



4542 Ruffner Street
Suite 100
San Diego, CA 92111
858.300.8800 T
www.llgengineers.com

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**TECHNICAL APPENDICES TO THE
LOCAL MOBILITY ANALYSIS
RIO VISTA APARTMENTS PROJECT
Brawley, California
May 14, 2026**

LLG Ref. 3-25-4083

APPENDICES

APPENDIX

- A. Intersection Count Sheets
- B. Existing Peak Hour Intersection Analysis Worksheets
- C. Opening Year without Project Intersection Analysis Worksheets
- D. Opening Year + Project Intersection Analysis Worksheets
- E. Bus Route Schedules and Maps

APPENDIX A

INTERSECTION COUNT SHEETS

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

City of Brawley
N/S: N Rio Vista Avenue
E/W: W River Drive
Weather: Clear

File Name : 01_BWY_RV_River AM
Site Code : 05725638
Start Date : 6/5/2025
Page No : 1

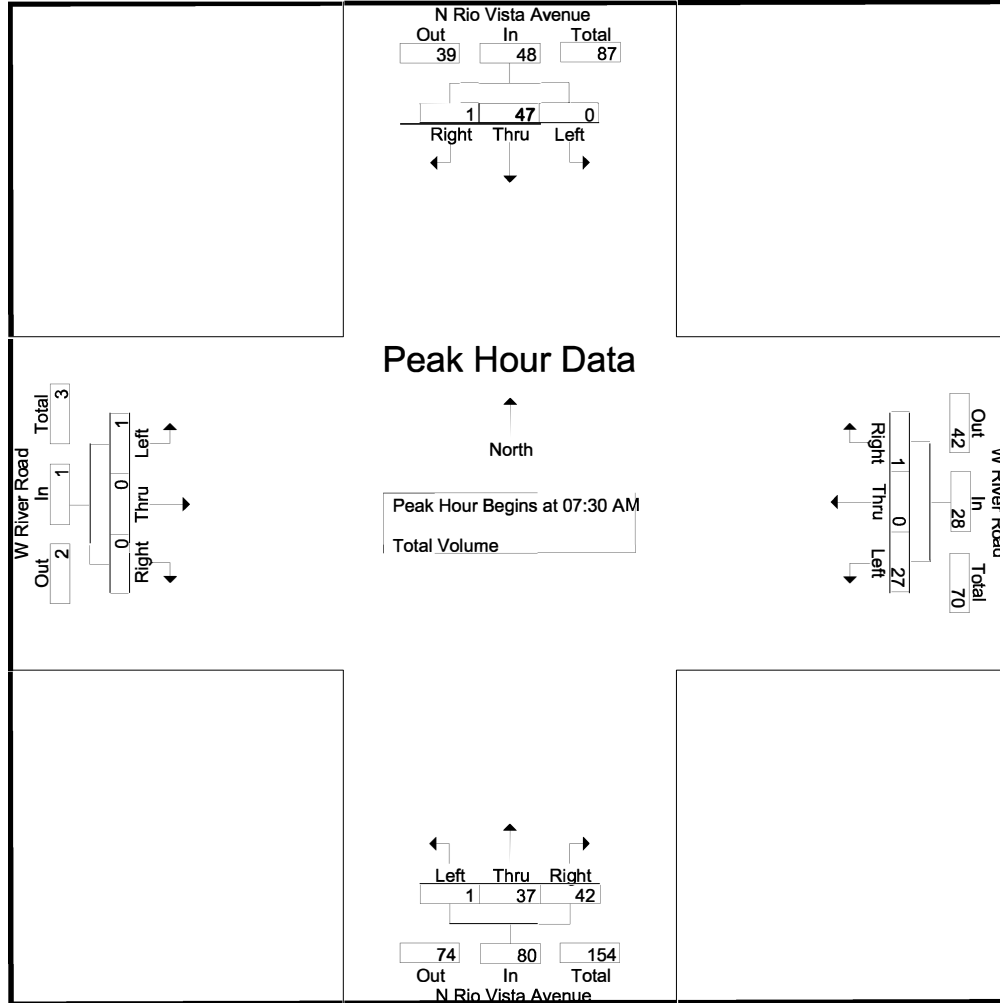
Groups Printed- Total Volume

	N Rio Vista Avenue Southbound				W River Road Westbound				N Rio Vista Avenue Northbound				W River Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	3	0	3	2	0	0	2	0	7	2	9	0	0	0	0	14
07:15 AM	1	9	0	10	3	0	0	3	0	3	3	6	0	0	0	0	19
07:30 AM	0	10	1	11	2	0	0	2	1	11	6	18	0	0	0	0	31
07:45 AM	0	14	0	14	8	0	1	9	0	6	12	18	0	0	0	0	41
Total	1	36	1	38	15	0	1	16	1	27	23	51	0	0	0	0	105
08:00 AM	0	11	0	11	13	0	0	13	0	15	15	30	1	0	0	1	55
08:15 AM	0	12	0	12	4	0	0	4	0	5	9	14	0	0	0	0	30
08:30 AM	0	3	0	3	1	0	1	2	0	7	5	12	0	0	0	0	17
08:45 AM	0	4	1	5	4	0	1	5	0	4	8	12	0	0	0	0	22
Total	0	30	1	31	22	0	2	24	0	31	37	68	1	0	0	1	124
Grand Total	1	66	2	69	37	0	3	40	1	58	60	119	1	0	0	1	229
Apprch %	1.4	95.7	2.9		92.5	0	7.5		0.8	48.7	50.4		100	0	0		
Total %	0.4	28.8	0.9	30.1	16.2	0	1.3	17.5	0.4	25.3	26.2	52	0.4	0	0	0.4	

	N Rio Vista Avenue Southbound				W River Road Westbound				N Rio Vista Avenue Northbound				W River Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	10	1	11	2	0	0	2	1	11	6	18	0	0	0	0	31
07:45 AM	0	14	0	14	8	0	1	9	0	6	12	18	0	0	0	0	41
08:00 AM	0	11	0	11	13	0	0	13	0	15	15	30	1	0	0	1	55
08:15 AM	0	12	0	12	4	0	0	4	0	5	9	14	0	0	0	0	30
Total Volume	0	47	1	48	27	0	1	28	1	37	42	80	1	0	0	1	157
% App. Total	0	97.9	2.1		96.4	0	3.6		1.2	46.2	52.5		100	0	0		
PHF	.000	.839	.250	.857	.519	.000	.250	.538	.250	.617	.700	.667	.250	.000	.000	.250	.714

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

	07:30 AM				07:30 AM				07:30 AM				07:15 AM			
+0 mins.	0	10	1	11	2	0	0	2	1	11	6	18	0	0	0	0
+15 mins.	0	14	0	14	8	0	1	9	0	6	12	18	0	0	0	0
+30 mins.	0	11	0	11	13	0	0	13	0	15	15	30	0	0	0	0
+45 mins.	0	12	0	12	4	0	0	4	0	5	9	14	1	0	0	1
Total Volume	0	47	1	48	27	0	1	28	1	37	42	80	1	0	0	1
% App. Total	0	97.9	2.1		96.4	0	3.6		1.2	46.2	52.5		100	0	0	
PHF	.000	.839	.250	.857	.519	.000	.250	.538	.250	.617	.700	.667	.250	.000	.000	.250

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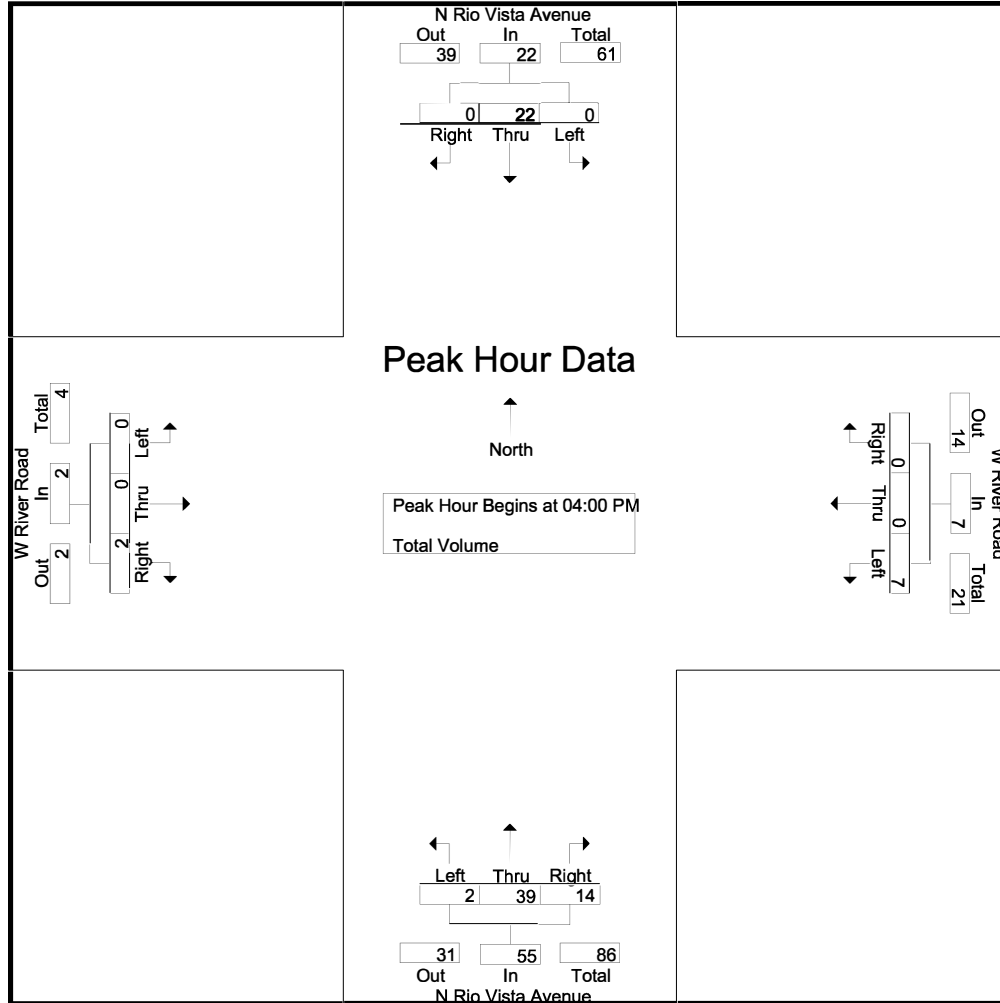
Groups Printed- Total Volume

	N Rio Vista Avenue Southbound				W River Road Westbound				N Rio Vista Avenue Northbound				W River Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:30 PM	0	4	0	4	0	0	0	0	0	8	7	15	0	0	0	0	19
03:45 PM	0	5	0	5	1	0	0	1	1	7	2	10	0	0	0	0	16
Total	0	9	0	9	1	0	0	1	1	15	9	25	0	0	0	0	35
04:00 PM	0	5	0	5	4	0	0	4	0	14	1	15	0	0	1	1	25
04:15 PM	0	6	0	6	1	0	0	1	2	9	4	15	0	0	1	1	23
04:30 PM	0	4	0	4	0	0	0	0	0	8	1	9	0	0	0	0	13
04:45 PM	0	7	0	7	2	0	0	2	0	8	8	16	0	0	0	0	25
Total	0	22	0	22	7	0	0	7	2	39	14	55	0	0	2	2	86
05:00 PM	0	6	0	6	0	2	0	2	0	7	5	12	0	0	2	2	22
05:15 PM	0	7	0	7	1	0	1	2	1	13	2	16	0	0	1	1	26
Grand Total	0	44	0	44	9	2	1	12	4	74	30	108	0	0	5	5	169
Apprch %	0	100	0		75	16.7	8.3		3.7	68.5	27.8		0	0	100		
Total %	0	26	0	26	5.3	1.2	0.6	7.1	2.4	43.8	17.8	63.9	0	0	3	3	

	N Rio Vista Avenue Southbound				W River Road Westbound				N Rio Vista Avenue Northbound				W River Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	5	0	5	4	0	0	4	0	14	1	15	0	0	1	1	25
04:15 PM	0	6	0	6	1	0	0	1	2	9	4	15	0	0	1	1	23
04:30 PM	0	4	0	4	0	0	0	0	0	8	1	9	0	0	0	0	13
04:45 PM	0	7	0	7	2	0	0	2	0	8	8	16	0	0	0	0	25
Total Volume	0	22	0	22	7	0	0	7	2	39	14	55	0	0	2	2	86
% App. Total	0	100	0		100	0	0		3.6	70.9	25.5		0	0	100		
PHF	.000	.786	.000	.786	.438	.000	.000	.438	.250	.696	.438	.859	.000	.000	.500	.500	.860

City of Brawley
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Weather: Clear

File Name : 01_BWY_RV_River PM
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Peak Hour Analysis From 03:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:00 PM				03:30 PM				04:15 PM			
+0 mins.	0	4	0	4	4	0	0	4	0	8	7	15	0	0	1	1
+15 mins.	0	7	0	7	1	0	0	1	1	7	2	10	0	0	0	0
+30 mins.	0	6	0	6	0	0	0	0	0	14	1	15	0	0	0	0
+45 mins.	0	7	0	7	2	0	0	2	2	9	4	15	0	0	2	2
Total Volume	0	24	0	24	7	0	0	7	3	38	14	55	0	0	3	3
% App. Total	0	100	0		100	0	0		5.5	69.1	25.5		0	0	100	
PHF	.000	.857	.000	.857	.438	.000	.000	.438	.375	.679	.500	.917	.000	.000	.375	.375

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City of Brawley
N/S: N Rio Vista Avenue
E/W: W A Street
Weather: Clear

File Name : 02_BWY_RV_W A St AM
Site Code : 05725638
Start Date : 6/5/2025
Page No : 1

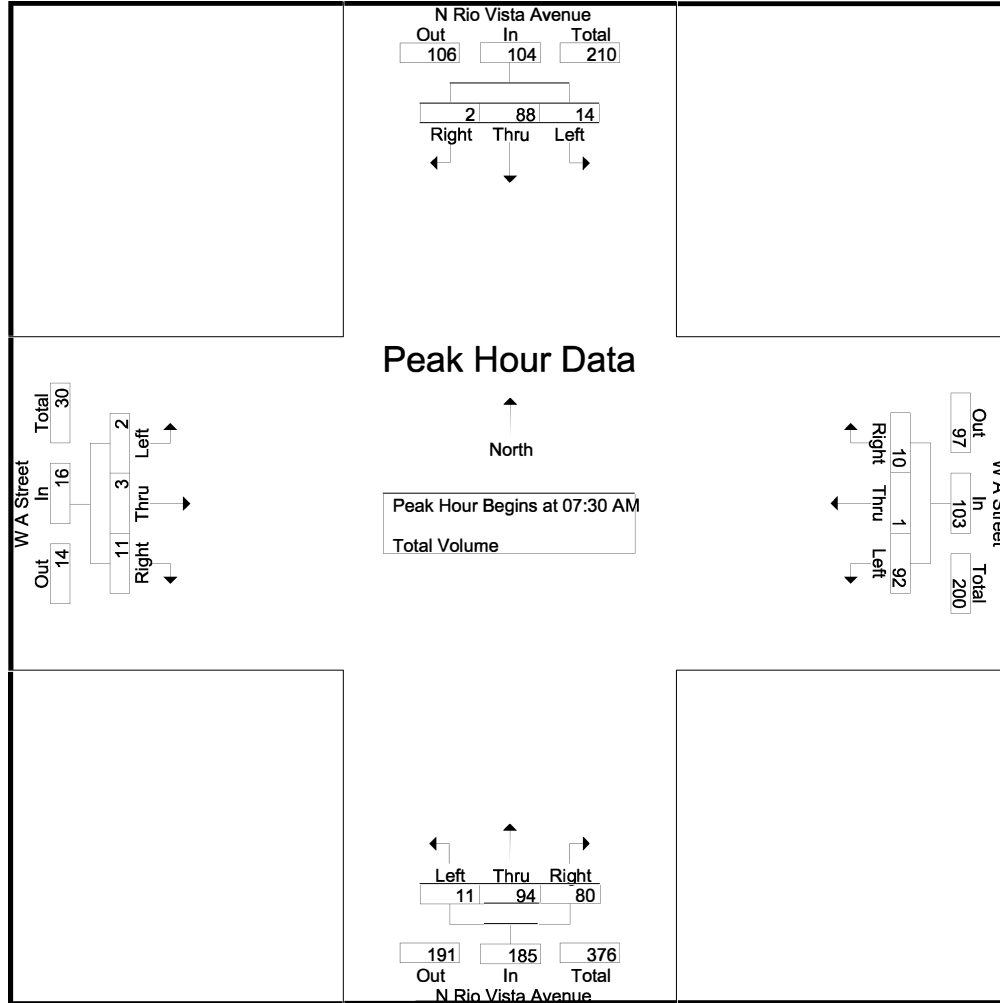
Groups Printed- Total Volume

	N Rio Vista Avenue Southbound				W A Street Westbound				N Rio Vista Avenue Northbound				W A Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	8	0	8	15	1	0	16	1	10	8	19	0	0	2	2	45
07:15 AM	2	9	0	11	8	0	1	9	0	6	14	20	0	0	1	1	41
07:30 AM	6	16	0	22	16	0	2	18	2	20	28	50	0	1	1	2	92
07:45 AM	3	25	0	28	22	0	2	24	1	24	24	49	0	1	3	4	105
Total	11	58	0	69	61	1	5	67	4	60	74	138	0	2	7	9	283
08:00 AM	5	27	1	33	40	1	2	43	4	32	16	52	1	1	5	7	135
08:15 AM	0	20	1	21	14	0	4	18	4	18	12	34	1	0	2	3	76
08:30 AM	0	6	0	6	11	0	2	13	1	14	21	36	0	0	1	1	56
08:45 AM	0	12	0	12	7	2	1	10	0	8	12	20	0	0	0	0	42
Total	5	65	2	72	72	3	9	84	9	72	61	142	2	1	8	11	309
Grand Total	16	123	2	141	133	4	14	151	13	132	135	280	2	3	15	20	592
Apprch %	11.3	87.2	1.4		88.1	2.6	9.3		4.6	47.1	48.2		10	15	75		
Total %	2.7	20.8	0.3	23.8	22.5	0.7	2.4	25.5	2.2	22.3	22.8	47.3	0.3	0.5	2.5	3.4	

	N Rio Vista Avenue Southbound				W A Street Westbound				N Rio Vista Avenue Northbound				W A Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	6	16	0	22	16	0	2	18	2	20	28	50	0	1	1	2	92
07:45 AM	3	25	0	28	22	0	2	24	1	24	24	49	0	1	3	4	105
08:00 AM	5	27	1	33	40	1	2	43	4	32	16	52	1	1	5	7	135
08:15 AM	0	20	1	21	14	0	4	18	4	18	12	34	1	0	2	3	76
Total Volume	14	88	2	104	92	1	10	103	11	94	80	185	2	3	11	16	408
% App. Total	13.5	84.6	1.9		89.3	1	9.7		5.9	50.8	43.2		12.5	18.8	68.8		
PHF	.583	.815	.500	.788	.575	.250	.625	.599	.688	.734	.714	.889	.500	.750	.550	.571	.756

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

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	6	16	0	22	16	0	2	18	2	20	28	50	0	1	1	2
+15 mins.	3	25	0	28	22	0	2	24	1	24	24	49	0	1	3	4
+30 mins.	5	27	1	33	40	1	2	43	4	32	16	52	1	1	5	7
+45 mins.	0	20	1	21	14	0	4	18	4	18	12	34	1	0	2	3
Total Volume	14	88	2	104	92	1	10	103	11	94	80	185	2	3	11	16
% App. Total	13.5	84.6	1.9		89.3	1	9.7		5.9	50.8	43.2		12.5	18.8	68.8	
PHF	.583	.815	.500	.788	.575	.250	.625	.599	.688	.734	.714	.889	.500	.750	.550	.571

City of Brawley
N/S: N Rio Vista Avenue
E/W: W A Street
Weather: Clear

File Name : 02_BWY_RV_W A St PM
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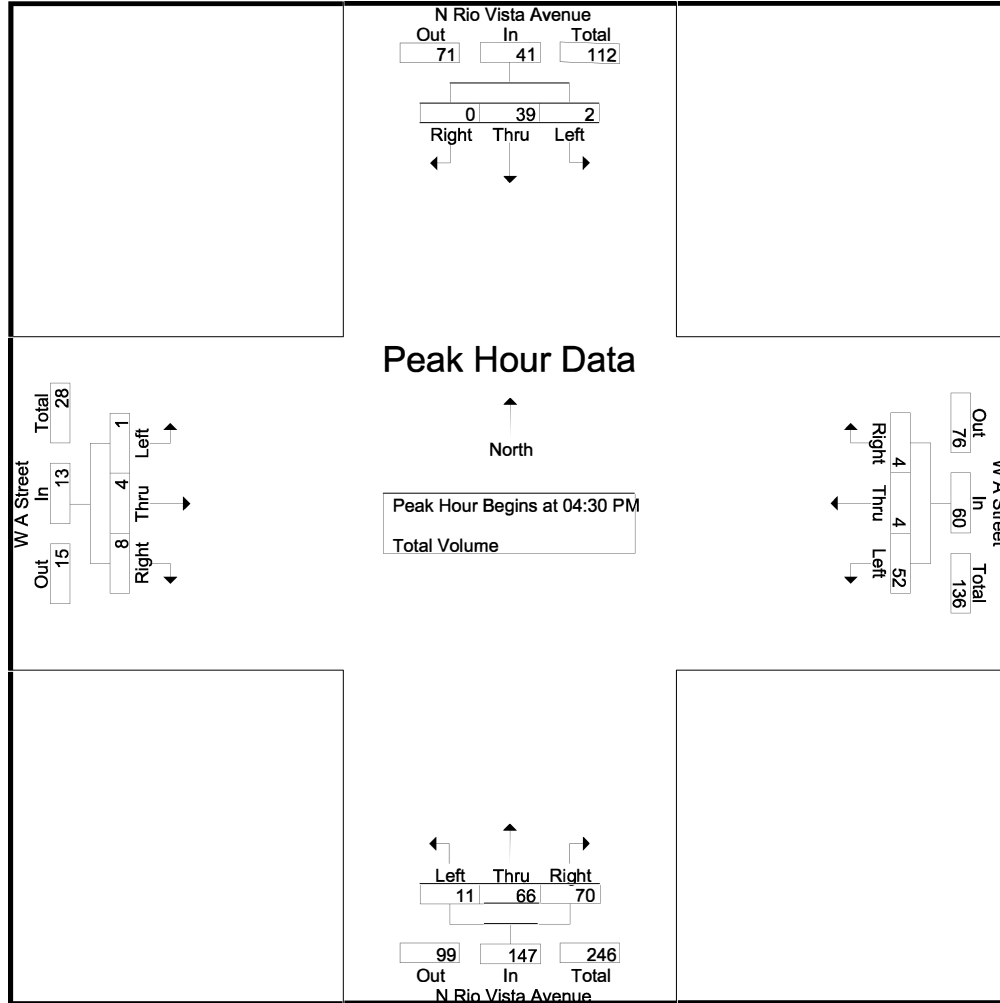
Groups Printed- Total Volume

	N Rio Vista Avenue Southbound				W A Street Westbound				N Rio Vista Avenue Northbound				W A Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:30 PM	2	10	0	12	9	0	2	11	4	16	25	45	0	0	1	1	69
03:45 PM	0	9	1	10	10	0	2	12	1	15	15	31	0	1	3	4	57
Total	2	19	1	22	19	0	4	23	5	31	40	76	0	1	4	5	126
04:00 PM	0	10	2	12	17	0	0	17	2	13	23	38	0	1	2	3	70
04:15 PM	0	9	0	9	10	0	2	12	4	14	15	33	0	2	5	7	61
04:30 PM	1	7	0	8	12	1	3	16	4	16	16	36	1	2	1	4	64
04:45 PM	0	10	0	10	10	1	0	11	1	16	23	40	0	1	1	2	63
Total	1	36	2	39	49	2	5	56	11	59	77	147	1	6	9	16	258
05:00 PM	1	12	0	13	14	1	0	15	4	17	15	36	0	1	1	2	66
05:15 PM	0	10	0	10	16	1	1	18	2	17	16	35	0	0	5	5	68
Grand Total	4	77	3	84	98	4	10	112	22	124	148	294	1	8	19	28	518
Apprch %	4.8	91.7	3.6		87.5	3.6	8.9		7.5	42.2	50.3		3.6	28.6	67.9		
Total %	0.8	14.9	0.6	16.2	18.9	0.8	1.9	21.6	4.2	23.9	28.6	56.8	0.2	1.5	3.7	5.4	

	N Rio Vista Avenue Southbound				W A Street Westbound				N Rio Vista Avenue Northbound				W A Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	1	7	0	8	12	1	3	16	4	16	16	36	1	2	1	4	64
04:45 PM	0	10	0	10	10	1	0	11	1	16	23	40	0	1	1	2	63
05:00 PM	1	12	0	13	14	1	0	15	4	17	15	36	0	1	1	2	66
05:15 PM	0	10	0	10	16	1	1	18	2	17	16	35	0	0	5	5	68
Total Volume	2	39	0	41	52	4	4	60	11	66	70	147	1	4	8	13	261
% App. Total	4.9	95.1	0		86.7	6.7	6.7		7.5	44.9	47.6		7.7	30.8	61.5		
PHF	.500	.813	.000	.788	.813	1.00	.333	.833	.688	.971	.761	.919	.250	.500	.400	.650	.960

City of Brawley
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Peak Hour Analysis From 03:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	03:30 PM				04:30 PM				03:30 PM				03:45 PM			
+0 mins.	2	10	0	12	12	1	3	16	4	16	25	45	0	1	3	4
+15 mins.	0	9	1	10	10	1	0	11	1	15	15	31	0	1	2	3
+30 mins.	0	10	2	12	14	1	0	15	2	13	23	38	0	2	5	7
+45 mins.	0	9	0	9	16	1	1	18	4	14	15	33	1	2	1	4
Total Volume	2	38	3	43	52	4	4	60	11	58	78	147	1	6	11	18
% App. Total	4.7	88.4	7		86.7	6.7	6.7		7.5	39.5	53.1		5.6	33.3	61.1	
PHF	.250	.950	.375	.896	.813	1.000	.333	.833	.688	.906	.780	.817	.250	.750	.550	.643

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City of Brawley
N/S: N Rio Vista Avenue
E/W: W Main Street (Hwy 86)
Weather: Clear

File Name : 03_BWY_RV_W Main AM
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Start Date : 6/5/2025
Page No : 1

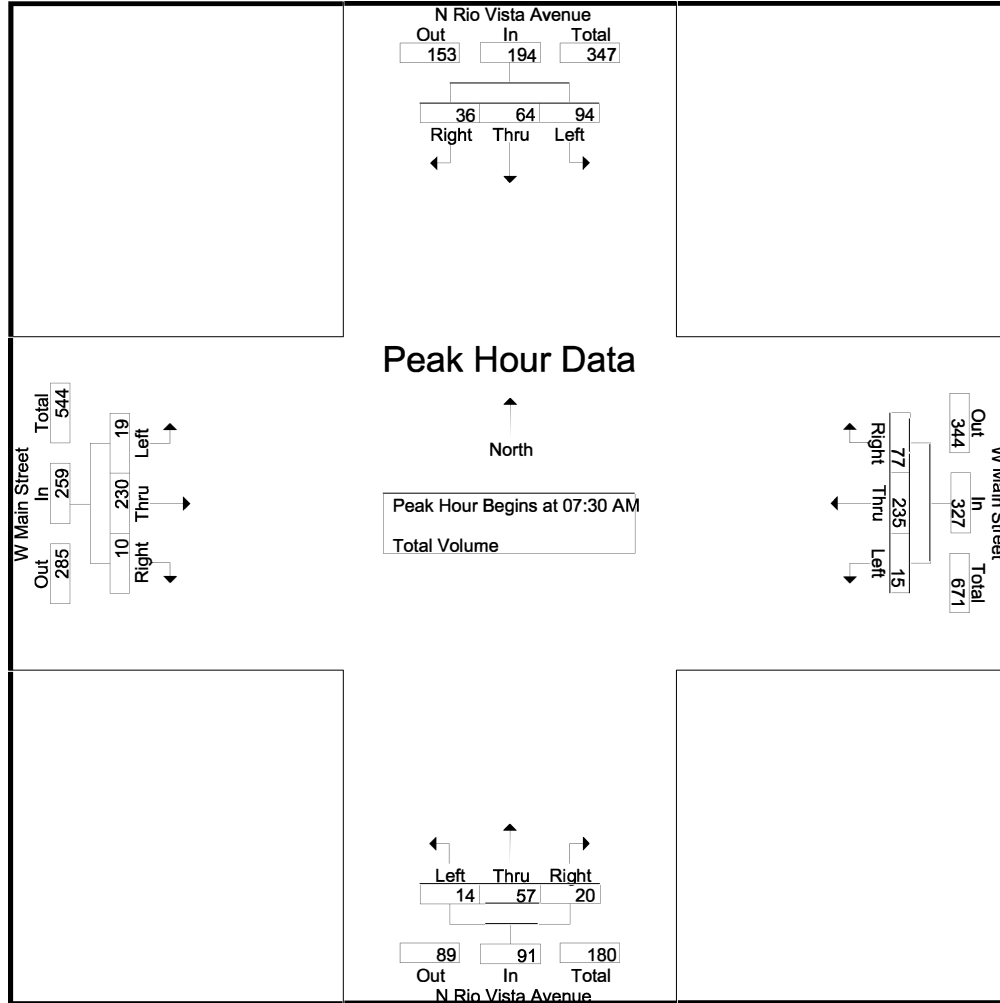
Groups Printed- Total Volume

	N Rio Vista Avenue Southbound				W Main Street Westbound				N Rio Vista Avenue Northbound				W Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	15	7	2	24	1	37	7	45	2	8	3	13	8	27	2	37	119
07:15 AM	12	4	7	23	1	37	10	48	5	17	1	23	2	37	1	40	134
07:30 AM	23	8	10	41	1	44	15	60	2	17	7	26	7	60	3	70	197
07:45 AM	27	12	7	46	4	62	17	83	1	15	7	23	6	64	0	70	222
Total	77	31	26	134	7	180	49	236	10	57	18	85	23	188	6	217	672
08:00 AM	15	32	10	57	5	66	25	96	5	18	3	26	3	50	5	58	237
08:15 AM	29	12	9	50	5	63	20	88	6	7	3	16	3	56	2	61	215
08:30 AM	24	7	5	36	0	45	12	57	4	7	3	14	4	47	4	55	162
08:45 AM	12	4	5	21	0	42	17	59	2	9	5	16	6	59	2	67	163
Total	80	55	29	164	10	216	74	300	17	41	14	72	16	212	13	241	777
Grand Total	157	86	55	298	17	396	123	536	27	98	32	157	39	400	19	458	1449
Apprch %	52.7	28.9	18.5		3.2	73.9	22.9		17.2	62.4	20.4		8.5	87.3	4.1		
Total %	10.8	5.9	3.8	20.6	1.2	27.3	8.5	37	1.9	6.8	2.2	10.8	2.7	27.6	1.3	31.6	

	N Rio Vista Avenue Southbound				W Main Street Westbound				N Rio Vista Avenue Northbound				W Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	23	8	10	41	1	44	15	60	2	17	7	26	7	60	3	70	197
07:45 AM	27	12	7	46	4	62	17	83	1	15	7	23	6	64	0	70	222
08:00 AM	15	32	10	57	5	66	25	96	5	18	3	26	3	50	5	58	237
08:15 AM	29	12	9	50	5	63	20	88	6	7	3	16	3	56	2	61	215
Total Volume	94	64	36	194	15	235	77	327	14	57	20	91	19	230	10	259	871
% App. Total	48.5	33	18.6		4.6	71.9	23.5		15.4	62.6	22		7.3	88.8	3.9		
PHF	.810	.500	.900	.851	.750	.890	.770	.852	.583	.792	.714	.875	.679	.898	.500	.925	.919

City of Brawley
N/S: N Rio Vista Avenue
E/W: W Main Street (Hwy 86)
Weather: Clear

File Name : 03_BWY_RV_W Main AM
Site Code : 05725638
Start Date : 6/5/2025
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:15 AM				07:30 AM			
+0 mins.	23	8	10	41	1	44	15	60	5	17	1	23	7	60	3	70
+15 mins.	27	12	7	46	4	62	17	83	2	17	7	26	6	64	0	70
+30 mins.	15	32	10	57	5	66	25	96	1	15	7	23	3	50	5	58
+45 mins.	29	12	9	50	5	63	20	88	5	18	3	26	3	56	2	61
Total Volume	94	64	36	194	15	235	77	327	13	67	18	98	19	230	10	259
% App. Total	48.5	33	18.6		4.6	71.9	23.5		13.3	68.4	18.4		7.3	88.8	3.9	
PHF	.810	.500	.900	.851	.750	.890	.770	.852	.650	.931	.643	.942	.679	.898	.500	.925

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City of Brawley
N/S: N Rio Vista Avenue
E/W: W Main Street (Hwy 86)
Weather: Clear

File Name : 03_BWY_RV_W Main PM
Site Code : 05725638
Start Date : 6/5/2025
Page No : 1

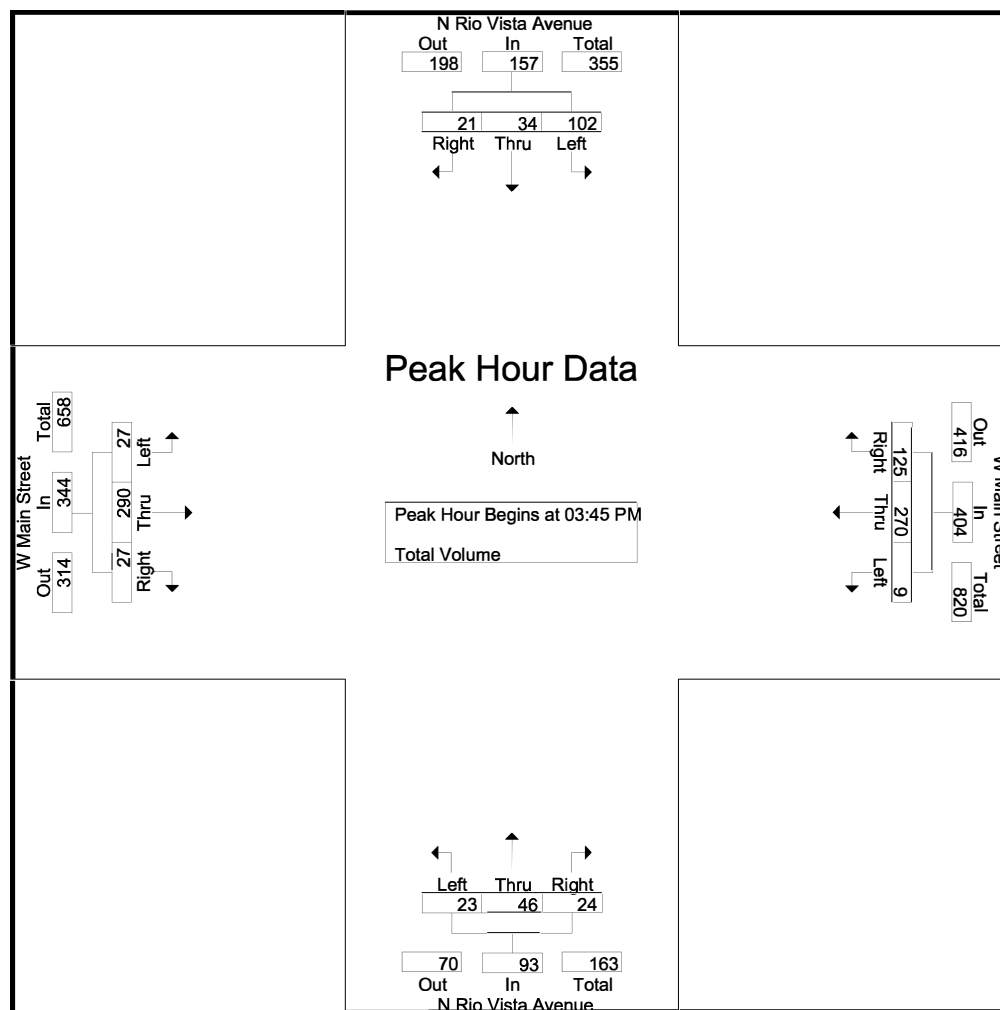
Groups Printed- Total Volume

	N Rio Vista Avenue Southbound				W Main Street Westbound				N Rio Vista Avenue Northbound				W Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:30 PM	24	6	8	38	3	75	25	103	5	6	2	13	2	61	3	66	220
03:45 PM	22	4	6	32	2	73	19	94	5	15	6	26	6	74	4	84	236
Total	46	10	14	70	5	148	44	197	10	21	8	39	8	135	7	150	456
04:00 PM	26	9	5	40	4	72	39	115	8	14	7	29	9	86	9	104	288
04:15 PM	26	12	2	40	0	64	34	98	6	6	3	15	7	63	6	76	229
04:30 PM	28	9	8	45	3	61	33	97	4	11	8	23	5	67	8	80	245
04:45 PM	24	11	3	38	3	64	20	87	7	13	3	23	5	71	6	82	230
Total	104	41	18	163	10	261	126	397	25	44	21	90	26	287	29	342	992
05:00 PM	31	9	5	45	2	66	27	95	2	14	3	19	3	61	7	71	230
05:15 PM	19	5	4	28	7	69	18	94	8	9	6	23	9	65	0	74	219
Grand Total	200	65	41	306	24	544	215	783	45	88	38	171	46	548	43	637	1897
Apprch %	65.4	21.2	13.4		3.1	69.5	27.5		26.3	51.5	22.2		7.2	86	6.8		
Total %	10.5	3.4	2.2	16.1	1.3	28.7	11.3	41.3	2.4	4.6	2	9	2.4	28.9	2.3	33.6	

	N Rio Vista Avenue Southbound				W Main Street Westbound				N Rio Vista Avenue Northbound				W Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:45 PM																	
03:45 PM	22	4	6	32	2	73	19	94	5	15	6	26	6	74	4	84	236
04:00 PM	26	9	5	40	4	72	39	115	8	14	7	29	9	86	9	104	288
04:15 PM	26	12	2	40	0	64	34	98	6	6	3	15	7	63	6	76	229
04:30 PM	28	9	8	45	3	61	33	97	4	11	8	23	5	67	8	80	245
Total Volume	102	34	21	157	9	270	125	404	23	46	24	93	27	290	27	344	998
% App. Total	65	21.7	13.4		2.2	66.8	30.9		24.7	49.5	25.8		7.8	84.3	7.8		
PHF	.911	.708	.656	.872	.563	.925	.801	.878	.719	.767	.750	.802	.750	.843	.750	.827	.866

City of Brawley
N/S: N Rio Vista Avenue
E/W: W Main Street (Hwy 86)
Weather: Clear

File Name : 03_BWY_RV_W Main PM
Site Code : 05725638
Start Date : 6/5/2025
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Peak Hour Analysis From 03:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				03:30 PM				03:45 PM				03:45 PM			
+0 mins.	26	12	2	40	3	75	25	103	5	15	6	26	6	74	4	84
+15 mins.	28	9	8	45	2	73	19	94	8	14	7	29	9	86	9	104
+30 mins.	24	11	3	38	4	72	39	115	6	6	3	15	7	63	6	76
+45 mins.	31	9	5	45	0	64	34	98	4	11	8	23	5	67	8	80
Total Volume	109	41	18	168	9	284	117	410	23	46	24	93	27	290	27	344
% App. Total	64.9	24.4	10.7		2.2	69.3	28.5		24.7	49.5	25.8		7.8	84.3	7.8	
PHF	.879	.854	.563	.933	.563	.947	.750	.891	.719	.767	.750	.802	.750	.843	.750	.827

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City of Brawley
N/S: Western Avenue
E/W: W River Drive/River Way
Weather: Clear

File Name : 04_BWY_Wtrn_Riv AM
Site Code : 05725638
Start Date : 6/5/2025
Page No : 1

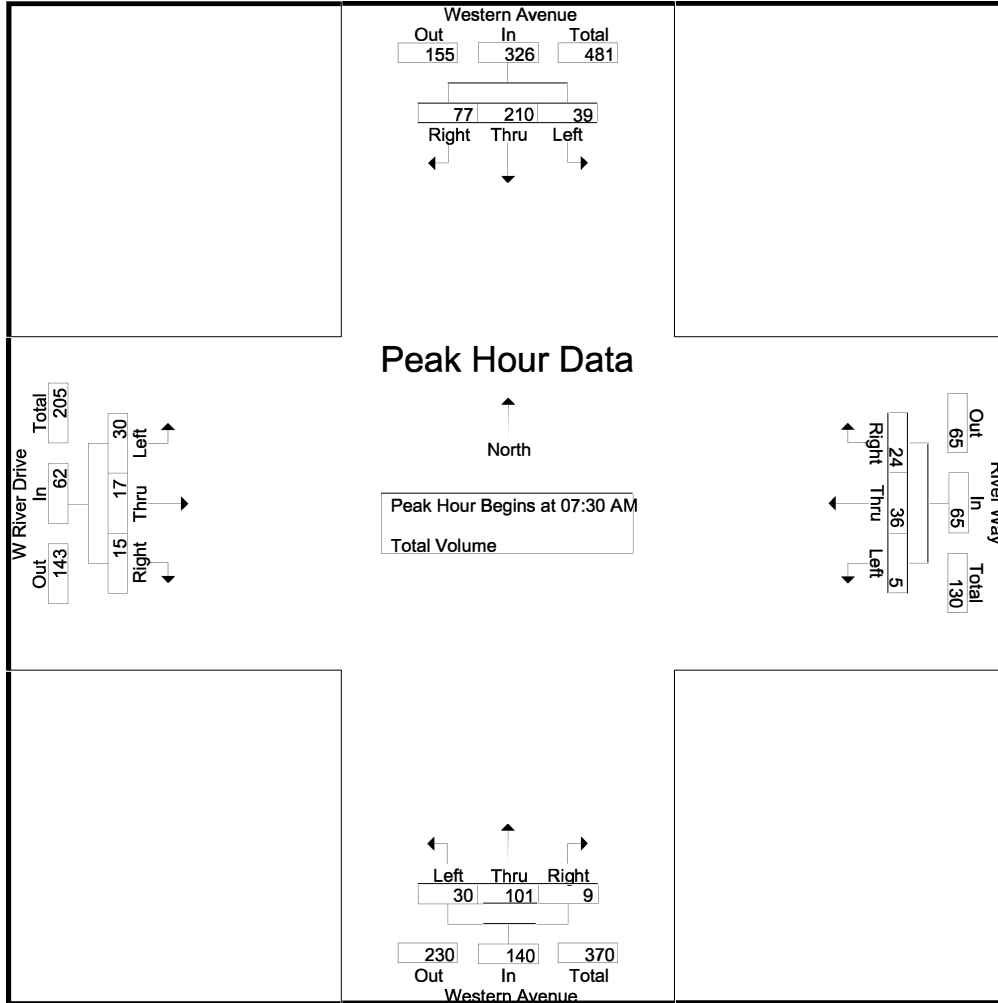
Groups Printed- Total Volume

	Western Avenue Southbound				River Way Westbound				Western Avenue Northbound				W River Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	35	0	35	0	0	0	0	0	22	1	23	1	0	3	4	62
07:15 AM	1	32	0	33	0	0	0	0	2	19	1	22	2	0	5	7	62
07:30 AM	2	62	4	68	1	2	4	7	2	30	2	34	4	4	2	10	119
07:45 AM	17	59	34	110	2	8	11	21	4	15	2	21	8	4	4	16	168
Total	20	188	38	246	3	10	15	28	8	86	6	100	15	8	14	37	411
08:00 AM	14	50	33	97	2	25	6	33	8	27	2	37	14	8	4	26	193
08:15 AM	6	39	6	51	0	1	3	4	16	29	3	48	4	1	5	10	113
08:30 AM	1	26	6	33	0	0	1	1	8	22	2	32	4	0	3	7	73
08:45 AM	1	31	1	33	0	0	0	0	3	21	0	24	5	1	4	10	67
Total	22	146	46	214	2	26	10	38	35	99	7	141	27	10	16	53	446
Grand Total	42	334	84	460	5	36	25	66	43	185	13	241	42	18	30	90	857
Apprch %	9.1	72.6	18.3		7.6	54.5	37.9		17.8	76.8	5.4		46.7	20	33.3		
Total %	4.9	39	9.8	53.7	0.6	4.2	2.9	7.7	5	21.6	1.5	28.1	4.9	2.1	3.5	10.5	

	Western Avenue Southbound				River Way Westbound				Western Avenue Northbound				W River Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	2	62	4	68	1	2	4	7	2	30	2	34	4	4	2	10	119
07:45 AM	17	59	34	110	2	8	11	21	4	15	2	21	8	4	4	16	168
08:00 AM	14	50	33	97	2	25	6	33	8	27	2	37	14	8	4	26	193
08:15 AM	6	39	6	51	0	1	3	4	16	29	3	48	4	1	5	10	113
Total Volume	39	210	77	326	5	36	24	65	30	101	9	140	30	17	15	62	593
% App. Total	12	64.4	23.6		7.7	55.4	36.9		21.4	72.1	6.4		48.4	27.4	24.2		
PHF	.574	.847	.566	.741	.625	.360	.545	.492	.469	.842	.750	.729	.536	.531	.750	.596	.768

City of Brawley
N/S: Western Avenue
E/W: W River Drive/River Way
Weather: Clear

File Name : 04_BWY_Wtrn_Riv AM
Site Code : 05725638
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				08:00 AM				07:30 AM			
+0 mins.	2	62	4	68	1	2	4	7	8	27	2	37	4	4	2	10
+15 mins.	17	59	34	110	2	8	11	21	16	29	3	48	8	4	4	16
+30 mins.	14	50	33	97	2	25	6	33	8	22	2	32	14	8	4	26
+45 mins.	6	39	6	51	0	1	3	4	3	21	0	24	4	1	5	10
Total Volume	39	210	77	326	5	36	24	65	35	99	7	141	30	17	15	62
% App. Total	12	64.4	23.6		7.7	55.4	36.9		24.8	70.2	5		48.4	27.4	24.2	
PHF	.574	.847	.566	.741	.625	.360	.545	.492	.547	.853	.583	.734	.536	.531	.750	.596

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City of Brawley
N/S: Western Avenue
E/W: W River Drive/River Way
Weather: Clear

File Name : 04_BWY_Wtrn_Riv PM
Site Code : 05725638
Start Date : 6/5/2025
Page No : 1

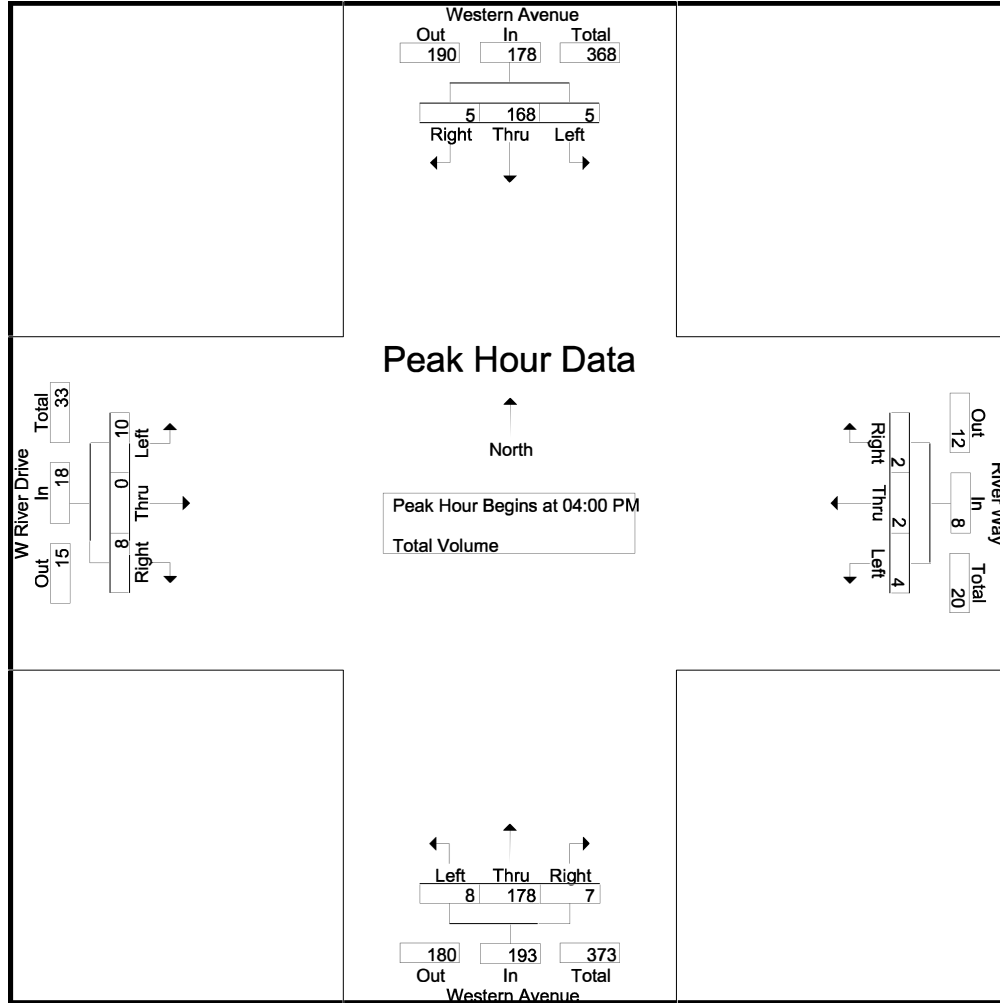
Groups Printed- Total Volume

	Western Avenue Southbound				River Way Westbound				Western Avenue Northbound				W River Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:30 PM	0	37	0	37	0	0	1	1	2	36	1	39	3	2	0	5	82
03:45 PM	0	51	1	52	0	0	0	0	1	38	0	39	0	0	1	1	92
Total	0	88	1	89	0	0	1	1	3	74	1	78	3	2	1	6	174
04:00 PM	2	50	1	53	2	1	1	4	3	41	1	45	2	0	3	5	107
04:15 PM	2	40	2	44	0	1	0	1	2	40	1	43	5	0	1	6	94
04:30 PM	0	34	1	35	1	0	1	2	1	41	0	42	2	0	3	5	84
04:45 PM	1	44	1	46	1	0	0	1	2	56	5	63	1	0	1	2	112
Total	5	168	5	178	4	2	2	8	8	178	7	193	10	0	8	18	397
05:00 PM	0	39	2	41	0	2	0	2	2	47	0	49	3	1	2	6	98
05:15 PM	1	43	2	46	2	1	0	3	3	40	1	44	3	1	5	9	102
Grand Total	6	338	10	354	6	5	3	14	16	339	9	364	19	4	16	39	771
Apprch %	1.7	95.5	2.8		42.9	35.7	21.4		4.4	93.1	2.5		48.7	10.3	41		
Total %	0.8	43.8	1.3	45.9	0.8	0.6	0.4	1.8	2.1	44	1.2	47.2	2.5	0.5	2.1	5.1	

	Western Avenue Southbound				River Way Westbound				Western Avenue Northbound				W River Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	2	50	1	53	2	1	1	4	3	41	1	45	2	0	3	5	107
04:15 PM	2	40	2	44	0	1	0	1	2	40	1	43	5	0	1	6	94
04:30 PM	0	34	1	35	1	0	1	2	1	41	0	42	2	0	3	5	84
04:45 PM	1	44	1	46	1	0	0	1	2	56	5	63	1	0	1	2	112
Total Volume	5	168	5	178	4	2	2	8	8	178	7	193	10	0	8	18	397
% App. Total	2.8	94.4	2.8		50	25	25		4.1	92.2	3.6		55.6	0	44.4		
PHF	.625	.840	.625	.840	.500	.500	.500	.500	.667	.795	.350	.766	.500	.000	.667	.750	.886

City of Brawley
N/S: Western Avenue
E/W: W River Drive/River Way
Weather: Clear

File Name : 04_BWY_Wtrn_Riv PM
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Peak Hour Analysis From 03:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	03:30 PM				04:00 PM				04:30 PM				05:00 PM			
+0 mins.	0	37	0	37	2	1	1	4	1	41	0	42	2	0	3	5
+15 mins.	0	51	1	52	0	1	0	1	2	56	5	63	1	0	1	2
+30 mins.	2	50	1	53	1	0	1	2	2	47	0	49	3	1	2	6
+45 mins.	2	40	2	44	1	0	0	1	3	40	1	44	3	1	5	9
Total Volume	4	178	4	186	4	2	2	8	8	184	6	198	9	2	11	22
% App. Total	2.2	95.7	2.2		50	25	25		4	92.9	3		40.9	9.1	50	
PHF	.500	.873	.500	.877	.500	.500	.500	.500	.667	.821	.300	.786	.750	.500	.550	.611

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City of Brawley
N/S: Western Avenue
E/W: W A Street
Weather: Clear

File Name : 05_BWY_Wtrn_W A St AM
Site Code : 05725638
Start Date : 6/5/2025
Page No : 1

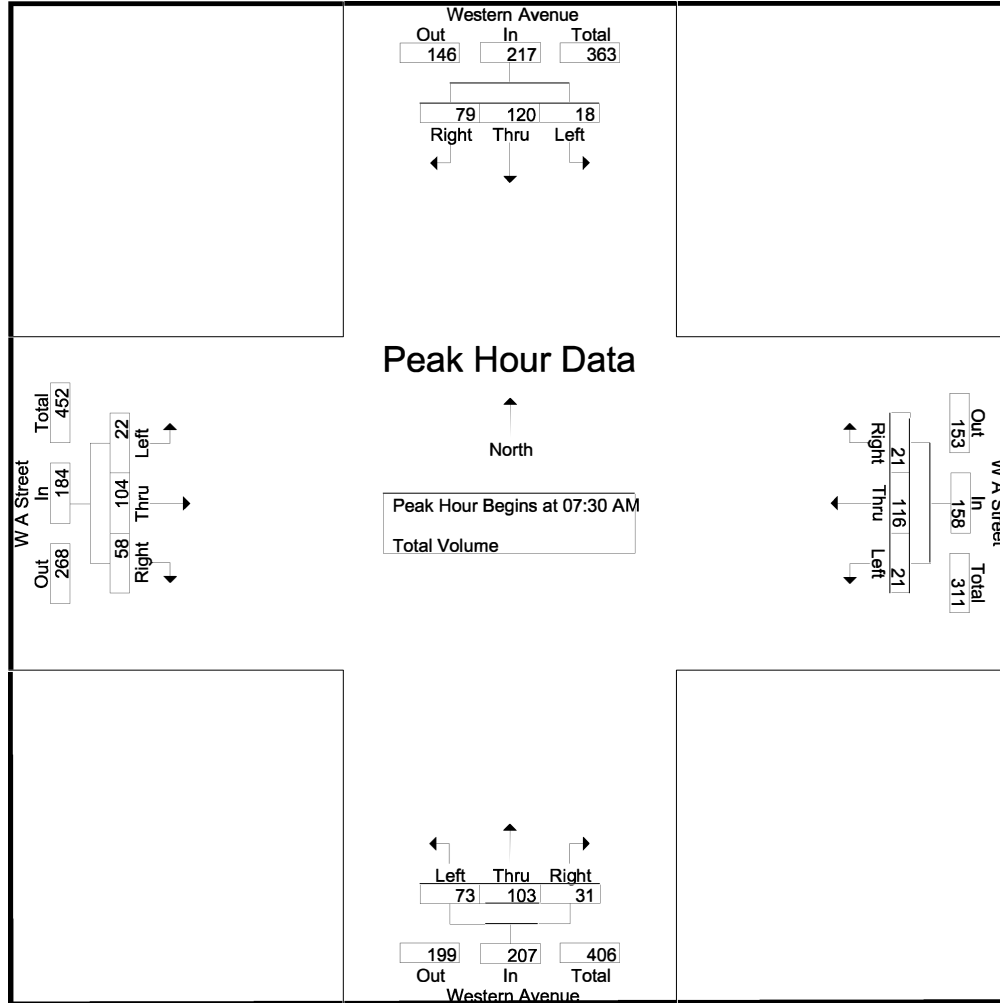
Groups Printed- Total Volume

	Western Avenue Southbound				W A Street Westbound				Western Avenue Northbound				W A Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	5	28	6	39	2	5	2	9	3	15	1	19	6	3	2	11	78
07:15 AM	3	31	5	39	5	13	2	20	11	25	8	44	1	17	4	22	125
07:30 AM	5	42	13	60	4	23	1	28	17	26	16	59	8	30	10	48	195
07:45 AM	1	29	27	57	5	30	4	39	17	18	10	45	3	35	8	46	187
Total	14	130	51	195	16	71	9	96	48	84	35	167	18	85	24	127	585
08:00 AM	5	21	30	56	4	40	6	50	23	28	3	54	3	24	24	51	211
08:15 AM	7	28	9	44	8	23	10	41	16	31	2	49	8	15	16	39	173
08:30 AM	5	27	2	34	1	12	9	22	0	18	2	20	6	13	2	21	97
08:45 AM	4	24	6	34	3	6	10	19	2	15	9	26	6	6	1	13	92
Total	21	100	47	168	16	81	35	132	41	92	16	149	23	58	43	124	573
Grand Total	35	230	98	363	32	152	44	228	89	176	51	316	41	143	67	251	1158
Apprch %	9.6	63.4	27		14	66.7	19.3		28.2	55.7	16.1		16.3	57	26.7		
Total %	3	19.9	8.5	31.3	2.8	13.1	3.8	19.7	7.7	15.2	4.4	27.3	3.5	12.3	5.8	21.7	

	Western Avenue Southbound				W A Street Westbound				Western Avenue Northbound				W A Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	5	42	13	60	4	23	1	28	17	26	16	59	8	30	10	48	195
07:45 AM	1	29	27	57	5	30	4	39	17	18	10	45	3	35	8	46	187
08:00 AM	5	21	30	56	4	40	6	50	23	28	3	54	3	24	24	51	211
08:15 AM	7	28	9	44	8	23	10	41	16	31	2	49	8	15	16	39	173
Total Volume	18	120	79	217	21	116	21	158	73	103	31	207	22	104	58	184	766
% App. Total	8.3	55.3	36.4		13.3	73.4	13.3		35.3	49.8	15		12	56.5	31.5		
PHF	.643	.714	.658	.904	.656	.725	.525	.790	.793	.831	.484	.877	.688	.743	.604	.902	.908

City of Brawley
N/S: Western Avenue
E/W: W A Street
Weather: Clear

File Name : 05_BWY_Wtrn_W A St AM
Site Code : 05725638
Start Date : 6/5/2025
Page No : 2



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

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	5	42	13	60	4	23	1	28	17	26	16	59	8	30	10	48
+15 mins.	1	29	27	57	5	30	4	39	17	18	10	45	3	35	8	46
+30 mins.	5	21	30	56	4	40	6	50	23	28	3	54	3	24	24	51
+45 mins.	7	28	9	44	8	23	10	41	16	31	2	49	8	15	16	39
Total Volume	18	120	79	217	21	116	21	158	73	103	31	207	22	104	58	184
% App. Total	8.3	55.3	36.4		13.3	73.4	13.3		35.3	49.8	15		12	56.5	31.5	
PHF	.643	.714	.658	.904	.656	.725	.525	.790	.793	.831	.484	.877	.688	.743	.604	.902

City of Brawley
N/S: Western Avenue
E/W: W A Street
Weather: Clear

File Name : 05_BWY_Wtrn_W A St PM
Site Code : 05725638
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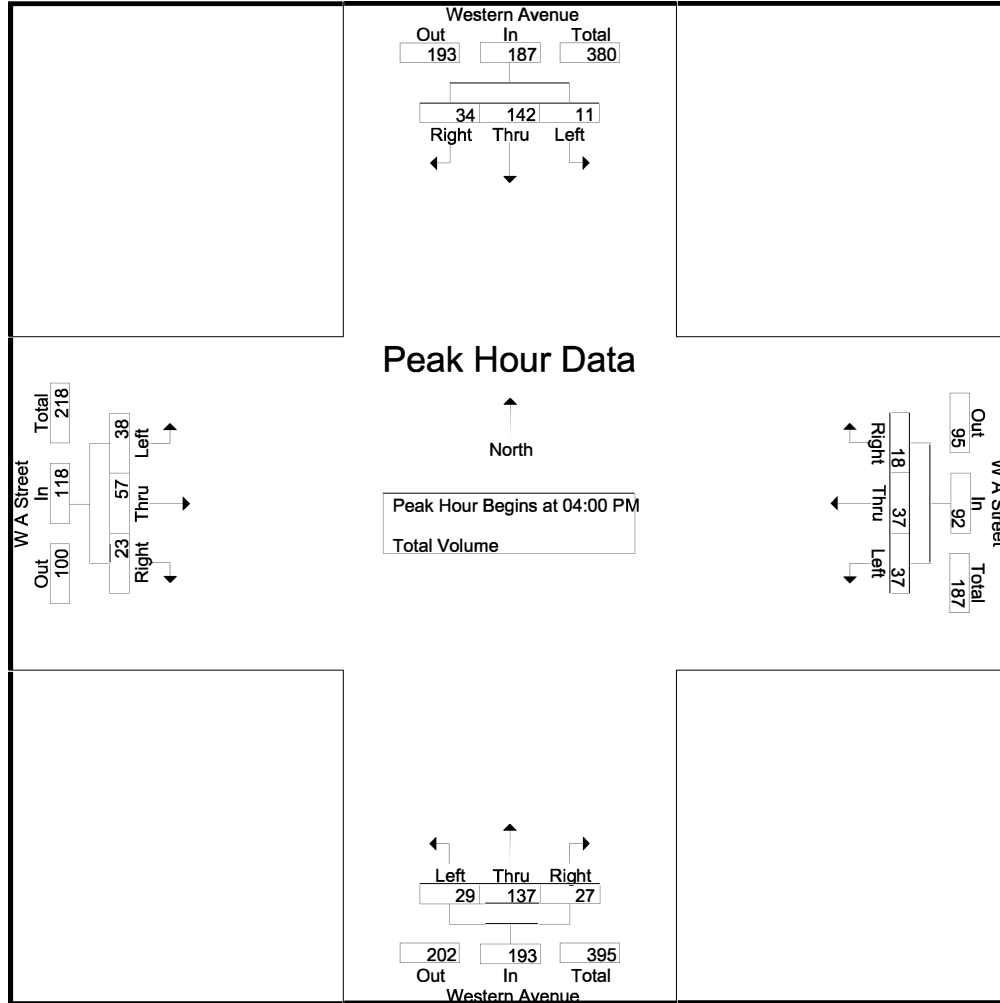
Groups Printed- Total Volume

	Western Avenue Southbound				W A Street Westbound				Western Avenue Northbound				W A Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:30 PM	3	30	5	38	11	8	4	23	6	21	6	33	10	18	3	31	125
03:45 PM	3	41	6	50	6	11	0	17	8	29	5	42	9	16	1	26	135
Total	6	71	11	88	17	19	4	40	14	50	11	75	19	34	4	57	260
04:00 PM	2	45	8	55	12	14	4	30	6	30	9	45	9	14	6	29	159
04:15 PM	2	35	8	45	3	9	2	14	7	34	7	48	9	12	9	30	137
04:30 PM	2	29	11	42	15	8	6	29	9	31	6	46	6	14	5	25	142
04:45 PM	5	33	7	45	7	6	6	19	7	42	5	54	14	17	3	34	152
Total	11	142	34	187	37	37	18	92	29	137	27	193	38	57	23	118	590
05:00 PM	7	29	10	46	10	16	4	30	6	43	9	58	4	15	6	25	159
05:15 PM	3	31	9	43	6	12	3	21	4	22	6	32	11	16	4	31	127
Grand Total	27	273	64	364	70	84	29	183	53	252	53	358	72	122	37	231	1136
Apprch %	7.4	75	17.6		38.3	45.9	15.8		14.8	70.4	14.8		31.2	52.8	16		
Total %	2.4	24	5.6	32	6.2	7.4	2.6	16.1	4.7	22.2	4.7	31.5	6.3	10.7	3.3	20.3	

	Western Avenue Southbound				W A Street Westbound				Western Avenue Northbound				W A Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	2	45	8	55	12	14	4	30	6	30	9	45	9	14	6	29	159
04:15 PM	2	35	8	45	3	9	2	14	7	34	7	48	9	12	9	30	137
04:30 PM	2	29	11	42	15	8	6	29	9	31	6	46	6	14	5	25	142
04:45 PM	5	33	7	45	7	6	6	19	7	42	5	54	14	17	3	34	152
Total Volume	11	142	34	187	37	37	18	92	29	137	27	193	38	57	23	118	590
% App. Total	5.9	75.9	18.2		40.2	40.2	19.6		15	71	14		32.2	48.3	19.5		
PHF	.550	.789	.773	.850	.617	.661	.750	.767	.806	.815	.750	.894	.679	.838	.639	.868	.928

City of Brawley
N/S: Western Avenue
E/W: W A Street
Weather: Clear

File Name : 05_BWY_Wtrn_W A St PM
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Peak Hour Analysis From 03:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	03:45 PM				04:30 PM				04:15 PM				04:00 PM			
+0 mins.	3	41	6	50	15	8	6	29	7	34	7	48	9	14	6	29
+15 mins.	2	45	8	55	7	6	6	19	9	31	6	46	9	12	9	30
+30 mins.	2	35	8	45	10	16	4	30	7	42	5	54	6	14	5	25
+45 mins.	2	29	11	42	6	12	3	21	6	43	9	58	14	17	3	34
Total Volume	9	150	33	192	38	42	19	99	29	150	27	206	38	57	23	118
% App. Total	4.7	78.1	17.2		38.4	42.4	19.2		14.1	72.8	13.1		32.2	48.3	19.5	
PHF	.750	.833	.750	.873	.633	.656	.792	.825	.806	.872	.750	.888	.679	.838	.639	.868

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Corona, CA 92878
(951) 268-6268

City of Brawley
N/S: Western Avenue
E/W: W Main Street (Hwy 86)
Weather: Clear

File Name : 06_BWY_Wtrn_W Main AM
Site Code : 05725638
Start Date : 6/5/2025
Page No : 1

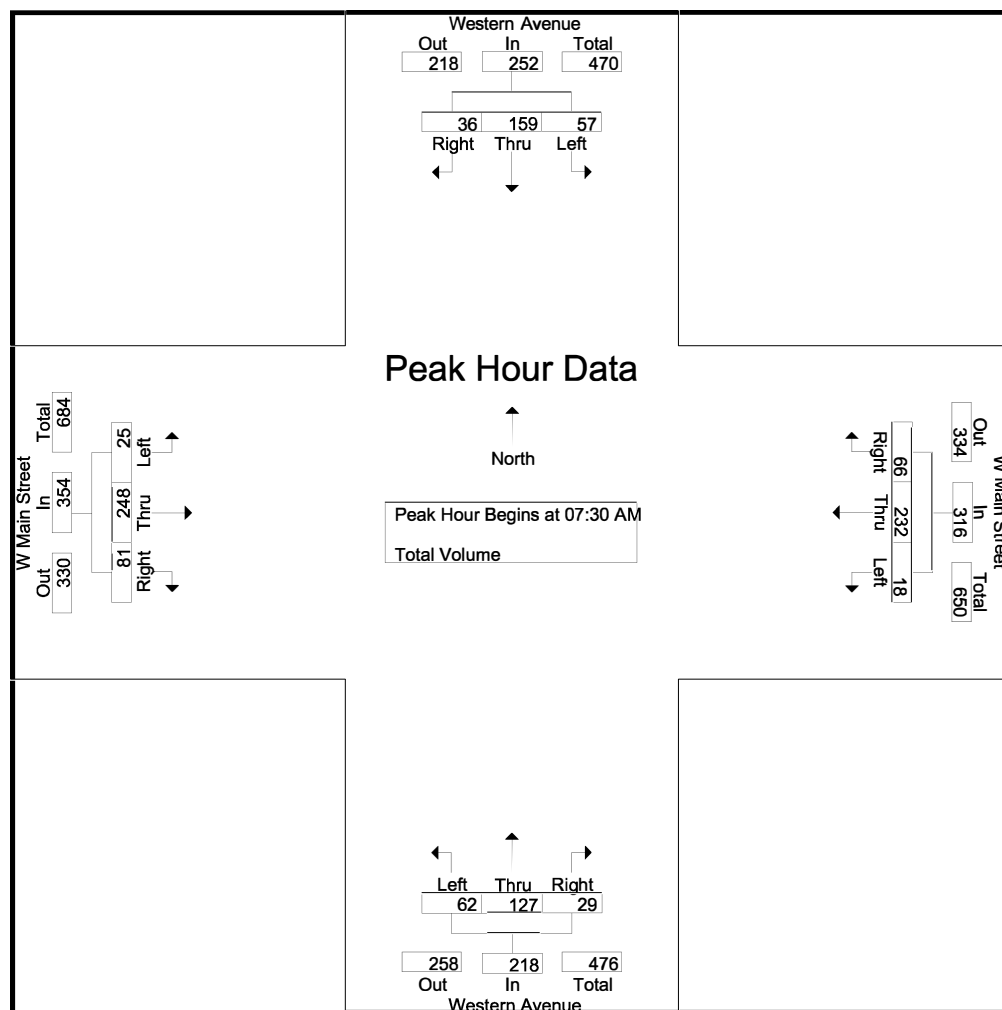
Groups Printed- Total Volume

	Western Avenue Southbound				W Main Street Westbound				Western Avenue Northbound				W Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	22	11	34	4	37	2	43	2	16	2	20	3	27	13	43	140
07:15 AM	2	21	7	30	2	40	7	49	14	20	1	35	5	40	11	56	170
07:30 AM	7	47	6	60	1	36	12	49	15	35	3	53	9	57	22	88	250
07:45 AM	18	42	13	73	4	73	20	97	17	38	9	64	12	81	21	114	348
Total	28	132	37	197	11	186	41	238	48	109	15	172	29	205	67	301	908
08:00 AM	19	36	7	62	7	61	24	92	18	24	7	49	1	49	15	65	268
08:15 AM	13	34	10	57	6	62	10	78	12	30	10	52	3	61	23	87	274
08:30 AM	11	33	7	51	3	43	12	58	11	18	3	32	3	62	11	76	217
08:45 AM	8	19	6	33	4	51	7	62	12	16	7	35	3	56	17	76	206
Total	51	122	30	203	20	217	53	290	53	88	27	168	10	228	66	304	965
Grand Total	79	254	67	400	31	403	94	528	101	197	42	340	39	433	133	605	1873
Apprch %	19.8	63.5	16.8		5.9	76.3	17.8		29.7	57.9	12.4		6.4	71.6	22		
Total %	4.2	13.6	3.6	21.4	1.7	21.5	5	28.2	5.4	10.5	2.2	18.2	2.1	23.1	7.1	32.3	

	Western Avenue Southbound				W Main Street Westbound				Western Avenue Northbound				W Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	7	47	6	60	1	36	12	49	15	35	3	53	9	57	22	88	250
07:45 AM	18	42	13	73	4	73	20	97	17	38	9	64	12	81	21	114	348
08:00 AM	19	36	7	62	7	61	24	92	18	24	7	49	1	49	15	65	268
08:15 AM	13	34	10	57	6	62	10	78	12	30	10	52	3	61	23	87	274
Total Volume	57	159	36	252	18	232	66	316	62	127	29	218	25	248	81	354	1140
% App. Total	22.6	63.1	14.3		5.7	73.4	20.9		28.4	58.3	13.3		7.1	70.1	22.9		
PHF	.750	.846	.692	.863	.643	.795	.688	.814	.861	.836	.725	.852	.521	.765	.880	.776	.819

City of Brawley
N/S: Western Avenue
E/W: W Main Street (Hwy 86)
Weather: Clear

File Name : 06_BWY_Wtrn_W Main AM
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM				07:45 AM				07:30 AM				07:30 AM			
+0 mins.	7	47	6	60	4	73	20	97	15	35	3	53	9	57	22	88
+15 mins.	18	42	13	73	7	61	24	92	17	38	9	64	12	81	21	114
+30 mins.	19	36	7	62	6	62	10	78	18	24	7	49	1	49	15	65
+45 mins.	13	34	10	57	3	43	12	58	12	30	10	52	3	61	23	87
Total Volume	57	159	36	252	20	239	66	325	62	127	29	218	25	248	81	354
% App. Total	22.6	63.1	14.3		6.2	73.5	20.3		28.4	58.3	13.3		7.1	70.1	22.9	
PHF	.750	.846	.692	.863	.714	.818	.688	.838	.861	.836	.725	.852	.521	.765	.880	.776

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File Name : 06_BWY_Wtrn_W Main PM
Site Code : 05725638
Start Date : 6/5/2025
Page No : 1

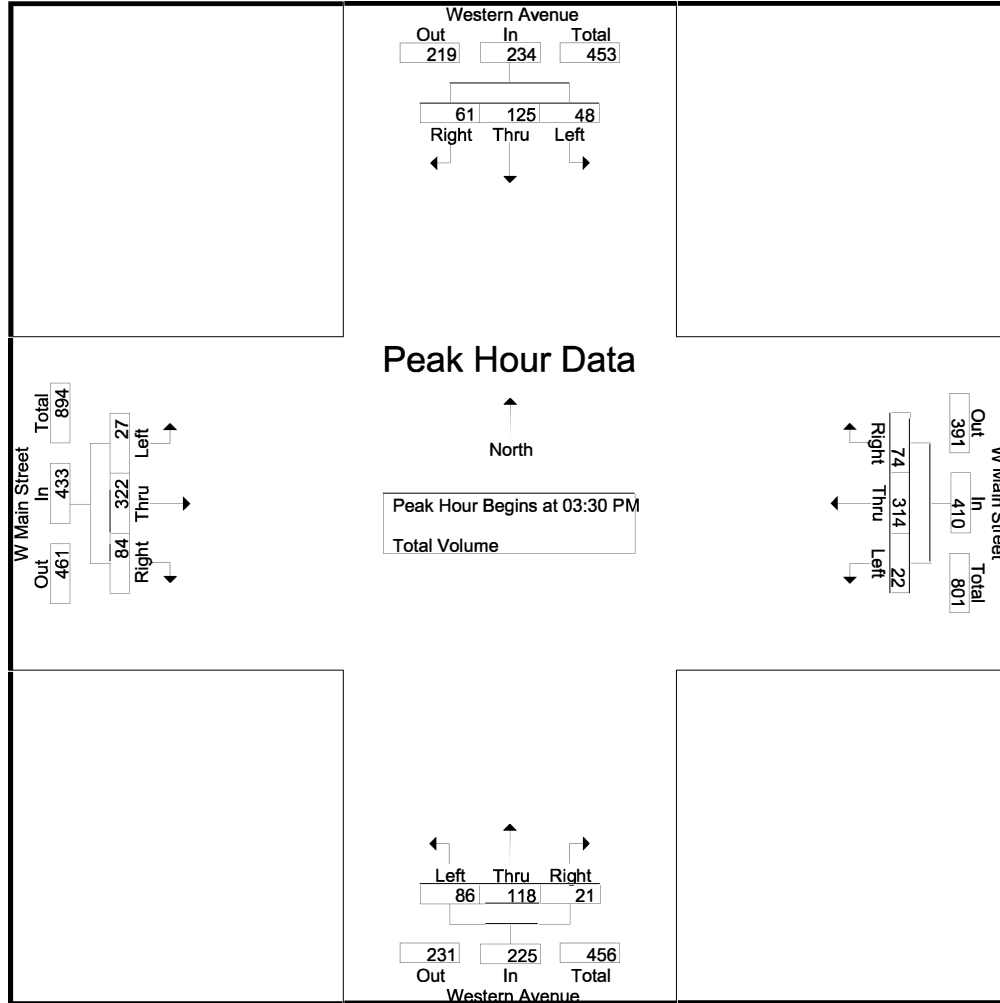
Groups Printed- Total Volume

	Western Avenue Southbound				W Main Street Westbound				Western Avenue Northbound				W Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:30 PM	13	31	16	60	5	72	22	99	21	26	8	55	5	69	25	99	313
03:45 PM	11	28	17	56	4	80	21	105	12	26	2	40	7	83	18	108	309
Total	24	59	33	116	9	152	43	204	33	52	10	95	12	152	43	207	622
04:00 PM	13	51	16	80	8	101	18	127	35	40	6	81	10	115	28	153	441
04:15 PM	11	15	12	38	5	61	13	79	18	26	5	49	5	55	13	73	239
04:30 PM	13	24	14	51	6	71	15	92	26	25	7	58	6	72	23	101	302
04:45 PM	12	22	13	47	5	63	24	92	17	37	3	57	5	80	18	103	299
Total	49	112	55	216	24	296	70	390	96	128	21	245	26	322	82	430	1281
05:00 PM	12	37	14	63	8	88	16	112	23	31	8	62	15	72	25	112	349
05:15 PM	12	24	8	44	4	64	16	84	17	26	4	47	7	63	20	90	265
Grand Total	97	232	110	439	45	600	145	790	169	237	43	449	60	609	170	839	2517
Apprch %	22.1	52.8	25.1		5.7	75.9	18.4		37.6	52.8	9.6		7.2	72.6	20.3		
Total %	3.9	9.2	4.4	17.4	1.8	23.8	5.8	31.4	6.7	9.4	1.7	17.8	2.4	24.2	6.8	33.3	

	Western Avenue Southbound				W Main Street Westbound				Western Avenue Northbound				W Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:30 PM																	
03:30 PM	13	31	16	60	5	72	22	99	21	26	8	55	5	69	25	99	313
03:45 PM	11	28	17	56	4	80	21	105	12	26	2	40	7	83	18	108	309
04:00 PM	13	51	16	80	8	101	18	127	35	40	6	81	10	115	28	153	441
04:15 PM	11	15	12	38	5	61	13	79	18	26	5	49	5	55	13	73	239
Total Volume	48	125	61	234	22	314	74	410	86	118	21	225	27	322	84	433	1302
% App. Total	20.5	53.4	26.1		5.4	76.6	18		38.2	52.4	9.3		6.2	74.4	19.4		
PHF	.923	.613	.897	.731	.688	.777	.841	.807	.614	.738	.656	.694	.675	.700	.750	.708	.738

City of Brawley
N/S: Western Avenue
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File Name : 06_BWY_Wtrn_W Main PM
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Peak Hour Analysis From 03:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	03:30 PM				03:30 PM				04:00 PM				03:45 PM			
+0 mins.	13	31	16	60	5	72	22	99	35	40	6	81	7	83	18	108
+15 mins.	11	28	17	56	4	80	21	105	18	26	5	49	10	115	28	153
+30 mins.	13	51	16	80	8	101	18	127	26	25	7	58	5	55	13	73
+45 mins.	11	15	12	38	5	61	13	79	17	37	3	57	6	72	23	101
Total Volume	48	125	61	234	22	314	74	410	96	128	21	245	28	325	82	435
% App. Total	20.5	53.4	26.1		5.4	76.6	18		39.2	52.2	8.6		6.4	74.7	18.9	
PHF	.923	.613	.897	.731	.688	.777	.841	.807	.686	.800	.750	.756	.700	.707	.732	.711

APPENDIX B

EXISTING PEAK HOUR INTERSECTION ANALYSIS WORKSHEETS

Intersection	
Intersection Delay, s/veh	7.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	0	0	27	0	1	1	37	42	0	47	1
Future Vol, veh/h	1	0	0	27	0	1	1	37	42	0	47	1
Peak Hour Factor	0.54	0.54	0.54	0.71	0.71	0.71	0.68	0.68	0.68	0.86	0.86	0.86
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	0	0	38	0	1	1	54	62	0	55	1
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.5	7.7	7.3	7.4
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	1%	100%	96%	0%
Vol Thru, %	46%	0%	0%	98%
Vol Right, %	53%	0%	4%	2%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	80	1	28	48
LT Vol	1	1	27	0
Through Vol	37	0	0	47
RT Vol	42	0	1	1
Lane Flow Rate	118	2	39	56
Geometry Grp	1	1	1	1
Degree of Util (X)	0.122	0.002	0.048	0.063
Departure Headway (Hd)	3.736	4.467	4.408	4.083
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	956	794	807	874
Service Time	1.773	2.536	2.465	2.124
HCM Lane V/C Ratio	0.123	0.003	0.048	0.064
HCM Control Delay, s/veh	7.3	7.5	7.7	7.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.4	0	0.2	0.2

Intersection

Intersection Delay, s/veh 8.9

Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	3	11	92	1	10	11	94	80	14	88	2
Future Vol, veh/h	2	3	11	92	1	10	11	94	80	14	88	2
Peak Hour Factor	0.57	0.57	0.57	0.60	0.60	0.60	0.89	0.89	0.89	0.79	0.79	0.79
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	5	19	153	2	17	12	106	90	18	111	3
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.7	9.4	8.8	8.7
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	6%	13%	89%	13%
Vol Thru, %	51%	19%	1%	85%
Vol Right, %	43%	69%	10%	2%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	185	16	103	104
LT Vol	11	2	92	14
Through Vol	94	3	1	88
RT Vol	80	11	10	2
Lane Flow Rate	208	28	172	132
Geometry Grp	1	1	1	1
Degree of Util (X)	0.25	0.035	0.231	0.171
Departure Headway (Hd)	4.335	4.536	4.851	4.672
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	827	786	740	767
Service Time	2.364	2.583	2.888	2.705
HCM Lane V/C Ratio	0.252	0.036	0.232	0.172
HCM Control Delay, s/veh	8.8	7.7	9.4	8.7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	1	0.1	0.9	0.6

Existing AM
3: W Main St & N Rio Vista Ave

Brawley Apartments
09/16/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	230	10	15	235	77	14	57	20	94	64	36
Future Volume (veh/h)	19	230	10	15	235	77	14	57	20	94	64	36
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	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	20	247	11	18	276	91	16	66	23	111	75	42
Peak Hour Factor	0.93	0.93	0.93	0.85	0.85	0.85	0.86	0.86	0.86	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	52	846	38	48	638	206	31	127	44	160	108	60
Arrive On Green	0.03	0.24	0.24	0.03	0.24	0.24	0.11	0.11	0.11	0.19	0.19	0.19
Sat Flow, veh/h	1781	3466	154	1781	2641	852	272	1123	391	861	582	326
Grp Volume(v), veh/h	20	126	132	18	184	183	105	0	0	228	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1843	1781	1777	1717	1786	0	0	1769	0	0
Q Serve(g_s), s	0.5	2.6	2.6	0.5	4.0	4.1	2.5	0.0	0.0	5.5	0.0	0.0
Cycle Q Clear(g_c), s	0.5	2.6	2.6	0.5	4.0	4.1	2.5	0.0	0.0	5.5	0.0	0.0
Prop In Lane	1.00		0.08	1.00		0.50	0.15		0.22	0.49		0.18
Lane Grp Cap(c), veh/h	52	434	450	48	429	415	202	0	0	328	0	0
V/C Ratio(X)	0.38	0.29	0.29	0.38	0.43	0.44	0.52	0.00	0.00	0.70	0.00	0.00
Avail Cap(c_a), veh/h	240	1047	1086	240	1047	1012	714	0	0	1546	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	21.6	13.9	13.9	21.7	14.5	14.6	18.9	0.0	0.0	17.3	0.0	0.0
Incr Delay (d2), s/veh	1.7	1.3	1.3	1.8	2.4	2.7	2.1	0.0	0.0	2.7	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	1.1	1.1	0.2	1.7	1.7	1.0	0.0	0.0	2.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	23.3	15.3	15.2	23.5	17.0	17.3	21.0	0.0	0.0	19.9	0.0	0.0
LnGrp LOS	C	B	B	C	B	B	C			B		
Approach Vol, veh/h	278			385			105			228		
Approach Delay, s/veh	15.8			17.4			21.0			19.9		
Approach LOS	B			B			C			B		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.9	16.5		13.1	6.0	16.3		9.8				
Change Period (Y+Rc), s	4.7	5.4		4.7	4.7	5.4		4.7				
Max Green Setting (Gmax), s	26.7			39.6	6.1	26.7		18.1				
Max Q Clear Time (g_c+I), s	4.6			7.5	2.5	6.1		4.5				
Green Ext Time (p_c), s	0.0	3.3		1.4	0.0	4.8		0.4				
Intersection Summary												
HCM 7th Control Delay, s/veh	17.9											
HCM 7th LOS	B											

Intersection												
Int Delay, s/veh	5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	30	17	15	5	36	24	30	101	9	39	210	77
Future Vol, veh/h	30	17	15	5	36	24	30	101	9	39	210	77
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	60	60	60	77	77	77	73	73	73	74	74	74
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	50	28	25	6	47	31	41	138	12	53	284	104
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	685	674	336	630	720	145	388	0	0	151	0	0
Stage 1	441	441	-	227	227	-	-	-	-	-	-	-
Stage 2	244	233	-	403	493	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	362	376	706	394	354	903	1171	-	-	1430	-	-
Stage 1	595	577	-	776	716	-	-	-	-	-	-	-
Stage 2	760	712	-	624	547	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	277	344	706	322	324	903	1171	-	-	1430	-	-
Mov Cap-2 Maneuver	277	344	-	322	324	-	-	-	-	-	-	-
Stage 1	567	549	-	746	689	-	-	-	-	-	-	-
Stage 2	657	685	-	543	521	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Ctrl Dly, s/v	19.73		15.58		1.75		0.91					
HCM LOS	C		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	380	-	-	347	424	204	-	-				
HCM Lane V/C Ratio	0.035	-	-	0.298	0.199	0.037	-	-				
HCM Ctrl Dly (s/v)	8.2	0	-	19.7	15.6	7.6	0	-				
HCM Lane LOS	A	A	-	C	C	A	A	-				
HCM 95th %tile Q(veh)	0.1	-	-	1.2	0.7	0.1	-	-				

Intersection	
Intersection Delay, s/veh	11.1
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	22	104	58	21	116	21	73	103	31	18	120	79
Future Vol, veh/h	22	104	58	21	116	21	73	103	31	18	120	79
Peak Hour Factor	0.90	0.90	0.90	0.79	0.79	0.79	0.88	0.88	0.88	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	24	116	64	27	147	27	83	117	35	20	133	88
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	10.8	11	11.4	11.1
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	35%	12%	13%	8%
Vol Thru, %	50%	57%	73%	55%
Vol Right, %	15%	32%	13%	36%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	207	184	158	217
LT Vol	73	22	21	18
Through Vol	103	104	116	120
RT Vol	31	58	21	79
Lane Flow Rate	235	204	200	241
Geometry Grp	1	1	1	1
Degree of Util (X)	0.354	0.307	0.306	0.351
Departure Headway (Hd)	5.425	5.403	5.517	5.243
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	661	664	650	685
Service Time	3.469	3.448	3.563	3.288
HCM Lane V/C Ratio	0.356	0.307	0.308	0.352
HCM Control Delay, s/veh	11.4	10.8	11	11.1
HCM Lane LOS	B	B	B	B
HCM 95th-tile Q	1.6	1.3	1.3	1.6



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	248	81	18	232	66	62	127	29	57	159	36
Future Volume (veh/h)	25	248	81	18	232	66	62	127	29	57	159	36
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	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	32	318	104	22	286	81	73	149	34	66	185	42
Peak Hour Factor	0.78	0.78	0.78	0.81	0.81	0.81	0.85	0.85	0.85	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	71	1544	496	55	1580	439	101	225	51	98	223	51
Arrive On Green	0.04	0.58	0.58	0.03	0.58	0.58	0.06	0.15	0.15	0.06	0.15	0.15
Sat Flow, veh/h	1781	2645	850	1781	2746	763	1781	1474	336	1781	1475	335
Grp Volume(v), veh/h	32	212	210	22	183	184	73	0	183	66	0	227
Grp Sat Flow(s),veh/h/ln	1781	1777	1717	1781	1777	1733	1781	0	1810	1781	0	1810
Q Serve(g_s), s	1.9	6.2	6.4	1.3	5.4	5.5	4.4	0.0	10.5	4.0	0.0	13.4
Cycle Q Clear(g_c), s	1.9	6.2	6.4	1.3	5.4	5.5	4.4	0.0	10.5	4.0	0.0	13.4
Prop In Lane	1.00		0.49	1.00		0.44	1.00		0.19	1.00		0.19
Lane Grp Cap(c), veh/h	71	1037	1003	55	1022	997	101	0	276	98	0	273
V/C Ratio(X)	0.45	0.20	0.21	0.40	0.18	0.18	0.72	0.00	0.66	0.67	0.00	0.83
Avail Cap(c_a), veh/h	134	1037	1003	134	1022	997	199	0	597	183	0	581
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.95	0.95	0.95	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	51.6	10.8	10.9	52.3	11.1	11.1	51.0	0.0	43.9	51.0	0.0	45.3
Incr Delay (d2), s/veh	1.6	0.4	0.5	1.7	0.4	0.4	3.6	0.0	2.7	2.9	0.0	6.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	2.4	2.4	0.6	2.1	2.1	2.1	0.0	4.9	1.9	0.0	6.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	53.2	11.2	11.3	54.0	11.4	11.5	54.6	0.0	46.6	53.9	0.0	51.7
LnGrp LOS	D	B	B	D	B	B	D		D	D		D
Approach Vol, veh/h	454			389			256			293		
Approach Delay, s/veh	14.2			13.9			48.9			52.2		
Approach LOS	B			B			D			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.1	69.6	10.9	21.3	9.1	68.7	10.8	21.5				
Change Period (Y+Rc), s	4.7	5.4	4.7	4.7	4.7	5.4	4.7	4.7				
Max Green Setting (Gmax), s	3.3	34.6	12.3	35.3	8.3	34.6	11.3	36.3				
Max Q Clear Time (g_c+I), s	13.3	8.4	6.4	15.4	3.9	7.5	6.0	12.5				
Green Ext Time (p_c), s	0.0	6.0	0.0	1.2	0.0	5.2	0.0	1.0				
Intersection Summary												
HCM 7th Control Delay, s/veh	28.5											
HCM 7th LOS	C											

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	28	0	0	0
Future Vol, veh/h	0	0	28	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
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, %	2	2	2	2	2	2
Mvmt Flow	0	0	30	0	0	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	30	0	-	0	30	30
Stage 1	-	-	-	-	30	-
Stage 2	-	-	-	-	0	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1582	-	-	-	984	1044
Stage 1	-	-	-	-	992	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1582	-	-	-	984	1044
Mov Cap-2 Maneuver	-	-	-	-	984	-
Stage 1	-	-	-	-	992	-
Stage 2	-	-	-	-	-	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0	0		0		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1582	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	-	-	0
HCM Lane LOS	A	-	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-	-

Intersection

Intersection Delay, s/veh	7.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	2	7	0	0	2	39	14	0	22	0
Future Vol, veh/h	0	0	2	7	0	0	2	39	14	0	22	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.90	0.90	0.90	0.79	0.79	0.79
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	2	8	0	0	2	43	16	0	28	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	6.5	7.4	7.1	7.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	4%	0%	100%	0%
Vol Thru, %	71%	0%	0%	100%
Vol Right, %	25%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	55	2	7	22
LT Vol	2	0	7	0
Through Vol	39	0	0	22
RT Vol	14	2	0	0
Lane Flow Rate	61	2	8	28
Geometry Grp	1	1	1	1
Degree of Util (X)	0.065	0.002	0.01	0.031
Departure Headway (Hd)	3.827	3.493	4.29	3.997
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	939	1020	833	898
Service Time	1.838	1.529	2.323	2.012
HCM Lane V/C Ratio	0.065	0.002	0.01	0.031
HCM Control Delay, s/veh	7.1	6.5	7.4	7.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0	0	0.1

Intersection

Intersection Delay, s/veh 7.7

Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	4	8	52	4	4	11	66	70	2	39	0
Future Vol, veh/h	1	4	8	52	4	4	11	66	70	2	39	0
Peak Hour Factor	0.65	0.65	0.65	0.83	0.83	0.83	0.92	0.92	0.92	0.79	0.79	0.79
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	6	12	63	5	5	12	72	76	3	49	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.2	8	7.7	7.6
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	7%	8%	87%	5%
Vol Thru, %	45%	31%	7%	95%
Vol Right, %	48%	62%	7%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	147	13	60	41
LT Vol	11	1	52	2
Through Vol	66	4	4	39
RT Vol	70	8	4	0
Lane Flow Rate	160	20	72	52
Geometry Grp	1	1	1	1
Degree of Util (X)	0.171	0.023	0.089	0.061
Departure Headway (Hd)	3.863	4.11	4.448	4.227
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	917	876	794	836
Service Time	1.935	2.11	2.537	2.313
HCM Lane V/C Ratio	0.174	0.023	0.091	0.062
HCM Control Delay, s/veh	7.7	7.2	8	7.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.6	0.1	0.3	0.2

Existing PM
3: W Main St & N Rio Vista Ave

Brawley Apartments
09/16/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	290	27	9	270	125	23	46	24	102	34	21
Future Volume (veh/h)	27	290	27	9	270	125	23	46	24	102	34	21
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	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	33	349	33	10	307	142	29	58	30	117	39	24
Peak Hour Factor	0.83	0.83	0.83	0.88	0.88	0.88	0.80	0.80	0.80	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	80	1010	95	28	663	300	51	102	53	167	56	34
Arrive On Green	0.04	0.31	0.31	0.02	0.28	0.28	0.12	0.12	0.12	0.15	0.15	0.15
Sat Flow, veh/h	1781	3283	309	1781	2378	1075	438	876	453	1151	384	236
Grp Volume(v), veh/h	33	188	194	10	228	221	117	0	0	180	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1815	1781	1777	1677	1767	0	0	1770	0	0
Q Serve(g_s), s	0.8	3.8	3.9	0.3	5.0	5.2	2.9	0.0	0.0	4.5	0.0	0.0
Cycle Q Clear(g_c), s	0.8	3.8	3.9	0.3	5.0	5.2	2.9	0.0	0.0	4.5	0.0	0.0
Prop In Lane	1.00		0.17	1.00		0.64	0.25		0.26	0.65		0.13
Lane Grp Cap(c), veh/h	80	547	558	28	495	467	206	0	0	257	0	0
V/C Ratio(X)	0.41	0.34	0.35	0.36	0.46	0.47	0.57	0.00	0.00	0.70	0.00	0.00
Avail Cap(c_a), veh/h	231	1021	1043	231	1021	964	681	0	0	1104	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	21.8	12.6	12.6	22.9	14.0	14.1	19.6	0.0	0.0	19.1	0.0	0.0
Incr Delay (d2), s/veh	1.3	1.3	1.3	2.9	2.4	2.7	2.4	0.0	0.0	3.5	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	1.5	1.5	0.1	2.0	2.0	1.2	0.0	0.0	1.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	23.1	13.9	14.0	25.8	16.4	16.8	22.1	0.0	0.0	22.6	0.0	0.0
LnGrp LOS	C	B	B	C	B	B	C			C		
Approach Vol, veh/h	415			459			117			180		
Approach Delay, s/veh	14.7			16.8			22.1			22.6		
Approach LOS	B			B			C			C		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.4	19.9		11.5	6.8	18.5		10.2				
Change Period (Y+Rc), s	4.7	5.4		4.7	4.7	5.4		4.7				
Max Green Setting (Gmax), s	27.0	27.0		29.3	6.1	27.0		18.1				
Max Q Clear Time (g_c+I), s	12.3	5.9		6.5	2.8	7.2		4.9				
Green Ext Time (p_c), s	0.0	5.1		1.0	0.0	5.9		0.4				
Intersection Summary												
HCM 7th Control Delay, s/veh	17.5											
HCM 7th LOS	B											

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	0	8	4	2	2	8	178	7	5	168	5
Future Vol, veh/h	10	0	8	4	2	2	8	178	7	5	168	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	89	89	89	77	77	77	84	84	84
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	0	11	4	2	2	10	231	9	6	200	6
Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	468	476	203	468	474	236	206	0	0	240	0	0
Stage 1	215	215	-	256	256	-	-	-	-	-	-	-
Stage 2	253	261	-	212	218	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	505	488	838	505	489	803	1365	-	-	1326	-	-
Stage 1	787	725	-	748	695	-	-	-	-	-	-	-
Stage 2	751	692	-	790	723	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	495	481	838	492	482	803	1365	-	-	1326	-	-
Mov Cap-2 Maneuver	495	481	-	492	482	-	-	-	-	-	-	-
Stage 1	783	721	-	741	689	-	-	-	-	-	-	-
Stage 2	740	686	-	776	719	-	-	-	-	-	-	-
Approach	EB		WB		NB			SB				
HCM Ctrl Dly, s/v	11.2		11.76		0.32			0.22				
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	74	-	-	605	541	50	-	-				
HCM Lane V/C Ratio	0.008	-	-	0.04	0.017	0.004	-	-				
HCM Ctrl Dly (s/v)	7.7	0	-	11.2	11.8	7.7	0	-				
HCM Lane LOS	A	A	-	B	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-				

Intersection	
Intersection Delay, s/veh	9.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	38	57	23	37	37	18	29	137	27	11	142	34
Future Vol, veh/h	38	57	23	37	37	18	29	137	27	11	142	34
Peak Hour Factor	0.87	0.87	0.87	0.77	0.77	0.77	0.89	0.89	0.89	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	44	66	26	48	48	23	33	154	30	13	167	40
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB	WB		NB		SB						
Opposing Approach	WB	EB		SB		NB						
Opposing Lanes	1	1		1		1						
Conflicting Approach Left	SB	NB		EB		WB						
Conflicting Lanes Left	1	1		1		1						
Conflicting Approach Right	NB	SB		WB		EB						
Conflicting Lanes Right	1	1		1		1						
HCM Control Delay, s/veh	9.4	9.3		9.8		9.8						
HCM LOS	A	A		A		A				A		

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	15%	32%	40%	6%
Vol Thru, %	71%	48%	40%	76%
Vol Right, %	14%	19%	20%	18%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	193	118	92	187
LT Vol	29	38	37	11
Through Vol	137	57	37	142
RT Vol	27	23	18	34
Lane Flow Rate	217	136	119	220
Geometry Grp	1	1	1	1
Degree of Util (X)	0.289	0.191	0.17	0.29
Departure Headway (Hd)	4.793	5.075	5.113	4.748
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	744	700	694	750
Service Time	2.861	3.156	3.197	2.816
HCM Lane V/C Ratio	0.292	0.194	0.171	0.293
HCM Control Delay, s/veh	9.8	9.4	9.3	9.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	1.2	0.7	0.6	1.2



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	322	84	22	314	74	231	118	21	48	125	61
Future Volume (veh/h)	27	322	84	22	314	74	231	118	21	48	125	61
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	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	38	454	118	27	388	91	335	171	30	66	171	84
Peak Hour Factor	0.71	0.71	0.71	0.81	0.81	0.81	0.69	0.69	0.69	0.73	0.73	0.73
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	72	1252	323	60	1263	293	362	495	87	87	196	96
Arrive On Green	0.04	0.45	0.45	0.03	0.44	0.44	0.20	0.32	0.32	0.05	0.17	0.17
Sat Flow, veh/h	1781	2796	721	1781	2863	665	1781	1550	272	1781	1184	582
Grp Volume(v), veh/h	38	287	285	27	239	240	335	0	201	66	0	255
Grp Sat Flow(s),veh/h/ln	1781	1777	1741	1781	1777	1751	1781	0	1821	1781	0	1766
Q Serve(g_s), s	2.7	13.8	14.0	1.9	11.3	11.5	24.0	0.0	11.0	4.8	0.0	18.3
Cycle Q Clear(g_c), s	2.7	13.8	14.0	1.9	11.3	11.5	24.0	0.0	11.0	4.8	0.0	18.3
Prop In Lane	1.00		0.41	1.00		0.38	1.00		0.15	1.00		0.33
Lane Grp Cap(c), veh/h	72	796	780	60	784	773	362	0	582	87	0	292
V/C Ratio(X)	0.53	0.36	0.37	0.45	0.31	0.31	0.93	0.00	0.35	0.76	0.00	0.87
Avail Cap(c_a), veh/h	97	796	780	97	784	773	525	0	857	143	0	452
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.95	0.95	0.95	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	61.2	23.6	23.7	61.6	23.4	23.5	50.8	0.0	33.8	61.1	0.0	52.9
Incr Delay (d2), s/veh	2.1	1.2	1.3	2.0	1.0	1.0	14.5	0.0	0.4	5.0	0.0	11.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	6.0	5.9	0.9	4.9	4.9	12.1	0.0	5.0	2.3	0.0	9.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	63.3	24.8	24.9	63.6	24.5	24.6	65.3	0.0	34.2	66.0	0.0	64.2
LnGrp LOS	E	C	C	E	C	C	E		C	E		E
Approach Vol, veh/h	610			506			536			321		
Approach Delay, s/veh	27.3			26.6			53.6			64.5		
Approach LOS	C			C			D			E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.1	63.6	31.1	26.2	9.9	62.8	11.1	46.3				
Change Period (Y+Rc), s	4.7	5.4	4.7	4.7	4.7	5.4	4.7	4.7				
Max Green Setting (Gmax), s	31.8	38.3	33.3	7.1	31.8	10.4	61.2					
Max Q Clear Time (g_c+13), s	16.0	26.0	20.3	4.7	13.5	6.8	13.0					
Green Ext Time (p_c), s	0.0	6.4	0.4	1.2	0.0	5.8	0.0	1.3				
Intersection Summary												
HCM 7th Control Delay, s/veh	40.3											
HCM 7th LOS	D											

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	3	7	0	0	0
Future Vol, veh/h	0	3	7	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
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, %	2	2	2	2	2	2
Mvmt Flow	0	3	8	0	0	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	8	0	-	0	11	8
Stage 1	-	-	-	-	8	-
Stage 2	-	-	-	-	3	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1613	-	-	-	1009	1075
Stage 1	-	-	-	-	1015	-
Stage 2	-	-	-	-	1020	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1613	-	-	-	1009	1075
Mov Cap-2 Maneuver	-	-	-	-	1009	-
Stage 1	-	-	-	-	1015	-
Stage 2	-	-	-	-	1020	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1613	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	-	-	0
HCM Lane LOS	A	-	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-	-

APPENDIX C

OPENING YEAR WITHOUT PROJECT INTERSECTION ANALYSIS WORKSHEETS

Intersection	
Intersection Delay, s/veh	7.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	0	0	28	0	1	1	38	43	0	48	1
Future Vol, veh/h	1	0	0	28	0	1	1	38	43	0	48	1
Peak Hour Factor	0.54	0.54	0.54	0.71	0.71	0.71	0.68	0.68	0.68	0.86	0.86	0.86
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	0	0	39	0	1	1	56	63	0	56	1
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.6	7.7	7.3	7.4
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	1%	100%	97%	0%
Vol Thru, %	46%	0%	0%	98%
Vol Right, %	52%	0%	3%	2%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	82	1	29	49
LT Vol	1	1	28	0
Through Vol	38	0	0	48
RT Vol	43	0	1	1
Lane Flow Rate	121	2	41	57
Geometry Grp	1	1	1	1
Degree of Util (X)	0.125	0.002	0.05	0.065
Departure Headway (Hd)	3.739	4.473	4.415	4.087
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	954	792	805	872
Service Time	1.779	2.548	2.476	2.131
HCM Lane V/C Ratio	0.127	0.003	0.051	0.065
HCM Control Delay, s/veh	7.3	7.6	7.7	7.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.4	0	0.2	0.2

Intersection	
Intersection Delay, s/veh	9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	3	11	94	1	10	11	96	82	14	90	2
Future Vol, veh/h	2	3	11	94	1	10	11	96	82	14	90	2
Peak Hour Factor	0.57	0.57	0.57	0.60	0.60	0.60	0.89	0.89	0.89	0.79	0.79	0.79
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	5	19	157	2	17	12	108	92	18	114	3
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.8	9.4	8.9	8.7
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	6%	13%	90%	13%
Vol Thru, %	51%	19%	1%	85%
Vol Right, %	43%	69%	10%	2%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	189	16	105	106
LT Vol	11	2	94	14
Through Vol	96	3	1	90
RT Vol	82	11	10	2
Lane Flow Rate	212	28	175	134
Geometry Grp	1	1	1	1
Degree of Util (X)	0.256	0.036	0.237	0.175
Departure Headway (Hd)	4.348	4.561	4.871	4.687
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	824	781	737	763
Service Time	2.381	2.609	2.909	2.724
HCM Lane V/C Ratio	0.257	0.036	0.237	0.176
HCM Control Delay, s/veh	8.9	7.8	9.4	8.7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	1	0.1	0.9	0.6

Opening Year AM
3: W Main St & N Rio Vista Ave

Brawley Apartments
09/16/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	235	10	15	240	79	14	58	20	96	65	37
Future Volume (veh/h)	19	235	10	15	240	79	14	58	20	96	65	37
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	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	20	253	11	18	282	93	16	67	23	113	76	44
Peak Hour Factor	0.93	0.93	0.93	0.85	0.85	0.85	0.86	0.86	0.86	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	52	855	37	48	644	208	30	128	44	162	109	63
Arrive On Green	0.03	0.25	0.25	0.03	0.24	0.24	0.11	0.11	0.11	0.19	0.19	0.19
Sat Flow, veh/h	1781	3470	150	1781	2641	853	270	1130	388	857	576	334
Grp Volume(v), veh/h	20	129	135	18	188	187	106	0	0	233	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1843	1781	1777	1717	1787	0	0	1767	0	0
Q Serve(g_s), s	0.5	2.7	2.7	0.5	4.1	4.2	2.6	0.0	0.0	5.7	0.0	0.0
Cycle Q Clear(g_c), s	0.5	2.7	2.7	0.5	4.1	4.2	2.6	0.0	0.0	5.7	0.0	0.0
Prop In Lane	1.00		0.08	1.00		0.50	0.15		0.22	0.48		0.19
Lane Grp Cap(c), veh/h	52	438	454	48	433	418	202	0	0	334	0	0
V/C Ratio(X)	0.38	0.29	0.30	0.38	0.43	0.45	0.52	0.00	0.00	0.70	0.00	0.00
Avail Cap(c_a), veh/h	237	1034	1073	237	1034	999	705	0	0	1526	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	21.9	14.0	14.1	21.9	14.7	14.7	19.2	0.0	0.0	17.4	0.0	0.0
Incr Delay (d2), s/veh	1.7	1.3	1.3	1.8	2.5	2.7	2.1	0.0	0.0	2.7	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	1.1	1.1	0.2	1.7	1.7	1.1	0.0	0.0	2.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	23.5	15.4	15.4	23.8	17.1	17.4	21.3	0.0	0.0	20.0	0.0	0.0
LnGrp LOS	C	B	B	C	B	B	C			C		
Approach Vol, veh/h	284			393			106			233		
Approach Delay, s/veh	16.0			17.6			21.3			20.0		
Approach LOS	B			B			C			C		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.9	16.7		13.4	6.0	16.6		9.9				
Change Period (Y+Rc), s	4.7	5.4		4.7	4.7	5.4		4.7				
Max Green Setting (Gmax), s	26.7			39.6	6.1	26.7		18.1				
Max Q Clear Time (g_c+I), s	4.7			7.7	2.5	6.2		4.6				
Green Ext Time (p_c), s	0.0	3.4		1.5	0.0	4.9		0.4				
Intersection Summary												
HCM 7th Control Delay, s/veh	18.1											
HCM 7th LOS	B											

Intersection												
Int Delay, s/veh	5.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	31	17	15	5	37	24	31	103	9	40	214	79
Future Vol, veh/h	31	17	15	5	37	24	31	103	9	40	214	79
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	60	60	60	77	77	77	73	73	73	74	74	74
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	52	28	25	6	48	31	42	141	12	54	289	107
Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	701	689	343	644	736	147	396	0	0	153	0	0
Stage 1	451	451	-	232	232	-	-	-	-	-	-	-
Stage 2	250	238	-	411	504	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	353	369	700	386	346	900	1163	-	-	1427	-	-
Stage 1	588	571	-	771	712	-	-	-	-	-	-	-
Stage 2	754	708	-	617	541	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	268	337	700	313	316	900	1163	-	-	1427	-	-
Mov Cap-2 Maneuver	268	337	-	313	316	-	-	-	-	-	-	-
Stage 1	559	543	-	740	684	-	-	-	-	-	-	-
Stage 2	650	680	-	537	514	-	-	-	-	-	-	-
Approach	EB		WB		NB			SB				
HCM Ctrl Dly, s/v	20.54		15.98		1.78			0.92				
HCM LOS	C		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	384	-	-	336	413	205	-	-				
HCM Lane V/C Ratio	0.037	-	-	0.313	0.207	0.038	-	-				
HCM Ctrl Dly (s/v)	8.2	0	-	20.5	16	7.6	0	-				
HCM Lane LOS	A	A	-	C	C	A	A	-				
HCM 95th %tile Q(veh)	0.1	-	-	1.3	0.8	0.1	-	-				

Intersection	
Intersection Delay, s/veh	11.3
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	22	106	59	21	118	21	74	105	32	18	122	81
Future Vol, veh/h	22	106	59	21	118	21	74	105	32	18	122	81
Peak Hour Factor	0.90	0.90	0.90	0.79	0.79	0.79	0.88	0.88	0.88	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	24	118	66	27	149	27	84	119	36	20	136	90
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	11	11.1	11.6	11.3
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	35%	12%	13%	8%
Vol Thru, %	50%	57%	74%	55%
Vol Right, %	15%	32%	13%	37%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	211	187	160	221
LT Vol	74	22	21	18
Through Vol	105	106	118	122
RT Vol	32	59	21	81
Lane Flow Rate	240	208	203	246
Geometry Grp	1	1	1	1
Degree of Util (X)	0.363	0.314	0.313	0.36
Departure Headway (Hd)	5.455	5.438	5.556	5.275
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	657	659	644	680
Service Time	3.507	3.492	3.608	3.325
HCM Lane V/C Ratio	0.365	0.316	0.315	0.362
HCM Control Delay, s/veh	11.6	11	11.1	11.3
HCM Lane LOS	B	B	B	B
HCM 95th-tile Q	1.7	1.3	1.3	1.6



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	253	83	18	237	67	63	130	30	58	162	37
Future Volume (veh/h)	26	253	83	18	237	67	63	130	30	58	162	37
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	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	33	324	106	22	293	83	74	153	35	67	188	43
Peak Hour Factor	0.78	0.78	0.78	0.81	0.81	0.81	0.85	0.85	0.85	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	72	1537	494	55	1570	437	102	228	52	99	226	52
Arrive On Green	0.04	0.58	0.58	0.03	0.57	0.57	0.06	0.15	0.15	0.06	0.15	0.15
Sat Flow, veh/h	1781	2644	850	1781	2746	764	1781	1473	337	1781	1473	337
Grp Volume(v), veh/h	33	216	214	22	188	188	74	0	188	67	0	231
Grp Sat Flow(s),veh/h/ln	1781	1777	1717	1781	1777	1733	1781	0	1810	1781	0	1810
Q Serve(g_s), s	2.0	6.4	6.6	1.3	5.6	5.7	4.5	0.0	10.8	4.1	0.0	13.6
Cycle Q Clear(g_c), s	2.0	6.4	6.6	1.3	5.6	5.7	4.5	0.0	10.8	4.1	0.0	13.6
Prop In Lane	1.00		0.50	1.00		0.44	1.00		0.19	1.00		0.19
Lane Grp Cap(c), veh/h	72	1033	998	55	1016	991	102	0	280	99	0	278
V/C Ratio(X)	0.46	0.21	0.21	0.40	0.18	0.19	0.73	0.00	0.67	0.68	0.00	0.83
Avail Cap(c_a), veh/h	134	1033	998	134	1016	991	199	0	597	183	0	581
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.94	0.94	0.94	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	51.6	11.0	11.0	52.3	11.3	11.3	51.0	0.0	43.8	51.0	0.0	45.2
Incr Delay (d2), s/veh	1.6	0.4	0.5	1.7	0.4	0.4	3.7	0.0	2.8	3.0	0.0	6.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	2.4	2.4	0.6	2.2	2.2	2.1	0.0	5.0	1.9	0.0	6.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	53.2	11.4	11.5	54.0	11.7	11.7	54.7	0.0	46.6	54.0	0.0	51.6
LnGrp LOS	D	B	B	D	B	B	D		D	D		D
Approach Vol, veh/h	463			398			262			298		
Approach Delay, s/veh	14.4			14.0			48.9			52.1		
Approach LOS	B			B			D			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.1	69.3	11.0	21.6	9.1	68.3	10.8	21.7				
Change Period (Y+Rc), s	4.7	5.4	4.7	4.7	4.7	5.4	4.7	4.7				
Max Green Setting (Gmax), s	3	34.6	12.3	35.3	8.3	34.6	11.3	36.3				
Max Q Clear Time (g_c+I), s	3	8.6	6.5	15.6	4.0	7.7	6.1	12.8				
Green Ext Time (p_c), s	0.0	6.1	0.0	1.2	0.0	5.3	0.0	1.0				
Intersection Summary												
HCM 7th Control Delay, s/veh	28.6											
HCM 7th LOS	C											

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	29	0	0	0
Future Vol, veh/h	0	0	29	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
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, %	2	2	2	2	2	2
Mvmt Flow	0	0	32	0	0	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	32	0	-	0	32	32
Stage 1	-	-	-	-	32	-
Stage 2	-	-	-	-	0	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1581	-	-	-	982	1042
Stage 1	-	-	-	-	991	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1581	-	-	-	982	1042
Mov Cap-2 Maneuver	-	-	-	-	982	-
Stage 1	-	-	-	-	991	-
Stage 2	-	-	-	-	-	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1581	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	-	-	0
HCM Lane LOS	A	-	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-	-

Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	0	0	2	7	0	0	2	40	14	0	22	0
Future Vol, veh/h	0	0	2	7	0	0	2	40	14	0	22	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.90	0.90	0.90	0.79	0.79	0.79
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	2	8	0	0	2	44	16	0	28	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	6.5	7.4	7.1	7.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	4%	0%	100%	0%
Vol Thru, %	71%	0%	0%	100%
Vol Right, %	25%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	56	2	7	22
LT Vol	2	0	7	0
Through Vol	40	0	0	22
RT Vol	14	2	0	0
Lane Flow Rate	62	2	8	28
Geometry Grp	1	1	1	1
Degree of Util (X)	0.066	0.002	0.01	0.031
Departure Headway (Hd)	3.83	3.495	4.292	3.998
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	938	1020	833	898
Service Time	1.841	1.53	2.325	2.013
HCM Lane V/C Ratio	0.066	0.002	0.01	0.031
HCM Control Delay, s/veh	7.1	6.5	7.4	7.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0	0	0.1

Intersection

Intersection Delay, s/veh 7.8

Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	4	8	53	4	4	11	67	71	2	40	0
Future Vol, veh/h	1	4	8	53	4	4	11	67	71	2	40	0
Peak Hour Factor	0.65	0.65	0.65	0.83	0.83	0.83	0.92	0.92	0.92	0.79	0.79	0.79
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	6	12	64	5	5	12	73	77	3	51	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.2	8	7.8	7.6
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	7%	8%	87%	5%
Vol Thru, %	45%	31%	7%	95%
Vol Right, %	48%	62%	7%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	149	13	61	42
LT Vol	11	1	53	2
Through Vol	67	4	4	40
RT Vol	71	8	4	0
Lane Flow Rate	162	20	73	53
Geometry Grp	1	1	1	1
Degree of Util (X)	0.174	0.023	0.091	0.062
Departure Headway (Hd)	3.865	4.12	4.455	4.231
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	917	874	793	834
Service Time	1.939	2.12	2.546	2.32
HCM Lane V/C Ratio	0.177	0.023	0.092	0.064
HCM Control Delay, s/veh	7.8	7.2	8	7.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.6	0.1	0.3	0.2

Opening Year PM
3: W Main St & N Rio Vista Ave

Brawley Apartments
09/16/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	296	28	9	275	128	23	47	24	104	35	21
Future Volume (veh/h)	28	296	28	9	275	128	23	47	24	104	35	21
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	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	34	357	34	10	312	145	29	59	30	120	40	24
Peak Hour Factor	0.83	0.83	0.83	0.88	0.88	0.88	0.80	0.80	0.80	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	81	1018	96	28	666	303	50	103	52	171	57	34
Arrive On Green	0.05	0.31	0.31	0.02	0.28	0.28	0.12	0.12	0.12	0.15	0.15	0.15
Sat Flow, veh/h	1781	3281	311	1781	2374	1079	434	884	449	1155	385	231
Grp Volume(v), veh/h	34	192	199	10	232	225	118	0	0	184	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1814	1781	1777	1676	1768	0	0	1771	0	0
Q Serve(g_s), s	0.9	4.0	4.0	0.3	5.1	5.3	3.0	0.0	0.0	4.7	0.0	0.0
Cycle Q Clear(g_c), s	0.9	4.0	4.0	0.3	5.1	5.3	3.0	0.0	0.0	4.7	0.0	0.0
Prop In Lane	1.00		0.17	1.00		0.64	0.25		0.25	0.65		0.13
Lane Grp Cap(c), veh/h	81	552	563	28	498	470	205	0	0	262	0	0
V/C Ratio(X)	0.42	0.35	0.35	0.36	0.47	0.48	0.57	0.00	0.00	0.70	0.00	0.00
Avail Cap(c_a), veh/h	228	1009	1030	228	1009	951	673	0	0	1091	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	22.1	12.7	12.7	23.2	14.2	14.2	19.9	0.0	0.0	19.3	0.0	0.0
Incr Delay (d2), s/veh	1.3	1.4	1.4	2.9	2.4	2.7	2.5	0.0	0.0	3.4	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	1.6	1.6	0.1	2.1	2.1	1.3	0.0	0.0	2.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	23.4	14.1	14.1	26.1	16.6	17.0	22.4	0.0	0.0	22.7	0.0	0.0
LnGrp LOS	C	B	B	C	B	B	C			C		
Approach Vol, veh/h	425			467			118			184		
Approach Delay, s/veh	14.8			17.0			22.4			22.7		
Approach LOS	B			B			C			C		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.4	20.2		11.7	6.9	18.7		10.2				
Change Period (Y+Rc), s	4.7	5.4		4.7	4.7	5.4		4.7				
Max Green Setting (Gmax), s	27.0	27.0		29.3	6.1	27.0		18.1				
Max Q Clear Time (g_c+I), s	12.3	6.0		6.7	2.9	7.3		5.0				
Green Ext Time (p_c), s	0.0	5.2		1.0	0.0	6.0		0.4				
Intersection Summary												
HCM 7th Control Delay, s/veh	17.6											
HCM 7th LOS	B											

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	0	8	4	2	2	8	182	7	5	171	5
Future Vol, veh/h	10	0	8	4	2	2	8	182	7	5	171	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	89	89	89	77	77	77	84	84	84
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	0	11	4	2	2	10	236	9	6	204	6
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	477	485	207	477	483	241	210	0	0	245	0	0
Stage 1	218	218	-	262	262	-	-	-	-	-	-	-
Stage 2	258	266	-	215	221	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	499	482	834	498	483	798	1361	-	-	1321	-	-
Stage 1	784	722	-	743	692	-	-	-	-	-	-	-
Stage 2	746	689	-	787	720	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	488	476	834	485	476	798	1361	-	-	1321	-	-
Mov Cap-2 Maneuver	488	476	-	485	476	-	-	-	-	-	-	-
Stage 1	780	719	-	737	686	-	-	-	-	-	-	-
Stage 2	735	682	-	773	716	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Ctrl Dly, s/v	11.27		11.84		0.31		0.21					
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	73	-	-	598	535	49	-	-				
HCM Lane V/C Ratio	0.008	-	-	0.04	0.017	0.005	-	-				
HCM Ctrl Dly (s/v)	7.7	0	-	11.3	11.8	7.7	0	-				
HCM Lane LOS	A	A	-	B	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-				

Intersection	
Intersection Delay, s/veh	9.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	39	58	23	38	38	18	30	140	28	11	145	35
Future Vol, veh/h	39	58	23	38	38	18	30	140	28	11	145	35
Peak Hour Factor	0.87	0.87	0.87	0.77	0.77	0.77	0.89	0.89	0.89	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	45	67	26	49	49	23	34	157	31	13	171	41
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	9.5	9.3	10	9.9
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	15%	33%	40%	6%
Vol Thru, %	71%	48%	40%	76%
Vol Right, %	14%	19%	19%	18%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	198	120	94	191
LT Vol	30	39	38	11
Through Vol	140	58	38	145
RT Vol	28	23	18	35
Lane Flow Rate	222	138	122	225
Geometry Grp	1	1	1	1
Degree of Util (X)	0.298	0.196	0.175	0.298
Departure Headway (Hd)	4.815	5.11	5.149	4.771
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	739	695	689	746
Service Time	2.889	3.197	3.238	2.845
HCM Lane V/C Ratio	0.3	0.199	0.177	0.302
HCM Control Delay, s/veh	10	9.5	9.3	9.9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	1.2	0.7	0.6	1.2



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	328	86	22	320	75	236	120	21	49	128	62
Future Volume (veh/h)	28	328	86	22	320	75	236	120	21	49	128	62
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	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	39	462	121	27	395	93	342	174	30	67	175	85
Peak Hour Factor	0.71	0.71	0.71	0.81	0.81	0.81	0.69	0.69	0.69	0.73	0.73	0.73
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	72	1232	320	60	1242	289	369	507	87	87	200	97
Arrive On Green	0.04	0.44	0.44	0.03	0.43	0.43	0.21	0.33	0.33	0.05	0.17	0.17
Sat Flow, veh/h	1781	2791	726	1781	2860	667	1781	1554	268	1781	1189	577
Grp Volume(v), veh/h	39	293	290	27	244	244	342	0	204	67	0	260
Grp Sat Flow(s),veh/h/ln	1781	1777	1740	1781	1777	1750	1781	0	1822	1781	0	1766
Q Serve(g_s), s	2.8	14.3	14.5	1.9	11.7	11.9	24.5	0.0	11.0	4.8	0.0	18.7
Cycle Q Clear(g_c), s	2.8	14.3	14.5	1.9	11.7	11.9	24.5	0.0	11.0	4.8	0.0	18.7
Prop In Lane	1.00		0.42	1.00		0.38	1.00		0.15	1.00		0.33
Lane Grp Cap(c), veh/h	72	784	768	60	771	760	369	0	594	87	0	297
V/C Ratio(X)	0.54	0.37	0.38	0.45	0.32	0.32	0.93	0.00	0.34	0.77	0.00	0.88
Avail Cap(c_a), veh/h	97	784	768	97	771	760	525	0	858	143	0	452
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.94	0.94	0.94	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	61.2	24.3	24.4	61.6	24.1	24.2	50.6	0.0	33.2	61.1	0.0	52.7
Incr Delay (d2), s/veh	2.2	1.3	1.3	2.0	1.1	1.1	15.2	0.0	0.3	5.2	0.0	11.7
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	1.3	6.2	6.1	0.9	5.1	5.1	12.5	0.0	5.0	2.3	0.0	9.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	63.3	25.6	25.7	63.6	25.2	25.3	65.8	0.0	33.6	66.3	0.0	64.5
LnGrp LOS	E	C	C	E	C	C	E		C	E		E
Approach Vol, veh/h	622			515			546			327		
Approach Delay, s/veh	28.0			27.3			53.8			64.8		
Approach LOS	C			C			D			E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.1	62.8	31.6	26.6	10.0	61.8	11.1	47.1				
Change Period (Y+Rc), s	4.7	5.4	4.7	4.7	4.7	5.4	4.7	4.7				
Max Green Setting (Gmax), s	31.8	38.3	33.3	7.1	31.8	10.4	61.2					
Max Q Clear Time (g_c+13), s	16.5	26.5	20.7	4.8	13.9	6.8	13.0					
Green Ext Time (p_c), s	0.0	6.4	0.4	1.2	0.0	5.8	0.0	1.3				
Intersection Summary												
HCM 7th Control Delay, s/veh	40.8											
HCM 7th LOS	D											

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	3	7	0	0	0
Future Vol, veh/h	0	3	7	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
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, %	2	2	2	2	2	2
Mvmt Flow	0	3	8	0	0	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	8	0	-	0	11	8
Stage 1	-	-	-	-	8	-
Stage 2	-	-	-	-	3	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1613	-	-	-	1009	1075
Stage 1	-	-	-	-	1015	-
Stage 2	-	-	-	-	1020	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1613	-	-	-	1009	1075
Mov Cap-2 Maneuver	-	-	-	-	1009	-
Stage 1	-	-	-	-	1015	-
Stage 2	-	-	-	-	1020	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0	0		0		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1613	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	-	-	0
HCM Lane LOS	A	-	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-	-

APPENDIX D

OPENING YEAR + PROJECT

INTERSECTION ANALYSIS WORKSHEETS

Intersection	
Intersection Delay, s/veh	7.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	2	36	28	1	1	12	41	43	0	58	1
Future Vol, veh/h	1	2	36	28	1	1	12	41	43	0	58	1
Peak Hour Factor	0.54	0.54	0.54	0.71	0.71	0.71	0.68	0.68	0.68	0.86	0.86	0.86
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	4	67	39	1	1	18	60	63	0	67	1
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.2	7.9	7.8	7.7
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	13%	3%	93%	0%
Vol Thru, %	43%	5%	3%	98%
Vol Right, %	45%	92%	3%	2%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	96	39	30	59
LT Vol	12	1	28	0
Through Vol	41	2	1	58
RT Vol	43	36	1	1
Lane Flow Rate	141	72	42	69
Geometry Grp	1	1	1	1
Degree of Util (X)	0.155	0.078	0.054	0.081
Departure Headway (Hd)	3.942	3.887	4.628	4.232
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	898	927	778	835
Service Time	2.018	1.888	2.629	2.318
HCM Lane V/C Ratio	0.157	0.078	0.054	0.083
HCM Control Delay, s/veh	7.8	7.2	7.9	7.7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.5	0.3	0.2	0.3

Intersection

Intersection Delay, s/veh 9.4

Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	3	11	94	1	16	11	104	82	33	117	2
Future Vol, veh/h	2	3	11	94	1	16	11	104	82	33	117	2
Peak Hour Factor	0.57	0.57	0.57	0.60	0.60	0.60	0.89	0.89	0.89	0.79	0.79	0.79
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	5	19	157	2	27	12	117	92	42	148	3
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	8	9.8	9.2	9.4
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	6%	13%	85%	22%
Vol Thru, %	53%	19%	1%	77%
Vol Right, %	42%	69%	14%	1%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	197	16	111	152
LT Vol	11	2	94	33
Through Vol	104	3	1	117
RT Vol	82	11	16	2
Lane Flow Rate	221	28	185	192
Geometry Grp	1	1	1	1
Degree of Util (X)	0.275	0.037	0.257	0.254
Departure Headway (Hd)	4.466	4.752	4.994	4.758
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	801	747	716	752
Service Time	2.51	2.821	3.048	2.807
HCM Lane V/C Ratio	0.276	0.037	0.258	0.255
HCM Control Delay, s/veh	9.2	8	9.8	9.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	1.1	0.1	1	1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	235	10	15	240	85	14	59	20	115	67	43
Future Volume (veh/h)	20	235	10	15	240	85	14	59	20	115	67	43
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	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	22	253	11	18	282	100	16	69	23	135	79	51
Peak Hour Factor	0.93	0.93	0.93	0.85	0.85	0.85	0.86	0.86	0.86	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	57	853	37	48	623	216	29	127	42	189	111	71
Arrive On Green	0.03	0.25	0.25	0.03	0.24	0.24	0.11	0.11	0.11	0.21	0.21	0.21
Sat Flow, veh/h	1781	3470	150	1781	2588	898	265	1143	381	899	526	340
Grp Volume(v), veh/h	22	129	135	18	192	190	108	0	0	265	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1843	1781	1777	1709	1789	0	0	1764	0	0
Q Serve(g_s), s	0.6	2.8	2.9	0.5	4.4	4.6	2.7	0.0	0.0	6.7	0.0	0.0
Cycle Q Clear(g_c), s	0.6	2.8	2.9	0.5	4.4	4.6	2.7	0.0	0.0	6.7	0.0	0.0
Prop In Lane	1.00		0.08	1.00		0.53	0.15		0.21	0.51		0.19
Lane Grp Cap(c), veh/h	57	437	453	48	428	411	199	0	0	371	0	0
V/C Ratio(X)	0.39	0.30	0.30	0.38	0.45	0.46	0.54	0.00	0.00	0.71	0.00	0.00
Avail Cap(c_a), veh/h	226	987	1024	226	987	950	674	0	0	1454	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	22.8	14.7	14.7	23.0	15.5	15.6	20.2	0.0	0.0	17.6	0.0	0.0
Incr Delay (d2), s/veh	1.6	1.4	1.3	1.8	2.7	2.9	2.3	0.0	0.0	2.6	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	1.2	1.2	0.2	1.9	1.9	1.2	0.0	0.0	2.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	24.4	16.1	16.1	24.8	18.2	18.5	22.5	0.0	0.0	20.2	0.0	0.0
LnGrp LOS	C	B	B	C	B	B	C			C		
Approach Vol, veh/h	286			400			108			265		
Approach Delay, s/veh	16.7			18.6			22.5			20.2		
Approach LOS	B			B			C			C		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.0	17.2		14.8	6.2	17.0		10.0				
Change Period (Y+Rc), s	4.7	5.4		4.7	4.7	5.4		4.7				
Max Green Setting (Gmax), s	26.7			39.6	6.1	26.7		18.1				
Max Q Clear Time (g_c+I), s	4.9			8.7	2.6	6.6		4.7				
Green Ext Time (p_c), s	0.0	3.4		1.7	0.0	5.0		0.4				
Intersection Summary												
HCM 7th Control Delay, s/veh	18.9											
HCM 7th LOS	B											

Intersection												
Int Delay, s/veh	5.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	33	17	15	5	37	24	31	103	9	40	214	80
Future Vol, veh/h	33	17	15	5	37	24	31	103	9	40	214	80
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	60	60	60	77	77	77	73	73	73	74	74	74
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	55	28	25	6	48	31	42	141	12	54	289	108

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	701	690	343	644	738	147	397	0	0	153	0	0
Stage 1	451	451	-	232	232	-	-	-	-	-	-	-
Stage 2	250	238	-	411	505	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	353	368	699	386	346	900	1161	-	-	1427	-	-
Stage 1	588	571	-	771	712	-	-	-	-	-	-	-
Stage 2	754	708	-	617	540	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	267	336	699	313	315	900	1161	-	-	1427	-	-
Mov Cap-2 Maneuver	267	336	-	313	315	-	-	-	-	-	-	-
Stage 1	559	543	-	740	684	-	-	-	-	-	-	-
Stage 2	650	680	-	536	513	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	20.97		15.99		1.78		0.91	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	384	-	-	332 413	204	-	-
HCM Lane V/C Ratio	0.037	-	-	0.326 0.208	0.038	-	-
HCM Ctrl Dly (s/v)	8.2	0	-	21 16	7.6	0	-
HCM Lane LOS	A	A	-	C C	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	1.4 0.8	0.1	-	-

Intersection	
Intersection Delay, s/veh	11.6
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	22	113	71	21	120	21	78	105	32	18	122	81
Future Vol, veh/h	22	113	71	21	120	21	78	105	32	18	122	81
Peak Hour Factor	0.90	0.90	0.90	0.79	0.79	0.79	0.88	0.88	0.88	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	24	126	79	27	152	27	89	119	36	20	136	90
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	11.4	11.4	11.9	11.5
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	36%	11%	13%	8%
Vol Thru, %	49%	55%	74%	55%
Vol Right, %	15%	34%	13%	37%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	215	206	162	221
LT Vol	78	22	21	18
Through Vol	105	113	120	122
RT Vol	32	71	21	81
Lane Flow Rate	244	229	205	246
Geometry Grp	1	1	1	1
Degree of Util (X)	0.376	0.347	0.321	0.366
Departure Headway (Hd)	5.545	5.463	5.631	5.367
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	647	655	636	668
Service Time	3.6	3.519	3.688	3.423
HCM Lane V/C Ratio	0.377	0.35	0.322	0.368
HCM Control Delay, s/veh	11.9	11.4	11.4	11.5
HCM Lane LOS	B	B	B	B
HCM 95th-tile Q	1.7	1.5	1.4	1.7



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	272	83	18	243	70	63	131	30	68	164	37
Future Volume (veh/h)	26	272	83	18	243	70	63	131	30	68	164	37
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	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	33	349	106	22	300	86	74	154	35	79	191	43
Peak Hour Factor	0.78	0.78	0.78	0.81	0.81	0.81	0.85	0.85	0.85	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	72	1562	468	55	1561	440	102	227	52	103	229	52
Arrive On Green	0.04	0.58	0.58	0.03	0.57	0.57	0.06	0.15	0.15	0.06	0.16	0.16
Sat Flow, veh/h	1781	2695	807	1781	2737	771	1781	1475	335	1781	1478	333
Grp Volume(v), veh/h	33	228	227	22	193	193	74	0	189	79	0	234
Grp Sat Flow(s),veh/h/ln	1781	1777	1725	1781	1777	1732	1781	0	1810	1781	0	1810
Q Serve(g_s), s	2.0	6.8	7.0	1.3	5.8	5.9	4.5	0.0	10.8	4.8	0.0	13.8
Cycle Q Clear(g_c), s	2.0	6.8	7.0	1.3	5.8	5.9	4.5	0.0	10.8	4.8	0.0	13.8
Prop In Lane	1.00		0.47	1.00		0.45	1.00		0.19	1.00		0.18
Lane Grp Cap(c), veh/h	72	1030	1000	55	1013	987	102	0	279	103	0	281
V/C Ratio(X)	0.46	0.22	0.23	0.40	0.19	0.20	0.73	0.00	0.68	0.77	0.00	0.83
Avail Cap(c_a), veh/h	134	1030	1000	134	1013	987	199	0	597	183	0	581
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.94	0.94	0.94	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	51.6	11.2	11.2	52.3	11.4	11.4	51.0	0.0	43.9	51.1	0.0	45.1
Incr Delay (d2), s/veh	1.6	0.5	0.5	1.7	0.4	0.4	3.7	0.0	2.9	4.4	0.0	6.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	2.6	2.6	0.6	2.2	2.3	2.1	0.0	5.1	2.3	0.0	6.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	53.2	11.6	11.7	54.0	11.8	11.9	54.7	0.0	46.8	55.5	0.0	51.5
LnGrp LOS	D	B	B	D	B	B	D		D	E		D
Approach Vol, veh/h	488			408			263			313		
Approach Delay, s/veh	14.5			14.1			49.0			52.5		
Approach LOS	B			B			D			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.1	69.1	11.0	21.8	9.1	68.1	11.1	21.7				
Change Period (Y+Rc), s	4.7	5.4	4.7	4.7	4.7	5.4	4.7	4.7				
Max Green Setting (Gmax), s	3	34.6	12.3	35.3	8.3	34.6	11.3	36.3				
Max Q Clear Time (g_c+I), s	3	9.0	6.5	15.8	4.0	7.9	6.8	12.8				
Green Ext Time (p_c), s	0.0	6.5	0.0	1.3	0.0	5.5	0.0	1.0				
Intersection Summary												
HCM 7th Control Delay, s/veh	28.6											
HCM 7th LOS	C											

Intersection						
Int Delay, s/veh	4.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	29	12	38	0
Future Vol, veh/h	0	0	29	12	38	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
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, %	2	2	2	2	2	2
Mvmt Flow	0	0	32	13	41	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	45	0	-	0	38	38
Stage 1	-	-	-	-	38	-
Stage 2	-	-	-	-	0	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1564	-	-	-	974	1034
Stage 1	-	-	-	-	984	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1564	-	-	-	974	1034
Mov Cap-2 Maneuver	-	-	-	-	974	-
Stage 1	-	-	-	-	984	-
Stage 2	-	-	-	-	-	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0	0		8.86		
HCM LOS	A					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1564	-	-	-	974	
HCM Lane V/C Ratio	-	-	-	-	0.042	
HCM Ctrl Dly (s/v)	0	-	-	-	8.9	
HCM Lane LOS	A	-	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0.1	

Intersection	
Intersection Delay, s/veh	7.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	0	1	24	7	2	0	37	49	14	0	28	0
Future Vol, veh/h	0	1	24	7	2	0	37	49	14	0	28	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.90	0.90	0.90	0.79	0.79	0.79
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1	28	8	2	0	41	54	16	0	35	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	6.8	7.5	7.6	7.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	37%	0%	78%	0%
Vol Thru, %	49%	4%	22%	100%
Vol Right, %	14%	96%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	100	25	9	28
LT Vol	37	0	7	0
Through Vol	49	1	2	28
RT Vol	14	24	0	0
Lane Flow Rate	111	29	10	35
Geometry Grp	1	1	1	1
Degree of Util (X)	0.124	0.029	0.013	0.04
Departure Headway (Hd)	4.02	3.619	4.368	4.086
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	892	977	812	874
Service Time	2.04	1.686	2.434	2.122
HCM Lane V/C Ratio	0.124	0.03	0.012	0.04
HCM Control Delay, s/veh	7.6	6.8	7.5	7.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.4	0.1	0	0.1

Intersection

Intersection Delay, s/veh 8.1

Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	4	8	53	4	23	11	93	71	14	56	0
Future Vol, veh/h	1	4	8	53	4	23	11	93	71	14	56	0
Peak Hour Factor	0.65	0.65	0.65	0.83	0.83	0.83	0.92	0.92	0.92	0.79	0.79	0.79
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	6	12	64	5	28	12	101	77	18	71	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.4	8.2	8.2	8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	6%	8%	66%	20%
Vol Thru, %	53%	31%	5%	80%
Vol Right, %	41%	62%	29%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	175	13	80	70
LT Vol	11	1	53	14
Through Vol	93	4	4	56
RT Vol	71	8	23	0
Lane Flow Rate	190	20	96	89
Geometry Grp	1	1	1	1
Degree of Util (X)	0.216	0.024	0.121	0.109
Departure Headway (Hd)	4.083	4.298	4.521	4.435
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	885	834	794	810
Service Time	2.083	2.319	2.539	2.451
HCM Lane V/C Ratio	0.215	0.024	0.121	0.11
HCM Control Delay, s/veh	8.2	7.4	8.2	8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.8	0.1	0.4	0.4



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	296	28	9	275	147	23	49	24	116	36	24
Future Volume (veh/h)	33	296	28	9	275	147	23	49	24	116	36	24
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	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	40	357	34	10	312	167	29	61	30	133	41	28
Peak Hour Factor	0.83	0.83	0.83	0.88	0.88	0.88	0.80	0.80	0.80	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	91	1047	99	28	640	334	49	102	50	187	58	39
Arrive On Green	0.05	0.32	0.32	0.02	0.28	0.28	0.11	0.11	0.11	0.16	0.16	0.16
Sat Flow, veh/h	1781	3281	311	1781	2255	1179	428	899	442	1164	359	245
Grp Volume(v), veh/h	40	192	199	10	244	235	120	0	0	202	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1814	1781	1777	1658	1769	0	0	1768	0	0
Q Serve(g_s), s	1.1	4.1	4.2	0.3	5.7	5.9	3.2	0.0	0.0	5.4	0.0	0.0
Cycle Q Clear(g_c), s	1.1	4.1	4.2	0.3	5.7	5.9	3.2	0.0	0.0	5.4	0.0	0.0
Prop In Lane	1.00		0.17	1.00		0.71	0.24		0.25	0.66		0.14
Lane Grp Cap(c), veh/h	91	567	579	28	504	470	201	0	0	284	0	0
V/C Ratio(X)	0.44	0.34	0.34	0.36	0.48	0.50	0.60	0.00	0.00	0.71	0.00	0.00
Avail Cap(c_a), veh/h	218	962	983	218	962	898	642	0	0	1039	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	23.0	13.0	13.0	24.3	14.8	14.9	21.0	0.0	0.0	19.8	0.0	0.0
Incr Delay (d2), s/veh	1.2	1.3	1.3	2.9	2.6	3.0	2.8	0.0	0.0	3.3	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	1.6	1.7	0.1	2.4	2.3	1.4	0.0	0.0	2.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	24.2	14.2	14.2	27.2	17.5	17.9	23.8	0.0	0.0	23.1	0.0	0.0
LnGrp LOS	C	B	B	C	B	B	C			C		
Approach Vol, veh/h	431			489			120			202		
Approach Delay, s/veh	15.2			17.9			23.8			23.1		
Approach LOS	B			B			C			C		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.5	21.3		12.7	7.3	19.5		10.4				
Change Period (Y+Rc), s	4.7	5.4		4.7	4.7	5.4		4.7				
Max Green Setting (Gmax), s	27.0	27.0		29.3	6.1	27.0		18.1				
Max Q Clear Time (g_c+I), s	12.3	6.2		7.4	3.1	7.9		5.2				
Green Ext Time (p_c), s	0.0	5.2		1.1	0.0	6.2		0.4				
Intersection Summary												
HCM 7th Control Delay, s/veh	18.4											
HCM 7th LOS	B											

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	11	0	8	4	2	2	8	182	7	5	171	7
Future Vol, veh/h	11	0	8	4	2	2	8	182	7	5	171	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	89	89	89	77	77	77	84	84	84
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	15	0	11	4	2	2	10	236	9	6	204	8
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	478	486	208	477	485	241	212	0	0	245	0	0
Stage 1	220	220	-	262	262	-	-	-	-	-	-	-
Stage 2	258	266	-	215	224	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	498	481	833	498	482	798	1359	-	-	1321	-	-
Stage 1	783	721	-	743	692	-	-	-	-	-	-	-
Stage 2	746	689	-	787	718	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	487	475	833	485	475	798	1359	-	-	1321	-	-
Mov Cap-2 Maneuver	487	475	-	485	475	-	-	-	-	-	-	-
Stage 1	779	718	-	737	686	-	-	-	-	-	-	-
Stage 2	735	682	-	773	715	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Ctrl Dly, s/v	11.37		11.85			0.31			0.21			
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	73	-	-	590	535	49	-	-				
HCM Lane V/C Ratio	0.008	-	-	0.043	0.017	0.005	-	-				
HCM Ctrl Dly (s/v)	7.7	0	-	11.4	11.8	7.7	0	-				
HCM Lane LOS	A	A	-	B	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-				

Intersection	
Intersection Delay, s/veh	10
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	39	63	30	38	45	18	42	140	28	11	145	35
Future Vol, veh/h	39	63	30	38	45	18	42	140	28	11	145	35
Peak Hour Factor	0.87	0.87	0.87	0.77	0.77	0.77	0.89	0.89	0.89	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	45	72	34	49	58	23	47	157	31	13	171	41
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	9.7	9.6	10.3	10.1
HCM LOS	A	A	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	20%	30%	38%	6%
Vol Thru, %	67%	48%	45%	76%
Vol Right, %	13%	23%	18%	18%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	210	132	101	191
LT Vol	42	39	38	11
Through Vol	140	63	45	145
RT Vol	28	30	18	35
Lane Flow Rate	236	152	131	225
Geometry Grp	1	1	1	1
Degree of Util (X)	0.321	0.221	0.194	0.303
Departure Headway (Hd)	4.897	5.245	5.318	4.957
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	724	689	678	730
Service Time	2.997	3.245	3.323	2.957
HCM Lane V/C Ratio	0.326	0.221	0.193	0.308
HCM Control Delay, s/veh	10.3	9.7	9.6	10.1
HCM Lane LOS	B	A	A	B
HCM 95th-tile Q	1.4	0.8	0.7	1.3



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	340	86	22	339	85	236	122	21	55	129	62
Future Volume (veh/h)	28	340	86	22	339	85	236	122	21	55	129	62
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	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	39	479	121	27	419	105	342	177	30	75	177	85
Peak Hour Factor	0.71	0.71	0.71	0.81	0.81	0.81	0.69	0.69	0.69	0.73	0.73	0.73
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	72	1239	311	60	1222	303	369	503	85	95	202	97
Arrive On Green	0.04	0.44	0.44	0.03	0.43	0.43	0.21	0.32	0.32	0.05	0.17	0.17
Sat Flow, veh/h	1781	2814	706	1781	2821	700	1781	1559	264	1781	1194	573
Grp Volume(v), veh/h	39	301	299	27	263	261	342	0	207	75	0	262
Grp Sat Flow(s),veh/h/ln	1781	1777	1743	1781	1777	1744	1781	0	1823	1781	0	1767
Q Serve(g_s), s	2.8	14.9	15.0	1.9	12.8	13.0	24.5	0.0	11.3	5.4	0.0	18.8
Cycle Q Clear(g_c), s	2.8	14.9	15.0	1.9	12.8	13.0	24.5	0.0	11.3	5.4	0.0	18.8
Prop In Lane	1.00		0.41	1.00		0.40	1.00		0.14	1.00		0.32
Lane Grp Cap(c), veh/h	72	782	767	60	770	755	369	0	589	95	0	299
V/C Ratio(X)	0.54	0.39	0.39	0.45	0.34	0.35	0.93	0.00	0.35	0.79	0.00	0.88
Avail Cap(c_a), veh/h	97	782	767	97	770	755	525	0	858	143	0	453
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.94	0.94	0.94	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	61.2	24.5	24.6	61.6	24.5	24.6	50.6	0.0	33.6	60.8	0.0	52.7
Incr Delay (d2), s/veh	2.2	1.3	1.4	2.0	1.2	1.3	15.2	0.0	0.4	8.4	0.0	11.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	6.4	6.4	0.9	5.5	5.5	12.5	0.0	5.1	2.7	0.0	9.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	63.3	25.9	26.0	63.6	25.7	25.8	65.8	0.0	34.0	69.2	0.0	64.6
LnGrp LOS	E	C	C	E	C	C	E		C	E		E
Approach Vol, veh/h	639			551			549			337		
Approach Delay, s/veh	28.2			27.6			53.8			65.6		
Approach LOS	C			C			D			E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.1	62.6	31.6	26.7	10.0	61.7	11.6	46.7				
Change Period (Y+Rc), s	4.7	5.4	4.7	4.7	4.7	5.4	4.7	4.7				
Max Green Setting (Gmax), s	31.8	38.3	33.3	7.1	31.8	10.4	61.2					
Max Q Clear Time (g_c+13), s	17.0	26.5	20.8	4.8	15.0	7.4	13.3					
Green Ext Time (p_c), s	0.0	6.4	0.4	1.2	0.0	6.0	0.0	1.3				
Intersection Summary												
HCM 7th Control Delay, s/veh	40.9											
HCM 7th LOS	D											

Intersection						
Int Delay, s/veh	2.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	3	7	38	23	0
Future Vol, veh/h	0	3	7	38	23	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
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, %	2	2	2	2	2	2
Mvmt Flow	0	3	8	41	25	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	49	0	-	0	32	28
Stage 1	-	-	-	-	28	-
Stage 2	-	-	-	-	3	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1558	-	-	-	982	1047
Stage 1	-	-	-	-	994	-
Stage 2	-	-	-	-	1020	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1558	-	-	-	982	1047
Mov Cap-2 Maneuver	-	-	-	-	982	-
Stage 1	-	-	-	-	994	-
Stage 2	-	-	-	-	1020	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0	0		8.76		
HCM LOS	A					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1558	-	-	-	982	
HCM Lane V/C Ratio	-	-	-	-	0.025	
HCM Ctrl Dly (s/v)	0	-	-	-	8.8	
HCM Lane LOS	A	-	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0.1	

APPENDIX E

BUS ROUTE SCHEDULE AND MAPS

2 SOUTH

Niland - Brawley - El Centro

Monday - Friday

Niland Hwy 111 & Main St.	Calipatria Hwy 111 & Main St.	Westmorland Hwy 86 & Center St.	Brawley E. St & Rio Vista Ave.	Brawley South Plaza	Brawley Main St. & Palm	Brawley Pioneers Hospital	Imperial Downtown	Imperial Transit Center	Imperial IVC	El Centro E. Evan Hewes & Dogwood Rd.	Imperial Aten & La Brucherie Rd.	El Centro Cruickshank Dr. & Walmart	El Centro State St. & 14th St.	El Centro State St. & 7th St.
6:00	6:10	6:22	6:37	6:40	6:50	7:00	7:12	7:13	7:35	7:45	--	--	--	7:55
7:28	7:38	7:50	8:05	8:07	8:15	8:25	8:37	8:38	8:50	--	8:58	9:00	9:10	9:20
--	--	--	9:19	9:21	9:25	9:35	9:47	9:48	10:00	--	10:08	10:10	10:20	10:30
9:48	9:58	10:10	10:25	10:27	10:35	10:45	10:57	10:58	11:10	--	11:18	11:20	11:30	11:40
--	--	--	11:39	11:41	11:45	11:55	12:07	12:08	12:20	--	12:28	12:30	12:40	12:50
12:18	12:28	12:40	12:55	12:57	1:05	1:15	1:27	1:28	1:40	--	1:48	1:50	2:00	2:10
--	--	--	1:59	2:01	2:05	2:15	2:27	2:28	2:40	--	2:48	2:50	3:00	3:10
2:28	2:38	2:50	3:05	3:07	3:15	3:25	3:37	3:38	3:50	--	3:58	4:00	4:10	4:20
--	--	--	4:19	4:21	4:25	4:35	4:47	4:48	5:00	--	5:08	5:10	5:20	5:30
5:00	5:10	5:22	5:37	5:39	5:47	5:57	6:09	6:10	6:22	--	6:30	6:32	6:42	6:50
6:10	6:20	6:32	6:47	6:49	7:00	7:10	7:22	7:23	7:35	--	7:43	7:45	7:55	8:00
									**10:00	--	10:08	10:09	10:15	10:20

Saturday

6:20	6:28	6:42	6:57	6:59	7:05	7:17	7:30	7:31	7:40	--	7:50	7:52	7:55	8:00
7:50	7:58	8:12	8:27	8:29	8:35	8:47	9:00	9:01	9:10	--	9:20	9:22	9:25	9:30
9:30	9:38	9:52	10:07	10:09	10:15	10:27	10:40	10:41	10:50	--	11:00	11:02	11:05	11:10
--	--	--	11:37	11:39	11:45	11:57	12:10	12:11	12:20	--	12:30	12:32	12:35	12:40
12:10	12:18	12:32	12:47	12:49	12:55	1:07	1:20	1:21	1:30	--	1:40	1:42	1:45	1:50
--	--	--	2:27	2:29	2:35	2:47	3:00	3:01	3:10	--	3:20	3:22	3:25	3:30
3:20	3:28	3:42	3:57	3:59	4:05	4:17	4:30	4:31	4:40	--	4:50	4:52	4:55	5:00
--	--	--	5:17	5:19	5:25	5:37	5:50	5:51	6:00	--	6:10	6:12	6:15	6:20
6:00	6:08	6:22	6:37	6:39	6:45	6:57	7:10	7:11	7:20	--	7:30	7:32	7:35	7:40

Sunday

--	--	--	7:15	7:20	7:25	7:35	7:45	7:50	--	--	8:00	8:05	8:10	8:15
--	--	--	9:30	9:35	9:40	9:50	10:00	10:05	--	--	10:15	10:20	10:25	10:30
--	--	--	12:30	12:35	12:40	12:50	1:00	1:05	--	--	1:15	1:20	1:25	1:30
--	--	--	2:50	2:55	3:00	3:10	3:20	3:25	--	--	3:35	3:40	3:45	3:50

**Only when IVC is in session.

(PM - Time is in color)



Only operates when IVC is in session.

Niland	Calipatria	Westmorland	Brawley	Brawley	Imperial
Hwy 111 & Main	Hwy 111 & Main	Hwy 86 & Center St.	E St. & Rio Vista	Main & Palm	IVC
6:20	6:30	6:45	7:00	7:05	7:30
8:45	8:55	9:13	9:25	930	9:50

Imperial IVC	Brawley Main & Palm	Brawley E St. & Rio Vista	Westmorland Hwy 86 & Center St.	Calipatria Hwy 111 & Main	Niland Hwy 111 & Main
2:00	2:28	2:31	2:43	3:01	3:11
4:00	4:28	4:31	4:43	5:01	5:11

The map illustrates the proposed high-speed rail alignment through Imperial County. The route begins in the northwest near the Salton Sea, passes through Westmorland and Calipatria, and continues south through Brawley and Imperial. Key features include:

- Geographic Features:** Salton Sea (top left).
- Communities and Landmarks:** Westmorland, Calipatria, Brawley, Imperial, and El Centro.
- Infrastructure:** Highways 78, 86, and 111. Local streets include Main St., Center St., C St., Main St., F St., 2nd St., 3rd St., 5th St., K St., Palm Ave., Alen Rd., Euclid Ave., Adams Ave., Commercial Ave., Main St., and Dogwood Rd.
- Key Locations:** Social Services, Senior Citizen Center, Imperial Valley College, and South Plaza.
- Route Details:** The route is marked with green lines and arrows indicating the direction of travel. It includes a loop around the northern part of the county and a main corridor through the southern part.

-  **Regular Route.**
Direction of the bus travel
 -  **Time Point**
See schedule for the times bus departs this stop
 -  **Library**
 -  **City Hall**
 -  **School**
 -  **Railroad Tracks**
 -  **Imperial Irrigation District**



IVT GOLD LINE

Brawley

950 AM

Monday - Friday

South Plaza St & G	Main St & 9th St	C St & Jacaranda	Malan St & Tres Palm	Palm Ave & J	K St & Cesar Chavez	J St & 8th St	Cattle Call Dr & DeAnza	Panno St & Evelyn	Legion St & Pioneers	Wildcat Dr & Walmart	Western Ave & G	Rio Vista Ave & E	Magnolia St	North Plaza St & E	South Plaza St & G
8:17	8:19	8:24	8:27	8:30	8:32	8:34	8:39	8:43	8:47	8:51	8:57	9:00	9:04	9:09	9:16
9:24	9:26	9:31	9:34	9:37	9:39	9:41	9:46	9:50	9:54	9:58	10:04	10:07	10:11	10:16	10:23
10:30	10:32	10:37	10:40	10:43	10:45	10:47	10:52	10:56	11:00	11:04	11:10	11:13	11:17	11:22	11:29
11:39	11:41	11:46	11:49	11:52	11:54	11:56	--	--	--	--	--	--	--	--	--

950 PM

Monday - Friday

South Plaza St & G	Main St & 9th St	C St & Jacaranda	Malan St & Tres Palm	Palm Ave & J	K St & Cesar Chavez	J St & 8th St	Cattle Call Dr & DeAnza	Panno St & Evelyn	Legion St & Pioneers	Wildcat Dr & Walmart	Western Ave & G	Rio Vista Ave & E	Magnolia St	North Plaza St & E	South Plaza St & G
--	--	--	--	--	--	--	12:01	12:05	12:09	12:13	12:19	12:22	12:26	12:31	12:38
12:43	12:45	12:50	12:53	12:56	12:58	1:00	1:05	1:09	1:13	1:17	1:23	1:26	1:30	1:35	1:42
1:53	1:55	2:00	2:03	2:06	2:08	2:10	2:15	2:19	2:23	2:27	2:33	2:36	2:40	2:45	2:52
3:03	3:05	3:10	3:13	3:16	3:18	3:20	3:25	3:29	3:33	3:37	3:43	3:46	3:50	3:55	4:02
4:13	4:15	4:20	4:23	4:26	4:28	4:30	4:35	4:39	4:43	4:47	4:53	4:56	5:00	5:05	5:12





BRAWLEY

