Kimley»Horn

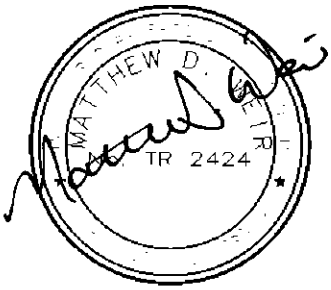
Memorandum

To: Christopher Brown
PM Design Group

From: Stephen Dillon, PE
Matt Weir, PE, TE, PTOE, RSP$_1$

Re: ***Auburn Boulevard Fuel Station***
Traffic Evaluation

Date: February 21, 2023



The purpose of this memorandum is to document the transportation analysis completed for the Auburn Boulevard Fuel Station project (the "proposed project" or "project") proposed to be located at the southwest corner of the Auburn Boulevard intersection with Myrtle Avenue in unincorporated Sacramento County, California. The project proposes a 2,949-square foot (SF), 8-vehicle fueling position (VFP) gas station with convenience store and a 1,495-SF coffee/donut shop with drive thru and indoor seating. The project also proposes to expand the eastbound approach to the Auburn Boulevard intersection with Myrtle Avenue from two lanes (one shared through-left, one right-turn) to three lanes (one left-turn, one through, one right-turn), consistent with comments received from Sacramento County Department of Transportation (SacDOT) staff[1]. The project site plan is shown in **Exhibit 1**. Based on consultation with SacDOT[2], this evaluation was limited to weekday, AM peak-hour, and PM peak-hour scenarios under Existing (2022) and Existing (2022) plus Project conditions.

Study Facilities and Analysis Methodology

Study Facilities

Exhibit 2 shows the location of the project site with respect to the surrounding study area. **Exhibit 3** illustrates the study facilities, traffic control, and lane configurations. A level of service (LOS) analysis was completed for the following facilities:

Intersections

1. Auburn Boulevard @ Myrtle Avenue
2. Myrtle Avenue @ Date Avenue
3. Myrtle Avenue @ Project Access Driveway #1$^+$
4. Auburn Boulevard @ Project Access Driveway #2$^+$

$^+$ *Existing plus Project Conditions only*

Roadway Segments

1. Auburn Boulevard, north of Myrtle Avenue
2. Auburn Boulevard, south of Myrtle Avenue
3. Myrtle Avenue, east of Auburn Boulevard
4. Myrtle Avenue, west of Auburn Boulevard

Level of Service (LOS) Definitions

The LOS of a facility is a qualitative measure used to describe operational conditions. LOS ranges from A, which represents minimal delay, to F, which represents heavy delay and a facility that is operating at or

[1] *SacDOT Markups PLNP2022-00015 Traffic Study*, Sacramento County DOT, August 2, 2022.
[2] Telephone conversation with Sacramento County DOT, March 10, 2022.

near its functional capacity. Levels of Service for this study were determined using methods defined in the *Highway Capacity Manual (HCM), 6th Edition).*

The HCM includes procedures for analyzing side-street stop controlled (SSSC), all-way stop controlled (AWSC), and signalized intersections. The SSSC procedure defines LOS as a function of average control delay for the worst (most delay) minor street approach or movement. The AWSC and signalized intersection procedures define LOS as a function of average control delay for the intersection as a whole. **Table 1** presents intersection LOS definitions as defined in the HCM.

Table 1 – Intersection Level of Service Criteria

Level of Service (LOS)	Un-Signalized	Signalized
	Average Control Delay* (sec/veh)	Average Control Delay (sec/veh)
A	≤ 10	≤ 10
B	> 10 – 15	> 10 – 20
C	> 15 – 25	> 20 – 35
D	> 25 – 35	> 35 – 55
E	> 35 – 50	> 55 – 80
F	> 50	> 80

Source: Highway Capacity Manual, 6th Edition
* Applied to the worst lane/lane group(s) for SSSC

The roadway segment analysis was performed in accordance with the County's guidelines[3] by applying average daily traffic (ADT) volume thresholds as presented in **Table 2**.

Table 2 – Roadway Segment Level of Service Thresholds

Roadway Classification	LOS A	LOS B	LOS C	LOS D	LOS E
4-Lane Arterial (Low Access Control)	18,000	21,000	24,000	27,000	30,000
4-Lane Arterial (Moderate Access Control)	21,600	25,200	28,800	32,400	36,000
4-Lane Arterial (High Access Control)	24,000	28,000	32,000	36,000	40,000
Residential collector with frontage	1,600	3,200	4,800	6,400	8,000
Residential collector without frontage	6,000	7,000	8,000	9,000	10,000

Source: Sacramento County Traffic Analysis Guidelines (July 2020)

As the project site is located within the County's Urban Policy Area[3], the LOS threshold for both intersections and roadway segments is LOS E or better.

Assessment of Proposed Project

Trip Generation, Distribution, and Assignment
The number of trips anticipated by the proposed project was approximated using data included in the *Trip Generation Manual, 11th Edition*, published by the Institute of Transportation Engineers (ITE). ITE Land Use (LU) Codes 945 (Convenience Store/Gas Station, 2-4 KSF) and 937 (Coffee/Donut Shop with Drive-Thru and Indoor Seating) were used to approximate trips generated by this project.

[3] *Traffic Analysis Guidelines*, Sacramento County, July 2020.

Table 3 presents the trip generation estimate. As shown, the project is anticipated to generate 767 daily and 82 and 53 net new external trips during the AM and PM peak-hours, respectively.

Table 3 – Proposed Project Trip Generation

Land Use (ITE Code)	Size	Daily Trips	AM Peak-Hour					PM Peak-Hour				
			Total Trips	In		Out		Total Trips	In		Out	
				%	Trips	%	Trips		%	Trips	%	Trips
Convenience Store/Gas Station - GFA (2-4k) (945)[1]	8 (VFP)	2,116	128	50%	64	50%	64	147	50%	73	50%	74
Coffee/Donut Shop w/ Drive Thru (937)[1]	1.5 (KSF)	800	129	51%	66	49%	63	58	50%	29	50%	29
Subtotal		2,916	257		130		127	205		102		103
Internal Capture (5% AM, 5% PM)		-146	-13		-7		-6	-10		-5		-5
Subtotal (Driveway Trips)		**2,770**	**244**		**123**		**121**	**195**		**97**		**98**
Gas Station Pass-by (76% AM, 75% PM)		-1,587	-97		-49		-48	-110		-55		-55
Coffee/Donut Shop Pass-by (50% AM, 55% PM)[2]		-416	-65		-33		-32	-32		-16		-16
Net New External Trips		**767**	**82**		**41**		**41**	**53**		**26**		**27**

VFP = Vehicle Fueling Positions, KSF = 1,000 SF GFA

Source: [1]Trip Generation Manual, 11th Edition

[2]Pass-by data for ITE LU 934 (Fast Food w/ Drive Thru) applied due to ITE data availability

The distribution of project traffic was developed based on the project area roadway volumes, general knowledge of project area traffic patterns, and engineering judgement. The project trip distribution is shown in **Exhibit 4**. Project trips were assigned to the study intersections and the surrounding roadway network according to these patterns. Project trip assignment is reflected in **Exhibit 5**.

Analysis Results

Data Collection

To establish Existing (2022) conditions, traffic counts were collected for the existing study intersections and roadway segments. AM and PM peak-period intersection turning movement counts were collected on Wednesday, April 20, 2022. Four 24-hour roadway segment counts were also conducted on Wednesday, April 20, 2022. This data is included in **Attachment A**.

Intersection Level of Service (LOS)

Existing (2022) peak-hour traffic volumes are illustrated in **Exhibit 6**. Proposed project trips were added to the Existing (2022) peak-hour traffic volumes to establish the Existing (2022) plus Project peak-hour traffic volumes (**Exhibit 7**). Analysis worksheets for the Existing (2022) and Existing (2022) plus Project are provided in **Attachment B** and **Attachment C**, respectively.

Table 4 presents the peak-hour intersection LOS analysis results. As indicated in **Table 4**, the study intersections operate between LOS B and C in the Existing (2022) scenario and between LOS B and F in the Existing (2022) plus Project scenario. Project traffic is anticipated to result in the degradation of intersection operations per County of Sacramento standards[3] at Intersection #2 (Myrtle Avenue and Date Avenue) during both the AM and PM peak-hour.

Table 4 – Existing (2022) and Existing (2022) plus Project Intersection LOS Summary

ID	Intersection	Control	Peak Hour	Existing		Existing plus Project	
				Delay [sec]	LOS	Delay [sec]	LOS
1	Auburn Boulevard and Myrtle Avenue	Signal	AM	14.0	B	17.6	B
			PM	17.4	B	19.8	B
2	Myrtle Avenue and Date Avenue	SSSC	AM	4.4(8.9 SB)	A(A)	4.4(9.7 SB)	A(A)
			PM	5.9(15.8 SB)	A(C)	5.6(16.2 SB)	A(C)
3	Myrtle Avenue and Driveway #1	SSSC	AM	-	-	1.1(3.9 NB)	A(A)
			PM	-	-	1.3(6.2 NB)	A(A)
4	Auburn Boulevard and Driveway #2	SSSC	AM	-	-	2.1(5.9 EB)	A(A)
			PM	-	-	1.6(4.3 EB)	A(A)

Note: Side Street Stop Controlled (SSSC) intersections are reported by total intersection delay/LOS followed by the worst approach delay/LOS.
Bold represents unacceptable operations.

Roadway Segment Analysis Results

Table 5 presents the roadway segment operating conditions for the Existing (2022) and Existing (2022) plus Project scenarios. As indicated in **Table 5**, study roadway segments operate at LOS A and D in the Existing (2022) scenario and LOS A and D in the Existing (2022) plus Project scenario. Project traffic is not anticipated to result in degradation of roadway segment operations.

Table 5 – Existing (2022) and Existing (2022) plus Project Roadway Segment LOS Summary

ID	Location	Facility Type	# of Lanes	Existing		Existing plus Project	
				Daily Volume	LOS	Daily Volume	LOS
1	Auburn Boulevard, South of Myrtle Avenue	Arterial, moderate access control	4	20,118	A	20,394	A
2	Auburn Boulevard, North of Myrtle Avenue	Arterial, moderate access control	4	16,379	A	16,701	A
3	Myrtle Avenue, West of Auburn Boulevard	Residential collector with frontage	2	5,826	D	6,202	D
4	Myrtle Avenue, East of Auburn Boulevard	Residential collector with frontage	2	5,088	D	5,165	D

Queuing Analysis Results

Vehicle queuing at Intersection #1 (Auburn Boulevard/Myrtle Avenue) and #2 (Myrtle Avenue/Date Avenue) was evaluated for the analysis scenarios as summarized in **Table 6**. The 95% queue results, as developed using SimTraffic, were used to perform this analysis. As shown, the Intersection #1 eastbound through-left movement queue exceeds available capacity under Existing (2022) PM peak-hour conditions and Existing (2022) plus Project PM peak hour conditions. The remaining left-turn queues are projected to be contained within their respective storage pockets under Existing (2022) conditions with and without the Project.

Table 6 – Queuing Analysis Results

Intersection / Analysis Scenario	Movement	Available Storage (ft)	95th % Queue (ft)	
			AM Peak-Hour	PM Peak-Hour
#1, Auburn Boulevard and Myrtle Avenue	EBTL			
Existing (2022)		100	119	150
Existing (2022) plus Project			122	152
	WBL			
Existing (2022)		175	123	100
Existing (2022) plusProject			130	117
	NBL			
Existing (2022)		160	37	113
Existing (2022) plus Project			69	146
	SBL			
Existing (2022)		135	13	31
Existing (2022) plus Project			20	35

Note: Cell shaded orange where queue exceeds capacity by >1 vehicle length (25 feet)

Access and Safety Evaluation

Minimum Required Throat Depth (MRTD)

The MRTD was determined for both proposed site driveways based on methodology presented by ITE[4]. The methodology uses traffic volumes approaching the side street stop control (Project trips), conflicting volumes for left and right-turns along the major street, and percentages of left and right-turn movements to determine the minimum required throat depth. Driveway #1 onto Myrtle Avenue (Intersection #3) was evaluated as an all-access shared left/right movement. Conversely, Driveway #2 onto Auburn Boulevard (Intersection #4) was evaluated as rights-in/rights-out only. **Table 7** summarizes the findings of the MRTD evaluation. As shown in **Table 7**, per the site plan shown in **Exhibit 1** the proposed MRTD is determined to be insufficient for both project driveways as measured from back of walk to edge of on-site curb.

Table 7 – Minimum Required Throat Depth

ID	Driveway	Peak Hour	TS	Approach Volume	ConflVol (Left)	ConflVol (Right)	LT Out	RT Out	RT%	Minimum Required Throat Depth (MRTD)	Available Storage
3	Driveway 1 @ Myrtle Avenue	AM	1	53	197	93	5	48	91%	**25**	**10**
		PM	1	54	278	102	3	51	94%	**25**	
4	Driveway 2 @ Auburn Boulevard	AM	1	68	0	1104	0	68	100%	**75**	**35**
		PM	1	44	0	733	0	44	100%	**50**	

As Driveway #1 provides access directly to both fueling positions and the drive-through, it is important that clear access be maintained with sufficient space for one egressing vehicle to wait for a gap in conflicting traffic without obstructing on-site circulation. It is recommended that pavement striping be added to the site marking the intended flow/storage pattern for egressing vehicles at Driveway #1, as shown in **Exhibit 8**. While the MRTD is also determined to be insufficient at Driveway #2, the effects of queued vehicles on-site are less as they would be anticipated to primarily obstruct electric vehicle spaces, which are anticipated to have a lower turn-over rate than traditional spaces due to longer dwell times required to charge. A pavement striping application similar to Driveway #1 is recommended as shown in **Exhibit 8**.

[4] *Estimation of Maximum Queue Lengths at Unsignalized Intersections*, ITE Journal, November 2001.

Site Access and Circulation

Vehicles may access the site at two (2) proposed unsignalized driveways. The first driveway (Driveway #1) is located on Myrtle Avenue, approximately 200-feet west of Auburn Boulevard and approximately 75-feet west of the Date Avenue as measured from curb returns. This spacing satisfies Section 4-11.P of the 2018 Sacramento County Improvement Standards which identifies a minimum distance of 40-feet for driveway access onto a Collector. The second driveway (Driveway #2) is located on Auburn Boulevard approximately 150-feet south of Myrtle Avenue as measured from curb returns. This spacing satisfies Section 4-11.Q of the *2018 Sacramento County Improvement Standards* which identifies a minimum distance of 125-feet for driveway access onto an Arterial roadway.

To ensure appropriate site access and circulation for emergency vehicles, it is recommended that ingress at both Driveway #1 and Driveway #2 be striped in a hatch pattern with "Keep Clear" pavement markings. To provide additional access flexibility for emergency vehicles, it is recommended that the landscaped curb extension next to the air/water pump station be replaced instead with a striped hatch pattern. These recommendations are represented in **Exhibit 8**.

Drive-Through Queuing

The project proposes a coffee/donut shop with a single drive-through lane. The drive-through is shown to wrap the proposed restaurant and convenience store buildings in a clockwise manner with approximately 230-feet queue capacity (11 vehicles assuming 20-feet per vehicle). A drive-through queuing analysis was conducted to determine if the drive-through capacity is adequate for the anticipated demand. The queue length was determined using queueing analysis formulas published in the Institute of Transportation Engineers (ITE) *Transportation Planning Handbook, 3rd Edition* which is based on the M/M/1 single service model.

The M/M/1 single service model is a commonly used method to estimate vehicle queues in drive-through facilities. This model is based on queuing theory and estimates the average queue length based on a Poisson distribution for arrival rate (λ), exponential distribution for the service rate (μ), and average wait time. The model also estimates the probability that a specific queue (i.e. drive-through storage length) would be exceeded. This model is equation-based and allows for the estimation of queues without running a simulation. The following summary provides definitions of the terms used in the M/M/1 model:

Arrival Rate, λ

The arrival rate, λ, was assumed to be AM peak-hour inbound trips generated by the project less the percentage of calculated internal capture trips between the proposed land uses. All remaining trips were assumed to utilize the drive-through for a conservative analysis

Service Rate, μ

The average service rate, μ, was based on the average wait time for the drive-through restaurants, as studied in QSR Magazine[5] and the average arrival rate, as developed previously. For M/M/1, the average wait time is calculated by the following equation:

$$W = \frac{1}{\mu - \lambda}$$

Where:

W = Average total wait time (i.e. in queue & being served), hr
μ = Average service rate, veh/hr
λ = Average arrival rate, veh/hr

[5] *The 2021 Drive-Thru Study: Speed of Service*, https://www.qsrmagazine.com/reports/2021-qsr-magazine-drive-thru-study, accessed May 2021.

The equation was rearranged to solve for three different values of μ using three different values of W developed from QSR Magazine data: the industry average wait time of 5.76 minutes, the industry maximum wait time of 9.02 minutes, and the Dunkin'/Starbucks average wait time of 5.87 minutes.

Average Queue, Q

The average queue length was determined by the following equation:

$$Q = \frac{\lambda}{\mu - \lambda}$$

Where:

Q = Average queue length, veh
λ = Average arrival rate, veh/hr
μ = Average service rate, veh/hr

Probability queue exceeds drive-through storage, p(Q>n)

The probability the drive-through queue will exceed the storage capacity was determined by the following equation:

$$p(Q > n) = \left(\frac{\lambda}{\mu}\right)^{n+1}$$

Where:

Q = Average queue length, veh
n = Queuing capacity, veh
λ = Average arrival rate, veh/hr
μ = Average service rate, veh/hr

The results of the analysis using the M/M/1 model for the coffee/donut shop are summarized in **Table 8**.

Table 8 – Drive-Through Queuing Analysis Summary

Variable	Industry Average	Coffee Average	Industry Maximum
Avg. arrival rate, λ (veh/hr)	62	62	62
Avg. service rate, μ (veh/hr)	72.4	72.2	68.7
Avg. total wait time, W (min)*	5.76	5.87	9.02
Avg. total wait time, W (hr)	0.10	0.10	0.15
Avg. queue length, Q (veh)	6.0	6.1	9.3
Queue capacity, n (veh)	11	11	11
Probability Queue exceeds n, p(Q>n)	0.16	0.16	0.29

**The 2021 Drive-Thru Study: Speed of Service*, QSR Magazine

As shown in **Table 8**, during the AM peak-hour the probability that the drive-through queue will exceed the queuing capacity of 11-vehicles ranges from 16-29% and the average queue length ranges from 6.0-9.3 vehicles, which can be accommodated within the available storage. While the Industry Maximum queue results serve as a point of comparison, it is reasonable to expect drive-through operations to more closely follow the analysis provided by the Industry Average and Coffee Average numbers. As the number of vehicles anticipated to use the drive-through is significantly higher during the AM peak hour compared to the PM peak hour, it is reasonably concluded that the available queue capacity will be sufficient to accommodate PM peak-hour operations. The occurrence of the drive-through queue extending beyond

the opening of the drive-through lane is expected to be an infrequent occurrence, and of short duration. Peak drive-through traffic volume is generally expected on weekdays between 6 and 10 AM. Although unlikely, if queues consistently exceed drive-through capacity, the Project should implement the Traffic Management Plan outlined in **Attachment D** until drive-through queue length is stabilized below eight vehicles.

Safety Evaluation

Based on the collision data provided by the County, there were 26 collisions at Intersection #1 (Auburn Boulevard at Myrtle Avenue) within the five-year period between 2016 and 2020. As shown in **Figure 1**, of the 26 crashes, the top three primary crash types were rear end (12), broadside (8), and sideswipe (4). These crashes resulted in one incidence of severe injuries and no fatalities. 15 of the reported crashes were attributed to unsafe driver behavior (speeding, lane change, or starting/backing). The provided crash data was combined with intersection entering ADT to develop an existing intersection crash rate of .604. Per Caltrans data[6] (2019 report selected as the most recent available sample of "normal" conditions), the basic average crash rate for a four-legged signalized urban intersection is 0.240 crashes per million entering vehicles. The proposed improvements to the eastbound intersection approach are not anticipated to exacerbate the prevailing conditions in that more, clearly delineated space will be available to drivers maneuvering between Project Driveway 1, Date Avenue, and Auburn Boulevard. This should result in fewer aggressive movements born out of reduced tolerances for gap acceptance at the side-street controlled intersections.

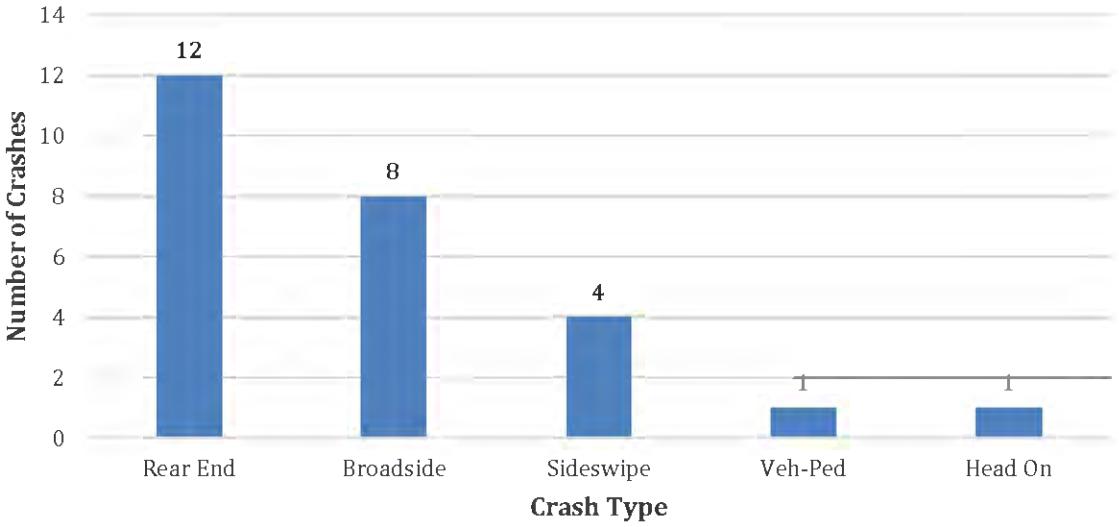


Figure 1 – Intersection #1 (Auburn Boulevard at Myrtle Avenue) Collision Severity Summary

Per Caltrans[7], the following are countermeasures and corresponding crash reduction factors (CRF) to consider at intersections such as Intersection #1 (Auburn Boulevard at Myrtle Avenue) to reduce the predicted number and severity of crashes:

- Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number (15% CRF)
- Install raised median on approaches (25% CRF)
- Provide Advanced Dilemma-Zone Detection for high-speed approaches (40% CRF)
- Install raised pavement markers and striping through intersection (10% CRF)
- Install flashing beacons as advance warning (30% CRF)

[6] *2019 Crash Data on California State Highways*, Caltrans.
[7] *Local Roadway Safety - A Manual for California's Local Road Owners, Version 1.5*, Caltrans, April 2020.

Peak-Hour Signal Warrant

The California Manual on Uniform Traffic Control Devices' (CAMUTCD) peak-hour signal warrant[8] was evaluated for Intersection #2 (Myrtle Avenue at Date Avenue) under Existing and Existing plus Project conditions using present day intersection geometry. The Intersection does not satisfy peak-hour signal warrant requirements in either AM or PM peak-hour periods under Existing and Existing plus Project conditions. Signal warrant calculation sheets are provided in **Attachment E**.

Deficiencies/Improvements

As reflected in **Table 4**, the addition of the Project does not result in any intersection deficiencies as defined by the County[3]. While queueing on the eastbound approach of Intersection #1 (Auburn Boulevard at Myrtle Avenue) could potentially spill back through Intersection #2 (Myrtle Avenue at Date Avenue), the proposed improvements (widening from two lanes to three) results in Project traffic contributing a nominal amount of length to the queue.

Conclusions

Based on the analysis provided herein, the following actions are recommended:

- The project should provide minimum throat depths of 25-feet as measured from back of walk to face of on-site curb at both Driveway #1 and Driveway #2.
- The project should provide on-site and off-site pavement marking and signage improvements as represented in **Exhibit 8**.
- Should drive-through queues consistently exceed capacity, the operator should implement the traffic management plan outlined in **Attachment D** in order to contain the impacts of drive-through queueing on-site and prevent off-site traffic impacts on Myrtle Avenue.

Attachments

Exhibit 1 – Project Site Plan
Exhibit 2 – Project Site Vicinity Map
Exhibit 3 – Study Facilities, Traffic Control, and Lane Configuration
Exhibit 4 – Project Trip Distribution
Exhibit 5 – Project Trip Assignment
Exhibit 6 – Existing (2022) Peak-Hour Traffic Volumes
Exhibit 7 – Existing (2022) plus Project Peak-Hour Traffic Volumes
Exhibit 8 – Proposed Pavement Marking Improvements

Attachment A – Traffic Count Data Sheets
Attachment B – Analysis Worksheets for Existing (2022)
Attachment C – Analysis Worksheets for Existing (2022) plus Project Conditions
Attachment D – Traffic Management Plan
Attachment E – CAMUTCD Peak-Hour Signal Warrants

[8] *Section 4C, California Manual on Uniform Traffic Control Devices (CAMUTCD) 2014 Edition Revision 6,* Caltrans.

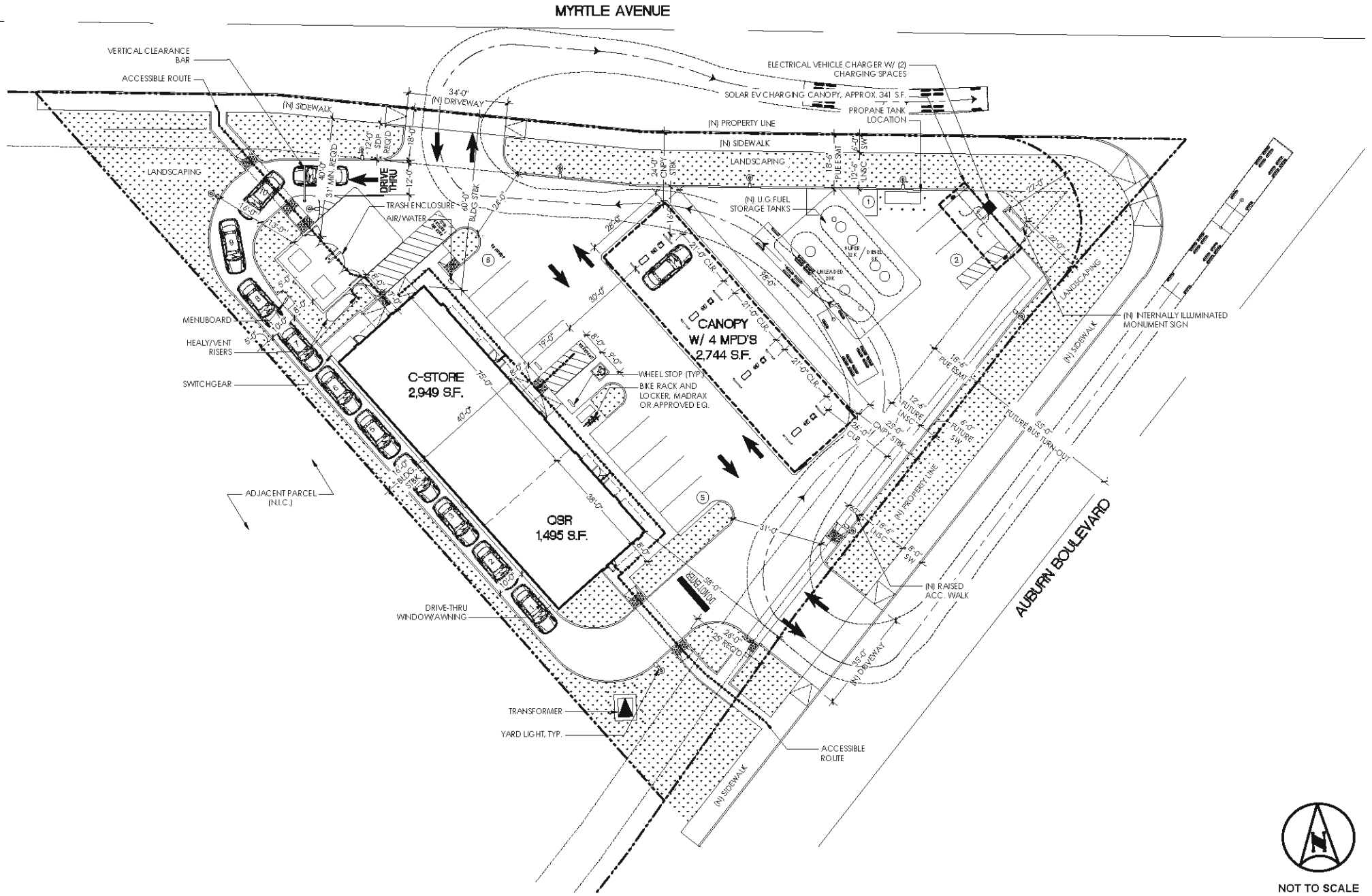


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Exhibit 1
Project Site Plan



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Exhibit 2
Project Site Vicinity Map

Study Facilities, Traffic Control, and Lane Configuration

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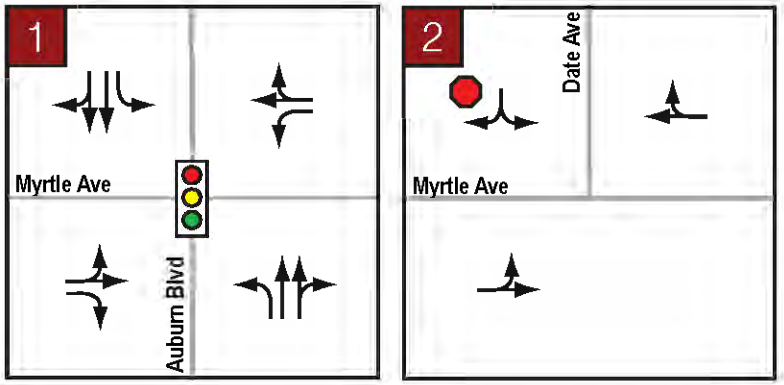
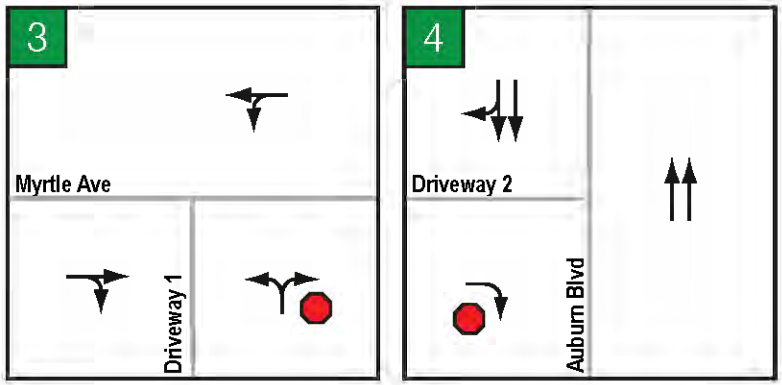
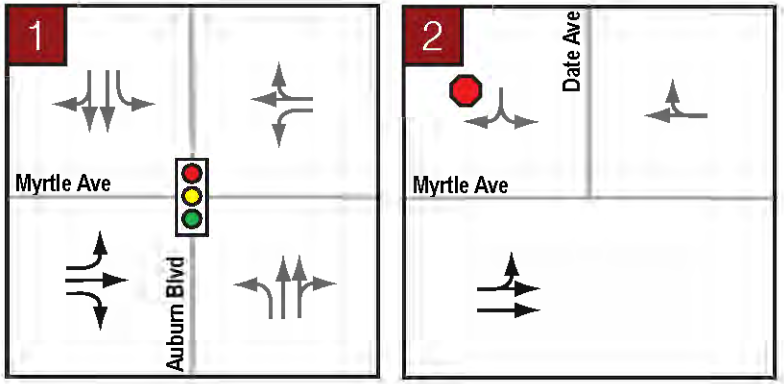
Existing Lane Geometry

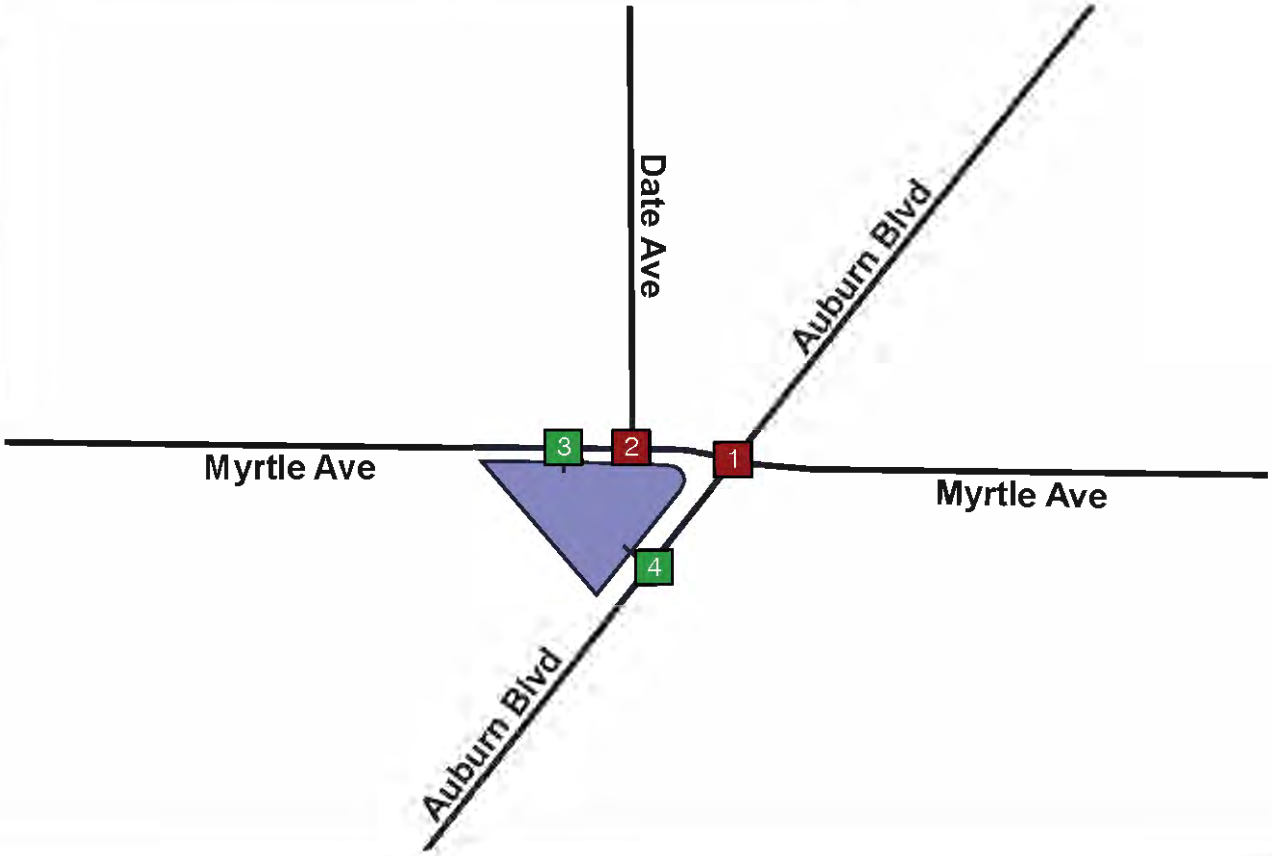


Driveway Lane Geometry



Proposed Lane Geometry





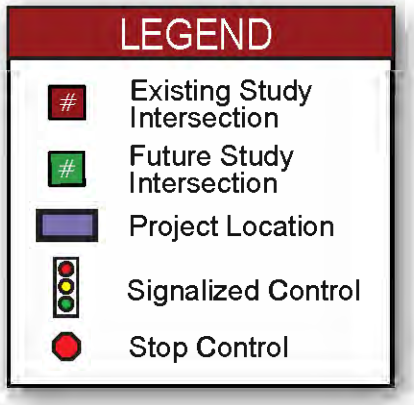


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Exhibit 3
Study Facilities, Traffic Control, and Lane Configuration



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Exhibit 4
Project Trip Distribution

Project Peak-Hour Turning Movement Volumes

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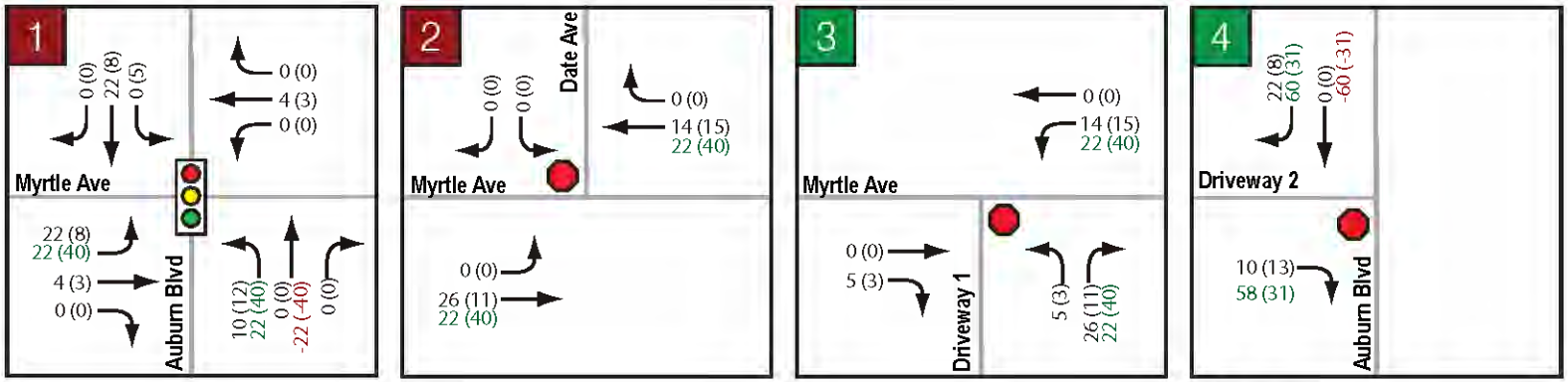

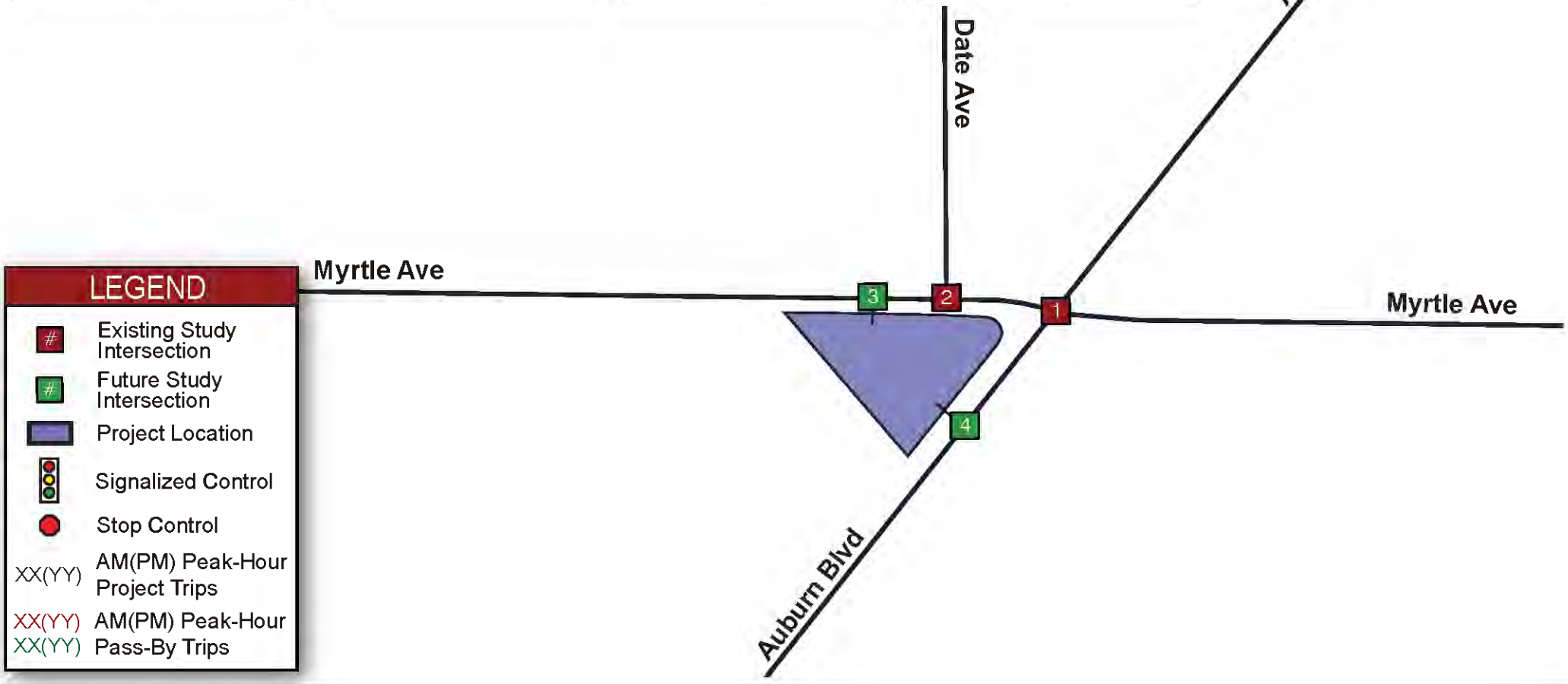

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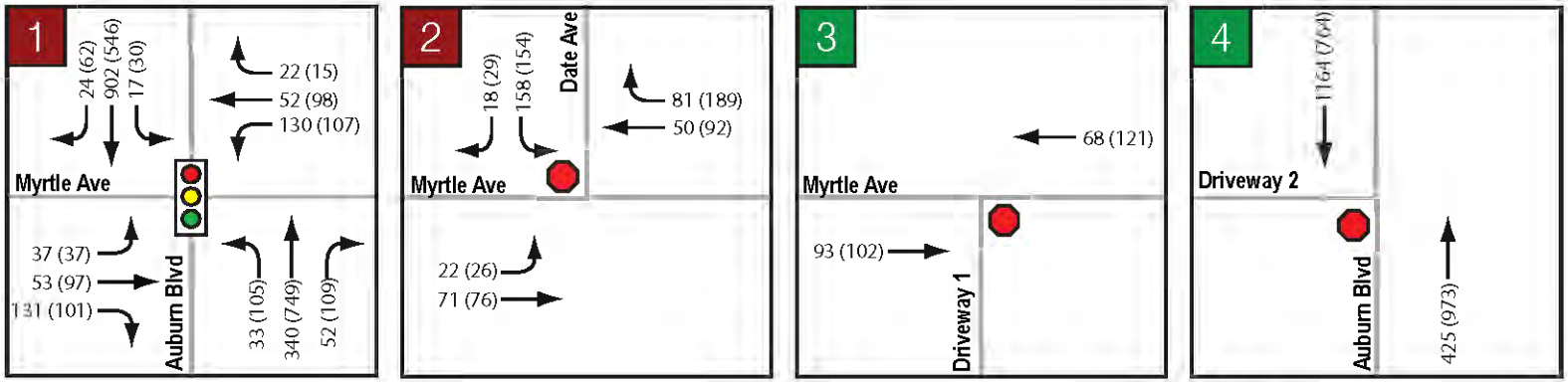
Exhibit 5
Project Trip Assignment

Existing (2022) Peak-Hour Turning Movement Volumes



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LEGEND

- # Existing Study Intersection
- # Future Study Intersection
- Project Location
- Signalized Control
- Stop Control
- XX(YY) AM(PM) Peak-Hour Volumes

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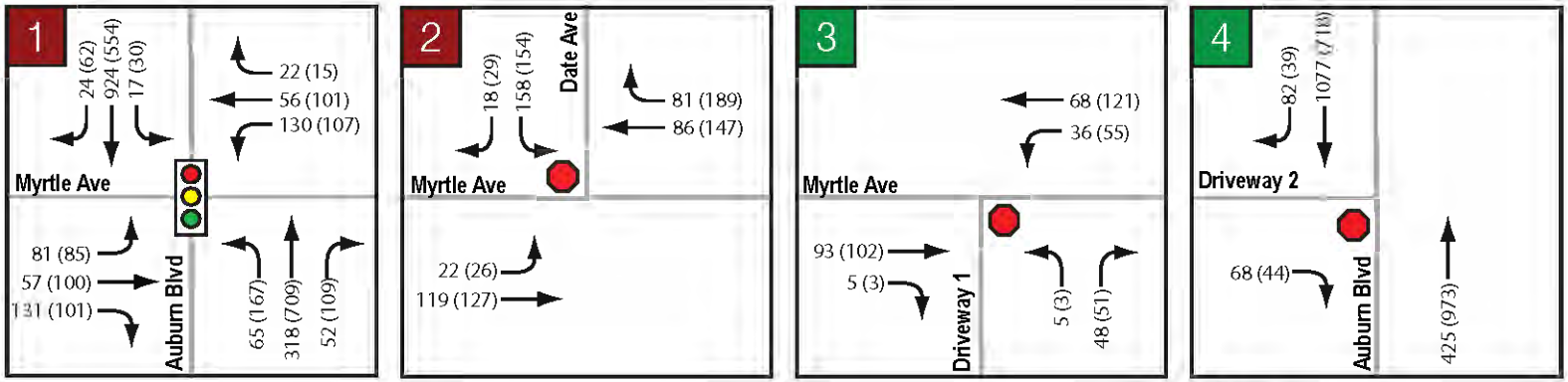
Exhibit 6
Existing (2022) Peak-Hour Traffic Volumes

Existing (2022) plus Project Peak-Hour Turning Movement Volumes

NOT TO SCALE

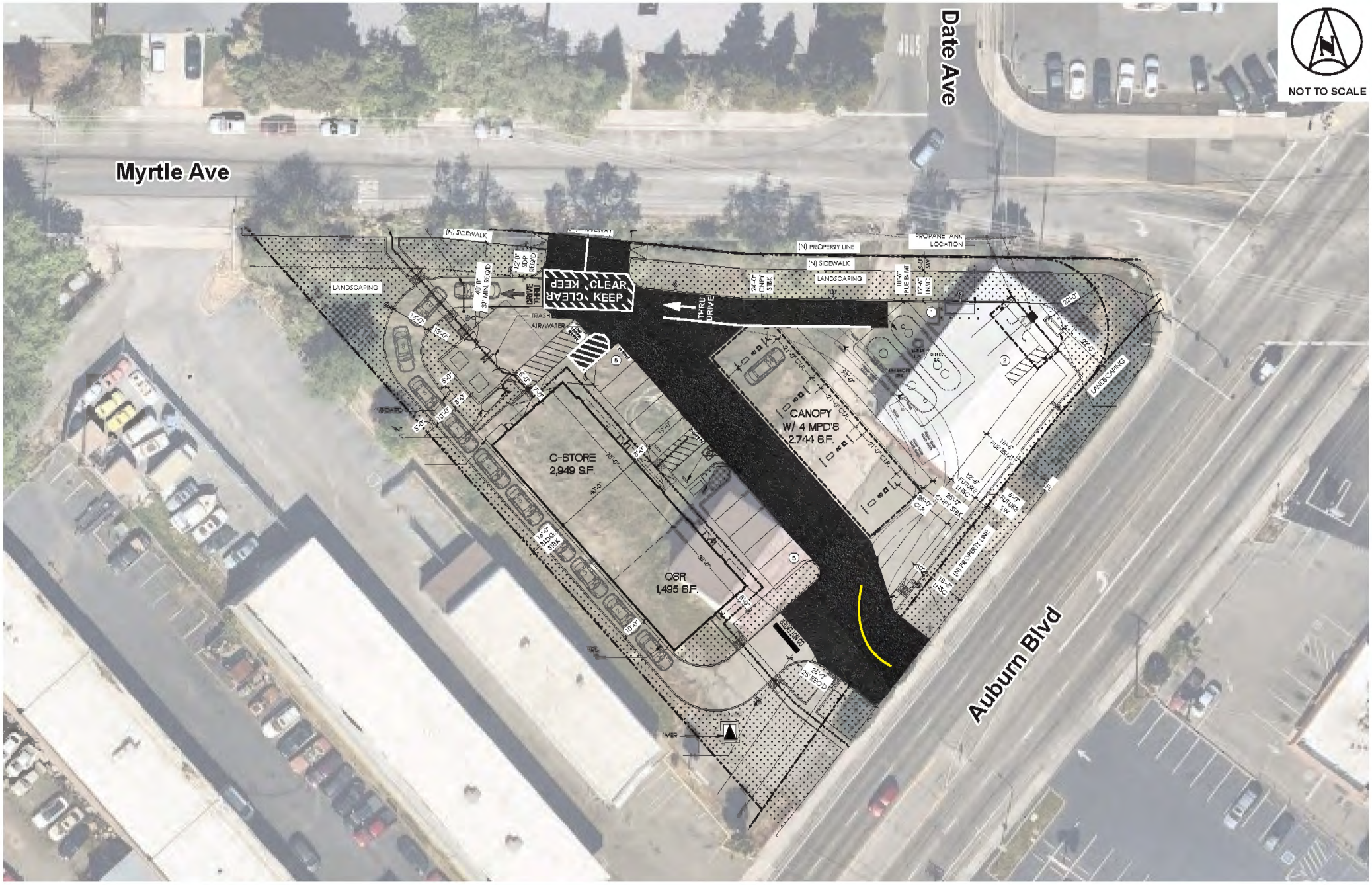


LEGEND

- # Existing Study Intersection
- # Future Study Intersection
- Project Location
- Signalized Control
- Stop Control
- XX(YY) AM(PM) Peak-Hour Volumes

Kimley»Horn

Exhibit 7
Existing (2022) plus Project Peak-Hour Traffic Volumes



Kimley»Horn

Exhibit 8
Proposed Pavement Marking Improvements

Kimley»Horn

Attachment A

Traffic Count Data Sheets

National Data & Surveying Services Intersection Turning Movement Count

Location: Auburn Blvd & Myrtle Ave
City: Sacramento
Control: Signalized

Project ID: 22-070079-001
Date: 4/20/2022

Data - Totals

NS/EW Streets:	Auburn Blvd				Auburn Blvd				Myrtle Ave				Myrtle Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	0	1	1	0	1	0.5	0.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
6:00 AM	4	26	2	0	1	52	0	1	5	3	10	0	11	1	2	0	118
6:15 AM	4	37	9	0	1	78	2	0	5	3	20	0	6	1	1	0	167
6:30 AM	2	40	3	0	1	114	1	0	9	7	19	0	16	7	4	0	223
6:45 AM	8	46	5	0	2	135	4	1	6	5	30	0	30	7	5	0	284
7:00 AM	4	52	10	0	1	134	3	0	7	5	23	0	18	9	2	0	268
7:15 AM	9	73	7	0	2	186	4	2	6	9	26	0	33	9	4	0	370
7:30 AM	6	74	9	0	2	265	6	1	13	12	35	0	36	4	5	0	468
7:45 AM	8	87	21	0	5	242	6	1	12	15	36	0	30	14	5	0	482
8:00 AM	9	106	15	1	1	209	8	3	6	17	34	0	31	25	8	0	473
8:15 AM	8	76	16	0	3	157	6	0	5	17	21	0	21	12	6	0	348
8:30 AM	14	85	20	1	3	158	6	0	12	22	32	0	20	15	4	0	392
8:45 AM	9	80	17	1	3	126	6	0	2	17	30	0	27	10	3	0	331
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	85	782	134	3	25	1856	52	9	88	132	316	0	279	114	49	0	3924
APPROACH %'s :	8.47%	77.89%	13.35%	0.30%	1.29%	95.57%	2.68%	0.46%	16.42%	24.63%	58.96%	0.00%	63.12%	25.79%	11.09%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	32	340	52	1	10	902	24	7	37	53	131	0	130	52	22	0	1793
PEAK HR FACTOR :	0.889	0.802	0.619	0.250	0.500	0.851	0.750	0.583	0.712	0.779	0.910	0.000	0.903	0.520	0.688	0.000	0.930
	0.811				0.860				0.877				0.797				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	0	1	1	0	1	0.5	0.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	21	143	11	0	5	130	11	2	21	12	20	0	34	18	6	0	434
4:15 PM	22	191	22	0	7	132	23	1	10	13	22	0	22	12	9	0	486
4:30 PM	21	211	25	0	6	125	19	1	12	21	22	0	26	19	9	0	517
4:45 PM	25	205	21	1	5	126	15	2	13	10	27	0	24	25	3	0	502
5:00 PM	24	175	24	0	7	159	19	0	9	18	31	0	31	27	2	0	526
5:15 PM	28	181	29	5	8	118	17	1	16	26	18	0	28	31	3	0	509
5:30 PM	28	196	26	2	5	132	17	1	4	26	30	0	25	25	7	0	524
5:45 PM	25	197	30	3	8	137	9	0	8	27	22	0	23	15	3	0	507
6:00 PM	20	158	22	0	3	117	18	1	12	16	24	0	24	20	9	0	444
6:15 PM	29	126	20	1	7	129	15	2	14	12	13	0	24	19	8	0	419
6:30 PM	12	105	28	1	6	89	16	1	9	16	15	0	24	16	2	0	340
6:45 PM	13	80	20	1	3	80	8	2	10	17	16	0	32	15	2	0	299
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	268	1968	278	14	70	1474	187	14	138	214	260	0	317	242	63	0	5507
APPROACH %'s :	10.60%	77.85%	11.00%	0.55%	4.01%	84.47%	10.72%	0.80%	22.55%	34.97%	42.48%	0.00%	50.96%	38.91%	10.13%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	105	749	109	10	28	546	62	2	37	97	101	0	107	98	15	0	2066
PEAK HR FACTOR :	0.938	0.951	0.908	0.500	0.875	0.858	0.816	0.500	0.578	0.898	0.815	0.000	0.863	0.790	0.536	0.000	0.982
	0.954				0.862				0.979				0.887				

National Data & Surveying Services Intersection Turning Movement Count

Location: Date Ave & Myrtle Ave
City: Sacramento
Control: 1-Way Stop (SB)

Project ID: 22-070079-002
Date: 4/20/2022

Data - Totals

NS/EW Streets:	Date Ave				Date Ave				Myrtle Ave				Myrtle Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
6:00 AM	0	0	0	0	10	0	1	0	1	8	0	0	0	0	6	0	26
6:15 AM	0	0	0	0	16	0	3	0	4	14	0	0	0	1	5	0	43
6:30 AM	0	0	0	0	18	0	1	0	4	14	0	0	0	4	6	1	48
6:45 AM	0	0	0	0	30	0	3	0	5	11	0	0	0	3	16	0	68
7:00 AM	0	0	0	0	23	0	1	0	4	13	0	0	0	3	13	0	57
7:15 AM	0	0	0	0	27	0	5	0	5	16	0	0	0	7	15	0	75
7:30 AM	0	0	0	0	37	0	3	0	5	20	0	0	0	2	14	0	81
7:45 AM	0	0	0	0	43	0	3	0	5	21	0	0	0	9	19	0	100
8:00 AM	0	0	0	0	42	0	5	0	6	14	0	0	0	17	23	0	107
8:15 AM	0	0	0	0	25	0	5	0	4	18	0	0	0	9	19	0	80
8:30 AM	0	0	0	0	48	0	5	0	7	18	0	0	0	15	20	0	113
8:45 AM	0	0	0	0	35	0	5	0	2	13	0	0	0	11	13	1	80
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	354	0	40	0	52	180	0	0	0	81	169	2	878
APPROACH %'s :					89.85%	0.00%	10.15%	0.00%	22.41%	77.59%	0.00%	0.00%	0.00%	32.14%	67.06%	0.79%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	0	0	0	158	0	18	0	22	71	0	0	0	50	81	0	400
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.823	0.000	0.900	0.000	0.786	0.845	0.000	0.000	0.000	0.735	0.880	0.000	0.885
					0.830				0.894				0.819				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	35	0	7	0	6	16	0	0	0	19	31	0	114
4:15 PM	0	0	0	0	29	0	5	0	2	17	0	0	0	18	39	0	110
4:30 PM	0	0	0	0	35	0	4	1	6	19	0	0	0	17	42	0	124
4:45 PM	0	0	0	0	33	0	6	0	6	17	0	0	0	25	40	0	127
5:00 PM	0	0	0	0	43	0	9	0	8	17	0	0	0	20	50	0	147
5:15 PM	0	0	0	0	33	0	7	0	4	25	0	0	0	20	54	0	143
5:30 PM	0	0	0	0	45	0	7	0	8	17	0	0	0	27	45	0	149
5:45 PM	0	0	0	0	34	0	6	0	5	24	0	0	0	16	33	0	118
6:00 PM	0	0	0	0	31	0	6	0	4	18	0	0	0	19	39	0	117
6:15 PM	0	0	0	0	23	0	5	0	6	18	0	0	0	25	38	0	115
6:30 PM	0	0	0	0	25	0	4	0	1	15	0	0	0	20	20	1	86
6:45 PM	0	0	0	0	26	0	6	0	6	14	0	0	0	16	23	0	91
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	392	0	72	1	62	217	0	0	0	242	454	1	1441
APPROACH %'s :					84.30%	0.00%	15.48%	0.22%	22.22%	77.78%	0.00%	0.00%	0.00%	34.72%	65.14%	0.14%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	0	0	0	154	0	29	0	26	76	0	0	0	92	189	0	566
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.856	0.000	0.806	0.000	0.813	0.760	0.000	0.000	0.000	0.852	0.875	0.000	0.950
					0.880				0.879				0.949				

Prepared by National Data & Surveying Services

VOLUME

Auburn Blvd Bet. Pasadena Ave & Myrtle Ave

Day: Wednesday
Date: 4/20/2022

City: Sacramento
Project #: CA22_070080_001

DAILY TOTALS	NB	SB	EB	WB	Total
	9,306	10,812	0	0	20,118

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
0:00	7		22				29		12:00	179		157				336	
0:15	26		21				47		12:15	153		154				307	
0:30	14		16				30		12:30	148		210				358	
0:45	10	57	8	67			18	124	12:45	156	636	201	722			357	1358
1:00	12		11				23		13:00	170		177				347	
1:15	13		19				32		13:15	161		183				344	
1:30	7		8				15		13:30	160		187				347	
1:45	10	42	5	43			15	85	13:45	168	659	169	716			337	1375
2:00	4		17				21		14:00	144		151				295	
2:15	10		9				19		14:15	156		202				358	
2:30	3		10				13		14:30	160		183				343	
2:45	7	24	9	45			16	69	14:45	186	646	139	675			325	1321
3:00	4		10				14		15:00	190		176				366	
3:15	5		8				13		15:15	190		146				336	
3:30	4		16				20		15:30	234		169				403	
3:45	9	22	11	45			20	67	15:45	209	823	158	649			367	1472
4:00	5		14				19		16:00	195		184				379	
4:15	10		16				26		16:15	220		171				391	
4:30	4		18				22		16:30	256		179				435	
4:45	12	31	22	70			34	101	16:45	232	903	167	701			399	1604
5:00	11		21				32		17:00	223		222				445	
5:15	23		42				65		17:15	252		168				420	
5:30	12		48				60		17:30	238		189				427	
5:45	22	68	86	197			108	265	17:45	247	960	179	758			426	1718
6:00	31		73				104		18:00	203		157				360	
6:15	48		100				148		18:15	174		150				324	
6:30	47		147				194		18:30	145		131				276	
6:45	62	188	201	521			263	709	18:45	112	634	128	566			240	1200
7:00	69		163				232		19:00	97		113				210	
7:15	96		241				337		19:15	80		94				174	
7:30	92		326				418		19:30	115		103				218	
7:45	119	376	291	1021			410	1397	19:45	91	383	80	390			171	773
8:00	133		275				408		20:00	100		82				182	
8:15	116		208				324		20:15	82		88				170	
8:30	117		194				311		20:30	80		98				178	
8:45	107	473	191	868			298	1341	20:45	75	337	89	357			164	694
9:00	102		137				239		21:00	66		78				144	
9:15	90		164				254		21:15	67		73				140	
9:30	120		145				265		21:30	42		59				101	
9:45	113	425	170	616			283	1041	21:45	50	225	46	256			96	481
10:00	136		156				292		22:00	48		56				104	
10:15	116		152				268		22:15	43		59				102	
10:30	147		117				264		22:30	43		38				81	
10:45	119	518	153	578			272	1096	22:45	46	180	38	191			84	371
11:00	150		156				306		23:00	32		35				67	
11:15	154		192				346		23:15	33		16				49	
11:30	140		156				296		23:30	25		18				43	
11:45	142	586	165	669			307	1255	23:45	20	110	22	91			42	201
TOTALS		2810		4740				7550	TOTALS		6496		6072				12568
SPLIT %		37.2%		62.8%				37.5%	SPLIT %		51.7%		48.3%				62.5%

DAILY TOTALS	NB	SB	EB	WB	Total
	9,306	10,812	0	0	20,118

AM Peak Hour	11:45	7:15	7:15	PM Peak Hour	16:30	12:30	17:00
AM Pk Volume	622	1133	1573	PM Pk Volume	963	771	1718
Pk Hr Factor	0.869	0.869	0.941	Pk Hr Factor	0.940	0.918	0.965
7 - 9 Volume	849	1889	2738	4 - 6 Volume	1863	1459	3322
7 - 9 Peak Hour	7:45	7:15	7:15	4 - 6 Peak Hour	16:30	17:00	17:00
7 - 9 Pk Volume	485	1133	1573	4 - 6 Pk Volume	963	758	1718
Pk Hr Factor	0.912	0.869	0.941	Pk Hr Factor	0.940	0.854	0.965

Prepared by National Data & Surveying Services

VOLUME

Auburn Blvd Bet. Myrtle Ave & College Oak Dr

Day: Wednesday
Date: 4/20/2022

City: Sacramento
Project #: CA22_070080_002

DAILY TOTALS	NB	SB	EB	WB	Total
	7,867	8,512	0	0	16,379

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
0:00	18		16				34		12:00	157		133				290	
0:15	14		14				28		12:15	132		135				267	
0:30	7		9				16		12:30	136		154				290	
0:45	8	47	7	46			15	93	12:45	133	558	171	593			304	1151
1:00	7		7				14		13:00	133		124				257	
1:15	9		10				19		13:15	129		162				291	
1:30	6		9				15		13:30	131		149				280	
1:45	6	28	5	31			11	59	13:45	144	537	128	563			272	1100
2:00	5		10				15		14:00	138		122				260	
2:15	6		6				12		14:15	131		159				290	
2:30	3		8				11		14:30	154		115				269	
2:45	6	20	7	31			13	51	14:45	150	573	115	511			265	1084
3:00	3		6				9		15:00	150		147				297	
3:15	3		7				10		15:15	169		130				299	
3:30	4		12				16		15:30	191		127				318	
3:45	7	17	7	32			14	49	15:45	192	702	146	550			338	1252
4:00	5		8				13		16:00	161		151				312	
4:15	7		15				22		16:15	188		140				328	
4:30	4		13				17		16:30	242		133				375	
4:45	10	26	15	51			25	77	16:45	209	800	142	566			351	1366
5:00	8		21				29		17:00	190		171				361	
5:15	16		30				46		17:15	202		155				357	
5:30	12		36				48		17:30	198		130				328	
5:45	20	56	63	150			83	206	17:45	210	800	141	597			351	1397
6:00	29		52				81		18:00	173		119				292	
6:15	41		85				126		18:15	136		143				279	
6:30	51		118				169		18:30	118		104				222	
6:45	46	167	147	402			193	569	18:45	83	510	91	457			174	967
7:00	61		139				200		19:00	67		92				159	
7:15	77		185				262		19:15	75		72				147	
7:30	85		265				350		19:30	76		80				156	
7:45	104	327	253	842			357	1169	19:45	75	293	73	317			148	610
8:00	110		207				317		20:00	85		63				148	
8:15	90		164				254		20:15	68		66				134	
8:30	99		170				269		20:30	63		68				131	
8:45	83	382	136	677			219	1059	20:45	62	278	70	267			132	545
9:00	86		119				205		21:00	61		48				109	
9:15	74		117				191		21:15	48		59				107	
9:30	82		130				212		21:30	41		42				83	
9:45	109	351	130	496			239	847	21:45	35	185	38	187			73	372
10:00	124		121				245		22:00	33		48				81	
10:15	100		114				214		22:15	25		34				59	
10:30	127		89				216		22:30	34		26				60	
10:45	109	460	107	431			216	891	22:45	32	124	31	139			63	263
11:00	133		133				266		23:00	25		25				50	
11:15	143		134				277		23:15	22		14				36	
11:30	127		131				258		23:30	23		9				32	
11:45	139	542	110	508			249	1050	23:45	14	84	20	68			34	152
TOTALS		2423		3697				6120	TOTALS		5444		4815				10259
SPLIT %		39.6%		60.4%				37.4%	SPLIT %		53.1%		46.9%				62.6%

DAILY TOTALS	NB	SB	EB	WB	Total
	7,867	8,512	0	0	16,379

AM Peak Hour	11:15	7:15	7:15	PM Peak Hour	16:30	12:30	16:30
AM Pk Volume	566	910	1286	PM Pk Volume	843	611	1444
Pk Hr Factor	0.901	0.858	0.901	Pk Hr Factor	0.871	0.893	0.963
7 - 9 Volume	709	1519	2228	4 - 6 Volume	1600	1163	2763
7 - 9 Peak Hour	7:45	7:15	7:15	4 - 6 Peak Hour	16:30	16:30	16:30
7 - 9 Pk Volume	403	910	1286	4 - 6 Pk Volume	843	601	1444
Pk Hr Factor	0.916	0.858	0.901	Pk Hr Factor	0.871	0.879	0.963

Prepared by National Data & Surveying Services

VOLUME

Myrtle Ave Bet. Date Ave & Auburn Blvd

Day: Wednesday
Date: 4/20/2022

City: Sacramento
Project #: CA22_070080_003

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	3,098	2,728	5,826

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
0:00					2		1		3		12:00					42		43		85	
0:15					1		4		5		12:15					46		56		102	
0:30					3		3		6		12:30					51		54		105	
0:45					1	7	3	11	4	18	12:45					54	193	39	192	93	385
1:00					4		6		10		13:00					54		49		103	
1:15					5		0		5		13:15					62		59		121	
1:30					1		0		1		13:30					63		63		126	
1:45					0	10	2	8	2	18	13:45					54	233	48	219	102	452
2:00					1		0		1		14:00					63		56		119	
2:15					1		4		5		14:15					50		42		92	
2:30					1		1		2		14:30					43		39		82	
2:45					3	6	1	6	4	12	14:45					46	202	42	179	88	381
3:00					0		2		2		15:00					41		67		108	
3:15					2		2		4		15:15					51		57		108	
3:30					2		2		4		15:30					47		71		118	
3:45					5	9	4	10	9	19	15:45					45	184	55	250	100	434
4:00					1		3		4		16:00					54		52		106	
4:15					3		2		5		16:15					47		59		106	
4:30					4		0		4		16:30					59		60		119	
4:45					3	11	3	8	6	19	16:45					54	214	66	237	120	451
5:00					3		2		5		17:00					58		71		129	
5:15					10		6		16		17:15					62		72		134	
5:30					7		4		11		17:30					70		76		146	
5:45					20	40	3	15	23	55	17:45					58	248	53	272	111	520
6:00					15		7		22		18:00					50		57		107	
6:15					26		7		33		18:15					42		60		102	
6:30					31		11		42		18:30					43		43		86	
6:45					34	106	19	44	53	150	18:45					43	178	40	200	83	378
7:00					39		16		55		19:00					38		56		94	
7:15					41		22		63		19:15					51		29		80	
7:30					54		17		71		19:30					33		47		80	
7:45					68	202	29	84	97	286	19:45					37	159	37	169	74	328
8:00					57		38		95		20:00					25		28		53	
8:15					46		29		75		20:15					22		20		42	
8:30					72		36		108		20:30					17		23		40	
8:45					58	233	26	129	84	362	20:45					33	97	31	102	64	199
9:00					30		28		58		21:00					21		24		45	
9:15					40		29		69		21:15					25		26		51	
9:30					35		37		72		21:30					26		19		45	
9:45					57	162	28	122	85	284	21:45					17	89	17	86	34	175
10:00					58		30		88		22:00					18		15		33	
10:15					63		36		99		22:15					16		21		37	
10:30					32		42		74		22:30					13		14		27	
10:45					40	193	38	146	78	339	22:45					9	56	11	61	20	117
11:00					52		31		83		23:00					8		11		19	
11:15					53		48		101		23:15					11		15		26	
11:30					54		31		85		23:30					13		7		20	
11:45					69	228	29	139	98	367	23:45					6	38	6	39	12	77
TOTALS						1207		722		1929	TOTALS						1891		2006		3897
SPLIT %						62.6%		37.4%		33.1%	SPLIT %						48.5%		51.5%		66.9%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	3,098	2,728	5,826

AM Peak Hour	7:45	11:45	11:45	PM Peak Hour	17:00	16:45	16:45
AM Pk Volume	243	182	390	PM Pk Volume	248	285	529
Pk Hr Factor	0.844	0.813	0.929	Pk Hr Factor	0.886	0.938	0.906
7 - 9 Volume	435	213	648	4 - 6 Volume	462	509	971
7 - 9 Peak Hour	7:45	7:45	7:45	4 - 6 Peak Hour	17:00	16:45	16:45
7 - 9 Pk Volume	243	132	375	4 - 6 Pk Volume	248	285	529
Pk Hr Factor	0.844	0.868	0.868	Pk Hr Factor	0.886	0.938	0.906

Prepared by National Data & Surveying Services

VOLUME

Myrtle Ave Bet. Auburn Blvd & College Oak Dr

Day: Wednesday
Date: 4/20/2022

City: Sacramento
Project #: CA22_070080_004

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	2,398	2,690	5,088

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
0:00			8		3		11		12:00			38		50		88	
0:15			8		9		17		12:15			30		53		83	
0:30			5		2		7		12:30			40		58		98	
0:45			11	32	2	16	13	48	12:45			39	147	45	206	84	353
1:00			5		4		9		13:00			37		41		78	
1:15			4		4		8		13:15			55		38		93	
1:30			3		1		4		13:30			43		51		94	
1:45			3	15	0	9	3	24	13:45			44	179	43	173	87	352
2:00			1		4		5		14:00			34		50		84	
2:15			2		4		6		14:15			31		49		80	
2:30			2		4		6		14:30			26		58		84	
2:45			3	8	2	14	5	22	14:45			44	135	40	197	84	332
3:00			1		6		7		15:00			41		55		96	
3:15			1		0		1		15:15			51		52		103	
3:30			2		4		6		15:30			42		58		100	
3:45			4	8	3	13	7	21	15:45			47	181	32	197	79	378
4:00			0		5		5		16:00			27		49		76	
4:15			2		1		3		16:15			48		36		84	
4:30			7		5		12		16:30			52		54		106	
4:45			0	9	4	15	4	24	16:45			39	166	48	187	87	353
5:00			2		2		4		17:00			49		60		109	
5:15			9		11		20		17:15			62		55		117	
5:30			2		3		5		17:30			60		51		111	
5:45			3	16	11	27	14	43	17:45			67	238	39	205	106	443
6:00			4		12		16		18:00			42		44		86	
6:15			12		8		20		18:15			46		50		96	
6:30			11		25		36		18:30			55		38		93	
6:45			12	39	42	87	54	126	18:45			37	180	41	173	78	353
7:00			17		36		53		19:00			29		45		74	
7:15			22		37		59		19:15			33		24		57	
7:30			20		52		72		19:30			30		30		60	
7:45			43	102	42	167	85	269	19:45			27	119	18	117	45	236
8:00			31		52		83		20:00			29		32		61	
8:15			32		35		67		20:15			26		35		61	
8:30			45		33		78		20:30			19		31		50	
8:45			37	145	43	163	80	308	20:45			28	102	28	126	56	228
9:00			23		24		47		21:00			21		29		50	
9:15			19		31		50		21:15			31		18		49	
9:30			29		33		62		21:30			16		21		37	
9:45			31	102	31	119	62	221	21:45			24	92	14	82	38	174
10:00			33		31		64		22:00			24		17		41	
10:15			30		31		61		22:15			18		25		43	
10:30			40		41		81		22:30			17		14		31	
10:45			24	127	42	145	66	272	22:45			14	73	8	64	22	137
11:00			39		40		79		23:00			14		12		26	
11:15			25		41		66		23:15			10		12		22	
11:30			36		32		68		23:30			11		8		19	
11:45			36	136	36	149	72	285	23:45			12	47	7	39	19	86
TOTALS				739		924		1663	TOTALS				1659		1766		3425
SPLIT %				44.4%		55.6%		32.7%	SPLIT %				48.4%		51.6%		67.3%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	2,398	2,690	5,088

AM Peak Hour	7:45	11:45	11:45	PM Peak Hour	17:00	16:30	17:00
AM Pk Volume	151	197	341	PM Pk Volume	238	217	443
Pk Hr Factor	0.839	0.849	0.870	Pk Hr Factor	0.888	0.904	0.947
7 - 9 Volume	247	330	577	4 - 6 Volume	404	392	796
7 - 9 Peak Hour	7:45	7:15	7:45	4 - 6 Peak Hour	17:00	16:30	17:00
7 - 9 Pk Volume	151	183	313	4 - 6 Pk Volume	238	217	443
Pk Hr Factor	0.839	0.880	0.921	Pk Hr Factor	0.888	0.904	0.947

Kimley»Horn

Attachment B

Analysis Worksheets for Existing (2022) Conditions

Summary of All Intervals

Run Number	1	2	3	4	5	6	7
Start Time	6:50	6:50	6:50	6:50	6:50	6:50	6:50
End Time	8:00	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	70	70	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	5	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4	4
Vehs Entered	1789	1920	1901	1868	1838	1880	1872
Vehs Exited	1804	1910	1884	1874	1840	1886	1877
Starting Vehs	31	13	11	27	25	22	21
Ending Vehs	16	23	28	21	23	16	16
Travel Distance (mi)	404	432	424	421	413	424	420
Travel Time (hr)	19.9	22.6	22.4	21.4	21.1	21.4	21.7
Total Delay (hr)	7.9	9.8	9.7	8.9	8.8	8.7	9.2
Total Stops	980	1102	1120	1104	1108	1093	1060
Fuel Used (gal)	18.7	20.7	20.3	20.0	19.7	20.2	19.8

Summary of All Intervals

Run Number	8	9	10	Avg
Start Time	6:50	6:50	6:50	6:50
End Time	8:00	8:00	8:00	8:00
Total Time (min)	70	70	70	70
Time Recorded (min)	60	60	60	60
# of Intervals	5	5	5	5
# of Recorded Intervals	4	4	4	4
Vehs Entered	1830	1889	1845	1864
Vehs Exited	1819	1871	1849	1862
Starting Vehs	14	16	22	18
Ending Vehs	25	34	18	20
Travel Distance (mi)	410	423	415	419
Travel Time (hr)	20.1	21.1	20.3	21.2
Total Delay (hr)	7.9	8.5	7.9	8.7
Total Stops	1045	1041	1010	1066
Fuel Used (gal)	19.2	19.7	19.2	19.7

Interval #0 Information Seeding

Start Time	6:50
End Time	7:00
Total Time (min)	10

Volumes adjusted by Growth Factors.
No data recorded this interval.

Interval #1 Information

Start Time	7:00
End Time	7:15
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	454	512	482	454	455	474	510
Vehs Exited	473	504	466	452	461	470	498
Starting Vehs	31	13	11	27	25	22	21
Ending Vehs	12	21	27	29	19	26	33
Travel Distance (mi)	104	115	106	101	102	107	113
Travel Time (hr)	5.1	6.4	5.2	5.0	5.3	5.5	6.3
Total Delay (hr)	2.0	3.0	2.0	2.0	2.2	2.4	2.9
Total Stops	262	333	254	274	278	276	297
Fuel Used (gal)	4.8	5.7	4.8	4.8	4.9	5.1	5.4

Interval #1 Information

Start Time	7:00
End Time	7:15
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	460	454	454	470
Vehs Exited	456	454	462	469
Starting Vehs	14	16	22	18
Ending Vehs	18	16	14	20
Travel Distance (mi)	103	103	102	105
Travel Time (hr)	5.0	5.1	4.8	5.4
Total Delay (hr)	2.0	2.1	1.8	2.2
Total Stops	266	252	247	275
Fuel Used (gal)	4.7	4.9	4.6	5.0

Interval #2 Information

Start Time	7:15
End Time	7:30
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	461	456	500	461	471	439	482
Vehs Exited	450	458	510	468	460	454	493
Starting Vehs	12	21	27	29	19	26	33
Ending Vehs	23	19	17	22	30	11	22
Travel Distance (mi)	102	103	114	105	104	100	108
Travel Time (hr)	5.1	5.5	6.1	5.7	5.3	4.9	5.6
Total Delay (hr)	2.1	2.4	2.7	2.6	2.2	1.9	2.4
Total Stops	257	247	290	290	267	275	272
Fuel Used (gal)	4.8	4.9	5.5	5.2	4.9	4.8	5.1

Interval #2 Information

Start Time	7:15
End Time	7:30
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	485	502	449	469
Vehs Exited	479	490	447	470
Starting Vehs	18	16	14	20
Ending Vehs	24	28	16	19
Travel Distance (mi)	109	111	101	106
Travel Time (hr)	5.5	5.4	5.2	5.4
Total Delay (hr)	2.2	2.1	2.2	2.3
Total Stops	288	269	268	271
Fuel Used (gal)	5.1	5.0	4.8	5.0

Interval #3 Information

Start Time	7:30
End Time	7:45
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	435	469	480	503	474	457	435
Vehs Exited	443	466	475	513	484	446	442
Starting Vehs	23	19	17	22	30	11	22
Ending Vehs	15	22	22	12	20	22	15
Travel Distance (mi)	99	105	107	115	108	101	99
Travel Time (hr)	4.9	5.1	5.8	6.2	5.4	4.8	5.0
Total Delay (hr)	2.1	2.0	2.6	2.8	2.2	1.8	2.1
Total Stops	226	257	303	309	267	248	254
Fuel Used (gal)	4.5	4.8	5.3	5.6	5.1	4.6	4.7

Interval #3 Information

Start Time	7:30
End Time	7:45
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	457	465	460	464
Vehs Exited	453	475	456	464
Starting Vehs	24	28	16	19
Ending Vehs	28	18	20	18
Travel Distance (mi)	102	106	103	105
Travel Time (hr)	5.0	5.2	4.9	5.2
Total Delay (hr)	2.0	2.1	1.8	2.1
Total Stops	256	239	228	259
Fuel Used (gal)	4.8	4.8	4.6	4.9

Interval #4 Information Recording

Start Time	7:45
End Time	8:00
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	439	483	439	450	438	510	445
Vehs Exited	438	482	433	441	435	516	444
Starting Vehs	15	22	22	12	20	22	15
Ending Vehs	16	23	28	21	23	16	16
Travel Distance (mi)	99	109	97	100	98	116	100
Travel Time (hr)	4.7	5.6	5.4	4.5	5.2	6.1	4.9
Total Delay (hr)	1.8	2.4	2.4	1.5	2.2	2.6	1.9
Total Stops	235	265	273	231	296	294	237
Fuel Used (gal)	4.6	5.2	4.7	4.4	4.8	5.6	4.6

Interval #4 Information Recording

Start Time	7:45
End Time	8:00
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	428	468	482	460
Vehs Exited	431	452	484	456
Starting Vehs	28	18	20	18
Ending Vehs	25	34	18	20
Travel Distance (mi)	96	103	109	103
Travel Time (hr)	4.6	5.4	5.4	5.2
Total Delay (hr)	1.7	2.3	2.1	2.1
Total Stops	235	281	267	263
Fuel Used (gal)	4.5	4.9	5.2	4.9

1: Auburn Blvd & Myrtle Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Denied Delay (hr)	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	3.8	0.5	0.6	0.0	0.0	0.0	0.0	3.0	2.6
Total Delay (hr)	0.4	0.6	0.3	1.3	0.5	0.1	0.0	0.3	0.7	0.0	0.1	0.1
Total Del/Veh (s)	38.6	32.5	8.8	35.1	34.2	11.0	33.1	39.8	7.5	2.8	42.9	39.2
Stop Delay (hr)	0.4	0.6	0.3	1.2	0.4	0.1	0.0	0.3	0.5	0.0	0.1	0.1
Stop Del/Veh (s)	37.4	30.9	8.9	32.0	29.2	9.8	33.4	38.8	5.2	2.8	42.5	37.1

1: Auburn Blvd & Myrtle Ave Performance by movement

Movement	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.2
Denied Del/Veh (s)	0.2	0.3	0.4
Total Delay (hr)	2.5	0.0	7.0
Total Del/Veh (s)	10.2	5.7	14.0
Stop Delay (hr)	1.4	0.0	5.4
Stop Del/Veh (s)	5.6	4.4	10.8

2: Myrtle Ave & Date Ave Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.3	3.9	0.3
Total Delay (hr)	0.0	0.0	0.0	0.0	0.4	0.0	0.5
Total Del/Veh (s)	2.4	1.3	1.5	1.0	8.9	3.5	4.4
Stop Delay (hr)	0.0	0.0	0.0	0.0	0.3	0.0	0.3
Stop Del/Veh (s)	1.0	0.9	0.3	0.3	6.2	2.6	2.9

3: Dway 1 & Myrtle Ave Performance by movement

Movement	EBT	WBT	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.1
Total Delay (hr)	0.0	0.0	0.0
Total Del/Veh (s)	0.0	0.3	0.2
Stop Delay (hr)	0.0	0.0	0.0
Stop Del/Veh (s)	0.0	0.1	0.0

4: Auburn Blvd & Dway 2 Performance by movement

Movement	NBT	SBT	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0
Total Delay (hr)	0.1	0.6	0.6
Total Del/Veh (s)	0.5	1.8	1.4
Stop Delay (hr)	0.0	0.1	0.1
Stop Del/Veh (s)	0.0	0.2	0.1

Total Network Performance

Denied Delay (hr)	0.3
Denied Del/Veh (s)	0.5
Total Delay (hr)	8.5
Total Del/Veh (s)	16.2
Stop Delay (hr)	5.8
Stop Del/Veh (s)	11.1

Intersection: 1: Auburn Blvd & Myrtle Ave

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LT	R	L	TR	UL	T	TR	UL	T	TR
Maximum Queue (ft)	82	70	153	102	52	89	90	30	181	163
Average Queue (ft)	48	41	63	40	12	19	16	2	74	55
95th Queue (ft)	87	68	123	84	37	62	58	13	147	129
Link Distance (ft)	68	68		503		198	198		488	488
Upstream Blk Time (%)	7	2					0			
Queuing Penalty (veh)	8	2					0			
Storage Bay Dist (ft)			175		160			135		
Storage Blk Time (%)			0			0			1	
Queuing Penalty (veh)			0			0			0	

Intersection: 2: Myrtle Ave & Date Ave

Movement	EB	WB	SB	SB
Directions Served	LT	TR	L	R
Maximum Queue (ft)	52	24	115	45
Average Queue (ft)	6	1	46	15
95th Queue (ft)	32	11	88	42
Link Distance (ft)	112	68	382	
Upstream Blk Time (%)	0			
Queuing Penalty (veh)	0			
Storage Bay Dist (ft)				50
Storage Blk Time (%)			6	0
Queuing Penalty (veh)			1	0

Intersection: 3: Dway 1 & Myrtle Ave

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 4: Auburn Blvd & Dway 2

Movement	SB
Directions Served	T
Maximum Queue (ft)	5
Average Queue (ft)	0
95th Queue (ft)	5
Link Distance (ft)	198
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 11

Summary of All Intervals

Run Number	1	2	3	4	5	6	7
Start Time	4:50	4:50	4:50	4:50	4:50	4:50	4:50
End Time	6:00	6:00	6:00	6:00	6:00	6:00	6:00
Total Time (min)	70	70	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	5	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4	4
Vehs Entered	2088	2142	2157	2111	2137	2071	2170
Vehs Exited	2083	2135	2154	2107	2131	2059	2163
Starting Vehs	20	32	27	26	25	20	24
Ending Vehs	25	39	30	30	31	32	31
Travel Distance (mi)	470	481	485	474	481	464	487
Travel Time (hr)	26.2	28.1	25.9	26.9	27.7	25.6	29.1
Total Delay (hr)	11.7	13.2	11.0	12.3	12.9	11.1	13.9
Total Stops	1297	1419	1267	1331	1301	1240	1403
Fuel Used (gal)	22.5	24.0	23.2	23.2	23.6	22.3	24.1

Summary of All Intervals

Run Number	8	9	10	Avg
Start Time	4:50	4:50	4:50	4:50
End Time	6:00	6:00	6:00	6:00
Total Time (min)	70	70	70	70
Time Recorded (min)	60	60	60	60
# of Intervals	5	5	5	5
# of Recorded Intervals	4	4	4	4
Vehs Entered	2109	2156	2111	2125
Vehs Exited	2105	2147	2118	2120
Starting Vehs	24	24	25	24
Ending Vehs	28	33	18	31
Travel Distance (mi)	473	484	478	478
Travel Time (hr)	26.9	28.6	27.3	27.2
Total Delay (hr)	12.2	13.6	12.7	12.5
Total Stops	1284	1400	1318	1327
Fuel Used (gal)	23.0	24.1	23.6	23.3

Interval #0 Information Seeding

Start Time	4:50
End Time	5:00
Total Time (min)	10

Volumes adjusted by Growth Factors.
No data recorded this interval.

Interval #1 Information

Start Time	5:00
End Time	5:15
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	495	571	550	504	537	560	528
Vehs Exited	485	573	550	510	540	544	529
Starting Vehs	20	32	27	26	25	20	24
Ending Vehs	30	30	27	20	22	36	23
Travel Distance (mi)	110	129	124	114	122	123	118
Travel Time (hr)	6.0	7.4	6.4	6.4	8.2	7.7	7.4
Total Delay (hr)	2.7	3.4	2.6	2.9	4.4	3.8	3.7
Total Stops	290	355	300	318	353	362	326
Fuel Used (gal)	5.3	6.3	5.9	5.4	6.3	6.2	5.8

Interval #1 Information

Start Time	5:00
End Time	5:15
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	489	549	504	530
Vehs Exited	496	549	492	526
Starting Vehs	24	24	25	24
Ending Vehs	17	24	37	23
Travel Distance (mi)	110	124	112	119
Travel Time (hr)	5.8	7.0	6.2	6.8
Total Delay (hr)	2.4	3.2	2.8	3.2
Total Stops	289	332	312	323
Fuel Used (gal)	5.1	6.1	5.5	5.8

Interval #2 Information

Start Time	5:15
End Time	5:30
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	530	507	557	519	500	519	588
Vehs Exited	532	505	563	506	495	523	590
Starting Vehs	30	30	27	20	22	36	23
Ending Vehs	28	32	21	33	27	32	21
Travel Distance (mi)	119	114	127	114	112	118	132
Travel Time (hr)	6.3	6.8	6.7	6.6	6.0	6.4	8.3
Total Delay (hr)	2.7	3.3	2.9	3.0	2.6	2.8	4.2
Total Stops	305	358	319	324	310	342	398
Fuel Used (gal)	5.6	5.8	6.0	5.7	5.5	5.7	6.6

Interval #2 Information

Start Time	5:15
End Time	5:30
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	530	536	556	533
Vehs Exited	510	525	559	530
Starting Vehs	17	24	37	23
Ending Vehs	37	35	34	28
Travel Distance (mi)	117	119	126	120
Travel Time (hr)	6.4	7.2	7.3	6.8
Total Delay (hr)	2.7	3.4	3.4	3.1
Total Stops	313	368	370	340
Fuel Used (gal)	5.6	5.9	6.3	5.9

Interval #3 Information

Start Time	5:30
End Time	5:45
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	517	535	537	550	563	475	567
Vehs Exited	520	540	529	556	549	485	561
Starting Vehs	28	32	21	33	27	32	21
Ending Vehs	25	27	29	27	41	22	27
Travel Distance (mi)	118	121	120	125	126	109	128
Travel Time (hr)	6.6	7.0	6.6	6.7	7.1	5.6	7.4
Total Delay (hr)	3.0	3.3	2.9	2.9	3.2	2.3	3.4
Total Stops	345	342	346	323	349	279	363
Fuel Used (gal)	5.7	6.0	5.9	6.0	6.0	5.2	6.3

Interval #3 Information

Start Time	5:30
End Time	5:45
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	581	532	531	537
Vehs Exited	587	532	550	540
Starting Vehs	37	35	34	28
Ending Vehs	31	35	15	27
Travel Distance (mi)	132	120	122	122
Travel Time (hr)	8.4	7.0	7.5	7.0
Total Delay (hr)	4.3	3.3	3.8	3.2
Total Stops	367	356	342	340
Fuel Used (gal)	6.7	5.9	6.1	6.0

Interval #4 Information Recording

Start Time	5:45
End Time	6:00
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	546	529	513	538	537	517	487
Vehs Exited	546	517	512	535	547	507	483
Starting Vehs	25	27	29	27	41	22	27
Ending Vehs	25	39	30	30	31	32	31
Travel Distance (mi)	123	117	114	121	122	113	109
Travel Time (hr)	7.2	6.9	6.1	7.3	6.5	5.8	6.0
Total Delay (hr)	3.4	3.2	2.6	3.5	2.7	2.2	2.5
Total Stops	357	364	302	366	289	257	316
Fuel Used (gal)	5.9	5.9	5.4	6.1	5.8	5.2	5.3

Interval #4 Information Recording

Start Time	5:45
End Time	6:00
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	509	539	520	520
Vehs Exited	512	541	517	520
Starting Vehs	31	35	15	27
Ending Vehs	28	33	18	31
Travel Distance (mi)	114	122	118	117
Travel Time (hr)	6.4	7.5	6.2	6.6
Total Delay (hr)	2.9	3.7	2.7	3.0
Total Stops	315	344	294	321
Fuel Used (gal)	5.7	6.1	5.7	5.7

1: Auburn Blvd & Myrtle Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Denied Delay (hr)	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	0.3	0.0	3.8	0.5	0.6	0.0	0.0	0.0	0.0	3.3	3.1
Total Delay (hr)	0.5	1.2	0.2	1.1	1.1	0.1	0.1	1.1	1.9	0.2	0.0	0.3
Total Del/Veh (s)	43.8	43.1	6.6	38.1	39.4	21.2	37.3	39.2	9.2	5.1	43.3	42.4
Stop Delay (hr)	0.4	1.2	0.2	1.0	0.9	0.1	0.1	1.1	1.2	0.1	0.0	0.3
Stop Del/Veh (s)	42.7	41.2	6.6	34.8	33.6	19.0	37.1	37.2	5.8	4.6	42.8	40.1

1: Auburn Blvd & Myrtle Ave Performance by movement

Movement	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.2
Denied Del/Veh (s)	0.1	0.2	0.3
Total Delay (hr)	2.0	0.1	10.0
Total Del/Veh (s)	13.4	6.3	17.4
Stop Delay (hr)	1.3	0.1	8.1
Stop Del/Veh (s)	8.8	5.2	14.2

2: Myrtle Ave & Date Ave Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.3	3.9	0.3
Total Delay (hr)	0.0	0.1	0.1	0.1	0.7	0.0	1.0
Total Del/Veh (s)	3.7	3.3	2.0	1.3	15.8	6.0	5.9
Stop Delay (hr)	0.0	0.1	0.0	0.0	0.6	0.0	0.7
Stop Del/Veh (s)	2.1	2.6	0.2	0.2	13.2	4.3	4.4

3: Dway 1 & Myrtle Ave Performance by movement

Movement	EBT	WBT	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.0	0.1
Total Delay (hr)	0.0	0.0	0.0
Total Del/Veh (s)	0.1	0.5	0.3
Stop Delay (hr)	0.0	0.0	0.0
Stop Del/Veh (s)	0.0	0.1	0.0

4: Auburn Blvd & Dway 2 Performance by movement

Movement	NBT	SBT	All
Denied Delay (hr)	0.1	0.0	0.1
Denied Del/Veh (s)	0.2	0.0	0.1
Total Delay (hr)	0.3	0.4	0.6
Total Del/Veh (s)	0.9	1.7	1.3
Stop Delay (hr)	0.0	0.0	0.0
Stop Del/Veh (s)	0.0	0.2	0.1

Total Network Performance

Denied Delay (hr)	0.3
Denied Del/Veh (s)	0.5
Total Delay (hr)	12.2
Total Del/Veh (s)	20.4
Stop Delay (hr)	8.9
Stop Del/Veh (s)	14.9

Intersection: 1: Auburn Blvd & Myrtle Ave

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LT	R	L	TR	UL	T	TR	UL	T	TR
Maximum Queue (ft)	83	72	123	148	142	175	171	50	142	136
Average Queue (ft)	66	37	51	65	54	67	64	9	56	38
95th Queue (ft)	98	64	100	121	113	138	130	31	112	99
Link Distance (ft)	68	68		503		198	198		488	488
Upstream Blk Time (%)	20	1			0	0	0			
Queuing Penalty (veh)	23	1			0	0	0			
Storage Bay Dist (ft)			175		160			135		
Storage Blk Time (%)			0	0	0	0			0	
Queuing Penalty (veh)			0	0	1	0			0	

Intersection: 2: Myrtle Ave & Date Ave

Movement	EB	WB	SB	SB
Directions Served	LT	TR	L	R
Maximum Queue (ft)	74	17	155	81
Average Queue (ft)	16	1	58	23
95th Queue (ft)	52	9	121	64
Link Distance (ft)	112	68	382	
Upstream Blk Time (%)	0	0		
Queuing Penalty (veh)	0	0		
Storage Bay Dist (ft)				50
Storage Blk Time (%)			13	0
Queuing Penalty (veh)			4	0

Intersection: 3: Dway 1 & Myrtle Ave

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 4: Auburn Blvd & Dway 2

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Network Summary

Network wide Queuing Penalty: 30

Kimley»Horn

Attachment C

Analysis Worksheets for Existing (2022) plus Project Conditions

Summary of All Intervals

Run Number	1	2	3	4	5	6	7
Start Time	6:50	6:50	6:50	6:50	6:50	6:50	6:50
End Time	8:00	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	70	70	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	5	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4	4
Vehs Entered	2040	2082	2039	1985	2046	2004	2026
Vehs Exited	2047	2053	2053	1972	2054	2001	2020
Starting Vehs	22	14	29	17	27	21	29
Ending Vehs	15	43	15	30	19	24	35
Travel Distance (mi)	443	448	442	429	444	434	437
Travel Time (hr)	25.4	25.8	24.6	24.3	26.2	25.1	25.2
Total Delay (hr)	11.5	11.8	10.9	10.9	12.2	11.6	11.7
Total Stops	1368	1342	1264	1282	1355	1311	1307
Fuel Used (gal)	21.8	22.3	21.9	21.3	22.5	22.0	21.7

Summary of All Intervals

Run Number	8	9	10	Avg
Start Time	6:50	6:50	6:50	6:50
End Time	8:00	8:00	8:00	8:00
Total Time (min)	70	70	70	70
Time Recorded (min)	60	60	60	60
# of Intervals	5	5	5	5
# of Recorded Intervals	4	4	4	4
Vehs Entered	2008	2014	1992	2023
Vehs Exited	2005	2023	1981	2022
Starting Vehs	21	30	17	19
Ending Vehs	24	21	28	22
Travel Distance (mi)	433	439	431	438
Travel Time (hr)	25.2	25.8	25.6	25.3
Total Delay (hr)	11.6	12.0	12.0	11.6
Total Stops	1349	1333	1355	1327
Fuel Used (gal)	21.8	22.1	21.7	21.9

Interval #0 Information Seeding

Start Time	6:50
End Time	7:00
Total Time (min)	10

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information

Start Time	7:00
End Time	7:15
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	451	495	517	512	524	502	496
Vehs Exited	448	494	521	499	529	496	493
Starting Vehs	22	14	29	17	27	21	29
Ending Vehs	25	15	25	30	22	27	32
Travel Distance (mi)	97	108	113	110	113	108	107
Travel Time (hr)	5.4	5.9	6.2	6.6	6.9	6.1	6.3
Total Delay (hr)	2.4	2.5	2.7	3.2	3.3	2.6	2.9
Total Stops	303	321	297	332	353	305	316
Fuel Used (gal)	4.6	5.3	5.5	5.5	5.8	5.4	5.3

Interval #1 Information

Start Time	7:00
End Time	7:15
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	499	521	514	503
Vehs Exited	499	520	506	500
Starting Vehs	21	30	17	19
Ending Vehs	21	31	25	22
Travel Distance (mi)	108	114	111	109
Travel Time (hr)	6.1	7.1	6.4	6.3
Total Delay (hr)	2.8	3.4	2.9	2.9
Total Stops	336	359	327	323
Fuel Used (gal)	5.4	5.8	5.6	5.4

Interval #2 Information

Start Time	7:15
End Time	7:30
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	496	523	486	479	499	471	519
Vehs Exited	504	507	494	486	500	465	536
Starting Vehs	25	15	25	30	22	27	32
Ending Vehs	17	31	17	23	21	33	15
Travel Distance (mi)	110	111	105	104	108	102	114
Travel Time (hr)	6.1	6.4	5.8	5.4	6.1	5.8	6.8
Total Delay (hr)	2.7	2.9	2.5	2.2	2.7	2.6	3.2
Total Stops	340	349	348	309	324	305	352
Fuel Used (gal)	5.5	5.5	5.3	5.1	5.5	5.1	5.7

Interval #2 Information

Start Time	7:15
End Time	7:30
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	516	480	528	496
Vehs Exited	499	486	530	500
Starting Vehs	21	31	25	22
Ending Vehs	38	25	23	20
Travel Distance (mi)	109	104	113	108
Travel Time (hr)	6.7	5.4	6.8	6.1
Total Delay (hr)	3.2	2.2	3.2	2.7
Total Stops	363	282	345	329
Fuel Used (gal)	5.5	5.0	5.6	5.4

Interval #3 Information

Start Time	7:30
End Time	7:45
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	580	484	510	503	518	532	498
Vehs Exited	561	487	501	505	496	535	496
Starting Vehs	17	31	17	23	21	33	15
Ending Vehs	36	28	26	21	43	30	17
Travel Distance (mi)	123	105	111	110	109	114	108
Travel Time (hr)	7.3	6.0	6.3	6.3	6.4	7.1	6.1
Total Delay (hr)	3.4	2.7	2.9	2.9	3.0	3.5	2.8
Total Stops	385	316	308	342	325	367	309
Fuel Used (gal)	6.0	5.3	5.4	5.5	5.3	6.0	5.3

Interval #3 Information

Start Time	7:30
End Time	7:45
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	495	489	498	509
Vehs Exited	512	494	491	506
Starting Vehs	38	25	23	20
Ending Vehs	21	20	30	24
Travel Distance (mi)	108	108	108	110
Travel Time (hr)	6.1	6.7	6.8	6.5
Total Delay (hr)	2.7	3.4	3.4	3.1
Total Stops	292	351	385	338
Fuel Used (gal)	5.4	5.5	5.6	5.5

Interval #4 Information Recording

Start Time	7:45
End Time	8:00
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	513	580	526	491	505	499	513
Vehs Exited	534	565	537	482	529	505	495
Starting Vehs	36	28	26	21	43	30	17
Ending Vehs	15	43	15	30	19	24	35
Travel Distance (mi)	114	124	113	105	113	110	108
Travel Time (hr)	6.6	7.5	6.3	5.9	6.7	6.2	6.1
Total Delay (hr)	3.1	3.7	2.8	2.7	3.2	2.8	2.7
Total Stops	340	356	311	299	353	334	330
Fuel Used (gal)	5.6	6.2	5.6	5.3	5.8	5.5	5.4

Interval #4 Information Recording

Start Time	7:45
End Time	8:00
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	498	524	452	509
Vehs Exited	495	523	454	512
Starting Vehs	21	20	30	24
Ending Vehs	24	21	28	22
Travel Distance (mi)	107	114	99	111
Travel Time (hr)	6.3	6.5	5.6	6.4
Total Delay (hr)	2.9	3.0	2.5	2.9
Total Stops	358	341	298	331
Fuel Used (gal)	5.5	5.8	4.9	5.6

1: Auburn Blvd & Myrtle Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Denied Delay (hr)	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	3.8	0.5	0.5	0.0	0.0	0.0	0.0	2.5	2.4
Total Delay (hr)	1.0	0.7	0.4	1.4	0.8	0.1	0.0	0.8	0.7	0.0	0.1	0.2
Total Del/Veh (s)	42.5	41.4	10.6	40.1	40.7	16.1	20.7	42.4	7.6	2.2	49.7	49.4
Stop Delay (hr)	0.9	0.6	0.4	1.3	0.7	0.1	0.0	0.7	0.5	0.0	0.1	0.1
Stop Del/Veh (s)	41.4	39.6	10.7	36.7	35.4	14.6	21.1	41.2	5.4	2.3	48.9	46.8

1: Auburn Blvd & Myrtle Ave Performance by movement

Movement	SBT	SBR	All
Denied Delay (hr)	0.1	0.0	0.2
Denied Del/Veh (s)	0.2	0.4	0.4
Total Delay (hr)	3.3	0.1	9.4
Total Del/Veh (s)	12.7	7.2	17.6
Stop Delay (hr)	1.9	0.1	7.5
Stop Del/Veh (s)	7.4	5.6	14.0

2: Myrtle Ave & Date Ave Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.2	4.0	0.2
Total Delay (hr)	0.0	0.1	0.0	0.0	0.4	0.0	0.6
Total Del/Veh (s)	2.5	1.8	1.9	1.2	9.7	4.8	4.4
Stop Delay (hr)	0.0	0.1	0.0	0.0	0.3	0.0	0.4
Stop Del/Veh (s)	1.8	1.6	0.5	0.3	7.1	3.6	3.0

3: Dway 1 & Myrtle Ave Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.2	0.0	0.0	0.1	0.1	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	0.3	0.1	1.4	0.4	3.9	2.9	1.1
Stop Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Stop Del/Veh (s)	0.1	0.0	0.4	0.1	3.8	3.2	0.8

4: Auburn Blvd & Dway 2 Performance by movement

Movement	EBR	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0
Total Delay (hr)	0.1	0.1	0.8	0.0	1.0
Total Del/Veh (s)	5.5	0.5	2.5	1.7	2.1
Stop Delay (hr)	0.1	0.0	0.0	0.0	0.2
Stop Del/Veh (s)	5.8	0.0	0.2	0.2	0.3

Total Network Performance

Denied Delay (hr)	0.3
Denied Del/Veh (s)	0.5
Total Delay (hr)	11.4
Total Del/Veh (s)	20.0
Stop Delay (hr)	8.1
Stop Del/Veh (s)	14.3

Intersection: 1: Auburn Blvd & Myrtle Ave

Movement	EB	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	TR	UL	T	TR	UL	T	TR
Maximum Queue (ft)	71	70	71	166	132	96	77	76	32	190	194
Average Queue (ft)	34	31	44	66	54	27	16	13	4	91	79
95th Queue (ft)	74	67	73	130	102	69	50	48	20	164	158
Link Distance (ft)	63	63	63		503		193	193		488	488
Upstream Blk Time (%)	7	6	3								
Queuing Penalty (veh)	6	6	3								
Storage Bay Dist (ft)				175		160			135		
Storage Blk Time (%)				0	0					2	
Queuing Penalty (veh)				0	0					0	

Intersection: 2: Myrtle Ave & Date Ave

Movement	EB	EB	WB	SB	SB
Directions Served	LT	T	TR	L	R
Maximum Queue (ft)	50	44	55	117	64
Average Queue (ft)	10	5	6	49	16
95th Queue (ft)	37	26	30	89	47
Link Distance (ft)	38	38	63	382	
Upstream Blk Time (%)	1	1	0		
Queuing Penalty (veh)	1	1	0		
Storage Bay Dist (ft)					50
Storage Blk Time (%)				7	0
Queuing Penalty (veh)				1	0

Intersection: 3: Dway 1 & Myrtle Ave

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	24	37	54
Average Queue (ft)	1	4	27
95th Queue (ft)	11	21	50
Link Distance (ft)	249	38	90
Upstream Blk Time (%)		0	
Queuing Penalty (veh)		0	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 4: Auburn Blvd & Dway 2

Movement	EB	SB
Directions Served	R	TR
Maximum Queue (ft)	68	6
Average Queue (ft)	32	0
95th Queue (ft)	56	5
Link Distance (ft)	115	193
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 18

Summary of All Intervals

Run Number	1	2	3	4	5	6	7
Start Time	4:50	4:50	4:50	4:50	4:50	4:50	4:50
End Time	6:00	6:00	6:00	6:00	6:00	6:00	6:00
Total Time (min)	70	70	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	5	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4	4
Vehs Entered	2240	2323	2203	2354	2336	2255	2358
Vehs Exited	2234	2335	2203	2341	2320	2262	2355
Starting Vehs	20	36	28	26	19	37	21
Ending Vehs	26	24	28	39	35	30	24
Travel Distance (mi)	490	510	484	515	509	495	518
Travel Time (hr)	28.6	30.7	30.0	31.8	31.6	30.8	33.3
Total Delay (hr)	13.0	14.5	14.6	15.4	15.3	15.0	17.0
Total Stops	1477	1579	1532	1603	1612	1573	1609
Fuel Used (gal)	24.1	25.5	24.5	25.8	25.8	25.2	26.5

Summary of All Intervals

Run Number	8	9	10	Avg
Start Time	4:50	4:50	4:50	4:50
End Time	6:00	6:00	6:00	6:00
Total Time (min)	70	70	70	70
Time Recorded (min)	60	60	60	60
# of Intervals	5	5	5	5
# of Recorded Intervals	4	4	4	4
Vehs Entered	2239	2292	2265	2284
Vehs Exited	2238	2295	2270	2286
Starting Vehs	25	33	33	24
Ending Vehs	26	30	28	25
Travel Distance (mi)	489	502	500	501
Travel Time (hr)	30.5	30.5	31.2	30.9
Total Delay (hr)	14.8	14.5	15.4	14.9
Total Stops	1607	1600	1518	1569
Fuel Used (gal)	24.8	25.3	25.1	25.3

Interval #0 Information Seeding

Start Time	4:50
End Time	5:00
Total Time (min)	10

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information

Start Time	5:00
End Time	5:15
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	568	605	578	585	622	543	611
Vehs Exited	554	615	579	582	592	546	580
Starting Vehs	20	36	28	26	19	37	21
Ending Vehs	34	26	27	29	49	34	52
Travel Distance (mi)	122	134	127	129	132	119	130
Travel Time (hr)	7.4	8.1	8.3	7.9	8.5	7.4	8.7
Total Delay (hr)	3.5	3.9	4.3	3.9	4.3	3.6	4.6
Total Stops	380	401	407	383	415	365	433
Fuel Used (gal)	6.0	6.7	6.5	6.4	6.7	6.0	6.6

Interval #1 Information

Start Time	5:00
End Time	5:15
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	577	585	584	585
Vehs Exited	562	590	582	577
Starting Vehs	25	33	33	24
Ending Vehs	40	28	35	34
Travel Distance (mi)	124	128	128	127
Travel Time (hr)	7.4	8.3	8.4	8.0
Total Delay (hr)	3.4	4.2	4.3	4.0
Total Stops	401	438	384	402
Fuel Used (gal)	6.1	6.6	6.5	6.4

Interval #2 Information

Start Time	5:15
End Time	5:30
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	561	579	529	571	560	570	602
Vehs Exited	553	581	533	573	574	567	622
Starting Vehs	34	26	27	29	49	34	52
Ending Vehs	42	24	23	27	35	37	32
Travel Distance (mi)	123	126	117	125	124	124	136
Travel Time (hr)	7.1	7.7	7.0	8.1	7.4	8.5	9.1
Total Delay (hr)	3.1	3.6	3.3	4.0	3.5	4.6	4.8
Total Stops	394	432	372	401	394	426	408
Fuel Used (gal)	6.1	6.3	5.9	6.3	6.3	6.6	7.0

Interval #2 Information

Start Time	5:15
End Time	5:30
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	560	570	557	565
Vehs Exited	574	582	563	572
Starting Vehs	40	28	35	34
Ending Vehs	26	16	29	26
Travel Distance (mi)	124	127	124	125
Travel Time (hr)	7.8	7.1	8.1	7.8
Total Delay (hr)	3.8	3.1	4.2	3.8
Total Stops	419	378	417	405
Fuel Used (gal)	6.4	6.2	6.5	6.3

Interval #3 Information

Start Time	5:30
End Time	5:45
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	556	565	521	581	581	540	584
Vehs Exited	576	550	521	581	593	555	593
Starting Vehs	42	24	23	27	35	37	32
Ending Vehs	22	39	23	27	23	22	23
Travel Distance (mi)	123	123	115	127	129	121	129
Travel Time (hr)	7.1	7.5	6.7	7.7	8.0	6.7	7.8
Total Delay (hr)	3.2	3.6	3.1	3.6	3.9	2.9	3.8
Total Stops	351	370	344	408	409	333	375
Fuel Used (gal)	6.1	6.2	5.7	6.4	6.6	5.9	6.5

Interval #3 Information

Start Time	5:30
End Time	5:45
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	549	551	588	562
Vehs Exited	554	540	583	564
Starting Vehs	26	16	29	26
Ending Vehs	21	27	34	23
Travel Distance (mi)	121	119	129	124
Travel Time (hr)	7.4	6.9	7.9	7.4
Total Delay (hr)	3.6	3.1	3.8	3.5
Total Stops	374	367	363	369
Fuel Used (gal)	6.1	5.9	6.3	6.2

Interval #4 Information Recording

Start Time	5:45
End Time	6:00
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	555	574	575	617	573	602	561
Vehs Exited	551	589	570	605	561	594	560
Starting Vehs	22	39	23	27	23	22	23
Ending Vehs	26	24	28	39	35	30	24
Travel Distance (mi)	122	127	125	133	123	131	123
Travel Time (hr)	7.1	7.5	7.9	8.1	7.6	8.1	7.7
Total Delay (hr)	3.2	3.4	4.0	3.9	3.7	4.0	3.8
Total Stops	352	376	409	411	394	449	393
Fuel Used (gal)	5.9	6.3	6.5	6.7	6.3	6.7	6.3

Interval #4 Information Recording

Start Time	5:45
End Time	6:00
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	553	586	536	573
Vehs Exited	548	583	542	569
Starting Vehs	21	27	34	23
Ending Vehs	26	30	28	25
Travel Distance (mi)	119	128	120	125
Travel Time (hr)	7.9	8.2	6.8	7.7
Total Delay (hr)	4.0	4.1	3.1	3.7
Total Stops	413	417	354	396
Fuel Used (gal)	6.2	6.5	5.8	6.3

1: Auburn Blvd & Myrtle Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Denied Delay (hr)	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	3.8	0.5	0.4	0.0	0.0	0.0	0.0	4.1	2.9
Total Delay (hr)	1.0	1.2	0.2	1.3	1.4	0.1	0.1	1.8	1.9	0.1	0.0	0.4
Total Del/Veh (s)	40.8	42.9	6.7	39.8	43.9	24.2	42.0	39.9	9.4	4.7	44.2	48.3
Stop Delay (hr)	0.9	1.2	0.2	1.2	1.2	0.1	0.1	1.7	1.2	0.1	0.0	0.4
Stop Del/Veh (s)	39.8	41.1	6.8	36.2	37.7	22.0	41.7	37.8	5.9	4.3	43.8	45.7

1: Auburn Blvd & Myrtle Ave Performance by movement

Movement	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.2
Denied Del/Veh (s)	0.2	0.2	0.3
Total Delay (hr)	2.4	0.2	12.0
Total Del/Veh (s)	15.6	8.3	19.8
Stop Delay (hr)	1.6	0.1	10.0
Stop Del/Veh (s)	10.5	7.1	16.4

2: Myrtle Ave & Date Ave Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.3	3.9	0.2
Total Delay (hr)	0.0	0.1	0.1	0.1	0.7	0.1	1.1
Total Del/Veh (s)	2.8	3.3	2.6	1.5	16.2	6.6	5.6
Stop Delay (hr)	0.0	0.1	0.0	0.0	0.6	0.0	0.8
Stop Del/Veh (s)	2.0	3.0	0.5	0.3	13.7	5.2	4.1

3: Dway 1 & Myrtle Ave Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.2	0.0	0.0	0.1	0.1	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	0.8	0.0	1.7	0.7	6.2	3.2	1.3
Stop Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Stop Del/Veh (s)	0.5	0.0	0.6	0.1	6.1	3.5	0.8

4: Auburn Blvd & Dway 2 Performance by movement

Movement	EBR	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.1	0.0	0.0	0.1
Denied Del/Veh (s)	0.1	0.2	0.0	0.0	0.1
Total Delay (hr)	0.0	0.3	0.4	0.0	0.8
Total Del/Veh (s)	4.0	1.0	2.1	1.7	1.6
Stop Delay (hr)	0.1	0.0	0.0	0.0	0.1
Stop Del/Veh (s)	4.3	0.0	0.2	0.2	0.2

Total Network Performance

Denied Delay (hr)	0.3
Denied Del/Veh (s)	0.5
Total Delay (hr)	14.6
Total Del/Veh (s)	22.8
Stop Delay (hr)	11.0
Stop Del/Veh (s)	17.1

Intersection: 1: Auburn Blvd & Myrtle Ave

Movement	EB	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	TR	UL	T	TR	UL	T	TR
Maximum Queue (ft)	71	78	70	141	172	164	223	186	53	167	158
Average Queue (ft)	34	49	35	59	79	80	72	66	10	63	51
95th Queue (ft)	72	83	62	117	144	146	163	141	35	125	114
Link Distance (ft)	63	63	63		503		193	193		488	488
Upstream Blk Time (%)	5	19	1			0	0	0			
Queuing Penalty (veh)	5	18	1			0	2	0			
Storage Bay Dist (ft)				175		160			135		
Storage Blk Time (%)				0	0	1	1			0	
Queuing Penalty (veh)				0	0	4	1			0	

Intersection: 2: Myrtle Ave & Date Ave

Movement	EB	EB	WB	SB	SB
Directions Served	LT	T	TR	L	R
Maximum Queue (ft)	51	56	83	165	76
Average Queue (ft)	11	13	14	56	22
95th Queue (ft)	39	45	54	118	58
Link Distance (ft)	38	38	63	382	
Upstream Blk Time (%)	1	3	0		
Queuing Penalty (veh)	1	2	1		
Storage Bay Dist (ft)					50
Storage Blk Time (%)				13	0
Queuing Penalty (veh)				4	0

Intersection: 3: Dway 1 & Myrtle Ave

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	52	43	64
Average Queue (ft)	4	8	28
95th Queue (ft)	24	33	52
Link Distance (ft)	249	38	90
Upstream Blk Time (%)		0	0
Queuing Penalty (veh)		1	0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 4: Auburn Blvd & Dway 2

Movement	EB	NB
Directions Served	R	T
Maximum Queue (ft)	57	8
Average Queue (ft)	26	0
95th Queue (ft)	51	6
Link Distance (ft)	115	320
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 42

Kimley»Horn

Attachment D

Traffic Management Plan