total	0	2	0	1	0	0	0	1	0	5	15	0	0	0	8	3	35	0
Peak Hour	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**1**	**5**	**0**	**0**	**0**	**5**	**3**	**17**	**0**

Two-Hour Count Summaries - Bikes

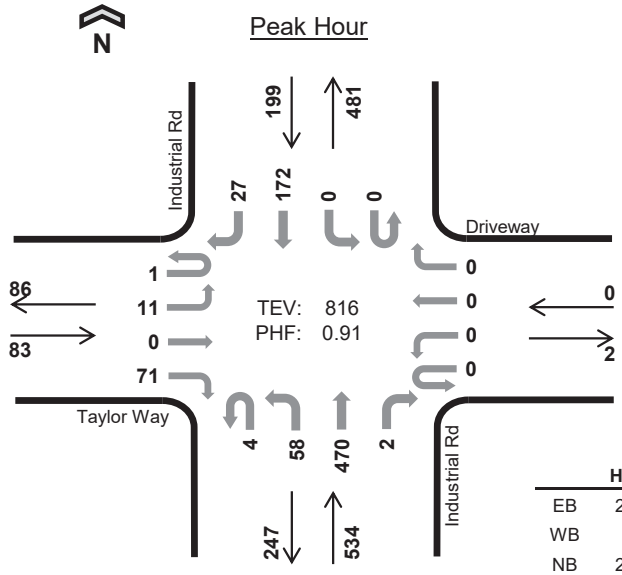
Interval Start	Quarry Rd Eastbound			Quarry Rd Westbound			Industrial Rd Northbound			Industrial Rd Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	1
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	1
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	1	0	0	0	0	0	0	1	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**

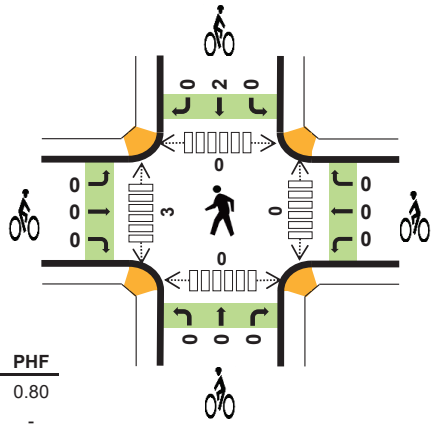
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Industrial Rd
Taylor Way

Date: 03/01/2023
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:45 PM to 5:45 PM

Peak Hour





	HV %:	PHF
EB	2.4%	0.80
WB	-	-
NB	2.4%	0.79
SB	2.5%	0.72
TOTAL	2.5%	0.91

Two-Hour Count Summaries

Interval Start		Taylor Way Eastbound				Driveway Westbound				Industrial Rd Northbound				Industrial Rd Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	2	0	24	0	0	0	0	1	19	70	0	0	0	81	7	204	0
4:15 PM		0	3	0	18	0	0	0	0	0	20	88	2	0	0	44	13	188	0
4:30 PM		0	1	0	22	0	0	0	0	1	15	88	0	0	0	43	9	179	0
4:45 PM		**0**	**2**	**0**	**21**	**0**	**0**	**0**	**0**	**2**	**14**	**101**	**0**	**0**	**0**	**40**	**6**	**186**	757
5:00 PM		**1**	**3**	**0**	**22**	**0**	**0**	**0**	**0**	**0**	**12**	**117**	**0**	**0**	**0**	**60**	**9**	**224**	777
5:15 PM		**0**	**4**	**0**	**14**	**0**	**0**	**0**	**0**	**1**	**20**	**147**	**0**	**0**	**0**	**31**	**8**	**225**	814
5:30 PM		**0**	**2**	**0**	**14**	**0**	**0**	**0**	**0**	**1**	**12**	**105**	**2**	**0**	**0**	**41**	**4**	**181**	**816**
5:45 PM		0	2	0	15	0	0	0	0	0	15	109	1	0	0	32	4	178	808
Count Total		1	19	0	150	0	0	0	0	6	127	825	5	0	0	372	60	1,565	0
Peak Hour	**All**	**1**	**11**	**0**	**71**	**0**	**0**	**0**	**0**	**4**	**58**	**470**	**2**	**0**	**0**	**172**	**27**	**816**	**0**
	HV	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	**11**	**0**	**0**	**0**	**3**	**2**	**20**	**0**
	HV%	**0%**	**0%**	**-**	**3%**	**-**	**-**	**-**	**-**	**0%**	**3%**	**2%**	**0%**	**-**	**-**	**2%**	**7%**	**2%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	2	1	*3*	1	0	0	0	*1*	0	1	0	0	*1*
4:15 PM	3	0	5	2	*10*	0	0	0	0	*0*	0	0	0	0	*0*
4:30 PM	0	0	3	2	*5*	0	0	0	0	*0*	0	1	0	0	*1*
4:45 PM	**2**	**0**	**4**	**1**	***7***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**0**	**0**	*1*
5:00 PM	**0**	**0**	**4**	**2**	***6***	**0**	**0**	**0**	**1**	***1***	**0**	**2**	**0**	**0**	*2*
5:15 PM	**0**	**0**	**1**	**1**	***2***	**0**	**0**	**0**	**1**	***1***	**0**	**0**	**0**	**0**	*0*
5:30 PM	**0**	**0**	**4**	**1**	***5***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
5:45 PM	1	0	5	0	*6*	0	0	0	0	*0*	2	1	0	0	*3*
Count Total	6	0	28	10	*44*	1	0	0	2	*3*	2	6	0	0	*8*
Peak Hour	**2**	**0**	**13**	**5**	***20***	**0**	**0**	**0**	**2**	***2***	**0**	**3**	**0**	**0**	***3***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Taylor Way				Driveway				Industrial Rd				Industrial Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	3	0
4:15 PM	0	3	0	0	0	0	0	0	0	0	5	0	0	0	2	0	10	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	2	5	0
4:45 PM	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**1**	**3**	**0**	**0**	**0**	**1**	**0**	**7**	25
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**1**	**1**	**6**	28
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**2**	20
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**3**	**0**	**0**	**0**	**1**	**0**	**5**	**20**
5:45 PM	0	0	0	1	0	0	0	0	0	0	5	0	0	0	0	0	6	19
Count Total	0	3	0	3	0	0	0	0	0	2	26	0	0	0	6	4	44	0
Peak Hour	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	**11**	**0**	**0**	**0**	**3**	**2**	**20**	**0**

Two-Hour Count Summaries - Bikes

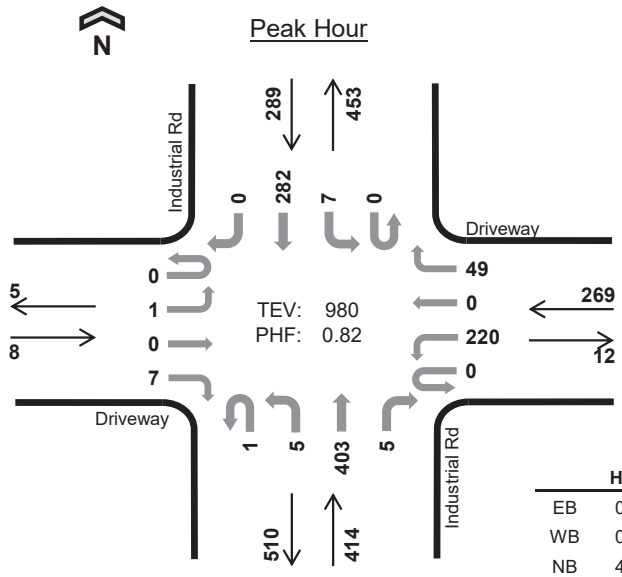
Interval Start	Taylor Way			Driveway			Industrial Rd			Industrial Rd			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	1	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	1
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	1
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	2
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Count Total	0	0	1	0	0	0	0	0	0	0	2	0	3	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**2**	**0**

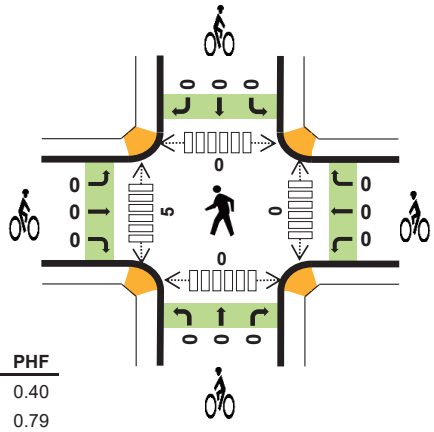
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Industrial Rd
Driveway

Date: 03/01/2023
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:15 PM to 5:15 PM

Peak Hour





	HV %:	PHF
EB	0.0%	0.40
WB	0.4%	0.79
NB	4.6%	0.83
SB	1.0%	0.82
TOTAL	2.3%	0.82

Two-Hour Count Summaries

Interval Start	Driveway Eastbound				Driveway Westbound				Industrial Rd Northbound				Industrial Rd Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	1	4	0	77	0	16	0	1	70	2	0	1	104	0	276	0
4:15 PM	**0**	**1**	**0**	**4**	**0**	**45**	**0**	**18**	**1**	**3**	**89**	**2**	**0**	**2**	**69**	**0**	**234**	0
4:30 PM	**0**	**0**	**0**	**1**	**0**	**59**	**0**	**12**	**0**	**1**	**91**	**2**	**0**	**2**	**68**	**0**	**236**	0
4:45 PM	**0**	**0**	**0**	**1**	**0**	**40**	**0**	**10**	**0**	**0**	**100**	**0**	**0**	**2**	**58**	**0**	**211**	957
5:00 PM	**0**	**0**	**0**	**1**	**0**	**76**	**0**	**9**	**0**	**1**	**123**	**1**	**0**	**1**	**87**	**0**	**299**	**980**
5:15 PM	0	1	0	3	0	31	0	14	0	0	141	1	0	2	41	0	234	980
5:30 PM	0	0	0	0	0	30	0	4	0	0	114	0	0	0	65	0	213	957
5:45 PM	0	0	0	3	0	18	0	5	0	3	119	1	1	0	50	0	200	946
Count Total	0	2	1	17	0	376	0	88	1	9	847	9	1	10	542	0	1,903	0
Peak Hour All	**0**	**1**	**0**	**7**	**0**	**220**	**0**	**49**	**1**	**5**	**403**	**5**	**0**	**7**	**282**	**0**	**980**	**0**
Peak Hour HV	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**19**	**0**	**0**	**0**	**3**	**0**	**23**	**0**
Peak Hour HV%	**-**	**0%**	**-**	**0%**	**-**	**0%**	**-**	**2%**	**0%**	**0%**	**5%**	**0%**	**-**	**0%**	**1%**	**-**	**2%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	2	2	*4*	0	0	0	0	*0*	0	2	2	0	*4*
4:15 PM	**0**	**1**	**5**	**0**	***6***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
4:30 PM	**0**	**0**	**4**	**0**	***4***	**0**	**0**	**0**	**0**	***0***	**0**	**2**	**0**	**0**	*2*
4:45 PM	**0**	**0**	**5**	**2**	***7***	**0**	**0**	**0**	**0**	***0***	**0**	**2**	**0**	**0**	*2*
5:00 PM	**0**	**0**	**5**	**1**	***6***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**0**	**0**	***1***
5:15 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	1	0	0	*1*
5:30 PM	0	0	4	1	*5*	0	0	0	0	*0*	0	2	0	0	*2*
5:45 PM	0	0	7	1	*8*	0	0	0	0	*0*	0	2	1	0	*3*
Count Total	0	1	32	7	*40*	0	0	0	0	*0*	0	12	3	0	*15*
Peak Hour	**0**	**1**	**19**	**3**	***23***	**0**	**0**	**0**	**0**	***0***	**0**	**5**	**0**	**0**	***5***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Driveway Eastbound				Driveway Westbound				Industrial Rd Northbound				Industrial Rd Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	4	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**6**	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**4**	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**2**	**0**	**7**	21
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**1**	**0**	**6**	**23**
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17
5:30 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	1	0	5	18
5:45 PM	0	0	0	0	0	0	0	0	0	0	7	0	0	0	1	0	8	19
Count Total	0	0	0	0	0	0	0	1	0	0	32	0	0	0	7	0	40	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**19**	**0**	**0**	**0**	**3**	**0**	**23**	**0**

Two-Hour Count Summaries - Bikes

Interval Start	Driveway Eastbound			Driveway Westbound			Industrial Rd Northbound			Industrial Rd Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

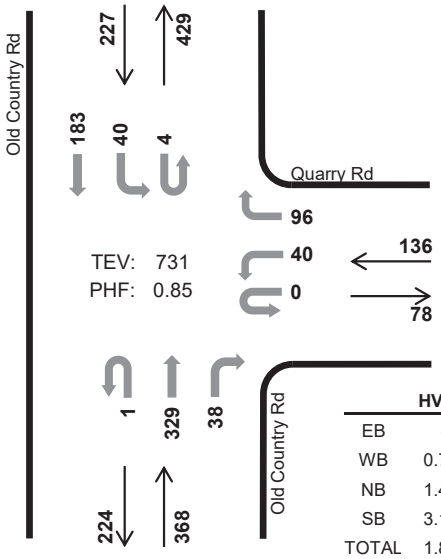
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Old Country Rd
Quarry Rd

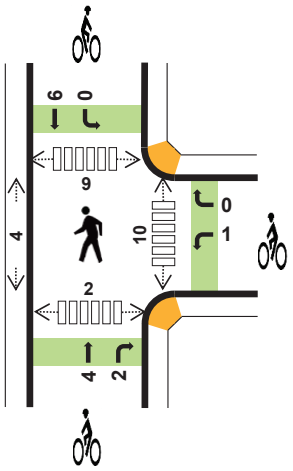
Date: 03/01/2023
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:00 PM to 5:00 PM

N

Peak Hour



	HV %:	PHF
EB	-	-
WB	0.7%	0.74
NB	1.4%	0.84
SB	3.1%	0.80
TOTAL	1.8%	0.85



Two-Hour Count Summaries

Interval Start		0 Eastbound				Quarry Rd Westbound				Old Country Rd Northbound				Old Country Rd Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		**0**	**0**	**0**	**0**	**0**	**9**	**0**	**37**	**0**	**0**	**86**	**7**	**3**	**8**	**50**	**0**	**200**	0
4:15 PM		**0**	**0**	**0**	**0**	**0**	**10**	**0**	**26**	**1**	**0**	**96**	**12**	**1**	**18**	**52**	**0**	**216**	0
4:30 PM		**0**	**0**	**0**	**0**	**0**	**11**	**0**	**22**	**0**	**0**	**73**	**14**	**0**	**8**	**47**	**0**	**175**	0
4:45 PM		**0**	**0**	**0**	**0**	**0**	**10**	**0**	**11**	**0**	**0**	**74**	**5**	**0**	**6**	**34**	**0**	**140**	**731**
5:00 PM		0	0	0	0	0	8	0	20	0	0	70	8	1	6	59	0	172	703
5:15 PM		0	0	0	0	0	8	0	13	0	0	89	9	0	8	65	0	192	679
5:30 PM		0	0	0	0	0	5	0	19	0	0	79	4	0	10	51	0	168	672
5:45 PM		0	0	0	0	0	4	0	10	0	0	69	12	0	11	46	0	152	684
Count Total		0	0	0	0	0	65	0	158	1	0	636	71	5	75	404	0	1,415	0
Peak Hour	**All**	**0**	**0**	**0**	**0**	**0**	**40**	**0**	**96**	**1**	**0**	**329**	**38**	**4**	**40**	**183**	**0**	**731**	**0**
	HV	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**2**	**5**	**0**	**13**	**0**
	HV%	**-**	**-**	**-**	**-**	**-**	**3%**	**-**	**0%**	**0%**	**-**	**2%**	**0%**	**0%**	**5%**	**3%**	**-**	**2%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	**0**	**0**	**2**	**2**	***4***	**0**	**0**	**2**	**1**	***3***	**3**	**0**	**1**	**0**	*4*
4:15 PM	**0**	**1**	**1**	**3**	***5***	**0**	**0**	**1**	**3**	***4***	**1**	**2**	**7**	**0**	*10*
4:30 PM	**0**	**0**	**1**	**1**	***2***	**0**	**0**	**2**	**1**	***3***	**2**	**0**	**0**	**0**	*2*
4:45 PM	**0**	**0**	**1**	**1**	***2***	**0**	**1**	**1**	**1**	***3***	**4**	**2**	**1**	**2**	***9***
5:00 PM	0	0	1	1	*2*	0	0	3	1	*4*	0	4	1	0	*5*
5:15 PM	0	0	0	0	*0*	0	0	4	2	*6*	1	0	0	0	*1*
5:30 PM	0	0	2	1	*3*	0	0	2	2	*4*	0	0	0	0	*0*
5:45 PM	0	0	0	0	*0*	0	0	1	2	*3*	2	0	0	0	*2*
Count Total	0	1	8	9	*18*	0	1	16	13	*30*	13	8	10	2	*33*
Peak Hr	**0**	**1**	**5**	**7**	***13***	**0**	**1**	**6**	**6**	***13***	**10**	**4**	**9**	**2**	***25***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	0				Quarry Rd				Old Country Rd				Old Country Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**2**	**0**	**4**	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**2**	**1**	**0**	**5**	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**2**	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**2**	**13**
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	11
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
5:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	3	7
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Count Total	0	0	0	0	0	1	0	0	0	0	8	0	0	2	7	0	18	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**2**	**5**	**0**	**13**	**0**

Two-Hour Count Summaries - Bikes

Interval Start	0			Quarry Rd			Old Country Rd			Old Country Rd			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**1**	**0**	**3**	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**3**	**0**	**4**	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**1**	**0**	**3**	0
4:45 PM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**3**	**13**
5:00 PM	0	0	0	0	0	0	0	3	0	0	1	0	4	14
5:15 PM	0	0	0	0	0	0	0	4	0	0	2	0	6	16
5:30 PM	0	0	0	0	0	0	0	1	1	0	2	0	4	17
5:45 PM	0	0	0	0	0	0	0	1	0	0	2	0	3	17
Count Total	0	0	0	1	0	0	0	13	3	0	13	0	30	0
Peak Hour	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**4**	**2**	**0**	**6**	**0**	**13**	**0**

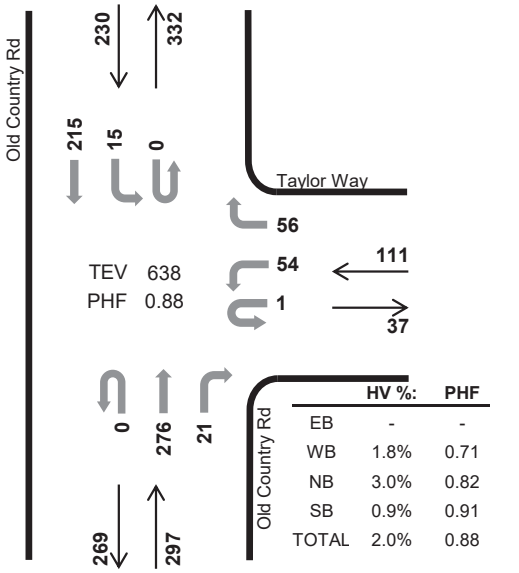
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

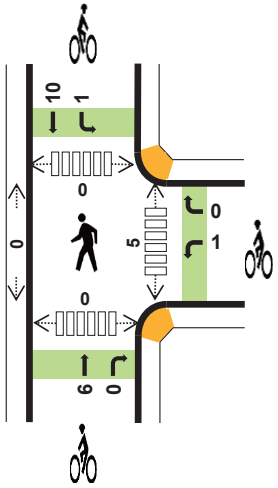
Old Country Rd
Taylor Way

Date: 03/01/2023
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:00 PM to 5:00 PM

N

Peak Hour





Two-Hour Count Summaries

Interval Start	0 Eastbound				Taylor Way Westbound				Old Country Rd Northbound				Old Country Rd Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	**0**	**0**	**0**	**0**	**0**	**17**	**0**	**22**	**0**	**0**	**61**	**5**	**0**	**5**	**55**	**0**	**165**	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**16**	**0**	**12**	**0**	**0**	**85**	**6**	**0**	**4**	**58**	**0**	**181**	0
4:30 PM	**0**	**0**	**0**	**0**	**1**	**15**	**0**	**12**	**0**	**0**	**62**	**7**	**0**	**5**	**58**	**0**	**160**	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**10**	**0**	**0**	**68**	**3**	**0**	**1**	**44**	**0**	**132**	**638**
5:00 PM	0	0	0	0	0	7	0	17	0	0	53	3	0	4	61	0	145	618
5:15 PM	0	0	0	0	0	7	0	12	0	0	72	7	1	4	62	0	165	602
5:30 PM	0	0	0	0	0	7	0	18	0	0	64	4	0	3	59	0	155	597
5:45 PM	0	0	0	0	0	12	0	11	0	0	65	6	0	2	49	0	145	610
Count Total	0	0	0	0	1	87	0	114	0	0	530	41	1	28	446	0	1,248	0
Peak Hour All	**0**	**0**	**0**	**0**	**1**	**54**	**0**	**56**	**0**	**0**	**276**	**21**	**0**	**15**	**215**	**0**	**638**	**0**
Peak Hour HV	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**6**	**3**	**0**	**1**	**1**	**0**	**13**	**0**
Peak Hour HV%	**-**	**-**	**-**	**-**	**0%**	**4%**	**-**	**0%**	**-**	**-**	**2%**	**14%**	**-**	**7%**	**0%**	**-**	**2%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**3**	**4**	***7***	**1**	**0**	**0**	**0**	*1*
4:15 PM	**0**	**1**	**3**	**2**	***6***	**0**	**0**	**1**	**4**	***5***	**0**	**0**	**0**	**0**	*0*
4:30 PM	**0**	**1**	**4**	**0**	***5***	**0**	**1**	**1**	**0**	***2***	**2**	**0**	**0**	**0**	*2*
4:45 PM	**0**	**0**	**2**	**0**	***2***	**0**	**0**	**1**	**3**	***4***	**2**	**0**	**0**	**0**	***2***
5:00 PM	0	0	1	2	*3*	0	0	1	0	*1*	1	0	0	0	*1*
5:15 PM	0	0	0	0	*0*	0	0	4	2	*6*	1	0	0	0	*1*
5:30 PM	0	1	1	1	*3*	0	0	2	2	*4*	0	0	0	0	*0*
5:45 PM	0	0	0	0	*0*	0	1	1	1	*3*	0	0	0	0	*0*
Count Total	0	3	11	5	*19*	0	2	14	16	*32*	7	0	0	0	*7*
Peak Hr	**0**	**2**	**9**	**2**	***13***	**0**	**1**	**6**	**11**	***18***	**5**	**0**	**0**	**0**	***5***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	0				Taylor Way				Old Country Rd				Old Country Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	**1**	**0**	**1**	**1**	**0**	**6**	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	**2**	**0**	**0**	**0**	**0**	**5**	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	**13**
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	3	16
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
5:30 PM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	1	0	3	8
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Count Total	0	0	0	0	0	2	0	1	0	0	8	3	0	2	3	0	19	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**6**	**3**	**0**	**1**	**1**	**0**	**13**	**0**

Two-Hour Count Summaries - Bikes

Interval Start	0			Taylor Way			Old Country Rd			Old Country Rd			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**1**	**3**	**0**	**7**	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**4**	**0**	**5**	0
4:30 PM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**3**	**0**	**4**	**18**
5:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	12
5:15 PM	0	0	0	0	0	0	0	4	0	0	2	0	6	13
5:30 PM	0	0	0	0	0	0	0	2	0	0	2	0	4	15
5:45 PM	0	0	0	0	0	1	0	1	0	0	1	0	3	14
Count Total	0	0	0	1	0	1	0	14	0	1	15	0	32	0
Peak Hour	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**6**	**0**	**1**	**10**	**0**	**18**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Location: Industrial Rd, Between Harbor Blvd and Quarry Rd
Date Range: 2/23/2023 - 3/1/2023
Site Code: 01

	Thursday			Friday			Saturday			Sunday			Monday			Tuesday			Wednesday			Mid-Week Average		
	2/23/2023			2/24/2023			2/25/2023			2/26/2023			2/27/2023			2/28/2023			3/1/2023					
Time	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	32	3	35	40	13	53	36	17	53	40	16	56	6	5	11	16	11	27	40	10	50	29	8	37
1:00 AM	17	11	28	18	4	22	41	11	52	20	6	26	19	9	28	14	6	20	10	5	15	14	7	21
2:00 AM	9	9	18	10	16	26	14	11	25	11	11	22	17	10	27	21	9	30	11	8	19	14	9	22
3:00 AM	16	15	31	5	19	24	8	14	22	3	11	14	4	9	13	5	12	17	7	15	22	9	14	23
4:00 AM	9	38	47	8	38	46	9	9	18	2	6	8	8	37	45	11	31	42	15	34	49	12	34	46
5:00 AM	23	105	128	32	94	126	6	53	59	5	29	34	30	115	145	27	112	139	30	104	134	27	107	134
6:00 AM	70	223	293	70	225	295	25	69	94	15	31	46	70	219	289	65	194	259	54	202	256	63	206	269
7:00 AM	179	**314**	**493**	167	**291**	**458**	67	126	193	30	34	64	152	**239**	391	139	**268**	407	157	**298**	455	158	**293**	452
8:00 AM	193	261	454	182	251	433	56	76	132	33	55	88	190	233	**423**	**211**	230	**441**	197	276	**473**	200	256	**456**
9:00 AM	179	252	431	204	216	420	96	104	200	55	72	127	171	226	397	134	207	341	181	262	443	165	240	405
10:00 AM	**219**	236	455	183	208	391	125	126	251	71	**106**	177	157	171	328	172	176	348	189	178	367	193	197	390
11:00 AM	218	201	419	**246**	180	426	**165**	**152**	**317**	**104**	98	**202**	**193**	172	365	209	184	393	**219**	195	414	**215**	193	409
12:00 PM	276	**223**	499	298	216	514	166	113	279	139	99	238	225	173	398	249	**233**	482	232	189	421	252	**215**	467
1:00 PM	249	219	468	282	215	497	177	155	332	155	**110**	**265**	206	196	402	235	193	428	230	190	420	238	201	439
2:00 PM	264	206	470	253	202	455	205	154	359	135	93	228	277	163	440	272	207	479	294	196	490	277	203	480
3:00 PM	314	214	**528**	342	**217**	**559**	206	**168**	**374**	**169**	93	262	283	**213**	496	279	211	490	329	192	521	307	206	513
4:00 PM	327	154	481	**356**	169	525	**213**	119	332	141	73	214	**348**	158	**506**	**408**	136	**544**	434	**205**	639	390	165	555
5:00 PM	**382**	134	516	291	132	423	167	88	255	114	94	208	305	133	438	389	144	533	**511**	149	**660**	**427**	142	**570**
6:00 PM	276	99	375	234	114	348	150	88	238	101	65	166	195	77	272	217	97	314	304	96	400	266	97	363
7:00 PM	171	77	248	151	75	226	86	49	135	88	52	140	105	57	162	121	46	167	156	48	204	149	57	206
8:00 PM	114	44	158	88	48	136	73	40	113	61	25	86	70	28	98	83	32	115	106	49	155	101	42	143
9:00 PM	51	52	103	82	49	131	70	37	107	33	20	53	48	26	74	54	52	106	70	49	119	58	51	109
10:00 PM	54	21	75	65	31	96	61	25	86	35	14	49	39	25	64	58	15	73	57	22	79	56	19	76
11:00 PM	45	19	64	54	23	77	52	22	74	17	6	23	21	20	41	26	5	31	37	11	48	36	12	48
Total	3,687	3,130	6,817	3,661	3,046	6,707	2,274	1,826	4,100	1,577	1,219	2,796	3,139	2,714	5,853	3,415	2,811	6,226	3,870	2,983	6,853	3,657	2,975	6,632
Percent	54%	46%	-	55%	45%	-	55%	45%	-	56%	44%	-	54%	46%	-	55%	45%	-	56%	44%	-	55%	45%	-
AM Peak	10:00	07:00	07:00	11:00	07:00	07:00	11:00	11:00	11:00	11:00	10:00	11:00	11:00	07:00	08:00	08:00	07:00	08:00	11:00	07:00	08:00	11:00	07:00	08:00
Vol.	219	314	493	246	291	458	165	152	317	104	106	202	193	239	423	211	268	441	219	298	473	215	293	456
PM Peak	17:00	12:00	15:00	16:00	15:00	15:00	16:00	15:00	15:00	15:00	13:00	13:00	16:00	15:00	16:00	16:00	12:00	16:00	17:00	16:00	17:00	17:00	12:00	17:00
Vol.	382	223	528	356	217	559	213	168	374	169	110	265	348	213	506	408	233	544	511	205	660	427	215	570

1. Mid-week average includes data between Tuesday and Thursday.

Location: Old Country Rd, Between Harbor Blvd and Quarry Rd
Date Range: 2/23/2023 - 3/1/2023
Site Code: 02

	Thursday			Friday			Saturday			Sunday			Monday			Tuesday			Wednesday			Mid-Week Average		
	2/23/2023			2/24/2023			2/25/2023			2/26/2023			2/27/2023			2/28/2023			3/1/2023					
Time	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	0	0	0	17	13	30	12	18	30	22	17	39	6	4	10	10	5	15	7	10	17	6	5	11
1:00 AM	10	6	16	8	6	14	13	15	28	24	19	43	5	5	10	7	5	12	7	4	11	8	5	13
2:00 AM	6	4	10	10	5	15	9	9	18	13	6	19	10	4	14	5	0	5	4	1	5	5	2	7
3:00 AM	4	6	10	5	4	9	3	4	7	1	2	3	8	7	15	5	5	10	5	4	9	5	5	10
4:00 AM	14	13	27	16	12	28	5	7	12	5	8	13	14	18	32	15	15	30	17	13	30	15	14	29
5:00 AM	33	35	68	29	38	67	13	13	26	9	4	13	28	41	69	42	42	84	26	41	67	34	39	73
6:00 AM	72	90	162	52	88	140	33	38	71	9	12	21	78	100	178	76	91	167	79	105	184	76	95	171
7:00 AM	162	207	369	149	149	298	43	56	99	15	27	42	145	195	340	165	189	354	199	186	385	175	194	369
8:00 AM	179	205	384	190	**209**	**399**	75	58	133	50	43	93	177	**210**	**387**	175	**207**	382	**207**	**265**	**472**	187	**226**	413
9:00 AM	192	189	381	169	167	336	102	109	211	65	69	134	186	161	347	162	191	353	191	189	380	182	190	371
10:00 AM	175	**210**	385	178	165	343	141	132	273	103	95	198	134	161	295	154	167	321	135	149	284	155	175	330
11:00 AM	**220**	187	**407**	**197**	173	370	**155**	**165**	**320**	**133**	**129**	**262**	**196**	153	349	**227**	186	**413**	204	215	419	**217**	196	**413**
12:00 PM	239	230	469	269	205	474	**200**	**166**	**366**	154	**124**	**278**	210	169	379	231	193	424	234	217	451	235	213	448
1:00 PM	248	175	423	236	183	419	163	142	305	140	120	260	230	194	424	233	162	395	249	235	484	243	191	434
2:00 PM	248	177	425	234	220	454	172	144	316	**170**	106	276	204	170	374	237	167	404	268	177	445	251	174	425
3:00 PM	262	252	514	280	**221**	501	162	131	293	130	111	241	269	**230**	499	290	**221**	511	293	232	525	282	235	517
4:00 PM	**356**	**256**	**612**	**331**	209	**540**	187	124	311	150	102	252	**331**	199	**530**	**350**	212	**562**	**398**	266	**664**	**368**	**245**	**613**
5:00 PM	342	230	572	285	200	485	190	114	304	128	86	214	306	188	494	303	193	496	371	**269**	640	339	231	569
6:00 PM	275	151	426	206	138	344	126	105	231	114	70	184	219	134	353	230	178	408	279	179	458	261	169	431
7:00 PM	159	88	247	135	96	231	87	78	165	100	66	166	116	72	188	135	102	237	146	93	239	147	94	241
8:00 PM	107	64	171	96	40	136	80	81	161	58	29	87	80	45	125	85	55	140	102	78	180	98	66	164
9:00 PM	45	43	88	82	46	128	70	55	125	21	18	39	39	32	71	68	38	106	49	49	98	54	43	97
10:00 PM	42	32	74	55	40	95	72	55	127	12	15	27	30	12	42	46	22	68	35	17	52	41	24	65
11:00 PM	31	16	47	35	10	45	30	32	62	12	11	23	9	10	19	18	16	34	23	7	30	24	13	37
Total	3,421	2,866	6,287	3,264	2,637	5,901	2,143	1,851	3,994	1,638	1,289	2,927	3,030	2,514	5,544	3,269	2,662	5,931	3,528	3,001	6,529	3,406	2,843	6,249
Percent	54%	46%	-	55%	45%	-	54%	46%	-	56%	44%	-	55%	45%	-	55%	45%	-	54%	46%	-	55%	45%	-
AM Peak	11:00	10:00	11:00	11:00	08:00	08:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	08:00	08:00	11:00	08:00	11:00	08:00	08:00	08:00	11:00	08:00	11:00
Vol.	220	210	407	197	209	399	155	165	320	133	129	262	196	210	387	227	207	413	207	265	472	217	226	413
PM Peak	16:00	16:00	16:00	16:00	15:00	16:00	12:00	12:00	12:00	14:00	12:00	12:00	16:00	15:00	16:00	16:00	15:00	16:00	16:00	17:00	16:00	16:00	16:00	16:00
Vol.	356	256	612	331	221	540	200	166	366	170	124	278	331	230	530	350	221	562	398	269	664	368	245	613

1. Mid-week average includes data between Tuesday and Thursday.

Location: Old Country Rd, Between Taylor Way and Northwood Dr
Date Range: 2/23/2023 - 3/1/2023
Site Code: 03

	Thursday			Friday			Saturday			Sunday			Monday			Tuesday			Wednesday			Mid-Week Average		
	2/23/2023			2/24/2023			2/25/2023			2/26/2023			2/27/2023			2/28/2023			3/1/2023					
Time	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	0	0	0	13	6	19	13	16	29	17	16	33	9	3	12	-	-	-	-	-	-	0	0	0
1:00 AM	9	4	13	4	6	10	7	14	21	7	20	27	6	8	14	-	-	-	-	-	-	9	4	13
2:00 AM	2	5	7	7	5	12	8	13	21	4	8	12	7	6	13	-	-	-	-	-	-	2	5	7
3:00 AM	8	6	14	7	4	11	8	5	13	1	4	5	8	4	12	-	-	-	-	-	-	8	6	14
4:00 AM	17	15	32	17	12	29	2	11	13	2	7	9	22	13	35	-	-	-	-	-	-	17	15	32
5:00 AM	53	16	69	67	14	81	16	12	28	15	7	22	63	15	78	-	-	-	-	-	-	53	16	69
6:00 AM	76	38	114	65	35	100	27	26	53	18	10	28	84	38	122	-	-	-	-	-	-	76	38	114
7:00 AM	152	162	314	167	118	285	54	39	93	21	23	44	142	128	270	-	-	-	-	-	-	152	162	314
8:00 AM	191	184	375	**193**	180	**373**	82	48	130	69	41	110	**188**	**169**	**357**	-	-	-	-	-	-	191	184	375
9:00 AM	184	145	329	185	125	310	116	89	205	71	68	139	186	124	310	-	-	-	-	-	-	184	145	329
10:00 AM	173	175	348	173	141	314	**138**	120	258	113	92	205	147	152	299	-	-	-	-	-	-	173	175	348
11:00 AM	**203**	**209**	**412**	175	**190**	365	132	**135**	**267**	**137**	**104**	**241**	163	136	299	-	-	-	-	-	-	**203**	**209**	**412**
12:00 PM	191	188	379	209	206	415	142	**161**	**303**	128	**134**	**262**	171	152	323	-	-	-	-	-	-	191	188	379
1:00 PM	214	164	378	185	174	359	123	141	264	120	119	239	175	171	346	-	-	-	-	-	-	214	164	378
2:00 PM	206	186	392	173	189	362	**149**	119	268	**142**	102	244	181	162	343	-	-	-	-	-	-	206	186	392
3:00 PM	234	230	464	195	194	389	134	136	270	118	105	223	201	194	395	-	-	-	-	-	-	234	230	464
4:00 PM	257	255	512	**241**	**216**	**457**	139	126	265	96	99	195	244	215	459	-	-	-	-	-	-	257	255	512
5:00 PM	**266**	**264**	**530**	226	214	440	134	116	250	90	78	168	**259**	**219**	**478**	-	-	-	-	-	-	**266**	**264**	**530**
6:00 PM	212	179	391	164	166	330	94	103	197	61	71	132	133	167	300	-	-	-	-	-	-	212	179	391
7:00 PM	104	105	209	94	91	185	76	78	154	51	63	114	101	89	190	-	-	-	-	-	-	104	105	209
8:00 PM	57	70	127	62	58	120	67	58	125	42	36	78	50	68	118	-	-	-	-	-	-	57	70	127
9:00 PM	33	37	70	54	52	106	41	45	86	17	21	38	27	45	72	-	-	-	-	-	-	33	37	70
10:00 PM	23	27	50	30	45	75	32	42	74	13	17	30	12	14	26	-	-	-	-	-	-	23	27	50
11:00 PM	11	28	39	7	13	20	20	32	52	8	10	18	7	11	18	-	-	-	-	-	-	11	28	39
Total	2,876	2,692	5,568	2,713	2,454	5,167	1,754	1,685	3,439	1,361	1,255	2,616	2,586	2,303	4,889	-	-	-	-	-	-	2,876	2,692	5,568
Percent	52%	48%	-	53%	47%	-	51%	49%	-	52%	48%	-	53%	47%	-	-	-	-	-	-	-	52%	48%	-
AM Peak	11:00	11:00	11:00	08:00	11:00	08:00	10:00	11:00	11:00	11:00	11:00	11:00	08:00	08:00	08:00	-	-	-	-	-	-	11:00	11:00	11:00
Vol.	203	209	412	193	190	373	138	135	267	137	104	241	188	169	357	-	-	-	-	-	-	203	209	412
PM Peak	17:00	17:00	17:00	16:00	16:00	16:00	14:00	12:00	12:00	14:00	12:00	12:00	17:00	17:00	17:00	-	-	-	-	-	-	17:00	17:00	17:00
Vol.	266	264	530	241	216	457	149	161	303	142	134	262	259	219	478	-	-	-	-	-	-	266	264	530

1. Mid-week average includes data between Tuesday and Thursday.

Location: Old Country Rd, Between Taylor Way and Northwood Dr
Date Range: 3/7/2023 - 3/13/2023
Site Code: 03

	Tuesday			Wednesday			Thursday			Friday			Saturday			Sunday			Monday			Mid-Week Average		
	3/7/2023			3/8/2023			3/9/2023			3/10/2023			3/11/2023			3/12/2023			3/13/2023					
Time	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	7	6	13	10	1	11	21	8	29	-	-	-	-	-	-	-	-	-	-	-	-	13	5	18
1:00 AM	8	2	10	4	6	10	9	5	14	-	-	-	-	-	-	-	-	-	-	-	-	7	4	11
2:00 AM	5	7	12	8	4	12	3	7	10	-	-	-	-	-	-	-	-	-	-	-	-	5	6	11
3:00 AM	5	5	10	7	7	14	7	14	21	-	-	-	-	-	-	-	-	-	-	-	-	6	9	15
4:00 AM	21	9	30	19	10	29	31	9	40	-	-	-	-	-	-	-	-	-	-	-	-	24	9	33
5:00 AM	52	14	66	58	20	78	53	22	75	-	-	-	-	-	-	-	-	-	-	-	-	54	19	73
6:00 AM	73	45	118	69	39	108	75	58	133	-	-	-	-	-	-	-	-	-	-	-	-	72	47	120
7:00 AM	187	150	337	175	159	334	170	150	320	-	-	-	-	-	-	-	-	-	-	-	-	177	153	330
8:00 AM	**195**	**203**	**398**	**197**	**218**	**415**	**222**	**218**	**440**	-	-	-	-	-	-	-	-	-	-	-	-	**205**	**213**	**418**
9:00 AM	168	147	315	193	150	343	172	134	306	-	-	-	-	-	-	-	-	-	-	-	-	178	144	321
10:00 AM	165	147	312	143	155	298	173	140	313	-	-	-	-	-	-	-	-	-	-	-	-	160	147	308
11:00 AM	173	153	326	195	159	354	185	186	371	-	-	-	-	-	-	-	-	-	-	-	-	184	166	350
12:00 PM	209	159	368	203	143	346	190	180	370	-	-	-	-	-	-	-	-	-	-	-	-	201	161	361
1:00 PM	193	168	361	220	182	402	198	141	339	-	-	-	-	-	-	-	-	-	-	-	-	204	164	367
2:00 PM	207	172	379	199	175	374	195	201	396	-	-	-	-	-	-	-	-	-	-	-	-	200	183	383
3:00 PM	223	197	420	231	185	416	223	197	420	-	-	-	-	-	-	-	-	-	-	-	-	226	193	419
4:00 PM	274	240	514	298	230	528	**247**	**236**	**483**	-	-	-	-	-	-	-	-	-	-	-	-	273	235	508
5:00 PM	**288**	**248**	**536**	**310**	**277**	**587**	233	210	443	-	-	-	-	-	-	-	-	-	-	-	-	**277**	**245**	**522**
6:00 PM	209	208	417	195	200	395	145	152	297	-	-	-	-	-	-	-	-	-	-	-	-	183	187	370
7:00 PM	95	119	214	119	106	225	82	82	164	-	-	-	-	-	-	-	-	-	-	-	-	99	102	201
8:00 PM	39	70	109	61	82	143	47	72	119	-	-	-	-	-	-	-	-	-	-	-	-	49	75	124
9:00 PM	41	63	104	30	43	73	37	41	78	-	-	-	-	-	-	-	-	-	-	-	-	36	49	85
10:00 PM	18	23	41	20	27	47	20	21	41	-	-	-	-	-	-	-	-	-	-	-	-	19	24	43
11:00 PM	7	9	16	12	10	22	18	19	37	-	-	-	-	-	-	-	-	-	-	-	-	12	13	25
Total	2,862	2,564	5,426	2,976	2,588	5,564	2,756	2,503	5,259	-	-	-	-	-	-	-	-	-	-	-	-	2,865	2,552	5,416
Percent	53%	47%	-	53%	47%	-	52%	48%	-	-	-	-	-	-	-	-	-	-	-	-	-	53%	47%	-
AM Peak	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	-	-	-	-	-	-	-	-	-	-	-	-	08:00	08:00	08:00
Vol.	195	203	398	197	218	415	222	218	440	-	-	-	-	-	-	-	-	-	-	-	-	205	213	418
PM Peak	17:00	17:00	17:00	17:00	17:00	17:00	16:00	16:00	16:00	-	-	-	-	-	-	-	-	-	-	-	-	17:00	17:00	17:00
Vol.	288	248	536	310	277	587	247	236	483	-	-	-	-	-	-	-	-	-	-	-	-	277	245	522

1. Mid-week average includes data between Tuesday and Thursday.

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

Location: Industrial Rd, N of Holly St
Date Range: 2/23/2023 - 3/1/2023
Site Code: 04

	Thursday			Friday			Saturday			Sunday			Monday			Tuesday			Wednesday			Mid-Week Average		
	2/23/2023			2/24/2023			2/25/2023			2/26/2023			2/27/2023			2/28/2023			3/1/2023					
Time	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	0	0	0	27	28	55	24	29	53	37	24	61	6	7	13	-	-	-	-	-	-	0	0	0
1:00 AM	0	14	14	16	28	44	29	36	65	24	12	36	13	12	25	-	-	-	-	-	-	0	14	14
2:00 AM	14	16	30	20	22	42	9	19	28	10	29	39	12	24	36	-	-	-	-	-	-	14	16	30
3:00 AM	32	21	53	19	19	38	24	11	35	13	13	26	15	10	25	-	-	-	-	-	-	32	21	53
4:00 AM	33	16	49	36	20	56	14	7	21	7	5	12	34	14	48	-	-	-	-	-	-	33	16	49
5:00 AM	156	42	198	125	39	164	40	16	56	26	17	43	155	28	183	-	-	-	-	-	-	156	42	198
6:00 AM	366	75	441	351	70	421	117	41	158	40	19	59	348	74	422	-	-	-	-	-	-	366	75	441
7:00 AM	**556**	231	787	**532**	192	724	188	106	294	67	24	91	**540**	188	728	-	-	-	-	-	-	**556**	231	787
8:00 AM	522	268	790	486	337	**823**	168	155	323	55	58	113	529	302	**831**	-	-	-	-	-	-	522	268	790
9:00 AM	415	330	745	403	294	697	216	181	397	104	80	184	437	317	754	-	-	-	-	-	-	415	330	745
10:00 AM	438	340	778	381	298	679	242	167	409	134	106	240	403	352	755	-	-	-	-	-	-	438	340	778
11:00 AM	361	**448**	**809**	404	**392**	796	**260**	**247**	**507**	**160**	**117**	**277**	377	**395**	772	-	-	-	-	-	-	361	**448**	**809**
12:00 PM	**476**	374	850	453	319	772	261	216	477	207	135	342	381	384	765	-	-	-	-	-	-	**476**	374	850
1:00 PM	466	353	819	446	331	777	258	184	442	**218**	125	**343**	400	320	720	-	-	-	-	-	-	466	353	819
2:00 PM	392	426	818	418	400	818	**262**	**220**	**482**	176	114	290	**438**	405	843	-	-	-	-	-	-	392	426	818
3:00 PM	390	470	860	**455**	**470**	**925**	257	181	438	213	126	339	422	465	887	-	-	-	-	-	-	390	470	860
4:00 PM	352	**519**	**871**	372	457	829	244	206	450	178	**137**	315	355	**547**	**902**	-	-	-	-	-	-	352	**519**	**871**
5:00 PM	389	343	732	315	330	645	231	158	389	151	96	247	334	417	751	-	-	-	-	-	-	389	343	732
6:00 PM	338	185	523	305	214	519	190	130	320	122	124	246	233	243	476	-	-	-	-	-	-	338	185	523
7:00 PM	220	186	406	201	200	401	136	77	213	113	97	210	134	134	268	-	-	-	-	-	-	220	186	406
8:00 PM	151	124	275	98	114	212	115	80	195	73	70	143	99	78	177	-	-	-	-	-	-	151	124	275
9:00 PM	75	114	189	85	104	189	88	91	179	53	18	71	57	58	115	-	-	-	-	-	-	75	114	189
10:00 PM	70	67	137	80	93	173	60	70	130	34	22	56	39	58	97	-	-	-	-	-	-	70	67	137
11:00 PM	48	78	126	55	72	127	60	52	112	17	10	27	22	39	61	-	-	-	-	-	-	48	78	126
Total	6,260	5,040	11,300	6,083	4,843	10,926	3,493	2,680	6,173	2,232	1,578	3,810	5,783	4,871	10,654	-	-	-	-	-	-	6,260	5,040	11,300
Percent	55%	45%	-	56%	44%	-	57%	43%	-	59%	41%	-	54%	46%	-	-	-	-	-	-	-	55%	45%	-
AM Peak	07:00	11:00	11:00	07:00	11:00	08:00	11:00	11:00	11:00	11:00	11:00	11:00	07:00	11:00	08:00	-	-	-	-	-	-	07:00	11:00	11:00
Vol.	556	448	809	532	392	823	260	247	507	160	117	277	540	395	831	-	-	-	-	-	-	556	448	809
PM Peak	12:00	16:00	16:00	15:00	15:00	15:00	14:00	14:00	14:00	13:00	16:00	13:00	14:00	16:00	16:00	-	-	-	-	-	-	12:00	16:00	16:00
Vol.	476	519	871	455	470	925	262	220	482	218	137	343	438	547	902	-	-	-	-	-	-	476	519	871

1. Mid-week average includes data between Tuesday and Thursday.

Location: Industrial Rd, N of Holly St
Date Range: 3/7/2023 - 3/13/2023
Site Code: 04

	Tuesday			Wednesday			Thursday			Friday			Saturday			Sunday			Monday			Mid-Week Average		
	3/7/2023			3/8/2023			3/9/2023			3/10/2023			3/11/2023			3/12/2023			3/13/2023					
Time	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	16	15	31	9	15	24	15	19	34	-	-	-	-	-	-	-	-	-	-	-	-	13	16	30
1:00 AM	10	24	34	12	40	52	13	29	42	-	-	-	-	-	-	-	-	-	-	-	-	12	31	43
2:00 AM	13	10	23	13	9	22	11	11	22	-	-	-	-	-	-	-	-	-	-	-	-	12	10	22
3:00 AM	13	20	33	16	16	32	23	20	43	-	-	-	-	-	-	-	-	-	-	-	-	17	19	36
4:00 AM	43	9	52	38	11	49	39	20	59	-	-	-	-	-	-	-	-	-	-	-	-	40	13	53
5:00 AM	157	29	186	155	29	184	155	25	180	-	-	-	-	-	-	-	-	-	-	-	-	156	28	183
6:00 AM	347	86	433	346	78	424	399	109	508	-	-	-	-	-	-	-	-	-	-	-	-	364	91	455
7:00 AM	**564**	171	735	**592**	218	810	**587**	207	794	-	-	-	-	-	-	-	-	-	-	-	-	**581**	199	780
8:00 AM	541	306	**847**	560	276	**836**	537	289	**826**	-	-	-	-	-	-	-	-	-	-	-	-	546	290	**836**
9:00 AM	416	268	684	465	307	772	472	331	803	-	-	-	-	-	-	-	-	-	-	-	-	451	302	753
10:00 AM	408	321	729	378	338	716	414	349	763	-	-	-	-	-	-	-	-	-	-	-	-	400	336	736
11:00 AM	389	**412**	801	391	**413**	804	414	**384**	798	-	-	-	-	-	-	-	-	-	-	-	-	398	**403**	801
12:00 PM	416	364	780	401	371	772	407	**323**	**730**	-	-	-	-	-	-	-	-	-	-	-	-	408	353	761
1:00 PM	468	315	783	457	359	816	485	45	530	-	-	-	-	-	-	-	-	-	-	-	-	470	240	710
2:00 PM	445	442	887	443	443	886	452	9	461	-	-	-	-	-	-	-	-	-	-	-	-	447	298	745
3:00 PM	472	491	963	447	468	915	435	35	470	-	-	-	-	-	-	-	-	-	-	-	-	451	331	783
4:00 PM	485	**538**	**1,023**	479	**498**	**977**	391	34	425	-	-	-	-	-	-	-	-	-	-	-	-	452	**357**	**808**
5:00 PM	**518**	332	850	**564**	355	919	**493**	19	512	-	-	-	-	-	-	-	-	-	-	-	-	**525**	235	760
6:00 PM	324	210	534	422	261	683	267	42	309	-	-	-	-	-	-	-	-	-	-	-	-	338	171	509
7:00 PM	175	127	302	224	143	367	150	28	178	-	-	-	-	-	-	-	-	-	-	-	-	183	99	282
8:00 PM	109	78	187	99	83	182	99	18	117	-	-	-	-	-	-	-	-	-	-	-	-	102	60	162
9:00 PM	77	75	152	72	56	128	64	4	68	-	-	-	-	-	-	-	-	-	-	-	-	71	45	116
10:00 PM	47	42	89	49	45	94	46	3	49	-	-	-	-	-	-	-	-	-	-	-	-	47	30	77
11:00 PM	21	59	80	28	68	96	44	3	47	-	-	-	-	-	-	-	-	-	-	-	-	31	43	74
Total	6,474	4,744	11,218	6,660	4,900	11,560	6,412	2,356	8,768	-	-	-	-	-	-	-	-	-	-	-	-	6,515	4,000	10,515
Percent	58%	42%	-	58%	42%	-	73%	27%	-	-	-	-	-	-	-	-	-	-	-	-	-	62%	38%	-
AM Peak	07:00	11:00	08:00	07:00	11:00	08:00	07:00	11:00	08:00	-	-	-	-	-	-	-	-	-	-	-	-	07:00	11:00	08:00
Vol.	564	412	847	592	413	836	587	384	826	-	-	-	-	-	-	-	-	-	-	-	-	581	403	836
PM Peak	17:00	16:00	16:00	17:00	16:00	16:00	17:00	12:00	12:00	-	-	-	-	-	-	-	-	-	-	-	-	17:00	16:00	16:00
Vol.	518	538	1,023	564	498	977	493	323	730	-	-	-	-	-	-	-	-	-	-	-	-	525	357	808

1. Mid-week average includes data between Tuesday and Thursday.

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

Location: Holly St, Between Industrial Rd and On Ramp
Date Range: 2/24/2023 - 3/2/2023
Site Code: 05

	Friday			Saturday			Sunday			Monday			Tuesday			Wednesday			Thursday			Mid-Week Average		
	2/24/2023			2/25/2023			2/26/2023			2/27/2023			2/28/2023			3/1/2023			3/2/2023					
Time	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total
12:00 AM	85	91	176	181	164	345	166	146	312	62	53	115	76	62	138	85	61	146	102	98	200	88	74	161
1:00 AM	68	59	127	130	81	211	102	75	177	47	41	88	46	30	76	50	46	96	64	32	96	53	36	89
2:00 AM	47	48	95	57	49	106	65	43	108	51	30	81	40	29	69	41	30	71	50	38	88	44	32	76
3:00 AM	53	50	103	40	53	93	40	51	91	36	51	87	43	44	87	36	54	90	45	62	107	41	53	95
4:00 AM	112	102	214	55	56	111	46	37	83	93	115	208	105	108	213	113	126	239	120	109	229	113	114	227
5:00 AM	206	303	509	97	106	203	79	77	156	207	357	564	220	335	555	243	408	651	210	364	574	224	369	593
6:00 AM	399	723	1,122	215	279	494	132	127	259	435	759	1,194	427	764	1,191	484	807	1,291	483	720	1,203	465	764	1,228
7:00 AM	813	1,134	1,947	403	413	816	225	201	426	918	1,217	2,135	933	1,252	2,185	1,034	1,315	2,349	983	1,280	2,263	983	1,282	2,266
8:00 AM	1,195	**1,273**	**2,468**	651	609	1,260	408	330	738	**1,332**	**1,278**	**2,610**	**1,305**	**1,365**	**2,670**	**1,304**	**1,393**	**2,697**	**1,301**	**1,300**	**2,601**	**1,303**	**1,353**	**2,656**
9:00 AM	1,121	1,096	2,217	866	768	1,634	620	516	1,136	1,003	1,108	2,111	1,058	1,178	2,236	1,140	1,330	2,470	1,170	1,211	2,381	1,123	1,240	2,362
10:00 AM	1,103	1,106	2,209	1,077	880	1,957	811	752	1,563	957	917	1,874	937	973	1,910	1,141	1,086	2,227	1,134	1,134	2,268	1,071	1,064	2,135
11:00 AM	**1,289**	1,123	2,412	**1,181**	**1,020**	**2,201**	**964**	**857**	**1,821**	1,027	974	2,001	1,125	1,007	2,132	1,253	1,070	2,323	1,251	1,160	2,411	1,210	1,079	2,289
12:00 PM	1,368	**1,181**	2,549	1,333	**1,050**	2,383	1,089	**985**	**2,074**	1,191	939	2,130	1,131	1,012	2,143	1,284	1,147	2,431	1,284	1,119	2,403	1,233	1,093	2,326
1:00 PM	1,417	1,150	2,567	1,244	1,040	2,284	1,061	944	2,005	1,227	913	2,140	1,158	1,105	2,263	1,411	1,140	2,551	1,295	1,121	2,416	1,288	1,122	2,410
2:00 PM	1,519	1,123	2,642	**1,381**	1,022	**2,403**	1,107	825	1,932	1,327	966	2,293	1,417	1,080	2,497	1,385	1,090	2,475	1,461	1,101	2,562	1,421	1,090	2,511
3:00 PM	1,606	1,140	2,746	1,367	975	2,342	**1,136**	803	1,939	1,424	1,004	2,428	1,470	1,055	2,525	1,473	1,248	2,721	1,530	**1,225**	**2,755**	1,491	1,176	2,667
4:00 PM	**1,722**	1,085	**2,807**	1,304	897	2,201	922	703	1,625	**1,991**	988	**2,979**	**1,656**	1,101	**2,757**	**1,636**	1,167	**2,803**	**1,647**	1,105	2,752	**1,646**	1,124	**2,771**
5:00 PM	1,544	969	2,513	1,123	916	2,039	888	686	1,574	1,544	**1,058**	2,602	1,495	**1,158**	2,653	1,465	**1,259**	2,724	1,455	1,168	2,623	1,472	**1,195**	2,667
6:00 PM	1,192	994	2,186	1,025	890	1,915	721	663	1,384	1,191	859	2,050	1,152	915	2,067	1,320	1,063	2,383	1,248	971	2,219	1,240	983	2,223
7:00 PM	1,019	793	1,812	799	673	1,472	616	544	1,160	901	665	1,566	962	691	1,653	1,081	761	1,842	999	694	1,693	1,014	715	1,729
8:00 PM	828	571	1,399	696	524	1,220	525	456	981	657	454	1,111	739	480	1,219	763	551	1,314	856	482	1,338	786	504	1,290
9:00 PM	743	455	1,198	628	381	1,009	356	305	661	424	312	736	483	402	885	578	408	986	514	388	902	525	399	924
10:00 PM	470	340	810	426	307	733	209	191	400	246	188	434	323	260	583	335	253	588	316	257	573	325	257	581
11:00 PM	301	217	518	247	258	505	137	136	273	165	119	284	178	136	314	232	150	382	247	161	408	219	149	368
Total	20,220	17,126	37,346	16,526	13,411	29,937	12,425	10,453	22,878	18,456	15,365	33,821	18,479	16,542	35,021	19,887	17,963	37,850	19,765	17,300	37,065	19,377	17,268	36,645
Percent	54%	46%	-	55%	45%	-	54%	46%	-	55%	45%	-	53%	47%	-	53%	47%	-	53%	47%	-	53%	47%	-
AM Peak	11:00	08:00	08:00	11:00	11:00	11:00	11:00	11:00	11:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00
Vol.	1,289	1,273	2,468	1,181	1,020	2,201	964	857	1,821	1,332	1,278	2,610	1,305	1,365	2,670	1,304	1,393	2,697	1,301	1,300	2,601	1,303	1,353	2,656
PM Peak	16:00	12:00	16:00	14:00	12:00	14:00	15:00	12:00	12:00	16:00	17:00	16:00	16:00	17:00	16:00	16:00	17:00	16:00	16:00	15:00	15:00	16:00	17:00	16:00
Vol.	1,722	1,181	2,807	1,381	1,050	2,403	1,136	985	2,074	1,991	1,058	2,979	1,656	1,158	2,757	1,636	1,259	2,803	1,647	1,225	2,755	1,646	1,195	2,771

1. Mid-week average includes data between Tuesday and Thursday.

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

laboratory space, therefore, this trip generation analysis assumed the same breakdown. The rates published for "General Office Building" (ITE Land Use 710) and for "Research and Development Center" (ITE Land Use 760) were used to estimate the trips generated by the proposed project. The ITE rates for General Office Building and Research and Development Center are typically used for projects such as this that include a combination of office and laboratory space. The rates published for "Mini-Warehouse" (ITE Land Use 151) were used to estimate the existing site trips. The ITE rates for Mini-Warehouse are typically used for sites such as the existing use that include self-storage facilities plus some auxiliary facilities such as RV (recreational vehicle) parking. According to the San Carlos Municipal Code the project would be required to achieve a 20 percent reduction in vehicle trip generation. After applying the applicable ITE trip rates and the trip reduction requirement and subtracting trips for the existing buildings on the site, it is estimated that the project would generate 215 new vehicle trips during the AM peak hour and 208 new vehicle trips during the PM peak hour (see Table 1).

Table 1
Trip Generation Summary

Land Use	Size	Units	Daily Trips	AM Peak-Hour Trips In	AM Peak-Hour Trips Out	AM Peak-Hour Trips Total	PM Peak-Hour Trips In	PM Peak-Hour Trips Out	PM Peak-Hour Trips Total
Proposed									
Office[1]	82,109	s.f.	978	124	17	141	24	117	141
Laboratory[2]	123,164	s.f.	1,442	110	24	134	21	108	129
Gross Project Trips			*2,420*	*234*	*41*	*275*	*45*	*225*	*270*
TDM Reduction (20%) [3]			(484)	(47)	(8)	(55)	(9)	(45)	(54)
Subtotal Project Trips			*1,936*	*187*	*33*	*220*	*36*	*180*	*216*
Existing									
Storage Facility[4]	55,000	s.f.	80	3	2	5	4	4	8
Net New Vehicle Trips			***1,856***	***184***	***31***	***215***	***32***	***176***	***208***

Notes:
s.f. = square feet

[1] Office trip generation based on the rates published in the ITE *Trip Generation Manual, 11th Edition* (2021) for General Office Building (Land Use Code 710).

[2] Laboratory trip generation based on the rates published in the ITE *Trip Generation Manual, 11th Edition* (2021) for Research and Development Center (Land Use Code 760).

[3] The project would be required to meet a 20 percent trip reduction based on the ITE trip generation rates, per the San Carlos Municipal Code (18.25.030).

[4] Existing storage facility trip generation based on the rates published in the ITE *Trip Generation Manual, 11th Edition* (2021) for Mini-Warehouse (Land Use Code 151).

Trip Distribution and Assignment

The trip distribution pattern for the project was estimated based on existing travel patterns on the surrounding roadway network that reflect typical weekday AM and PM peak commute patterns, the location of the project driveways, the locations of complementary land uses, and freeway access points (see Figure 3). The peak-hour trips generated by the project were assigned to the roadway network in accordance with the trip distribution pattern (see Figure 4).



Figure 3
Project Trip Distribution

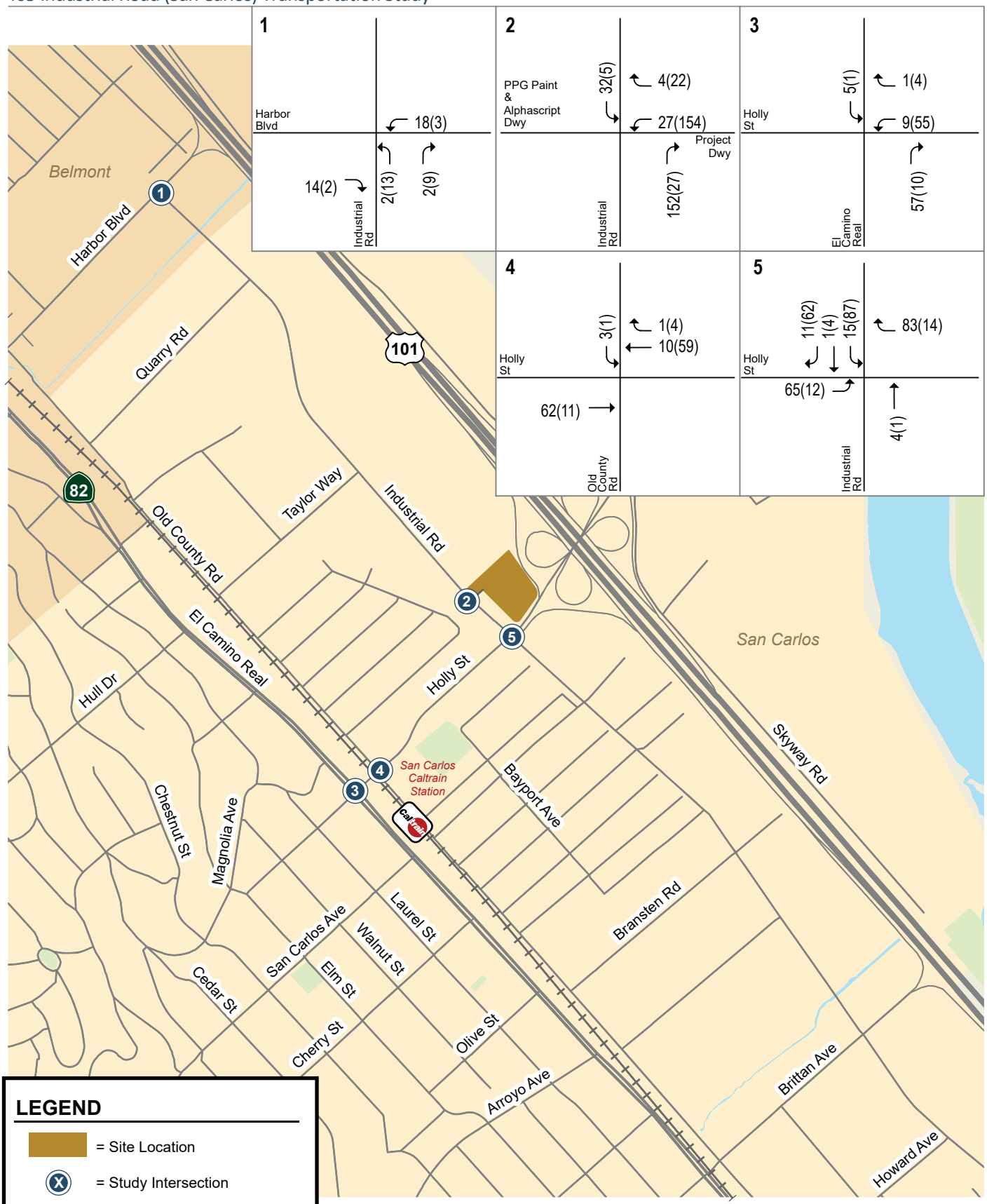


Figure 4
Project Trip Assignment

Table 6 – Cumulative Peak Hour Intersection Levels of Service							
Study Intersection ***Approach***		**AM Peak**			**PM Peak**		
		V/C	**Delay***	**LOS**	**V/C**	**Delay***	**LOS**
1.	Harbor Blvd/Industrial Rd	-	24.3	C	-	**85.1**	**F**
2.	Holly St/US 101 S Off Ramp	-	9.9	A	-	10.1	B
3.	Holly St /Industrial Rd	**1.023**	**-**	**F**	0.846	-	D
4.	Holly St/Old County Rd	**0.942**	**-**	**E**	**1.079**	**-**	**F**
5.	Holly St/El Camino Real	0.825	-	D	**1.149**	**-**	**F**
6.	E San Carlos Ave/Industrial Rd	0.565	-	A	0.660	-	B
7.	Commercial St/Industrial Rd	0.600	-	B	**0.903**	**-**	**E**
8.	Industrial Rd/Brittan Ave	**1.089**	**-**	**F**	**0.993**	**-**	**E**

Notes: Delay is measured in average seconds per vehicle; LOS = Level of Service; * = the analyzed service level measure (V/C or delay) corresponds to the jurisdiction's significance criteria for intersections; Results for minor approaches to two-way stop-controlled intersections are indicated in *italics;* **Bold** text = deficient operation

Project Description

The proposed business class hotel would be located at 501 Industrial Road in San Carlos. The hotel would include 149 parking spaces and approximately 119,000 square feet of hotel use for 188 guestrooms, central lobby, dining area and meeting spaces. Business class hotels are predominantly occupied by a single business traveler and experience peak occupancy during weekdays. The proposed project site plan is shown in Figure 5.

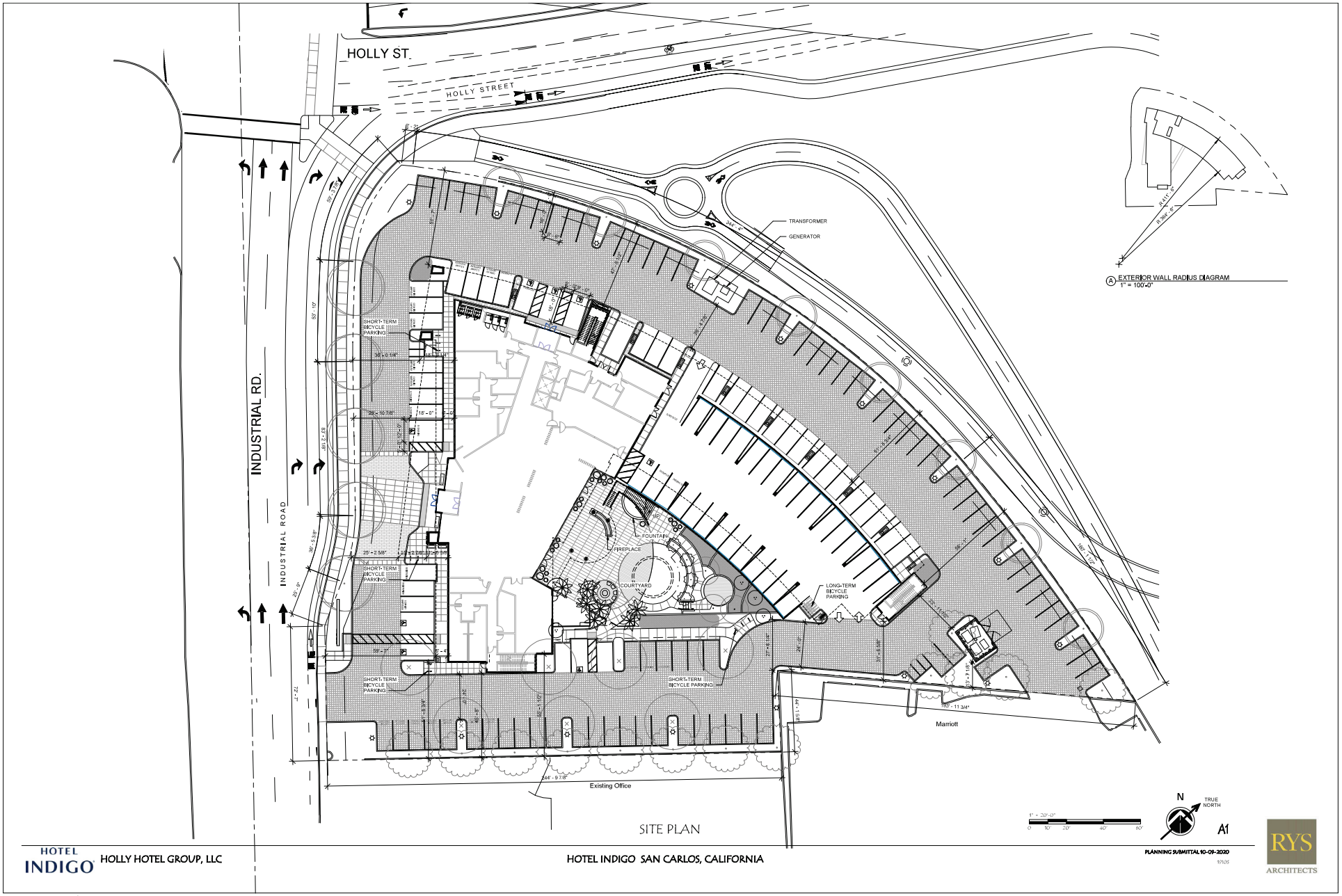
Trip Generation

The anticipated trip generation for the proposed project was estimated using standard rates published by the Institute of Transportation Engineers (ITE) in *Trip Generation Manual*, 11th Edition, 2021 for "Business Hotel" (ITE LU #312). The site is currently unoccupied and therefore not generating any trips. The project is not anticipated to generate any internal capture trips, pass-by trips or trip reductions resulting from nearby land uses or transportation options. As shown in Table 7, the proposed project is expected to generate an average of 756 trips per day, including 68 trips during the a.m. peak hour and 58 during the p.m. peak hour. These new trips represent the net increase in traffic associated with the project.

Table 7 – Trip Generation Summary											
Land Use	**Units**	**Daily**		**AM Peak Hour**				**PM Peak Hour**			
		Rate	**Trips**	**Rate**	**Trips**	**In**	**Out**	**Rate**	**Trips**	**In**	**Out**
Business Hotel	188 rooms	4.02	756	0.36	68	27	41	0.31	58	32	26

Trip Distribution

The pattern used to allocate new project trips to the street network was based on the distribution percentages from the *San Carlos Landmark Hotel Transportation Impact Analysis* and then applying manual adjustments to compensate for rounding. The applied distribution assumptions and resulting trips are shown in Table 8. Project volumes are shown in Figure 6.

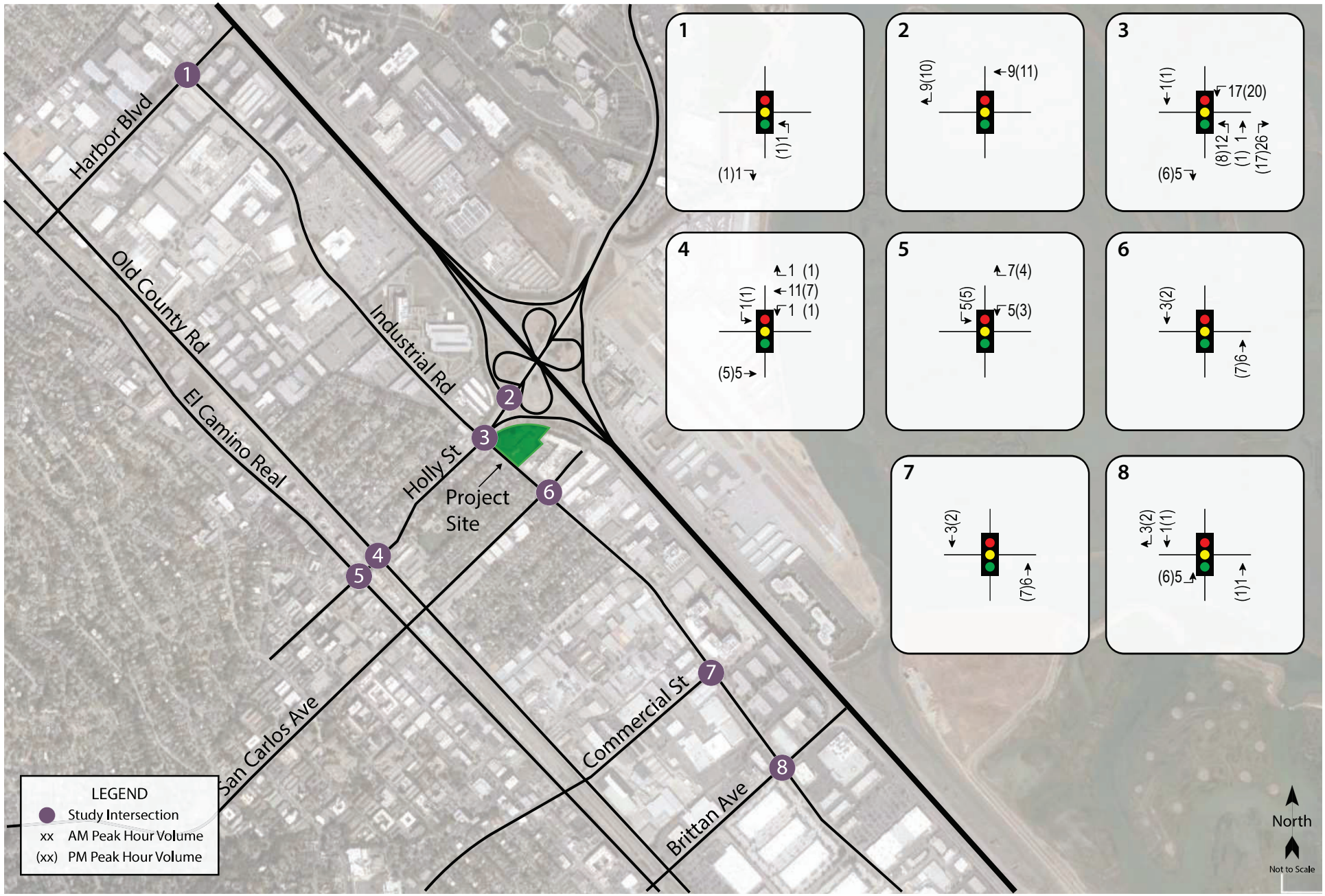


Source: RYS Architects 1/22

sca024.ai 1/22

Traffic Operations Analysis for the 501 Industrial Road Project

Figure 5 – Site Plan



sca024.ai 1/22

Traffic Operations Analysis for the 501 Industrial Road Project

Figure 6 – Project Traffic Volumes

Table 8 – Trip Distribution Assumptions				
Route	**Percent**	**Daily Trips**	**AM Trips**	**PM Trips**
To/from the North via US 101	30%	227	21	17
To/from the South via US 101	30%	227	21	17
To/from the North via Industrial Rd	2%	15	2	2
To/from the North via El Camino Real	15%	113	10	9
To/from the North via Old County Rd	2%	15	1	1
To/from the South via Industrial Rd	2%	15	1	1
To/from the South via El Camino Real	15%	113	10	9
To/from the South via Old County Rd	2%	15	1	1
To/from the East via Holly St-Redwood Shores Pkwy	2%	16	1	1
TOTAL	**100%**	**756**	**68**	**58**

Intersection Operation

Existing plus Project Conditions

Upon the addition of project-generated traffic to the Existing volumes, the study intersections are expected to operate at the same service levels as under the existing condition, except at the intersection of Holly Street/ US 101 South Off Ramp where the LOS changes from A to B. These results are summarized in Table 9. Existing plus Project traffic volumes are shown in Figure 7 and copies of the Level of Service calculations are provided in Appendix E.

Table 9 – Existing and Existing plus Project Peak Hour Intersection Levels of Service								
Study Intersection ***Approach***	**Existing Conditions**				**Existing plus Project**			
	AM Peak		**PM Peak**		**AM Peak**		**PM Peak**	
	MOE*	**LOS**	**MOE***	**LOS**	**MOE***	**LOS**	**MOE***	**LOS**
1. Harbor Blvd/Industrial Rd	15.5	B	25.8	C	15.5	B	25.5	C
2. Holly St/US 101 S Off Ramp	8.3	A	10.0	A	8.5	A	10.2	B
3. Holly St /Industrial Rd	0.668	B	**0.857**	**D**	0.680	B	**0.860**	**D**
4. Holly St/Old County Rd	0.724	C	0.790	C	0.730	C	0.795	C
5. Holly St/El Camino Real	0.653	B	0.817	D	0.653	B	0.819	D
6. E San Carlos Ave/Industrial Rd	0.342	A	0.487	A	0.355	A	0.494	A
7. Commercial St/Industrial Rd	1.7	A	0.6	A	1.7	A	0.6	A
EB (Commercial St) Approach	*21.7*	*C*	*17.8*	*C*	*22.0*	*C*	*17.9*	*C*
8. Brittan Ave/Industrial Rd	0.827	D	0.753	C	0.829	D	0.758	C

Notes: MOE = Measure of Effectiveness (either Delay or V/C); Delay is measured in average seconds per vehicle; LOS = Level of Service; * = the analyzed service level measure (V/C or delay) corresponds to the jurisdiction's significance criteria for intersections; Results for minor approaches to two-way stop-controlled intersections are indicated in *italics;* **Bold** text = deficient operation

DRAFT

Table 1
Trip Generation Summary

Land Use	Size	Units	Daily Trips	AM Peak-Hour Trips In	AM Peak-Hour Trips Out	AM Peak-Hour Trips Total	PM Peak-Hour Trips In	PM Peak-Hour Trips Out	PM Peak-Hour Trips Total
Proposed									
Office [1]	307,554	s.f.	3,334	411	56	467	75	368	443
Laboratory [2]	102,518	s.f.	1,136	87	19	106	16	84	100
CCAG Reduction (25%) [3]			(1,118)	(125)	(19)	(144)	(23)	(113)	(136)
Net Office and Laboratory Trips			*3,352*	*373*	*56*	*429*	*68*	*339*	*407*
Childcare [4]	115	students	457	45	39	84	39	44	83
Internalization Reduction (70%) [5]			(320)	(32)	(27)	(59)	(27)	(31)	(58)
Net Childcare Trips			*137*	*13*	*12*	*25*	*12*	*13*	*25*
Subtotal Project Trips			*3,489*	*386*	*68*	*454*	*80*	*352*	*432*
Existing									
Industrial [6]	104,391	s.f.	352	28	7	35	8	27	35
Net New Vehicle Trips			***3,137***	***358***	***61***	***419***	***72***	***325***	***397***

Notes:
s.f. = square feet

[1] Office trip generation based on the rates published in the ITE *Trip Generation Manual, 11th Edition* (2021) for General Office Building (Land Use Code 710).
[2] Laboratory trip generation based on the rates published in the ITE *Trip Generation Manual, 11th Edition* (2021) for Research and Development Center (Land Use Code 760).
[3] The project would be required to meet a 25 percent trip reduction based on the ITE trip generation rates, per the C/CAG TDM Checklist for a Non-Residential Land Use: Large project.
[4] Childcare trip generation based on the rates published in the ITE *Trip Generation Manual, 11th Edition* (2021) for Day Care Center (Land Use Code 565).
[5] The childcare facility is assumed to serve primarily the office and laboratory uses located on-site. Therefore, a 70 percent reduction was applied to account for this internalization of trips.
[6] Existing industrial trip generation based on the rates published in the ITE *Trip Generation Manual, 11th Edition* (2021) for Industry Park (Land Use Code 130).

Trip Distribution and Assignment

The trip distribution pattern for the project was estimated based on existing travel patterns on the surrounding roadway network that reflect typical weekday AM and PM peak commute patterns, the location of the project driveways, the locations of complementary land uses, and freeway access points (see Figure 3). The peak-hour trips generated by the project were assigned to the roadway network in accordance with the trip distribution pattern (see Figure 4).

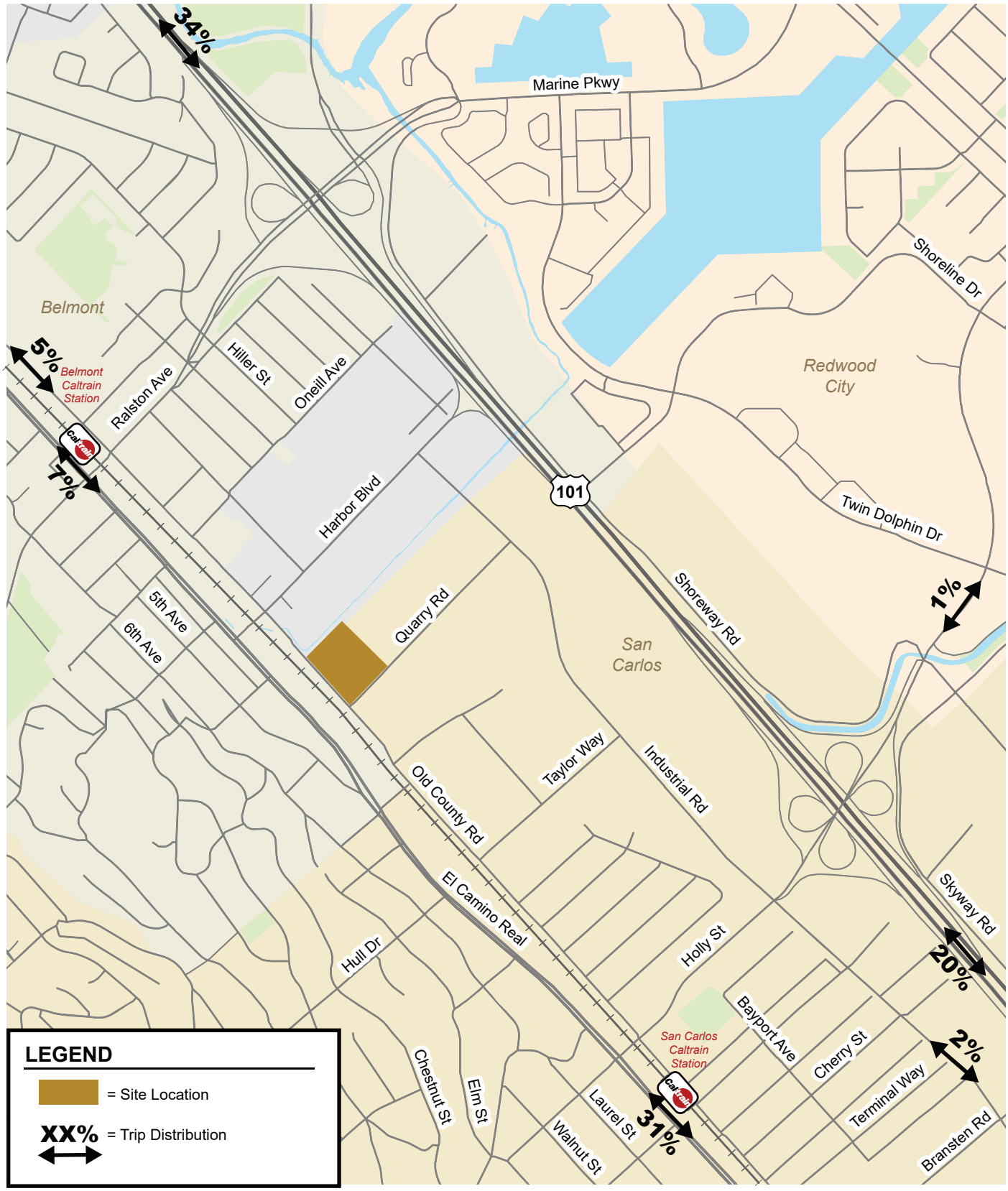


Figure 3
Project Trip Distribution

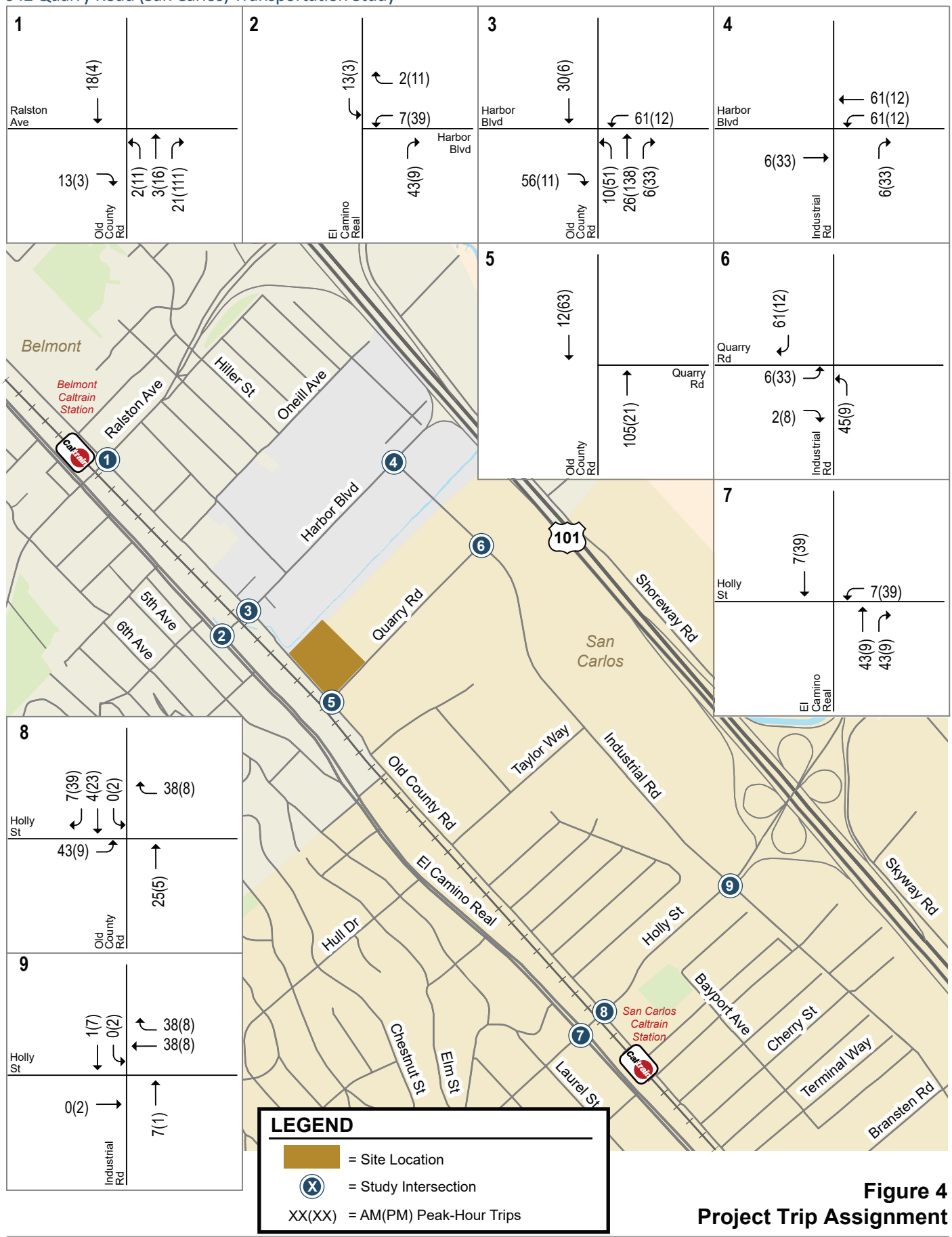
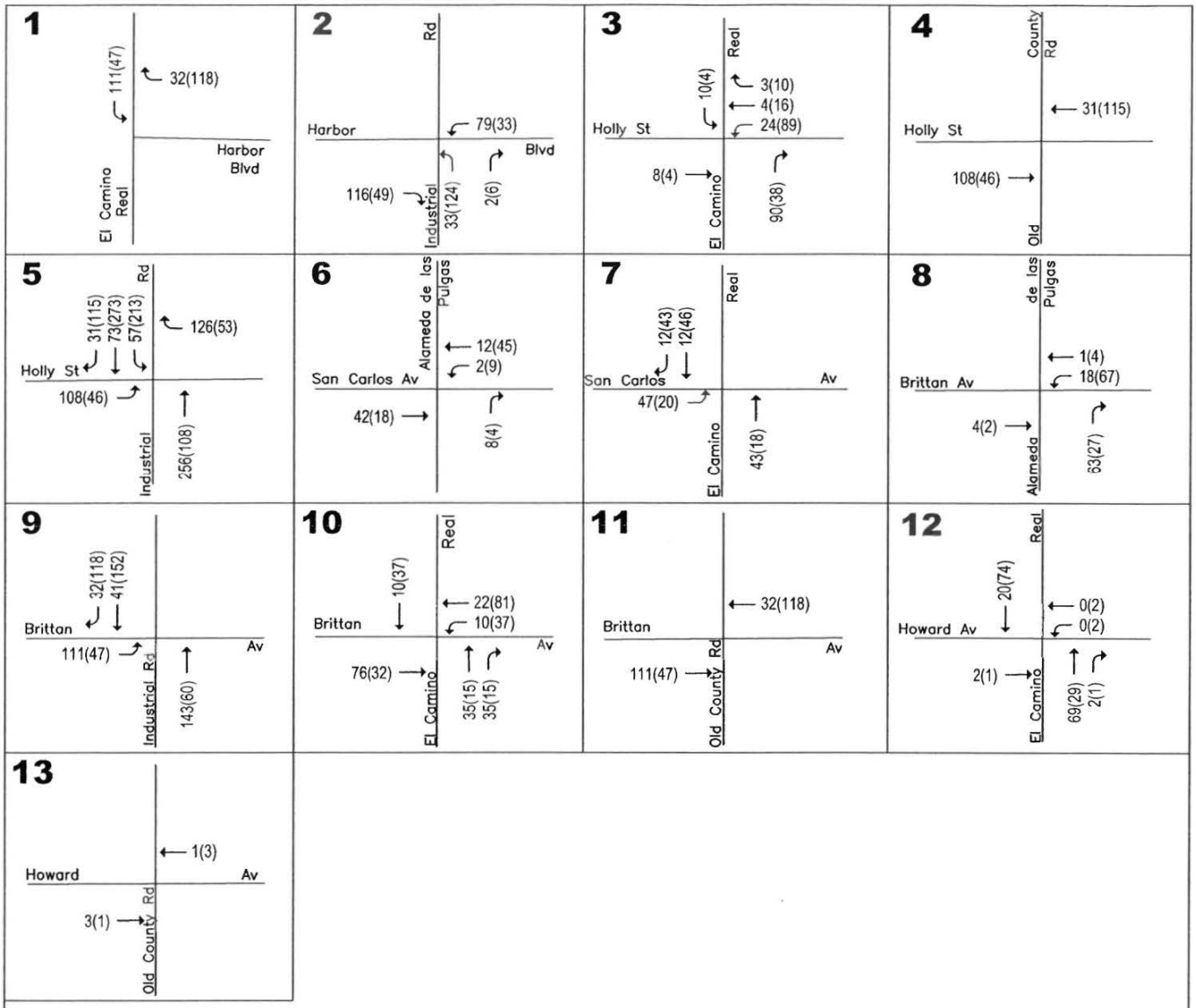


Figure 4
Project Trip Assignment



LEGEND

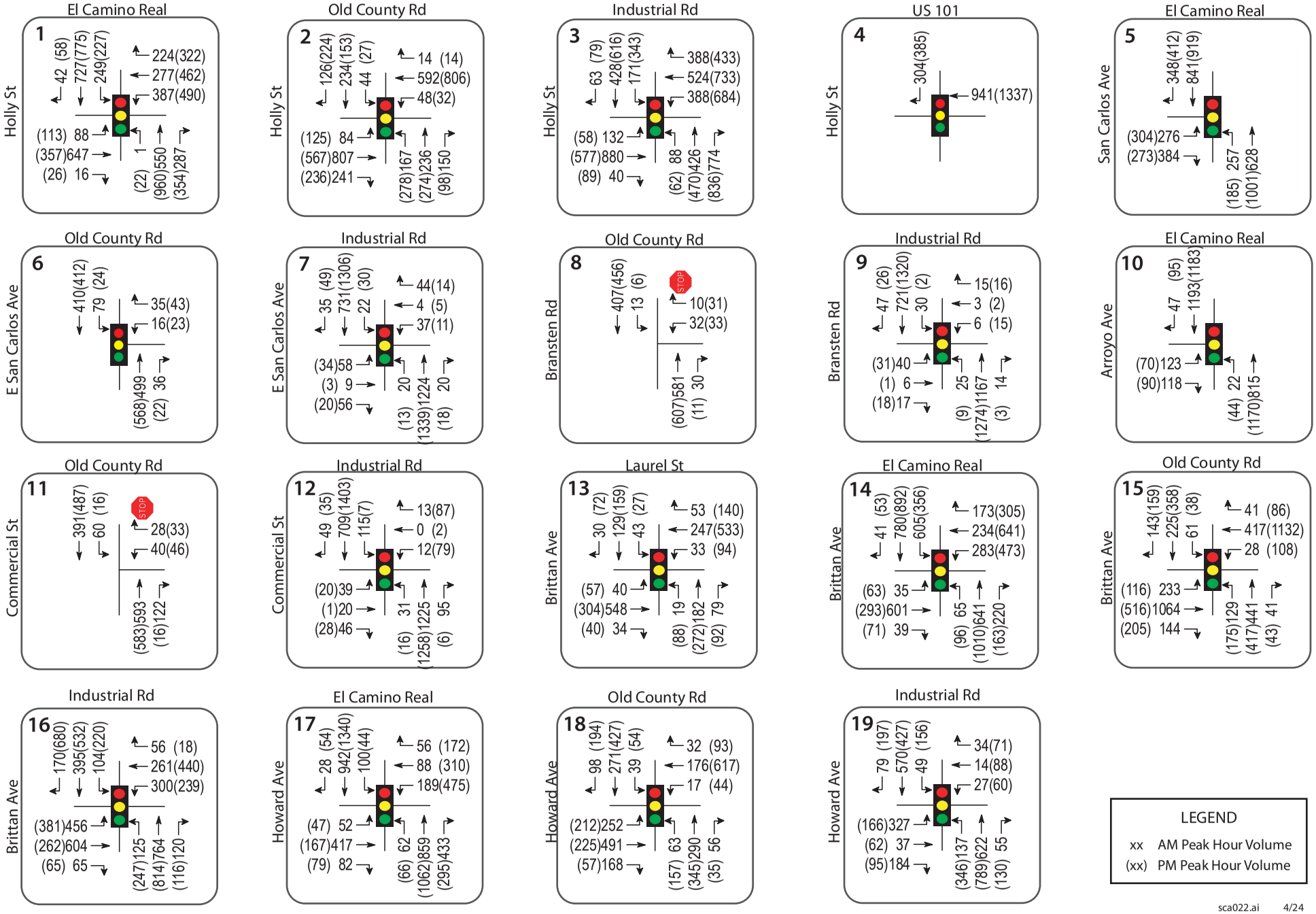
XX(XX) = AM(PM)

Figure 9

PAMF PROJECT TRIP ASSIGNMENT

Palo Alto Medical Foundation Traffic Study

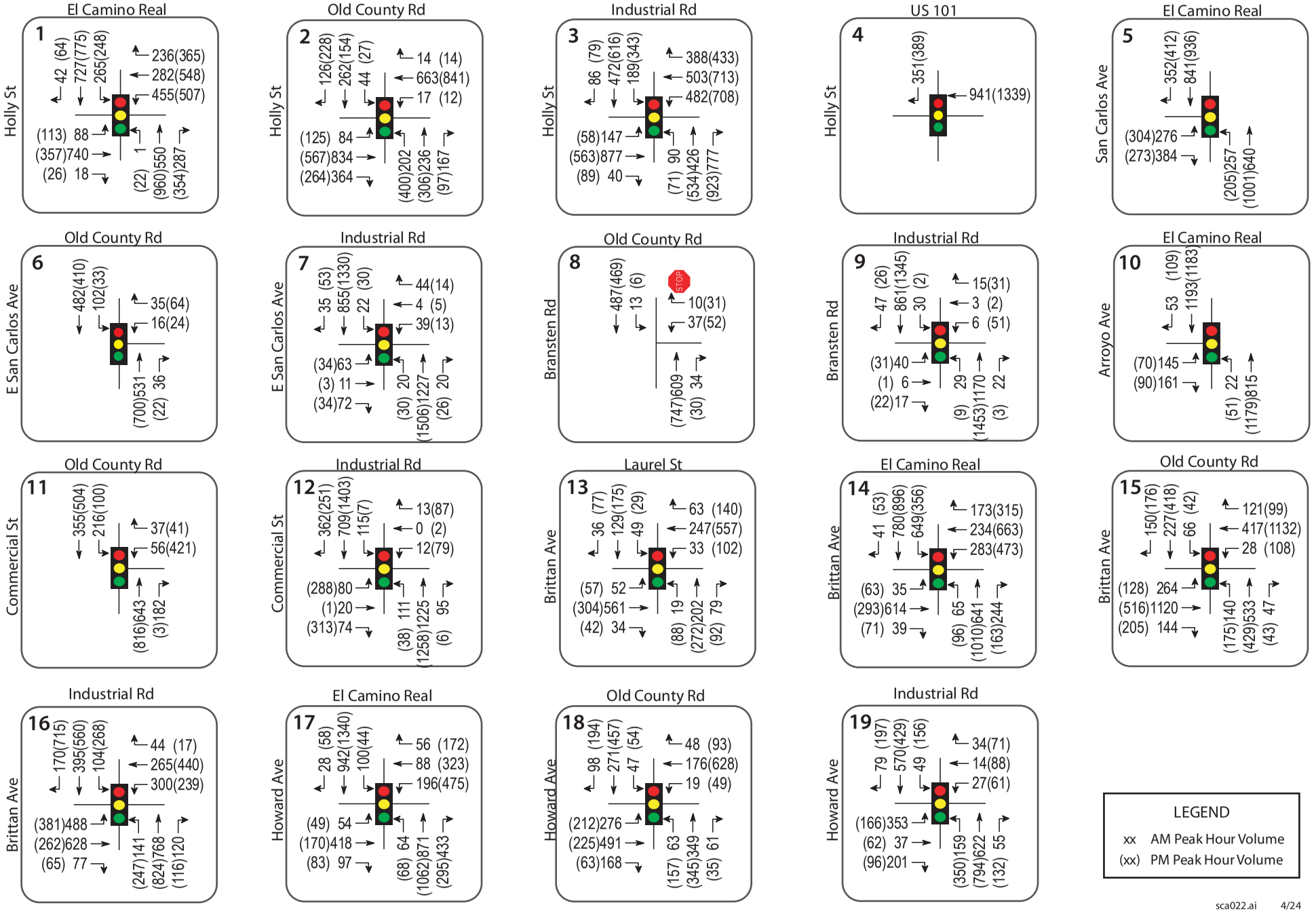
Hexagon
Transportation Consultants, Inc.



sca022.ai 4/24

Traffic Impact Analysis for the Alexandria Center for Life Science Project

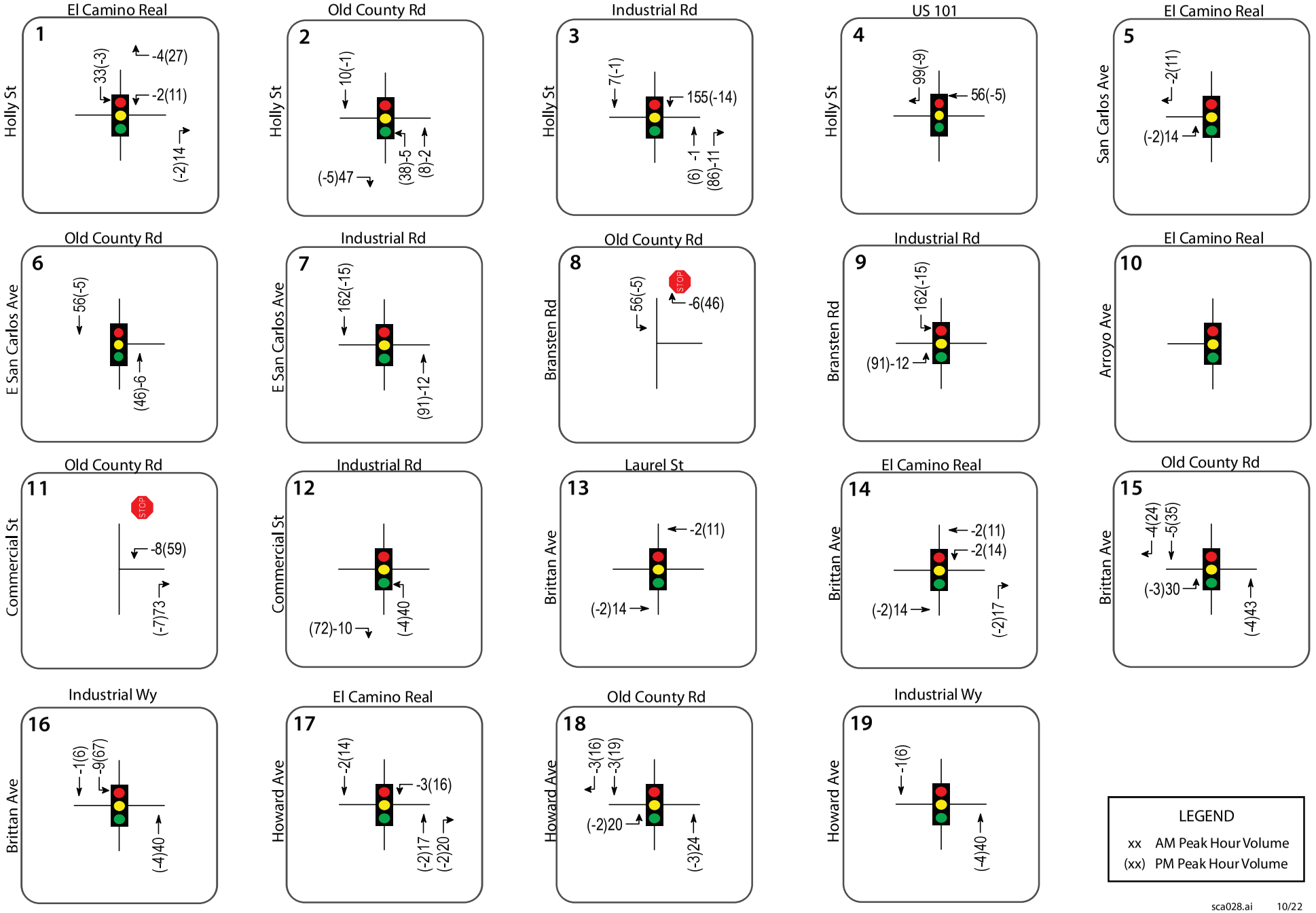
Figure 5 – 2040 No Project Traffic Volumes



sca022.ai 4/24

Traffic Impact Analysis for the Alexandria Center for Life Science Project

Figure 14 - 2040 Phase 1&2&3 with TDM Traffic Volumes



sca028.ai 10/22

Traffic Operations Analysis for the 841 Old County Road Project

Figure 7 – Project Trips Volumes

HCM Signalized Intersection Capacity Analysis

1: Industrial Rd/Driveway & Harbor Blvd

08/13/2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	264	106	199	312	8	180	1	22	0	0	1
Future Volume (vph)	0	264	106	199	312	8	180	1	22	0	0	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		4.6	5.0		4.9	4.9			4.9	
Lane Util. Factor		0.95		1.00	0.95		0.95	0.95			1.00	
Frpb, ped/bikes		0.99		1.00	0.99		1.00	0.99			0.98	
Flpb, ped/bikes		1.00		1.00	1.00		0.99	0.99			1.00	
Frt		0.95		1.00	0.99		1.00	0.96			0.86	
Flt Protected		1.00		0.95	1.00		0.95	0.96			1.00	
Satd. Flow (prot)		3323		1736	3460		1617	1544			1623	
Flt Permitted		1.00		0.95	1.00		0.75	0.77			1.00	
Satd. Flow (perm)		3323		1736	3460		1289	1242			1623	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	0	269	108	203	318	8	184	1	22	0	0	1
RTOR Reduction (vph)	0	47	0	0	2	0	0	13	0	0	1	0
Lane Group Flow (vph)	0	330	0	203	324	0	105	89	0	0	0	0
Confl. Peds. (#/hr)	3		3	3		3	1		7	7		1
Heavy Vehicles (%)	0%	3%	5%	4%	4%	0%	6%	0%	18%	0%	0%	0%
Turn Type	Perm	NA		Prot	NA		Perm	NA			NA	
Protected Phases		6		5	2			4			4	
Permitted Phases	6						4			4		
Actuated Green, G (s)		12.3		10.9	27.8		7.9	7.9			7.9	
Effective Green, g (s)		12.3		10.9	27.8		7.9	7.9			7.9	
Actuated g/C Ratio		0.27		0.24	0.61		0.17	0.17			0.17	
Clearance Time (s)		5.0		4.6	5.0		4.9	4.9			4.9	
Vehicle Extension (s)		3.0		2.5	3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)		896		414	2109		223	215			281	
v/s Ratio Prot		c0.10		c0.12	0.09						0.00	
v/s Ratio Perm							c0.08	0.07				
v/c Ratio		0.36		0.49	0.15		0.47	0.41			0.00	
Uniform Delay, d1		13.5		14.9	3.8		16.9	16.7			15.5	
Progression Factor		1.00		1.00	1.00		1.00	1.00			1.00	
Incremental Delay, d2		0.2		0.6	0.0		1.5	1.2			0.0	
Delay (s)		13.7		15.6	3.8		18.5	18.0			15.5	
Level of Service		B		B	A		B	B			B	
Approach Delay (s/veh)		13.7			8.3			18.3			15.5	
Approach LOS		B			A			B			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	12.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.44		
Actuated Cycle Length (s)	45.6	Sum of lost time (s)	14.5
Intersection Capacity Utilization	50.2%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

2: Old County Rd & Harbor Blvd

08/13/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	81	348	84	78	244	62	68	120	38	38	102	23
Future Volume (vph)	81	348	84	78	244	62	68	120	38	38	102	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.4	5.4		4.9	4.9		4.9	4.9	4.9		4.9	4.9
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00	1.00		1.00	1.00
Frpb, ped/bikes	1.00	0.99		1.00	0.99		1.00	1.00	0.97		1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00		0.99	1.00	1.00		0.99	1.00
Frt	1.00	0.97		1.00	0.96		1.00	1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00		0.98	1.00
Satd. Flow (prot)	1787	3343		1570	3359		1784	1712	1546		1778	1569
Flt Permitted	0.95	1.00		0.95	1.00		0.65	1.00	1.00		0.87	1.00
Satd. Flow (perm)	1787	3343		1570	3359		1228	1712	1546		1569	1569
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	94	405	98	91	284	72	79	140	44	44	119	27
RTOR Reduction (vph)	0	31	0	0	38	0	0	0	36	0	0	22
Lane Group Flow (vph)	94	472	0	91	318	0	79	140	8	0	163	5
Confl. Peds. (#/hr)	7		1	1		7	3		6	3		6
Confl. Bikes (#/hr)									6			2
Heavy Vehicles (%)	1%	5%	2%	15%	3%	6%	1%	11%	2%	1%	7%	1%
Turn Type	Split	NA		Split	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases	6	6		5	5			8			8	
Permitted Phases							8		8	8		8
Actuated Green, G (s)	23.1	23.1		10.2	10.2		11.5	11.5	11.5		11.5	11.5
Effective Green, g (s)	23.1	23.1		10.2	10.2		11.5	11.5	11.5		11.5	11.5
Actuated g/C Ratio	0.39	0.39		0.17	0.17		0.19	0.19	0.19		0.19	0.19
Clearance Time (s)	5.4	5.4		4.9	4.9		4.9	4.9	4.9		4.9	4.9
Vehicle Extension (s)	2.5	2.5		2.5	2.5		2.5	2.5	2.5		2.5	2.5
Lane Grp Cap (vph)	687	1287		266	571		235	328	296		300	300
v/s Ratio Prot	0.05	c0.14		0.06	c0.09			0.08				
v/s Ratio Perm							0.06		0.01		c0.10	0.00
v/c Ratio	0.13	0.36		0.34	0.55		0.33	0.42	0.02		0.54	0.01
Uniform Delay, d1	11.9	13.2		21.9	22.8		20.9	21.3	19.7		21.8	19.6
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	0.4	0.8		0.5	0.9		0.6	0.6	0.0		1.5	0.0
Delay (s)	12.3	14.0		22.5	23.7		21.5	22.0	19.7		23.4	19.6
Level of Service	B	B		C	C		C	C	B		C	B
Approach Delay (s/veh)		13.7			23.5			21.4			22.9	
Approach LOS		B			C			C			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	19.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.46		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	15.2
Intersection Capacity Utilization	57.7%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

3: Holly St

08/13/2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↱		↑↑							↱↱
Traffic Volume (vph)	0	1058	318	0	877	0	0	0	0	0	0	624
Future Volume (vph)	0	1058	318	0	877	0	0	0	0	0	0	624
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		2.0	2.0		5.1							4.6
Lane Util. Factor		0.95	1.00		0.95							0.88
Frpb, ped/bikes		1.00	0.97		1.00							1.00
Flpb, ped/bikes		1.00	1.00		1.00							1.00
Frt		1.00	0.85		1.00							0.85
Flt Protected		1.00	1.00		1.00							1.00
Satd. Flow (prot)		3438	1492		3471							2707
Flt Permitted		1.00	1.00		1.00							1.00
Satd. Flow (perm)		3438	1492		3471							2707
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	1091	328	0	904	0	0	0	0	0	0	643
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	140
Lane Group Flow (vph)	0	1091	328	0	904	0	0	0	0	0	0	503
Confl. Peds. (#/hr)			2	2								
Heavy Vehicles (%)	0%	5%	6%	0%	4%	0%	0%	0%	0%	0%	0%	5%
Turn Type		NA	Perm		NA							Prot
Protected Phases		6			2							1
Permitted Phases			6									
Actuated Green, G (s)		65.0	65.0		40.6							14.7
Effective Green, g (s)		65.0	65.0		40.6							14.7
Actuated g/C Ratio		1.00	1.00		0.62							0.23
Clearance Time (s)		2.0	2.0		5.1							4.6
Vehicle Extension (s)		0.2	0.2		0.2							0.2
Lane Grp Cap (vph)		3438	1492		2168							612
v/s Ratio Prot		0.32			c0.26							c0.19
v/s Ratio Perm			0.22									
v/c Ratio		0.31	0.21		0.41							0.82
Uniform Delay, d1		0.0	0.0		6.1							23.9
Progression Factor		1.00	1.00		1.00							1.00
Incremental Delay, d2		0.2	0.2		0.5							8.3
Delay (s)		0.2	0.2		6.7							32.2
Level of Service		A	A		A							C
Approach Delay (s/veh)		0.2			6.7			0.0			32.2	
Approach LOS		A			A			A			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	9.2	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	65.0	Sum of lost time (s)	9.7
Intersection Capacity Utilization	54.2%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

4: Industrial Rd & Holly St

08/13/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	66	847	25	482	633	387	21	87	372	164	90	33
Future Volume (vph)	66	847	25	482	633	387	21	87	372	164	90	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.6		4.5	4.5	4.5	4.5	4.6	4.5	3.5	4.6	
Lane Util. Factor		0.91		0.97	0.95	1.00	1.00	1.00	0.88	0.97	0.95	
Frpb, ped/bikes		0.99		1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.99	
Flpb, ped/bikes		1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt		0.99		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.95	
Flt Protected		0.99		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		5032		3400	3471	1509	1641	1743	2632	3099	3323	
Flt Permitted		0.99		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)		5032		3400	3471	1509	1641	1743	2632	3099	3323	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	66	847	25	482	633	387	21	87	372	164	90	33
RTOR Reduction (vph)	0	2	0	0	0	197	0	0	77	0	29	0
Lane Group Flow (vph)	0	936	0	482	633	190	21	87	295	164	94	0
Confl. Peds. (#/hr)			2	2			2					2
Confl. Bikes (#/hr)												2
Heavy Vehicles (%)	5%	2%	4%	3%	4%	7%	10%	9%	8%	13%	4%	3%
Turn Type	Split	NA		Split	NA	Perm	Prot	NA	pm+ov	Prot	NA	
Protected Phases	6	6		5	5		7	4	5	3	8	
Permitted Phases					5	5			4			
Actuated Green, G (s)		27.6		63.9	63.9	63.9	3.8	11.3	75.2	10.0	16.5	
Effective Green, g (s)		27.6		63.9	63.9	63.9	3.8	11.3	75.2	10.0	16.5	
Actuated g/C Ratio		0.21		0.49	0.49	0.49	0.03	0.09	0.58	0.08	0.13	
Clearance Time (s)		4.6		4.5	4.5	4.5	4.5	4.6	4.5	3.5	4.6	
Vehicle Extension (s)		0.2		0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	
Lane Grp Cap (vph)		1068		1671	1706	741	47	151	1522	238	421	
v/s Ratio Prot		c0.19		0.14	c0.18		0.01	c0.05	0.10	c0.05	0.03	
v/s Ratio Perm						0.13			0.02			
v/c Ratio		0.87		0.28	0.37	0.25	0.44	0.57	0.19	0.68	0.22	
Uniform Delay, d1		49.5		19.5	20.5	19.2	62.0	57.0	13.0	58.4	50.9	
Progression Factor		1.06		0.97	0.96	1.61	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		6.1		0.3	0.5	0.7	2.4	3.2	0.0	6.4	0.0	
Delay (s)		58.9		19.4	20.4	31.8	64.5	60.3	13.0	64.9	51.0	
Level of Service		E		B	C	C	E	E	B	E	D	
Approach Delay (s/veh)		58.9			23.0			23.8			59.0	
Approach LOS		E			C			C			E	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	36.9	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	18.2
Intersection Capacity Utilization	62.3%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

5: Old County Rd & Holly St

08/13/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	81	756	101	36	606	17	56	130	130	54	137	131
Future Volume (vph)	81	756	101	36	606	17	56	130	130	54	137	131
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.1	4.1		4.1		3.0	5.1		4.0	5.1	5.1
Lane Util. Factor		0.95	1.00		0.95		1.00	1.00		1.00	1.00	1.00
Frpb, ped/bikes		1.00	0.96		0.99		1.00	0.97		1.00	1.00	0.97
Flpb, ped/bikes		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85		0.99		1.00	0.92		1.00	1.00	0.85
Flt Protected		0.99	1.00		0.99		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		3554	1518		3417		1736	1639		1736	1743	1504
Flt Permitted		0.99	1.00		0.99		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)		3554	1518		3417		1736	1639		1736	1743	1504
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	83	771	103	37	618	17	57	133	133	55	140	134
RTOR Reduction (vph)	0	0	65	0	1	0	0	28	0	0	0	120
Lane Group Flow (vph)	0	854	38	0	671	0	57	238	0	55	140	14
Confl. Peds. (#/hr)	3		4	4		3			16	16		
Confl. Bikes (#/hr)									6			5
Heavy Vehicles (%)	2%	1%	3%	11%	4%	24%	4%	5%	4%	4%	9%	5%
Turn Type	Split	NA	Perm	Split	NA		Prot	NA		Prot	NA	Perm
Protected Phases	8	8		7	7		5	2		1	6	
Permitted Phases			8									6
Actuated Green, G (s)		47.9	47.9		35.4		16.6	23.5		5.9	13.8	13.8
Effective Green, g (s)		47.9	47.9		35.4		16.6	23.5		5.9	13.8	13.8
Actuated g/C Ratio		0.37	0.37		0.27		0.13	0.18		0.05	0.11	0.11
Clearance Time (s)		4.1	4.1		4.1		3.0	5.1		4.0	5.1	5.1
Vehicle Extension (s)		0.2	0.2		0.2		0.2	0.2		0.2	0.2	0.2
Lane Grp Cap (vph)		1309	559		930		221	296		78	185	159
v/s Ratio Prot		c0.24			c0.20		0.03	c0.15		0.03	c0.08	
v/s Ratio Perm			0.03									0.01
v/c Ratio		0.65	0.06		0.72		0.25	0.80		0.70	0.75	0.08
Uniform Delay, d1		34.1	26.5		42.8		51.1	51.0		61.1	56.4	52.4
Progression Factor		1.00	1.00		0.56		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		2.5	0.2		4.6		0.2	20.3		20.9	24.6	1.1
Delay (s)		36.6	26.8		28.7		51.3	71.3		82.1	81.1	53.5
Level of Service		D	C		C		D	E		F	F	D
Approach Delay (s/veh)		35.6			28.7			67.8			70.0	
Approach LOS		D			C			E			E	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	43.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	17.3
Intersection Capacity Utilization	75.6%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

6: Industrial Rd & Quarry Rd

08/13/2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	2	15	9	0	6	20	194	19	36	217	42
Future Volume (vph)	12	2	15	9	0	6	20	194	19	36	217	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5			4.5		4.0	5.0		4.0	5.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes		1.00			1.00		1.00	0.99		1.00	0.99	
Flpb, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.93			0.94		1.00	0.98		1.00	0.97	
Flt Protected		0.97			0.97		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1618			1634		1805	3366		1805	3331	
Flt Permitted		0.97			0.97		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1618			1634		1805	3366		1805	3331	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	12	2	15	9	0	6	21	200	20	37	224	43
RTOR Reduction (vph)	0	10	0	0	10	0	0	7	0	0	14	0
Lane Group Flow (vph)	0	19	0	0	5	0	21	213	0	37	253	0
Confl. Peds. (#/hr)							1		5	5		1
Heavy Vehicles (%)	17%	0%	0%	0%	0%	17%	0%	6%	0%	0%	6%	2%
Turn Type	Split	NA		Split	NA		Prot	NA		Prot	NA	
Protected Phases	8	8		4	4		1	6		5	2	
Permitted Phases												
Actuated Green, G (s)		27.2			27.2		2.9	13.1		4.7	14.9	
Effective Green, g (s)		27.2			27.2		2.9	13.1		4.7	14.9	
Actuated g/C Ratio		0.30			0.30		0.03	0.15		0.05	0.17	
Clearance Time (s)		4.5			4.5		4.0	5.0		4.0	5.0	
Vehicle Extension (s)		3.5			3.0		3.0	4.0		3.0	4.0	
Lane Grp Cap (vph)		487			492		58	488		94	550	
v/s Ratio Prot		c0.01			c0.00		0.01	0.06		c0.02	c0.08	
v/s Ratio Perm												
v/c Ratio		0.03			0.00		0.36	0.43		0.39	0.45	
Uniform Delay, d1		22.2			22.0		42.7	35.1		41.3	34.0	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.0			0.0		3.8	0.8		2.7	0.8	
Delay (s)		22.2			22.0		46.5	36.0		44.0	34.8	
Level of Service		C			C		D	D		D	C	
Approach Delay (s/veh)		22.2			22.0			36.9			35.9	
Approach LOS		C			C			D			D	

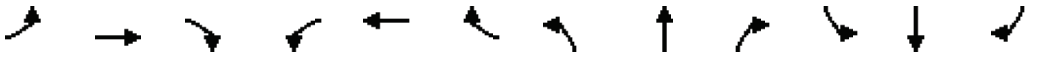
Intersection Summary			
HCM 2000 Control Delay (s/veh)	35.3	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.14		
Actuated Cycle Length (s)	90.2	Sum of lost time (s)	18.0
Intersection Capacity Utilization	27.0%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis

7: Industrial Rd & Taylor Way

08/13/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	0	55	0	0	1	84	284	5	1	225	45
Future Volume (Veh/h)	3	0	55	0	0	1	84	284	5	1	225	45
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	3	0	57	0	0	1	87	293	5	1	232	46
Pedestrians		2			1							
Lane Width (ft)		12.0			12.0							
Walking Speed (ft/s)		3.5			3.5							
Percent Blockage		0			0							
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								744				
pX, platoon unblocked												
vC, conflicting volume	581	732	141	646	753	150	280			299		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	581	732	141	646	753	150	280			299		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.2			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.3			2.2		
p0 queue free %	99	100	94	100	100	100	93			100		
cM capacity (veh/h)	374	321	879	318	316	875	1242			1272		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	60	1	87	195	103	117	162
Volume Left	3	0	87	0	0	1	0
Volume Right	57	1	0	0	5	0	46
cSH	824	875	1242	1700	1700	1272	1700
Volume to Capacity	0.07	0.00	0.07	0.11	0.06	0.00	0.10
Queue Length 95th (ft)	6	0	6	0	0	0	0
Control Delay (s/veh)	9.7	9.1	8.1	0.0	0.0	0.1	0.0
Lane LOS	A	A	A			A	
Approach Delay (s/veh)	9.7	9.1	1.8			0.0	
Approach LOS	A	A					

Intersection Summary				
Average Delay	1.8			
Intersection Capacity Utilization	32.5%	ICU Level of Service		A
Analysis Period (min)	15			

HCM Signalized Intersection Capacity Analysis

8: Industrial Rd & Driveway

08/13/2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	1	1	77	0	28	10	343	14	66	218	1
Future Volume (vph)	1	1	1	77	0	28	10	343	14	66	218	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lane Util. Factor		1.00		0.95	0.95		1.00	0.95		1.00	0.95	
Frpb, ped/bikes		1.00		1.00	0.99		1.00	0.99		1.00	0.99	
Flpb, ped/bikes		0.99		1.00	1.00		1.00	1.00		1.00	1.00	
Frt		0.95		1.00	0.91		1.00	0.99		1.00	0.99	
Flt Protected		0.98		0.95	0.97		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1783		1715	1607		1805	3330		1805	3251	
Flt Permitted		0.91		0.75	0.85		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1655		1364	1402		1805	3330		1805	3251	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	1	1	1	81	0	29	11	361	15	69	229	1
RTOR Reduction (vph)	0	1	0	0	49	0	0	1	0	0	0	0
Lane Group Flow (vph)	0	2	0	57	4	0	11	375	0	69	230	0
Confl. Peds. (#/hr)	2					2			3			3
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%	11%	0%
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		7.9		7.9	7.9		1.3	65.9		7.6	72.2	
Effective Green, g (s)		7.9		7.9	7.9		1.3	65.9		7.6	72.2	
Actuated g/C Ratio		0.08		0.08	0.08		0.01	0.69		0.08	0.76	
Clearance Time (s)		4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Vehicle Extension (s)		3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		137		113	116		24	2312		144	2473	
v/s Ratio Prot							0.01	c0.11		c0.04	0.07	
v/s Ratio Perm		0.00		c0.04	0.00							
v/c Ratio		0.01		0.50	0.03		0.45	0.16		0.47	0.09	
Uniform Delay, d1		39.9		41.6	40.0		46.4	4.9		41.7	2.9	
Progression Factor		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.0		3.5	0.1		13.2	0.1		2.5	0.0	
Delay (s)		39.9		45.1	40.1		59.6	5.1		44.2	2.9	
Level of Service		D		D	D		E	A		D	A	
Approach Delay (s/veh)		39.9			42.7			6.6			12.5	
Approach LOS		D			D			A			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	14.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.22		
Actuated Cycle Length (s)	94.9	Sum of lost time (s)	13.5
Intersection Capacity Utilization	37.0%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis

9: Old County Rd & Quarry Rd

08/13/2024



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	12	22	190	41	38	206
Future Volume (Veh/h)	12	22	190	41	38	206
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	14	25	216	47	43	234
Pedestrians	4		1			
Lane Width (ft)	12.0		12.0			
Walking Speed (ft/s)	3.5		3.5			
Percent Blockage	0		0			
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						954
pX, platoon unblocked						
vC, conflicting volume	565	244			267	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	565	244			267	
tC, single (s)	6.4	6.3			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.4			2.2	
p0 queue free %	97	97			97	
cM capacity (veh/h)	471	775			1275	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	39	263	277
Volume Left	14	0	43
Volume Right	25	47	0
cSH	629	1700	1275
Volume to Capacity	0.06	0.15	0.03
Queue Length 95th (ft)	5	0	3
Control Delay (s/veh)	11.1	0.0	1.5
Lane LOS	B		A
Approach Delay (s/veh)	11.1	0.0	1.5
Approach LOS	B		

Intersection Summary			
Average Delay	1.5		
Intersection Capacity Utilization	38.9%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis

10: Old County Rd & Taylor Way

08/13/2024



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	38	50	182	43	18	187
Future Volume (Veh/h)	38	50	182	43	18	187
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	41	54	198	47	20	203
Pedestrians	4		6			1
Lane Width (ft)	12.0		12.0			12.0
Walking Speed (ft/s)	3.5		3.5			3.5
Percent Blockage	0		0			0
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	475	227			249	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	475	227			249	
tC, single (s)	6.6	6.2			4.2	
tC, 2 stage (s)						
tF (s)	3.6	3.3			2.3	
p0 queue free %	92	93			98	
cM capacity (veh/h)	511	809			1289	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	95	245	223
Volume Left	41	0	20
Volume Right	54	47	0
cSH	646	1700	1289
Volume to Capacity	0.15	0.14	0.02
Queue Length 95th (ft)	13	0	1
Control Delay (s/veh)	11.5	0.0	0.8
Lane LOS	B		A
Approach Delay (s/veh)	11.5	0.0	0.8
Approach LOS	B		

Intersection Summary			
Average Delay	2.3		
Intersection Capacity Utilization	37.0%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Signalized Intersection Capacity Analysis

1: Industrial Rd/Driveway & Harbor Blvd

08/13/2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	271	71	97	275	3	447	2	82	13	0	8
Future Volume (vph)	3	271	71	97	275	3	447	2	82	13	0	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		4.6	5.0		4.9	4.9			4.9	
Lane Util. Factor	1.00	0.95		1.00	0.95		0.95	0.95			1.00	
Frpb, ped/bikes	1.00	0.99		1.00	0.99		1.00	0.99			1.00	
Flpb, ped/bikes	0.99	1.00		1.00	1.00		1.00	1.00			0.99	
Frt	1.00	0.96		1.00	0.99		1.00	0.95			0.94	
Flt Protected	0.95	1.00		0.95	1.00		0.95	0.96			0.96	
Satd. Flow (prot)	1790	3412		1719	3604		1698	1635			1748	
Flt Permitted	0.56	1.00		0.95	1.00		0.74	0.78			0.80	
Satd. Flow (perm)	1055	3412		1719	3604		1325	1321			1448	
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	3	308	81	110	312	3	508	2	93	15	0	9
RTOR Reduction (vph)	0	27	0	0	1	0	0	17	0	0	15	0
Lane Group Flow (vph)	3	362	0	110	315	0	305	281	0	0	9	0
Confl. Peds. (#/hr)	12		3	3		12			4	4		
Heavy Vehicles (%)	0%	2%	3%	5%	0%	0%	1%	0%	2%	0%	0%	0%
Turn Type	Perm	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases		6		5	2			4			4	
Permitted Phases	6						4			4		
Actuated Green, G (s)	12.2	12.2		7.1	23.9		18.7	18.7			18.7	
Effective Green, g (s)	12.2	12.2		7.1	23.9		18.7	18.7			18.7	
Actuated g/C Ratio	0.23	0.23		0.14	0.46		0.36	0.36			0.36	
Clearance Time (s)	5.0	5.0		4.6	5.0		4.9	4.9			4.9	
Vehicle Extension (s)	3.0	3.0		2.5	3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)	245	792		232	1640		471	470			515	
v/s Ratio Prot		c0.11		c0.06	0.09							
v/s Ratio Perm	0.00						c0.23	0.21			0.01	
v/c Ratio	0.01	0.45		0.47	0.19		0.64	0.59			0.01	
Uniform Delay, d1	15.5	17.3		20.9	8.5		14.1	13.8			10.9	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	
Incremental Delay, d2	0.0	0.4		1.1	0.0		3.0	2.0			0.0	
Delay (s)	15.5	17.7		22.0	8.5		17.2	15.8			10.9	
Level of Service	B	B		C	A		B	B			B	
Approach Delay (s/veh)		17.7			12.0			16.5			10.9	
Approach LOS		B			B			B			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	15.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	52.5	Sum of lost time (s)	14.5
Intersection Capacity Utilization	49.8%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

2: Old County Rd & Harbor Blvd

08/13/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	101	235	76	84	428	128	119	208	79	32	102	45
Future Volume (vph)	101	235	76	84	428	128	119	208	79	32	102	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.4	5.4		4.9	4.9		4.9	4.9	4.9		4.9	4.9
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00	1.00		1.00	1.00
Frpb, ped/bikes	1.00	0.99		1.00	0.99		1.00	1.00	0.97		1.00	0.97
Flpb, ped/bikes	1.00	1.00		1.00	1.00		0.99	1.00	1.00		0.99	1.00
Frt	1.00	0.96		1.00	0.96		1.00	1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00		0.98	1.00
Satd. Flow (prot)	1752	3434		1805	3458		1780	1881	1560		1863	1579
Flt Permitted	0.95	1.00		0.95	1.00		0.66	1.00	1.00		0.84	1.00
Satd. Flow (perm)	1752	3434		1805	3458		1247	1881	1560		1589	1579
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	109	253	82	90	460	138	128	224	85	34	110	48
RTOR Reduction (vph)	0	44	0	0	54	0	0	0	68	0	0	39
Lane Group Flow (vph)	109	291	0	90	544	0	128	224	17	0	144	9
Confl. Peds. (#/hr)	3		1	1		3	6		3	3		6
Confl. Bikes (#/hr)									9			5
Heavy Vehicles (%)	3%	1%	0%	0%	0%	1%	1%	1%	1%	0%	1%	0%
Turn Type	Split	NA		Split	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases	6	6		5	5			8			8	
Permitted Phases							8		8	8		8
Actuated Green, G (s)	17.7	17.7		15.3	15.3		11.8	11.8	11.8		11.8	11.8
Effective Green, g (s)	17.7	17.7		15.3	15.3		11.8	11.8	11.8		11.8	11.8
Actuated g/C Ratio	0.30	0.30		0.26	0.26		0.20	0.20	0.20		0.20	0.20
Clearance Time (s)	5.4	5.4		4.9	4.9		4.9	4.9	4.9		4.9	4.9
Vehicle Extension (s)	2.5	2.5		2.5	2.5		2.5	2.5	2.5		2.5	2.5
Lane Grp Cap (vph)	516	1013		460	881		245	369	306		312	310
v/s Ratio Prot	0.06	c0.08		0.05	c0.16			c0.12				
v/s Ratio Perm							0.10		0.01		0.09	0.01
v/c Ratio	0.21	0.28		0.19	0.61		0.52	0.60	0.05		0.46	0.03
Uniform Delay, d1	15.9	16.2		17.5	19.7		21.5	21.9	19.5		21.2	19.4
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	0.9	0.7		0.1	1.1		1.5	2.3	0.0		0.7	0.0
Delay (s)	16.8	17.0		17.6	20.8		23.1	24.3	19.6		22.0	19.5
Level of Service	B	B		B	C		C	C	B		C	B
Approach Delay (s/veh)		16.9			20.4			23.0			21.4	
Approach LOS		B			C			C			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	20.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	15.2
Intersection Capacity Utilization	67.8%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

3: Holly St

08/13/2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1366	381	0	899	0	0	0	0	0	0	440
Future Volume (vph)	0	1366	381	0	899	0	0	0	0	0	0	440
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		2.0	2.0		5.1							4.6
Lane Util. Factor		0.95	1.00		0.95							0.88
Frpb, ped/bikes		1.00	0.97		1.00							1.00
Flpb, ped/bikes		1.00	1.00		1.00							1.00
Frt		1.00	0.85		1.00							0.85
Flt Protected		1.00	1.00		1.00							1.00
Satd. Flow (prot)		3574	1562		3539							2814
Flt Permitted		1.00	1.00		1.00							1.00
Satd. Flow (perm)		3574	1562		3539							2814
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	0	1469	410	0	967	0	0	0	0	0	0	473
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	184
Lane Group Flow (vph)	0	1469	410	0	967	0	0	0	0	0	0	289
Confl. Peds. (#/hr)			4	4								
Confl. Bikes (#/hr)			3			1						
Heavy Vehicles (%)	0%	1%	1%	0%	2%	2%	0%	0%	2%	0%	0%	1%
Turn Type		NA	Perm		NA							Prot
Protected Phases		6			2							1
Permitted Phases			6									
Actuated Green, G (s)		65.0	65.0		45.8							9.5
Effective Green, g (s)		65.0	65.0		45.8							9.5
Actuated g/C Ratio		1.00	1.00		0.70							0.15
Clearance Time (s)		2.0	2.0		5.1							4.6
Vehicle Extension (s)		0.2	0.2		0.2							0.2
Lane Grp Cap (vph)		3574	1562		2493							411
v/s Ratio Prot		c0.41			0.27							c0.10
v/s Ratio Perm			0.26									
v/c Ratio		0.41	0.26		0.38							0.70
Uniform Delay, d1		0.0	0.0		3.9							26.4
Progression Factor		1.00	1.00		1.00							1.00
Incremental Delay, d2		0.3	0.3		0.4							4.3
Delay (s)		0.3	0.3		4.3							30.8
Level of Service		A	A		A							C
Approach Delay (s/veh)		0.3			4.3			0.0			30.8	
Approach LOS		A			A			A			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	5.8	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	65.0	Sum of lost time (s)	9.7
Intersection Capacity Utilization	48.3%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

4: Industrial Rd & Holly St

08/13/2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	34	699	30	315	718	315	58	187	729	321	131	57
Future Volume (vph)	34	699	30	315	718	315	58	187	729	321	131	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.6		4.5	4.5	4.5	4.5	4.6	4.5	3.5	4.6	
Lane Util. Factor		0.91		0.97	0.95	1.00	1.00	1.00	0.88	0.97	0.95	
Frpb, ped/bikes		0.99		1.00	1.00	0.98	1.00	1.00	1.00	1.00	0.99	
Flpb, ped/bikes		1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt		0.99		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.95	
Flt Protected		0.99		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		5088		3467	3574	1529	1805	1863	2814	3433	3405	
Flt Permitted		0.99		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)		5088		3467	3574	1529	1805	1863	2814	3433	3405	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	35	728	31	328	748	328	60	195	759	334	136	59
RTOR Reduction (vph)	0	3	0	0	0	184	0	0	26	0	36	0
Lane Group Flow (vph)	0	791	0	328	748	144	60	195	733	334	159	0
Confl. Peds. (#/hr)	2		5	5		2	3					3
Confl. Bikes (#/hr)						1						
Heavy Vehicles (%)	3%	1%	0%	1%	1%	4%	0%	2%	1%	2%	1%	0%
Turn Type	Split	NA		Split	NA	Perm	Prot	NA	pm+ov	Prot	NA	
Protected Phases	6	6		5	5		7	4	5	3	8	
Permitted Phases					5	5			4			
Actuated Green, G (s)		23.2		57.1	57.1	57.1	6.4	17.2	74.3	15.3	25.1	
Effective Green, g (s)		23.2		57.1	57.1	57.1	6.4	17.2	74.3	15.3	25.1	
Actuated g/C Ratio		0.18		0.44	0.44	0.44	0.05	0.13	0.57	0.12	0.19	
Clearance Time (s)		4.6		4.5	4.5	4.5	4.5	4.6	4.5	3.5	4.6	
Vehicle Extension (s)		0.2		0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	
Lane Grp Cap (vph)		908		1522	1569	671	88	246	1608	404	657	
v/s Ratio Prot		c0.16		0.09	c0.21		0.03	c0.10	0.20	c0.10	0.05	
v/s Ratio Perm						0.09			0.06			
v/c Ratio		0.87		0.21	0.47	0.21	0.68	0.79	0.45	0.82	0.24	
Uniform Delay, d1		51.9		22.5	25.8	22.5	60.7	54.6	16.1	56.0	44.3	
Progression Factor		0.83		0.94	0.94	1.17	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		6.7		0.2	0.9	0.6	15.9	14.9	0.0	12.3	0.0	
Delay (s)		50.0		21.7	25.2	27.2	76.7	69.6	16.2	68.4	44.4	
Level of Service		D		C	C	C	E	E	B	E	D	
Approach Delay (s/veh)		50.0			24.9			30.0			59.6	
Approach LOS		D			C			C			E	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	36.5	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	18.2
Intersection Capacity Utilization	70.6%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

5: Old County Rd & Holly St

08/13/2024



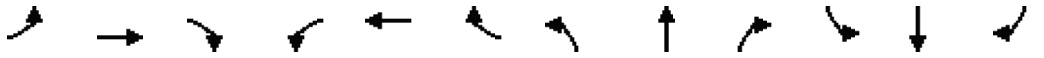
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	87	582	61	23	762	14	101	232	124	37	129	138
Future Volume (vph)	87	582	61	23	762	14	101	232	124	37	129	138
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.1	4.1		4.1		3.0	5.1		4.0	5.1	5.1
Lane Util. Factor		0.95	1.00		0.95		1.00	1.00		1.00	1.00	1.00
Frpb, ped/bikes		1.00	0.96		0.99		1.00	0.98		1.00	1.00	0.96
Flpb, ped/bikes		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85		0.99		1.00	0.94		1.00	1.00	0.85
Flt Protected		0.99	1.00		0.99		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		3512	1528		3545		1770	1738		1752	1900	1550
Flt Permitted		0.99	1.00		0.99		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)		3512	1528		3545		1770	1738		1752	1900	1550
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	91	606	64	24	794	15	105	242	129	39	134	144
RTOR Reduction (vph)	0	0	45	0	1	0	0	14	0	0	0	132
Lane Group Flow (vph)	0	697	19	0	832	0	105	357	0	39	134	12
Confl. Peds. (#/hr)	5		5	5		5			15	15		
Confl. Bikes (#/hr)									4			7
Heavy Vehicles (%)	3%	2%	2%	9%	1%	7%	2%	2%	2%	3%	0%	1%
Turn Type	Split	NA	Perm	Split	NA		Prot	NA		Prot	NA	Perm
Protected Phases	8	8		7	7		5	2		1	6	
Permitted Phases			8									6
Actuated Green, G (s)		37.9	37.9		38.7		26.3	31.0		5.1	10.8	10.8
Effective Green, g (s)		37.9	37.9		38.7		26.3	31.0		5.1	10.8	10.8
Actuated g/C Ratio		0.29	0.29		0.30		0.20	0.24		0.04	0.08	0.08
Clearance Time (s)		4.1	4.1		4.1		3.0	5.1		4.0	5.1	5.1
Vehicle Extension (s)		0.2	0.2		0.2		0.2	0.2		0.2	0.2	0.2
Lane Grp Cap (vph)		1023	445		1055		358	414		68	157	128
v/s Ratio Prot		c0.20			c0.23		0.06	c0.21		0.02	c0.07	
v/s Ratio Perm			0.01									0.01
v/c Ratio		0.68	0.04		0.78		0.29	0.86		0.57	0.85	0.09
Uniform Delay, d1		40.7	33.0		41.9		43.9	47.4		61.3	58.8	55.0
Progression Factor		1.00	1.00		0.73		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		3.6	0.1		5.5		0.1	20.3		7.0	41.1	1.4
Delay (s)		44.3	33.2		36.2		44.1	67.7		68.4	99.9	56.5
Level of Service		D	C		D		D	E		E	F	E
Approach Delay (s/veh)		43.4			36.2			62.5			76.3	
Approach LOS		D			D			E			E	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	49.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	17.3
Intersection Capacity Utilization	79.3%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

6: Industrial Rd & Quarry Rd

08/13/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	1	32	11	5	61	34	419	0	6	135	34
Future Volume (vph)	30	1	32	11	5	61	34	419	0	6	135	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5			4.5		4.0	5.0		4.0	5.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes		0.99			1.00		1.00	1.00		1.00	0.99	
Flpb, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.93			0.89		1.00	1.00		1.00	0.96	
Flt Protected		0.97			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1668			1659		1752	3574		1805	3317	
Flt Permitted		0.97			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1668			1659		1752	3574		1805	3317	
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	35	1	37	13	6	71	40	487	0	7	157	40
RTOR Reduction (vph)	0	26	0	0	50	0	0	0	0	0	20	0
Lane Group Flow (vph)	0	47	0	0	40	0	40	487	0	7	177	0
Confl. Peds. (#/hr)			1	1			1		2	2		1
Heavy Vehicles (%)	3%	0%	3%	0%	0%	2%	3%	1%	0%	0%	4%	9%
Turn Type	Split	NA		Split	NA		Prot	NA		Prot	NA	
Protected Phases	8	8		4	4		1	6		5	2	
Permitted Phases												
Actuated Green, G (s)		27.2			27.2		4.9	20.4		1.2	16.7	
Effective Green, g (s)		27.2			27.2		4.9	20.4		1.2	16.7	
Actuated g/C Ratio		0.29			0.29		0.05	0.22		0.01	0.18	
Clearance Time (s)		4.5			4.5		4.0	5.0		4.0	5.0	
Vehicle Extension (s)		3.5			3.0		3.0	4.0		3.0	4.0	
Lane Grp Cap (vph)		482			480		91	775		23	589	
v/s Ratio Prot		c0.03			c0.02		c0.02	c0.14		0.00	0.05	
v/s Ratio Perm												
v/c Ratio		0.09			0.08		0.43	0.62		0.30	0.30	
Uniform Delay, d1		24.4			24.3		43.2	33.3		45.9	33.5	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.1			0.0		3.3	1.8		7.3	0.3	
Delay (s)		24.5			24.3		46.5	35.1		53.3	33.9	
Level of Service		C			C		D	D		D	C	
Approach Delay (s/veh)		24.5			24.3			36.0			34.6	
Approach LOS		C			C			D			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	33.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.25		
Actuated Cycle Length (s)	94.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	48.8%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis

7: Industrial Rd & Taylor Way

08/13/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	0	71	0	0	0	62	470	2	0	172	27
Future Volume (Veh/h)	12	0	71	0	0	0	62	470	2	0	172	27
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	13	0	78	0	0	0	68	516	2	0	189	30
Pedestrians		3			3							
Lane Width (ft)		12.0			12.0							
Walking Speed (ft/s)		3.5			3.5							
Percent Blockage		0			0							
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								744				
pX, platoon unblocked	1.00	1.00		1.00	1.00	1.00				1.00		
vC, conflicting volume	601	864	113	829	878	262	222			521		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	597	861	113	825	875	258	222			517		
tC, single (s)	7.5	6.5	7.0	7.5	6.5	6.9	4.2			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	97	100	91	100	100	100	95			100		
cM capacity (veh/h)	372	278	913	234	273	744	1333			1054		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	91	0	68	344	174	126	93
Volume Left	13	0	68	0	0	0	0
Volume Right	78	0	0	0	2	0	30
cSH	756	1700	1333	1700	1700	1700	1700
Volume to Capacity	0.12	0.00	0.05	0.20	0.10	0.07	0.05
Queue Length 95th (ft)	10	0	4	0	0	0	0
Control Delay (s/veh)	10.4	0.0	7.8	0.0	0.0	0.0	0.0
Lane LOS	B	A	A				
Approach Delay (s/veh)	10.4	0.0	0.9			0.0	
Approach LOS	B	A					

Intersection Summary				
Average Delay	1.7			
Intersection Capacity Utilization	24.8%	ICU Level of Service	A	
Analysis Period (min)	15			

HCM Signalized Intersection Capacity Analysis

8: Industrial Rd & Driveway

08/13/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	0	7	220	0	49	6	403	5	7	282	0
Future Volume (vph)	1	0	7	220	0	49	6	403	5	7	282	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lane Util. Factor		1.00		0.95	0.95		1.00	0.95		1.00	0.95	
Frpb, ped/bikes		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt		0.87		1.00	0.94		1.00	0.99		1.00	1.00	
Flt Protected		0.99		0.95	0.96		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1661		1715	1639		1805	3434		1805	3574	
Flt Permitted		0.97		0.75	0.80		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1634		1356	1360		1805	3434		1805	3574	
Peak-hour factor, PHF	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Adj. Flow (vph)	1	0	9	268	0	60	7	491	6	9	344	0
RTOR Reduction (vph)	0	8	0	0	73	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	2	0	169	86	0	7	497	0	9	344	0
Confl. Peds. (#/hr)							5					5
Heavy Vehicles (%)	0%	0%	0%	0%	0%	2%	0%	5%	0%	0%	1%	0%
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		17.5		17.5	17.5		1.2	69.7		1.2	69.7	
Effective Green, g (s)		17.5		17.5	17.5		1.2	69.7		1.2	69.7	
Actuated g/C Ratio		0.17		0.17	0.17		0.01	0.68		0.01	0.68	
Clearance Time (s)		4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Vehicle Extension (s)		3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		280		232	233		21	2348		21	2444	
v/s Ratio Prot							0.00	c0.14		c0.00	0.10	
v/s Ratio Perm		0.00		c0.12	0.06							
v/c Ratio		0.00		0.72	0.36		0.33	0.21		0.42	0.14	
Uniform Delay, d1		34.9		39.9	37.3		49.9	5.9		50.0	5.6	
Progression Factor		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.0		10.8	0.9		9.1	0.2		13.4	0.1	
Delay (s)		34.9		50.8	38.3		59.1	6.1		63.4	5.7	
Level of Service		C		D	D		E	A		E	A	
Approach Delay (s/veh)		34.9			44.7			6.8			7.2	
Approach LOS		C			D			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	17.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.32		
Actuated Cycle Length (s)	101.9	Sum of lost time (s)	13.5
Intersection Capacity Utilization	36.8%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis

9: Old County Rd & Quarry Rd

08/13/2024



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	40	96	329	38	44	183
Future Volume (Veh/h)	40	96	329	38	44	183
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	47	113	387	45	52	215
Pedestrians	10		2			9
Lane Width (ft)	12.0		12.0			12.0
Walking Speed (ft/s)	3.5		3.5			3.5
Percent Blockage	0		0			0
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						954
pX, platoon unblocked						
vC, conflicting volume	741	429			442	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	741	429			442	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	87	82			95	
cM capacity (veh/h)	360	619			1092	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	160	432	267
Volume Left	47	0	52
Volume Right	113	45	0
cSH	511	1700	1092
Volume to Capacity	0.31	0.25	0.05
Queue Length 95th (ft)	33	0	4
Control Delay (s/veh)	15.2	0.0	2.0
Lane LOS	C		A
Approach Delay (s/veh)	15.2	0.0	2.0
Approach LOS	C		

Intersection Summary			
Average Delay	3.5		
Intersection Capacity Utilization	51.8%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis

10: Old County Rd & Taylor Way

08/13/2024



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	55	56	276	21	15	215
Future Volume (Veh/h)	55	56	276	21	15	215
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	62	64	314	24	17	244
Pedestrians	5					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	3.5					
Percent Blockage	0					
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	609	331			343	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	609	331			343	
tC, single (s)	6.4	6.2			4.2	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.3	
p0 queue free %	86	91			99	
cM capacity (veh/h)	446	712			1183	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	126	338	261
Volume Left	62	0	17
Volume Right	64	24	0
cSH	551	1700	1183
Volume to Capacity	0.23	0.20	0.01
Queue Length 95th (ft)	22	0	1
Control Delay (s/veh)	13.5	0.0	0.7
Lane LOS	B		A
Approach Delay (s/veh)	13.5	0.0	0.7
Approach LOS	B		

Intersection Summary			
Average Delay	2.6		
Intersection Capacity Utilization	36.8%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Signalized Intersection Capacity Analysis

1: Industrial Rd/Driveway & Harbor Blvd

08/14/2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	297	463	551	657	8	242	1	89	0	0	1
Future Volume (vph)	0	297	463	551	657	8	242	1	89	0	0	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		5.0	5.0		4.5	4.9			4.9	
Lane Util. Factor		0.95		0.91	0.91		0.97	1.00			1.00	
Frpb, ped/bikes		0.98		1.00	0.99		1.00	0.98			0.98	
Flpb, ped/bikes		1.00		1.00	1.00		1.00	1.00			1.00	
Frt		0.90		1.00	0.99		1.00	0.85			0.86	
Flt Protected		1.00		0.95	0.99		0.95	1.00			1.00	
Satd. Flow (prot)		3101		1579	3290		3303	1351			1623	
Flt Permitted		1.00		0.95	0.99		0.95	1.00			1.00	
Satd. Flow (perm)		3101		1579	3290		3303	1351			1623	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	0	303	472	562	670	8	247	1	91	0	0	1
RTOR Reduction (vph)	0	316	0	0	1	0	0	72	0	0	1	0
Lane Group Flow (vph)	0	459	0	405	834	0	247	20	0	0	0	0
Confl. Peds. (#/hr)	3		3	3		3	1		7	7		1
Heavy Vehicles (%)	0%	3%	5%	4%	4%	0%	6%	0%	18%	0%	0%	0%
Turn Type	Split	NA		Split	NA		Prot	NA			NA	
Protected Phases	6	6		2	2		7	4			8	
Permitted Phases										8		
Actuated Green, G (s)		15.3		24.6	24.6		9.7	14.8			0.6	
Effective Green, g (s)		15.3		24.6	24.6		9.7	14.8			0.6	
Actuated g/C Ratio		0.22		0.35	0.35		0.14	0.21			0.01	
Clearance Time (s)		5.0		5.0	5.0		4.5	4.9			4.9	
Vehicle Extension (s)		3.0		3.0	3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)		681		558	1162		460	287			13	
v/s Ratio Prot		c0.15		c0.26	0.25		c0.07	c0.02			0.00	
v/s Ratio Perm												
v/c Ratio		0.67		0.72	0.71		0.53	0.07			0.00	
Uniform Delay, d1		24.8		19.5	19.4		27.8	21.9			34.2	
Progression Factor		1.00		1.00	1.00		1.00	1.00			1.00	
Incremental Delay, d2		2.6		4.6	2.1		1.2	0.1			0.0	
Delay (s)		27.5		24.2	21.6		29.0	22.0			34.2	
Level of Service		C		C	C		C	C			C	
Approach Delay (s/veh)		27.5			22.4			27.1			34.2	
Approach LOS		C			C			C			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	24.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	69.6	Sum of lost time (s)	19.4
Intersection Capacity Utilization	75.0%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

2: Old County Rd & Harbor Blvd

08/14/2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	81	641	441	423	259	108	141	253	71	102	166	23
Future Volume (vph)	81	641	441	423	259	108	141	253	71	102	166	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.4	5.4		4.9	4.9		4.5	4.9	4.9	4.9	4.9	
Lane Util. Factor	1.00	0.95		0.91	0.91		1.00	1.00	1.00	1.00	1.00	
Frpb, ped/bikes	1.00	0.99		1.00	0.99		1.00	1.00	0.97	1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		0.99	1.00	1.00	0.99	1.00	
Frt	1.00	0.93		1.00	0.96		1.00	1.00	0.85	1.00	0.98	
Flt Protected	0.95	1.00		0.95	0.98		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1787	3249		1428	3056		1786	1712	1545	1783	1750	
Flt Permitted	0.95	1.00		0.95	0.98		0.23	1.00	1.00	0.58	1.00	
Satd. Flow (perm)	1787	3249		1428	3056		450	1712	1545	1089	1750	
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	94	745	513	492	301	126	164	294	83	119	193	27
RTOR Reduction (vph)	0	138	0	0	24	0	0	0	62	0	5	0
Lane Group Flow (vph)	94	1120	0	305	590	0	164	294	21	119	215	0
Confl. Peds. (#/hr)	7		1	1		7	3		6	3		6
Confl. Bikes (#/hr)									6			2
Heavy Vehicles (%)	1%	5%	2%	15%	3%	6%	1%	11%	2%	1%	7%	1%
Turn Type	Split	NA		Split	NA		pm+pt	NA	Perm	Perm	NA	
Protected Phases	6	6		2	2		3	8			4	
Permitted Phases							8		8	4		
Actuated Green, G (s)	31.9	31.9		20.4	20.4		22.5	22.5	22.5	12.2	12.2	
Effective Green, g (s)	31.9	31.9		20.4	20.4		22.5	22.5	22.5	12.2	12.2	
Actuated g/C Ratio	0.35	0.35		0.23	0.23		0.25	0.25	0.25	0.14	0.14	
Clearance Time (s)	5.4	5.4		4.9	4.9		4.5	4.9	4.9	4.9	4.9	
Vehicle Extension (s)	2.5	2.5		2.5	2.5		3.0	2.5	2.5	2.5	2.5	
Lane Grp Cap (vph)	633	1151		323	692		198	428	386	147	237	
v/s Ratio Prot	0.05	c0.34		c0.21	0.19		0.05	c0.17			0.12	
v/s Ratio Perm							c0.15		0.01	0.11		
v/c Ratio	0.14	0.97		0.94	0.85		0.82	0.68	0.05	0.80	0.90	
Uniform Delay, d1	19.7	28.6		34.2	33.3		29.9	30.5	25.6	37.7	38.3	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.4	20.8		35.3	9.8		23.8	4.1	0.0	26.2	34.1	
Delay (s)	20.2	49.5		69.6	43.1		53.8	34.7	25.6	64.0	72.4	
Level of Service	C	D		E	D		D	C	C	E	E	
Approach Delay (s/veh)		47.4			51.9			39.1			69.5	
Approach LOS		D			D			D			E	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	49.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.96		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	19.7
Intersection Capacity Utilization	85.9%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

3: Holly St & 3

08/14/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1255	406	0	1413	0	0	0	0	0	0	792
Future Volume (vph)	0	1255	406	0	1413	0	0	0	0	0	0	792
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		2.0	2.0		5.1							4.6
Lane Util. Factor		0.95	1.00		0.95							0.88
Frpb, ped/bikes		1.00	0.97		1.00							1.00
Flpb, ped/bikes		1.00	1.00		1.00							1.00
Frt		1.00	0.85		1.00							0.85
Flt Protected		1.00	1.00		1.00							1.00
Satd. Flow (prot)		3438	1492		3471							2707
Flt Permitted		1.00	1.00		1.00							1.00
Satd. Flow (perm)		3438	1492		3471							2707
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	1294	419	0	1457	0	0	0	0	0	0	816
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	31
Lane Group Flow (vph)	0	1294	419	0	1457	0	0	0	0	0	0	785
Confl. Peds. (#/hr)			2									
Heavy Vehicles (%)	0%	5%	6%	0%	4%	0%	0%	0%	0%	0%	0%	5%
Turn Type		NA	Perm		NA							Prot
Protected Phases		6			2							1
Permitted Phases			6									
Actuated Green, G (s)		100.0	100.0		58.5							31.8
Effective Green, g (s)		100.0	100.0		58.5							31.8
Actuated g/C Ratio		1.00	1.00		0.59							0.32
Clearance Time (s)		2.0	2.0		5.1							4.6
Vehicle Extension (s)		0.2	0.2		0.2							0.2
Lane Grp Cap (vph)		3438	1492		2030							860
v/s Ratio Prot		0.38			c0.42							c0.29
v/s Ratio Perm			0.28									
v/c Ratio		0.37	0.28		0.71							0.91
Uniform Delay, d1		0.0	0.0		14.8							32.7
Progression Factor		1.00	1.00		1.00							1.00
Incremental Delay, d2		0.2	0.4		2.2							13.5
Delay (s)		0.2	0.4		17.0							46.3
Level of Service		A	A		B							D
Approach Delay (s/veh)		0.3			17.0			0.0			46.3	
Approach LOS		A			B			A			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	15.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	9.7
Intersection Capacity Utilization	74.8%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

4: Industrial Rd & Holly St

08/14/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	166	958	31	482	873	851	27	132	372	338	102	122
Future Volume (vph)	166	958	31	482	873	851	27	132	372	338	102	122
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.6	4.6		4.5	4.5	3.5	4.6	4.6	4.5	3.5	4.6	
Lane Util. Factor	1.00	0.91		0.97	0.95	1.00	1.00	1.00	0.88	0.97	1.00	
Frpb, ped/bikes	1.00	0.99		1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	0.99	1.00	1.00	1.00	1.00	
Frt	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.91	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1719	5056		3400	3471	1509	1638	1743	2632	3099	1672	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.61	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1719	5056		3400	3471	1509	1066	1743	2632	3099	1672	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	166	958	31	482	873	851	27	132	372	338	102	122
RTOR Reduction (vph)	0	3	0	0	0	75	0	0	169	0	44	0
Lane Group Flow (vph)	166	986	0	482	873	776	27	132	203	338	180	0
Confl. Peds. (#/hr)			2	2			2					2
Confl. Bikes (#/hr)												2
Heavy Vehicles (%)	5%	2%	4%	3%	4%	7%	10%	9%	8%	13%	4%	3%
Turn Type	Prot	NA		Prot	NA	pm+ov	Perm	NA	pm+ov	Prot	NA	
Protected Phases	1	6		5	2	3		4	5	3	8	
Permitted Phases					2	2	4		4			
Actuated Green, G (s)	11.6	28.2		16.7	33.3	62.0	9.2	9.2	25.9	28.7	41.4	
Effective Green, g (s)	11.6	28.2		16.7	33.3	62.0	9.2	9.2	25.9	28.7	41.4	
Actuated g/C Ratio	0.12	0.28		0.17	0.33	0.62	0.09	0.09	0.26	0.29	0.41	
Clearance Time (s)	4.6	4.6		4.5	4.5	3.5	4.6	4.6	4.5	3.5	4.6	
Vehicle Extension (s)	0.2	0.2		0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	
Lane Grp Cap (vph)	199	1425		567	1155	935	98	160	681	889	692	
v/s Ratio Prot	0.10	0.20		c0.14	0.25	c0.24		c0.08	0.05	0.11	0.11	
v/s Ratio Perm						0.28	0.03		0.03			
v/c Ratio	0.83	0.69		0.85	0.75	0.83	0.27	0.82	0.29	0.38	0.26	
Uniform Delay, d1	43.2	32.0		40.4	29.7	14.8	42.2	44.6	29.7	28.5	19.2	
Progression Factor	1.00	1.00		1.04	0.96	0.87	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	23.9	2.7		7.6	1.6	4.0	0.5	26.7	0.0	0.0	0.0	
Delay (s)	67.1	34.8		49.8	30.4	17.0	42.8	71.3	29.8	28.6	19.3	
Level of Service	E	C		D	C	B	D	E	C	C	B	
Approach Delay (s/veh)		39.4			29.5			40.8			24.9	
Approach LOS		D			C			D			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	32.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	17.2
Intersection Capacity Utilization	79.8%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

5: Old County Rd & Holly St

08/14/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	210	819	101	53	679	263	56	221	167	171	167	280
Future Volume (vph)	210	819	101	53	679	263	56	221	167	171	167	280
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.1	3.0		4.1	4.0	3.0	5.1	4.1	4.0	5.1	5.1
Lane Util. Factor		0.95	1.00		0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes		1.00	0.97		1.00	0.97	1.00	1.00	0.98	1.00	1.00	1.00
Flpb, ped/bikes		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		1.00	0.85		1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.98	1.00		0.99	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		3531	1533		3442	1275	1736	1810	1527	1736	1743	1538
Flt Permitted		0.98	1.00		0.99	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)		3531	1533		3442	1275	1736	1810	1527	1736	1743	1538
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	214	836	103	54	693	268	57	226	170	174	170	286
RTOR Reduction (vph)	0	0	46	0	0	164	0	0	46	0	0	53
Lane Group Flow (vph)	0	1050	57	0	747	104	57	226	124	174	170	233
Confl. Peds. (#/hr)	3		4	4		3			16	16		
Confl. Bikes (#/hr)									6			5
Heavy Vehicles (%)	2%	1%	3%	11%	4%	24%	4%	5%	4%	4%	9%	5%
Turn Type	Split	NA	pm+ov	Split	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pt+ov
Protected Phases	8	8	5	4	4	1	5	2	4	1	6	6 8
Permitted Phases			8			4			2			
Actuated Green, G (s)		46.6	68.7		38.5	54.3	22.1	21.8	60.3	15.8	16.5	67.2
Effective Green, g (s)		46.6	68.7		38.5	54.3	22.1	21.8	60.3	15.8	16.5	63.1
Actuated g/C Ratio		0.33	0.49		0.28	0.39	0.16	0.16	0.43	0.11	0.12	0.45
Clearance Time (s)		4.1	3.0		4.1	4.0	3.0	5.1	4.1	4.0	5.1	
Vehicle Extension (s)		0.2	0.2		0.2	0.2	0.2	0.2	0.2	0.2	0.2	
Lane Grp Cap (vph)		1175	752		946	494	274	281	657	195	205	693
v/s Ratio Prot		c0.30	0.01		c0.22	0.02	0.03	c0.12	0.05	c0.10	0.10	0.15
v/s Ratio Perm			0.03			0.06			0.03			
v/c Ratio		0.89	0.07		0.78	0.21	0.20	0.80	0.18	0.89	0.82	0.33
Uniform Delay, d1		44.3	18.8		46.9	28.5	51.3	57.0	24.7	61.2	60.3	24.8
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		10.5	0.0		6.6	0.0	0.1	21.2	0.6	35.4	30.5	1.3
Delay (s)		54.8	18.8		53.6	28.6	51.4	78.2	25.3	96.6	90.8	26.1
Level of Service		D	B		D	C	D	E	C	F	F	C
Approach Delay (s/veh)		51.6			47.0			55.0			63.1	
Approach LOS		D			D			E			E	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	52.9	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	17.3
Intersection Capacity Utilization	88.8%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

6: Industrial Rd & Quarry Rd

08/14/2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	38	15	81	11	65	17	29	360	99	221	382	42
Future Volume (vph)	38	15	81	11	65	17	29	360	99	221	382	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5			4.5		5.0	5.0		4.0	5.0	
Lane Util. Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Frpb, ped/bikes		1.00			1.00		1.00	0.99		1.00	0.99	
Flpb, ped/bikes		1.00			1.00		0.99	1.00		1.00	1.00	
Frt		0.91			0.97		1.00	0.96		1.00	0.98	
Flt Protected		0.98			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1641			1784		1802	1744		1805	1769	
Flt Permitted		0.90			0.97		0.50	1.00		0.95	1.00	
Satd. Flow (perm)		1511			1742		966	1744		1805	1769	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	39	15	84	11	67	18	30	371	102	228	394	43
RTOR Reduction (vph)	0	55	0	0	8	0	0	15	0	0	8	0
Lane Group Flow (vph)	0	83	0	0	88	0	30	458	0	228	429	0
Confl. Peds. (#/hr)							1		5	5		1
Heavy Vehicles (%)	17%	0%	0%	0%	0%	17%	0%	6%	0%	0%	6%	2%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Prot	NA	
Protected Phases		8			4			6		5	2	
Permitted Phases	8			4			6					
Actuated Green, G (s)		27.5			27.5		26.6	26.6		14.2	44.8	
Effective Green, g (s)		27.5			27.5		26.6	26.6		14.2	44.8	
Actuated g/C Ratio		0.34			0.34		0.33	0.33		0.17	0.55	
Clearance Time (s)		4.5			4.5		5.0	5.0		4.0	5.0	
Vehicle Extension (s)		3.5			3.0		4.0	4.0		3.0	4.0	
Lane Grp Cap (vph)		507			585		314	567		313	968	
v/s Ratio Prot								c0.26		c0.13	0.24	
v/s Ratio Perm		c0.05			0.05		0.03					
v/c Ratio		0.16			0.15		0.09	0.80		0.72	0.44	
Uniform Delay, d1		19.0			18.9		19.2	25.2		31.9	11.0	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.1			0.1		0.1	8.7		8.2	0.4	
Delay (s)		19.2			19.1		19.4	34.0		40.1	11.4	
Level of Service		B			B		B	C		D	B	
Approach Delay (s/veh)		19.2			19.1			33.1			21.3	
Approach LOS		B			B			C			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	25.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	81.8	Sum of lost time (s)	13.5
Intersection Capacity Utilization	63.1%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

7: Industrial Rd & Taylor Way

08/14/2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	0	144	0	0	1	306	686	5	1	308	45
Future Volume (vph)	3	0	144	0	0	1	306	686	5	1	308	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5			4.5		4.5	4.5			4.5	
Lane Util. Factor		1.00			1.00		1.00	1.00			0.95	
Frpb, ped/bikes		1.00			1.00		1.00	0.99			0.99	
Flpb, ped/bikes		1.00			1.00		1.00	1.00			0.99	
Frt		0.86			0.86		1.00	0.99			0.98	
Flt Protected		0.99			1.00		0.95	1.00			0.99	
Satd. Flow (prot)		1615			1644		1687	1808			3328	
Flt Permitted		0.99			1.00		0.95	1.00			0.95	
Satd. Flow (perm)		1604			1644		1687	1808			3172	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	3	0	148	0	0	1	315	707	5	1	318	46
RTOR Reduction (vph)	0	131	0	0	1	0	0	0	0	0	15	0
Lane Group Flow (vph)	0	20	0	0	0	0	315	712	0	0	350	0
Confl. Peds. (#/hr)							2		1	1		2
Heavy Vehicles (%)	2%	2%	2%	0%	0%	0%	7%	5%	0%	0%	6%	7%
Turn Type	Perm	NA			NA		Prot	NA		Perm	NA	
Protected Phases		4			8		5	2			6	
Permitted Phases	4			8						6		
Actuated Green, G (s)		5.0			5.0		14.3	30.5			11.7	
Effective Green, g (s)		5.0			5.0		14.3	30.5			11.7	
Actuated g/C Ratio		0.11			0.11		0.32	0.69			0.26	
Clearance Time (s)		4.5			4.5		4.5	4.5			4.5	
Vehicle Extension (s)		3.0			3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)		180			184		542	1239			833	
v/s Ratio Prot					0.00		0.19	c0.39				
v/s Ratio Perm		c0.01									0.11	
v/c Ratio		0.10			0.00		0.58	0.57			0.42	
Uniform Delay, d1		17.7			17.5		12.6	3.6			13.5	
Progression Factor		1.00			1.00		1.00	1.00			1.00	
Incremental Delay, d2		0.2			0.0		1.5	0.6			0.3	
Delay (s)		18.0			17.5		14.1	4.2			13.9	
Level of Service		B			B		B	A			B	
Approach Delay (s/veh)		18.0			17.5			7.3			13.9	
Approach LOS		B			B			A			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	9.9	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	44.5	Sum of lost time (s)	13.5
Intersection Capacity Utilization	69.7%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

8: Industrial Rd & Driveway

08/14/2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	1	105	77	0	28	10	952	14	66	389	1
Future Volume (vph)	15	1	105	77	0	28	10	952	14	66	389	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	
Lane Util. Factor		1.00		0.95	0.95		1.00	1.00	1.00	1.00	1.00	
Frpb, ped/bikes		1.00		1.00	0.98		1.00	1.00	0.98	1.00	0.99	
Flpb, ped/bikes		1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt		0.88		1.00	0.91		1.00	1.00	0.85	1.00	0.99	
Flt Protected		0.99		0.95	0.97		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1667		1715	1598		1805	1759	1589	1805	1711	
Flt Permitted		0.99		0.95	0.97		0.52	1.00	1.00	0.09	1.00	
Satd. Flow (perm)		1667		1715	1598		991	1759	1589	183	1711	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	16	1	111	81	0	29	11	1002	15	69	409	1
RTOR Reduction (vph)	0	103	0	0	51	0	0	0	6	0	0	0
Lane Group Flow (vph)	0	25	0	57	2	0	11	1002	9	69	410	0
Confl. Peds. (#/hr)	2					2			3			3
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%	11%	0%
Turn Type	Split	NA		Split	NA		Perm	NA	Perm	pm+pt	NA	
Protected Phases	4	4		8	8			2		1	6	
Permitted Phases							2		2	6		
Actuated Green, G (s)		5.7		3.7	3.7		52.9	52.9	52.9	61.1	61.1	
Effective Green, g (s)		5.7		3.7	3.7		52.9	52.9	52.9	61.1	61.1	
Actuated g/C Ratio		0.07		0.04	0.04		0.63	0.63	0.63	0.73	0.73	
Clearance Time (s)		4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	
Vehicle Extension (s)		3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		113		75	70		624	1107	1000	204	1244	
v/s Ratio Prot		c0.01		c0.03	0.00			c0.57		0.01	c0.24	
v/s Ratio Perm							0.01		0.01	0.23		
v/c Ratio		0.21		0.76	0.03		0.01	0.90	0.00	0.33	0.32	
Uniform Delay, d1		37.0		39.7	38.4		5.8	13.3	5.7	13.5	4.1	
Progression Factor		1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		0.9		35.6	0.1		0.0	10.4	0.0	0.9	0.1	
Delay (s)		38.0		75.3	38.6		5.8	23.8	5.7	14.5	4.2	
Level of Service		D		E	D		A	C	A	B	A	
Approach Delay (s/veh)		38.0			57.6			23.4			5.7	
Approach LOS		D			E			C			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	21.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	84.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	76.4%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis

9: Old County Rd & Quarry Rd

08/14/2024



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	44	109	387	138	383	463
Future Volume (Veh/h)	44	109	387	138	383	463
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	50	124	440	157	435	526
Pedestrians	4		1			
Lane Width (ft)	12.0		12.0			
Walking Speed (ft/s)	3.5		3.5			
Percent Blockage	0		0			
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						954
pX, platoon unblocked						
vC, conflicting volume	1920	523			601	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1920	523			601	
tC, single (s)	6.4	6.3			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.4			2.2	
p0 queue free %	0	77			55	
cM capacity (veh/h)	41	539			958	

Direction, Lane #	WB 1	WB 2	NB 1	SB 1	SB 2
Volume Total	50	124	597	435	526
Volume Left	50	0	0	435	0
Volume Right	0	124	157	0	0
cSH	41	539	1700	958	1700
Volume to Capacity	1.23	0.23	0.35	0.45	0.31
Queue Length 95th (ft)	124	22	0	60	0
Control Delay (s/veh)	372.4	13.7	0.0	11.8	0.0
Lane LOS	F	B		B	
Approach Delay (s/veh)	116.7		0.0	5.4	
Approach LOS	F				

Intersection Summary			
Average Delay	14.7		
Intersection Capacity Utilization	63.4%	ICU Level of Service	B
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis

10: Old County Rd & Taylor Way

08/14/2024



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	77	64	524	167	18	444
Future Volume (Veh/h)	77	64	524	167	18	444
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	84	70	570	182	20	483
Pedestrians	4		6			1
Lane Width (ft)	12.0		12.0			12.0
Walking Speed (ft/s)	3.5		3.5			3.5
Percent Blockage	0		0			0
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1194	666			756	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1194	666			756	
tC, single (s)	6.6	6.2			4.2	
tC, 2 stage (s)						
tF (s)	3.6	3.3			2.3	
p0 queue free %	55	85			98	
cM capacity (veh/h)	187	457			834	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	154	752	503
Volume Left	84	0	20
Volume Right	70	182	0
cSH	256	1700	834
Volume to Capacity	0.60	0.44	0.02
Queue Length 95th (ft)	89	0	2
Control Delay (s/veh)	38.4	0.0	0.7
Lane LOS	E		A
Approach Delay (s/veh)	38.4	0.0	0.7
Approach LOS	E		

Intersection Summary			
Average Delay	4.4		
Intersection Capacity Utilization	53.0%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Signalized Intersection Capacity Analysis

1: Industrial Rd/Driveway & Harbor Blvd

08/14/2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	414	159	176	358	3	729	2	390	13	0	8
Future Volume (vph)	3	414	159	176	358	3	729	2	390	13	0	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0		4.5	4.9			4.9	
Lane Util. Factor	1.00	0.95		0.91	0.91		0.97	1.00			1.00	
Frpb, ped/bikes	1.00	0.99		1.00	0.99		1.00	0.98			1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00			0.99	
Frt	1.00	0.95		1.00	0.99		1.00	0.85			0.94	
Flt Protected	0.95	1.00		0.95	0.99		0.95	1.00			0.96	
Satd. Flow (prot)	1805	3359		1564	3437		3467	1561			1747	
Flt Permitted	0.95	1.00		0.95	0.99		0.95	1.00			1.00	
Satd. Flow (perm)	1805	3359		1564	3437		3467	1561			1802	
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	3	470	181	200	407	3	828	2	443	15	0	9
RTOR Reduction (vph)	0	39	0	0	1	0	0	277	0	0	24	0
Lane Group Flow (vph)	3	612	0	180	429	0	828	168	0	0	0	0
Confl. Peds. (#/hr)	12		3	3		12			4	4		
Heavy Vehicles (%)	0%	2%	3%	5%	0%	0%	1%	0%	2%	0%	0%	0%
Turn Type	Split	NA		Split	NA		Prot	NA		Perm	NA	
Protected Phases	6	6		2	2		7	4			8	
Permitted Phases										8		
Actuated Green, G (s)	19.5	19.5		16.2	16.2		24.4	30.2			1.3	
Effective Green, g (s)	19.5	19.5		16.2	16.2		24.4	30.2			1.3	
Actuated g/C Ratio	0.24	0.24		0.20	0.20		0.30	0.37			0.02	
Clearance Time (s)	5.0	5.0		5.0	5.0		4.5	4.9			4.9	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)	435	810		313	689		1046	583			28	
v/s Ratio Prot	0.00	c0.18		0.12	c0.12		c0.24	c0.11				
v/s Ratio Perm											0.00	
v/c Ratio	0.00	0.75		0.57	0.62		0.79	0.28			0.01	
Uniform Delay, d1	23.2	28.4		29.1	29.5		25.8	17.7			39.1	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	
Incremental Delay, d2	0.0	4.0		2.5	1.7		4.1	0.2			0.1	
Delay (s)	23.2	32.4		31.7	31.2		30.0	18.0			39.3	
Level of Service	C	C		C	C		C	B			D	
Approach Delay (s/veh)		32.4			31.4			25.8			39.3	
Approach LOS		C			C			C			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	29.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	80.8	Sum of lost time (s)	19.4
Intersection Capacity Utilization	67.0%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

2: Old County Rd & Harbor Blvd

08/14/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	101	308	179	167	499	340	337	726	222	47	136	45
Future Volume (vph)	101	308	179	167	499	340	337	726	222	47	136	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.4	5.4		4.9	4.9		4.5	4.9	4.9	4.9	4.9	
Lane Util. Factor	1.00	0.95		0.91	0.91		1.00	1.00	1.00	1.00	1.00	
Frpb, ped/bikes	1.00	0.99		1.00	0.98		1.00	1.00	0.97	1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		0.99	1.00	1.00	1.00	1.00	
Frt	1.00	0.94		1.00	0.94		1.00	1.00	0.85	1.00	0.96	
Flt Protected	0.95	1.00		0.95	0.99		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1752	3374		1643	3202		1783	1881	1566	1805	1805	
Flt Permitted	0.95	1.00		0.95	0.99		0.46	1.00	1.00	0.14	1.00	
Satd. Flow (perm)	1752	3374		1643	3202		877	1881	1566	279	1805	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	109	331	192	180	537	366	362	781	239	51	146	48
RTOR Reduction (vph)	0	83	0	0	94	0	0	0	46	0	12	0
Lane Group Flow (vph)	109	440	0	162	827	0	362	781	193	51	182	0
Confl. Peds. (#/hr)	3		1	1		3	6		3	3		6
Confl. Bikes (#/hr)									9			5
Heavy Vehicles (%)	3%	1%	0%	0%	0%	1%	1%	1%	1%	0%	1%	0%
Turn Type	Split	NA		Split	NA		pm+pt	NA	Perm	Perm	NA	
Protected Phases	6	6		2	2		3	8			4	
Permitted Phases							8		8	4		
Actuated Green, G (s)	15.2	15.2		26.8	26.8		42.8	42.8	42.8	27.2	27.2	
Effective Green, g (s)	15.2	15.2		26.8	26.8		42.8	42.8	42.8	27.2	27.2	
Actuated g/C Ratio	0.15	0.15		0.27	0.27		0.43	0.43	0.43	0.27	0.27	
Clearance Time (s)	5.4	5.4		4.9	4.9		4.5	4.9	4.9	4.9	4.9	
Vehicle Extension (s)	2.5	2.5		2.5	2.5		3.0	2.5	2.5	2.5	2.5	
Lane Grp Cap (vph)	266	512		440	858		475	805	670	75	490	
v/s Ratio Prot	0.06	c0.13		0.10	c0.26		0.08	c0.42			0.10	
v/s Ratio Perm							0.24		0.12	0.18		
v/c Ratio	0.40	0.85		0.36	0.96		0.76	0.97	0.28	0.68	0.37	
Uniform Delay, d1	38.3	41.3		29.7	36.1		22.8	27.9	18.6	32.5	29.4	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	4.6	16.9		0.3	22.2		7.1	24.5	0.1	20.6	0.3	
Delay (s)	42.9	58.2		30.1	58.3		29.9	52.4	18.8	53.2	29.8	
Level of Service	D	E		C	E		C	D	B	D	C	
Approach Delay (s/veh)		55.6			54.1			40.7			34.6	
Approach LOS		E			D			D			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	47.5	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.00		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	19.7
Intersection Capacity Utilization	104.8%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

3: Holly St

08/14/2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1676	449	0	1100	0	0	0	0	0	0	601
Future Volume (vph)	0	1676	449	0	1100	0	0	0	0	0	0	601
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		2.0	2.0		5.1							4.6
Lane Util. Factor		0.95	1.00		0.95							0.88
Frpb, ped/bikes		1.00	0.97		1.00							1.00
Flpb, ped/bikes		1.00	1.00		1.00							1.00
Frt		1.00	0.85		1.00							0.85
Flt Protected		1.00	1.00		1.00							1.00
Satd. Flow (prot)		3574	1562		3539							2814
Flt Permitted		1.00	1.00		1.00							1.00
Satd. Flow (perm)		3574	1562		3539							2814
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	0	1802	483	0	1183	0	0	0	0	0	0	646
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	80
Lane Group Flow (vph)	0	1802	483	0	1183	0	0	0	0	0	0	566
Confl. Peds. (#/hr)			4	4								
Confl. Bikes (#/hr)			3			1						
Heavy Vehicles (%)	0%	1%	1%	0%	2%	2%	0%	0%	2%	0%	0%	1%
Turn Type		NA	Perm		NA							Prot
Protected Phases		6			2							1
Permitted Phases			6									
Actuated Green, G (s)		90.0	90.0		59.1							21.2
Effective Green, g (s)		90.0	90.0		59.1							21.2
Actuated g/C Ratio		1.00	1.00		0.66							0.24
Clearance Time (s)		2.0	2.0		5.1							4.6
Vehicle Extension (s)		0.2	0.2		0.2							0.2
Lane Grp Cap (vph)		3574	1562		2323							662
v/s Ratio Prot		c0.50			0.33							c0.20
v/s Ratio Perm			0.31									
v/c Ratio		0.50	0.30		0.50							0.85
Uniform Delay, d1		0.0	0.0		7.9							32.9
Progression Factor		1.00	1.00		1.00							1.00
Incremental Delay, d2		0.5	0.5		0.8							10.1
Delay (s)		0.5	0.5		8.7							43.1
Level of Service		A	A		A							D
Approach Delay (s/veh)		0.5			8.7			0.0			43.1	
Approach LOS		A			A			A			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	9.6	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	9.7
Intersection Capacity Utilization	59.5%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

4: Industrial Rd & Holly St

08/14/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	88	748	41	315	892	503	59	205	729	650	172	300
Future Volume (vph)	88	748	41	315	892	503	59	205	729	650	172	300
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.6	4.6		4.5	4.5	3.5	4.6	4.6	4.5	3.5	4.6	
Lane Util. Factor	1.00	0.91		0.97	0.95	1.00	1.00	1.00	0.88	0.97	1.00	
Frpb, ped/bikes	1.00	0.99		1.00	1.00	0.98	1.00	1.00	1.00	1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	0.99	1.00	1.00	1.00	1.00	
Frt	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.90	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1752	5093		3467	3574	1529	1802	1863	2814	3433	1696	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.48	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1752	5093		3467	3574	1529	917	1863	2814	3433	1696	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	92	779	43	328	929	524	61	214	759	677	179	312
RTOR Reduction (vph)	0	5	0	0	0	99	0	0	41	0	68	0
Lane Group Flow (vph)	92	817	0	328	929	425	61	214	718	677	424	0
Confl. Peds. (#/hr)	2		5	5		2	3					3
Confl. Bikes (#/hr)						1						
Heavy Vehicles (%)	3%	1%	0%	1%	1%	4%	0%	2%	1%	2%	1%	0%
Turn Type	Prot	NA		Prot	NA	pm+ov	Perm	NA	pm+ov	Prot	NA	
Protected Phases	1	6		5	2	3		4	5	3	8	
Permitted Phases					2	2	4		4			
Actuated Green, G (s)	10.1	34.3		13.4	37.6	59.4	13.3	13.3	26.7	21.8	38.6	
Effective Green, g (s)	10.1	34.3		13.4	37.6	59.4	13.3	13.3	26.7	21.8	38.6	
Actuated g/C Ratio	0.10	0.34		0.13	0.38	0.59	0.13	0.13	0.27	0.22	0.39	
Clearance Time (s)	4.6	4.6		4.5	4.5	3.5	4.6	4.6	4.5	3.5	4.6	
Vehicle Extension (s)	0.2	0.2		0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	
Lane Grp Cap (vph)	176	1746		464	1343	908	121	247	751	748	654	
v/s Ratio Prot	0.05	0.16		0.09	c0.26	0.10		0.11	c0.13	c0.20	0.25	
v/s Ratio Perm						0.18	0.07		0.13			
v/c Ratio	0.52	0.46		0.70	0.69	0.46	0.50	0.86	0.95	0.90	0.64	
Uniform Delay, d1	42.6	25.7		41.4	26.3	11.4	40.2	42.4	36.0	38.0	25.1	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	1.2	0.9		3.9	1.2	0.1	1.2	24.9	22.2	14.1	1.6	
Delay (s)	43.9	26.6		45.4	27.5	11.5	41.4	67.4	58.3	52.2	26.8	
Level of Service	D	C		D	C	B	D	E	E	D	C	
Approach Delay (s/veh)		28.3			26.1			59.2			41.5	
Approach LOS		C			C			E			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	37.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	17.2
Intersection Capacity Utilization	80.9%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

5: Old County Rd & Holly St

08/14/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	186	622	61	73	955	189	101	267	138	97	208	514
Future Volume (vph)	186	622	61	73	955	189	101	267	138	97	208	514
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.1	3.0		4.1	4.0	3.0	5.1	4.1	4.0	5.1	5.1
Lane Util. Factor		0.95	1.00		0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes		1.00	0.97		1.00	0.96	1.00	1.00	0.98	1.00	1.00	1.00
Flpb, ped/bikes		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		1.00	0.85		1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.98	1.00		0.99	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		3491	1543		3542	1463	1770	1863	1562	1752	1900	1599
Flt Permitted		0.98	1.00		0.99	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)		3491	1543		3542	1463	1770	1863	1562	1752	1900	1599
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	194	648	64	76	995	197	105	278	144	101	217	535
RTOR Reduction (vph)	0	0	40	0	0	94	0	0	34	0	0	31
Lane Group Flow (vph)	0	842	24	0	1071	103	105	278	110	101	217	504
Confl. Peds. (#/hr)	5		5	5		5			15	15		
Confl. Bikes (#/hr)									4			7
Heavy Vehicles (%)	3%	2%	2%	9%	1%	7%	2%	2%	2%	3%	0%	1%
Turn Type	Split	NA	pm+ov	Split	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pt+ov
Protected Phases	8	8	5	7	7	1	5	2	7	1	6	6 8
Permitted Phases			8			7			2			
Actuated Green, G (s)		36.9	53.0		51.8	61.4	16.1	24.4	76.2	9.6	18.9	59.9
Effective Green, g (s)		36.9	53.0		51.8	61.4	16.1	24.4	76.2	9.6	18.9	55.8
Actuated g/C Ratio		0.26	0.38		0.37	0.44	0.12	0.17	0.54	0.07	0.13	0.40
Clearance Time (s)		4.1	3.0		4.1	4.0	3.0	5.1	4.1	4.0	5.1	
Vehicle Extension (s)		0.2	0.2		0.2	0.2	0.2	0.2	0.2	0.2	0.2	
Lane Grp Cap (vph)		920	584		1310	641	203	324	850	120	256	637
v/s Ratio Prot		c0.24	0.00		c0.30	0.01	0.06	c0.15	0.05	0.06	c0.11	0.32
v/s Ratio Perm			0.01			0.06			0.02			
v/c Ratio		0.91	0.04		0.81	0.16	0.51	0.85	0.12	0.84	0.84	0.79
Uniform Delay, d1		50.0	27.4		39.8	23.7	58.2	56.1	15.6	64.4	59.1	36.9
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		15.1	0.0		5.7	0.0	0.9	24.3	0.3	37.2	27.8	9.7
Delay (s)		65.1	27.4		45.5	23.7	59.2	80.4	15.9	101.7	86.9	46.7
Level of Service		E	C		D	C	E	F	B	F	F	D
Approach Delay (s/veh)		62.4			42.1			58.5			63.4	
Approach LOS		E			D			E			E	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	54.9	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	17.3
Intersection Capacity Utilization	86.7%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

6: Industrial Rd & Quarry Rd

08/14/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	89	4	59	19	299	112	36	680	17	47	287	34
Future Volume (vph)	89	4	59	19	299	112	36	680	17	47	287	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5			4.5		5.0	5.0		5.0	5.0	
Lane Util. Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Frpb, ped/bikes		0.99			1.00		1.00	0.99		1.00	0.99	
Flpb, ped/bikes		1.00			0.99		0.99	1.00		1.00	1.00	
Frt		0.94			0.96		1.00	0.99		1.00	0.98	
Flt Protected		0.97			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1685			1820		1750	1874		1805	1784	
Flt Permitted		0.49			0.98		0.46	1.00		0.11	1.00	
Satd. Flow (perm)		864			1794		858	1874		215	1784	
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	103	5	69	22	348	130	42	791	20	55	334	40
RTOR Reduction (vph)	0	22	0	0	12	0	0	1	0	0	5	0
Lane Group Flow (vph)	0	155	0	0	488	0	42	810	0	55	369	0
Confl. Peds. (#/hr)			1	1			1		2	2		1
Heavy Vehicles (%)	3%	0%	3%	0%	0%	2%	3%	1%	0%	0%	4%	9%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		8			4			6			2	
Permitted Phases	8			4			6			2		
Actuated Green, G (s)		31.1			31.1		41.3	41.3		41.3	41.3	
Effective Green, g (s)		31.1			31.1		41.3	41.3		41.3	41.3	
Actuated g/C Ratio		0.38			0.38		0.50	0.50		0.50	0.50	
Clearance Time (s)		4.5			4.5		5.0	5.0		5.0	5.0	
Vehicle Extension (s)		3.5			3.0		4.0	4.0		4.0	4.0	
Lane Grp Cap (vph)		328			681		432	945		108	899	
v/s Ratio Prot								c0.43			0.21	
v/s Ratio Perm		0.18			c0.27		0.05			0.26		
v/c Ratio		0.47			0.71		0.09	0.85		0.50	0.41	
Uniform Delay, d1		19.1			21.6		10.5	17.7		13.5	12.6	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		1.2			3.5		0.1	8.0		5.0	0.4	
Delay (s)		20.4			25.2		10.7	25.7		18.6	13.1	
Level of Service		C			C		B	C		B	B	
Approach Delay (s/veh)		20.4			25.2			25.0			13.8	
Approach LOS		C			C			C			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	22.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	81.9	Sum of lost time (s)	9.5
Intersection Capacity Utilization	96.3%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

7: Industrial Rd & Taylor Way

08/14/2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	0	307	0	0	0	145	561	2	0	556	27
Future Volume (vph)	12	0	307	0	0	0	145	561	2	0	556	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5					4.5	4.5			4.5	
Lane Util. Factor		1.00					1.00	1.00			1.00	
Frpb, ped/bikes		1.00					1.00	1.00			0.99	
Flpb, ped/bikes		1.00					1.00	1.00			1.00	
Frt		0.87					1.00	0.99			0.99	
Flt Protected		0.99					0.95	1.00			1.00	
Satd. Flow (prot)		1604					1752	1862			1844	
Flt Permitted		0.98					0.95	1.00			1.00	
Satd. Flow (perm)		1589					1752	1862			1844	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	13	0	337	0	0	0	159	616	2	0	611	30
RTOR Reduction (vph)	0	286	0	0	0	0	0	0	0	0	2	0
Lane Group Flow (vph)	0	64	0	0	0	0	159	618	0	0	639	0
Confl. Peds. (#/hr)							3			3		
Confl. Bikes (#/hr)												2
Heavy Vehicles (%)	0%	0%	3%	0%	0%	0%	3%	2%	0%	0%	2%	7%
Turn Type	Perm	NA					Prot	NA		Perm	NA	
Protected Phases		4			8		5	2			6	
Permitted Phases	4			8						6		
Actuated Green, G (s)		8.8					8.5	40.6			27.6	
Effective Green, g (s)		8.8					8.5	40.6			27.6	
Actuated g/C Ratio		0.15					0.15	0.70			0.47	
Clearance Time (s)		4.5					4.5	4.5			4.5	
Vehicle Extension (s)		3.0					3.0	3.0			3.0	
Lane Grp Cap (vph)		239					255	1294			871	
v/s Ratio Prot							c0.09	0.33			c0.35	
v/s Ratio Perm		c0.04										
v/c Ratio		0.26					0.62	0.47			0.73	
Uniform Delay, d1		21.9					23.4	4.0			12.4	
Progression Factor		1.00					1.00	1.00			1.00	
Incremental Delay, d2		0.6					4.6	0.2			3.2	
Delay (s)		22.5					28.1	4.3			15.6	
Level of Service		C					C	A			B	
Approach Delay (s/veh)		22.5			0.0			9.2			15.6	
Approach LOS		C			A			A			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	14.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	58.4	Sum of lost time (s)	13.5
Intersection Capacity Utilization	69.8%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

8: Industrial Rd & Driveway

08/14/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	0	13	220	0	49	91	577	5	7	889	12
Future Volume (vph)	1	0	13	220	0	49	91	577	5	7	889	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	
Lane Util. Factor		1.00		0.95	0.95		1.00	1.00	1.00	1.00	1.00	
Frpb, ped/bikes		1.00		1.00	1.00		1.00	1.00	1.00	1.00	0.99	
Flpb, ped/bikes		1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt		0.87		1.00	0.94		1.00	1.00	0.85	1.00	0.99	
Flt Protected		0.99		0.95	0.96		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1654		1715	1639		1805	1810	1615	1805	1877	
Flt Permitted		0.99		0.95	0.96		0.10	1.00	1.00	0.31	1.00	
Satd. Flow (perm)		1654		1715	1639		201	1810	1615	600	1877	
Peak-hour factor, PHF	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Adj. Flow (vph)	1	0	16	268	0	60	111	704	6	9	1084	15
RTOR Reduction (vph)	0	17	0	0	64	0	0	0	2	0	1	0
Lane Group Flow (vph)	0	0	0	169	95	0	111	704	4	9	1098	0
Confl. Peds. (#/hr)							5					5
Heavy Vehicles (%)	0%	0%	0%	0%	0%	2%	0%	5%	0%	0%	1%	0%
Turn Type	Split	NA		Split	NA		Perm	NA	Perm	Perm	NA	
Protected Phases	4	4		8	8			2			6	
Permitted Phases							2		2	6		
Actuated Green, G (s)		1.8		10.2	10.2		57.7	57.7	57.7	57.7	57.7	
Effective Green, g (s)		1.8		10.2	10.2		57.7	57.7	57.7	57.7	57.7	
Actuated g/C Ratio		0.02		0.12	0.12		0.69	0.69	0.69	0.69	0.69	
Clearance Time (s)		4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	
Vehicle Extension (s)		3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		35		210	200		139	1255	1120	416	1301	
v/s Ratio Prot		c0.00		c0.10	0.06			0.39			c0.59	
v/s Ratio Perm							0.55		0.00	0.02		
v/c Ratio		0.01		0.80	0.47		0.79	0.56	0.00	0.02	0.84	
Uniform Delay, d1		39.8		35.5	34.0		8.7	6.3	3.9	3.9	9.4	
Progression Factor		1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		0.1		19.6	1.7		26.4	0.5	0.0	0.0	5.1	
Delay (s)		39.9		55.1	35.7		35.2	6.9	3.9	3.9	14.6	
Level of Service		D		E	D		D	A	A	A	B	
Approach Delay (s/veh)		39.9			45.7			10.7			14.5	
Approach LOS		D			D			B			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	17.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	83.2	Sum of lost time (s)	13.5
Intersection Capacity Utilization	78.1%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis

9: Old County Rd & Quarry Rd

08/14/2024



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	186	494	682	61	44	429
Future Volume (Veh/h)	186	494	682	61	44	429
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	219	581	802	72	52	505
Pedestrians	10		2			9
Lane Width (ft)	12.0		12.0			12.0
Walking Speed (ft/s)	3.5		3.5			3.5
Percent Blockage	0		0			0
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						954
pX, platoon unblocked						
vC, conflicting volume	1459	857			884	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1459	857			884	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	0	0			93	
cM capacity (veh/h)	130	353			746	

Direction, Lane #	WB 1	WB 2	NB 1	SB 1	SB 2
Volume Total	219	581	874	52	505
Volume Left	219	0	0	52	0
Volume Right	0	581	72	0	0
cSH	130	353	1700	746	1700
Volume to Capacity	1.68	1.64	0.51	0.07	0.30
Queue Length 95th (ft)	404	868	0	6	0
Control Delay (s/veh)	396.6	328.8	0.0	10.2	0.0
Lane LOS	F	F		B	
Approach Delay (s/veh)	347.4		0.0	1.0	
Approach LOS	F				

Intersection Summary			
Average Delay	124.8		
Intersection Capacity Utilization	77.9%	ICU Level of Service	D
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis

10: Old County Rd & Taylor Way

08/14/2024



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	134	62	512	94	27	651
Future Volume (Veh/h)	134	62	512	94	27	651
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	152	70	582	107	31	740
Pedestrians	5					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	3.5					
Percent Blockage	0					
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1443	641			694	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1443	641			694	
tC, single (s)	6.4	6.2			4.2	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.3	
p0 queue free %	0	85			96	
cM capacity (veh/h)	138	476			874	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	222	689	771
Volume Left	152	0	31
Volume Right	70	107	0
cSH	178	1700	874
Volume to Capacity	1.24	0.41	0.04
Queue Length 95th (ft)	306	0	3
Control Delay (s/veh)	200.0	0.0	0.9
Lane LOS	F		A
Approach Delay (s/veh)	200.0	0.0	0.9
Approach LOS	F		

Intersection Summary			
Average Delay	26.8		
Intersection Capacity Utilization	74.0%	ICU Level of Service	D
Analysis Period (min)	15		

HCM Signalized Intersection Capacity Analysis

1: Industrial Rd/Driveway & Harbor Blvd

08/13/2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	286	143	301	392	8	198	1	31	0	0	1
Future Volume (vph)	0	286	143	301	392	8	198	1	31	0	0	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		4.6	5.0		4.9	4.9			4.9	
Lane Util. Factor		0.95		1.00	0.95		0.95	0.95			1.00	
Frpb, ped/bikes		0.99		1.00	0.99		1.00	0.99			0.98	
Flpb, ped/bikes		1.00		1.00	1.00		0.99	0.99			1.00	
Frt		0.95		1.00	0.99		1.00	0.95			0.86	
Flt Protected		1.00		0.95	1.00		0.95	0.96			1.00	
Satd. Flow (prot)		3293		1736	3462		1617	1522			1623	
Flt Permitted		1.00		0.95	1.00		0.75	0.78			1.00	
Satd. Flow (perm)		3293		1736	3462		1289	1242			1623	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	0	292	146	307	400	8	202	1	32	0	0	1
RTOR Reduction (vph)	0	71	0	0	1	0	0	17	0	0	1	0
Lane Group Flow (vph)	0	367	0	307	407	0	119	99	0	0	0	0
Confl. Peds. (#/hr)	3		3	3		3	1		7	7		1
Heavy Vehicles (%)	0%	3%	5%	4%	4%	0%	6%	0%	18%	0%	0%	0%
Turn Type	Perm	NA		Prot	NA		Perm	NA			NA	
Protected Phases		6		5	2			4			4	
Permitted Phases	6						4			4		
Actuated Green, G (s)		12.1		15.2	31.9		10.8	10.8			10.8	
Effective Green, g (s)		12.1		15.2	31.9		10.8	10.8			10.8	
Actuated g/C Ratio		0.23		0.29	0.61		0.21	0.21			0.21	
Clearance Time (s)		5.0		4.6	5.0		4.9	4.9			4.9	
Vehicle Extension (s)		3.0		2.5	3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)		757		501	2099		264	255			333	
v/s Ratio Prot		c0.11		c0.18	0.12						0.00	
v/s Ratio Perm							c0.09	0.08				
v/c Ratio		0.48		0.61	0.19		0.45	0.38			0.00	
Uniform Delay, d1		17.5		16.1	4.6		18.3	18.0			16.6	
Progression Factor		1.00		1.00	1.00		1.00	1.00			1.00	
Incremental Delay, d2		0.4		1.9	0.0		1.2	0.9			0.0	
Delay (s)		18.0		18.0	4.6		19.5	19.0			16.6	
Level of Service		B		B	A		B	B			B	
Approach Delay (s/veh)		18.0			10.4			19.2			16.6	
Approach LOS		B			B			B			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	14.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	52.6	Sum of lost time (s)	14.5
Intersection Capacity Utilization	58.2%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

2: Old County Rd & Harbor Blvd

08/13/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	86	392	145	144	260	66	82	155	47	42	139	24
Future Volume (vph)	86	392	145	144	260	66	82	155	47	42	139	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.4	5.4		4.9	4.9		4.9	4.9	4.9		4.9	4.9
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00	1.00		1.00	1.00
Frpb, ped/bikes	1.00	0.99		1.00	0.99		1.00	1.00	0.97		1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00		0.99	1.00	1.00		0.99	1.00
Frt	1.00	0.95		1.00	0.96		1.00	1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00		0.98	1.00
Satd. Flow (prot)	1787	3305		1570	3358		1784	1712	1547		1778	1569
Flt Permitted	0.95	1.00		0.95	1.00		0.55	1.00	1.00		0.87	1.00
Satd. Flow (perm)	1787	3305		1570	3358		1050	1712	1547		1579	1569
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	100	456	169	167	302	77	95	180	55	49	162	28
RTOR Reduction (vph)	0	57	0	0	38	0	0	0	43	0	0	22
Lane Group Flow (vph)	100	568	0	167	341	0	95	180	12	0	211	6
Confl. Peds. (#/hr)	7		1	1		7	3		6	3		6
Confl. Bikes (#/hr)									6			2
Heavy Vehicles (%)	1%	5%	2%	15%	3%	6%	1%	11%	2%	1%	7%	1%
Turn Type	Split	NA		Split	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases	6	6		5	5			8			8	
Permitted Phases							8		8	8		8
Actuated Green, G (s)	21.7	21.7		10.3	10.3		12.8	12.8	12.8		12.8	12.8
Effective Green, g (s)	21.7	21.7		10.3	10.3		12.8	12.8	12.8		12.8	12.8
Actuated g/C Ratio	0.36	0.36		0.17	0.17		0.21	0.21	0.21		0.21	0.21
Clearance Time (s)	5.4	5.4		4.9	4.9		4.9	4.9	4.9		4.9	4.9
Vehicle Extension (s)	2.5	2.5		2.5	2.5		2.5	2.5	2.5		2.5	2.5
Lane Grp Cap (vph)	646	1195		269	576		224	365	330		336	334
v/s Ratio Prot	0.06	c0.17		c0.11	0.10			0.11				
v/s Ratio Perm							0.09		0.01		c0.13	0.00
v/c Ratio	0.15	0.47		0.62	0.59		0.42	0.49	0.03		0.62	0.01
Uniform Delay, d1	12.9	14.7		23.0	22.9		20.4	20.7	18.7		21.4	18.6
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	0.5	1.3		3.8	1.3		0.9	0.7	0.0		3.1	0.0
Delay (s)	13.4	16.1		26.8	24.2		21.3	21.5	18.7		24.5	18.6
Level of Service	B	B		C	C		C	C	B		C	B
Approach Delay (s/veh)		15.7			25.0			21.0			23.9	
Approach LOS		B			C			C			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	20.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	15.2
Intersection Capacity Utilization	69.6%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

3: Holly St

08/13/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1308	393	0	1178	682	0	0	0	346	0	840
Future Volume (vph)	0	1308	393	0	1178	682	0	0	0	346	0	840
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		2.0	2.0		5.1	5.1				4.5		4.6
Lane Util. Factor		0.91	1.00		0.95	1.00				0.97		0.88
Frpb, ped/bikes		1.00	0.97		1.00	1.00				1.00		1.00
Flpb, ped/bikes		1.00	1.00		1.00	1.00				1.00		1.00
Frt		1.00	0.85		1.00	0.85				1.00		0.85
Flt Protected		1.00	1.00		1.00	1.00				0.95		1.00
Satd. Flow (prot)		4940	1490		3471	1615				3502		2707
Flt Permitted		1.00	1.00		1.00	1.00				0.95		1.00
Satd. Flow (perm)		4940	1490		3471	1615				3502		2707
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	1348	405	0	1214	703	0	0	0	357	0	866
RTOR Reduction (vph)	0	0	180	0	0	346	0	0	0	0	0	35
Lane Group Flow (vph)	0	1348	225	0	1214	357	0	0	0	357	0	831
Confl. Peds. (#/hr)			2									
Heavy Vehicles (%)	0%	5%	6%	0%	4%	0%	0%	0%	0%	0%	0%	5%
Turn Type		NA	Perm		NA	Perm				Prot		Prot
Protected Phases		6			2					3		8
Permitted Phases			6			2						
Actuated Green, G (s)		36.1	36.1		33.0	33.0				22.4		22.3
Effective Green, g (s)		36.1	36.1		33.0	33.0				22.4		22.3
Actuated g/C Ratio		0.56	0.56		0.51	0.51				0.34		0.34
Clearance Time (s)		2.0	2.0		5.1	5.1				4.5		4.6
Vehicle Extension (s)		0.2	0.2		0.2	0.2				3.0		0.2
Lane Grp Cap (vph)		2743	827		1762	819				1206		928
v/s Ratio Prot		0.27			c0.35					0.10		c0.31
v/s Ratio Perm			0.15			0.22						
v/c Ratio		0.49	0.27		0.68	0.43				0.29		0.89
Uniform Delay, d1		8.8	7.5		12.1	10.1				15.5		20.2
Progression Factor		1.39	6.27		1.00	1.00				1.00		1.00
Incremental Delay, d2		0.4	0.5		2.2	1.6				0.1		10.7
Delay (s)		12.7	48.0		14.3	11.8				15.6		31.0
Level of Service		B	D		B	B				B		C
Approach Delay (s/veh)		20.8			13.4			0.0			26.5	
Approach LOS		C			B			A			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	19.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	65.0	Sum of lost time (s)	9.7
Intersection Capacity Utilization	70.0%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

4: Industrial Rd & Holly St

08/13/2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	164	1044	32	778	799	549	36	137	413	215	160	73
Future Volume (vph)	164	1044	32	778	799	549	36	137	413	215	160	73
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.6		4.5	4.5	4.5	4.5	4.6	4.5	3.5	4.6	
Lane Util. Factor		0.91		0.97	0.95	1.00	1.00	0.95	0.88	0.97	0.95	
Frpb, ped/bikes		0.99		1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.99	
Flpb, ped/bikes		1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt		0.99		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.95	
Flt Protected		0.99		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		5008		3400	3471	1509	1641	3312	2632	3099	3299	
Flt Permitted		0.99		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)		5008		3400	3471	1509	1641	3312	2632	3099	3299	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	164	1044	32	778	799	549	36	137	413	215	160	73
RTOR Reduction (vph)	0	2	0	0	0	305	0	0	0	0	43	0
Lane Group Flow (vph)	0	1238	0	778	799	244	36	137	413	215	190	0
Confl. Peds. (#/hr)			2	2			2					2
Confl. Bikes (#/hr)												2
Heavy Vehicles (%)	5%	2%	4%	3%	4%	7%	10%	9%	8%	13%	4%	3%
Turn Type	Split	NA		Split	NA	Perm	Prot	NA	pm+ov	Prot	NA	
Protected Phases	6	6		5	5		7	4	5	3	8	
Permitted Phases					5	5			4			
Actuated Green, G (s)		33.3		57.7	57.7	57.7	4.3	10.0	67.7	11.8	16.5	
Effective Green, g (s)		33.3		57.7	57.7	57.7	4.3	10.0	67.7	11.8	16.5	
Actuated g/C Ratio		0.26		0.44	0.44	0.44	0.03	0.08	0.52	0.09	0.13	
Clearance Time (s)		4.6		4.5	4.5	4.5	4.5	4.6	4.5	3.5	4.6	
Vehicle Extension (s)		0.2		0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	
Lane Grp Cap (vph)		1282		1509	1540	669	54	254	1370	281	418	
v/s Ratio Prot		c0.25		0.23	c0.23		0.02	0.04	0.13	c0.07	c0.06	
v/s Ratio Perm						0.16			0.02			
v/c Ratio		0.96		0.51	0.51	0.36	0.66	0.53	0.30	0.76	0.45	
Uniform Delay, d1		47.7		26.0	26.1	23.9	62.1	57.7	17.7	57.7	52.5	
Progression Factor		1.11		1.01	1.01	1.97	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		9.7		0.8	0.8	1.0	21.4	1.1	0.0	10.6	0.2	
Delay (s)		62.8		27.3	27.3	48.4	83.6	58.8	17.7	68.3	52.8	
Level of Service		E		C	C	D	F	E	B	E	D	
Approach Delay (s/veh)		62.8			32.8			31.4			60.3	
Approach LOS		E			C			C			E	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	43.9	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	18.2
Intersection Capacity Utilization	74.6%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

5: Old County Rd & Holly St

08/13/2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	129	1042	277	8	845	58	89	161	155	61	187	146
Future Volume (vph)	129	1042	277	8	845	58	89	161	155	61	187	146
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.1	4.1		4.1		3.0	5.1		4.0	5.1	5.1
Lane Util. Factor		0.95	1.00		0.95		1.00	1.00		1.00	1.00	1.00
Frpb, ped/bikes		1.00	0.96		0.99		1.00	0.97		1.00	1.00	0.97
Flpb, ped/bikes		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85		0.99		1.00	0.92		1.00	1.00	0.85
Flt Protected		0.99	1.00		0.99		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		3551	1518		3387		1736	1643		1736	1743	1500
Flt Permitted		0.99	1.00		0.99		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)		3551	1518		3387		1736	1643		1736	1743	1500
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	132	1063	283	8	862	59	91	164	158	62	191	149
RTOR Reduction (vph)	0	0	137	0	4	0	0	26	0	0	0	136
Lane Group Flow (vph)	0	1195	146	0	925	0	91	296	0	62	191	13
Confl. Peds. (#/hr)	3		4	4		3			16	16		
Confl. Bikes (#/hr)									6			5
Heavy Vehicles (%)	2%	1%	3%	11%	4%	24%	4%	5%	4%	4%	9%	5%
Turn Type	Split	NA	Perm	Split	NA		Prot	NA		Prot	NA	Perm
Protected Phases	8	8		7	7		5	2		1	6	
Permitted Phases			8									6
Actuated Green, G (s)		47.9	47.9		32.0		22.7	26.6		6.2	11.1	11.1
Effective Green, g (s)		47.9	47.9		32.0		22.7	26.6		6.2	11.1	11.1
Actuated g/C Ratio		0.37	0.37		0.25		0.17	0.20		0.05	0.09	0.09
Clearance Time (s)		4.1	4.1		4.1		3.0	5.1		4.0	5.1	5.1
Vehicle Extension (s)		0.2	0.2		0.2		0.2	0.2		0.2	0.2	0.2
Lane Grp Cap (vph)		1308	559		833		303	336		82	148	128
v/s Ratio Prot		c0.34			c0.27		0.05	c0.18		0.04	c0.11	
v/s Ratio Perm			0.10									0.01
v/c Ratio		0.91	0.26		1.11		0.30	0.88		0.75	1.29	0.09
Uniform Delay, d1		39.0	28.6		49.0		46.7	50.1		61.1	59.4	54.8
Progression Factor		1.00	1.00		0.56		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		11.2	1.1		64.8		0.2	26.4		29.0	171.8	1.5
Delay (s)		50.3	29.8		92.2		46.9	76.5		90.2	231.2	56.3
Level of Service		D	C		F		D	E		F	F	E
Approach Delay (s/veh)		46.4			92.2			70.0			144.7	
Approach LOS		D			F			E			F	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	74.9	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.01		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	17.3
Intersection Capacity Utilization	94.9%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

6: Industrial Rd & Quarry Rd

08/13/2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	18	2	17	9	0	6	65	216	19	36	289	103
Future Volume (vph)	18	2	17	9	0	6	65	216	19	36	289	103
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5			4.5		4.0	5.0		4.0	5.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes		1.00			1.00		1.00	0.99		1.00	0.99	
Flpb, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.93			0.94		1.00	0.98		1.00	0.96	
Flt Protected		0.97			0.97		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1606			1634		1805	3370		1805	3285	
Flt Permitted		0.97			0.97		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1606			1634		1805	3370		1805	3285	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	19	2	18	9	0	6	67	223	20	37	298	106
RTOR Reduction (vph)	0	13	0	0	11	0	0	6	0	0	31	0
Lane Group Flow (vph)	0	26	0	0	4	0	67	237	0	37	373	0
Confl. Peds. (#/hr)							1		5	5		1
Heavy Vehicles (%)	17%	0%	0%	0%	0%	17%	0%	6%	0%	0%	6%	2%
Turn Type	Split	NA		Split	NA		Prot	NA		Prot	NA	
Protected Phases	8	8		4	4		1	6		5	2	
Permitted Phases												
Actuated Green, G (s)		27.2			27.2		7.6	20.1		4.9	17.4	
Effective Green, g (s)		27.2			27.2		7.6	20.1		4.9	17.4	
Actuated g/C Ratio		0.28			0.28		0.08	0.21		0.05	0.18	
Clearance Time (s)		4.5			4.5		4.0	5.0		4.0	5.0	
Vehicle Extension (s)		3.5			3.0		3.0	4.0		3.0	4.0	
Lane Grp Cap (vph)		448			456		140	695		90	586	
v/s Ratio Prot		c0.02			c0.00		c0.04	c0.07		0.02	c0.11	
v/s Ratio Perm												
v/c Ratio		0.05			0.00		0.47	0.34		0.41	0.63	
Uniform Delay, d1		25.7			25.3		43.0	33.0		44.8	37.0	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.0			0.0		2.5	0.4		3.0	2.5	
Delay (s)		25.7			25.3		45.5	33.4		47.8	39.6	
Level of Service		C			C		D	C		D	D	
Approach Delay (s/veh)		25.7			25.3			36.0			40.3	
Approach LOS		C			C			D			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	37.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.20		
Actuated Cycle Length (s)	97.4	Sum of lost time (s)	18.0
Intersection Capacity Utilization	29.5%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis

7: Industrial Rd & Taylor Way

08/13/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	0	55	0	0	1	84	357	5	1	300	45
Future Volume (Veh/h)	3	0	55	0	0	1	84	357	5	1	300	45
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	3	0	57	0	0	1	87	368	5	1	309	46
Pedestrians		2			1							
Lane Width (ft)		12.0			12.0							
Walking Speed (ft/s)		3.5			3.5							
Percent Blockage		0			0							
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								744				
pX, platoon unblocked												
vC, conflicting volume	695	884	180	759	905	188	357			374		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	695	884	180	759	905	188	357			374		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.2			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.3			2.2		
p0 queue free %	99	100	93	100	100	100	93			100		
cM capacity (veh/h)	308	261	831	262	257	828	1161			1194		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	60	1	87	245	128	156	201
Volume Left	3	0	87	0	0	1	0
Volume Right	57	1	0	0	5	0	46
cSH	766	828	1161	1700	1700	1194	1700
Volume to Capacity	0.08	0.00	0.07	0.14	0.08	0.00	0.12
Queue Length 95th (ft)	6	0	6	0	0	0	0
Control Delay (s/veh)	10.1	9.4	8.4	0.0	0.0	0.1	0.0
Lane LOS	B	A	A			A	
Approach Delay (s/veh)	10.1	9.4	1.6			0.0	
Approach LOS	B	A					

Intersection Summary				
Average Delay	1.5			
Intersection Capacity Utilization	36.4%	ICU Level of Service	A	
Analysis Period (min)	15			

HCM Signalized Intersection Capacity Analysis

8: Industrial Rd & Driveway

08/13/2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	1	1	104	0	32	10	410	231	124	235	1
Future Volume (vph)	1	1	1	104	0	32	10	410	231	124	235	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lane Util. Factor		1.00		0.95	0.95		1.00	0.95		1.00	0.95	
Frpb, ped/bikes		1.00		1.00	0.99		1.00	0.99		1.00	0.99	
Flpb, ped/bikes		0.99		1.00	1.00		1.00	1.00		1.00	1.00	
Frt		0.95		1.00	0.92		1.00	0.94		1.00	0.99	
Flt Protected		0.98		0.95	0.97		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1783		1715	1619		1805	3229		1805	3251	
Flt Permitted		0.92		0.75	0.83		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1681		1364	1390		1805	3229		1805	3251	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	1	1	1	109	0	34	11	432	243	131	247	1
RTOR Reduction (vph)	0	1	0	0	63	0	0	38	0	0	0	0
Lane Group Flow (vph)	0	2	0	73	7	0	11	637	0	131	248	0
Confl. Peds. (#/hr)	2					2			3			3
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%	11%	0%
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		10.4		10.4	10.4		1.3	62.0		12.1	72.8	
Effective Green, g (s)		10.4		10.4	10.4		1.3	62.0		12.1	72.8	
Actuated g/C Ratio		0.11		0.11	0.11		0.01	0.63		0.12	0.74	
Clearance Time (s)		4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Vehicle Extension (s)		3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		178		144	147		23	2042		222	2415	
v/s Ratio Prot							0.01	c0.20		c0.07	0.08	
v/s Ratio Perm		0.00		c0.05	0.01							
v/c Ratio		0.01		0.50	0.05		0.47	0.31		0.59	0.10	
Uniform Delay, d1		39.2		41.3	39.3		48.0	8.2		40.6	3.5	
Progression Factor		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.0		2.7	0.1		14.8	0.3		4.1	0.0	
Delay (s)		39.2		44.1	39.5		62.8	8.6		44.7	3.5	
Level of Service		D		D	D		E	A		D	A	
Approach Delay (s/veh)		39.2			41.8			9.5			17.8	
Approach LOS		D			D			A			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	16.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.38		
Actuated Cycle Length (s)	98.0	Sum of lost time (s)	13.5
Intersection Capacity Utilization	45.4%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis

9: Old County Rd & Quarry Rd

08/13/2024



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	12	22	309	41	38	235
Future Volume (Veh/h)	12	22	309	41	38	235
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	14	25	351	47	43	267
Pedestrians	4		1			
Lane Width (ft)	12.0		12.0			
Walking Speed (ft/s)	3.5		3.5			
Percent Blockage	0		0			
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						954
pX, platoon unblocked						
vC, conflicting volume	733	379			402	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	733	379			402	
tC, single (s)	6.4	6.3			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.4			2.2	
p0 queue free %	96	96			96	
cM capacity (veh/h)	374	651			1136	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	39	398	310
Volume Left	14	0	43
Volume Right	25	47	0
cSH	514	1700	1136
Volume to Capacity	0.08	0.23	0.04
Queue Length 95th (ft)	6	0	3
Control Delay (s/veh)	12.6	0.0	1.5
Lane LOS	B		A
Approach Delay (s/veh)	12.6	0.0	1.5
Approach LOS	B		

Intersection Summary			
Average Delay	1.3		
Intersection Capacity Utilization	46.6%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis

10: Old County Rd & Taylor Way

08/13/2024



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	47	62	300	53	22	215
Future Volume (Veh/h)	47	62	300	53	22	215
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	51	67	326	58	24	234
Pedestrians	4		6			1
Lane Width (ft)	12.0		12.0			12.0
Walking Speed (ft/s)	3.5		3.5			3.5
Percent Blockage	0		0			0
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	647	360			388	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	647	360			388	
tC, single (s)	6.6	6.2			4.2	
tC, 2 stage (s)						
tF (s)	3.6	3.3			2.3	
p0 queue free %	87	90			98	
cM capacity (veh/h)	402	681			1145	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	118	384	258
Volume Left	51	0	24
Volume Right	67	58	0
cSH	524	1700	1145
Volume to Capacity	0.23	0.23	0.02
Queue Length 95th (ft)	21	0	2
Control Delay (s/veh)	13.9	0.0	0.9
Lane LOS	B		A
Approach Delay (s/veh)	13.9	0.0	0.9
Approach LOS	B		

Intersection Summary			
Average Delay	2.5		
Intersection Capacity Utilization	43.0%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Signalized Intersection Capacity Analysis

1: Industrial Rd/Driveway & Harbor Blvd

08/13/2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	321	84	122	304	3	505	2	130	14	0	8
Future Volume (vph)	3	321	84	122	304	3	505	2	130	14	0	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		4.6	5.0		4.9	4.9			4.9	
Lane Util. Factor	1.00	0.95		1.00	0.95		0.95	0.95			1.00	
Frpb, ped/bikes	1.00	0.99		1.00	0.99		1.00	0.99			1.00	
Flpb, ped/bikes	0.99	1.00		1.00	1.00		1.00	1.00			0.99	
Frt	1.00	0.96		1.00	0.99		1.00	0.93			0.95	
Flt Protected	0.95	1.00		0.95	1.00		0.95	0.97			0.96	
Satd. Flow (prot)	1788	3413		1719	3604		1698	1611			1750	
Flt Permitted	0.54	1.00		0.95	1.00		0.74	0.80			0.79	
Satd. Flow (perm)	1022	3413		1719	3604		1324	1341			1439	
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	3	365	95	139	345	3	574	2	148	16	0	9
RTOR Reduction (vph)	0	26	0	0	1	0	0	25	0	0	15	0
Lane Group Flow (vph)	3	434	0	139	347	0	373	326	0	0	10	0
Confl. Peds. (#/hr)	12		3	3		12			4	4		
Heavy Vehicles (%)	0%	2%	3%	5%	0%	0%	1%	0%	2%	0%	0%	0%
Turn Type	Perm	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases		6		5	2			4			4	
Permitted Phases	6						4			4		
Actuated Green, G (s)	14.4	14.4		8.5	27.5		25.0	25.0			25.0	
Effective Green, g (s)	14.4	14.4		8.5	27.5		25.0	25.0			25.0	
Actuated g/C Ratio	0.23	0.23		0.14	0.44		0.40	0.40			0.40	
Clearance Time (s)	5.0	5.0		4.6	5.0		4.9	4.9			4.9	
Vehicle Extension (s)	3.0	3.0		2.5	3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)	235	787		234	1588		530	537			576	
v/s Ratio Prot		c0.13		c0.08	0.10							
v/s Ratio Perm	0.00						c0.28	0.24			0.01	
v/c Ratio	0.01	0.55		0.59	0.21		0.70	0.60			0.01	
Uniform Delay, d1	18.5	21.1		25.3	10.8		15.6	14.8			11.2	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	
Incremental Delay, d2	0.0	0.8		3.3	0.0		4.2	1.9			0.0	
Delay (s)	18.5	21.9		28.6	10.8		19.8	16.7			11.2	
Level of Service	B	C		C	B		B	B			B	
Approach Delay (s/veh)		21.9			15.9			18.3			11.2	
Approach LOS		C			B			B			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	18.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	62.4	Sum of lost time (s)	14.5
Intersection Capacity Utilization	55.0%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

2: Old County Rd & Harbor Blvd

08/13/2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	107	257	92	101	456	136	178	362	117	34	115	48
Future Volume (vph)	107	257	92	101	456	136	178	362	117	34	115	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.4	5.4		4.9	4.9		4.9	4.9	4.9		4.9	4.9
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00	1.00		1.00	1.00
Frpb, ped/bikes	1.00	0.99		1.00	0.99		1.00	1.00	0.97		1.00	0.97
Flpb, ped/bikes	1.00	1.00		1.00	1.00		0.99	1.00	1.00		0.99	1.00
Frt	1.00	0.96		1.00	0.96		1.00	1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00		0.98	1.00
Satd. Flow (prot)	1752	3423		1805	3459		1780	1881	1565		1864	1582
Flt Permitted	0.95	1.00		0.95	1.00		0.65	1.00	1.00		0.70	1.00
Satd. Flow (perm)	1752	3423		1805	3459		1228	1881	1565		1324	1582
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	115	276	99	109	490	146	191	389	126	37	124	52
RTOR Reduction (vph)	0	57	0	0	47	0	0	0	91	0	0	38
Lane Group Flow (vph)	115	318	0	109	589	0	191	389	35	0	161	14
Confl. Peds. (#/hr)	3		1	1		3	6		3	3		6
Confl. Bikes (#/hr)									9			5
Heavy Vehicles (%)	3%	1%	0%	0%	0%	1%	1%	1%	1%	0%	1%	0%
Turn Type	Split	NA		Split	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases	6	6		5	5			8			8	
Permitted Phases							8		8	8		8
Actuated Green, G (s)	14.7	14.7		13.4	13.4		16.7	16.7	16.7		16.7	16.7
Effective Green, g (s)	14.7	14.7		13.4	13.4		16.7	16.7	16.7		16.7	16.7
Actuated g/C Ratio	0.25	0.25		0.22	0.22		0.28	0.28	0.28		0.28	0.28
Clearance Time (s)	5.4	5.4		4.9	4.9		4.9	4.9	4.9		4.9	4.9
Vehicle Extension (s)	2.5	2.5		2.5	2.5		2.5	2.5	2.5		2.5	2.5
Lane Grp Cap (vph)	429	838		403	772		341	523	435		368	440
v/s Ratio Prot	0.07	c0.09		0.06	c0.17			c0.21				
v/s Ratio Perm							0.16		0.02		0.12	0.01
v/c Ratio	0.26	0.37		0.27	0.76		0.56	0.74	0.08		0.43	0.03
Uniform Delay, d1	18.3	18.8		19.2	21.8		18.5	19.7	15.9		17.7	15.7
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	1.5	1.3		0.2	4.2		1.7	5.3	0.0		0.6	0.0
Delay (s)	19.8	20.1		19.5	26.0		20.2	25.0	16.0		18.3	15.7
Level of Service	B	C		B	C		C	C	B		B	B
Approach Delay (s/veh)		20.0			25.1			22.1			17.7	
Approach LOS		C			C			C			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	22.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	15.2
Intersection Capacity Utilization	75.8%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

3: Holly St

08/13/2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↱		↑↑	↱				↰↰		↱↱
Traffic Volume (vph)	0	1688	471	0	1141	824	0	0	0	216	0	564
Future Volume (vph)	0	1688	471	0	1141	824	0	0	0	216	0	564
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		2.0	2.0		5.1	5.1				4.6		4.6
Lane Util. Factor		0.91	1.00		0.95	1.00				0.97		0.88
Frpb, ped/bikes		1.00	1.00		1.00	1.00				1.00		1.00
Flpb, ped/bikes		1.00	1.00		1.00	1.00				1.00		1.00
Frt		1.00	0.85		1.00	0.85				1.00		0.85
Flt Protected		1.00	1.00		1.00	1.00				0.95		1.00
Satd. Flow (prot)		5136	1599		3539	1583				3502		2814
Flt Permitted		1.00	1.00		1.00	1.00				0.95		1.00
Satd. Flow (perm)		5136	1599		3539	1583				3502		2814
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	0	1815	506	0	1227	886	0	0	0	232	0	606
RTOR Reduction (vph)	0	0	159	0	0	320	0	0	0	0	0	98
Lane Group Flow (vph)	0	1815	347	0	1227	566	0	0	0	232	0	508
Confl. Peds. (#/hr)			4	4								
Confl. Bikes (#/hr)			3			1						
Heavy Vehicles (%)	0%	1%	1%	0%	2%	2%	0%	0%	2%	0%	0%	1%
Turn Type		NA	Prot		NA	Prot				Prot		Prot
Protected Phases		6	6		2	2				3		8
Permitted Phases												
Actuated Green, G (s)		44.6	44.6		41.5	41.5				13.8		13.8
Effective Green, g (s)		44.6	44.6		41.5	41.5				13.8		13.8
Actuated g/C Ratio		0.69	0.69		0.64	0.64				0.21		0.21
Clearance Time (s)		2.0	2.0		5.1	5.1				4.6		4.6
Vehicle Extension (s)		0.2	0.2		0.2	0.2				0.2		0.2
Lane Grp Cap (vph)		3524	1097		2259	1010				743		597
v/s Ratio Prot		0.35	0.22		0.35	c0.36				0.07		c0.18
v/s Ratio Perm												
v/c Ratio		0.51	0.31		0.54	0.56				0.31		0.85
Uniform Delay, d1		4.9	4.0		6.5	6.6				21.5		24.6
Progression Factor		0.97	2.06		1.00	1.00				1.00		1.00
Incremental Delay, d2		0.3	0.4		0.9	2.2				0.0		10.7
Delay (s)		5.1	8.9		7.4	8.8				21.6		35.3
Level of Service		A	A		A	A				C		D
Approach Delay (s/veh)		6.0			8.0			0.0			31.5	
Approach LOS		A			A			A			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	10.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	65.0	Sum of lost time (s)	9.7
Intersection Capacity Utilization	59.4%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

4: Industrial Rd & Holly St

08/13/2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	54	852	38	365	875	364	79	286	964	458	186	138
Future Volume (vph)	54	852	38	365	875	364	79	286	964	458	186	138
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.6		4.5	4.5	4.5	4.5	4.6	4.5	3.5	4.6	
Lane Util. Factor		0.91		0.97	0.95	1.00	1.00	0.95	0.88	0.97	0.95	
Frpb, ped/bikes		0.99		1.00	1.00	0.98	1.00	1.00	1.00	1.00	0.99	
Flpb, ped/bikes		1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt		0.99		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.93	
Flt Protected		0.99		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		5082		3467	3574	1529	1805	3539	2814	3433	3336	
Flt Permitted		0.99		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)		5082		3467	3574	1529	1805	3539	2814	3433	3336	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	56	888	40	380	911	379	82	298	1004	477	194	144
RTOR Reduction (vph)	0	4	0	0	0	228	0	0	0	0	105	0
Lane Group Flow (vph)	0	980	0	380	911	151	82	298	1004	477	233	0
Confl. Peds. (#/hr)	2		5	5		2	3					3
Confl. Bikes (#/hr)						1						
Heavy Vehicles (%)	3%	1%	0%	1%	1%	4%	0%	2%	1%	2%	1%	0%
Turn Type	Split	NA		Split	NA	Perm	Prot	NA	pm+ov	Prot	NA	
Protected Phases	6	6		5	5		7	4	5	3	8	
Permitted Phases					5	5			4			
Actuated Green, G (s)		28.3		50.7	50.7	50.7	9.0	13.7	64.4	20.1	23.8	
Effective Green, g (s)		28.3		50.7	50.7	50.7	9.0	13.7	64.4	20.1	23.8	
Actuated g/C Ratio		0.22		0.39	0.39	0.39	0.07	0.11	0.50	0.15	0.18	
Clearance Time (s)		4.6		4.5	4.5	4.5	4.5	4.6	4.5	3.5	4.6	
Vehicle Extension (s)		0.2		0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	
Lane Grp Cap (vph)		1106		1352	1393	596	124	372	1394	530	610	
v/s Ratio Prot		c0.19		0.11	0.25		0.05	c0.08	c0.28	c0.14	0.07	
v/s Ratio Perm						0.10			0.08			
v/c Ratio		0.88		0.28	0.65	0.25	0.66	0.80	0.72	0.90	0.38	
Uniform Delay, d1		49.2		27.1	32.4	26.8	59.0	56.8	25.7	53.9	46.6	
Progression Factor		0.88		1.03	1.02	1.74	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		4.9		0.4	1.9	0.8	9.7	11.0	1.5	17.9	0.1	
Delay (s)		48.4		28.4	35.1	47.5	68.8	67.9	27.3	71.8	46.7	
Level of Service		D		C	D	D	E	E	C	E	D	
Approach Delay (s/veh)		48.4			36.4			38.5			61.4	
Approach LOS		D			D			D			E	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	43.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	18.2
Intersection Capacity Utilization	79.0%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

5: Old County Rd & Holly St

08/13/2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	101	741	88	5	1058	28	267	291	131	43	160	190
Future Volume (vph)	101	741	88	5	1058	28	267	291	131	43	160	190
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.1	4.1		4.1		3.0	5.1		4.0	5.1	5.1
Lane Util. Factor		0.95	1.00		0.95		1.00	1.00		1.00	1.00	1.00
Frpb, ped/bikes		1.00	0.96		0.99		1.00	0.98		1.00	1.00	0.97
Flpb, ped/bikes		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85		0.99		1.00	0.95		1.00	1.00	0.85
Flt Protected		0.99	1.00		0.99		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		3514	1528		3550		1770	1751		1752	1900	1554
Flt Permitted		0.99	1.00		0.99		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)		3514	1528		3550		1770	1751		1752	1900	1554
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	105	772	92	5	1102	29	278	303	136	45	167	198
RTOR Reduction (vph)	0	0	65	0	1	0	0	12	0	0	0	179
Lane Group Flow (vph)	0	877	27	0	1135	0	278	427	0	45	167	19
Confl. Peds. (#/hr)	5		5	5		5			15	15		
Confl. Bikes (#/hr)									4			7
Heavy Vehicles (%)	3%	2%	2%	9%	1%	7%	2%	2%	2%	3%	0%	1%
Turn Type	Split	NA	Perm	Split	NA		Prot	NA		Prot	NA	Perm
Protected Phases	8	8		7	7		5	2		1	6	
Permitted Phases			8									6
Actuated Green, G (s)		37.9	37.9		36.9		26.3	32.5		5.4	12.6	12.6
Effective Green, g (s)		37.9	37.9		36.9		26.3	32.5		5.4	12.6	12.6
Actuated g/C Ratio		0.29	0.29		0.28		0.20	0.25		0.04	0.10	0.10
Clearance Time (s)		4.1	4.1		4.1		3.0	5.1		4.0	5.1	5.1
Vehicle Extension (s)		0.2	0.2		0.2		0.2	0.2		0.2	0.2	0.2
Lane Grp Cap (vph)		1024	445		1007		358	437		72	184	150
v/s Ratio Prot		c0.25			c0.32		0.16	c0.24		0.03	c0.09	
v/s Ratio Perm			0.02									0.01
v/c Ratio		0.85	0.06		1.12		0.77	0.97		0.62	0.90	0.12
Uniform Delay, d1		43.4	33.2		46.5		49.0	48.3		61.3	58.1	53.6
Progression Factor		1.00	1.00		0.68		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		9.1	0.2		67.7		9.2	37.7		11.5	45.7	1.7
Delay (s)		52.6	33.4		99.3		58.3	86.0		72.8	103.8	55.4
Level of Service		D	C		F		E	F		E	F	E
Approach Delay (s/veh)		50.8			99.3			75.3			77.0	
Approach LOS		D			F			E			E	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	76.7	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.99		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	17.3
Intersection Capacity Utilization	95.6%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

6: Industrial Rd & Quarry Rd

08/13/2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	64	1	40	11	5	61	43	484	0	7	159	46
Future Volume (vph)	64	1	40	11	5	61	43	484	0	7	159	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5			4.5		4.0	5.0		4.0	5.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes		0.99			1.00		1.00	1.00		1.00	0.99	
Flpb, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.94			0.89		1.00	1.00		1.00	0.96	
Flt Protected		0.97			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1689			1659		1752	3574		1805	3303	
Flt Permitted		0.97			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1689			1659		1752	3574		1805	3303	
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	74	1	47	13	6	71	50	563	0	8	185	53
RTOR Reduction (vph)	0	17	0	0	51	0	0	0	0	0	23	0
Lane Group Flow (vph)	0	105	0	0	39	0	50	563	0	8	215	0
Confl. Peds. (#/hr)			1	1			1		2	2		1
Heavy Vehicles (%)	3%	0%	3%	0%	0%	2%	3%	1%	0%	0%	4%	9%
Turn Type	Split	NA		Split	NA		Prot	NA		Prot	NA	
Protected Phases	8	8		4	4		1	6		5	2	
Permitted Phases												
Actuated Green, G (s)		27.2			27.2		6.9	23.2		1.2	17.5	
Effective Green, g (s)		27.2			27.2		6.9	23.2		1.2	17.5	
Actuated g/C Ratio		0.28			0.28		0.07	0.24		0.01	0.18	
Clearance Time (s)		4.5			4.5		4.0	5.0		4.0	5.0	
Vehicle Extension (s)		3.5			3.0		3.0	4.0		3.0	4.0	
Lane Grp Cap (vph)		474			466		124	856		22	597	
v/s Ratio Prot		c0.06			c0.02		c0.03	c0.16		0.00	0.07	
v/s Ratio Perm												
v/c Ratio		0.22			0.08		0.40	0.65		0.36	0.36	
Uniform Delay, d1		26.6			25.6		42.9	33.2		47.4	34.7	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.2			0.0		2.1	2.0		9.9	0.5	
Delay (s)		26.9			25.7		45.1	35.2		57.3	35.2	
Level of Service		C			C		D	D		E	D	
Approach Delay (s/veh)		26.9			25.7			36.0			35.9	
Approach LOS		C			C			D			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	34.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.31		
Actuated Cycle Length (s)	96.8	Sum of lost time (s)	18.0
Intersection Capacity Utilization	50.5%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis

7: Industrial Rd & Taylor Way

08/13/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	0	71	0	0	0	62	547	2	1	207	27
Future Volume (Veh/h)	13	0	71	0	0	0	62	547	2	1	207	27
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	14	0	78	0	0	0	68	601	2	1	227	30
Pedestrians		3			3							
Lane Width (ft)		12.0			12.0							
Walking Speed (ft/s)		3.5			3.5							
Percent Blockage		0			0							
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								744				
pX, platoon unblocked	0.96	0.96		0.96	0.96	0.96				0.96		
vC, conflicting volume	684	989	132	935	1003	305	260			606		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	594	911	132	855	926	200	260			513		
tC, single (s)	7.5	6.5	7.0	7.5	6.5	6.9	4.2			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	96	100	91	100	100	100	95			100		
cM capacity (veh/h)	360	250	888	213	245	781	1291			1020		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	92	0	68	401	202	115	144
Volume Left	14	0	68	0	0	1	0
Volume Right	78	0	0	0	2	0	30
cSH	726	1700	1291	1700	1700	1020	1700
Volume to Capacity	0.13	0.00	0.05	0.24	0.12	0.00	0.08
Queue Length 95th (ft)	11	0	4	0	0	0	0
Control Delay (s/veh)	10.7	0.0	7.9	0.0	0.0	0.1	0.0
Lane LOS	B	A	A			A	
Approach Delay (s/veh)	10.7	0.0	0.8			0.0	
Approach LOS	B	A					

Intersection Summary				
Average Delay	1.5			
Intersection Capacity Utilization	36.9%	ICU Level of Service		A
Analysis Period (min)	15			

HCM Signalized Intersection Capacity Analysis

8: Industrial Rd & Driveway

08/13/2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	0	7	374	0	71	6	437	59	24	307	0
Future Volume (vph)	2	0	7	374	0	71	6	437	59	24	307	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lane Util. Factor		1.00		0.95	0.95		1.00	0.95		1.00	0.95	
Frpb, ped/bikes		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt		0.88		1.00	0.95		1.00	0.98		1.00	1.00	
Flt Protected		0.99		0.95	0.96		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1675		1715	1650		1805	3396		1805	3574	
Flt Permitted		0.95		0.75	0.79		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1622		1354	1350		1805	3396		1805	3574	
Peak-hour factor, PHF	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Adj. Flow (vph)	2	0	9	456	0	87	7	533	72	29	374	0
RTOR Reduction (vph)	0	8	0	0	67	0	0	6	0	0	0	0
Lane Group Flow (vph)	0	3	0	278	198	0	7	599	0	29	374	0
Confl. Peds. (#/hr)							5					5
Heavy Vehicles (%)	0%	0%	0%	0%	0%	2%	0%	5%	0%	0%	1%	0%
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		27.0		27.0	27.0		1.2	65.6		4.7	69.1	
Effective Green, g (s)		27.0		27.0	27.0		1.2	65.6		4.7	69.1	
Actuated g/C Ratio		0.24		0.24	0.24		0.01	0.59		0.04	0.62	
Clearance Time (s)		4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Vehicle Extension (s)		3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		395		329	328		19	2010		76	2228	
v/s Ratio Prot							0.00	c0.18		c0.02	c0.10	
v/s Ratio Perm		0.00		c0.21	0.15							
v/c Ratio		0.00		0.84	0.60		0.36	0.29		0.38	0.16	
Uniform Delay, d1		31.7		39.9	37.1		54.4	11.1		51.6	8.7	
Progression Factor		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.0		17.6	3.1		11.6	0.3		3.1	0.1	
Delay (s)		31.7		57.6	40.3		66.1	11.5		54.8	8.9	
Level of Service		C		E	D		E	B		D	A	
Approach Delay (s/veh)		31.7			49.1			12.1			12.2	
Approach LOS		C			D			B			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	25.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.45		
Actuated Cycle Length (s)	110.8	Sum of lost time (s)	13.5
Intersection Capacity Utilization	46.6%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis

9: Old County Rd & Quarry Rd

08/13/2024



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	40	96	374	38	45	258
Future Volume (Veh/h)	40	96	374	38	45	258
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	47	113	440	45	53	304
Pedestrians	10		2			9
Lane Width (ft)	12.0		12.0			12.0
Walking Speed (ft/s)	3.5		3.5			3.5
Percent Blockage	0		0			0
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						954
pX, platoon unblocked						
vC, conflicting volume	885	482			495	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	885	482			495	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	84	80			95	
cM capacity (veh/h)	295	578			1043	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	160	485	357
Volume Left	47	0	53
Volume Right	113	45	0
cSH	451	1700	1043
Volume to Capacity	0.35	0.29	0.05
Queue Length 95th (ft)	40	0	4
Control Delay (s/veh)	17.3	0.0	1.7
Lane LOS	C		A
Approach Delay (s/veh)	17.3	0.0	1.7
Approach LOS	C		

Intersection Summary			
Average Delay	3.4		
Intersection Capacity Utilization	58.1%	ICU Level of Service	B
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis

10: Old County Rd & Taylor Way

08/13/2024



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	55	56	318	21	16	292
Future Volume (Veh/h)	55	56	318	21	16	292
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	62	64	361	24	18	332
Pedestrians	5					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	3.5					
Percent Blockage	0					
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	746	378			390	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	746	378			390	
tC, single (s)	6.4	6.2			4.2	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.3	
p0 queue free %	83	90			98	
cM capacity (veh/h)	370	670			1136	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	126	385	350
Volume Left	62	0	18
Volume Right	64	24	0
cSH	479	1700	1136
Volume to Capacity	0.26	0.23	0.02
Queue Length 95th (ft)	26	0	1
Control Delay (s/veh)	15.2	0.0	0.6
Lane LOS	C		A
Approach Delay (s/veh)	15.2	0.0	0.6
Approach LOS	C		

Intersection Summary			
Average Delay	2.5		
Intersection Capacity Utilization	41.6%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Signalized Intersection Capacity Analysis

1: Industrial Rd/Driveway & Harbor Blvd

08/14/2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	319	500	653	737	8	260	1	98	0	0	1
Future Volume (vph)	0	319	500	653	737	8	260	1	98	0	0	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		5.0	5.0		4.5	4.9			4.9	
Lane Util. Factor		0.95		0.91	0.91		0.97	1.00			1.00	
Frpb, ped/bikes		0.98		1.00	0.99		1.00	0.98			0.98	
Flpb, ped/bikes		1.00		1.00	1.00		1.00	1.00			1.00	
Frt		0.90		1.00	0.99		1.00	0.85			0.86	
Flt Protected		1.00		0.95	0.98		0.95	1.00			1.00	
Satd. Flow (prot)		3100		1579	3287		3303	1350			1623	
Flt Permitted		1.00		0.95	0.98		0.95	1.00			1.00	
Satd. Flow (perm)		3100		1579	3287		3303	1350			1623	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	0	326	510	666	752	8	265	1	100	0	0	1
RTOR Reduction (vph)	0	267	0	0	1	0	0	82	0	0	1	0
Lane Group Flow (vph)	0	569	0	466	959	0	265	19	0	0	0	0
Confl. Peds. (#/hr)	3		3	3		3	1		7	7		1
Heavy Vehicles (%)	0%	3%	5%	4%	4%	0%	6%	0%	18%	0%	0%	0%
Turn Type	Split	NA		Split	NA		Prot	NA			NA	
Protected Phases	6	6		2	2		7	4			8	
Permitted Phases										8		
Actuated Green, G (s)		17.9		27.8	27.8		7.8	12.9			0.6	
Effective Green, g (s)		17.9		27.8	27.8		7.8	12.9			0.6	
Actuated g/C Ratio		0.24		0.38	0.38		0.11	0.18			0.01	
Clearance Time (s)		5.0		5.0	5.0		4.5	4.9			4.9	
Vehicle Extension (s)		3.0		3.0	3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)		754		597	1243		350	236			13	
v/s Ratio Prot		c0.18		c0.30	0.29		c0.08	c0.01			0.00	
v/s Ratio Perm												
v/c Ratio		0.75		0.78	0.77		0.75	0.07			0.00	
Uniform Delay, d1		25.7		20.1	20.0		31.9	25.3			36.1	
Progression Factor		1.00		1.00	1.00		1.00	1.00			1.00	
Incremental Delay, d2		4.3		6.5	3.0		9.0	0.1			0.0	
Delay (s)		30.0		26.7	23.1		40.9	25.4			36.1	
Level of Service		C		C	C		D	C			D	
Approach Delay (s/veh)		30.0			24.2			36.6			36.1	
Approach LOS		C			C			D			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	27.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	73.5	Sum of lost time (s)	19.4
Intersection Capacity Utilization	80.6%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

2: Old County Rd & Harbor Blvd

08/14/2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	86	685	502	489	275	112	155	288	80	106	203	24
Future Volume (vph)	86	685	502	489	275	112	155	288	80	106	203	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.4	5.4		4.9	4.9		4.5	4.9	4.9	4.9	4.9	
Lane Util. Factor	1.00	0.95		0.91	0.91		1.00	1.00	1.00	1.00	1.00	
Frpb, ped/bikes	1.00	0.99		1.00	0.99		1.00	1.00	0.97	1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		0.99	1.00	1.00	0.99	1.00	
Frt	1.00	0.93		1.00	0.97		1.00	1.00	0.85	1.00	0.98	
Flt Protected	0.95	1.00		0.95	0.98		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1787	3241		1428	3045		1787	1712	1539	1781	1753	
Flt Permitted	0.95	1.00		0.95	0.98		0.15	1.00	1.00	0.45	1.00	
Satd. Flow (perm)	1787	3241		1428	3045		294	1712	1539	862	1753	
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	100	797	584	569	320	130	180	335	93	123	236	28
RTOR Reduction (vph)	0	94	0	0	14	0	0	0	42	0	3	0
Lane Group Flow (vph)	100	1287	0	341	664	0	180	335	51	123	261	0
Confl. Peds. (#/hr)	7		1	1		7	3		6	3		6
Confl. Bikes (#/hr)									6			2
Heavy Vehicles (%)	1%	5%	2%	15%	3%	6%	1%	11%	2%	1%	7%	1%
Turn Type	Split	NA		Split	NA		pm+pt	NA	Perm	Perm	NA	
Protected Phases	6	6		2	2		3	8			4	
Permitted Phases							8		8	4		
Actuated Green, G (s)	54.9	54.9		33.7	33.7		36.2	36.2	36.2	21.1	21.1	
Effective Green, g (s)	54.9	54.9		33.7	33.7		36.2	36.2	36.2	21.1	21.1	
Actuated g/C Ratio	0.39	0.39		0.24	0.24		0.26	0.26	0.26	0.15	0.15	
Clearance Time (s)	5.4	5.4		4.9	4.9		4.5	4.9	4.9	4.9	4.9	
Vehicle Extension (s)	2.5	2.5		2.5	2.5		3.0	2.5	2.5	2.5	2.5	
Lane Grp Cap (vph)	700	1270		343	732		189	442	397	129	264	
v/s Ratio Prot	0.06	c0.40		c0.24	0.22		c0.07	0.20			0.15	
v/s Ratio Perm							c0.17		0.03	0.14		
v/c Ratio	0.14	1.01		0.99	0.90		0.95	0.75	0.12	0.95	0.98	
Uniform Delay, d1	27.3	42.5		53.0	51.6		45.9	47.8	39.7	58.9	59.3	
Progression Factor	1.00	1.00		1.00	1.00		1.09	1.08	1.20	1.00	1.00	
Incremental Delay, d2	0.4	28.5		46.7	14.9		45.9	5.7	0.0	64.4	51.3	
Delay (s)	27.8	71.1		99.8	66.5		96.5	57.7	47.9	123.4	110.6	
Level of Service	C	E		F	E		F	E	D	F	F	
Approach Delay (s/veh)		68.1			77.6			67.7			114.7	
Approach LOS		E			E			E			F	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	76.0	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.01		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	19.7
Intersection Capacity Utilization	91.9%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

3: Holly St

08/14/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1505	481	0	1714	682	0	0	0	346	0	1008
Future Volume (vph)	0	1505	481	0	1714	682	0	0	0	346	0	1008
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.1	5.1		5.1	5.1				4.6		4.6
Lane Util. Factor		0.91	1.00		0.95	1.00				0.97		0.88
Frpb, ped/bikes		1.00	0.97		1.00	1.00				1.00		1.00
Flpb, ped/bikes		1.00	1.00		1.00	1.00				1.00		1.00
Frt		1.00	0.85		1.00	0.85				1.00		0.85
Flt Protected		1.00	1.00		1.00	1.00				0.95		1.00
Satd. Flow (prot)		4940	1490		3471	1615				3502		2707
Flt Permitted		1.00	1.00		1.00	1.00				0.95		1.00
Satd. Flow (perm)		4940	1490		3471	1615				3502		2707
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	1552	496	0	1767	703	0	0	0	357	0	1039
RTOR Reduction (vph)	0	0	237	0	0	300	0	0	0	0	0	14
Lane Group Flow (vph)	0	1552	259	0	1767	403	0	0	0	357	0	1025
Confl. Peds. (#/hr)			2									
Heavy Vehicles (%)	0%	5%	6%	0%	4%	0%	0%	0%	0%	0%	0%	5%
Turn Type		NA	Perm		NA	Perm				Prot		Prot
Protected Phases		6			2					3		3
Permitted Phases			6			2						
Actuated Green, G (s)		52.3	52.3		52.3	52.3				38.0		38.0
Effective Green, g (s)		52.3	52.3		52.3	52.3				38.0		38.0
Actuated g/C Ratio		0.52	0.52		0.52	0.52				0.38		0.38
Clearance Time (s)		5.1	5.1		5.1	5.1				4.6		4.6
Vehicle Extension (s)		0.2	0.2		0.2	0.2				0.2		0.2
Lane Grp Cap (vph)		2583	779		1815	844				1330		1028
v/s Ratio Prot		0.31			c0.51					0.10		c0.38
v/s Ratio Perm			0.17			0.25						
v/c Ratio		0.60	0.33		0.97	0.47				0.26		0.99
Uniform Delay, d1		16.5	13.7		23.1	15.1				21.4		30.9
Progression Factor		1.87	10.84		1.00	1.00				1.00		1.00
Incremental Delay, d2		0.5	0.6		15.7	1.9				0.0		27.0
Delay (s)		31.6	150.1		38.9	17.1				21.4		58.0
Level of Service		C	F		D	B				C		E
Approach Delay (s/veh)		60.3			32.7			0.0			48.6	
Approach LOS		E			C			A			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	46.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.98		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	9.7
Intersection Capacity Utilization	90.7%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

4: Industrial Rd & Holly St

08/14/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	264	1155	38	778	1039	1013	42	182	413	389	172	162
Future Volume (vph)	264	1155	38	778	1039	1013	42	182	413	389	172	162
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.6	4.6		4.5	4.5	3.5	4.6	4.6	4.5	3.5	4.6	
Lane Util. Factor	1.00	0.91		0.97	0.95	1.00	1.00	1.00	0.88	0.97	1.00	
Frpb, ped/bikes	1.00	0.99		1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	0.99	1.00	1.00	1.00	1.00	
Frt	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.92	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1719	5056		3400	3471	1509	1638	1743	2632	3099	1689	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.55	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1719	5056		3400	3471	1509	965	1743	2632	3099	1689	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	264	1155	38	778	1039	1013	42	182	413	389	172	162
RTOR Reduction (vph)	0	3	0	0	0	165	0	0	0	0	41	0
Lane Group Flow (vph)	264	1190	0	778	1039	848	42	182	413	389	293	0
Confl. Peds. (#/hr)			2	2			2					2
Confl. Bikes (#/hr)												2
Heavy Vehicles (%)	5%	2%	4%	3%	4%	7%	10%	9%	8%	13%	4%	3%
Turn Type	Prot	NA		Prot	NA	pm+ov	Perm	NA	pm+ov	Prot	NA	
Protected Phases	1	6		5	2	3		4	5	3	8	
Permitted Phases					2	2	4		4			
Actuated Green, G (s)	23.4	21.8		30.3	28.7	46.2	13.2	13.2	43.5	17.5	34.2	
Effective Green, g (s)	23.4	21.8		30.3	28.7	46.2	13.2	13.2	43.5	17.5	34.2	
Actuated g/C Ratio	0.23	0.22		0.30	0.29	0.46	0.13	0.13	0.44	0.18	0.34	
Clearance Time (s)	4.6	4.6		4.5	4.5	3.5	4.6	4.6	4.5	3.5	4.6	
Vehicle Extension (s)	0.2	0.2		0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	
Lane Grp Cap (vph)	402	1102		1030	996	697	127	230	1144	542	577	
v/s Ratio Prot	0.15	0.24		c0.23	0.30	c0.21		c0.10	0.11	0.13	0.17	
v/s Ratio Perm						0.35	0.04		0.05			
v/c Ratio	0.65	1.07		0.75	1.04	1.21	0.33	0.79	0.36	0.71	0.50	
Uniform Delay, d1	34.6	39.1		31.4	35.6	26.9	39.3	42.0	18.9	38.9	26.1	
Progression Factor	1.00	1.00		0.89	1.01	1.02	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	2.9	51.3		0.8	27.8	101.5	0.5	15.7	0.0	3.7	0.2	
Delay (s)	37.6	90.4		28.9	64.0	129.0	39.9	57.8	19.0	42.6	26.4	
Level of Service	D	F		C	E	F	D	E	B	D	C	
Approach Delay (s/veh)		80.8			77.6			31.4			35.1	
Approach LOS		F			E			C			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	67.8	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.04		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	17.2
Intersection Capacity Utilization	97.9%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

5: Old County Rd & Holly St

08/14/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	258	1105	277	25	918	304	89	252	192	178	217	295
Future Volume (vph)	258	1105	277	25	918	304	89	252	192	178	217	295
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.1	3.0		4.1	4.0	3.0	5.1	4.1	4.0	5.1	5.1
Lane Util. Factor		0.95	1.00		0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes		1.00	0.97		1.00	0.97	1.00	1.00	0.98	1.00	1.00	1.00
Flpb, ped/bikes		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		1.00	0.85		1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.99	1.00		0.99	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		3534	1529		3460	1274	1736	1810	1527	1736	1743	1538
Flt Permitted		0.99	1.00		0.99	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)		3534	1529		3460	1274	1736	1810	1527	1736	1743	1538
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	263	1128	283	26	937	310	91	257	196	182	221	301
RTOR Reduction (vph)	0	0	104	0	0	94	0	0	24	0	0	26
Lane Group Flow (vph)	0	1391	179	0	963	216	91	257	172	182	221	275
Confl. Peds. (#/hr)	3		4	4		3			16	16		
Confl. Bikes (#/hr)									6			5
Heavy Vehicles (%)	2%	1%	3%	11%	4%	24%	4%	5%	4%	4%	9%	5%
Turn Type	Split	NA	pm+ov	Split	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pt+ov
Protected Phases	8	8	5	4	4	1	5	2	4	1	6	6 8
Permitted Phases			8			4			2			
Actuated Green, G (s)		50.9	66.9		36.8	51.1	16.0	20.7	57.5	14.3	20.0	75.0
Effective Green, g (s)		50.9	66.9		36.8	51.1	16.0	20.7	57.5	14.3	20.0	70.9
Actuated g/C Ratio		0.36	0.48		0.26	0.37	0.11	0.15	0.41	0.10	0.14	0.51
Clearance Time (s)		4.1	3.0		4.1	4.0	3.0	5.1	4.1	4.0	5.1	
Vehicle Extension (s)		0.2	0.2		0.2	0.2	0.2	0.2	0.2	0.2	0.2	
Lane Grp Cap (vph)		1284	730		909	465	198	267	627	177	249	778
v/s Ratio Prot		c0.39	0.03		c0.28	0.05	0.05	c0.14	0.07	c0.10	0.13	0.18
v/s Ratio Perm			0.09			0.12			0.04			
v/c Ratio		1.08	0.24		1.05	0.46	0.45	0.96	0.27	1.02	0.88	0.35
Uniform Delay, d1		44.5	21.6		51.6	33.9	57.9	59.2	27.4	62.8	58.8	20.7
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.10	1.13	1.39
Incremental Delay, d2		50.9	0.0		46.8	0.2	0.6	46.2	1.0	65.9	27.5	0.9
Delay (s)		95.4	21.6		98.4	34.2	58.5	105.5	28.4	135.6	94.5	29.9
Level of Service		F	C		F	C	E	F	C	F	F	C
Approach Delay (s/veh)		82.9			82.8			69.9			77.5	
Approach LOS		F			F			E			E	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	80.3	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.05		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	17.3
Intersection Capacity Utilization	104.3%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

6: Industrial Rd & Quarry Rd

08/14/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	44	15	83	11	65	17	74	382	99	221	454	103
Future Volume (vph)	44	15	83	11	65	17	74	382	99	221	454	103
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5			4.5		5.0	5.0		4.5	5.0	
Lane Util. Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Frpb, ped/bikes		1.00			1.00		1.00	0.99		1.00	0.99	
Flpb, ped/bikes		1.00			1.00		0.99	1.00		1.00	1.00	
Frt		0.92			0.97		1.00	0.96		1.00	0.97	
Flt Protected		0.98			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1637			1784		1804	1747		1805	1748	
Flt Permitted		0.90			0.95		0.44	1.00		0.95	1.00	
Satd. Flow (perm)		1510			1715		851	1747		1805	1748	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	45	15	86	11	67	18	76	394	102	228	468	106
RTOR Reduction (vph)	0	75	0	0	14	0	0	10	0	0	7	0
Lane Group Flow (vph)	0	71	0	0	82	0	76	486	0	228	567	0
Confl. Peds. (#/hr)							1		5	5		1
Heavy Vehicles (%)	17%	0%	0%	0%	0%	17%	0%	6%	0%	0%	6%	2%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Prot	NA	
Protected Phases		8			4			6		5	2	
Permitted Phases	8			4			6					
Actuated Green, G (s)		6.9			6.9		22.0	22.0		12.0	38.5	
Effective Green, g (s)		6.9			6.9		22.0	22.0		12.0	38.5	
Actuated g/C Ratio		0.13			0.13		0.40	0.40		0.22	0.70	
Clearance Time (s)		4.5			4.5		5.0	5.0		4.5	5.0	
Vehicle Extension (s)		3.5			3.0		4.0	4.0		3.0	4.0	
Lane Grp Cap (vph)		189			215		341	700		394	1225	
v/s Ratio Prot								c0.28		c0.13	0.32	
v/s Ratio Perm		0.05			c0.05		0.09					
v/c Ratio		0.37			0.38		0.22	0.69		0.57	0.46	
Uniform Delay, d1		22.0			22.0		10.8	13.6		19.1	3.6	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		1.4			1.1		0.4	3.2		2.0	0.3	
Delay (s)		23.4			23.1		11.2	16.8		21.2	4.0	
Level of Service		C			C		B	B		C	A	
Approach Delay (s/veh)		23.4			23.1			16.1			8.9	
Approach LOS		C			C			B			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	13.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	54.9	Sum of lost time (s)	14.0
Intersection Capacity Utilization	65.6%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

7: Industrial Rd & Taylor Way

08/14/2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	0	144	0	0	1	306	759	5	1	383	45
Future Volume (vph)	3	0	144	0	0	1	306	759	5	1	383	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5			4.5		4.5	4.5		4.5	4.5	
Lane Util. Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Frpb, ped/bikes		1.00			1.00		1.00	0.99		1.00	0.99	
Flpb, ped/bikes		1.00			1.00		1.00	1.00		0.99	1.00	
Frt		0.86			0.86		1.00	0.99		1.00	0.98	
Flt Protected		0.99			1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1615			1644		1687	1808		1804	1759	
Flt Permitted		0.99			1.00		0.95	1.00		0.36	1.00	
Satd. Flow (perm)		1604			1644		1687	1808		699	1759	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	3	0	148	0	0	1	315	782	5	1	395	46
RTOR Reduction (vph)	0	133	0	0	1	0	0	0	0	0	5	0
Lane Group Flow (vph)	0	18	0	0	0	0	315	787	0	1	436	0
Confl. Peds. (#/hr)							2		1	1		2
Heavy Vehicles (%)	2%	2%	2%	0%	0%	0%	7%	5%	0%	0%	6%	7%
Turn Type	Perm	NA			NA		Prot	NA		Perm	NA	
Protected Phases		4			8		5	2			6	
Permitted Phases	4			8						6		
Actuated Green, G (s)		5.1			5.1		13.1	35.8		18.2	18.2	
Effective Green, g (s)		5.1			5.1		13.1	35.8		18.2	18.2	
Actuated g/C Ratio		0.10			0.10		0.26	0.72		0.36	0.36	
Clearance Time (s)		4.5			4.5		4.5	4.5		4.5	4.5	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		163			168		442	1297		254	641	
v/s Ratio Prot					0.00		c0.19	c0.44			0.25	
v/s Ratio Perm		c0.01								0.00		
v/c Ratio		0.11			0.00		0.71	0.60		0.00	0.68	
Uniform Delay, d1		20.3			20.1		16.6	3.5		10.0	13.3	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.3			0.0		5.3	0.8		0.0	2.9	
Delay (s)		20.6			20.1		22.0	4.3		10.0	16.3	
Level of Service		C			C		C	A		B	B	
Approach Delay (s/veh)		20.6			20.1			9.4			16.3	
Approach LOS		C			C			A			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	12.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	49.9	Sum of lost time (s)	13.5
Intersection Capacity Utilization	67.4%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

8: Industrial Rd & Driveway

08/14/2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	1	105	104	0	32	10	1019	231	124	406	1
Future Volume (vph)	15	1	105	104	0	32	10	1019	231	124	406	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	
Lane Util. Factor		1.00		0.95	0.95		1.00	1.00	1.00	1.00	1.00	
Frpb, ped/bikes		1.00		1.00	0.98		1.00	1.00	0.98	1.00	0.99	
Flpb, ped/bikes		1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt		0.88		1.00	0.92		1.00	1.00	0.85	1.00	0.99	
Flt Protected		0.99		0.95	0.97		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1667		1715	1612		1805	1759	1589	1805	1711	
Flt Permitted		0.99		0.95	0.97		0.51	1.00	1.00	0.06	1.00	
Satd. Flow (perm)		1667		1715	1612		975	1759	1589	128	1711	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	16	1	111	109	0	34	11	1073	243	131	427	1
RTOR Reduction (vph)	0	105	0	0	67	0	0	0	62	0	0	0
Lane Group Flow (vph)	0	23	0	73	3	0	11	1073	181	131	428	0
Confl. Peds. (#/hr)	2					2			3			3
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%	11%	0%
Turn Type	Split	NA		Split	NA		Perm	NA	Perm	pm+pt	NA	
Protected Phases	4	4		8	8			2		1	6	
Permitted Phases							2		2	6		
Actuated Green, G (s)		5.0		3.9	3.9		57.4	57.4	57.4	66.9	66.9	
Effective Green, g (s)		5.0		3.9	3.9		57.4	57.4	57.4	66.9	66.9	
Actuated g/C Ratio		0.06		0.04	0.04		0.64	0.64	0.64	0.75	0.75	
Clearance Time (s)		4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	
Vehicle Extension (s)		3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		93		74	70		626	1130	1021	189	1281	
v/s Ratio Prot		c0.01		c0.04	0.00			c0.61		c0.04	0.25	
v/s Ratio Perm							0.01		0.11	0.48		
v/c Ratio		0.24		0.98	0.04		0.01	0.94	0.17	0.69	0.33	
Uniform Delay, d1		40.3		42.6	40.9		5.7	14.6	6.4	19.8	3.7	
Progression Factor		1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		1.4		99.2	0.2		0.0	15.9	0.0	10.4	0.1	
Delay (s)		41.7		141.9	41.1		5.7	30.5	6.5	30.3	3.9	
Level of Service		D		F	D		A	C	A	C	A	
Approach Delay (s/veh)		41.7			92.6			25.9			10.0	
Approach LOS		D			F			C			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	27.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	89.3	Sum of lost time (s)	18.0
Intersection Capacity Utilization	85.8%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis

9: Old County Rd & Quarry Rd

08/14/2024



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	44	109	506	138	383	492
Future Volume (Veh/h)	44	109	506	138	383	492
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	50	124	575	157	435	559
Pedestrians	4		1			
Lane Width (ft)	12.0		12.0			
Walking Speed (ft/s)	3.5		3.5			
Percent Blockage	0		0			
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						954
pX, platoon unblocked						
vC, conflicting volume	2088	658			736	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2088	658			736	
tC, single (s)	6.4	6.3			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.4			2.2	
p0 queue free %	0	72			49	
cM capacity (veh/h)	29	451			853	

Direction, Lane #	WB 1	WB 2	NB 1	SB 1	SB 2
Volume Total	50	124	732	290	704
Volume Left	50	0	0	290	145
Volume Right	0	124	157	0	0
cSH	29	451	1700	853	853
Volume to Capacity	1.75	0.28	0.43	0.51	0.51
Queue Length 95th (ft)	147	28	0	74	74
Control Delay (s/veh)	654.4	16.0	0.0	13.5	11.0
Lane LOS	F	C		B	B
Approach Delay (s/veh)	199.5		0.0	11.7	
Approach LOS	F				

Intersection Summary			
Average Delay	24.4		
Intersection Capacity Utilization	74.3%	ICU Level of Service	D
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis

10: Old County Rd & Taylor Way

08/14/2024



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	86	76	642	177	22	472
Future Volume (Veh/h)	86	76	642	177	22	472
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	93	83	698	192	24	513
Pedestrians	4		6			1
Lane Width (ft)	12.0		12.0			12.0
Walking Speed (ft/s)	3.5		3.5			3.5
Percent Blockage	0		0			0
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1365	799			894	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1365	799			894	
tC, single (s)	6.6	6.2			4.2	
tC, 2 stage (s)						
tF (s)	3.6	3.3			2.3	
p0 queue free %	36	78			97	
cM capacity (veh/h)	145	384			739	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	176	890	537
Volume Left	93	0	24
Volume Right	83	192	0
cSH	205	1700	739
Volume to Capacity	0.86	0.52	0.03
Queue Length 95th (ft)	162	0	3
Control Delay (s/veh)	78.6	0.0	0.9
Lane LOS	F		A
Approach Delay (s/veh)	78.6	0.0	0.9
Approach LOS	F		

Intersection Summary			
Average Delay	8.9		
Intersection Capacity Utilization	60.9%	ICU Level of Service	B
Analysis Period (min)	15		

HCM Signalized Intersection Capacity Analysis

1: Industrial Rd/Driveway & Harbor Blvd

08/14/2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	464	172	201	387	3	787	2	438	14	0	8
Future Volume (vph)	3	464	172	201	387	3	787	2	438	14	0	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0		4.5	4.9			4.9	
Lane Util. Factor	1.00	0.95		0.91	0.91		0.97	1.00			1.00	
Frpb, ped/bikes	1.00	0.99		1.00	0.99		1.00	0.98			1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00			0.99	
Frt	1.00	0.95		1.00	0.99		1.00	0.85			0.95	
Flt Protected	0.95	1.00		0.95	0.99		0.95	1.00			0.96	
Satd. Flow (prot)	1805	3364		1564	3437		3467	1561			1750	
Flt Permitted	0.95	1.00		0.95	0.99		0.95	1.00			1.00	
Satd. Flow (perm)	1805	3364		1564	3437		3467	1561			1806	
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	3	527	195	228	440	3	894	2	498	16	0	9
RTOR Reduction (vph)	0	38	0	0	1	0	0	312	0	0	25	0
Lane Group Flow (vph)	3	684	0	205	465	0	894	188	0	0	0	0
Confl. Peds. (#/hr)	12		3	3		12			4	4		
Heavy Vehicles (%)	0%	2%	3%	5%	0%	0%	1%	0%	2%	0%	0%	0%
Turn Type	Split	NA		Split	NA		Prot	NA		Perm	NA	
Protected Phases	6	6		2	2		7	4			8	
Permitted Phases										8		
Actuated Green, G (s)	21.8	21.8		16.8	16.8		26.2	32.0			1.3	
Effective Green, g (s)	21.8	21.8		16.8	16.8		26.2	32.0			1.3	
Actuated g/C Ratio	0.25	0.25		0.20	0.20		0.31	0.37			0.02	
Clearance Time (s)	5.0	5.0		5.0	5.0		4.5	4.9			4.9	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)	460	857		307	675		1062	584			27	
v/s Ratio Prot	0.00	c0.20		0.13	c0.14		c0.26	c0.12				
v/s Ratio Perm											0.00	
v/c Ratio	0.00	0.79		0.66	0.68		0.84	0.32			0.01	
Uniform Delay, d1	23.7	29.7		31.7	31.9		27.7	19.0			41.4	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	
Incremental Delay, d2	0.0	5.2		5.4	2.9		6.1	0.3			0.2	
Delay (s)	23.7	35.0		37.1	34.8		33.8	19.3			41.6	
Level of Service	C	D		D	C		C	B			D	
Approach Delay (s/veh)		34.9			35.5			28.6			41.6	
Approach LOS		C			D			C			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	32.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	85.5	Sum of lost time (s)	19.4
Intersection Capacity Utilization	71.3%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

2: Old County Rd & Harbor Blvd

08/14/2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	107	330	195	184	527	348	396	880	260	49	149	48
Future Volume (vph)	107	330	195	184	527	348	396	880	260	49	149	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.4	5.4		4.9	4.9		4.5	4.9	4.9	4.9	4.9	
Lane Util. Factor	1.00	0.95		0.91	0.91		1.00	1.00	1.00	1.00	1.00	
Frpb, ped/bikes	1.00	0.99		1.00	0.98		1.00	1.00	0.97	1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		0.99	1.00	1.00	1.00	1.00	
Frt	1.00	0.94		1.00	0.94		1.00	1.00	0.85	1.00	0.96	
Flt Protected	0.95	1.00		0.95	0.99		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1752	3370		1643	3204		1782	1881	1565	1805	1805	
Flt Permitted	0.95	1.00		0.95	0.99		0.48	1.00	1.00	0.08	1.00	
Satd. Flow (perm)	1752	3370		1643	3204		912	1881	1565	156	1805	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	115	355	210	198	567	374	426	946	280	53	160	52
RTOR Reduction (vph)	0	62	0	0	62	0	0	0	30	0	8	0
Lane Group Flow (vph)	115	503	0	178	899	0	426	946	250	53	204	0
Confl. Peds. (#/hr)	3		1	1		3	6		3	3		6
Confl. Bikes (#/hr)									9			5
Heavy Vehicles (%)	3%	1%	0%	0%	0%	1%	1%	1%	1%	0%	1%	0%
Turn Type	Split	NA		Split	NA		pm+pt	NA	Perm	Perm	NA	
Protected Phases	6	6		2	2		3	8			4	
Permitted Phases							8		8	4		
Actuated Green, G (s)	21.6	21.6		36.1	36.1		67.1	67.1	67.1	48.6	48.6	
Effective Green, g (s)	21.6	21.6		36.1	36.1		67.1	67.1	67.1	48.6	48.6	
Actuated g/C Ratio	0.15	0.15		0.26	0.26		0.48	0.48	0.48	0.35	0.35	
Clearance Time (s)	5.4	5.4		4.9	4.9		4.5	4.9	4.9	4.9	4.9	
Vehicle Extension (s)	2.5	2.5		2.5	2.5		3.0	2.5	2.5	2.5	2.5	
Lane Grp Cap (vph)	270	519		423	826		524	901	750	54	626	
v/s Ratio Prot	0.07	c0.15		0.11	c0.28		0.08	c0.50			0.11	
v/s Ratio Perm							0.31		0.16	0.34		
v/c Ratio	0.42	0.96		0.42	1.08		0.81	1.04	0.33	0.98	0.32	
Uniform Delay, d1	53.5	58.8		43.2	51.9		30.2	36.4	22.5	45.2	33.6	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	4.8	32.6		0.4	57.9		9.3	43.9	0.1	115.2	0.2	
Delay (s)	58.4	91.5		43.7	109.9		39.5	80.4	22.7	160.5	33.8	
Level of Service	E	F		D	F		D	F	C	F	C	
Approach Delay (s/veh)		85.9			99.5			60.1			59.1	
Approach LOS		F			F			E			E	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	76.8	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.09		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	19.7
Intersection Capacity Utilization	113.9%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

3: Holly St

08/14/2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1998	539	0	1342	824	0	0	0	216	0	725
Future Volume (vph)	0	1998	539	0	1342	824	0	0	0	216	0	725
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.1	5.1		5.1	5.1				4.6		4.6
Lane Util. Factor		0.91	1.00		0.95	1.00				0.97		0.88
Frpb, ped/bikes		1.00	0.97		1.00	0.97				1.00		1.00
Flpb, ped/bikes		1.00	1.00		1.00	1.00				1.00		1.00
Frt		1.00	0.85		1.00	0.85				1.00		0.85
Flt Protected		1.00	1.00		1.00	1.00				0.95		1.00
Satd. Flow (prot)		5136	1559		3539	1551				3502		2814
Flt Permitted		1.00	1.00		1.00	1.00				0.95		1.00
Satd. Flow (perm)		5136	1559		3539	1551				3502		2814
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	0	2148	580	0	1443	886	0	0	0	232	0	780
RTOR Reduction (vph)	0	0	231	0	0	352	0	0	0	0	0	40
Lane Group Flow (vph)	0	2148	349	0	1443	534	0	0	0	232	0	740
Confl. Peds. (#/hr)			4	4								
Confl. Bikes (#/hr)			3			1						
Heavy Vehicles (%)	0%	1%	1%	0%	2%	2%	0%	0%	2%	0%	0%	1%
Turn Type		NA	Perm		NA	Perm				Prot		Prot
Protected Phases		6			2					3		3
Permitted Phases			6			2						
Actuated Green, G (s)		54.2	54.2		54.2	54.2				26.1		26.1
Effective Green, g (s)		54.2	54.2		54.2	54.2				26.1		26.1
Actuated g/C Ratio		0.60	0.60		0.60	0.60				0.29		0.29
Clearance Time (s)		5.1	5.1		5.1	5.1				4.6		4.6
Vehicle Extension (s)		0.2	0.2		0.2	0.2				0.2		0.2
Lane Grp Cap (vph)		3093	938		2131	934				1015		816
v/s Ratio Prot		c0.42			0.41					0.07		c0.26
v/s Ratio Perm			0.22			0.34						
v/c Ratio		0.69	0.37		0.67	0.57				0.22		0.90
Uniform Delay, d1		12.2	9.1		12.0	10.8				24.2		30.7
Progression Factor		1.00	1.00		1.00	1.00				1.00		1.00
Incremental Delay, d2		1.3	1.1		1.7	2.5				0.0		13.2
Delay (s)		13.5	10.3		13.7	13.3				24.3		44.0
Level of Service		B	B		B	B				C		D
Approach Delay (s/veh)		12.8			13.6			0.0			39.5	
Approach LOS		B			B			A			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	17.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	9.7
Intersection Capacity Utilization	70.5%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

4: Industrial Rd & Holly St

08/14/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	108	901	49	365	1049	552	80	304	964	787	227	381
Future Volume (vph)	108	901	49	365	1049	552	80	304	964	787	227	381
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.6	4.6		4.5	4.5	3.5	4.6	4.6	4.5	3.5	4.6	
Lane Util. Factor	1.00	0.91		0.97	0.95	1.00	1.00	1.00	0.88	0.97	1.00	
Frpb, ped/bikes	1.00	0.99		1.00	1.00	0.98	1.00	1.00	1.00	1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	0.99	1.00	1.00	1.00	1.00	
Frt	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.90	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1752	5094		3467	3574	1531	1802	1863	2814	3433	1698	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.42	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1752	5094		3467	3574	1531	805	1863	2814	3433	1698	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	112	939	51	380	1093	575	83	317	1004	820	236	397
RTOR Reduction (vph)	0	6	0	0	0	68	0	0	0	0	60	0
Lane Group Flow (vph)	113	984	0	380	1093	507	83	317	1004	820	573	0
Confl. Peds. (#/hr)	2		5	5		2	3					3
Confl. Bikes (#/hr)						1						
Heavy Vehicles (%)	3%	1%	0%	1%	1%	4%	0%	2%	1%	2%	1%	0%
Turn Type	Prot	NA		Prot	NA	pm+ov	Perm	NA	pm+ov	Prot	NA	
Protected Phases	1	6		5	2	3		4	5	3	8	
Permitted Phases					2	2	4		4			
Actuated Green, G (s)	10.0	22.8		18.5	31.3	55.4	17.4	17.4	35.9	24.1	45.0	
Effective Green, g (s)	10.0	22.8		18.5	31.3	55.4	17.4	17.4	35.9	24.1	45.0	
Actuated g/C Ratio	0.10	0.23		0.19	0.31	0.55	0.17	0.17	0.36	0.24	0.45	
Clearance Time (s)	4.6	4.6		4.5	4.5	3.5	4.6	4.6	4.5	3.5	4.6	
Vehicle Extension (s)	0.2	0.2		0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	
Lane Grp Cap (vph)	175	1161		641	1118	848	140	324	1010	827	764	
v/s Ratio Prot	0.06	0.19		0.11	c0.31	0.14		0.17	c0.18	c0.24	0.34	
v/s Ratio Perm						0.19	0.10		0.17			
v/c Ratio	0.64	0.84		0.59	0.97	0.59	0.59	0.97	0.99	0.99	0.75	
Uniform Delay, d1	43.2	36.9		37.3	34.0	14.8	38.0	41.1	31.9	37.8	22.8	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	5.9	7.7		0.9	21.3	0.7	4.4	43.4	26.6	29.0	3.6	
Delay (s)	49.2	44.6		38.2	55.3	15.6	42.4	84.5	58.6	66.8	26.5	
Level of Service	D	D		D	E	B	D	F	E	E	C	
Approach Delay (s/veh)		45.1			41.0			63.5			49.3	
Approach LOS		D			D			E			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	49.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.02		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	17.2
Intersection Capacity Utilization	93.1%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

5: Old County Rd & Holly St

08/14/2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	200	781	88	55	1251	203	267	326	145	103	239	566
Future Volume (vph)	200	781	88	55	1251	203	267	326	145	103	239	566
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.1	3.0		4.1	4.0	3.0	5.1	4.1	4.0	5.1	5.1
Lane Util. Factor		0.95	1.00		0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes		1.00	0.97		1.00	0.96	1.00	1.00	0.98	1.00	1.00	1.00
Flpb, ped/bikes		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		1.00	0.85		1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.98	1.00		0.99	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		3497	1546		3555	1462	1770	1863	1556	1752	1900	1599
Flt Permitted		0.98	1.00		0.99	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)		3497	1546		3555	1462	1770	1863	1556	1752	1900	1599
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	208	814	92	57	1303	211	278	340	151	107	249	590
RTOR Reduction (vph)	0	0	45	0	0	48	0	0	17	0	0	27
Lane Group Flow (vph)	0	1022	47	0	1360	163	278	340	134	107	249	563
Confl. Peds. (#/hr)	5		5	5		5			15	15		
Confl. Bikes (#/hr)									4			7
Heavy Vehicles (%)	3%	2%	2%	9%	1%	7%	2%	2%	2%	3%	0%	1%
Turn Type	Split	NA	pm+ov	Split	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pt+ov
Protected Phases	8	8	5	4	4	1	5	2	4	1	6	6 8
Permitted Phases			8			4			2			
Actuated Green, G (s)		38.9	61.5		51.9	61.7	22.6	32.1	84.0	9.8	20.3	63.3
Effective Green, g (s)		38.9	61.5		51.9	61.7	22.6	32.1	84.0	9.8	20.3	59.2
Actuated g/C Ratio		0.26	0.41		0.35	0.41	0.15	0.21	0.56	0.07	0.14	0.39
Clearance Time (s)		4.1	3.0		4.1	4.0	3.0	5.1	4.1	4.0	5.1	
Vehicle Extension (s)		0.2	0.2		0.2	0.2	0.2	0.2	0.2	0.2	0.2	
Lane Grp Cap (vph)		906	633		1230	601	266	398	871	114	257	631
v/s Ratio Prot		c0.29	0.01		c0.38	0.02	c0.16	0.18	0.05	0.06	c0.13	0.35
v/s Ratio Perm			0.02			0.09			0.03			
v/c Ratio		1.12	0.07		1.10	0.27	1.04	0.85	0.15	0.93	0.96	0.89
Uniform Delay, d1		55.5	26.9		49.0	29.2	63.7	56.7	15.8	69.8	64.5	42.4
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		71.6	0.0		59.7	0.0	67.4	20.2	0.3	63.7	48.6	17.3
Delay (s)		127.2	26.9		108.7	29.3	131.1	76.9	16.2	133.5	113.2	59.7
Level of Service		F	C		F	C	F	E	B	F	F	E
Approach Delay (s/veh)		118.9			98.1			84.6			82.1	
Approach LOS		F			F			F			F	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	97.6	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.09		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	17.3
Intersection Capacity Utilization	105.4%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

6: Industrial Rd & Quarry Rd

08/14/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	123	4	67	19	299	112	45	745	17	48	311	46
Future Volume (vph)	123	4	67	19	299	112	45	745	17	48	311	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5			4.5		5.0	5.0		5.0	5.0	
Lane Util. Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Frpb, ped/bikes		0.99			1.00		1.00	0.99		1.00	0.99	
Flpb, ped/bikes		1.00			0.99		0.99	1.00		1.00	1.00	
Frt		0.95			0.96		1.00	0.99		1.00	0.98	
Flt Protected		0.96			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1693			1820		1750	1874		1805	1776	
Flt Permitted		0.39			0.98		0.43	1.00		0.08	1.00	
Satd. Flow (perm)		694			1790		796	1874		161	1776	
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	143	5	78	22	348	130	52	866	20	56	362	53
RTOR Reduction (vph)	0	19	0	0	13	0	0	1	0	0	5	0
Lane Group Flow (vph)	0	207	0	0	487	0	52	885	0	56	410	0
Confl. Peds. (#/hr)			1	1			1		2	2		1
Heavy Vehicles (%)	3%	0%	3%	0%	0%	2%	3%	1%	0%	0%	4%	9%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		8			4			6			2	
Permitted Phases	8			4			6			2		
Actuated Green, G (s)		33.7			33.7		47.3	47.3		47.3	47.3	
Effective Green, g (s)		33.7			33.7		47.3	47.3		47.3	47.3	
Actuated g/C Ratio		0.37			0.37		0.52	0.52		0.52	0.52	
Clearance Time (s)		4.5			4.5		5.0	5.0		5.0	5.0	
Vehicle Extension (s)		3.5			3.0		4.0	4.0		4.0	4.0	
Lane Grp Cap (vph)		258			666		416	979		84	928	
v/s Ratio Prot								c0.47			0.23	
v/s Ratio Perm		c0.30			0.27		0.07			0.35		
v/c Ratio		0.80			0.73		0.12	0.90		0.66	0.44	
Uniform Delay, d1		25.4			24.5		11.0	19.5		15.8	13.4	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		16.7			4.1		0.1	11.7		19.8	0.4	
Delay (s)		42.1			28.6		11.2	31.2		35.6	13.8	
Level of Service		D			C		B	C		D	B	
Approach Delay (s/veh)		42.1			28.6			30.1			16.4	
Approach LOS		D			C			C			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	28.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	90.5	Sum of lost time (s)	9.5
Intersection Capacity Utilization	98.0%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

7: Industrial Rd & Taylor Way

08/14/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	13	0	307	0	0	0	145	638	2	1	591	27
Future Volume (vph)	13	0	307	0	0	0	145	638	2	1	591	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5					4.5	4.5		4.5	4.5	
Lane Util. Factor		1.00					1.00	1.00		1.00	1.00	
Frpb, ped/bikes		1.00					1.00	1.00		1.00	0.99	
Flpb, ped/bikes		1.00					1.00	1.00		0.99	1.00	
Frt		0.87					1.00	0.99		1.00	0.99	
Flt Protected		0.99					0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1604					1752	1862		1802	1845	
Flt Permitted		0.98					0.95	1.00		0.39	1.00	
Satd. Flow (perm)		1588					1752	1862		755	1845	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	14	0	337	0	0	0	159	701	2	1	649	30
RTOR Reduction (vph)	0	291	0	0	0	0	0	0	0	0	2	0
Lane Group Flow (vph)	0	60	0	0	0	0	159	703	0	1	677	0
Confl. Peds. (#/hr)							3			3		
Confl. Bikes (#/hr)												2
Heavy Vehicles (%)	0%	0%	3%	0%	0%	0%	3%	2%	0%	0%	2%	7%
Turn Type	Perm	NA					Prot	NA		Perm	NA	
Protected Phases		4			8		5	2			6	
Permitted Phases	4			8						6		
Actuated Green, G (s)		8.3					10.2	43.0		28.3	28.3	
Effective Green, g (s)		8.3					10.2	43.0		28.3	28.3	
Actuated g/C Ratio		0.14					0.17	0.71		0.47	0.47	
Clearance Time (s)		4.5					4.5	4.5		4.5	4.5	
Vehicle Extension (s)		3.0					3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		218					296	1327		354	865	
v/s Ratio Prot							0.09	c0.38			c0.37	
v/s Ratio Perm		c0.04								0.00		
v/c Ratio		0.27					0.53	0.52		0.00	0.78	
Uniform Delay, d1		23.3					22.8	3.9		8.5	13.4	
Progression Factor		1.00					1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.6					1.8	0.3		0.0	4.6	
Delay (s)		24.0					24.7	4.3		8.5	18.1	
Level of Service		C					C	A		A	B	
Approach Delay (s/veh)		24.0			0.0			8.1			18.0	
Approach LOS		C			A			A			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	14.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	60.3	Sum of lost time (s)	13.5
Intersection Capacity Utilization	71.7%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

8: Industrial Rd & Driveway

08/14/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	0	13	374	0	71	91	611	59	24	914	12
Future Volume (vph)	2	0	13	374	0	71	91	611	59	24	914	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	
Lane Util. Factor		1.00		0.95	0.95		1.00	1.00	1.00	1.00	1.00	
Frpb, ped/bikes		1.00		1.00	1.00		1.00	1.00	1.00	1.00	0.99	
Flpb, ped/bikes		1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt		0.88		1.00	0.95		1.00	1.00	0.85	1.00	0.99	
Flt Protected		0.99		0.95	0.96		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1663		1715	1650		1805	1810	1615	1805	1877	
Flt Permitted		0.99		0.95	0.96		0.09	1.00	1.00	0.29	1.00	
Satd. Flow (perm)		1663		1715	1650		186	1810	1615	555	1877	
Peak-hour factor, PHF	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Adj. Flow (vph)	2	0	16	456	0	87	111	745	72	29	1115	15
RTOR Reduction (vph)	0	18	0	0	42	0	0	0	18	0	0	0
Lane Group Flow (vph)	0	0	0	278	223	0	111	745	54	29	1130	0
Confl. Peds. (#/hr)							5					5
Heavy Vehicles (%)	0%	0%	0%	0%	0%	2%	0%	5%	0%	0%	1%	0%
Turn Type	Split	NA		Split	NA		Perm	NA	Perm	Perm	NA	
Protected Phases	4	4		8	8			2			6	
Permitted Phases							2		2	6		
Actuated Green, G (s)		1.9		21.2	21.2		90.4	90.4	90.4	90.4	90.4	
Effective Green, g (s)		1.9		21.2	21.2		90.4	90.4	90.4	90.4	90.4	
Actuated g/C Ratio		0.01		0.17	0.17		0.71	0.71	0.71	0.71	0.71	
Clearance Time (s)		4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	
Vehicle Extension (s)		3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		24		286	275		132	1288	1149	395	1336	
v/s Ratio Prot		c0.00		c0.16	0.14			0.41			c0.60	
v/s Ratio Perm							0.60		0.03	0.05		
v/c Ratio		0.01		0.97	0.81		0.84	0.57	0.04	0.07	0.84	
Uniform Delay, d1		61.6		52.6	50.9		13.1	8.9	5.4	5.5	13.2	
Progression Factor		1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		0.1		45.2	16.4		35.7	0.6	0.0	0.0	5.1	
Delay (s)		61.8		97.8	67.4		48.8	9.5	5.4	5.6	18.3	
Level of Service		E		F	E		D	A	A	A	B	
Approach Delay (s/veh)		61.8			83.0			13.9			18.0	
Approach LOS		E			F			B			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	30.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	127.0	Sum of lost time (s)	13.5
Intersection Capacity Utilization	84.3%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis

9: Old County Rd & Quarry Rd

08/14/2024



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	186	494	727	61	125	504
Future Volume (Veh/h)	186	494	727	61	125	504
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	219	581	855	72	147	593
Pedestrians	10		2			9
Lane Width (ft)	12.0		12.0			12.0
Walking Speed (ft/s)	3.5		3.5			3.5
Percent Blockage	0		0			0
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						954
pX, platoon unblocked						
vC, conflicting volume	1790	910			937	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1790	910			937	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	0	0			79	
cM capacity (veh/h)	69	330			712	

Direction, Lane #	WB 1	WB 2	NB 1	SB 1	SB 2
Volume Total	219	581	927	147	593
Volume Left	219	0	0	147	0
Volume Right	0	581	72	0	0
cSH	69	330	1700	712	1700
Volume to Capacity	3.15	1.76	0.55	0.21	0.35
Queue Length 95th (ft)	Err	932	0	19	0
Control Delay (s/veh)	Err	383.0	0.0	11.4	0.0
Lane LOS	F	F		B	
Approach Delay (s/veh)	3015.4		0.0	2.3	
Approach LOS	F				

Intersection Summary			
Average Delay	978.5		
Intersection Capacity Utilization	80.2%	ICU Level of Service	D
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis

10: Old County Rd & Taylor Way

08/14/2024



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	134	62	554	94	28	728
Future Volume (Veh/h)	134	62	554	94	28	728
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	152	70	630	107	32	827
Pedestrians	5					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	3.5					
Percent Blockage	0					
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1580	689			742	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1580	689			742	
tC, single (s)	6.4	6.2			4.2	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.3	
p0 queue free %	0	84			96	
cM capacity (veh/h)	114	447			839	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	222	737	859
Volume Left	152	0	32
Volume Right	70	107	0
cSH	149	1700	839
Volume to Capacity	1.49	0.43	0.04
Queue Length 95th (ft)	370	0	3
Control Delay (s/veh)	309.2	0.0	1.0
Lane LOS	F		A
Approach Delay (s/veh)	309.2	0.0	1.0
Approach LOS	F		

Intersection Summary			
Average Delay	38.2		
Intersection Capacity Utilization	78.9%	ICU Level of Service	D
Analysis Period (min)	15		

HCM 7th Signalized Intersection Summary

6: Industrial Rd & Quarry Rd

11/20/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	2	15	9	0	6	20	194	19	36	217	42
Future Volume (veh/h)	12	2	15	9	0	6	20	194	19	36	217	42
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1648	1900	1900	1900	1900	1648	1900	1811	1900	1900	1811	1870
Adj Flow Rate, veh/h	12	2	15	9	0	6	21	200	20	37	224	43
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	17	0	0	0	0	17	0	6	0	0	6	2
Cap, veh/h	20	3	25	16	0	11	39	1047	104	64	996	188
Arrive On Green	0.03	0.03	0.03	0.02	0.00	0.02	0.02	0.33	0.33	0.04	0.35	0.35
Sat Flow, veh/h	706	118	882	1034	0	690	1810	3160	313	1810	2885	544
Grp Volume(v), veh/h	29	0	0	15	0	0	21	108	112	37	132	135
Grp Sat Flow(s),veh/h/ln	1706	0	0	1724	0	0	1810	1721	1752	1810	1721	1708
Q Serve(g_s), s	0.5	0.0	0.0	0.3	0.0	0.0	0.4	1.4	1.4	0.6	1.7	1.7
Cycle Q Clear(g_c), s	0.5	0.0	0.0	0.3	0.0	0.0	0.4	1.4	1.4	0.6	1.7	1.7
Prop In Lane	0.41		0.52	0.60		0.40	1.00		0.18	1.00		0.32
Lane Grp Cap(c), veh/h	49	0	0	27	0	0	39	570	581	64	594	590
V/C Ratio(X)	0.60	0.00	0.00	0.56	0.00	0.00	0.54	0.19	0.19	0.58	0.22	0.23
Avail Cap(c_a), veh/h	1982	0	0	1157	0	0	1244	1971	2007	1244	1126	1118
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.7	0.0	0.0	14.9	0.0	0.0	14.8	7.3	7.3	14.5	7.1	7.1
Incr Delay (d2), s/veh	13.2	0.0	0.0	16.7	0.0	0.0	11.3	0.2	0.2	8.1	0.3	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	0.2	0.0	0.0	0.2	0.4	0.4	0.3	0.4	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	27.9	0.0	0.0	31.6	0.0	0.0	26.1	7.5	7.5	22.6	7.4	7.4
LnGrp LOS	C			C			C	A	A	C	A	A
Approach Vol, veh/h		29			15			241			304	
Approach Delay, s/veh		27.9			31.6			9.1			9.2	
Approach LOS		C			C			A			A	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	4.7	15.6		5.0	5.1	15.1		5.4				
Change Period (Y+Rc), s	4.0	5.0		4.5	4.0	5.0		4.5				
Max Green Setting (Gmax), s	21.0	20.0		20.5	21.0	35.0		35.5				
Max Q Clear Time (g_c+I1), s	2.4	3.7		2.3	2.6	3.4		2.5				
Green Ext Time (p_c), s	0.0	1.8		0.0	0.1	1.9		0.1				

Intersection Summary	
HCM 7th Control Delay, s/veh	10.7
HCM 7th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	0	55	0	0	1	84	284		1	225	45
Future Vol, veh/h	3	0	55	0	0	1	84	284		1	225	45
Conflicting Peds, #/hr	0	0	0	0	0	0	2	0	1	1	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	65	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	0	0	0	7		0	0	6	7
Mvmt Flow	3	0	57	0	0	1	87	293		1	232	46

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	579	731	141	588	752	150	280	0	0	299	0	0
Stage 1	259	259	-	470	470	-	-	-	-	-	-	-
Stage 2	320	472	-	118	282	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.5	6.5	6.9	4.24	-	-	4.1	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.5	4	3.3	2.27	-	-	2.2	-	-
Pot Cap-1 Maneuver	398	347	881	397	342	876	1244	-	-	1274	-	-
Stage 1	723	692	-	549	564	-	-	-	-	-	-	-
Stage 2	666	557	-	880	681	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	369	322	879	345	317	875	1241	-	-	1273	-	-
Mov Cap-2 Maneuver	369	322	-	345	317	-	-	-	-	-	-	-
Stage 1	721	690	-	510	524	-	-	-	-	-	-	-
Stage 2	619	518	-	822	679	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9.73	9.12	1.83	0.03
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1241	-	-	821	875	1273	-	-
HCM Lane V/C Ratio	0.07	-	-	0.073	0.001	0.001	-	-
HCM Control Delay (s/veh)	8.1	-	-	9.7	9.1	7.8	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.2	0	0	-	-

Intersection	
Int Delay, s/veh	1.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	12	22	190	41	38	206
Future Vol, veh/h	12	22	190	41	38	206
Conflicting Peds, #/hr	1	0	0	4	4	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	9	8	2	5	7
Mvmt Flow	14	25	216	47	43	234

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	565	243	0	0	267	0
Stage 1	243	-	-	-	-	-
Stage 2	321	-	-	-	-	-
Critical Hdwy	6.4	6.29	-	-	4.15	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.381	-	-	2.245	-
Pot Cap-1 Maneuver	490	779	-	-	1280	-
Stage 1	802	-	-	-	-	-
Stage 2	739	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	469	776	-	-	1275	-
Mov Cap-2 Maneuver	469	-	-	-	-	-
Stage 1	799	-	-	-	-	-
Stage 2	710	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	11.09	0	1.23
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	630	280	-
HCM Lane V/C Ratio	-	-	0.061	0.034	-
HCM Control Delay (s/veh)	-	-	11.1	7.9	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0.1	-

Intersection	
Int Delay, s/veh	2.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	38	50	182	43	18	187
Future Vol, veh/h	38	50	182	43	18	187
Conflicting Peds, #/hr	6	1	0	4	4	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	16	2	4	7	6	6
Mvmt Flow	41	54	198	47	20	203

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	474	226	0	0	249	0
Stage 1	225	-	-	-	-	-
Stage 2	248	-	-	-	-	-
Critical Hdwy	6.56	6.22	-	-	4.16	-
Critical Hdwy Stg 1	5.56	-	-	-	-	-
Critical Hdwy Stg 2	5.56	-	-	-	-	-
Follow-up Hdwy	3.644	3.318	-	-	2.254	-
Pot Cap-1 Maneuver	525	813	-	-	1294	-
Stage 1	780	-	-	-	-	-
Stage 2	761	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	511	809	-	-	1289	-
Mov Cap-2 Maneuver	511	-	-	-	-	-
Stage 1	777	-	-	-	-	-
Stage 2	744	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	11.54	0	0.69
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	646	158	-
HCM Lane V/C Ratio	-	-	0.148	0.015	-
HCM Control Delay (s/veh)	-	-	11.5	7.8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.5	0	-

HCM 7th Signalized Intersection Summary

6: Industrial Rd & Quarry Rd

11/20/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	1	32	11	5	61	34	419	0	6	135	34
Future Volume (veh/h)	30	1	32	11	5	61	34	419	0	6	135	34
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1900	1856	1900	1900	1870	1856	1885	1900	1900	1841	1767
Adj Flow Rate, veh/h	35	1	37	13	6	71	40	487	0	7	157	40
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	3	0	3	0	0	2	3	1	0	0	4	9
Cap, veh/h	51	1	54	17	8	95	66	1135	0	14	797	198
Arrive On Green	0.06	0.06	0.06	0.07	0.07	0.07	0.04	0.32	0.00	0.01	0.29	0.29
Sat Flow, veh/h	815	23	862	238	110	1302	1767	3676	0	1810	2775	688
Grp Volume(v), veh/h	73	0	0	90	0	0	40	487	0	7	97	100
Grp Sat Flow(s),veh/h/ln	1700	0	0	1650	0	0	1767	1791	0	1810	1749	1714
Q Serve(g_s), s	1.4	0.0	0.0	1.8	0.0	0.0	0.7	3.6	0.0	0.1	1.4	1.5
Cycle Q Clear(g_c), s	1.4	0.0	0.0	1.8	0.0	0.0	0.7	3.6	0.0	0.1	1.4	1.5
Prop In Lane	0.48		0.51	0.14		0.79	1.00		0.00	1.00		0.40
Lane Grp Cap(c), veh/h	106	0	0	120	0	0	66	1135	0	14	502	493
V/C Ratio(X)	0.69	0.00	0.00	0.75	0.00	0.00	0.61	0.43	0.00	0.51	0.19	0.20
Avail Cap(c_a), veh/h	1811	0	0	1015	0	0	1113	3761	0	1140	1049	1029
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.3	0.0	0.0	15.1	0.0	0.0	15.8	9.0	0.0	16.5	9.0	9.0
Incr Delay (d2), s/veh	9.1	0.0	0.0	8.9	0.0	0.0	8.8	0.4	0.0	26.8	0.3	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.0	0.8	0.0	0.0	0.4	1.0	0.0	0.1	0.4	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	24.4	0.0	0.0	24.0	0.0	0.0	24.6	9.4	0.0	43.3	9.2	9.3
LnGrp LOS	C			C			C	A		D	A	A
Approach Vol, veh/h		73			90			527			204	
Approach Delay, s/veh		24.4			24.0			10.5			10.4	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.2	14.6		6.9	4.3	15.6		6.6				
Change Period (Y+Rc), s	4.0	5.0		4.5	4.0	5.0		4.5				
Max Green Setting (Gmax), s	21.0	20.0		20.5	21.0	35.0		35.5				
Max Q Clear Time (g_c+I1), s	2.7	3.5		3.8	2.1	5.6		3.4				
Green Ext Time (p_c), s	0.1	1.3		0.4	0.0	4.9		0.5				

Intersection Summary	
HCM 7th Control Delay, s/veh	13.0
HCM 7th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	0	71	0	0	0	62	470	2	0	172	27
Future Vol, veh/h	12	0	71	0	0	0	62	470	2	0	172	27
Conflicting Peds, #/hr	0	0	0	0	0	0	3	0	0	3	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	65	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	3	0	0	0	3	2	0	0	2	7
Mvmt Flow	13	0	78	0	0	0	68	516	2	0	189	30

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	601	862	112	748	876	259	222	0	0	-	-	0
Stage 1	207	207	-	654	654	-	-	-	-	-	-	-
Stage 2	395	655	-	95	222	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.96	7.5	6.5	6.9	4.16	-	-	-	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.33	3.5	4	3.3	2.23	-	-	-	-	-
Pot Cap-1 Maneuver	388	295	916	305	290	746	1337	-	-	0	-	-
Stage 1	782	734	-	427	466	-	-	-	-	0	-	-
Stage 2	607	466	-	908	724	-	-	-	-	0	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	367	279	913	264	274	746	1333	-	-	-	-	-
Mov Cap-2 Maneuver	367	279	-	264	274	-	-	-	-	-	-	-
Stage 1	779	732	-	405	442	-	-	-	-	-	-	-
Stage 2	576	442	-	830	722	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	10.45	0	0.91	0
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	1333	-	-	752	-	-	-
HCM Lane V/C Ratio	0.051	-	-	0.121	-	-	-
HCM Control Delay (s/veh)	7.8	-	-	10.4	0	-	-
HCM Lane LOS	A	-	-	B	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.4	-	-	-

Intersection	
Int Delay, s/veh	3.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	40	96	329	38	44	183
Future Vol, veh/h	40	96	329	38	44	183
Conflicting Peds, #/hr	2	9	0	10	10	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	3	0	2	0	5	3
Mvmt Flow	47	113	387	45	52	215

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	740	428	0	0	442	0
Stage 1	419	-	-	-	-	-
Stage 2	321	-	-	-	-	-
Critical Hdwy	6.43	6.2	-	-	4.15	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.3	-	-	2.245	-
Pot Cap-1 Maneuver	383	631	-	-	1102	-
Stage 1	661	-	-	-	-	-
Stage 2	733	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	358	619	-	-	1092	-
Mov Cap-2 Maneuver	358	-	-	-	-	-
Stage 1	655	-	-	-	-	-
Stage 2	692	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	15.26	0	1.64
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	510	349	-
HCM Lane V/C Ratio	-	-	0.314	0.047	-
HCM Control Delay (s/veh)	-	-	15.3	8.5	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	1.3	0.1	-

Intersection	
Int Delay, s/veh	2.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	55	56	276	21	15	215
Future Vol, veh/h	55	56	276	21	15	215
Conflicting Peds, #/hr	0	0	0	5	5	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	4	0	2	14	7	0
Mvmt Flow	63	64	314	24	17	244

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	609	331	0	0	343	0
Stage 1	331	-	-	-	-	-
Stage 2	278	-	-	-	-	-
Critical Hdwy	6.44	6.2	-	-	4.17	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	3.3	-	-	2.263	-
Pot Cap-1 Maneuver	455	716	-	-	1189	-
Stage 1	724	-	-	-	-	-
Stage 2	764	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	445	712	-	-	1183	-
Mov Cap-2 Maneuver	445	-	-	-	-	-
Stage 1	720	-	-	-	-	-
Stage 2	751	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	13.5	0	0.53
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	549	117	-
HCM Lane V/C Ratio	-	-	0.23	0.014	-
HCM Control Delay (s/veh)	-	-	13.5	8.1	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.9	0	-

HCM 7th Signalized Intersection Summary

6: Industrial Rd & Quarry Rd

11/20/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	15	81	11	65	17	29	360	99	221	382	42
Future Volume (veh/h)	38	15	81	11	65	17	29	360	99	221	382	42
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1648	1900	1900	1900	1900	1648	1900	1811	1900	1900	1811	1870
Adj Flow Rate, veh/h	39	15	84	11	67	18	30	371	102	228	394	43
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	17	0	0	0	0	17	0	6	0	0	6	2
Cap, veh/h	157	27	110	113	147	37	556	538	148	302	1056	115
Arrive On Green	0.11	0.11	0.11	0.11	0.11	0.11	0.39	0.39	0.39	0.17	0.66	0.66
Sat Flow, veh/h	400	253	1016	138	1351	344	964	1365	375	1810	1604	175
Grp Volume(v), veh/h	138	0	0	96	0	0	30	0	473	228	0	437
Grp Sat Flow(s),veh/h/ln	1669	0	0	1833	0	0	964	0	1741	1810	0	1779
Q Serve(g_s), s	1.2	0.0	0.0	0.0	0.0	0.0	0.8	0.0	9.2	4.9	0.0	4.5
Cycle Q Clear(g_c), s	3.2	0.0	0.0	2.0	0.0	0.0	0.8	0.0	9.2	4.9	0.0	4.5
Prop In Lane	0.28		0.61	0.11		0.19	1.00		0.22	1.00		0.10
Lane Grp Cap(c), veh/h	294	0	0	297	0	0	556	0	685	302	0	1172
V/C Ratio(X)	0.47	0.00	0.00	0.32	0.00	0.00	0.05	0.00	0.69	0.75	0.00	0.37
Avail Cap(c_a), veh/h	599	0	0	643	0	0	1025	0	1534	797	0	2525
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	17.6	0.0	0.0	17.1	0.0	0.0	7.8	0.0	10.3	16.2	0.0	3.2
Incr Delay (d2), s/veh	1.4	0.0	0.0	0.6	0.0	0.0	0.1	0.0	1.8	3.8	0.0	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	0.0	0.8	0.0	0.0	0.1	0.0	2.9	2.0	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	19.0	0.0	0.0	17.7	0.0	0.0	7.8	0.0	12.1	20.0	0.0	3.4
LnGrp LOS	B			B			A		B	C		A
Approach Vol, veh/h		138			96			503			665	
Approach Delay, s/veh		19.0			17.7			11.8			9.1	
Approach LOS		B			B			B			A	

Timer - Assigned Phs	2	4		6		8						
Phs Duration (G+Y+Rc), s	31.9	8.9	10.8	21.1		8.9						
Change Period (Y+Rc), s	5.0	4.5	4.0	5.0		4.5						
Max Green Setting (Gmax), s	58.0	12.5	18.0	36.0		12.5						
Max Q Clear Time (g_c+I1), s	6.5	4.0	6.9	11.2		5.2						
Green Ext Time (p_c), s	4.7	0.2	0.5	4.8		0.4						

Intersection Summary	
HCM 7th Control Delay, s/veh	11.7
HCM 7th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

HCM 7th Signalized Intersection Summary

7: Industrial Rd & Taylor Way

11/20/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	0	144	0	0	1	306	686	5	1	308	45
Future Volume (veh/h)	3	0	144	0	0	1	306	686	5	1	308	45
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1900	1900	1900	1796	1826	1900	1900	1811	1796
Adj Flow Rate, veh/h	3	0	148	0	0	1	315	707	5	1	318	46
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	0	0	0	7	5	0	0	6	7
Cap, veh/h	113	2	201	0	0	208	417	1086	8	110	652	93
Arrive On Green	0.13	0.00	0.13	0.00	0.00	0.13	0.24	0.60	0.60	0.22	0.22	0.22
Sat Flow, veh/h	17	14	1554	0	0	1610	1711	1811	13	3	2952	422
Grp Volume(v), veh/h	151	0	0	0	0	1	315	0	712	194	0	171
Grp Sat Flow(s),veh/h/ln	1585	0	0	0	0	1610	1711	0	1824	1807	0	1570
Q Serve(g_s), s	1.1	0.0	0.0	0.0	0.0	0.0	5.7	0.0	8.5	0.0	0.0	3.2
Cycle Q Clear(g_c), s	3.0	0.0	0.0	0.0	0.0	0.0	5.7	0.0	8.5	3.1	0.0	3.2
Prop In Lane	0.02		0.98	0.00		1.00	1.00		0.01	0.01		0.27
Lane Grp Cap(c), veh/h	316	0	0	0	0	208	417	0	1094	508	0	347
V/C Ratio(X)	0.48	0.00	0.00	0.00	0.00	0.00	0.76	0.00	0.65	0.38	0.00	0.49
Avail Cap(c_a), veh/h	992	0	0	0	0	897	1313	0	2882	1328	0	1063
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.9	0.0	0.0	0.0	0.0	12.6	11.7	0.0	4.4	11.3	0.0	11.3
Incr Delay (d2), s/veh	1.1	0.0	0.0	0.0	0.0	0.0	2.8	0.0	0.7	0.5	0.0	1.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	0.0	0.0	0.0	0.0	1.9	0.0	1.1	1.0	0.0	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	15.0	0.0	0.0	0.0	0.0	12.6	14.5	0.0	5.0	11.8	0.0	12.4
LnGrp LOS	B					B	B		A	B		B
Approach Vol, veh/h		151			1			1027			365	
Approach Delay, s/veh		15.0			12.6			7.9			12.1	
Approach LOS		B			B			A			B	

Timer - Assigned Phs	2	4	5	6	8
Phs Duration (G+Y+Rc), s	24.4	8.8	12.6	11.8	8.8
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	52.5	18.5	25.5	22.5	18.5
Max Q Clear Time (g_c+I1), s	10.5	5.0	7.7	5.2	2.0
Green Ext Time (p_c), s	6.1	0.7	0.9	2.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	9.6
HCM 7th LOS	A

Intersection	
Int Delay, s/veh	14.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	44	109	387	138	383	463
Future Vol, veh/h	44	109	387	138	383	463
Conflicting Peds, #/hr	1	0	0	4	4	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	9	8	2	5	7
Mvmt Flow	50	124	440	157	435	526

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1920	522	0	0	601	0
Stage 1	522	-	-	-	-	-
Stage 2	1398	-	-	-	-	-
Critical Hdwy	6.4	6.29	-	-	4.15	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.381	-	-	2.245	-
Pot Cap-1 Maneuver	75	541	-	-	962	-
Stage 1	599	-	-	-	-	-
Stage 2	231	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 41	539	-	-	958	-
Mov Cap-2 Maneuver	~ 41	-	-	-	-	-
Stage 1	597	-	-	-	-	-
Stage 2	126	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/veh	16.92	0	5.36
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	41	539	958	-
HCM Lane V/C Ratio	-	-	1.23	0.23	0.454	-
HCM Control Delay (s/veh)	-	-	$ 372.7	13.7	11.8	-
HCM Lane LOS	-	-	F	B	B	-
HCM 95th %tile Q(veh)	-	-	5	0.9	2.4	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	4.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	77	64	524	167	18	444
Future Vol, veh/h	77	64	524	167	18	444
Conflicting Peds, #/hr	6	1	0	4	4	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	16	2	4	7	6	6
Mvmt Flow	84	70	570	182	20	483

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1192	665	0	0	755	0
Stage 1	664	-	-	-	-	-
Stage 2	528	-	-	-	-	-
Critical Hdwy	6.56	6.22	-	-	4.16	-
Critical Hdwy Stg 1	5.56	-	-	-	-	-
Critical Hdwy Stg 2	5.56	-	-	-	-	-
Follow-up Hdwy	3.644	3.318	-	-	2.254	-
Pot Cap-1 Maneuver	194	460	-	-	838	-
Stage 1	486	-	-	-	-	-
Stage 2	564	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	186	458	-	-	834	-
Mov Cap-2 Maneuver	186	-	-	-	-	-
Stage 1	485	-	-	-	-	-
Stage 2	543	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	38.51	0	0.37
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	254	70	-
HCM Lane V/C Ratio	-	-	0.602	0.023	-
HCM Control Delay (s/veh)	-	-	38.5	9.4	0
HCM Lane LOS	-	-	E	A	A
HCM 95th %tile Q(veh)	-	-	3.5	0.1	-

HCM 7th Signalized Intersection Summary

6: Industrial Rd & Quarry Rd

11/20/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	89	4	59	19	299	112	36	680	17	47	287	34
Future Volume (veh/h)	89	4	59	19	299	112	36	680	17	47	287	34
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1900	1856	1900	1900	1870	1856	1885	1900	1900	1841	1767
Adj Flow Rate, veh/h	103	5	69	22	348	130	42	791	20	55	334	40
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	3	0	3	0	0	2	3	1	0	0	4	9
Cap, veh/h	223	29	108	67	427	154	516	976	25	226	860	103
Arrive On Green	0.33	0.33	0.33	0.33	0.33	0.33	0.53	0.53	0.53	0.53	0.53	0.53
Sat Flow, veh/h	425	89	329	38	1299	470	1000	1830	46	683	1612	193
Grp Volume(v), veh/h	177	0	0	500	0	0	42	0	811	55	0	374
Grp Sat Flow(s),veh/h/ln	844	0	0	1807	0	0	1000	0	1877	683	0	1806
Q Serve(g_s), s	0.0	0.0	0.0	4.2	0.0	0.0	1.8	0.0	24.4	4.9	0.0	8.4
Cycle Q Clear(g_c), s	13.3	0.0	0.0	17.6	0.0	0.0	10.2	0.0	24.4	29.4	0.0	8.4
Prop In Lane	0.58		0.39	0.04		0.26	1.00		0.02	1.00		0.11
Lane Grp Cap(c), veh/h	360	0	0	649	0	0	516	0	1001	226	0	963
V/C Ratio(X)	0.49	0.00	0.00	0.77	0.00	0.00	0.08	0.00	0.81	0.24	0.00	0.39
Avail Cap(c_a), veh/h	573	0	0	983	0	0	782	0	1501	409	0	1444
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	19.2	0.0	0.0	21.4	0.0	0.0	12.4	0.0	13.2	25.3	0.0	9.4
Incr Delay (d2), s/veh	1.3	0.0	0.0	2.1	0.0	0.0	0.1	0.0	2.7	0.8	0.0	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	0.0	0.0	7.2	0.0	0.0	0.4	0.0	9.4	0.8	0.0	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	20.4	0.0	0.0	23.5	0.0	0.0	12.5	0.0	15.9	26.0	0.0	9.8
LnGrp LOS	C			C			B		B	C		A
Approach Vol, veh/h		177			500			853			429	
Approach Delay, s/veh		20.4			23.5			15.7			11.9	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	41.7	27.1	41.7	27.1
Change Period (Y+Rc), s	5.0	4.5	5.0	4.5
Max Green Setting (Gmax), s	55.0	35.5	55.0	35.5
Max Q Clear Time (g_c+I1), s	31.4	19.6	26.4	15.3
Green Ext Time (p_c), s	4.0	3.0	10.2	1.4

Intersection Summary	
HCM 7th Control Delay, s/veh	17.3
HCM 7th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

HCM 7th Signalized Intersection Summary

7: Industrial Rd & Taylor Way

11/20/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	0	307	0	0	0	145	561	2	0	556	27
Future Volume (veh/h)	12	0	307	0	0	0	145	561	2	0	556	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1856	1900	1900	1900	1856	1870	1900	1900	1870	1796
Adj Flow Rate, veh/h	13	0	337	0	0	0	159	616	2	0	611	30
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	3	0	0	0	3	2	0	0	2	7
Cap, veh/h	66	9	391	0	478	0	203	1124	4	116	734	36
Arrive On Green	0.25	0.00	0.25	0.00	0.00	0.00	0.11	0.60	0.60	0.00	0.42	0.42
Sat Flow, veh/h	25	35	1553	0	1900	0	1767	1863	6	818	1765	87
Grp Volume(v), veh/h	350	0	0	0	0	0	159	0	618	0	0	641
Grp Sat Flow(s),veh/h/ln	1613	0	0	0	1900	0	1767	0	1869	818	0	1852
Q Serve(g_s), s	3.7	0.0	0.0	0.0	0.0	0.0	5.4	0.0	12.2	0.0	0.0	19.2
Cycle Q Clear(g_c), s	12.9	0.0	0.0	0.0	0.0	0.0	5.4	0.0	12.2	0.0	0.0	19.2
Prop In Lane	0.04		0.96	0.00		0.00	1.00		0.00	1.00		0.05
Lane Grp Cap(c), veh/h	466	0	0	0	478	0	203	0	1128	116	0	770
V/C Ratio(X)	0.75	0.00	0.00	0.00	0.00	0.00	0.78	0.00	0.55	0.00	0.00	0.83
Avail Cap(c_a), veh/h	546	0	0	0	572	0	384	0	1876	360	0	1322
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	22.2	0.0	0.0	0.0	0.0	0.0	26.7	0.0	7.3	0.0	0.0	16.2
Incr Delay (d2), s/veh	4.9	0.0	0.0	0.0	0.0	0.0	6.5	0.0	0.4	0.0	0.0	2.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	0.0	0.0	0.0	0.0	0.0	2.5	0.0	3.8	0.0	0.0	7.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	27.1	0.0	0.0	0.0	0.0	0.0	33.2	0.0	7.7	0.0	0.0	18.6
LnGrp LOS	C						C		A			B
Approach Vol, veh/h		350			0			777			641	
Approach Delay, s/veh		27.1			0.0			12.9			18.6	
Approach LOS		C						B			B	

Timer - Assigned Phs	2	4	5	6	8
Phs Duration (G+Y+Rc), s	42.0	20.1	11.6	30.3	20.1
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	62.3	18.7	13.5	44.3	18.7
Max Q Clear Time (g_c+I1), s	14.2	14.9	7.4	21.2	0.0
Green Ext Time (p_c), s	4.9	0.8	0.2	4.6	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	17.8
HCM 7th LOS	B

Intersection	
Int Delay, s/veh	124.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	186	494	682	61	44	429
Future Vol, veh/h	186	494	682	61	44	429
Conflicting Peds, #/hr	2	9	0	10	10	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	3	0	2	0	5	3
Mvmt Flow	219	581	802	72	52	505

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1458	857	0	0	884	0
Stage 1	848	-	-	-	-	-
Stage 2	610	-	-	-	-	-
Critical Hdwy	6.43	6.2	-	-	4.15	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.3	-	-	2.245	-
Pot Cap-1 Maneuver	~ 142	~ 360	-	-	753	-
Stage 1	418	-	-	-	-	-
Stage 2	540	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 130	~ 353	-	-	746	-
Mov Cap-2 Maneuver	~ 130	-	-	-	-	-
Stage 1	414	-	-	-	-	-
Stage 2	502	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, $/s	$ 347.32	0	0.95
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	130	353	746	-
HCM Lane V/C Ratio	-	-	1.678	1.645	0.069	-
HCM Control Delay (s/veh)	-	-	$ 395.2	$ 329.3	10.2	-
HCM Lane LOS	-	-	F	F	B	-
HCM 95th %tile Q(veh)	-	-	16.1	34.7	0.2	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	28.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	134	62	512	94	27	651
Future Vol, veh/h	134	62	512	94	27	651
Conflicting Peds, #/hr	0	0	0	5	5	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	4	0	2	14	7	0
Mvmt Flow	152	70	582	107	31	740

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1441	640	0	0	694	0
Stage 1	640	-	-	-	-	-
Stage 2	801	-	-	-	-	-
Critical Hdwy	6.44	6.2	-	-	4.17	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	3.3	-	-	2.263	-
Pot Cap-1 Maneuver	~ 144	479	-	-	879	-
Stage 1	521	-	-	-	-	-
Stage 2	438	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 135	477	-	-	875	-
Mov Cap-2 Maneuver	~ 135	-	-	-	-	-
Stage 1	519	-	-	-	-	-
Stage 2	412	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/veh	$ 212.21	0	0.37
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	175	72	-
HCM Lane V/C Ratio	-	-	1.274	0.035	-
HCM Control Delay (s/veh)	-	-	212.2	9.3	0
HCM Lane LOS	-	-	F	A	A
HCM 95th %tile Q(veh)	-	-	12.6	0.1	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

HCM 7th Signalized Intersection Summary

6: Industrial Rd & Quarry Rd

11/20/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	2	17	9	0	6	65	216	19	36	289	103
Future Volume (veh/h)	18	2	17	9	0	6	65	216	19	36	289	103
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1648	1900	1900	1900	1900	1648	1900	1811	1900	1900	1811	1870
Adj Flow Rate, veh/h	19	2	18	9	0	6	67	223	20	37	298	106
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	17	0	0	0	0	17	0	6	0	0	6	2
Cap, veh/h	31	3	29	16	0	11	103	1049	93	64	767	267
Arrive On Green	0.04	0.04	0.04	0.02	0.00	0.02	0.06	0.33	0.33	0.04	0.31	0.31
Sat Flow, veh/h	836	88	792	1034	0	690	1810	3194	284	1810	2497	869
Grp Volume(v), veh/h	39	0	0	15	0	0	67	119	124	37	203	201
Grp Sat Flow(s),veh/h/ln	1716	0	0	1724	0	0	1810	1721	1757	1810	1721	1646
Q Serve(g_s), s	0.7	0.0	0.0	0.3	0.0	0.0	1.1	1.5	1.6	0.6	2.9	3.0
Cycle Q Clear(g_c), s	0.7	0.0	0.0	0.3	0.0	0.0	1.1	1.5	1.6	0.6	2.9	3.0
Prop In Lane	0.49		0.46	0.60		0.40	1.00		0.16	1.00		0.53
Lane Grp Cap(c), veh/h	63	0	0	27	0	0	103	565	577	64	528	506
V/C Ratio(X)	0.62	0.00	0.00	0.56	0.00	0.00	0.65	0.21	0.21	0.58	0.38	0.40
Avail Cap(c_a), veh/h	1975	0	0	1146	0	0	1232	1953	1995	1232	1116	1068
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.6	0.0	0.0	15.1	0.0	0.0	14.2	7.5	7.5	14.6	8.4	8.4
Incr Delay (d2), s/veh	11.2	0.0	0.0	16.7	0.0	0.0	6.9	0.3	0.3	8.1	0.7	0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	0.2	0.0	0.0	0.6	0.4	0.4	0.3	0.8	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	25.9	0.0	0.0	31.8	0.0	0.0	21.1	7.7	7.7	22.7	9.0	9.1
LnGrp LOS	C			C			C	A	A	C	A	A
Approach Vol, veh/h		39			15			310			441	
Approach Delay, s/veh		25.9			31.8			10.6			10.2	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	5.7	14.5		5.0	5.1	15.1		5.6				
Change Period (Y+Rc), s	4.0	5.0		4.5	4.0	5.0		4.5				
Max Green Setting (Gmax), s	21.6	20.0		20.5	21.0	35.0		35.5				
Max Q Clear Time (g_c+I1), s	3.1	5.0		2.3	2.6	3.6		2.7				
Green Ext Time (p_c), s	0.1	2.9		0.0	0.1	2.1		0.2				

Intersection Summary	
HCM 7th Control Delay, s/veh	11.5
HCM 7th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	0	55	0	0	1	84	357	5	1	300	45
Future Vol, veh/h	3	0	55	0	0	1	84	357	5	1	300	45
Conflicting Peds, #/hr	0	0	0	0	0	0	2	0	1	1	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	65	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	0	0	0	7	5	0	0	6	7
Mvmt Flow	3	0	57	0	0	1	87	368	5	1	309	46

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	694	884	180	702	905	188	358	0	0	374	0	0
Stage 1	337	337	-	545	545	-	-	-	-	-	-	-
Stage 2	357	547	-	157	360	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.5	6.5	6.9	4.24	-	-	4.1	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.5	4	3.3	2.27	-	-	2.2	-	-
Pot Cap-1 Maneuver	329	283	832	329	279	829	1162	-	-	1195	-	-
Stage 1	651	640	-	495	522	-	-	-	-	-	-	-
Stage 2	633	516	-	836	630	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	304	261	830	283	257	828	1160	-	-	1194	-	-
Mov Cap-2 Maneuver	304	261	-	283	257	-	-	-	-	-	-	-
Stage 1	649	638	-	458	482	-	-	-	-	-	-	-
Stage 2	585	477	-	778	628	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	10.13	9.35	1.57	0.02
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1160	-	-	762	828	1194	-	-
HCM Lane V/C Ratio	0.075	-	-	0.078	0.001	0.001	-	-
HCM Control Delay (s/veh)	8.4	-	-	10.1	9.4	8	-	-
HCM Lane LOS	A	-	-	B	A	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.3	0	0	-	-

Intersection	
Int Delay, s/veh	1.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	12	22	309	41	38	235
Future Vol, veh/h	12	22	309	41	38	235
Conflicting Peds, #/hr	1	0	0	4	4	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	9	8	2	5	7
Mvmt Flow	14	25	351	47	43	267

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	733	378	0	0	402	0
Stage 1	378	-	-	-	-	-
Stage 2	354	-	-	-	-	-
Critical Hdwy	6.4	6.29	-	-	4.15	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.381	-	-	2.245	-
Pot Cap-1 Maneuver	391	653	-	-	1141	-
Stage 1	697	-	-	-	-	-
Stage 2	715	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	372	651	-	-	1137	-
Mov Cap-2 Maneuver	372	-	-	-	-	-
Stage 1	694	-	-	-	-	-
Stage 2	682	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	12.57	0	1.15
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	514	251	-
HCM Lane V/C Ratio	-	-	0.075	0.038	-
HCM Control Delay (s/veh)	-	-	12.6	8.3	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0.1	-

Intersection	
Int Delay, s/veh	2.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	47	62	300	53	22	215
Future Vol, veh/h	47	62	300	53	22	215
Conflicting Peds, #/hr	6	1	0	4	4	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	16	2	4	7	6	6
Mvmt Flow	51	67	326	58	24	234

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	646	360	0	0	388	0
Stage 1	359	-	-	-	-	-
Stage 2	288	-	-	-	-	-
Critical Hdwy	6.56	6.22	-	-	4.16	-
Critical Hdwy Stg 1	5.56	-	-	-	-	-
Critical Hdwy Stg 2	5.56	-	-	-	-	-
Follow-up Hdwy	3.644	3.318	-	-	2.254	-
Pot Cap-1 Maneuver	415	685	-	-	1149	-
Stage 1	677	-	-	-	-	-
Stage 2	730	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	401	681	-	-	1145	-
Mov Cap-2 Maneuver	401	-	-	-	-	-
Stage 1	674	-	-	-	-	-
Stage 2	709	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	13.88	0	0.76
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	523	167	-
HCM Lane V/C Ratio	-	-	0.226	0.021	-
HCM Control Delay (s/veh)	-	-	13.9	8.2	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.9	0.1	-

HCM 7th Signalized Intersection Summary

6: Industrial Rd & Quarry Rd

12/13/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	64	1	40	11	5	61	43	484	0	7	159	46
Future Volume (veh/h)	64	1	40	11	5	61	43	484	0	7	159	46
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1900	1856	1900	1900	1870	1856	1885	1900	1900	1841	1767
Adj Flow Rate, veh/h	74	1	47	13	6	71	50	563	0	8	185	53
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	3	0	3	0	0	2	3	1	0	0	4	9
Cap, veh/h	112	2	71	17	8	96	76	1190	0	15	803	224
Arrive On Green	0.11	0.11	0.11	0.07	0.07	0.07	0.04	0.33	0.00	0.01	0.30	0.30
Sat Flow, veh/h	1046	14	664	238	110	1301	1767	3676	0	1810	2699	752
Grp Volume(v), veh/h	122	0	0	90	0	0	50	563	0	8	118	120
Grp Sat Flow(s),veh/h/ln	1724	0	0	1650	0	0	1767	1791	0	1810	1749	1702
Q Serve(g_s), s	2.6	0.0	0.0	2.0	0.0	0.0	1.0	4.7	0.0	0.2	1.9	2.0
Cycle Q Clear(g_c), s	2.6	0.0	0.0	2.0	0.0	0.0	1.0	4.7	0.0	0.2	1.9	2.0
Prop In Lane	0.61		0.39	0.14		0.79	1.00		0.00	1.00		0.44
Lane Grp Cap(c), veh/h	184	0	0	121	0	0	76	1190	0	15	520	506
V/C Ratio(X)	0.66	0.00	0.00	0.74	0.00	0.00	0.65	0.47	0.00	0.52	0.23	0.24
Avail Cap(c_a), veh/h	1629	0	0	900	0	0	988	3336	0	1011	931	906
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.1	0.0	0.0	17.1	0.0	0.0	17.7	9.9	0.0	18.6	9.9	10.0
Incr Delay (d2), s/veh	4.9	0.0	0.0	8.6	0.0	0.0	9.1	0.4	0.0	24.4	0.3	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	0.0	0.9	0.0	0.0	0.6	1.4	0.0	0.2	0.6	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	21.0	0.0	0.0	25.7	0.0	0.0	26.8	10.4	0.0	42.9	10.3	10.3
LnGrp LOS	C			C			C	B		D	B	B
Approach Vol, veh/h		122			90			613			246	
Approach Delay, s/veh		21.0			25.7			11.7			11.3	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.6	16.2		7.3	4.3	17.5		8.5				
Change Period (Y+Rc), s	4.0	5.0		4.5	4.0	5.0		4.5				
Max Green Setting (Gmax), s	21.6	20.0		20.5	21.0	35.0		35.5				
Max Q Clear Time (g_c+I1), s	3.0	4.0		4.0	2.2	6.7		4.6				
Green Ext Time (p_c), s	0.1	1.6		0.4	0.0	5.8		0.8				

Intersection Summary	
HCM 7th Control Delay, s/veh	13.9
HCM 7th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	13	0	71	0	0	0	62	547	2	1	207	27
Future Vol, veh/h	13	0	71	0	0	0	62	547	2	1	207	27
Conflicting Peds, #/hr	0	0	0	0	0	0	3	0	0	3	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	65	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	3	0	0	0	3	2	0	0	2	7
Mvmt Flow	14	0	78	0	0	0	68	601	2	1	227	30

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	684	990	132	857	1004	305	260	0	0	606	0	0
Stage 1	248	248	-	741	741	-	-	-	-	-	-	-
Stage 2	437	743	-	116	262	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.96	7.5	6.5	6.9	4.16	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.33	3.5	4	3.3	2.23	-	-	2.2	-	-
Pot Cap-1 Maneuver	339	248	890	254	244	697	1294	-	-	982	-	-
Stage 1	740	705	-	378	426	-	-	-	-	-	-	-
Stage 2	574	425	-	882	695	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	319	234	888	219	229	695	1290	-	-	979	-	-
Mov Cap-2 Maneuver	319	234	-	219	229	-	-	-	-	-	-	-
Stage 1	737	702	-	357	402	-	-	-	-	-	-	-
Stage 2	543	401	-	804	692	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	10.96	0	0.81	0.04
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1290	-	-	696	-	979	-	-
HCM Lane V/C Ratio	0.053	-	-	0.133	-	0.001	-	-
HCM Control Delay (s/veh)	7.9	-	-	11	0	8.7	-	-
HCM Lane LOS	A	-	-	B	A	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.5	-	0	-	-

Intersection	
Int Delay, s/veh	3.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	40	96	374	38	45	258
Future Vol, veh/h	40	96	374	38	45	258
Conflicting Peds, #/hr	2	9	0	10	10	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	3	0	2	0	5	3
Mvmt Flow	47	113	440	45	53	304

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	884	481	0	0	495	0
Stage 1	472	-	-	-	-	-
Stage 2	411	-	-	-	-	-
Critical Hdwy	6.43	6.2	-	-	4.15	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.3	-	-	2.245	-
Pot Cap-1 Maneuver	315	589	-	-	1054	-
Stage 1	625	-	-	-	-	-
Stage 2	667	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	292	578	-	-	1044	-
Mov Cap-2 Maneuver	292	-	-	-	-	-
Stage 1	619	-	-	-	-	-
Stage 2	625	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	17.39	0	1.28
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	449	267	-
HCM Lane V/C Ratio	-	-	0.356	0.051	-
HCM Control Delay (s/veh)	-	-	17.4	8.6	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	1.6	0.2	-

Intersection	
Int Delay, s/veh	2.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	55	56	318	21	16	292
Future Vol, veh/h	55	56	318	21	16	292
Conflicting Peds, #/hr	0	0	0	5	5	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	4	0	2	14	7	0
Mvmt Flow	63	64	361	24	18	332

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	746	378	0	0	390	0
Stage 1	378	-	-	-	-	-
Stage 2	368	-	-	-	-	-
Critical Hdwy	6.44	6.2	-	-	4.17	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	3.3	-	-	2.263	-
Pot Cap-1 Maneuver	378	673	-	-	1142	-
Stage 1	688	-	-	-	-	-
Stage 2	696	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	369	670	-	-	1136	-
Mov Cap-2 Maneuver	369	-	-	-	-	-
Stage 1	685	-	-	-	-	-
Stage 2	682	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	15.24	0	0.43
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	477	94	-
HCM Lane V/C Ratio	-	-	0.265	0.016	-
HCM Control Delay (s/veh)	-	-	15.2	8.2	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	1.1	0	-

HCM 7th Signalized Intersection Summary

6: Industrial Rd & Quarry Rd

11/20/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	15	83	11	65	17	74	382	99	221	454	103
Future Volume (veh/h)	44	15	83	11	65	17	74	382	99	221	454	103
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1648	1900	1900	1900	1900	1648	1900	1811	1900	1900	1811	1870
Adj Flow Rate, veh/h	45	15	86	11	67	18	76	394	102	228	468	106
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	17	0	0	0	0	17	0	6	0	0	6	2
Cap, veh/h	160	33	120	108	169	43	497	539	139	294	936	212
Arrive On Green	0.12	0.12	0.12	0.12	0.12	0.12	0.39	0.39	0.39	0.16	0.66	0.66
Sat Flow, veh/h	406	267	964	121	1359	342	850	1385	359	1810	1428	323
Grp Volume(v), veh/h	146	0	0	96	0	0	76	0	496	228	0	574
Grp Sat Flow(s),veh/h/ln	1637	0	0	1822	0	0	850	0	1744	1810	0	1751
Q Serve(g_s), s	1.5	0.0	0.0	0.0	0.0	0.0	2.6	0.0	10.5	5.2	0.0	7.3
Cycle Q Clear(g_c), s	3.6	0.0	0.0	2.1	0.0	0.0	2.6	0.0	10.5	5.2	0.0	7.3
Prop In Lane	0.31		0.59	0.11		0.19	1.00		0.21	1.00		0.18
Lane Grp Cap(c), veh/h	313	0	0	320	0	0	497	0	678	294	0	1148
V/C Ratio(X)	0.47	0.00	0.00	0.30	0.00	0.00	0.15	0.00	0.73	0.77	0.00	0.50
Avail Cap(c_a), veh/h	1081	0	0	1196	0	0	688	0	1069	523	0	1763
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.1	0.0	0.0	17.5	0.0	0.0	8.9	0.0	11.3	17.3	0.0	3.8
Incr Delay (d2), s/veh	1.3	0.0	0.0	0.5	0.0	0.0	0.2	0.0	2.2	4.4	0.0	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	0.0	0.8	0.0	0.0	0.4	0.0	3.5	2.2	0.0	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	19.4	0.0	0.0	18.0	0.0	0.0	9.1	0.0	13.5	21.7	0.0	4.3
LnGrp LOS	B			B			A		B	C		A
Approach Vol, veh/h		146			96			572			802	
Approach Delay, s/veh		19.4			18.0			12.9			9.2	
Approach LOS		B			B			B			A	

Timer - Assigned Phs	2	4		6		8						
Phs Duration (G+Y+Rc), s	33.3	9.9	11.5	21.8		9.9						
Change Period (Y+Rc), s	5.0	4.5	4.5	5.0		4.5						
Max Green Setting (Gmax), s	43.5	27.0	12.5	26.5		27.0						
Max Q Clear Time (g_c+I1), s	9.3	4.1	7.2	12.5		5.6						
Green Ext Time (p_c), s	6.5	0.4	0.3	4.3		0.9						

Intersection Summary												
HCM 7th Control Delay, s/veh	12.0											
HCM 7th LOS	B											

HCM 7th Signalized Intersection Summary

7: Industrial Rd & Taylor Way

11/20/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	0	144	0	0	1	306	759	5	1	383	45
Future Volume (veh/h)	3	0	144	0	0	1	306	759	5	1	383	45
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1900	1900	1900	1796	1826	1900	1900	1811	1796
Adj Flow Rate, veh/h	3	0	148	0	0	1	315	782	5	1	395	46
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	0	0	0	7	5	0	0	6	7
Cap, veh/h	87	2	205	0	0	212	382	1194	8	398	526	61
Arrive On Green	0.13	0.00	0.13	0.00	0.00	0.13	0.22	0.66	0.66	0.33	0.33	0.33
Sat Flow, veh/h	14	17	1554	0	0	1610	1711	1812	12	698	1592	185
Grp Volume(v), veh/h	151	0	0	0	0	1	315	0	787	1	0	441
Grp Sat Flow(s),veh/h/ln	1586	0	0	0	0	1610	1711	0	1824	698	0	1777
Q Serve(g_s), s	0.8	0.0	0.0	0.0	0.0	0.0	7.5	0.0	11.1	0.0	0.0	9.5
Cycle Q Clear(g_c), s	3.9	0.0	0.0	0.0	0.0	0.0	7.5	0.0	11.1	0.0	0.0	9.5
Prop In Lane	0.02		0.98	0.00		1.00	1.00		0.01	1.00		0.10
Lane Grp Cap(c), veh/h	294	0	0	0	0	212	382	0	1201	398	0	587
V/C Ratio(X)	0.51	0.00	0.00	0.00	0.00	0.00	0.82	0.00	0.66	0.00	0.00	0.75
Avail Cap(c_a), veh/h	1081	0	0	0	0	1013	498	0	1870	607	0	1118
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	17.9	0.0	0.0	0.0	0.0	16.2	15.9	0.0	4.4	9.6	0.0	12.8
Incr Delay (d2), s/veh	1.4	0.0	0.0	0.0	0.0	0.0	8.4	0.0	0.6	0.0	0.0	2.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	0.0	0.0	0.0	0.0	3.4	0.0	1.8	0.0	0.0	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	19.3	0.0	0.0	0.0	0.0	16.2	24.3	0.0	5.0	9.6	0.0	14.8
LnGrp LOS	B					B	C		A	A		B
Approach Vol, veh/h		151			1			1102			442	
Approach Delay, s/veh		19.3			16.2			10.5			14.8	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	2	4	5	6	8
Phs Duration (G+Y+Rc), s	32.8	10.2	14.1	18.7	10.2
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	44.0	27.0	12.5	27.0	27.0
Max Q Clear Time (g_c+I1), s	13.1	5.9	9.5	11.5	2.0
Green Ext Time (p_c), s	6.8	0.8	0.3	2.5	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	12.4
HCM 7th LOS	B

Intersection	
Int Delay, s/veh	21.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	44	109	506	138	383	492
Future Vol, veh/h	44	109	506	138	383	492
Conflicting Peds, #/hr	1	0	0	4	4	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	9	8	2	5	7
Mvmt Flow	50	124	575	157	435	559

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2088	657	0	0	736	0
Stage 1	657	-	-	-	-	-
Stage 2	1431	-	-	-	-	-
Critical Hdwy	6.4	6.29	-	-	4.15	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.381	-	-	2.245	-
Pot Cap-1 Maneuver	59	452	-	-	856	-
Stage 1	519	-	-	-	-	-
Stage 2	223	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 29	451	-	-	853	-
Mov Cap-2 Maneuver	~ 29	-	-	-	-	-
Stage 1	517	-	-	-	-	-
Stage 2	109	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	99.89	0	5.92
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	29	451	853	-
HCM Lane V/C Ratio	-	-	1.747	0.275	0.51	-
HCM Control Delay (s/veh)	-	-	$ 655.5	16	13.5	-
HCM Lane LOS	-	-	F	C	B	-
HCM 95th %tile Q(veh)	-	-	5.9	1.1	3	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	9.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	86	76	642	177	22	472
Future Vol, veh/h	86	76	642	177	22	472
Conflicting Peds, #/hr	6	1	0	4	4	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	16	2	4	7	6	6
Mvmt Flow	93	83	698	192	24	513

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1365	799	0	0	894	0
Stage 1	798	-	-	-	-	-
Stage 2	567	-	-	-	-	-
Critical Hdwy	6.56	6.22	-	-	4.16	-
Critical Hdwy Stg 1	5.56	-	-	-	-	-
Critical Hdwy Stg 2	5.56	-	-	-	-	-
Follow-up Hdwy	3.644	3.318	-	-	2.254	-
Pot Cap-1 Maneuver	152	385	-	-	742	-
Stage 1	420	-	-	-	-	-
Stage 2	541	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	143	384	-	-	739	-
Mov Cap-2 Maneuver	143	-	-	-	-	-
Stage 1	418	-	-	-	-	-
Stage 2	514	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	81.32	0	0.45
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	203	80	-
HCM Lane V/C Ratio	-	-	0.868	0.032	-
HCM Control Delay (s/veh)	-	-	81.3	10	0
HCM Lane LOS	-	-	F	B	A
HCM 95th %tile Q(veh)	-	-	6.6	0.1	-

HCM 7th Signalized Intersection Summary

6: Industrial Rd & Quarry Rd

11/20/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	123	4	67	19	299	112	45	745	17	48	311	46
Future Volume (veh/h)	123	4	67	19	299	112	45	745	17	48	311	46
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1900	1856	1900	1900	1870	1856	1885	1900	1900	1841	1767
Adj Flow Rate, veh/h	143	5	78	22	348	130	52	866	20	56	362	53
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	3	0	3	0	0	2	3	1	0	0	4	9
Cap, veh/h	215	21	88	58	452	164	477	1001	23	172	856	125
Arrive On Green	0.34	0.34	0.34	0.34	0.34	0.34	0.55	0.55	0.55	0.55	0.55	0.55
Sat Flow, veh/h	426	61	256	41	1312	475	963	1835	42	637	1569	230
Grp Volume(v), veh/h	226	0	0	500	0	0	52	0	886	56	0	415
Grp Sat Flow(s),veh/h/ln	743	0	0	1829	0	0	963	0	1877	637	0	1799
Q Serve(g_s), s	5.5	0.0	0.0	0.0	0.0	0.0	2.9	0.0	35.1	7.2	0.0	11.8
Cycle Q Clear(g_c), s	26.8	0.0	0.0	21.3	0.0	0.0	14.7	0.0	35.1	42.2	0.0	11.8
Prop In Lane	0.63		0.35	0.04		0.26	1.00		0.02	1.00		0.13
Lane Grp Cap(c), veh/h	324	0	0	673	0	0	477	0	1024	172	0	981
V/C Ratio(X)	0.70	0.00	0.00	0.74	0.00	0.00	0.11	0.00	0.87	0.33	0.00	0.42
Avail Cap(c_a), veh/h	410	0	0	813	0	0	554	0	1174	223	0	1125
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.1	0.0	0.0	25.6	0.0	0.0	15.9	0.0	16.9	35.1	0.0	11.6
Incr Delay (d2), s/veh	4.2	0.0	0.0	3.0	0.0	0.0	0.1	0.0	6.7	1.5	0.0	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	0.0	0.0	9.4	0.0	0.0	0.6	0.0	15.4	1.2	0.0	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	32.3	0.0	0.0	28.6	0.0	0.0	16.1	0.0	23.6	36.6	0.0	12.0
LnGrp LOS	C			C			B		C	D		B
Approach Vol, veh/h		226			500			938			471	
Approach Delay, s/veh		32.3			28.6			23.2			14.9	
Approach LOS		C			C			C			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	52.1	34.2	52.1	34.2
Change Period (Y+Rc), s	5.0	4.5	5.0	4.5
Max Green Setting (Gmax), s	54.0	36.5	54.0	36.5
Max Q Clear Time (g_c+I1), s	44.2	23.3	37.1	28.8
Green Ext Time (p_c), s	2.8	2.7	8.8	1.1

Intersection Summary	
HCM 7th Control Delay, s/veh	23.6
HCM 7th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

HCM 7th Signalized Intersection Summary

7: Industrial Rd & Taylor Way

11/20/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	0	307	0	0	0	145	638	2	1	591	27
Future Volume (veh/h)	13	0	307	0	0	0	145	638	2	1	591	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1856	1900	1900	1900	1856	1870	1900	1900	1870	1796
Adj Flow Rate, veh/h	14	0	337	0	0	0	159	701	2	1	649	30
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	3	0	0	0	3	2	0	0	2	7
Cap, veh/h	63	10	404	0	496	0	199	1127	3	384	752	35
Arrive On Green	0.26	0.00	0.26	0.00	0.00	0.00	0.11	0.60	0.60	0.42	0.42	0.42
Sat Flow, veh/h	27	37	1548	0	1900	0	1767	1864	5	755	1771	82
Grp Volume(v), veh/h	351	0	0	0	0	0	159	0	703	1	0	679
Grp Sat Flow(s),veh/h/ln	1613	0	0	0	1900	0	1767	0	1869	755	0	1853
Q Serve(g_s), s	3.7	0.0	0.0	0.0	0.0	0.0	5.9	0.0	16.0	0.1	0.0	22.3
Cycle Q Clear(g_c), s	13.7	0.0	0.0	0.0	0.0	0.0	5.9	0.0	16.0	4.0	0.0	22.3
Prop In Lane	0.04		0.96	0.00		0.00	1.00		0.00	1.00		0.04
Lane Grp Cap(c), veh/h	477	0	0	0	496	0	199	0	1131	384	0	787
V/C Ratio(X)	0.74	0.00	0.00	0.00	0.00	0.00	0.80	0.00	0.62	0.00	0.00	0.86
Avail Cap(c_a), veh/h	707	0	0	0	769	0	277	0	1504	502	0	1076
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	23.4	0.0	0.0	0.0	0.0	0.0	29.0	0.0	8.4	13.5	0.0	17.5
Incr Delay (d2), s/veh	2.2	0.0	0.0	0.0	0.0	0.0	10.6	0.0	0.6	0.0	0.0	5.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	0.0	0.0	0.0	0.0	0.0	3.0	0.0	5.2	0.0	0.0	9.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	25.6	0.0	0.0	0.0	0.0	0.0	39.5	0.0	8.9	13.5	0.0	23.0
LnGrp LOS	C						D		A	B		C
Approach Vol, veh/h		351			0			862			680	
Approach Delay, s/veh		25.6			0.0			14.6			23.0	
Approach LOS		C						B			C	

Timer - Assigned Phs	2	4	5	6	8
Phs Duration (G+Y+Rc), s	45.0	22.0	12.1	32.9	22.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	53.9	27.1	10.5	38.9	27.1
Max Q Clear Time (g_c+I1), s	18.0	15.7	7.9	24.3	0.0
Green Ext Time (p_c), s	5.8	1.8	0.1	4.2	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	19.7
HCM 7th LOS	B

Intersection	
Int Delay, s/veh	188.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	186	494	727	61	125	504
Future Vol, veh/h	186	494	727	61	125	504
Conflicting Peds, #/hr	2	9	0	10	10	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	3	0	2	0	5	3
Mvmt Flow	219	581	855	72	147	593

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1790	910	0	0	937	0
Stage 1	901	-	-	-	-	-
Stage 2	889	-	-	-	-	-
Critical Hdwy	6.43	6.2	-	-	4.15	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.3	-	-	2.245	-
Pot Cap-1 Maneuver	~ 88	~ 335	-	-	719	-
Stage 1	395	-	-	-	-	-
Stage 2	400	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 69	~ 329	-	-	712	-
Mov Cap-2 Maneuver	~ 69	-	-	-	-	-
Stage 1	391	-	-	-	-	-
Stage 2	317	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 578.5	0	2.26
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	69	329	712	-
HCM Lane V/C Ratio	-	-	3.153	1.764	0.207	-
HCM Control Delay (s/veh)	-	-	$ 1096.7	$ 383.4	11.4	-
HCM Lane LOS	-	-	F	F	B	-
HCM 95th %tile Q(veh)	-	-	22.4	37.3	0.8	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	40.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	134	62	554	94	28	728
Future Vol, veh/h	134	62	554	94	28	728
Conflicting Peds, #/hr	0	0	0	5	5	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	4	0	2	14	7	0
Mvmt Flow	152	70	630	107	32	827

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1579	688	0	0	741	0
Stage 1	688	-	-	-	-	-
Stage 2	891	-	-	-	-	-
Critical Hdwy	6.44	6.2	-	-	4.17	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	3.3	-	-	2.263	-
Pot Cap-1 Maneuver	~ 119	450	-	-	843	-
Stage 1	495	-	-	-	-	-
Stage 2	398	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 110	448	-	-	839	-
Mov Cap-2 Maneuver	~ 110	-	-	-	-	-
Stage 1	493	-	-	-	-	-
Stage 2	370	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, $/s	$ 330.82	0	0.35
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	145	67	-
HCM Lane V/C Ratio	-	-	1.541	0.038	-
HCM Control Delay (s/veh)	-	-	$ 330.8	9.5	0
HCM Lane LOS	-	-	F	A	A
HCM 95th %tile Q(veh)	-	-	15.3	0.1	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

C/CAG VMT Estimation Tool Report

Project Details

Timestamp of Analysis: August 07, 2024, 07:34:41 AM

Project Name: NEASP

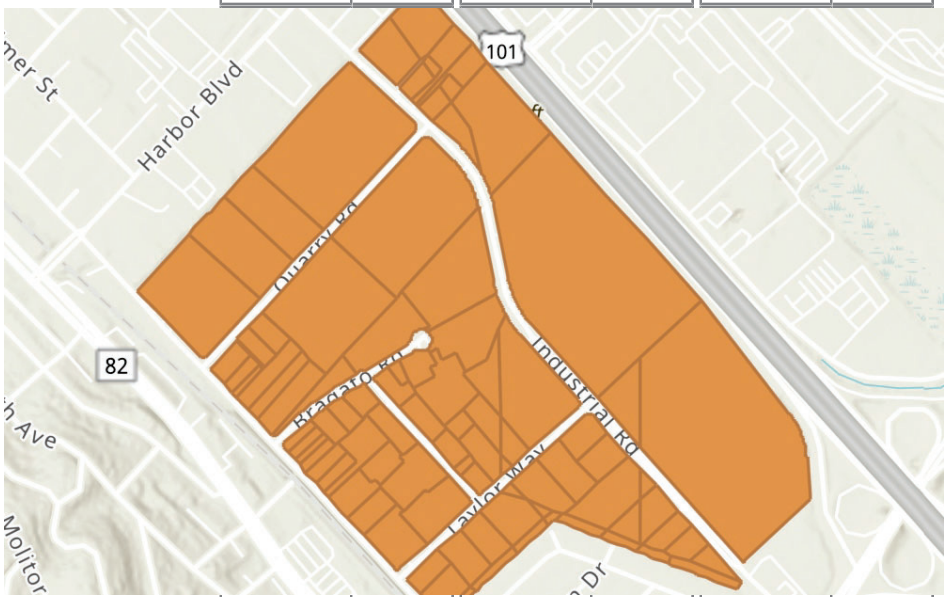
Project Description: Northeast Area Specific Plan

Project Location

jurisdiction:
San Carlos

Inside a TPA?
Yes (Pass)

apn	TAZ	046054080	1567	113880010	1567
046054470	1567	046054460	1567	046054120	1567
046054390	1567	046054270	1567	046053280	1567
046054260	1567	046054220	1567	046053340	2010
046053060	2010	046053070	2010	046054210	2010
046052230	2010	046053080	2010	046052090	1567
046053170	2010	046052200	2010	046052300	2010
046051020	2010	046052290	2010	046040300	2010
046040030	2010	046052250	2010	046052999	2010
046040360	2010	046020380	2010	046020280	2010
046054250	1567	046054100	1567	046054510	1567



046053160	2010	046054190	2010	046052110	2010
046053200	2010	046053210	2010	111880030	2010
046052030	2010	046040370	2010	046041360	2010

Analysis Details

Data Version: C/CAG Travel Model

Analysis Methodology: TAZ

Baseline Year: 2015

Project Land Use

Residential:

Single Family DU:

Multifamily DU:

Total DUs: 0

Non-Residential:

Office KSF:

Local Serving Retail KSF:

Industrial KSF:

Residential Affordability (percent of all units):

Extremely Low Income: 0 %

Very Low Income: 0 %

Low Income: 0 %

Parking:

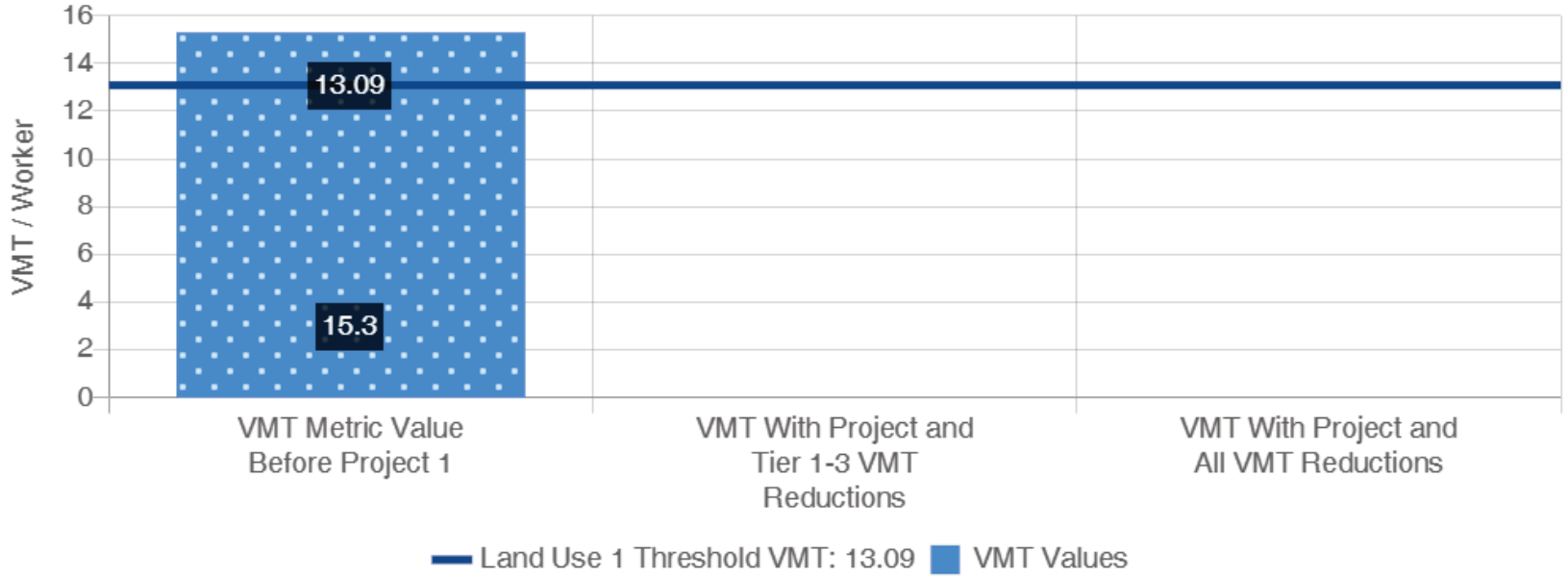
Motor Vehicle Parking:

Bicycle Parking:

Office Vehicle Miles Traveled (VMT) Screening Results

Land Use Type 1:	Office
VMT Without Project 1:	Home-Based Work VMT per Employee
VMT Baseline Description 1:	Bay Area Regional Average
VMT Baseline Value 1:	15.4
TAZ:	1567
VMT Threshold Description 1:	-15%
Land Use 1 has been Pre-Screened by the Local Jurisdiction:	N/A

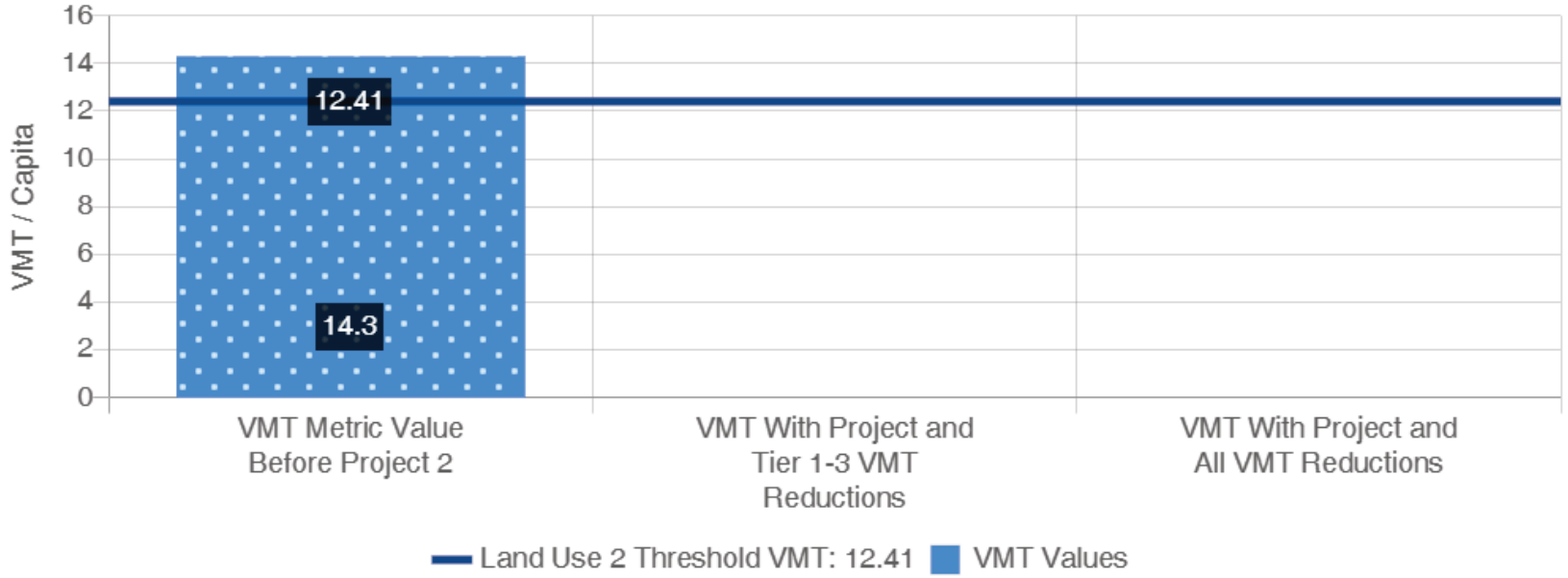
	Without Project	With Project & Tier 1-3 VMT Reductions	With Project & All VMT Reductions
Project Generated Vehicle Miles Traveled (VMT) Rate	15.3	null	null
Low VMT Screening Analysis	No (Fail)	null	null



Residential Vehicle Miles Traveled (VMT) Screening Results

Land Use Type 2:	Residential
VMT Without Project 2:	Home-Based VMT per Resident
VMT Baseline Description 2:	Bay Area Regional Average
VMT Baseline Value 2:	14.6
TAZ:	1567
VMT Threshold Description 2:	-15%
Land Use 2 has been Pre-Screened by the Local Jurisdiction:	N/A

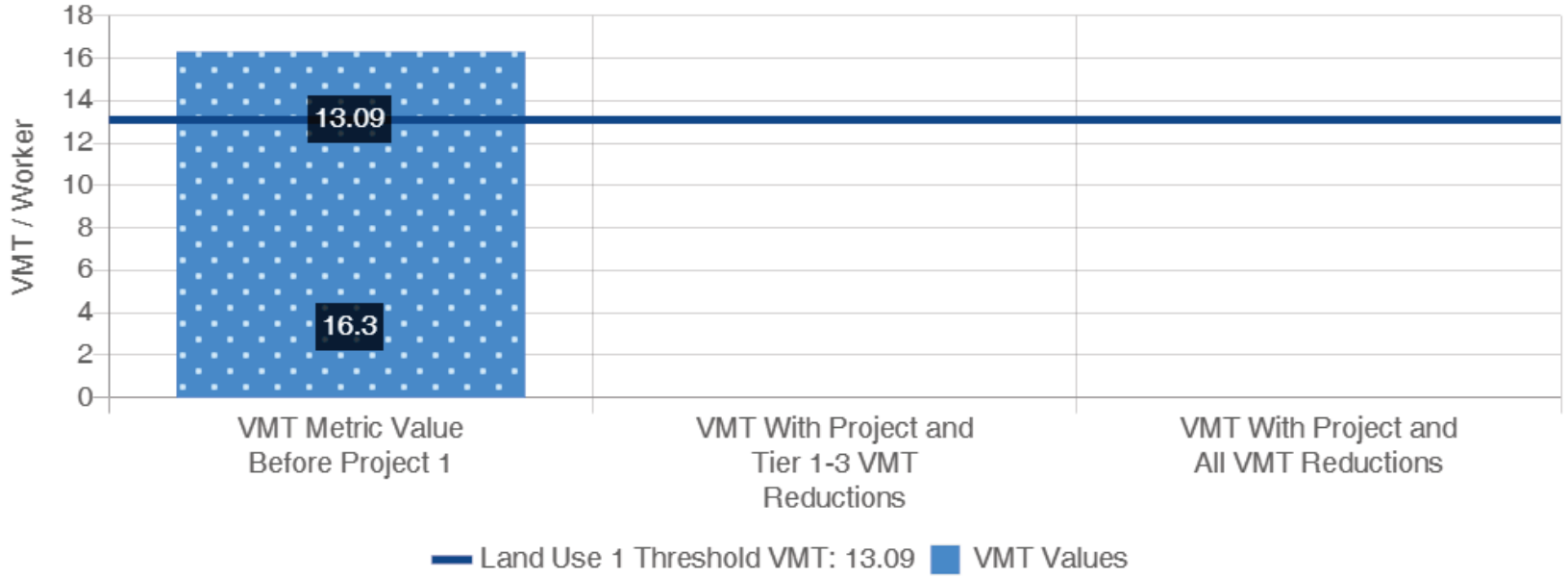
	Without Project	With Project & Tier 1-3 VMT Reductions	With Project & All VMT Reductions
Project Generated Vehicle Miles Traveled (VMT) Rate	14.3	null	null
Low VMT Screening Analysis	No (Fail)	null	null



Office Vehicle Miles Traveled (VMT) Screening Results

Land Use Type 1:	Office
VMT Without Project 1:	Home-Based Work VMT per Employee
VMT Baseline Description 1:	Bay Area Regional Average
VMT Baseline Value 1:	15.4
TAZ:	2010
VMT Threshold Description 1:	-15%
Land Use 1 has been Pre-Screened by the Local Jurisdiction:	N/A

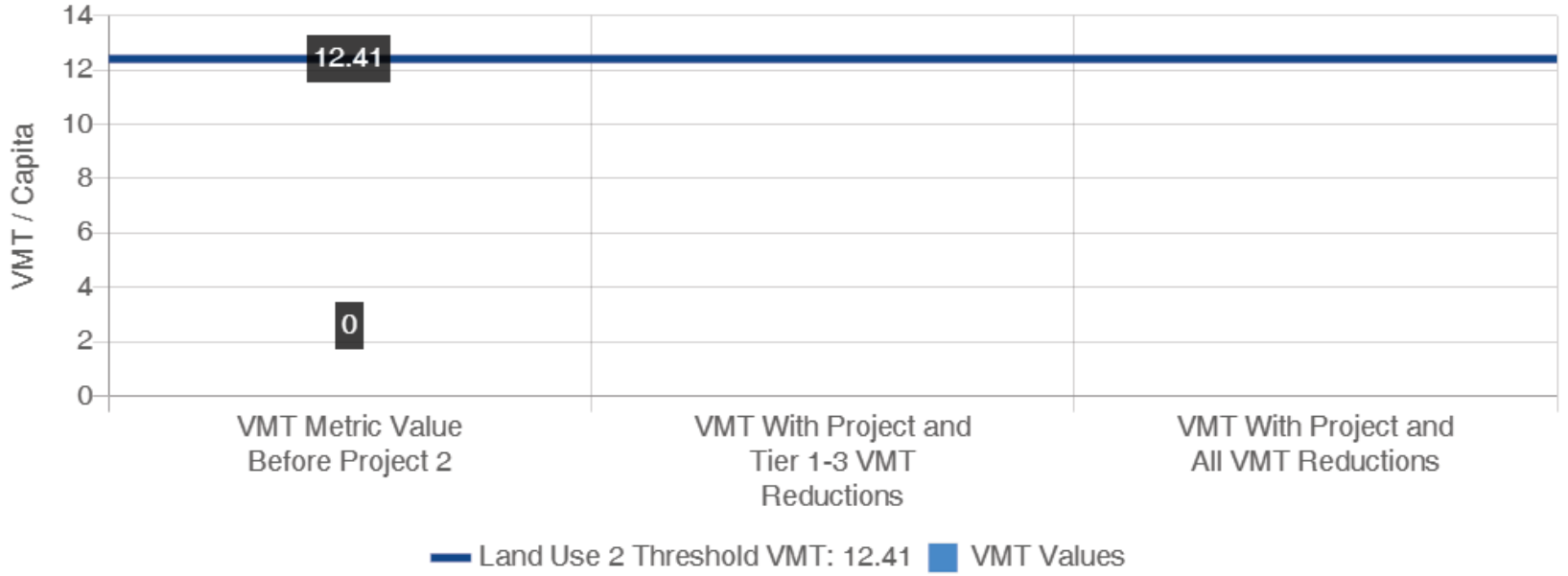
	Without Project	With Project & Tier 1-3 VMT Reductions	With Project & All VMT Reductions
Project Generated Vehicle Miles Traveled (VMT) Rate	16.3	null	null
Low VMT Screening Analysis	No (Fail)	null	null

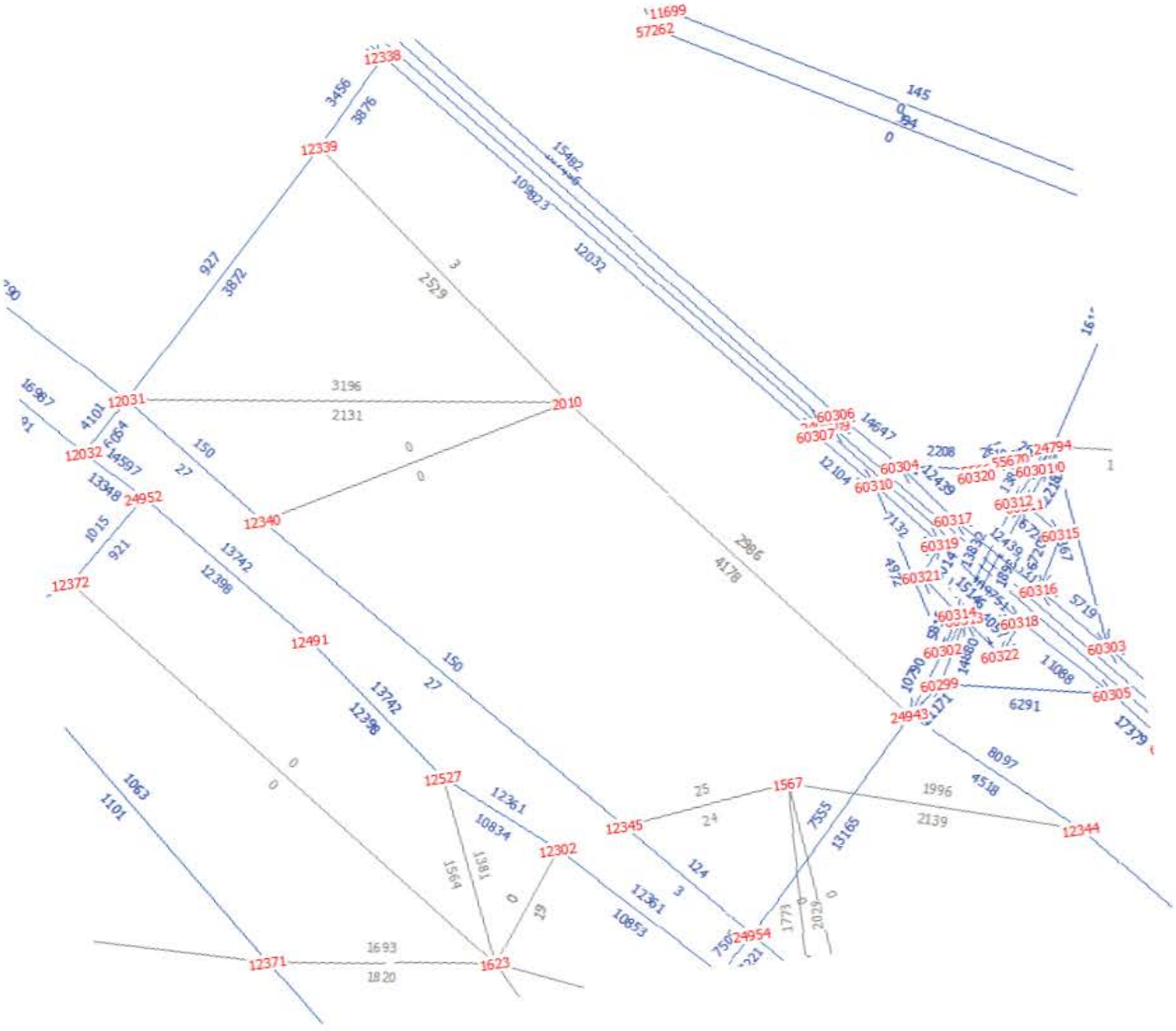


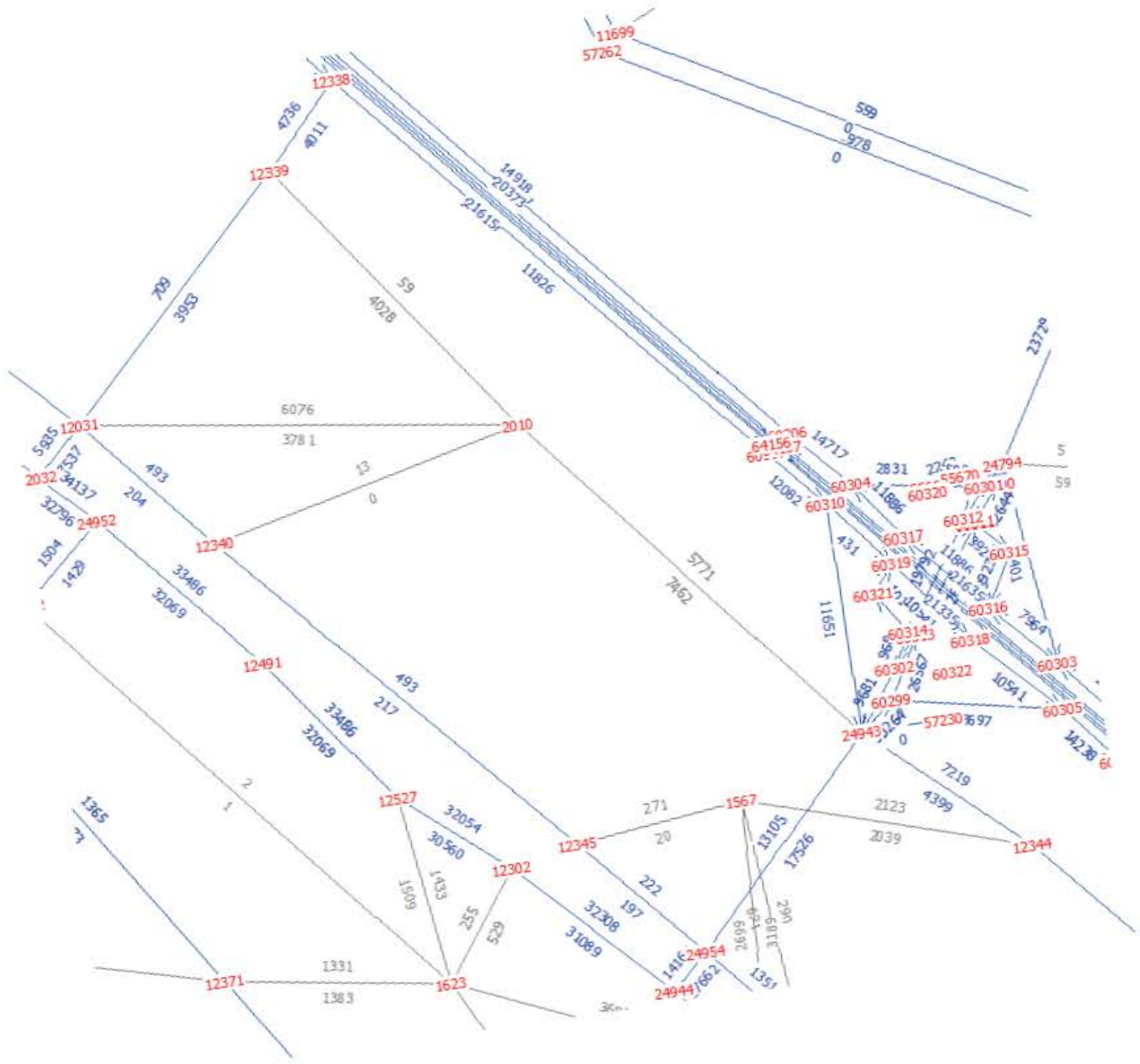
Residential Vehicle Miles Traveled (VMT) Screening Results

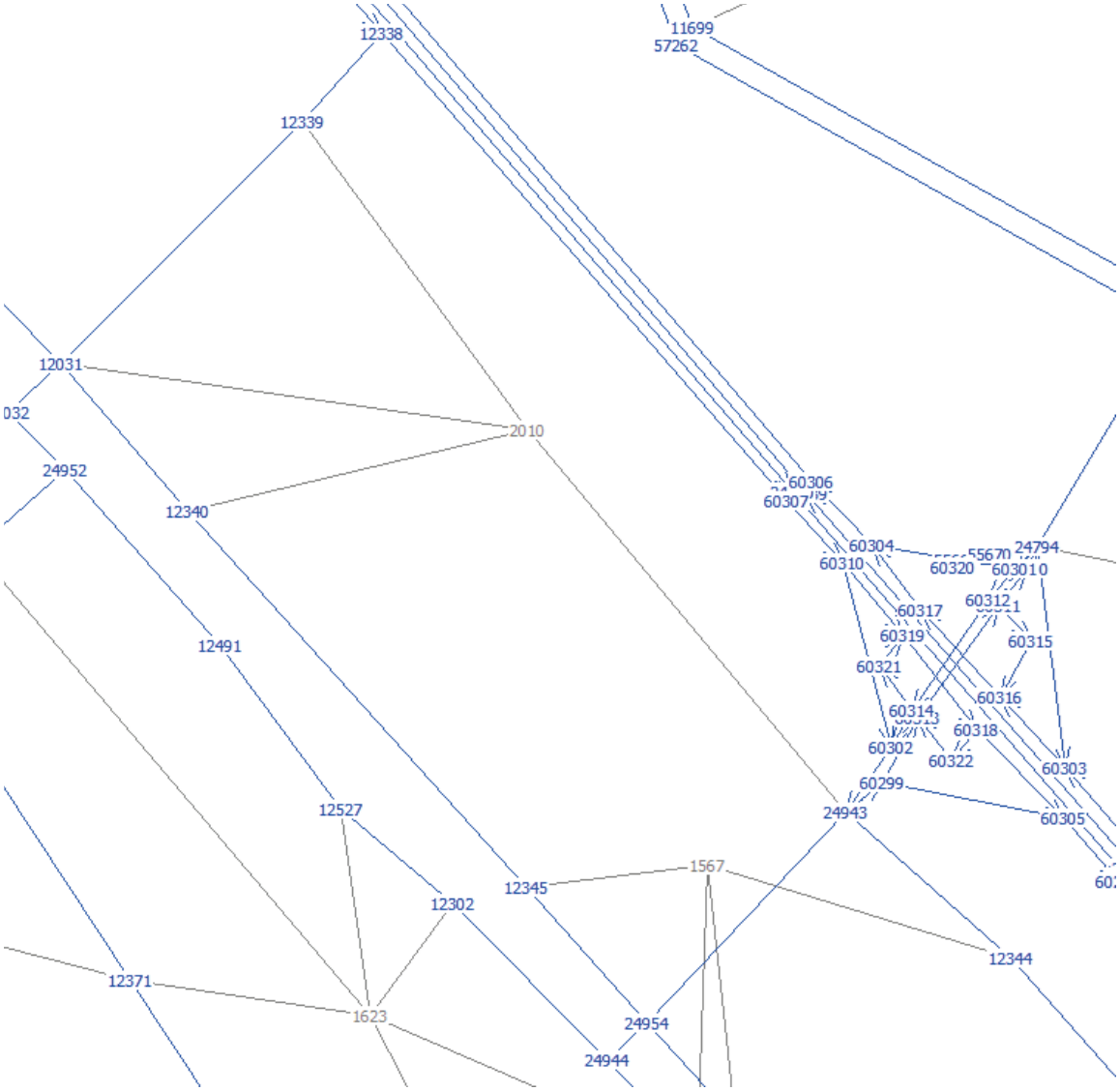
Land Use Type 2:	Residential
VMT Without Project 2:	Home-Based VMT per Resident
VMT Baseline Description 2:	Bay Area Regional Average
VMT Baseline Value 2:	14.6
TAZ:	2010
VMT Threshold Description 2:	-15%
Land Use 2 has been Pre-Screened by the Local Jurisdiction:	N/A

	Without Project	With Project & Tier 1-3 VMT Reductions	With Project & All VMT Reductions
Project Generated Vehicle Miles Traveled (VMT) Rate	0	null	null
Low VMT Screening Analysis	Yes (Pass)	null	null




11699
57262
145
0
0
12338
3456
3876
12339
927
3872
15482
109823
12032
3
2529
3196
2131
12031
2010
16987
91
4101
12032
6654
14597
150
27
0
0
13948
24952
1015
921
12372
12340
2986
4178
13742
12398
12491
150
27
13742
12398
0
0
1063
1101
12527
12361
10834
1564
1381
0
19
12302
12361
10853
12345
25
24
1567
124
3
24954
7555
13165
1773
0
2029
0
1996
2139
12344
8097
4518
12371
1693
1820
1623
60306
14647
60307
2208
124794
556701
60320
603010
60304
12439
12104
60310
60312
60317
7132
60319
60315
60321
60316
60314
60318
60322
60302
60303
60299
60305
24943
6291
1779
5719
1088
1080
10790
1171


11699
57262
559
978
12338
4736
4011
12339
14918
20373
21615
11826
709
3953
59
4028
6076
3781
12031
2010
5835
2032
7537
34137
32796
24952
493
204
13
0
12340
1504
1429
33486
32069
5771
7462
12491
493
217
33486
32069
12527
32054
30560
1609
1433
255
529
12345
271
20
12302
222
197
32308
31089
1567
13105
17526
2123
2039
12344
7219
4399
1365
77
2
1
12371
1331
1383
1623
24954
1416
24944
7652
1351
2699
3169
262
2372
5
59
24794
2831
12082
60304
60310
60320
60301
60312
60317
60319
60315
60321
60316
60314
60318
60303
60302
60322
60299
60305
24943
57230
697
14238
641567
14717
431
11651
7964
10541
9681


12338
11699
57262
12339
12031
032
2010
24952
12340
60306
60307
60304
60310
60320
24794
60317
60312
60319
60315
12491
60321
60316
60314
60318
60302
60322
60303
60299
24943
60305
12527
1567
12345
12302
12344
12371
1623
24954
24944