

2016 Plus Project AM Peak Hour
4: Plaza Drive & Hurley Avenue

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	37	2	6	27	3	5	14	640	68	7	595	65
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.96	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	40	2	7	29	3	5	15	696	74	8	647	71
Adj No. of Lanes	1	1	1	1	1	1	1	2	1	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	54	137	112	43	126	102	25	1380	609	379	2996	925
Arrive On Green	0.03	0.07	0.07	0.02	0.07	0.07	0.00	0.13	0.13	0.21	0.59	0.59
Sat Flow, veh/h	1774	1863	1519	1774	1863	1513	1774	3539	1563	1774	5085	1570
Grp Volume(v), veh/h	40	2	7	29	3	5	15	696	74	8	647	71
Grp Sat Flow(s),veh/h/ln	1774	1863	1519	1774	1863	1513	1774	1770	1563	1774	1695	1570
Q Serve(g_s), s	1.7	0.1	0.3	1.2	0.1	0.1	0.6	13.7	2.2	0.3	4.5	1.5
Cycle Q Clear(g_c), s	1.7	0.1	0.3	1.2	0.1	0.1	0.6	13.7	2.2	0.3	4.5	1.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	54	137	112	43	126	102	25	1380	609	379	2996	925
V/C Ratio(X)	0.75	0.01	0.06	0.68	0.02	0.05	0.59	0.50	0.12	0.02	0.22	0.08
Avail Cap(c_a), veh/h	152	398	324	152	398	323	128	1380	609	379	2996	925
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.93	0.93	0.93	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.0	32.2	32.3	36.3	32.6	12.2	37.1	25.9	10.9	23.3	7.2	6.6
Incr Delay (d2), s/veh	18.5	0.0	0.2	16.9	0.1	0.2	18.7	1.2	0.4	0.1	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	0.1	0.8	0.1	0.1	0.4	7.0	1.4	0.1	2.1	0.7
LnGrp Delay(d),s/veh	54.5	32.2	32.5	53.2	32.7	12.4	55.7	27.1	11.3	23.4	7.4	6.8
LnGrp LOS	D	C	C	D	C	B	E	C	B	C	A	A
Approach Vol, veh/h		49			37			785			726	
Approach Delay, s/veh		50.5			46.0			26.2			7.5	
Approach LOS		D			D			C			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	36.7	34.8	7.4	11.1	6.7	64.8	7.9	10.7				
Change Period (Y+Rc), s	5.6	5.6	5.6	5.6	5.6	5.6	5.6	5.6				
Max Green Setting (Gmax), s	16.0	29.2	6.4	16.0	5.4	39.8	6.4	16.0				
Max Q Clear Time (g_c+1), s	2.3	15.7	3.2	2.3	2.6	6.5	3.7	2.1				
Green Ext Time (p_c), s	3.6	3.8	0.0	0.0	0.0	4.7	0.0	0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			18.9									
HCM 2010 LOS			B									

























2016 Plus Project PM Peak Hour
4: Plaza Drive & Hurley Avenue

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	75	9	7	48	6	3	19	578	27	5	764	72
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.96	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	82	10	8	52	7	3	21	628	29	5	830	78
Adj No. of Lanes	1	1	1	1	1	1	1	2	1	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	106	149	122	99	142	116	34	1232	543	382	2768	854
Arrive On Green	0.06	0.08	0.08	0.06	0.08	0.08	0.01	0.11	0.11	0.22	0.54	0.54
Sat Flow, veh/h	1774	1863	1524	1774	1863	1521	1774	3539	1561	1774	5085	1569
Grp Volume(v), veh/h	82	10	8	52	7	3	21	628	29	5	830	78
Grp Sat Flow(s),veh/h/ln	1774	1863	1524	1774	1863	1521	1774	1770	1561	1774	1695	1569
Q Serve(g_s), s	3.4	0.4	0.3	2.1	0.3	0.1	0.9	12.4	1.2	0.2	6.6	1.8
Cycle Q Clear(g_c), s	3.4	0.4	0.3	2.1	0.3	0.1	0.9	12.4	1.2	0.2	6.6	1.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	106	149	122	99	142	116	34	1232	543	382	2768	854
V/C Ratio(X)	0.77	0.07	0.07	0.52	0.05	0.03	0.63	0.51	0.05	0.01	0.30	0.09
Avail Cap(c_a), veh/h	231	458	375	176	401	327	129	1232	543	382	2768	854
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	0.96	0.96	0.96	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.5	31.7	21.1	34.2	31.9	11.6	36.7	27.0	22.0	23.0	9.2	8.1
Incr Delay (d2), s/veh	11.3	0.2	0.2	4.3	0.1	0.1	16.8	1.4	0.2	0.1	0.3	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	0.2	0.2	1.2	0.1	0.1	0.6	6.3	0.6	0.1	3.1	0.8
LnGrp Delay(d),s/veh	45.8	31.8	21.3	38.4	32.0	11.7	53.5	28.4	22.2	23.0	9.5	8.3
LnGrp LOS	D	C	C	D	C	B	D	C	C	C	A	A
Approach Vol, veh/h		100			62			678			913	
Approach Delay, s/veh		42.5			36.4			28.9			9.5	
Approach LOS		D			D			C			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	37.2	31.5	9.8	11.5	7.0	61.7	10.0	11.3				
Change Period (Y+Rc), s	5.6	5.6	5.6	5.6	5.6	5.6	5.6	5.6				
Max Green Setting (Gmax), s	16.0	25.9	7.4	18.3	5.4	36.5	9.7	16.0				
Max Q Clear Time (g_c+1), s	2.2	14.4	4.1	2.4	2.9	8.6	5.4	2.3				
Green Ext Time (p_c), s	4.7	3.0	0.0	0.0	0.0	6.0	0.1	0.1				
Intersection Summary												
HCM 2010 Ctrl Delay			19.8									
HCM 2010 LOS			B									



















2016 Plus Project AM Peak Hour
5: Plaza Drive & Crowley Avenue

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	60	12	170	98	20	10	303	655	320	42	541	70
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.99	1.00		0.98
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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	65	13	185	107	22	11	329	712	348	46	588	76
Adj No. of Lanes	1	1	1	1	1	1	1	3	0	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	84	290	242	138	347	290	464	1510	698	58	1100	335
Arrive On Green	0.05	0.16	0.16	0.08	0.19	0.19	0.52	0.89	0.89	0.01	0.07	0.07
Sat Flow, veh/h	1774	1863	1553	1774	1863	1558	1774	3390	1566	1774	5085	1547
Grp Volume(v), veh/h	65	13	185	107	22	11	329	712	348	46	588	76
Grp Sat Flow(s),veh/h/ln	1774	1863	1553	1774	1863	1558	1774	1695	1566	1774	1695	1547
Q Serve(g_s), s	2.8	0.5	8.9	4.6	0.8	0.4	10.9	3.1	3.4	2.0	8.7	2.7
Cycle Q Clear(g_c), s	2.8	0.5	8.9	4.6	0.8	0.4	10.9	3.1	3.4	2.0	8.7	2.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	84	290	242	138	347	290	464	1510	698	58	1100	335
V/C Ratio(X)	0.78	0.04	0.77	0.77	0.06	0.04	0.71	0.47	0.50	0.80	0.53	0.23
Avail Cap(c_a), veh/h	203	384	320	238	420	351	557	1510	698	151	1100	335
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	0.33	0.33	0.33
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	0.85	0.85	0.85	0.99	0.99	0.99
Uniform Delay (d), s/veh	36.6	27.9	31.4	35.1	26.0	25.9	16.3	2.5	2.5	38.2	32.3	17.1
Incr Delay (d2), s/veh	14.3	0.1	7.7	8.9	0.1	0.1	2.8	0.9	2.2	21.2	1.9	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.2	4.3	2.6	0.4	0.2	5.5	1.4	1.6	1.3	4.3	1.6
LnGrp Delay(d),s/veh	50.9	27.9	39.1	44.0	26.1	25.9	19.0	3.4	4.7	59.3	34.1	18.7
LnGrp LOS	D	C	D	D	C	C	B	A	A	E	C	B
Approach Vol, veh/h		263			140			1389			710	
Approach Delay, s/veh		41.5			39.8			7.4			34.1	
Approach LOS		D			D			A			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.1	52.5	11.6	17.7	38.3	22.4	9.3	20.1				
Change Period (Y+Rc), s	5.6	5.6	5.6	5.6	5.6	5.6	5.6	5.6				
Max Green Setting (Gmax), s	6.6	34.6	10.4	16.0	24.4	16.8	8.9	17.5				
Max Q Clear Time (g_c+11), s	4.0	5.4	6.6	10.9	12.9	10.7	4.8	2.8				
Green Ext Time (p_c), s	0.0	8.9	0.1	0.3	5.8	2.0	0.0	0.3				
Intersection Summary												
HCM 2010 Ctrl Delay			20.4									
HCM 2010 LOS			C									



















2016 Plus Project PM Peak Hour
5: Plaza Drive & Crowley Avenue

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	102	25	349	250	32	20	354	506	149	36	671	85
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.96	1.00		0.99	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	111	27	379	272	35	22	385	550	162	39	729	92
Adj No. of Lanes	1	1	1	1	1	1	1	3	0	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	475	331	277	292	139	113	406	1492	428	49	915	277
Arrive On Green	0.27	0.18	0.18	0.16	0.07	0.07	0.46	0.76	0.76	0.01	0.06	0.06
Sat Flow, veh/h	1774	1863	1557	1774	1863	1520	1774	3915	1123	1774	5085	1539
Grp Volume(v), veh/h	111	27	379	272	35	22	385	474	238	39	729	92
Grp Sat Flow(s),veh/h/ln	1774	1863	1557	1774	1863	1520	1774	1695	1647	1774	1695	1539
Q Serve(g_s), s	4.4	1.1	16.0	13.6	1.6	1.0	18.7	4.2	4.3	2.0	12.7	5.2
Cycle Q Clear(g_c), s	4.4	1.1	16.0	13.6	1.6	1.0	18.7	4.2	4.3	2.0	12.7	5.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.68	1.00		1.00
Lane Grp Cap(c), veh/h	475	331	277	292	139	113	406	1292	628	49	915	277
V/C Ratio(X)	0.23	0.08	1.37	0.93	0.25	0.19	0.95	0.37	0.38	0.79	0.80	0.33
Avail Cap(c_a), veh/h	475	331	277	292	385	314	406	1292	628	122	915	277
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.90	0.90	0.90	0.98	0.98	0.98
Uniform Delay (d), s/veh	25.7	30.9	37.0	37.1	39.3	27.3	23.9	7.1	7.1	44.3	40.7	37.1
Incr Delay (d2), s/veh	0.2	0.1	187.7	35.2	0.9	0.8	29.6	0.7	1.6	23.8	7.0	3.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	0.6	21.3	9.5	0.9	0.5	12.3	2.0	2.1	1.3	6.6	2.4
LnGrp Delay(d),s/veh	26.0	31.0	224.7	72.3	40.2	28.1	53.5	7.8	8.7	68.2	47.7	40.3
LnGrp LOS	C	C	F	E	D	C	D	A	A	E	D	D
Approach Vol, veh/h		517			329			1097			860	
Approach Delay, s/veh		171.9			66.0			24.1			47.8	
Approach LOS		F			E			C			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.1	39.9	20.4	21.6	26.2	21.8	29.7	12.3				
Change Period (Y+Rc), s	5.6	5.6	5.6	5.6	5.6	5.6	5.6	5.6				
Max Green Setting (Gmax), s	6.2	30.6	14.8	16.0	20.6	16.2	12.2	18.6				
Max Q Clear Time (g_c+l1), s	4.0	6.3	15.6	18.0	20.7	14.7	6.4	3.6				
Green Ext Time (p_c), s	0.0	5.7	0.0	0.0	0.0	0.7	0.6	0.1				
Intersection Summary												
HCM 2010 Ctrl Delay			63.5									
HCM 2010 LOS			E									



















2016 Plus Project AM Peak Hour
6: Plaza Drive & SR 198 WB Ramps

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	74	1	680	34	598	0	0	518	290
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.99	1.00		1.00	1.00		0.99
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1900	1863	1863	1863	1863	0	0	1863	1863
Adj Flow Rate, veh/h				80	1	739	37	650	0	0	563	315
Adj No. of Lanes				0	1	2	1	3	0	0	3	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				541	7	851	163	2808	0	0	1986	614
Arrive On Green				0.31	0.31	0.31	0.18	1.00	0.00	0.00	0.78	0.78
Sat Flow, veh/h				1753	22	2760	1774	5253	0	0	5253	1571
Grp Volume(v), veh/h				81	0	739	37	650	0	0	563	315
Grp Sat Flow(s),veh/h/ln				1775	0	1380	1774	1695	0	0	1695	1571
Q Serve(g_s), s				2.7	0.0	20.3	1.4	0.0	0.0	0.0	2.5	5.9
Cycle Q Clear(g_c), s				2.7	0.0	20.3	1.4	0.0	0.0	0.0	2.5	5.9
Prop In Lane				0.99		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				548	0	851	163	2808	0	0	1986	614
V/C Ratio(X)				0.15	0.00	0.87	0.23	0.23	0.00	0.00	0.28	0.51
Avail Cap(c_a), veh/h				759	0	1181	163	2808	0	0	1986	614
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	2.00	2.00
Upstream Filter(I)				1.00	0.00	1.00	0.80	0.80	0.00	0.00	0.91	0.91
Uniform Delay (d), s/veh				20.1	0.0	26.3	30.4	0.0	0.0	0.0	5.6	6.0
Incr Delay (d2), s/veh				0.1	0.0	5.3	0.6	0.2	0.0	0.0	0.3	2.8
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				1.3	0.0	8.3	0.7	0.0	0.0	0.0	1.2	2.9
LnGrp Delay(d),s/veh				20.3	0.0	31.5	30.9	0.2	0.0	0.0	6.0	8.8
LnGrp LOS				C		C	C	A			A	A
Approach Vol, veh/h					820			687			878	
Approach Delay, s/veh					30.4			1.8			7.0	
Approach LOS					C			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		59.6			22.6	37.0		30.4				
Change Period (Y+Rc), s		5.6			5.6	5.6		5.6				
Max Green Setting (Gmax), s		44.4			7.4	31.4		34.4				
Max Q Clear Time (g_c+I1), s		2.0			3.4	7.9		22.3				
Green Ext Time (p_c), s		4.6			1.5	4.7		2.5				
Intersection Summary												
HCM 2010 Ctrl Delay					13.6							
HCM 2010 LOS					B							

2016 Plus Project PM Peak Hour
6: Plaza Drive & SR 198 WB Ramps

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	98	1	565	59	445	0	0	850	421
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.99	1.00		1.00	1.00		0.99
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1900	1863	1863	1863	1863	0	0	1863	1863
Adj Flow Rate, veh/h				107	1	614	64	484	0	0	924	458
Adj No. of Lanes				0	1	2	1	3	0	0	3	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				438	4	686	211	3167	0	0	2235	691
Arrive On Green				0.25	0.25	0.25	0.24	1.00	0.00	0.00	0.88	0.88
Sat Flow, veh/h				1758	16	2753	1774	5253	0	0	5253	1573
Grp Volume(v), veh/h				108	0	614	64	484	0	0	924	458
Grp Sat Flow(s),veh/h/ln				1775	0	1377	1774	1695	0	0	1695	1573
Q Serve(g_s), s				4.3	0.0	18.8	2.6	0.0	0.0	0.0	3.0	7.4
Cycle Q Clear(g_c), s				4.3	0.0	18.8	2.6	0.0	0.0	0.0	3.0	7.4
Prop In Lane				0.99		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				442	0	686	211	3167	0	0	2235	691
V/C Ratio(X)				0.24	0.00	0.90	0.30	0.15	0.00	0.00	0.41	0.66
Avail Cap(c_a), veh/h				496	0	769	211	3167	0	0	2235	691
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	2.00	2.00
Upstream Filter(I)				1.00	0.00	1.00	0.87	0.87	0.00	0.00	0.64	0.64
Uniform Delay (d), s/veh				26.2	0.0	31.7	30.3	0.0	0.0	0.0	3.1	3.4
Incr Delay (d2), s/veh				0.3	0.0	12.2	0.7	0.1	0.0	0.0	0.4	3.2
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				2.1	0.0	8.3	1.3	0.0	0.0	0.0	1.3	3.2
LnGrp Delay(d),s/veh				26.5	0.0	43.9	31.0	0.1	0.0	0.0	3.5	6.6
LnGrp LOS				C		D	C	A			A	A
Approach Vol, veh/h					722			548			1382	
Approach Delay, s/veh					41.3			3.7			4.5	
Approach LOS					D			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		62.6			18.6	44.0		27.4				
Change Period (Y+Rc), s		5.6			5.6	5.6		5.6				
Max Green Setting (Gmax), s		54.4			10.4	38.4		24.4				
Max Q Clear Time (g_c+1), s		2.0			4.6	9.4		20.8				
Green Ext Time (p_c), s		3.4			1.6	8.8		0.9				
Intersection Summary												
HCM 2010 Ctrl Delay					14.4							
HCM 2010 LOS					B							

2016 Plus Project AM Peak Hour
7: Plaza Drive & SR 198 EB Ramps

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	478	1	28	0	0	0	0	154	48	442	150	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98				1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900				0	1863	1863	1863	1863	0
Adj Flow Rate, veh/h	520	1	30				0	167	52	480	163	0
Adj No. of Lanes	2	1	0				0	2	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	658	10	290				0	1481	658	597	2351	0
Arrive On Green	0.19	0.19	0.19				0.00	0.42	0.42	0.29	1.00	0.00
Sat Flow, veh/h	3442	51	1516				0	3632	1572	3442	3632	0
Grp Volume(v), veh/h	520	0	31				0	167	52	480	163	0
Grp Sat Flow(s),veh/h/ln	1721	0	1567				0	1770	1572	1721	1770	0
Q Serve(g_s), s	11.1	0.0	1.3				0.0	2.2	1.5	10.0	0.0	0.0
Cycle Q Clear(g_c), s	11.1	0.0	1.3				0.0	2.2	1.5	10.0	0.0	0.0
Prop In Lane	1.00		0.97				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	658	0	299				0	1481	658	597	2351	0
V/C Ratio(X)	0.79	0.00	0.10				0.00	0.11	0.08	0.80	0.07	0.00
Avail Cap(c_a), veh/h	1219	0	555				0	1481	658	1130	2351	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.67	1.67	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	0.99	0.99	0.00
Uniform Delay (d), s/veh	29.8	0.0	25.8				0.0	13.7	13.5	26.3	0.0	0.0
Incr Delay (d2), s/veh	2.2	0.0	0.1				0.0	0.2	0.2	2.6	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	0.0	0.6				0.0	1.1	0.7	4.9	0.0	0.0
LnGrp Delay(d),s/veh	32.0	0.0	26.0				0.0	13.9	13.8	28.8	0.1	0.0
LnGrp LOS	C		C					B	B	C	A	
Approach Vol, veh/h		551						219			643	
Approach Delay, s/veh		31.7						13.9			21.5	
Approach LOS		C						B			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	19.0	50.6		20.4		69.6						
Change Period (Y+Rc), s	5.6	5.6		5.6		5.6						
Max Green Setting (Gmax), s	25.4	20.4		27.4		51.4						
Max Q Clear Time (g_c+1), s	12.0	4.2		13.1		2.0						
Green Ext Time (p_c), s	1.4	1.8		1.6		2.2						
Intersection Summary												
HCM 2010 Ctrl Delay			24.3									
HCM 2010 LOS			C									

2016 Plus Project PM Peak Hour
7: Plaza Drive & SR 198 EB Ramps

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	335	1	90	0	0	0	0	169	111	685	263	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98				1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900				0	1863	1863	1863	1863	0
Adj Flow Rate, veh/h	364	1	98				0	184	121	745	286	0
Adj No. of Lanes	2	1	0				0	2	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	480	2	214				0	1431	636	865	2563	0
Arrive On Green	0.14	0.14	0.14				0.00	0.40	0.40	0.42	1.00	0.00
Sat Flow, veh/h	3442	16	1536				0	3632	1572	3442	3632	0
Grp Volume(v), veh/h	364	0	99				0	184	121	745	286	0
Grp Sat Flow(s),veh/h/ln	1721	0	1552				0	1770	1572	1721	1770	0
Q Serve(g_s), s	8.4	0.0	4.8				0.0	2.7	4.1	16.1	0.0	0.0
Cycle Q Clear(g_c), s	8.4	0.0	4.8				0.0	2.7	4.1	16.1	0.0	0.0
Prop In Lane	1.00		0.99				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	480	0	216				0	1431	636	865	2563	0
V/C Ratio(X)	0.76	0.00	0.46				0.00	0.13	0.19	0.86	0.11	0.00
Avail Cap(c_a), veh/h	814	0	367				0	1431	636	1401	2563	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.67	1.67	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	0.96	0.96	0.00
Uniform Delay (d), s/veh	34.0	0.0	32.4				0.0	15.3	15.8	22.5	0.0	0.0
Incr Delay (d2), s/veh	2.5	0.0	1.5				0.0	0.2	0.7	3.1	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	0.0	2.2				0.0	1.3	1.9	8.0	0.0	0.0
LnGrp Delay(d),s/veh	36.5	0.0	34.0				0.0	15.5	16.4	25.6	0.1	0.0
LnGrp LOS	D		C					B	B	C	A	
Approach Vol, veh/h		463						305			1031	
Approach Delay, s/veh		35.9						15.9			18.5	
Approach LOS		D						B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	26.2	46.7		17.0		73.0						
Change Period (Y+Rc), s	5.6	5.6		5.6		5.6						
Max Green Setting (Gmax), s	33.4	20.4		19.4		59.4						
Max Q Clear Time (g_c+1), s	18.1	6.1		10.4		2.0						
Green Ext Time (p_c), s	2.5	2.7		1.1		3.4						
Intersection Summary												
HCM 2010 Ctrl Delay			22.6									
HCM 2010 LOS			C									

2016 Plus Project AM Peak Hour
8: Plaza Drive & Airport Drive

Intersection

Intersection Delay, s/veh	8.2											
Intersection LOS	A											
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	107	2	3	0	0	4	90	0	1	5	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	116	2	3	0	0	4	98	0	1	5	2
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	2
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	2	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	2	1
HCM Control Delay	8.6	7.5	7.7
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	12%	96%	0%	100%	0%
Vol Thru, %	62%	2%	4%	0%	8%
Vol Right, %	25%	3%	96%	0%	92%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	8	112	94	75	103
LT Vol	5	2	4	0	8
Through Vol	2	3	90	0	95
RT Vol	1	107	0	75	0
Lane Flow Rate	9	122	102	82	112
Geometry Grp	5	2	2	7	7
Degree of Util (X)	0.011	0.159	0.113	0.126	0.137
Departure Headway (Hd)	4.641	4.696	3.985	5.547	4.396
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	771	766	901	648	816
Service Time	2.669	2.713	2.003	3.268	2.117
HCM Lane V/C Ratio	0.012	0.159	0.113	0.127	0.137
HCM Control Delay	7.7	8.6	7.5	9.1	7.8
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0	0.6	0.4	0.4	0.5

2016 Plus Project AM Peak Hour
 8: Plaza Drive & Airport Drive

Intersection

Intersection Delay, s/veh

Intersection LOS

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	75	8	95
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	82	9	103
Number of Lanes	0	1	1	0

Approach SB

Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	8.3
HCM LOS	A

Lane

2016 Plus Project PM Peak Hour
8: Plaza Drive & Airport Drive

Intersection

Intersection Delay, s/veh	9.7											
Intersection LOS	A											
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	149	7	4	0	4	12	109	0	2	21	4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	162	8	4	0	4	13	118	0	2	23	4
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	2
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	2	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	2	1
HCM Control Delay	10.1	8.7	8.5
HCM LOS	B	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	7%	93%	3%	100%	0%
Vol Thru, %	78%	4%	10%	0%	5%
Vol Right, %	15%	3%	87%	0%	95%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	27	160	125	165	187
LT Vol	21	7	12	0	10
Through Vol	4	4	109	0	177
RT Vol	2	149	4	165	0
Lane Flow Rate	29	174	136	179	203
Geometry Grp	5	2	2	7	7
Degree of Util (X)	0.042	0.253	0.174	0.29	0.263
Departure Headway (Hd)	5.185	5.228	4.615	5.821	4.65
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	683	683	772	615	766
Service Time	3.275	3.288	2.679	3.585	2.413
HCM Lane V/C Ratio	0.042	0.255	0.176	0.291	0.265
HCM Control Delay	8.5	10.1	8.7	11	9.1
HCM Lane LOS	A	B	A	B	A
HCM 95th-tile Q	0.1	1	0.6	1.2	1.1

2016 Plus Project PM Peak Hour
8: Plaza Drive & Airport Drive

Intersection

Intersection Delay, s/veh

Intersection LOS

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	165	10	177
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	179	11	192
Number of Lanes	0	1	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	10
HCM LOS	A

Lane

2016 Plus Project AM Peak Hour
 9: Neeley Street/Neeley Road & Crowley Avenue

Intersection

Int Delay, s/veh 7.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	2	14	0	91	35	30	0	14	31
Conflicting Peds, #/hr	0	0	0	10	0	10	0	0	10
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	15	0	99	38	33	0	15	34

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	191	173	39	164	160	52	34	0	0
Stage 1	114	114	-	42	42	-	-	-	-
Stage 2	77	59	-	122	118	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	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	-	-
Pot Cap-1 Maneuver	769	720	1033	801	732	1016	1578	-	-
Stage 1	891	801	-	972	860	-	-	-	-
Stage 2	932	846	-	882	798	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	692	694	1024	758	706	999	1565	-	-
Mov Cap-2 Maneuver	692	694	-	758	706	-	-	-	-
Stage 1	891	779	-	964	853	-	-	-	-
Stage 2	854	839	-	834	776	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	10.3	10.2	0
HCM LOS	B	B	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1565	-	-	694	758	817	1532	-	-
HCM Lane V/C Ratio	-	-	-	0.025	0.13	0.086	0.028	-	-
HCM Control Delay (s)	0	-	-	10.3	10.5	9.8	7.4	0	-
HCM Lane LOS	A	-	-	B	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.4	0.3	0.1	-	-

2016 Plus Project AM Peak Hour
 9: Neeley Street/Neeley Road & Crowley Avenue

Intersection

Int Delay, s/veh

Movement	SBL	SBT	SBR
Vol, veh/h	39	23	8
Conflicting Peds, #/hr	10	0	0
Sign Control	Free	Free	Free
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	92	92	92
Heavy Vehicles, %	2	2	2
Mvmt Flow	42	25	9

Major/Minor	Major2		
Conflicting Flow All	59	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.12	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.218	-	-
Pot Cap-1 Maneuver	1545	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1532	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	SB
HCM Control Delay, s	4.1
HCM LOS	

Minor Lane/Major Mvmt

2016 Plus Project PM Peak Hour
 9: Neeley Street/Neeley Road & Crowley Avenue

Intersection

Int Delay, s/veh 6.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	6	33	2	90	15	49	3	30	69
Conflicting Peds, #/hr	0	0	0	10	0	10	0	0	10
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	150	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	36	2	98	16	53	3	33	75

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	252	255	41	237	221	90	34	0	0
Stage 1	131	131	-	87	87	-	-	-	-
Stage 2	121	124	-	150	134	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	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	-	-
Pot Cap-1 Maneuver	701	649	1030	717	678	968	1578	-	-
Stage 1	873	788	-	921	823	-	-	-	-
Stage 2	883	793	-	853	785	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	626	620	1021	654	648	952	1565	-	-
Mov Cap-2 Maneuver	626	620	-	654	648	-	-	-	-
Stage 1	871	760	-	911	815	-	-	-	-
Stage 2	808	785	-	776	758	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	11.1	10.7	0.2
HCM LOS	B	B	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1565	-	-	633	654	858	1458	-	-
HCM Lane V/C Ratio	0.002	-	-	0.07	0.15	0.081	0.034	-	-
HCM Control Delay (s)	7.3	0	-	11.1	11.5	9.6	7.6	0	-
HCM Lane LOS	A	A	-	B	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.5	0.3	0.1	-	-

2016 Plus Project PM Peak Hour
 9: Neeley Street/Neeley Road & Crowley Avenue

Intersection

Int Delay, s/veh

Movement	SBL	SBT	SBR
Vol, veh/h	46	26	5
Conflicting Peds, #/hr	10	0	0
Sign Control	Free	Free	Free
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	92	92	92
Heavy Vehicles, %	2	2	2
Mvmt Flow	50	28	5

Major/Minor	Major2		
Conflicting Flow All	118	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.12	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.218	-	-
Pot Cap-1 Maneuver	1470	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1458	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	SB
HCM Control Delay, s	4.5
HCM LOS	

Minor Lane/Major Mvmt

2016 Plus Project AM Peak Hour
10: Driveway #3 & Crowley Avenue

Intersection

Int Delay, s/veh 3.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	67	17	108	144	11	50
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	73	18	117	157	12	54

Major/Minor	Major1	Major2	Minor1	Minor2		
Conflicting Flow All	0	0	91	0	473	82
Stage 1	-	-	-	-	82	-
Stage 2	-	-	-	-	391	-
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	-	-	1504	-	550	978
Stage 1	-	-	-	-	941	-
Stage 2	-	-	-	-	683	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1504	-	503	978
Mov Cap-2 Maneuver	-	-	-	-	503	-
Stage 1	-	-	-	-	941	-
Stage 2	-	-	-	-	625	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.3	9.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	836	-	-	1504	-
HCM Lane V/C Ratio	0.079	-	-	0.078	-
HCM Control Delay (s)	9.7	-	-	7.6	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.3	-

2016 Plus Project PM Peak Hour
10: Driveway #3 & Crowley Avenue

Intersection

Int Delay, s/veh 4.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	130	18	117	133	20	89
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	141	20	127	145	22	97

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	161	550
Stage 1	-	-	151
Stage 2	-	-	399
Critical Hdwy	-	4.12	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	-	2.218	3.518
Pot Cap-1 Maneuver	-	1418	496
Stage 1	-	-	877
Stage 2	-	-	678
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	1418	448
Mov Cap-2 Maneuver	-	-	448
Stage 1	-	-	877
Stage 2	-	-	612

Approach	EB	WB	NB
HCM Control Delay, s	0	3.6	10.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	757	-	-	1418	-
HCM Lane V/C Ratio	0.157	-	-	0.09	-
HCM Control Delay (s)	10.6	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.6	-	-	0.3	-

2016 Plus Project AM Peak Hour
 11: Driveway #2 & Crowley Avenue

Intersection

Int Delay, s/veh 3.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	99	10	142	242	11	94
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	108	11	154	263	12	102

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	118	685
Stage 1	-	-	113
Stage 2	-	-	572
Critical Hdwy	-	4.12	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	-	2.218	3.518
Pot Cap-1 Maneuver	-	1470	414
Stage 1	-	-	912
Stage 2	-	-	565
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	1470	363
Mov Cap-2 Maneuver	-	-	363
Stage 1	-	-	912
Stage 2	-	-	496

Approach	EB	WB	NB
HCM Control Delay, s	0	2.9	10.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	806	-	-	1470	-
HCM Lane V/C Ratio	0.142	-	-	0.105	-
HCM Control Delay (s)	10.2	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.5	-	-	0.4	-

2016 Plus Project PM Peak Hour
11: Driveway #2 & Crowley Avenue

Intersection

Int Delay, s/veh 4.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	221	11	160	301	20	164
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	240	12	174	327	22	178

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	0	0	252	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	4.12	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	2,218	-
Pot Cap-1 Maneuver	-	-	1313	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	-	1313	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.8	13.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	642	-	-	1313	-
HCM Lane V/C Ratio	0.312	-	-	0.132	-
HCM Control Delay (s)	13.1	-	-	8.2	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	1.3	-	-	0.5	-

2016 Plus Project AM Peak Hour
12: Driveway #1 & Crowley Avenue

Intersection

Int Delay, s/veh 0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	191	7	0	394	0	50
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	208	8	0	428	0	54

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	215	639
Stage 1	-	-	211
Stage 2	-	-	428
Critical Hdwy	-	4.12	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	-	2.218	3.518
Pot Cap-1 Maneuver	-	1355	440
Stage 1	-	-	824
Stage 2	-	-	657
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	1355	440
Mov Cap-2 Maneuver	-	-	440
Stage 1	-	-	824
Stage 2	-	-	657

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	829	-	-	1355	-
HCM Lane V/C Ratio	0.066	-	-	-	-
HCM Control Delay (s)	9.6	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

2016 Plus Project PM Peak Hour
12: Driveway #1 & Crowley Avenue

Intersection

Int Delay, s/veh 1.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	387	7	0	470	0	89
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	421	8	0	511	0	97

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	0	0	428	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	4.12	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	2.218	-
Pot Cap-1 Maneuver	-	-	1131	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	-	1131	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	11.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	630	-	-	1131	-
HCM Lane V/C Ratio	0.154	-	-	-	-
HCM Control Delay (s)	11.7	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.5	-	-	0	-

2016 Plus Project AM Peak Hour
13: Neeley Street & Driveway #4

Intersection

Int Delay, s/veh 3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	0	18	28	0	44	70
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
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	20	30	0	48	76

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	202	30	0	0	30	0
Stage 1	30	-	-	-	-	-
Stage 2	172	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	787	1044	-	-	1583	-
Stage 1	993	-	-	-	-	-
Stage 2	858	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	762	1044	-	-	1583	-
Mov Cap-2 Maneuver	762	-	-	-	-	-
Stage 1	993	-	-	-	-	-
Stage 2	831	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	8.5		0		2.8
HCM LOS	A				

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1044	1583	-
HCM Lane V/C Ratio	-	-	0.019	0.03	-
HCM Control Delay (s)	-	-	8.5	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-

2016 Plus Project PM Peak Hour
 13: Neeley Street & Driveway #4

Intersection

Int Delay, s/veh 2.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	0	32	70	0	47	72
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
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	35	76	0	51	78

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	256	76	0	0	76	0
Stage 1	76	-	-	-	-	-
Stage 2	180	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	733	985	-	-	1523	-
Stage 1	947	-	-	-	-	-
Stage 2	851	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	707	985	-	-	1523	-
Mov Cap-2 Maneuver	707	-	-	-	-	-
Stage 1	947	-	-	-	-	-
Stage 2	821	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	8.8		0		2.9
HCM LOS	A				

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	985	1523	-
HCM Lane V/C Ratio	-	-	0.035	0.034	-
HCM Control Delay (s)	-	-	8.8	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-

2016 Plus Project AM Peak Hour
14: Neeley Street & Driveway #5

Intersection

Int Delay, s/veh 4.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	0	18	10	0	44	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
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	20	11	0	48	28

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	135	11	0	0	11	0
Stage 1	11	-	-	-	-	-
Stage 2	124	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	859	1070	-	-	1608	-
Stage 1	1012	-	-	-	-	-
Stage 2	902	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	833	1070	-	-	1608	-
Mov Cap-2 Maneuver	833	-	-	-	-	-
Stage 1	1012	-	-	-	-	-
Stage 2	875	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	8.4		0		4.6
HCM LOS	A				

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1070	1608	-
HCM Lane V/C Ratio	-	-	0.018	0.03	-
HCM Control Delay (s)	-	-	8.4	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-

2016 Plus Project PM Peak Hour
14: Neeley Street & Driveway #5

Intersection

Int Delay, s/veh 4.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	0	32	38	0	47	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
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	35	41	0	51	27

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	170	41	41
Stage 1	41	-	-
Stage 2	129	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	820	1030	1568
Stage 1	981	-	-
Stage 2	897	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	793	1030	1568
Mov Cap-2 Maneuver	793	-	-
Stage 1	981	-	-
Stage 2	867	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.6	0	4.8
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1030	1568	-
HCM Lane V/C Ratio	-	-	0.034	0.033	-
HCM Control Delay (s)	-	-	8.6	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-

























APPENDIX F

MITIGATED 2016 PLUS PROJECT CONDITIONS LOS CALCULATIONS

Mitigated 2016 Plus Project AM Peak Hour
5: Plaza Drive & Crowley Avenue

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	60	12	170	98	20	10	303	655	320	42	541	70
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.96	1.00		0.99	1.00		0.98
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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	65	13	185	107	22	11	329	712	348	46	588	76
Adj No. of Lanes	1	1	1	1	1	1	2	3	0	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	268	290	242	137	153	125	901	1511	698	58	1101	335
Arrive On Green	0.15	0.16	0.16	0.08	0.08	0.08	0.52	0.89	0.89	0.01	0.07	0.07
Sat Flow, veh/h	1774	1863	1553	1774	1863	1525	3442	3390	1566	1774	5085	1547
Grp Volume(v), veh/h	65	13	185	107	22	11	329	712	348	46	588	76
Grp Sat Flow(s),veh/h/ln	1774	1863	1553	1774	1863	1525	1721	1695	1566	1774	1695	1547
Q Serve(g_s), s	2.5	0.5	8.9	4.6	0.9	0.4	4.4	3.0	3.4	2.0	8.7	3.6
Cycle Q Clear(g_c), s	2.5	0.5	8.9	4.6	0.9	0.4	4.4	3.0	3.4	2.0	8.7	3.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	268	290	242	137	153	125	901	1511	698	58	1101	335
V/C Ratio(X)	0.24	0.04	0.77	0.78	0.14	0.09	0.36	0.47	0.50	0.80	0.53	0.23
Avail Cap(c_a), veh/h	268	384	320	238	420	344	1082	1511	698	151	1101	335
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.85	0.85	0.85	0.99	0.99	0.99
Uniform Delay (d), s/veh	29.0	27.9	31.4	35.1	33.1	21.5	14.7	2.5	2.5	38.1	32.3	29.9
Incr Delay (d2), s/veh	0.5	0.1	7.7	9.1	0.4	0.3	0.2	0.9	2.2	21.2	1.8	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.2	4.3	2.6	0.5	0.2	2.1	1.4	1.6	1.3	4.3	1.7
LnGrp Delay(d),s/veh	29.5	27.9	39.1	44.3	33.5	21.8	14.9	3.4	4.7	59.3	34.1	31.5
LnGrp LOS	C	C	D	D	C	C	B	A	A	E	C	C
Approach Vol, veh/h		263			140			1389			710	
Approach Delay, s/veh		36.2			40.8			6.4			35.5	
Approach LOS		D			D			A			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.1	52.6	11.6	17.7	38.3	22.4	17.3	12.0				
Change Period (Y+Rc), s	5.6	5.6	5.6	5.6	5.6	5.6	5.6	5.6				
Max Green Setting (Gmax), s	6.6	34.6	10.4	16.0	24.4	16.8	8.9	17.5				
Max Q Clear Time (g_c+l1), s	4.0	5.4	6.6	10.9	6.4	10.7	4.5	2.9				
Green Ext Time (p_c), s	0.0	9.2	0.1	0.3	7.6	2.0	0.2	0.1				
Intersection Summary												
HCM 2010 Ctrl Delay			19.7									
HCM 2010 LOS			B									

Mitigated 2016 Plus Project PM Peak Hour
5: Plaza Drive & Crowley Avenue

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	102	25	349	250	32	20	354	506	149	36	671	85
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.96	1.00		0.99	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	111	27	379	272	35	22	385	550	162	39	729	92
Adj No. of Lanes	1	1	1	1	1	1	2	3	0	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	498	346	289	304	143	116	672	1389	398	50	955	290
Arrive On Green	0.28	0.19	0.19	0.17	0.08	0.08	0.39	0.71	0.71	0.01	0.06	0.06
Sat Flow, veh/h	1774	1863	1558	1774	1863	1521	3442	3914	1122	1774	5085	1541
Grp Volume(v), veh/h	111	27	379	272	35	22	385	474	238	39	729	92
Grp Sat Flow(s),veh/h/ln	1774	1863	1558	1774	1863	1521	1721	1695	1646	1774	1695	1541
Q Serve(g_s), s	4.1	1.0	16.0	12.9	1.5	1.0	7.6	4.9	5.1	1.9	12.2	4.9
Cycle Q Clear(g_c), s	4.1	1.0	16.0	12.9	1.5	1.0	7.6	4.9	5.1	1.9	12.2	4.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.68	1.00		1.00
Lane Grp Cap(c), veh/h	498	346	289	304	143	116	672	1203	584	50	955	290
V/C Ratio(X)	0.22	0.08	1.31	0.89	0.25	0.19	0.57	0.39	0.41	0.78	0.76	0.32
Avail Cap(c_a), veh/h	498	346	289	304	402	328	822	1203	584	128	955	290
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.90	0.90	0.90	0.98	0.98	0.98
Uniform Delay (d), s/veh	23.8	29.0	35.1	34.9	37.5	25.6	23.5	8.8	8.8	42.4	38.6	35.2
Incr Delay (d2), s/veh	0.2	0.1	162.6	26.5	0.9	0.8	0.7	0.9	1.9	22.2	5.7	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	0.5	19.9	8.6	0.8	0.5	3.6	2.4	2.5	1.2	6.2	2.3
LnGrp Delay(d),s/veh	24.0	29.1	197.8	61.5	38.4	26.4	24.2	9.7	10.7	64.6	44.2	38.0
LnGrp LOS	C	C	F	E	D	C	C	A	B	E	D	D
Approach Vol, veh/h		517			329			1097			860	
Approach Delay, s/veh		151.6			56.7			15.0			44.5	
Approach LOS		F			E			B			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.0	40.0	20.4	21.6	26.2	21.8	29.8	12.2				
Change Period (Y+Rc), s	5.6	5.6	5.6	5.6	5.6	5.6	5.6	5.6				
Max Green Setting (Gmax), s	6.2	30.6	14.8	16.0	20.6	16.2	12.2	18.6				
Max Q Clear Time (g_c+l1), s	3.9	7.1	14.9	18.0	9.6	14.2	6.1	3.5				
Green Ext Time (p_c), s	0.0	5.9	0.0	0.0	4.3	1.0	0.6	0.1				
Intersection Summary												
HCM 2010 Ctrl Delay			54.1									
HCM 2010 LOS			D									

APPENDIX G

2021 PLUS PROJECT CONDITIONS LOS CALCULATIONS

2021 Plus Project AM Peak Hour
1: American Street & Goshen Avenue

Intersection

Int Delay, s/veh 4.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	13	190	30	50	270	39	9	7	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	175	-	-	200	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	207	33	54	293	42	10	8	23

Major/Minor	Major1	Major2	Minor1						
Conflicting Flow All	336	0	0	239	0	0	521	696	120
Stage 1	-	-	-	-	-	-	251	251	-
Stage 2	-	-	-	-	-	-	270	445	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32
Pot Cap-1 Maneuver	1220	-	-	1325	-	-	438	364	909
Stage 1	-	-	-	-	-	-	731	698	-
Stage 2	-	-	-	-	-	-	713	573	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1220	-	-	1325	-	-	384	345	909
Mov Cap-2 Maneuver	-	-	-	-	-	-	384	345	-
Stage 1	-	-	-	-	-	-	723	690	-
Stage 2	-	-	-	-	-	-	632	550	-

Approach	EB	WB	NB
HCM Control Delay, s	0.4	1.1	12
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	554	1220	-	-	1325	-	-	406
HCM Lane V/C Ratio	0.073	0.012	-	-	0.041	-	-	0.343
HCM Control Delay (s)	12	8	-	-	7.8	-	-	18.4
HCM Lane LOS	B	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.2	0	-	-	0.1	-	-	1.5

2021 Plus Project AM Peak Hour
 1: American Street & Goshen Avenue

Intersection

Int Delay, s/veh

Movement	SBL	SBT	SBR
Vol, veh/h	81	27	20
Conflicting Peds, #/hr	0	0	0
Sign Control	Stop	Stop	Stop
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	92	92	92
Heavy Vehicles, %	2	2	2
Mvmt Flow	88	29	22

Major/Minor	Minor2		
Conflicting Flow All	558	690	168
Stage 1	423	423	-
Stage 2	135	267	-
Critical Hdwy	7.54	6.54	6.94
Critical Hdwy Stg 1	6.54	5.54	-
Critical Hdwy Stg 2	6.54	5.54	-
Follow-up Hdwy	3.52	4.02	3.32
Pot Cap-1 Maneuver	412	367	847
Stage 1	579	586	-
Stage 2	854	687	-
Platoon blocked, %			
Mov Cap-1 Maneuver	379	348	847
Mov Cap-2 Maneuver	379	348	-
Stage 1	572	562	-
Stage 2	814	679	-

Approach	SB
HCM Control Delay, s	18.4
HCM LOS	C

Minor Lane/Major Mvmt

2021 Plus Project PM Peak Hour
1: American Street & Goshen Avenue

Intersection

Int Delay, s/veh 4.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	19	278	15	26	258	108	27	31	37
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	175	-	-	200	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	21	302	16	28	280	117	29	34	40

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	398	0	0	318	0	0	562	806	159
Stage 1	-	-	-	-	-	-	352	352	-
Stage 2	-	-	-	-	-	-	210	454	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32
Pot Cap-1 Maneuver	1157	-	-	1239	-	-	410	314	858
Stage 1	-	-	-	-	-	-	638	630	-
Stage 2	-	-	-	-	-	-	773	568	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1157	-	-	1239	-	-	368	301	858
Mov Cap-2 Maneuver	-	-	-	-	-	-	368	301	-
Stage 1	-	-	-	-	-	-	626	619	-
Stage 2	-	-	-	-	-	-	714	555	-

Approach	EB	WB	NB
HCM Control Delay, s	0.5	0.5	15.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	433	1157	-	-	1239	-	-	336
HCM Lane V/C Ratio	0.238	0.018	-	-	0.023	-	-	0.356
HCM Control Delay (s)	15.9	8.2	-	-	8	-	-	21.5
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.9	0.1	-	-	0.1	-	-	1.6

2021 Plus Project PM Peak Hour
 1: American Street & Goshen Avenue

Intersection

Int Delay, s/veh

Movement	SBL	SBT	SBR
Vol, veh/h	78	25	7
Conflicting Peds, #/hr	0	0	0
Sign Control	Stop	Stop	Stop
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	92	92	92
Heavy Vehicles, %	2	2	2
Mvmt Flow	85	27	8

Major/Minor	Minor2		
Conflicting Flow All	605	756	199
Stage 1	396	396	-
Stage 2	209	360	-
Critical Hdwy	7.54	6.54	6.94
Critical Hdwy Stg 1	6.54	5.54	-
Critical Hdwy Stg 2	6.54	5.54	-
Follow-up Hdwy	3.52	4.02	3.32
Pot Cap-1 Maneuver	382	336	809
Stage 1	601	602	-
Stage 2	774	625	-
Platoon blocked, %			
Mov Cap-1 Maneuver	323	322	809
Mov Cap-2 Maneuver	323	322	-
Stage 1	590	588	-
Stage 2	685	614	-

Approach	SB
HCM Control Delay, s	21.5
HCM LOS	C

Minor Lane/Major Mvmt

2021 Plus Project AM Peak Hour
2: Plaza Drive & Goshen Avenue

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	38	154	119	133	192	53	186	331	126	142	437	58
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	41	167	129	145	209	58	202	360	137	154	475	63
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	54	444	199	183	703	314	247	1211	542	213	1180	528
Arrive On Green	0.03	0.13	0.13	0.10	0.20	0.20	0.14	0.34	0.34	0.12	0.33	0.33
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	1774	3539	1583	1774	3539	1583
Grp Volume(v), veh/h	41	167	129	145	209	58	202	360	137	154	475	63
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1774	1770	1583	1774	1770	1583
Q Serve(g_s), s	1.8	3.4	6.0	6.2	3.9	2.4	8.6	5.8	4.8	6.5	8.0	2.1
Cycle Q Clear(g_c), s	1.8	3.4	6.0	6.2	3.9	2.4	8.6	5.8	4.8	6.5	8.0	2.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	54	444	199	183	703	314	247	1211	542	213	1180	528
V/C Ratio(X)	0.76	0.38	0.65	0.79	0.30	0.18	0.82	0.30	0.25	0.72	0.40	0.12
Avail Cap(c_a), veh/h	151	747	334	374	1193	534	488	1211	542	379	1180	528
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.4	31.2	32.4	34.0	26.5	25.9	32.5	18.7	18.4	32.9	20.0	18.0
Incr Delay (d2), s/veh	19.8	0.5	3.5	7.3	0.2	0.3	6.5	0.6	1.1	4.6	1.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	1.7	2.8	3.4	1.9	1.1	4.7	2.9	2.3	3.4	4.1	1.0
LnGrp Delay(d),s/veh	57.3	31.7	35.9	41.3	26.8	26.2	39.0	19.4	19.5	37.5	21.0	18.5
LnGrp LOS	E	C	D	D	C	C	D	B	B	D	C	B
Approach Vol, veh/h		337			412			699			692	
Approach Delay, s/veh		36.4			31.8			25.1			24.4	
Approach LOS		D			C			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.8	55.3	13.6	15.4	16.4	54.6	7.9	21.0				
Change Period (Y+Rc), s	6.4	* 6.4	5.6	5.6	5.6	6.4	5.6	5.6				
Max Green Setting (Gmax), s	16.6	* 27	16.4	16.4	21.4	22.6	6.6	26.2				
Max Q Clear Time (g_c+1), s	9.5	7.8	8.2	8.0	10.6	11.0	3.8	5.9				
Green Ext Time (p_c), s	0.2	5.5	0.2	1.7	0.4	4.4	0.0	2.5				

























Intersection Summary

HCM 2010 Ctrl Delay	27.9
HCM 2010 LOS	C

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

2021 Plus Project PM Peak Hour
2: Plaza Drive & Goshen Avenue

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	72	235	159	138	187	91	159	423	105	119	491	41
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	78	255	173	150	203	99	173	460	114	129	534	45
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	101	553	248	189	731	327	215	1083	484	185	1061	475
Arrive On Green	0.06	0.16	0.16	0.11	0.21	0.21	0.12	0.31	0.31	0.10	0.30	0.30
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	1774	3539	1583	1774	3539	1583
Grp Volume(v), veh/h	78	255	173	150	203	99	173	460	114	129	534	45
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1774	1770	1583	1774	1770	1583
Q Serve(g_s), s	3.2	4.8	7.6	6.1	3.6	3.9	7.0	7.6	4.0	5.2	9.1	1.5
Cycle Q Clear(g_c), s	3.2	4.8	7.6	6.1	3.6	3.9	7.0	7.6	4.0	5.2	9.1	1.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	101	553	248	189	731	327	215	1083	484	185	1061	475
V/C Ratio(X)	0.77	0.46	0.70	0.79	0.28	0.30	0.80	0.42	0.24	0.70	0.50	0.09
Avail Cap(c_a), veh/h	229	770	344	347	1006	450	371	1083	484	316	1061	475
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	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.2	28.2	29.4	32.0	24.6	24.7	31.4	20.4	19.1	31.8	21.2	18.6
Incr Delay (d2), s/veh	11.9	0.6	3.6	6.9	0.2	0.5	6.8	1.2	1.1	4.6	1.7	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	2.4	3.6	3.3	1.7	1.7	3.8	3.9	1.9	2.7	4.7	0.7
LnGrp Delay(d),s/veh	46.1	28.8	33.0	39.0	24.8	25.2	38.3	21.6	20.2	36.4	22.9	18.9
LnGrp LOS	D	C	C	D	C	C	D	C	C	D	C	B
Approach Vol, veh/h		506			452			747			708	
Approach Delay, s/veh		32.9			29.6			25.2			25.1	
Approach LOS		C			C			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.1	45.4	13.5	17.1	14.5	44.9	9.8	20.8				
Change Period (Y+Rc), s	6.4	* 6.4	5.6	5.6	5.6	6.4	5.6	5.6				
Max Green Setting (Gmax), s	13.1	* 23	14.4	16.0	15.4	21.0	9.5	20.9				
Max Q Clear Time (g_c+I1), s	8.2	9.6	8.1	9.6	9.0	12.1	5.2	5.9				
Green Ext Time (p_c), s	0.1	5.4	0.2	1.9	0.2	4.2	0.0	3.0				
Intersection Summary												
HCM 2010 Ctrl Delay			27.6									
HCM 2010 LOS			C									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

























2021 Plus Project AM Peak Hour
3: Kelsey Street & Goshen Avenue

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	38	259	69	124	252	15	56	41	66	19	78	33
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	41	282	75	135	274	16	61	45	72	21	85	36
Adj No. of Lanes	1	2	0	1	2	1	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	63	457	119	196	848	380	251	191	230	133	426	160
Arrive On Green	0.04	0.16	0.16	0.11	0.24	0.24	0.36	0.36	0.36	0.36	0.36	0.36
Sat Flow, veh/h	1774	2778	726	1774	3539	1583	404	525	631	123	1167	438
Grp Volume(v), veh/h	41	178	179	135	274	16	178	0	0	142	0	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1735	1774	1770	1583	1561	0	0	1728	0	0
Q Serve(g_s), s	1.1	4.4	4.5	3.4	3.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.1	4.4	4.5	3.4	3.0	0.4	3.4	0.0	0.0	2.6	0.0	0.0
Prop In Lane	1.00		0.42	1.00		1.00	0.34		0.40	0.15		0.25
Lane Grp Cap(c), veh/h	63	291	285	196	848	380	673	0	0	719	0	0
V/C Ratio(X)	0.65	0.61	0.63	0.69	0.32	0.04	0.26	0.00	0.00	0.20	0.00	0.00
Avail Cap(c_a), veh/h	213	607	595	388	1564	700	673	0	0	719	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)	0.90	0.90	0.90	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	22.2	18.1	18.2	20.0	14.6	13.6	10.5	0.0	0.0	10.2	0.0	0.0
Incr Delay (d2), s/veh	9.9	1.9	2.1	4.2	0.2	0.0	1.0	0.0	0.0	0.6	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	0.7	2.3	2.3	1.9	1.5	0.2	1.8	0.0	0.0	1.4	0.0	0.0
LnGrp Delay(d),s/veh	32.1	20.0	20.2	24.2	14.8	13.7	11.4	0.0	0.0	10.8	0.0	0.0
LnGrp LOS	C	B	C	C	B	B	B			B		
Approach Vol, veh/h		398			425			178			142	
Approach Delay, s/veh		21.3			17.8			11.4			10.8	
Approach LOS		C			B			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		36.0	10.8	13.3		36.0	7.2	16.8				
Change Period (Y+Rc), s		5.6	5.6	5.6		5.6	5.6	5.6				
Max Green Setting (Gmax), s		17.0	10.2	16.0		17.0	5.6	20.6				
Max Q Clear Time (g_c+I1), s		5.4	5.4	6.5		4.6	3.1	5.0				
Green Ext Time (p_c), s		1.4	0.8	1.2		1.4	0.0	1.6				
Intersection Summary												
HCM 2010 Ctrl Delay			17.2									
HCM 2010 LOS			B									

























2021 Plus Project PM Peak Hour
3: Kelsey Street & Goshen Avenue

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	65	318	17	76	263	12	28	85	70	71	84	70
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	71	346	18	83	286	13	30	92	76	77	91	76
Adj No. of Lanes	1	2	0	1	2	1	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	89	545	28	121	625	280	145	392	284	265	305	216
Arrive On Green	0.05	0.16	0.16	0.07	0.18	0.18	0.44	0.44	0.44	0.44	0.44	0.44
Sat Flow, veh/h	1774	3424	177	1774	3539	1583	142	889	642	389	691	488
Grp Volume(v), veh/h	71	178	186	83	286	13	198	0	0	244	0	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1831	1774	1770	1583	1673	0	0	1568	0	0
Q Serve(g_s), s	2.0	4.8	4.8	2.3	3.7	0.3	0.0	0.0	0.0	0.3	0.0	0.0
Cycle Q Clear(g_c), s	2.0	4.8	4.8	2.3	3.7	0.3	3.6	0.0	0.0	4.6	0.0	0.0
Prop In Lane	1.00		0.10	1.00		1.00	0.15		0.38	0.32		0.31
Lane Grp Cap(c), veh/h	89	282	291	121	625	280	821	0	0	786	0	0
V/C Ratio(X)	0.79	0.63	0.64	0.69	0.46	0.05	0.24	0.00	0.00	0.31	0.00	0.00
Avail Cap(c_a), veh/h	259	607	628	294	1284	574	821	0	0	786	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)	0.88	0.88	0.88	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	23.8	19.9	20.0	23.1	18.7	17.3	8.9	0.0	0.0	9.2	0.0	0.0
Incr Delay (d2), s/veh	13.0	2.1	2.0	6.8	0.5	0.1	0.7	0.0	0.0	1.0	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	1.3	2.5	2.6	1.4	1.8	0.2	1.9	0.0	0.0	2.4	0.0	0.0
LnGrp Delay(d),s/veh	36.8	22.0	22.0	29.9	19.2	17.4	9.6	0.0	0.0	10.2	0.0	0.0
LnGrp LOS	D	C	C	C	B	B	A			B		
Approach Vol, veh/h		435			382			198			244	
Approach Delay, s/veh		24.4			21.5			9.6			10.2	
Approach LOS		C			C			A			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		42.3	9.0	13.7		42.3	8.2	14.6				
Change Period (Y+Rc), s		5.6	5.6	5.6		5.6	5.6	5.6				
Max Green Setting (Gmax), s		22.4	8.4	17.4		22.4	7.4	18.4				
Max Q Clear Time (g_c+l1), s		5.6	4.3	6.8		6.6	4.0	5.7				
Green Ext Time (p_c), s		2.4	0.7	1.3		2.4	0.0	1.4				
Intersection Summary												
HCM 2010 Ctrl Delay			18.4									
HCM 2010 LOS			B									

2021 Plus Project AM Peak Hour
4: Plaza Drive & Hurley Avenue

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	40	3	21	45	5	6	40	808	88	7	745	68
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.96	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	43	3	23	49	5	7	43	878	96	8	810	74
Adj No. of Lanes	1	1	1	1	1	1	1	2	1	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	55	140	114	62	146	120	55	1387	613	368	2890	892
Arrive On Green	0.03	0.08	0.08	0.03	0.08	0.08	0.01	0.13	0.13	0.21	0.57	0.57
Sat Flow, veh/h	1774	1863	1520	1774	1863	1523	1774	3539	1563	1774	5085	1569
Grp Volume(v), veh/h	43	3	23	49	5	7	43	878	96	8	810	74
Grp Sat Flow(s),veh/h/ln	1774	1863	1520	1774	1863	1523	1774	1770	1563	1774	1695	1569
Q Serve(g_s), s	1.9	0.1	1.1	2.1	0.2	0.2	1.9	18.1	3.0	0.3	6.3	1.6
Cycle Q Clear(g_c), s	1.9	0.1	1.1	2.1	0.2	0.2	1.9	18.1	3.0	0.3	6.3	1.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	55	140	114	62	146	120	55	1387	613	368	2890	892
V/C Ratio(X)	0.78	0.02	0.20	0.80	0.03	0.06	0.78	0.63	0.16	0.02	0.28	0.08
Avail Cap(c_a), veh/h	124	387	316	124	387	316	147	1387	613	368	2890	892
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.81	0.81	0.81	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.1	33.0	33.5	36.9	32.8	12.5	37.9	28.3	11.0	24.3	8.5	7.5
Incr Delay (d2), s/veh	20.3	0.1	0.9	20.1	0.1	0.2	16.9	1.8	0.4	0.1	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.1	0.5	1.4	0.1	0.1	1.2	9.2	1.8	0.1	3.0	0.7
LnGrp Delay(d),s/veh	57.3	33.1	34.3	57.0	32.9	12.7	54.7	30.1	11.5	24.4	8.8	7.7
LnGrp LOS	E	C	C	E	C	B	D	C	B	C	A	A
Approach Vol, veh/h		69			61			1017			892	
Approach Delay, s/veh		48.6			50.0			29.4			8.8	
Approach LOS		D			D			C			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	34.5	35.8	8.3	11.4	8.0	62.3	8.0	11.7				
Change Period (Y+Rc), s	5.6	5.6	5.6	5.6	5.6	5.6	5.6	5.6				
Max Green Setting (Gmax), s	16.0	30.2	5.4	16.0	6.4	39.8	5.4	16.0				
Max Q Clear Time (g_c+1), s	2.3	20.1	4.1	3.1	3.9	8.3	3.9	2.2				
Green Ext Time (p_c), s	4.5	4.2	0.0	0.0	0.0	6.0	0.0	0.1				
Intersection Summary												
HCM 2010 Ctrl Delay			21.7									
HCM 2010 LOS			C									

2021 Plus Project PM Peak Hour
4: Plaza Drive & Hurley Avenue

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	90	17	25	82	6	3	43	754	44	5	910	72
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.96	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	98	18	27	89	7	3	47	820	48	5	989	78
Adj No. of Lanes	1	1	1	1	1	1	1	2	1	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	128	135	110	128	135	110	161	1544	683	314	2658	820
Arrive On Green	0.07	0.07	0.07	0.07	0.07	0.07	0.18	0.87	0.87	0.18	0.52	0.52
Sat Flow, veh/h	1774	1863	1518	1774	1863	1518	1774	3539	1565	1774	5085	1568
Grp Volume(v), veh/h	98	18	27	89	7	3	47	820	48	5	989	78
Grp Sat Flow(s),veh/h/ln	1774	1863	1518	1774	1863	1518	1774	1770	1565	1774	1695	1568
Q Serve(g_s), s	5.0	0.8	1.6	4.5	0.3	0.1	2.1	5.1	0.3	0.2	10.7	2.3
Cycle Q Clear(g_c), s	5.0	0.8	1.6	4.5	0.3	0.1	2.1	5.1	0.3	0.2	10.7	2.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	128	135	110	128	135	110	161	1544	683	314	2658	820
V/C Ratio(X)	0.76	0.13	0.25	0.70	0.05	0.03	0.29	0.53	0.07	0.02	0.37	0.10
Avail Cap(c_a), veh/h	276	350	285	257	330	269	161	1544	683	314	2658	820
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.2	40.2	40.5	42.0	40.0	18.4	35.3	3.6	1.4	31.4	13.1	11.1
Incr Delay (d2), s/veh	9.1	0.4	1.1	6.6	0.2	0.1	0.9	1.2	0.2	0.1	0.4	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	0.4	0.7	2.5	0.2	0.1	1.1	2.5	0.2	0.1	5.0	1.1
LnGrp Delay(d),s/veh	51.2	40.7	41.7	48.6	40.2	18.5	36.2	4.8	1.6	31.5	13.5	11.3
LnGrp LOS	D	D	D	D	D	B	D	A	A	C	B	B
Approach Vol, veh/h		143			99			915			1072	
Approach Delay, s/veh		48.1			47.1			6.3			13.4	
Approach LOS		D			D			A			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	22.0	63.4	12.3	12.3	31.4	54.0	12.3	12.3				
Change Period (Y+Rc), s	5.6	5.6	5.6	5.6	5.6	5.6	5.6	5.6				
Max Green Setting (Gmax), s	16.4	40.4	13.4	17.4	8.4	48.4	14.4	16.4				
Max Q Clear Time (g_c+I1), s	2.2	7.1	6.5	3.6	4.1	12.7	7.0	2.3				
Green Ext Time (p_c), s	0.0	6.2	0.2	0.1	2.1	7.8	0.3	0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			14.2									
HCM 2010 LOS			B									



















2021 Plus Project AM Peak Hour
5: Plaza Drive & Crowley Avenue

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	72	23	183	113	40	23	343	858	371	97	667	82
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.96	1.00		0.99	1.00		0.98
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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	78	25	199	123	43	25	373	933	403	105	725	89
Adj No. of Lanes	1	1	1	1	1	1	1	3	0	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	298	297	248	155	147	120	474	1410	608	135	1094	333
Arrive On Green	0.17	0.16	0.16	0.09	0.08	0.08	0.53	0.81	0.81	0.03	0.07	0.07
Sat Flow, veh/h	1774	1863	1554	1774	1863	1523	1774	3470	1497	1774	5085	1547
Grp Volume(v), veh/h	78	25	199	123	43	25	373	912	424	105	725	89
Grp Sat Flow(s),veh/h/ln	1774	1863	1554	1774	1863	1523	1774	1695	1577	1774	1695	1547
Q Serve(g_s), s	3.2	0.9	10.2	5.6	1.8	1.0	14.0	9.0	9.0	4.9	11.5	4.5
Cycle Q Clear(g_c), s	3.2	0.9	10.2	5.6	1.8	1.0	14.0	9.0	9.0	4.9	11.5	4.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.95	1.00		1.00
Lane Grp Cap(c), veh/h	298	297	248	155	147	120	474	1377	641	135	1094	333
V/C Ratio(X)	0.26	0.08	0.80	0.79	0.29	0.21	0.79	0.66	0.66	0.78	0.66	0.27
Avail Cap(c_a), veh/h	298	360	301	202	421	344	523	1377	641	184	1094	333
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.81	0.81	0.81	0.98	0.98	0.98
Uniform Delay (d), s/veh	29.9	29.6	33.5	37.0	35.9	21.2	17.4	5.4	5.5	39.6	35.5	32.2
Incr Delay (d2), s/veh	0.5	0.1	12.2	15.0	1.1	0.9	5.9	2.1	4.4	13.3	3.1	1.9
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	1.6	0.5	5.2	3.4	1.0	0.5	7.3	4.3	4.4	2.9	5.7	2.1
LnGrp Delay(d),s/veh	30.4	29.7	45.7	52.0	37.0	22.0	23.3	7.5	9.8	52.9	38.6	34.2
LnGrp LOS	C	C	D	D	D	C	C	A	A	D	D	C
Approach Vol, veh/h		302			191			1709			919	
Approach Delay, s/veh		40.4			44.7			11.5			39.8	
Approach LOS		D			D			B			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.9	46.5	12.8	18.8	35.0	23.4	19.5	12.1				
Change Period (Y+Rc), s	5.6	5.6	5.6	5.6	5.6	5.6	5.6	5.6				
Max Green Setting (Gmax), s	8.6	33.6	9.4	16.0	24.4	17.8	6.7	18.7				
Max Q Clear Time (g_c+l1), s	6.9	11.0	7.6	12.2	16.0	13.5	5.2	3.8				
Green Ext Time (p_c), s	0.0	10.7	0.1	0.3	5.6	1.9	0.1	0.2				
Intersection Summary												
HCM 2010 Ctrl Delay			24.7									
HCM 2010 LOS			C									

2021 Plus Project PM Peak Hour
5: Plaza Drive & Crowley Avenue

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	118	44	374	294	56	35	386	693	197	57	862	87
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.96	1.00		0.99	1.00		0.98
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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	128	48	407	320	61	38	420	753	214	62	937	95
Adj No. of Lanes	1	1	1	1	1	1	1	3	0	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	468	272	226	346	144	117	438	1464	411	147	1057	321
Arrive On Green	0.26	0.15	0.15	0.20	0.08	0.08	0.49	0.74	0.74	0.03	0.07	0.07
Sat Flow, veh/h	1774	1863	1551	1774	1863	1522	1774	3934	1106	1774	5085	1545
Grp Volume(v), veh/h	128	48	407	320	61	38	420	648	319	62	937	95
Grp Sat Flow(s),veh/h/ln	1774	1863	1551	1774	1863	1522	1774	1695	1650	1774	1695	1545
Q Serve(g_s), s	6.3	2.5	16.0	19.4	3.4	2.6	25.0	8.7	8.9	3.8	20.0	6.4
Cycle Q Clear(g_c), s	6.3	2.5	16.0	19.4	3.4	2.6	25.0	8.7	8.9	3.8	20.0	6.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.67	1.00		1.00
Lane Grp Cap(c), veh/h	468	272	226	346	144	117	438	1261	614	147	1057	321
V/C Ratio(X)	0.27	0.18	1.80	0.92	0.42	0.32	0.96	0.51	0.52	0.42	0.89	0.30
Avail Cap(c_a), veh/h	468	272	226	346	372	304	443	1261	614	152	1057	321
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.85	0.85	0.85	0.96	0.96	0.96
Uniform Delay (d), s/veh	32.0	41.1	46.8	43.3	48.3	47.9	27.2	9.9	9.9	50.8	49.8	43.4
Incr Delay (d2), s/veh	0.3	0.3	376.5	29.8	2.0	1.6	29.2	1.3	2.7	1.8	10.5	2.2
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	3.1	1.3	30.5	12.4	1.8	1.1	15.5	4.0	4.4	1.9	10.4	2.9
LnGrp Delay(d),s/veh	32.3	41.4	423.4	73.2	50.3	49.5	56.5	11.2	12.6	52.6	60.3	45.7
LnGrp LOS	C	D	F	E	D	D	E	B	B	D	E	D
Approach Vol, veh/h		583			419			1387			1094	
Approach Delay, s/veh		306.1			67.7			25.2			58.6	
Approach LOS		F			E			C			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.0	46.4	27.0	21.6	33.0	28.4	34.5	14.1				
Change Period (Y+Rc), s	5.6	5.6	5.6	5.6	5.6	5.6	5.6	5.6				
Max Green Setting (Gmax), s	9.4	40.8	21.4	16.0	27.4	22.8	15.5	21.9				
Max Q Clear Time (g_c+I1), s	5.8	10.9	21.4	18.0	27.0	22.0	8.3	5.4				
Green Ext Time (p_c), s	0.6	6.7	0.0	0.0	0.1	0.5	0.8	0.3				
Intersection Summary												
HCM 2010 Ctrl Delay			87.8									
HCM 2010 LOS			F									



















2021 Plus Project AM Peak Hour
6: Plaza Drive & SR 198 WB Ramps

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	74	1	749	37	823	0	0	617	347
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.99	1.00		1.00	1.00		0.99
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1900	1863	1863	1863	1863	0	0	1863	1863
Adj Flow Rate, veh/h				80	1	814	40	895	0	0	671	377
Adj No. of Lanes				0	1	2	1	3	0	0	3	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				590	7	929	145	2669	0	0	1901	587
Arrive On Green				0.34	0.34	0.34	0.16	1.00	0.00	0.00	0.75	0.75
Sat Flow, veh/h				1753	22	2762	1774	5253	0	0	5253	1571
Grp Volume(v), veh/h				81	0	814	40	895	0	0	671	377
Grp Sat Flow(s),veh/h/ln				1775	0	1381	1774	1695	0	0	1695	1571
Q Serve(g_s), s				2.6	0.0	22.4	1.6	0.0	0.0	0.0	3.7	9.4
Cycle Q Clear(g_c), s				2.6	0.0	22.4	1.6	0.0	0.0	0.0	3.7	9.4
Prop In Lane				0.99		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				597	0	929	145	2669	0	0	1901	587
V/C Ratio(X)				0.14	0.00	0.88	0.28	0.34	0.00	0.00	0.35	0.64
Avail Cap(c_a), veh/h				800	0	1245	145	2669	0	0	1901	587
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	2.00	2.00
Upstream Filter(I)				1.00	0.00	1.00	0.78	0.78	0.00	0.00	0.83	0.83
Uniform Delay (d), s/veh				18.6	0.0	25.2	31.7	0.0	0.0	0.0	6.8	7.6
Incr Delay (d2), s/veh				0.1	0.0	5.7	0.8	0.3	0.0	0.0	0.4	4.4
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				1.3	0.0	9.2	0.8	0.1	0.0	0.0	1.6	4.6
LnGrp Delay(d),s/veh				18.7	0.0	30.9	32.5	0.3	0.0	0.0	7.3	12.0
LnGrp LOS				B		C	C	A			A	B
Approach Vol, veh/h					895			935			1048	
Approach Delay, s/veh					29.8			1.6			9.0	
Approach LOS					C			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		57.2			21.4	35.8		32.8				
Change Period (Y+Rc), s		5.6			5.6	5.6		5.6				
Max Green Setting (Gmax), s		42.4			6.6	30.2		36.4				
Max Q Clear Time (g_c+I1), s		2.0			3.6	11.4		24.4				
Green Ext Time (p_c), s		6.8			1.6	5.4		2.8				
Intersection Summary												
HCM 2010 Ctrl Delay					13.1							
HCM 2010 LOS					B							

2021 Plus Project PM Peak Hour
6: Plaza Drive & SR 198 WB Ramps

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	98	1	652	63	624	0	0	1017	513
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.99	1.00		1.00	1.00		0.99
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1900	1863	1863	1863	1863	0	0	1863	1863
Adj Flow Rate, veh/h				107	1	709	68	678	0	0	1105	558
Adj No. of Lanes				0	1	2	1	3	0	0	3	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				490	5	768	188	3139	0	0	2336	722
Arrive On Green				0.28	0.28	0.28	0.21	1.00	0.00	0.00	0.92	0.92
Sat Flow, veh/h				1758	16	2757	1774	5253	0	0	5253	1573
Grp Volume(v), veh/h				108	0	709	68	678	0	0	1105	558
Grp Sat Flow(s), veh/h/ln				1775	0	1378	1774	1695	0	0	1695	1573
Q Serve(g_s), s				5.0	0.0	26.9	3.5	0.0	0.0	0.0	3.4	10.7
Cycle Q Clear(g_c), s				5.0	0.0	26.9	3.5	0.0	0.0	0.0	3.4	10.7
Prop In Lane				0.99		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				494	0	768	188	3139	0	0	2336	722
V/C Ratio(X)				0.22	0.00	0.92	0.36	0.22	0.00	0.00	0.47	0.77
Avail Cap(c_a), veh/h				535	0	830	188	3139	0	0	2336	722
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	2.00	2.00
Upstream Filter(l)				1.00	0.00	1.00	0.82	0.82	0.00	0.00	0.53	0.53
Uniform Delay (d), s/veh				29.8	0.0	37.7	39.3	0.0	0.0	0.0	2.5	2.8
Incr Delay (d2), s/veh				0.2	0.0	15.1	1.0	0.1	0.0	0.0	0.4	4.3
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				2.5	0.0	11.9	1.8	0.0	0.0	0.0	1.3	4.6
LnGrp Delay(d),s/veh				30.0	0.0	52.8	40.2	0.1	0.0	0.0	2.9	7.1
LnGrp LOS				C		D	D	A			A	A
Approach Vol, veh/h					817			746			1663	
Approach Delay, s/veh					49.8			3.8			4.3	
Approach LOS					D			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		74.4			19.4	55.0		35.6				
Change Period (Y+Rc), s		5.6			5.6	5.6		5.6				
Max Green Setting (Gmax), s		66.4			11.4	49.4		32.4				
Max Q Clear Time (g_c+1), s		2.0			5.5	12.7		28.9				
Green Ext Time (p_c), s		5.0			2.2	12.2		1.1				
Intersection Summary												
HCM 2010 Ctrl Delay											15.7	
HCM 2010 LOS											B	

2021 Plus Project AM Peak Hour
7: Plaza Drive & SR 198 EB Ramps

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	590	1	28	0	0	0	0	270	51	495	196	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99				1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900				0	1863	1863	1863	1863	0
Adj Flow Rate, veh/h	641	1	30				0	293	55	538	213	0
Adj No. of Lanes	2	1	0				0	2	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	781	11	345				0	1292	573	679	2239	0
Arrive On Green	0.23	0.23	0.23				0.00	0.36	0.36	0.07	0.21	0.00
Sat Flow, veh/h	3442	51	1520				0	3632	1570	3442	3632	0
Grp Volume(v), veh/h	641	0	31				0	293	55	538	213	0
Grp Sat Flow(s), veh/h/ln	1721	0	1571				0	1770	1570	1721	1770	0
Q Serve(g_s), s	14.1	0.0	1.2				0.0	4.6	1.8	12.3	3.9	0.0
Cycle Q Clear(g_c), s	14.1	0.0	1.2				0.0	4.6	1.8	12.3	3.9	0.0
Prop In Lane	1.00		0.97				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	781	0	356				0	1292	573	679	2239	0
V/C Ratio(X)	0.82	0.00	0.09				0.00	0.23	0.10	0.79	0.10	0.00
Avail Cap(c_a), veh/h	1227	0	560				0	1292	573	1054	2239	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	0.33	0.33	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	0.97	0.97	0.00
Uniform Delay (d), s/veh	29.3	0.0	24.3				0.0	17.5	16.6	35.6	13.1	0.0
Incr Delay (d2), s/veh	2.6	0.0	0.1				0.0	0.4	0.3	2.2	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.0	0.0	0.5				0.0	2.3	0.8	6.1	1.9	0.0
LnGrp Delay(d),s/veh	31.8	0.0	24.4				0.0	17.9	17.0	37.8	13.2	0.0
LnGrp LOS	C		C					B	B	D	B	
Approach Vol, veh/h		672						348			751	
Approach Delay, s/veh		31.5						17.8			30.9	
Approach LOS		C						B			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	21.3	45.0		23.7		66.3						
Change Period (Y+Rc), s	5.6	5.6		5.6		5.6						
Max Green Setting (Gmax), s	24.4	20.4		28.4		50.4						
Max Q Clear Time (g_c+I1), s	14.3	6.6		16.1		5.9						
Green Ext Time (p_c), s	1.4	2.6		2.0		3.4						
Intersection Summary												
HCM 2010 Ctrl Delay			28.5									
HCM 2010 LOS			C									

2021 Plus Project PM Peak Hour
7: Plaza Drive & SR 198 EB Ramps

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	441	1	94	0	0	0	0	246	111	771	344	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98				1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900				0	1863	1863	1863	1863	0
Adj Flow Rate, veh/h	479	1	102				0	267	121	838	374	0
Adj No. of Lanes	2	1	0				0	2	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	590	3	264				0	1359	603	944	2530	0
Arrive On Green	0.17	0.17	0.17				0.00	0.38	0.38	0.46	1.00	0.00
Sat Flow, veh/h	3442	15	1543				0	3632	1571	3442	3632	0
Grp Volume(v), veh/h	479	0	103				0	267	121	838	374	0
Grp Sat Flow(s),veh/h/ln	1721	0	1558				0	1770	1571	1721	1770	0
Q Serve(g_s), s	13.2	0.0	5.8				0.0	5.0	5.1	21.9	0.0	0.0
Cycle Q Clear(g_c), s	13.2	0.0	5.8				0.0	5.0	5.1	21.9	0.0	0.0
Prop In Lane	1.00		0.99				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	590	0	267				0	1359	603	944	2530	0
V/C Ratio(X)	0.81	0.00	0.39				0.00	0.20	0.20	0.89	0.15	0.00
Avail Cap(c_a), veh/h	993	0	449				0	1359	603	1552	2530	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.67	1.67	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	0.93	0.93	0.00
Uniform Delay (d), s/veh	39.3	0.0	36.2				0.0	20.2	20.3	25.3	0.0	0.0
Incr Delay (d2), s/veh	2.8	0.0	0.9				0.0	0.3	0.7	3.7	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.5	0.0	2.6				0.0	2.5	2.3	10.7	0.0	0.0
LnGrp Delay(d),s/veh	42.0	0.0	37.1				0.0	20.5	21.0	29.0	0.1	0.0
LnGrp LOS	D		D					C	C	C	A	
Approach Vol, veh/h		582						388			1212	
Approach Delay, s/veh		41.2						20.7			20.1	
Approach LOS		D						C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	32.6	54.9		22.5		87.5						
Change Period (Y+Rc), s	5.6	5.6		5.6		5.6						
Max Green Setting (Gmax), s	44.4	20.4		28.4		70.4						
Max Q Clear Time (g_c+I1), s	23.9	7.1		15.2		2.0						
Green Ext Time (p_c), s	3.1	3.5		1.7		4.7						
Intersection Summary												
HCM 2010 Ctrl Delay			25.8									
HCM 2010 LOS			C									

2021 Plus Project AM Peak Hour
8: Plaza Drive & Airport Drive

Intersection

Intersection Delay, s/veh	9											
Intersection LOS	A											
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	114	3	3	0	0	10	202	0	1	5	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	124	3	3	0	0	11	220	0	1	5	3
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	2
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	2	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	2	1
HCM Control Delay	9.1	8.7	8.1
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	11%	95%	0%	100%	0%
Vol Thru, %	56%	3%	5%	0%	7%
Vol Right, %	33%	3%	95%	0%	93%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	9	120	212	108	116
LT Vol	5	3	10	0	8
Through Vol	3	3	202	0	108
RT Vol	1	114	0	108	0
Lane Flow Rate	10	130	230	117	126
Geometry Grp	5	2	2	7	7
Degree of Util (X)	0.014	0.181	0.266	0.191	0.164
Departure Headway (Hd)	4.982	4.985	4.157	5.845	4.685
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	713	719	862	612	762
Service Time	3.05	3.025	2.189	3.598	2.437
HCM Lane V/C Ratio	0.014	0.181	0.267	0.191	0.165
HCM Control Delay	8.1	9.1	8.7	10	8.4
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0	0.7	1.1	0.7	0.6

2021 Plus Project AM Peak Hour
8: Plaza Drive & Airport Drive

Intersection

Intersection Delay, s/veh

Intersection LOS

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	108	8	108
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	117	9	117
Number of Lanes	0	1	1	0

Approach SB

Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	9.2
HCM LOS	A

Lane

2021 Plus Project PM Peak Hour
8: Plaza Drive & Airport Drive

Intersection

Intersection Delay, s/veh	11.2											
Intersection LOS	B											
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	161	7	4	0	4	12	175	0	2	21	4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	175	8	4	0	4	13	190	0	2	23	4
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	2
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	2	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	2	1
HCM Control Delay	11	9.9	9
HCM LOS	B	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	7%	94%	2%	100%	0%
Vol Thru, %	78%	4%	6%	0%	6%
Vol Right, %	15%	2%	92%	0%	94%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	27	172	191	243	196
LT Vol	21	7	12	0	11
Through Vol	4	4	175	0	185
RT Vol	2	161	4	243	0
Lane Flow Rate	29	187	208	264	213
Geometry Grp	5	2	2	7	7
Degree of Util (X)	0.047	0.289	0.28	0.451	0.294
Departure Headway (Hd)	5.724	5.693	4.975	6.148	4.976
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	628	636	727	589	726
Service Time	3.734	3.693	2.975	3.85	2.677
HCM Lane V/C Ratio	0.046	0.294	0.286	0.448	0.293
HCM Control Delay	9	11	9.9	13.8	9.7
HCM Lane LOS	A	B	A	B	A
HCM 95th-tile Q	0.1	1.2	1.1	2.3	1.2

2021 Plus Project PM Peak Hour
 8: Plaza Drive & Airport Drive

Intersection

Intersection Delay, s/veh

Intersection LOS

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	243	11	185
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	264	12	201
Number of Lanes	0	1	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	12
HCM LOS	B

Lane

2021 Plus Project AM Peak Hour
 9: Neeley Street/Neeley Road & Crowley Avenue

Intersection

Int Delay, s/veh 7.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	2	14	0	99	35	50	0	14	36
Conflicting Peds, #/hr	0	0	0	10	0	10	0	0	10
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	15	0	108	38	54	0	15	39

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	225	198	39	186	183	55	34	0	0
Stage 1	134	134	-	45	45	-	-	-	-
Stage 2	91	64	-	141	138	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	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	-	-
Pot Cap-1 Maneuver	730	698	1033	775	711	1012	1578	-	-
Stage 1	869	785	-	969	857	-	-	-	-
Stage 2	916	842	-	862	782	-	-	-	-
Platoon blocked, %									
Mov Cap-1 Maneuver	638	668	1024	729	680	995	1565	-	-
Mov Cap-2 Maneuver	638	668	-	729	680	-	-	-	-
Stage 1	869	758	-	961	850	-	-	-	-
Stage 2	820	835	-	808	755	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	10.6	10.3	0
HCM LOS	B	B	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1565	-	-	664	729	836	1525	-	-
HCM Lane V/C Ratio	-	-	-	0.026	0.148	0.111	0.034	-	-
HCM Control Delay (s)	0	-	-	10.6	10.8	9.8	7.4	0	-
HCM Lane LOS	A	-	-	B	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.5	0.4	0.1	-	-

2021 Plus Project AM Peak Hour
 9: Neeley Street/Neeley Road & Crowley Avenue

Intersection

Int Delay, s/veh

Movement	SBL	SBT	SBR
Vol, veh/h	48	23	8
Conflicting Peds, #/hr	10	0	0
Sign Control	Free	Free	Free
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	92	92	92
Heavy Vehicles, %	2	2	2
Mvmt Flow	52	25	9

Major/Minor	Major2		
Conflicting Flow All	64	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.12	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.218	-	-
Pot Cap-1 Maneuver	1538	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1525	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	SB
HCM Control Delay, s	4.5
HCM LOS	

Minor Lane/Major Mvmt

2021 Plus Project PM Peak Hour
 9: Neeley Street/Neeley Road & Crowley Avenue

Intersection

Int Delay, s/veh 7.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	6	33	2	101	15	70	3	30	75
Conflicting Peds, #/hr	0	0	0	10	0	10	0	0	10
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	150	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	36	2	110	16	76	3	33	82

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	304	299	41	277	261	93	34	0	0
Stage 1	168	168	-	90	90	-	-	-	-
Stage 2	136	131	-	187	171	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	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	-	-
Pot Cap-1 Maneuver	648	613	1030	675	644	964	1578	-	-
Stage 1	834	759	-	917	820	-	-	-	-
Stage 2	867	788	-	815	757	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	557	578	1021	607	607	948	1565	-	-
Mov Cap-2 Maneuver	557	578	-	607	607	-	-	-	-
Stage 1	832	723	-	908	812	-	-	-	-
Stage 2	773	780	-	730	721	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	11.6	11.1	0.2
HCM LOS	B	B	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1565	-	-	587	607	862	1451	-	-
HCM Lane V/C Ratio	0.002	-	-	0.076	0.181	0.107	0.047	-	-
HCM Control Delay (s)	7.3	0	-	11.6	12.2	9.7	7.6	0	-
HCM Lane LOS	A	A	-	B	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.7	0.4	0.1	-	-

2021 Plus Project PM Peak Hour
 9: Neeley Street/Neeley Road & Crowley Avenue

Intersection

Int Delay, s/veh

Movement	SBL	SBT	SBR
Vol, veh/h	63	26	5
Conflicting Peds, #/hr	10	0	0
Sign Control	Free	Free	Free
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	92	92	92
Heavy Vehicles, %	2	2	2
Mvmt Flow	68	28	5

Major/Minor	Major2		
Conflicting Flow All	124	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.12	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.218	-	-
Pot Cap-1 Maneuver	1463	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1451	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	SB
HCM Control Delay, s	5.1
HCM LOS	

Minor Lane/Major Mvmt

2021 Plus Project AM Peak Hour
10: Driveway #3 & Crowley Avenue

Intersection

Int Delay, s/veh 3.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	81	17	108	173	11	50
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	88	18	117	188	12	54

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	107	0	520	97
Stage 1	-	-	-	-	97	-
Stage 2	-	-	-	-	423	-
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	-	-	1484	-	516	959
Stage 1	-	-	-	-	927	-
Stage 2	-	-	-	-	661	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1484	-	471	959
Mov Cap-2 Maneuver	-	-	-	-	471	-
Stage 1	-	-	-	-	927	-
Stage 2	-	-	-	-	603	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.9	9.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	808	-	-	1484	-
HCM Lane V/C Ratio	0.082	-	-	0.079	-
HCM Control Delay (s)	9.9	-	-	7.6	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.3	-

2021 Plus Project PM Peak Hour
 10: Driveway #3 & Crowley Avenue

Intersection

Int Delay, s/veh 3.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	153	18	117	166	20	89
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	166	20	127	180	22	97

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	186	611
Stage 1	-	-	176
Stage 2	-	-	435
Critical Hdwy	-	4.12	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	-	2.218	3.518
Pot Cap-1 Maneuver	-	1388	457
Stage 1	-	-	855
Stage 2	-	-	653
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	1388	410
Mov Cap-2 Maneuver	-	-	410
Stage 1	-	-	855
Stage 2	-	-	586

Approach	EB	WB	NB
HCM Control Delay, s	0	3.2	11
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	720	-	-	1388	-
HCM Lane V/C Ratio	0.165	-	-	0.092	-
HCM Control Delay (s)	11	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.6	-	-	0.3	-

2021 Plus Project AM Peak Hour
11: Driveway #2 & Crowley Avenue

Intersection

Int Delay, s/veh 3.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	124	10	142	290	11	94
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	135	11	154	315	12	102

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	146	0	764	140
Stage 1	-	-	-	-	140	-
Stage 2	-	-	-	-	624	-
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	-	-	1436	-	372	908
Stage 1	-	-	-	-	887	-
Stage 2	-	-	-	-	534	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1436	-	324	908
Mov Cap-2 Maneuver	-	-	-	-	324	-
Stage 1	-	-	-	-	887	-
Stage 2	-	-	-	-	465	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.6	10.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	764	-	-	1436	-
HCM Lane V/C Ratio	0.149	-	-	0.107	-
HCM Control Delay (s)	10.5	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.5	-	-	0.4	-

2021 Plus Project PM Peak Hour
11: Driveway #2 & Crowley Avenue

Intersection

Int Delay, s/veh 4.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	258	11	160	334	20	164
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	280	12	174	363	22	178

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	997
Stage 1	-	-	286
Stage 2	-	-	711
Critical Hdwy	-	4.12	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	-	2.218	3.518
Pot Cap-1 Maneuver	-	1270	271
Stage 1	-	-	763
Stage 2	-	-	487
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	1270	224
Mov Cap-2 Maneuver	-	-	224
Stage 1	-	-	763
Stage 2	-	-	403

Approach	EB	WB	NB
HCM Control Delay, s	0	2.7	14
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	599	-	-	1270	-
HCM Lane V/C Ratio	0.334	-	-	0.137	-
HCM Control Delay (s)	14	-	-	8.3	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	1.5	-	-	0.5	-

2021 Plus Project AM Peak Hour
12: Driveway #1 & Crowley Avenue

Intersection

Int Delay, s/veh 0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	227	7	0	467	0	50
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	247	8	0	508	0	54

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	0	0	254	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	4.12	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	2.218	-
Pot Cap-1 Maneuver	-	-	1311	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	-	1311	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	788	-	-	1311	-
HCM Lane V/C Ratio	0.069	-	-	-	-
HCM Control Delay (s)	9.9	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

2021 Plus Project PM Peak Hour
12: Driveway #1 & Crowley Avenue

Intersection

Int Delay, s/veh 1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	447	7	0	528	0	89
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	486	8	0	574	0	97

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	493	1064
Stage 1	-	-	490
Stage 2	-	-	574
Critical Hdwy	-	4.12	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	-	2.218	3.518
Pot Cap-1 Maneuver	-	1071	247
Stage 1	-	-	616
Stage 2	-	-	563
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	1071	247
Mov Cap-2 Maneuver	-	-	247
Stage 1	-	-	616
Stage 2	-	-	563

Approach	EB	WB	NB
HCM Control Delay, s	0	0	12.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	578	-	-	1071	-
HCM Lane V/C Ratio	0.167	-	-	-	-
HCM Control Delay (s)	12.5	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.6	-	-	0	-

2021 Plus Project AM Peak Hour
13: Neeley Street & Driveway #4

Intersection

Int Delay, s/veh 2.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	0	18	33	0	44	78
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
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	20	36	0	48	85

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	216	36	0	0	36	0
Stage 1	36	-	-	-	-	-
Stage 2	180	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	772	1037	-	-	1575	-
Stage 1	986	-	-	-	-	-
Stage 2	851	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	747	1037	-	-	1575	-
Mov Cap-2 Maneuver	747	-	-	-	-	-
Stage 1	986	-	-	-	-	-
Stage 2	824	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	8.5		0		2.7
HCM LOS	A				

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1037	1575	-
HCM Lane V/C Ratio	-	-	0.019	0.03	-
HCM Control Delay (s)	-	-	8.5	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-

2021 Plus Project PM Peak Hour
13: Neeley Street & Driveway #4

Intersection

Int Delay, s/veh 2.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	0	32	76	0	47	83
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
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	35	83	0	51	90

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	275	83	0	0	83	0
Stage 1	83	-	-	-	-	-
Stage 2	192	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	715	976	-	-	1514	-
Stage 1	940	-	-	-	-	-
Stage 2	841	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	690	976	-	-	1514	-
Mov Cap-2 Maneuver	690	-	-	-	-	-
Stage 1	940	-	-	-	-	-
Stage 2	812	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	8.8		0		2.7
HCM LOS	A				

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	976	1514	-
HCM Lane V/C Ratio	-	-	0.036	0.034	-
HCM Control Delay (s)	-	-	8.8	7.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-

2021 Plus Project AM Peak Hour
14: Neeley Street & Driveway #5

Intersection

Int Delay, s/veh 4.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	0	18	15	0	44	34
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
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	20	16	0	48	37

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	149	16	0	0	16	0
Stage 1	16	-	-	-	-	-
Stage 2	133	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	843	1063	-	-	1602	-
Stage 1	1007	-	-	-	-	-
Stage 2	893	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	817	1063	-	-	1602	-
Mov Cap-2 Maneuver	817	-	-	-	-	-
Stage 1	1007	-	-	-	-	-
Stage 2	865	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	8.5		0		4.1
HCM LOS	A				

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1063	1602	-
HCM Lane V/C Ratio	-	-	0.018	0.03	-
HCM Control Delay (s)	-	-	8.5	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-

2021 Plus Project PM Peak Hour
 14: Neeley Street & Driveway #5

Intersection

Int Delay, s/veh 3.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	0	32	44	0	47	36
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
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	35	48	0	51	39

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	189	48	0	0	48	0
Stage 1	48	-	-	-	-	-
Stage 2	141	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3,518	3,318	-	-	2,218	-
Pot Cap-1 Maneuver	800	1021	-	-	1559	-
Stage 1	974	-	-	-	-	-
Stage 2	886	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	774	1021	-	-	1559	-
Mov Cap-2 Maneuver	774	-	-	-	-	-
Stage 1	974	-	-	-	-	-
Stage 2	857	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	8.7		0		4.2
HCM LOS	A				

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1021	1559	-
HCM Lane V/C Ratio	-	-	0.034	0.033	-
HCM Control Delay (s)	-	-	8.7	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-

APPENDIX H

2026 PLUS PROJECT CONDITIONS LOS CALCULATIONS

2026 Plus Project AM Peak Hour
1: American Street & Goshen Avenue

Intersection

Int Delay, s/veh 6.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	17	197	30	73	349	48	10	8	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	175	-	-	200	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	18	214	33	79	379	52	11	9	23

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	432	0	0	247	0	0	632	857	123
Stage 1	-	-	-	-	-	-	267	267	-
Stage 2	-	-	-	-	-	-	365	590	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32
Pot Cap-1 Maneuver	1124	-	-	1316	-	-	365	293	905
Stage 1	-	-	-	-	-	-	715	687	-
Stage 2	-	-	-	-	-	-	627	493	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1124	-	-	1316	-	-	299	271	905
Mov Cap-2 Maneuver	-	-	-	-	-	-	299	271	-
Stage 1	-	-	-	-	-	-	704	676	-
Stage 2	-	-	-	-	-	-	524	463	-

Approach	EB	WB	NB
HCM Control Delay, s	0.6	1.2	13.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	453	1124	-	-	1316	-	-	324
HCM Lane V/C Ratio	0.094	0.016	-	-	0.06	-	-	0.543
HCM Control Delay (s)	13.8	8.3	-	-	7.9	-	-	28.6
HCM Lane LOS	B	A	-	-	A	-	-	D
HCM 95th %tile Q(veh)	0.3	0.1	-	-	0.2	-	-	3.1

2026 Plus Project AM Peak Hour
 1: American Street & Goshen Avenue

Intersection

Int Delay, s/veh

Movement	SBL	SBT	SBR
Vol, veh/h	100	31	31
Conflicting Peds, #/hr	0	0	0
Sign Control	Stop	Stop	Stop
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	92	92	92
Heavy Vehicles, %	2	2	2
Mvmt Flow	109	34	34

Major/Minor	Minor2		
Conflicting Flow All	712	848	216
Stage 1	564	564	-
Stage 2	148	284	-
Critical Hdwy	7.54	6.54	6.94
Critical Hdwy Stg 1	6.54	5.54	-
Critical Hdwy Stg 2	6.54	5.54	-
Follow-up Hdwy	3.52	4.02	3.32
Pot Cap-1 Maneuver	320	297	789
Stage 1	478	507	-
Stage 2	840	675	-
Platoon blocked, %			
Mov Cap-1 Maneuver	287	275	789
Mov Cap-2 Maneuver	287	275	-
Stage 1	470	477	-
Stage 2	795	664	-

Approach	SB
HCM Control Delay, s	28.6
HCM LOS	D

Minor Lane/Major Mvmt

2026 Plus Project PM Peak Hour
1: American Street & Goshen Avenue

Intersection

Int Delay, s/veh 6.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	30	334	19	31	304	141	33	42	37
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	175	-	-	200	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	33	363	21	34	330	153	36	46	40

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	484	0	0	384	0	0	687	990	192
Stage 1	-	-	-	-	-	-	439	439	-
Stage 2	-	-	-	-	-	-	248	551	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32
Pot Cap-1 Maneuver	1075	-	-	1171	-	-	333	245	817
Stage 1	-	-	-	-	-	-	567	576	-
Stage 2	-	-	-	-	-	-	734	514	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1075	-	-	1171	-	-	284	231	817
Mov Cap-2 Maneuver	-	-	-	-	-	-	284	231	-
Stage 1	-	-	-	-	-	-	550	558	-
Stage 2	-	-	-	-	-	-	661	499	-

Approach	EB	WB	NB
HCM Control Delay, s	0.7	0.5	22.5
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	326	1075	-	-	1171	-	-	252
HCM Lane V/C Ratio	0.373	0.03	-	-	0.029	-	-	0.556
HCM Control Delay (s)	22.5	8.5	-	-	8.2	-	-	35.8
HCM Lane LOS	C	A	-	-	A	-	-	E
HCM 95th %tile Q(veh)	1.7	0.1	-	-	0.1	-	-	3.1

2026 Plus Project PM Peak Hour
 1: American Street & Goshen Avenue

Intersection
 Int Delay, s/veh

Movement	SBL	SBT	SBR
Vol, veh/h	90	29	10
Conflicting Peds, #/hr	0	0	0
Sign Control	Stop	Stop	Stop
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	92	92	92
Heavy Vehicles, %	2	2	2
Mvmt Flow	98	32	11

Major/Minor	Minor2		
Conflicting Flow All	744	923	242
Stage 1	474	474	-
Stage 2	270	449	-
Critical Hdwy	7.54	6.54	6.94
Critical Hdwy Stg 1	6.54	5.54	-
Critical Hdwy Stg 2	6.54	5.54	-
Follow-up Hdwy	3.52	4.02	3.32
Pot Cap-1 Maneuver	303	268	759
Stage 1	540	556	-
Stage 2	713	571	-
Platoon blocked, %			
Mov Cap-1 Maneuver	234	252	759
Mov Cap-2 Maneuver	234	252	-
Stage 1	523	540	-
Stage 2	603	553	-

























Approach	SB
HCM Control Delay, s	35.8
HCM LOS	E

Minor Lane/Major Mvmt

2026 Plus Project AM Peak Hour
2: Plaza Drive & Goshen Avenue

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	38	155	136	156	232	53	253	383	153	156	541	71
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	41	168	148	170	252	58	275	416	166	170	588	77
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	53	475	212	209	787	352	320	1156	517	229	1009	451
Arrive On Green	0.03	0.13	0.13	0.12	0.22	0.22	0.18	0.33	0.33	0.13	0.29	0.29
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	1774	3539	1583	1774	3539	1583
Grp Volume(v), veh/h	41	168	148	170	252	58	275	416	166	170	588	77
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1774	1770	1583	1774	1770	1583
Q Serve(g_s), s	1.9	3.5	7.3	7.7	4.9	2.4	12.3	7.4	6.5	7.6	11.7	3.0
Cycle Q Clear(g_c), s	1.9	3.5	7.3	7.7	4.9	2.4	12.3	7.4	6.5	7.6	11.7	3.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	53	475	212	209	787	352	320	1156	517	229	1009	451
V/C Ratio(X)	0.78	0.35	0.70	0.81	0.32	0.16	0.86	0.36	0.32	0.74	0.58	0.17
Avail Cap(c_a), veh/h	143	690	309	333	1070	479	484	1156	517	385	1009	451
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	0.97	0.97	0.97	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.5	32.3	33.9	35.3	26.7	25.8	32.6	21.1	20.8	34.4	25.1	22.0
Incr Delay (d2), s/veh	21.6	0.4	4.1	7.8	0.2	0.2	9.6	0.9	1.6	4.7	2.5	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	1.8	3.4	4.2	2.4	1.1	6.9	3.7	3.1	4.0	6.1	1.4
LnGrp Delay(d),s/veh	61.2	32.7	38.0	43.1	26.9	26.0	42.3	22.0	22.4	39.1	27.6	22.9
LnGrp LOS	E	C	D	D	C	C	D	C	C	D	C	C
Approach Vol, veh/h		357			480			857			835	
Approach Delay, s/veh		38.2			32.5			28.6			29.5	
Approach LOS		D			C			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.0	51.2	15.3	16.6	20.4	47.7	8.0	23.8				
Change Period (Y+Rc), s	6.4	* 6.4	5.6	5.6	5.6	6.4	5.6	5.6				
Max Green Setting (Gmax), s	17.8	* 27	15.4	16.0	22.4	23.0	6.6	24.8				
Max Q Clear Time (g_c+I1), s	10.6	9.4	9.7	9.3	14.3	14.7	3.9	6.9				
Green Ext Time (p_c), s	0.2	6.6	0.2	1.7	0.5	4.3	0.0	2.7				
Intersection Summary												
HCM 2010 Ctrl Delay			31.0									
HCM 2010 LOS			C									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

2026 Plus Project PM Peak Hour
2: Plaza Drive & Goshen Avenue

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	88	276	187	159	233	111	200	528	120	138	576	50
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	96	300	203	173	253	121	217	574	130	150	626	54
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	123	590	264	211	764	342	257	1082	484	204	1011	452
Arrive On Green	0.07	0.17	0.17	0.12	0.22	0.22	0.14	0.31	0.31	0.12	0.29	0.29
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	1774	3539	1583	1774	3539	1583
Grp Volume(v), veh/h	96	300	203	173	253	121	217	574	130	150	626	54
Grp Sat Flow(s), veh/h/ln	1774	1770	1583	1774	1770	1583	1774	1770	1583	1774	1770	1583
Q Serve(g_s), s	4.4	6.3	10.0	7.8	4.9	5.3	9.7	11.0	5.1	6.7	12.6	2.1
Cycle Q Clear(g_c), s	4.4	6.3	10.0	7.8	4.9	5.3	9.7	11.0	5.1	6.7	12.6	2.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	123	590	264	211	764	342	257	1082	484	204	1011	452
V/C Ratio(X)	0.78	0.51	0.77	0.82	0.33	0.35	0.84	0.53	0.27	0.73	0.62	0.12
Avail Cap(c_a), veh/h	228	692	310	291	818	366	334	1082	484	252	1011	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(l)	1.00	1.00	1.00	0.88	0.88	0.88	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.4	31.0	32.6	35.2	27.1	27.2	34.1	23.5	21.5	35.0	25.3	21.6
Incr Delay (d2), s/veh	10.0	0.7	9.6	10.9	0.2	0.5	14.2	1.9	1.4	8.3	2.8	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	3.1	5.1	4.4	2.4	2.4	5.8	5.6	2.4	3.7	6.5	1.0
LnGrp Delay(d),s/veh	47.4	31.7	42.1	46.1	27.3	27.8	48.2	25.4	22.8	43.3	28.2	22.1
LnGrp LOS	D	C	D	D	C	C	D	C	C	D	C	C
Approach Vol, veh/h		599			547			921			830	
Approach Delay, s/veh		37.8			33.3			30.4			30.5	
Approach LOS		D			C			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.8	39.6	15.3	19.2	17.5	38.0	11.3	23.3				
Change Period (Y+Rc), s	6.4	*6.4	5.6	5.6	5.6	6.4	5.6	5.6				
Max Green Setting (Gmax), s	11.6	*25	13.4	16.0	15.4	22.0	10.5	18.9				
Max Q Clear Time (g_c+1), s	9.7	13.0	9.8	12.0	11.7	15.6	6.4	7.3				
Green Ext Time (p_c), s	0.1	6.2	0.1	1.6	0.2	3.9	0.1	3.3				

Intersection Summary

HCM 2010 Ctrl Delay	32.5
HCM 2010 LOS	C

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

2026 Plus Project AM Peak Hour
3: Kelsey Street & Goshen Avenue

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	40	299	69	150	310	21	56	44	78	27	94	41
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	43	325	75	163	337	23	61	48	85	29	102	45
Adj No. of Lanes	1	2	0	1	2	1	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	64	501	114	234	959	429	221	181	237	136	392	152
Arrive On Green	0.04	0.17	0.17	0.13	0.27	0.27	0.35	0.35	0.35	0.35	0.35	0.35
Sat Flow, veh/h	1774	2865	652	1774	3539	1583	356	522	684	144	1132	438
Grp Volume(v), veh/h	43	199	201	163	337	23	194	0	0	176	0	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1748	1774	1770	1583	1562	0	0	1715	0	0
Q Serve(g_s), s	1.2	5.1	5.2	4.3	3.7	0.5	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.2	5.1	5.2	4.3	3.7	0.5	4.0	0.0	0.0	3.5	0.0	0.0
Prop In Lane	1.00		0.37	1.00		1.00	0.31		0.44	0.16		0.26
Lane Grp Cap(c), veh/h	64	310	306	234	959	429	639	0	0	681	0	0
V/C Ratio(X)	0.67	0.64	0.66	0.70	0.35	0.05	0.30	0.00	0.00	0.26	0.00	0.00
Avail Cap(c_a), veh/h	209	584	577	380	1511	676	639	0	0	681	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)	0.89	0.89	0.89	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	23.1	18.6	18.6	20.1	14.2	13.1	11.7	0.0	0.0	11.5	0.0	0.0
Incr Delay (d2), s/veh	10.2	2.0	2.1	3.7	0.2	0.1	1.2	0.0	0.0	0.9	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	0.7	2.7	2.7	2.3	1.9	0.2	2.1	0.0	0.0	1.9	0.0	0.0
LnGrp Delay(d),s/veh	33.3	20.6	20.8	23.8	14.5	13.1	12.9	0.0	0.0	12.4	0.0	0.0
LnGrp LOS	C	C	C	C	B	B	B			B		
Approach Vol, veh/h		443			523			194			176	
Approach Delay, s/veh		21.9			17.3			12.9			12.4	
Approach LOS		C			B			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		33.9	12.0	14.1		33.9	7.4	18.7				
Change Period (Y+Rc), s		5.6	5.6	5.6		5.6	5.6	5.6				
Max Green Setting (Gmax), s		16.8	10.4	16.0		16.8	5.7	20.7				
Max Q Clear Time (g_c+I1), s		6.0	6.3	7.2		5.5	3.2	5.7				
Green Ext Time (p_c), s		1.6	1.0	1.3		1.6	0.0	2.0				
Intersection Summary												
HCM 2010 Ctrl Delay			17.6									
HCM 2010 LOS			B									

2026 Plus Project PM Peak Hour
3: Kelsey Street & Goshen Avenue

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	86	343	24	112	319	18	40	136	98	71	107	70
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	93	373	26	122	347	20	43	148	107	77	116	76
Adj No. of Lanes	1	2	0	1	2	1	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	120	556	39	181	709	317	133	393	251	230	331	186
Arrive On Green	0.07	0.17	0.17	0.10	0.20	0.20	0.42	0.42	0.42	0.42	0.42	0.42
Sat Flow, veh/h	1774	3358	233	1774	3539	1583	133	944	603	342	796	448
Grp Volume(v), veh/h	93	196	203	122	347	20	298	0	0	269	0	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1822	1774	1770	1583	1680	0	0	1587	0	0
Q Serve(g_s), s	2.7	5.5	5.6	3.5	4.6	0.5	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.7	5.5	5.6	3.5	4.6	0.5	6.4	0.0	0.0	5.5	0.0	0.0
Prop In Lane	1.00		0.13	1.00		1.00	0.14		0.36	0.29		0.28
Lane Grp Cap(c), veh/h	120	293	302	181	709	317	777	0	0	747	0	0
V/C Ratio(X)	0.78	0.67	0.67	0.67	0.49	0.06	0.38	0.00	0.00	0.36	0.00	0.00
Avail Cap(c_a), veh/h	304	533	549	337	1132	507	777	0	0	747	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)	0.84	0.84	0.84	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	24.4	20.8	20.8	23.0	18.8	17.2	10.9	0.0	0.0	10.7	0.0	0.0
Incr Delay (d2), s/veh	8.7	2.2	2.2	4.3	0.5	0.1	1.4	0.0	0.0	1.3	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	1.6	2.8	2.9	1.9	2.3	0.2	3.4	0.0	0.0	3.0	0.0	0.0
LnGrp Delay(d),s/veh	33.1	23.0	23.0	27.3	19.4	17.3	12.4	0.0	0.0	12.0	0.0	0.0
LnGrp LOS	C	C	C	C	B	B	B			B		
Approach Vol, veh/h		492			489			298			269	
Approach Delay, s/veh		24.9			21.2			12.4			12.0	
Approach LOS		C			C			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		39.6	11.0	14.4		39.6	9.2	16.2				
Change Period (Y+Rc), s		5.6	5.6	5.6		5.6	5.6	5.6				
Max Green Setting (Gmax), s		22.1	10.1	16.0		22.1	9.1	17.0				
Max Q Clear Time (g_c+1), s		8.4	5.5	7.6		7.5	4.7	6.6				
Green Ext Time (p_c), s		3.0	1.0	1.2		3.1	0.1	1.7				
Intersection Summary												
HCM 2010 Ctrl Delay			19.1									
HCM 2010 LOS			B									

2026 Plus Project AM Peak Hour
4: Plaza Drive & Hurley Avenue

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	44	3	37	64	6	7	66	97	108	7	895	71
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.97	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	48	3	40	70	7	8	72	1061	117	8	973	77
Adj No. of Lanes	1	1	1	1	1	1	1	2	1	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	60	145	118	90	175	144	93	1358	600	361	2720	839
Arrive On Green	0.03	0.08	0.08	0.05	0.09	0.09	0.02	0.13	0.13	0.20	0.53	0.53
Sat Flow, veh/h	1774	1863	1522	1774	1863	1533	1774	3539	1563	1774	5085	1569
Grp Volume(v), veh/h	48	3	40	70	7	8	72	1061	117	8	973	77
Grp Sat Flow(s),veh/h/ln	1774	1863	1522	1774	1863	1533	1774	1770	1563	1774	1695	1569
Q Serve(g_s), s	2.1	0.1	2.0	3.1	0.3	0.2	3.2	22.9	3.6	0.3	8.7	1.9
Cycle Q Clear(g_c), s	2.1	0.1	2.0	3.1	0.3	0.2	3.2	22.9	3.6	0.3	8.7	1.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	60	145	118	90	175	144	93	1358	600	361	2720	839
V/C Ratio(X)	0.80	0.02	0.34	0.78	0.04	0.06	0.78	0.78	0.20	0.02	0.36	0.09
Avail Cap(c_a), veh/h	122	379	310	122	379	312	144	1358	600	361	2720	839
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.53	0.53	0.53	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.7	33.5	34.4	36.9	32.4	12.4	38.2	31.2	11.1	25.1	10.5	9.0
Incr Delay (d2), s/veh	20.5	0.1	1.7	19.9	0.1	0.2	7.2	2.4	0.4	0.1	0.4	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.1	0.9	2.0	0.1	0.2	1.7	11.7	2.2	0.1	4.1	0.9
LnGrp Delay(d),s/veh	58.2	33.6	36.0	56.8	32.5	12.6	45.4	33.6	11.5	25.2	10.9	9.2
LnGrp LOS	E	C	D	E	C	B	D	C	B	C	B	A
Approach Vol, veh/h		91			85			1250			1058	
Approach Delay, s/veh		47.6			50.7			32.2			10.9	
Approach LOS		D			D			C			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	32.9	35.8	9.6	11.7	9.7	59.0	8.3	13.0				
Change Period (Y+Rc), s	5.6	5.6	5.6	5.6	5.6	5.6	5.6	5.6				
Max Green Setting (Gmax), s	16.0	30.2	5.4	16.0	6.4	39.8	5.4	16.0				
Max Q Clear Time (g_c+l1), s	2.3	24.9	5.1	4.0	5.2	10.7	4.1	2.3				
Green Ext Time (p_c), s	5.5	3.1	0.0	0.1	0.0	7.4	0.0	0.1				
Intersection Summary												
HCM 2010 Ctrl Delay			24.3									
HCM 2010 LOS			C									

2026 Plus Project PM Peak Hour

























4: Plaza Drive & Hurley Avenue

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	105	24	43	115	6	3	67	930	61	5	1055	72
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.96	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	114	26	47	125	7	3	73	1011	66	5	1147	78
Adj No. of Lanes	1	1	1	1	1	1	1	2	1	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	172	147	120	159	133	109	156	1501	664	305	2584	797
Arrive On Green	0.10	0.08	0.08	0.09	0.07	0.07	0.18	0.85	0.85	0.17	0.51	0.51
Sat Flow, veh/h	1774	1863	1523	1774	1863	1517	1774	3539	1565	1774	5085	1568
Grp Volume(v), veh/h	114	26	47	125	7	3	73	1011	66	5	1147	78
Grp Sat Flow(s),veh/h/ln	1774	1863	1523	1774	1863	1517	1774	1770	1565	1774	1695	1568
Q Serve(g_s), s	5.9	1.2	2.8	6.6	0.3	0.1	3.5	9.6	0.4	0.2	13.6	2.5
Cycle Q Clear(g_c), s	5.9	1.2	2.8	6.6	0.3	0.1	3.5	9.6	0.4	0.2	13.6	2.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	172	147	120	159	133	109	156	1501	664	305	2584	797
V/C Ratio(X)	0.66	0.18	0.39	0.79	0.05	0.03	0.47	0.67	0.10	0.02	0.44	0.10
Avail Cap(c_a), veh/h	268	340	278	250	321	261	156	1501	664	305	2584	797
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	0.80	0.80	0.80	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.5	41.0	41.7	42.5	41.2	19.5	37.2	4.9	1.7	32.7	14.9	12.1
Incr Delay (d2), s/veh	4.4	0.6	2.1	8.4	0.2	0.1	1.7	2.0	0.2	0.1	0.6	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	0.7	1.2	3.6	0.2	0.1	1.8	4.7	0.3	0.1	6.5	1.1
LnGrp Delay(d),s/veh	45.9	41.5	43.7	50.9	41.4	19.6	38.9	6.8	2.0	32.8	15.4	12.4
LnGrp LOS	D	D	D	D	D	B	D	A	A	C	B	B
Approach Vol, veh/h		187			135			1150			1230	
Approach Delay, s/veh		44.7			49.7			8.6			15.3	
Approach LOS		D			D			A			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	22.0	60.8	14.1	13.1	28.8	54.0	14.8	12.4				
Change Period (Y+Rc), s	5.6	5.6	5.6	5.6	5.6	5.6	5.6	5.6				
Max Green Setting (Gmax), s	16.4	40.4	13.4	17.4	8.4	48.4	14.4	16.4				
Max Q Clear Time (g_c+1), s	2.2	11.6	8.6	4.8	5.5	15.6	7.9	2.3				
Green Ext Time (p_c), s	0.0	8.0	0.3	0.1	1.8	9.3	0.3	0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			16.2									
HCM 2010 LOS			B									













2026 Plus Project AM Peak Hour
5: Plaza Drive & Crowley Avenue

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	83	35	197	128	60	35	384	1060	422	151	794	94
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	1.00		0.99	1.00		0.98
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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	90	38	214	139	65	38	417	1152	459	164	863	102
Adj No. of Lanes	1	1	1	1	1	1	1	3	0	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	309	306	255	171	161	132	495	1370	545	175	1036	315
Arrive On Green	0.17	0.16	0.16	0.10	0.09	0.09	0.56	0.77	0.77	0.03	0.07	0.07
Sat Flow, veh/h	1774	1863	1554	1774	1863	1528	1774	3563	1418	1774	5085	1544
Grp Volume(v), veh/h	90	38	214	139	65	38	417	1096	515	164	863	102
Grp Sat Flow(s),veh/h/ln	1774	1863	1554	1774	1863	1528	1774	1695	1591	1774	1695	1544
Q Serve(g_s), s	3.9	1.5	11.7	6.7	2.9	1.5	17.1	18.4	18.5	8.1	14.7	5.5
Cycle Q Clear(g_c), s	3.9	1.5	11.7	6.7	2.9	1.5	17.1	18.4	18.5	8.1	14.7	5.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.89	1.00		1.00
Lane Grp Cap(c), veh/h	309	306	255	171	161	132	495	1304	612	175	1036	315
V/C Ratio(X)	0.29	0.12	0.84	0.81	0.40	0.29	0.84	0.84	0.84	0.94	0.83	0.32
Avail Cap(c_a), veh/h	309	341	285	191	399	327	495	1304	612	175	1036	315
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.75	0.75	0.75	0.96	0.96	0.96
Uniform Delay (d), s/veh	31.4	31.2	35.4	38.7	37.8	21.2	17.7	8.3	8.3	42.0	39.3	35.0
Incr Delay (d2), s/veh	0.5	0.2	18.0	20.8	1.6	1.2	9.6	5.1	10.3	49.2	7.5	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.8	6.3	4.3	1.6	0.9	9.5	8.9	9.3	6.3	7.6	2.6
LnGrp Delay(d),s/veh	31.9	31.3	53.4	59.5	39.4	22.3	27.3	13.5	18.7	91.3	46.8	37.6
LnGrp LOS	C	C	D	E	D	C	C	B	B	F	D	D
Approach Vol, veh/h		342			242			2028			1129	
Approach Delay, s/veh		45.3			48.3			17.6			52.4	
Approach LOS		D			D			B			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.2	41.8	14.0	19.9	32.6	23.4	20.8	13.1				
Change Period (Y+Rc), s	5.6	5.6	5.6	5.6	5.6	5.6	5.6	5.6				
Max Green Setting (Gmax), s	8.6	33.6	9.4	16.0	24.4	17.8	6.7	18.7				
Max Q Clear Time (g_c+l1), s	10.1	20.5	8.7	13.7	19.1	16.7	5.9	4.9				
Green Ext Time (p_c), s	0.0	9.0	0.0	0.2	4.3	0.7	0.1	0.3				
Intersection Summary												
HCM 2010 Ctrl Delay			32.6									
HCM 2010 LOS			C									

2026 Plus Project PM Peak Hour
5: Plaza Drive & Crowley Avenue

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	134	62	400	338	80	51	418	879	245	79	1052	89
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	1.00		0.99	1.00		0.98
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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	146	67	435	367	87	55	454	955	266	86	1143	97
Adj No. of Lanes	1	1	1	1	1	1	1	3	0	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	447	271	226	345	164	134	442	1464	407	152	1054	320
Arrive On Green	0.25	0.15	0.15	0.19	0.09	0.09	0.50	0.74	0.74	0.03	0.07	0.07
Sat Flow, veh/h	1774	1863	1551	1774	1863	1529	1774	3946	1096	1774	5085	1545
Grp Volume(v), veh/h	146	67	435	367	87	55	454	820	401	86	1143	97
Grp Sat Flow(s),veh/h/ln	1774	1863	1551	1774	1863	1529	1774	1695	1652	1774	1695	1545
Q Serve(g_s), s	7.4	3.5	16.0	21.4	4.9	3.7	27.4	13.3	13.4	5.3	22.8	6.6
Cycle Q Clear(g_c), s	7.4	3.5	16.0	21.4	4.9	3.7	27.4	13.3	13.4	5.3	22.8	6.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.66	1.00		1.00
Lane Grp Cap(c), veh/h	447	271	226	345	164	134	442	1257	613	152	1054	320
V/C Ratio(X)	0.33	0.25	1.93	1.06	0.53	0.41	1.03	0.65	0.65	0.57	1.08	0.30
Avail Cap(c_a), veh/h	447	271	226	345	371	304	442	1257	613	152	1054	320
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.81	0.81	0.81	0.92	0.92	0.92
Uniform Delay (d), s/veh	33.5	41.7	47.0	44.3	48.0	47.5	27.6	10.7	10.7	51.4	51.2	43.7
Incr Delay (d2), s/veh	0.4	0.5	433.8	66.2	2.7	2.0	45.7	2.1	4.4	4.5	52.6	2.2
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	3.7	1.8	34.0	16.8	2.7	1.7	18.9	6.3	6.5	2.8	15.8	3.0
LnGrp Delay(d),s/veh	33.9	42.1	480.8	110.5	50.7	49.5	73.3	12.8	15.0	56.0	103.8	45.9
LnGrp LOS	C	D	F	F	D	D	F	B	B	E	F	D
Approach Vol, veh/h		648			509			1675			1326	
Approach Delay, s/veh		334.8			93.7			29.7			96.5	
Approach LOS		F			F			C			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.0	46.4	27.0	21.6	33.0	28.4	33.3	15.3				
Change Period (Y+Rc), s	5.6	5.6	5.6	5.6	5.6	5.6	5.6	5.6				
Max Green Setting (Gmax), s	9.4	40.8	21.4	16.0	27.4	22.8	15.5	21.9				
Max Q Clear Time (g_c+I1), s	7.3	15.4	23.4	18.0	29.4	24.8	9.4	6.9				
Green Ext Time (p_c), s	0.4	8.6	0.0	0.0	0.0	0.0	0.9	0.4				
Intersection Summary												
HCM 2010 Ctrl Delay			106.4									
HCM 2010 LOS			F									



















2026 Plus Project AM Peak Hour
6: Plaza Drive & SR 198 WB Ramps

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕	↕↕	↕	↕↕↕			↕↕↕	↕
Volume (veh/h)	0	0	0	74	1	818	40	1047	0	0	716	403
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.99	1.00		1.00	1.00		0.99
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1900	1863	1863	1863	1863	0	0	1863	1863
Adj Flow Rate, veh/h				80	1	889	43	1138	0	0	778	438
Adj No. of Lanes				0	1	2	1	3	0	0	3	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				630	8	994	140	2576	0	0	1835	567
Arrive On Green				0.36	0.36	0.36	0.05	0.34	0.00	0.00	0.72	0.72
Sat Flow, veh/h				1753	22	2763	1774	5253	0	0	5253	1570
Grp Volume(v), veh/h				81	0	889	43	1138	0	0	778	438
Grp Sat Flow(s),veh/h/ln				1775	0	1382	1774	1695	0	0	1695	1570
Q Serve(g_s), s				2.6	0.0	25.4	2.0	14.6	0.0	0.0	5.1	14.7
Cycle Q Clear(g_c), s				2.6	0.0	25.4	2.0	14.6	0.0	0.0	5.1	14.7
Prop In Lane				0.99		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				638	0	994	140	2576	0	0	1835	567
V/C Ratio(X)				0.13	0.00	0.89	0.31	0.44	0.00	0.00	0.42	0.77
Avail Cap(c_a), veh/h				772	0	1202	140	2576	0	0	1835	567
HCM Platoon Ratio				1.00	1.00	1.00	0.67	0.67	1.00	1.00	2.00	2.00
Upstream Filter(I)				1.00	0.00	1.00	0.71	0.71	0.00	0.00	0.72	0.72
Uniform Delay (d), s/veh				18.0	0.0	25.3	37.4	18.5	0.0	0.0	8.2	9.5
Incr Delay (d2), s/veh				0.1	0.0	7.8	0.9	0.4	0.0	0.0	0.5	7.3
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				1.3	0.0	10.7	1.0	6.9	0.0	0.0	2.4	7.3
LnGrp Delay(d),s/veh				18.1	0.0	33.1	38.3	18.8	0.0	0.0	8.7	16.8
LnGrp LOS				B		C	D	B			A	B
Approach Vol, veh/h					970			1181			1216	
Approach Delay, s/veh					31.9			19.6			11.6	
Approach LOS					C			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		54.3			18.5	35.8		35.7				
Change Period (Y+Rc), s		5.6			5.6	5.6		5.6				
Max Green Setting (Gmax), s		42.4			6.6	30.2		36.4				
Max Q Clear Time (g_c+I1), s		16.6			4.0	16.7		27.4				
Green Ext Time (p_c), s		8.4			1.7	5.5		2.7				
Intersection Summary												
HCM 2010 Ctrl Delay											20.2	
HCM 2010 LOS											C	

2026 Plus Project PM Peak Hour
6: Plaza Drive & SR 198 WB Ramps

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕	↕↕	↕	↕↕↕			↕↕↕	↕
Volume (veh/h)	0	0	0	98	1	739	67	803	0	0	1184	605
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.99	1.00		1.00	1.00		0.99
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1900	1863	1863	1863	1863	0	0	1863	1863
Adj Flow Rate, veh/h				107	1	803	73	873	0	0	1287	658
Adj No. of Lanes				0	1	2	1	3	0	0	3	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				518	5	812	93	3070	0	0	2544	787
Arrive On Green				0.29	0.29	0.29	0.10	1.00	0.00	0.00	1.00	1.00
Sat Flow, veh/h				1758	16	2758	1774	5253	0	0	5253	1574
Grp Volume(v), veh/h				108	0	803	73	873	0	0	1287	658
Grp Sat Flow(s),veh/h/ln				1775	0	1379	1774	1695	0	0	1695	1574
Q Serve(g_s), s				5.0	0.0	31.9	4.4	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s				5.0	0.0	31.9	4.4	0.0	0.0	0.0	0.0	0.0
Prop In Lane				0.99		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				523	0	812	93	3070	0	0	2544	787
V/C Ratio(X)				0.21	0.00	0.99	0.78	0.28	0.00	0.00	0.51	0.84
Avail Cap(c_a), veh/h				523	0	812	184	3070	0	0	2544	787
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	2.00	2.00
Upstream Filter(l)				1.00	0.00	1.00	0.75	0.75	0.00	0.00	0.12	0.12
Uniform Delay (d), s/veh				29.1	0.0	38.6	48.6	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh				0.2	0.0	28.6	10.3	0.2	0.0	0.0	0.1	1.4
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				2.5	0.0	15.4	2.4	0.0	0.0	0.0	0.0	0.3
LnGrp Delay(d),s/veh				29.3	0.0	67.2	58.9	0.2	0.0	0.0	0.1	1.4
LnGrp LOS				C		E	E	A			A	A
Approach Vol, veh/h					911			946			1945	
Approach Delay, s/veh					62.7			4.7			0.5	
Approach LOS					E			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		72.0			11.4	60.6		38.0				
Change Period (Y+Rc), s		5.6			5.6	5.6		5.6				
Max Green Setting (Gmax), s		66.4			11.4	49.4		32.4				
Max Q Clear Time (g_c+l1), s		2.0			6.4	2.0		33.9				
Green Ext Time (p_c), s		35.1			0.0	29.6		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay					16.5							
HCM 2010 LOS					B							

2026 Plus Project AM Peak Hour
7: Plaza Drive & SR 198 EB Ramps

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	701	1	28	0	0	0	0	386	54	548	242	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99				1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900				0	1863	1863	1863	1863	0
Adj Flow Rate, veh/h	762	1	30				0	420	59	596	263	0
Adj No. of Lanes	2	1	0				0	2	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	893	13	395				0	1154	512	731	2145	0
Arrive On Green	0.26	0.26	0.26				0.00	0.33	0.33	0.07	0.20	0.00
Sat Flow, veh/h	3442	51	1522				0	3632	1569	3442	3632	0
Grp Volume(v), veh/h	762	0	31				0	420	59	596	263	0
Grp Sat Flow(s),veh/h/ln	1721	0	1573				0	1770	1569	1721	1770	0
Q Serve(g_s), s	17.5	0.0	1.2				0.0	7.5	2.2	14.2	5.1	0.0
Cycle Q Clear(g_c), s	17.5	0.0	1.2				0.0	7.5	2.2	14.2	5.1	0.0
Prop In Lane	1.00		0.97				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	893	0	408				0	1154	512	731	2145	0
V/C Ratio(X)	0.85	0.00	0.08				0.00	0.36	0.12	0.82	0.12	0.00
Avail Cap(c_a), veh/h	1175	0	537				0	1154	512	1010	2145	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	0.33	0.33	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	0.94	0.94	0.00
Uniform Delay (d), s/veh	29.3	0.0	23.3				0.0	21.4	19.6	37.1	15.1	0.0
Incr Delay (d2), s/veh	4.9	0.0	0.1				0.0	0.9	0.5	3.5	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.9	0.0	0.5				0.0	3.8	1.0	7.1	2.5	0.0
LnGrp Delay(d),s/veh	34.2	0.0	23.3				0.0	22.3	20.1	40.6	15.3	0.0
LnGrp LOS	C		C					C	C	D	B	
Approach Vol, veh/h		793						479			859	
Approach Delay, s/veh		33.8						22.0			32.8	
Approach LOS		C						C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	23.3	39.6		27.2		62.8						
Change Period (Y+Rc), s	5.6	5.6		5.6		5.6						
Max Green Setting (Gmax), s	24.4	20.4		28.4		50.4						
Max Q Clear Time (g_c+I1), s	16.2	9.5		19.5		7.1						
Green Ext Time (p_c), s	1.5	3.2		2.1		4.8						
Intersection Summary												
HCM 2010 Ctrl Delay			30.8									
HCM 2010 LOS			C									

2026 Plus Project PM Peak Hour
7: Plaza Drive & SR 198 EB Ramps

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	547	1	98	0	0	0	0	323	111	857	425	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99				1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900				0	1863	1863	1863	1863	0
Adj Flow Rate, veh/h	595	1	107				0	351	121	932	462	0
Adj No. of Lanes	2	1	0				0	2	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	701	3	315				0	1146	508	1062	2432	0
Arrive On Green	0.20	0.20	0.20				0.00	0.32	0.32	0.31	0.69	0.00
Sat Flow, veh/h	3442	14	1548				0	3632	1569	3442	3632	0
Grp Volume(v), veh/h	595	0	108				0	351	121	932	462	0
Grp Sat Flow(s),veh/h/ln	1721	0	1562				0	1770	1569	1721	1770	0
Q Serve(g_s), s	17.1	0.0	6.1				0.0	7.6	5.8	26.3	4.8	0.0
Cycle Q Clear(g_c), s	17.1	0.0	6.1				0.0	7.6	5.8	26.3	4.8	0.0
Prop In Lane	1.00		0.99				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	701	0	318				0	1146	508	1062	2432	0
V/C Ratio(X)	0.85	0.00	0.34				0.00	0.31	0.24	0.88	0.19	0.00
Avail Cap(c_a), veh/h	954	0	433				0	1146	508	1491	2432	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	0.87	0.87	0.00
Uniform Delay (d), s/veh	39.3	0.0	34.9				0.0	26.0	25.4	33.6	5.8	0.0
Incr Delay (d2), s/veh	5.5	0.0	0.6				0.0	0.7	1.1	4.0	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.6	0.0	2.7				0.0	3.8	2.7	13.0	2.4	0.0
LnGrp Delay(d),s/veh	44.8	0.0	35.5				0.0	26.7	26.5	37.6	5.9	0.0
LnGrp LOS	D		D					C	C	D	A	
Approach Vol, veh/h		703						472			1394	
Approach Delay, s/veh		43.3						26.6			27.1	
Approach LOS		D						C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	37.2	46.3		26.5		83.5						
Change Period (Y+Rc), s	5.6	5.6		5.6		5.6						
Max Green Setting (Gmax), s	44.4	20.4		28.4		70.4						
Max Q Clear Time (g_c+I1), s	28.3	9.6		19.1		6.8						
Green Ext Time (p_c), s	3.3	3.9		1.8		6.2						
Intersection Summary												
HCM 2010 Ctrl Delay			31.5									
HCM 2010 LOS			C									

2026 Plus Project AM Peak Hour
8: Plaza Drive & Airport Drive

Intersection												
Intersection Delay, s/veh	10.3											
Intersection LOS	B											
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	121	4	3	0	0	16	314	0	1	5	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	132	4	3	0	0	17	341	0	1	5	3
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	2
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	2	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	2	1
HCM Control Delay	9.7	10.7	8.6
HCM LOS	A	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	11%	95%	0%	100%	0%
Vol Thru, %	56%	3%	5%	0%	6%
Vol Right, %	33%	2%	95%	0%	94%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	9	128	330	142	129
LT Vol	5	4	16	0	8
Through Vol	3	3	314	0	121
RT Vol	1	121	0	142	0
Lane Flow Rate	10	139	359	154	140
Geometry Grp	5	2	2	7	7
Degree of Util (X)	0.015	0.205	0.432	0.264	0.194
Departure Headway (Hd)	5.535	5.292	4.331	6.153	4.984
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	651	672	829	579	711
Service Time	3.535	3.369	2.382	3.949	2.779
HCM Lane V/C Ratio	0.015	0.207	0.433	0.266	0.197
HCM Control Delay	8.6	9.7	10.7	11.2	9
HCM Lane LOS	A	A	B	B	A
HCM 95th-tile Q	0	0.8	2.2	1.1	0.7

2026 Plus Project AM Peak Hour
 8: Plaza Drive & Airport Drive

Intersection

Intersection Delay, s/veh

Intersection LOS

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	142	8	121
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	154	9	132
Number of Lanes	0	1	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	10.2
HCM LOS	B

Lane

2026 Plus Project PM Peak Hour
8: Plaza Drive & Airport Drive

Intersection

Intersection Delay, s/veh	13.9											
Intersection LOS	B											
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	172	7	4	0	5	12	241	0	2	21	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	187	8	4	0	5	13	262	0	2	23	5
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	2
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	2	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	2	1
HCM Control Delay	12.2	11.9	9.6
HCM LOS	B	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	7%	94%	2%	100%	0%
Vol Thru, %	75%	4%	5%	0%	5%
Vol Right, %	18%	2%	93%	0%	95%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	28	183	258	320	204
LT Vol	21	7	12	0	11
Through Vol	5	4	241	0	193
RT Vol	2	172	5	320	0
Lane Flow Rate	30	199	280	348	222
Geometry Grp	5	2	2	7	7
Degree of Util (X)	0.053	0.336	0.409	0.622	0.324
Departure Headway (Hd)	6.214	6.086	5.256	6.437	5.26
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	574	589	684	560	683
Service Time	4.275	4.136	3.302	4.173	2.995
HCM Lane V/C Ratio	0.052	0.338	0.409	0.621	0.325
HCM Control Delay	9.6	12.2	11.9	19.2	10.5
HCM Lane LOS	A	B	B	C	B
HCM 95th-tile Q	0.2	1.5	2	4.2	1.4

2026 Plus Project PM Peak Hour
 8: Plaza Drive & Airport Drive

Intersection

Intersection Delay, s/veh

Intersection LOS

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	320	11	193
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	348	12	210
Number of Lanes	0	1	1	0

Approach

SB

Opposing Approach

NB

Opposing Lanes

1

Conflicting Approach Left

WB

Conflicting Lanes Left

1

Conflicting Approach Right

EB

Conflicting Lanes Right

1

HCM Control Delay

15.8

HCM LOS

C

Lane

2026 Plus Project AM Peak Hour
 9: Neeley Street/Neeley Road & Crowley Avenue

Intersection

Int Delay, s/veh 7.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	2	14	0	108	35	69	0	14	40
Conflicting Peds, #/hr	0	0	0	10	0	10	0	0	10
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	15	0	117	38	75	0	15	43

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	256	222	39	208	205	57	34	0	0
Stage 1	153	153	-	47	47	-	-	-	-
Stage 2	103	69	-	161	158	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	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	-	-
Pot Cap-1 Maneuver	697	677	1033	749	691	1009	1578	-	-
Stage 1	849	771	-	967	856	-	-	-	-
Stage 2	903	837	-	841	767	-	-	-	-
Platoon blocked, %									
Mov Cap-1 Maneuver	591	643	1024	700	656	992	1565	-	-
Mov Cap-2 Maneuver	591	643	-	700	656	-	-	-	-
Stage 1	849	739	-	959	849	-	-	-	-
Stage 2	791	830	-	783	735	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	10.8	10.6	0
HCM LOS	B	B	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1565	-	-	636	700	846	1519	-	-
HCM Lane V/C Ratio	-	-	-	0.027	0.168	0.134	0.041	-	-
HCM Control Delay (s)	0	-	-	10.8	11.2	9.9	7.5	0	-
HCM Lane LOS	A	-	-	B	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.6	0.5	0.1	-	-

2026 Plus Project AM Peak Hour
 9: Neeley Street/Neeley Road & Crowley Avenue

Intersection

Int Delay, s/veh

Movement	SBL	SBT	SBR
Vol, veh/h	57	23	8
Conflicting Peds, #/hr	10	0	0
Sign Control	Free	Free	Free
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	92	92	92
Heavy Vehicles, %	2	2	2
Mvmt Flow	62	25	9

Major/Minor	Major2		
Conflicting Flow All	69	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.12	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.218	-	-
Pot Cap-1 Maneuver	1532	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1519	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	SB
HCM Control Delay, s	4.8
HCM LOS	

Minor Lane/Major Mvmt

2026 Plus Project PM Peak Hour
 9: Neeley Street/Neeley Road & Crowley Avenue

Intersection

Int Delay, s/veh 7.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	6	33	2	112	15	92	3	30	81
Conflicting Peds, #/hr	0	0	0	10	0	10	0	0	10
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	150	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	36	2	122	16	100	3	33	88

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	356	342	41	317	301	97	34	0	0
Stage 1	205	205	-	93	93	-	-	-	-
Stage 2	151	137	-	224	208	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	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	-	-
Pot Cap-1 Maneuver	599	580	1030	636	612	959	1578	-	-
Stage 1	797	732	-	914	818	-	-	-	-
Stage 2	851	783	-	779	730	-	-	-	-
Platoon blocked, %									
Mov Cap-1 Maneuver	494	538	1021	564	568	943	1565	-	-
Mov Cap-2 Maneuver	494	538	-	564	568	-	-	-	-
Stage 1	795	687	-	905	810	-	-	-	-
Stage 2	738	775	-	685	685	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	12.2	11.5	0.2
HCM LOS	B	B	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1565	-	-	543	564	863	1442	-	-
HCM Lane V/C Ratio	0.002	-	-	0.082	0.216	0.135	0.06	-	-
HCM Control Delay (s)	7.3	0	-	12.2	13.1	9.8	7.7	0	-
HCM Lane LOS	A	A	-	B	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.8	0.5	0.2	-	-

2026 Plus Project PM Peak Hour
 9: Neeley Street/Neeley Road & Crowley Avenue

Intersection

Int Delay, s/veh

Movement	SBL	SBT	SBR
Vol, veh/h	80	26	5
Conflicting Peds, #/hr	10	0	0
Sign Control	Free	Free	Free
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	92	92	92
Heavy Vehicles, %	2	2	2
Mvmt Flow	87	28	5

Major/Minor	Major2		
Conflicting Flow All	131	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.12	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.218	-	-
Pot Cap-1 Maneuver	1454	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1442	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	SB
HCM Control Delay, s	5.5
HCM LOS	

Minor Lane/Major Mvmt

2026 Plus Project AM Peak Hour
10: Driveway #3 & Crowley Avenue

Intersection

Int Delay, s/veh 3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	95	17	108	201	11	50
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	103	18	117	218	12	54

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	0	0	122	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	4.12	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	2.218	-
Pot Cap-1 Maneuver	-	-	1465	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	-	1465	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.7	10
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	781	-	-	1465	-
HCM Lane V/C Ratio	0.085	-	-	0.08	-
HCM Control Delay (s)	10	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.3	-

2026 Plus Project PM Peak Hour
10: Driveway #3 & Crowley Avenue

Intersection

Int Delay, s/veh 3.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	176	18	117	199	20	89
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	191	20	127	216	22	97

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	0	0	211	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	4.12	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	2.218	-
Pot Cap-1 Maneuver	-	-	1360	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	-	1360	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.9	11.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	685	-	-	1360	-
HCM Lane V/C Ratio	0.173	-	-	0.094	-
HCM Control Delay (s)	11.4	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.6	-	-	0.3	-

2026 Plus Project AM Peak Hour
11: Driveway #2 & Crowley Avenue

Intersection

Int Delay, s/veh 3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	149	10	142	337	11	94
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	162	11	154	366	12	102

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	0	0	173	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	4.12	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	2.218	-
Pot Cap-1 Maneuver	-	-	1404	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	-	1404	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.3	10.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	722	-	-	1404	-
HCM Lane V/C Ratio	0.158	-	-	0.11	-
HCM Control Delay (s)	10.9	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.6	-	-	0.4	-