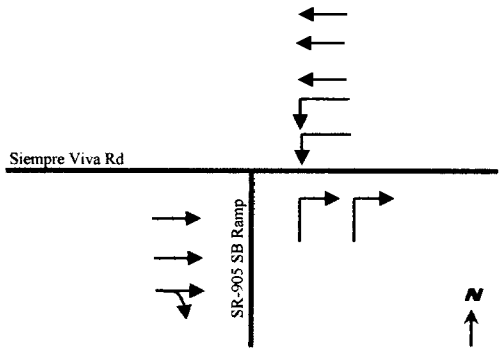
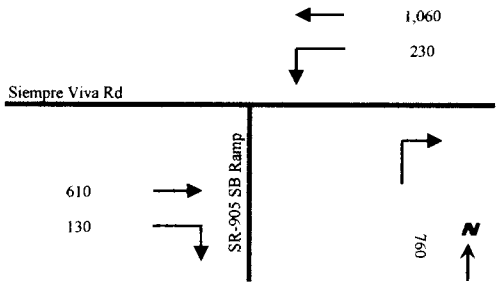
| | | | |
|---|---|---|---|
| Date of Analysis: | March 19, 2011 | Intersection: | Siempre Viva Rd @ SR-905 SB Ramp |
| Analyst: | *USH* | Peak Hour Analyzed: | AM Peak Hour |
| Condition Analyzed: | Cumulative (2020) + Phases 1-2 | | |

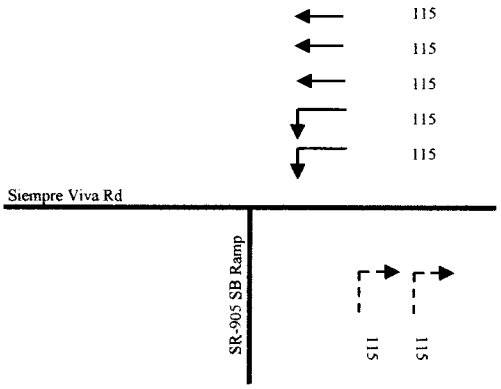
**LANE GEOMETRY**



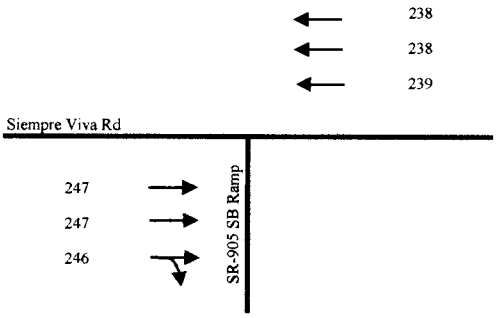

**TRAFFIC VOLUMES**




**PHASE 1**



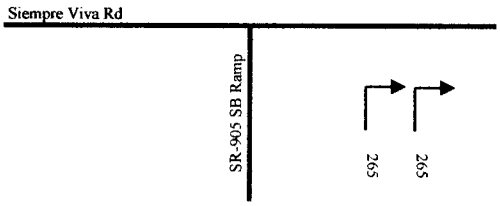

**PHASE 2**



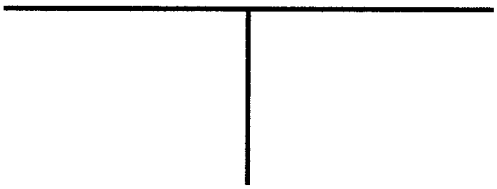

Phase 1 Critical ILV: 115

Phase 2 Critical ILV: 247

**PHASE 3**




**PHASE 4**



Phase 3 Critical ILV: 265

Phase 4 Critical ILV:

**GRAND TOTAL ILV:** 627

**OPERATING CONDITION** STABLE

**LEGEND**

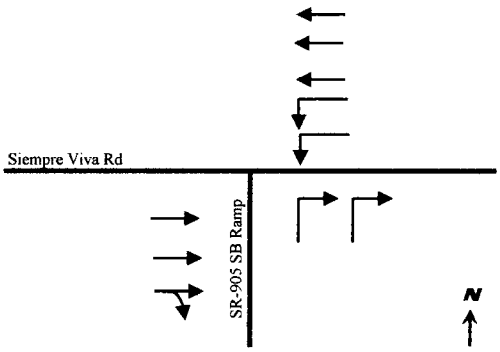
<1200 ILV = STABLE FLOW

1200 - 1500 ILV/HR = UNSTABLE FLOW

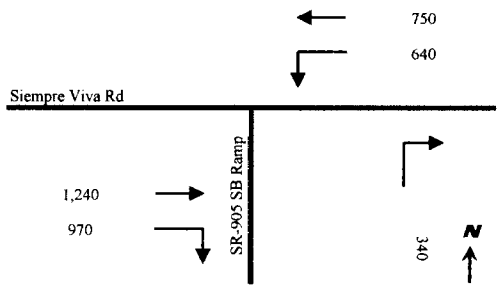
> 1500 ILV/HR = OVER CAPACITY

| | | | |
|---|---|---|---|
| Date of Analysis: | March 19, 2011 | Intersection: | Siempre Viva Rd @ SR-905 SB Ramp |
| Analyst: | *VSH* | Peak Hour Analyzed: | PM Peak Hour |
| Condition Analyzed: | Cumulative (2020) + Phases 1-2 | | |

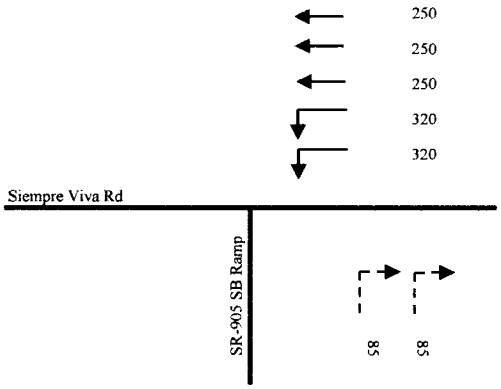
**LANE GEOMETRY**



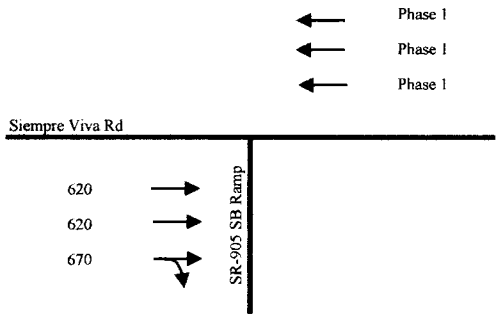

**TRAFFIC VOLUMES**




**PHASE 1**



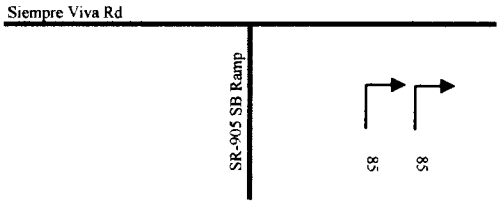

**PHASE 2**



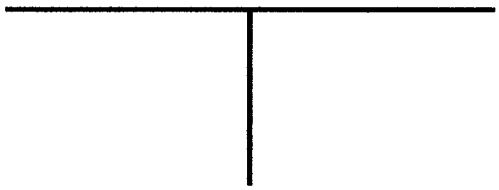

Phase 1 Critical ILV: 320

Phase 2 Critical ILV: 670

**PHASE 3**




**PHASE 4**



Phase 3 Critical ILV: 85

Phase 4 Critical ILV:

**GRAND TOTAL ILV:** **1,075**

**OPERATING CONDITION** **STABLE**

**LEGEND**

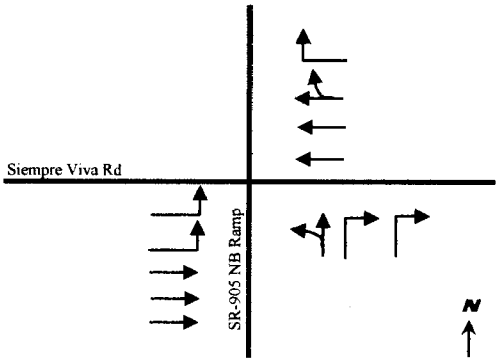
<1200 ILV = STABLE FLOW

1200 - 1500 ILV/HR = UNSTABLE FLOW

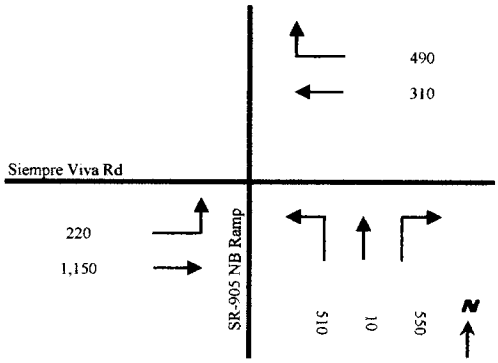
> 1500 ILV/HR = OVER CAPACITY

| | | | |
|---|---|---|---|
| Date of Analysis: | March 19, 2011 | Intersection: | Siempre Viva Rd & SR-905 NB |
| Analyst: | VJH | Peak Hour Analyzed: | AM Peak Hour |
| Condition Analyzed: | Cumulative (2020) + Phases 1-2 | | |

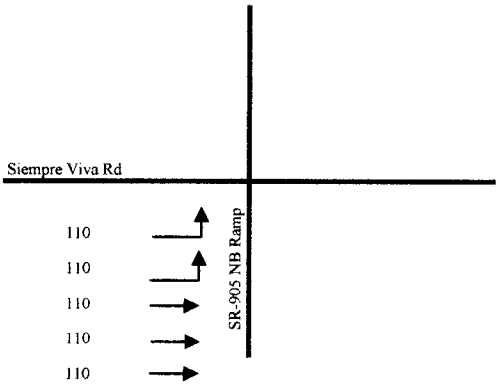
**LANE GEOMETRY**




**TRAFFIC VOLUMES**

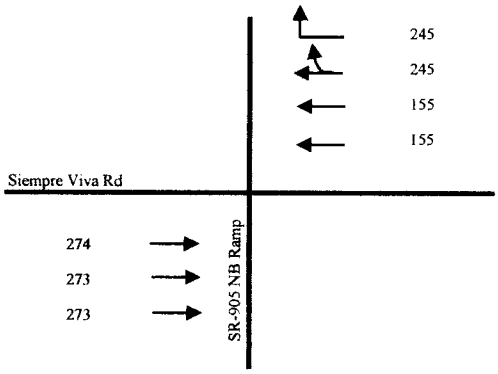



**PHASE 1**



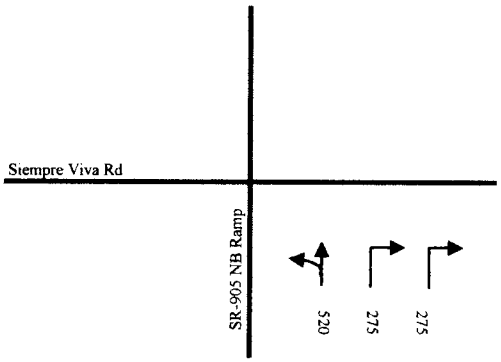

Phase 1 Critical ILV: 110

**PHASE 2**



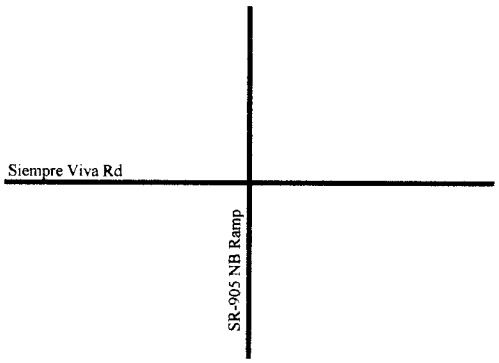

Phase 2 Critical ILV: 274

**PHASE 3**




Phase 3 Critical ILV: 520

**PHASE 4**




Phase 4 Critical ILV:

**GRAND TOTAL ILV:** 904

**OPERATING CONDITION** STABLE

**LEGEND**

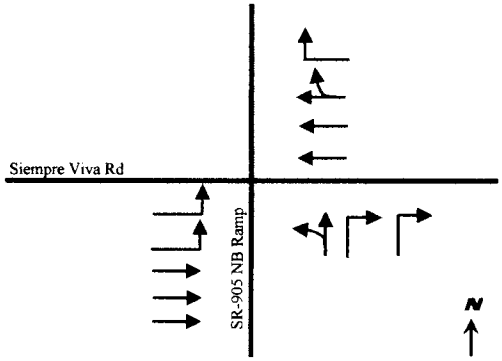
<1200 ILV = STABLE FLOW

1200 - 1500 ILV/HR = UNSTABLE FLOW

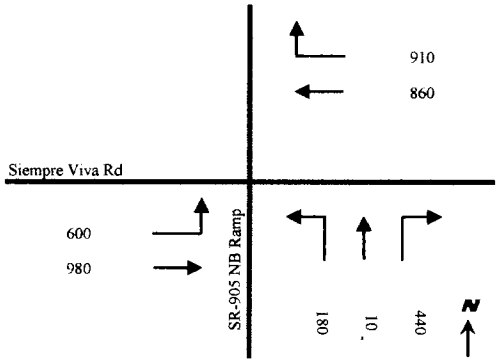
> 1500 ILV/HR = OVER CAPACITY

| | | | |
|---|---|---|---|
| Date of Analysis: | March 19, 2011 | Intersection: | Siempre Viva Rd & SR-905 NB |
| Analyst: | *TSH* | Peak Hour Analyzed: | PM Peak Hour |
| Condition Analyzed: | Cumulative (2020) + Phases 1-2 | | |

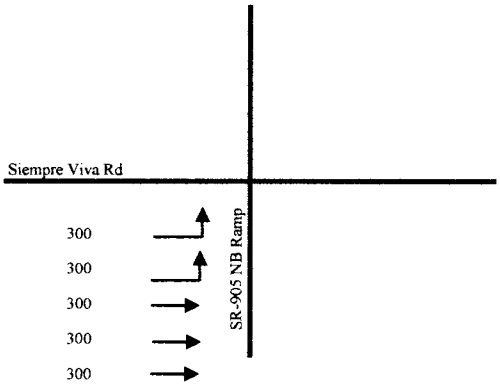
**LANE GEOMETRY**




**TRAFFIC VOLUMES**

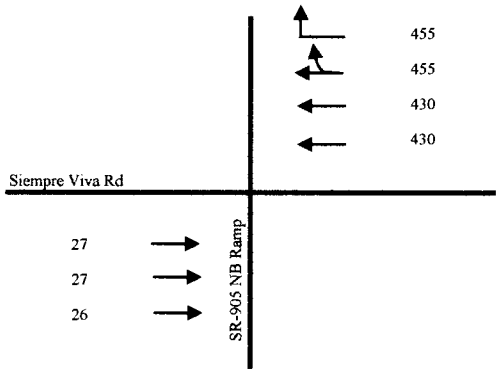



**PHASE 1**



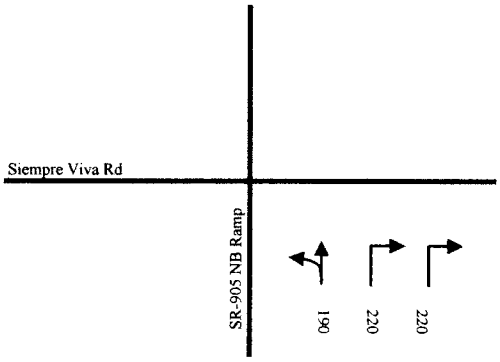

Phase 1 Critical ILV: 300

**PHASE 2**



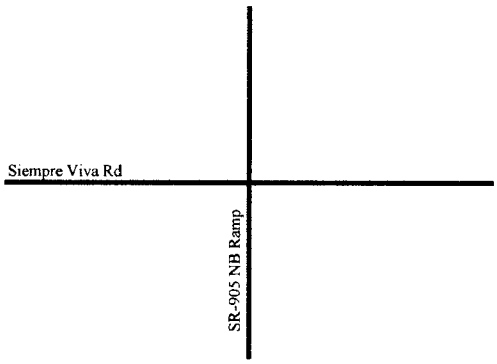

Phase 2 Critical ILV: 455

**PHASE 3**




Phase 3 Critical ILV: 220

**PHASE 4**




Phase 4 Critical ILV:

**GRAND TOTAL ILV:** 975

**OPERATING CONDITION** STABLE

**LEGEND**

<1200 ILV = STABLE FLOW

1200 - 1500 ILV/HR = UNSTABLE FLOW

> 1500 ILV/HR = OVER CAPACITY

Cumulative + Project – Queuing Summaries

| Lane Group | EBT | WBT | SBL | SBR |
|---|---|---|---|---|
| Lane Group Flow (vph) | 988 | 429 | 667 | 321 |
| v/c Ratio | 0.29 | 0.13 | 0.76 | 0.50 |
| Control Delay | 3.9 | 5.1 | 38.7 | 6.0 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 3.9 | 5.1 | 38.7 | 6.0 |
| Queue Length 50th (ft) | 28 | 16 | 195 | 1 |
| Queue Length 95th (ft) | 45 | 41 | 209 | 44 |
| Internal Link Dist (ft) | 1486 | 570 | 1201 | |
| Turn Bay Length (ft) | | | | |
| Base Capacity (vph) | 3366 | 3366 | 1598 | 907 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.29 | 0.13 | 0.42 | 0.35 |

Intersection Summary

| Lane Group | EBT | WBT | SBL | SBR |
|---|---|---|---|---|
| Lane Group Flow (vph) | 1157 | 1292 | 180 | 90 |
| v/c Ratio | 0.28 | 0.31 | 0.51 | 0.45 |
| Control Delay | 1.3 | 0.8 | 47.2 | 31.3 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 1.3 | 0.8 | 47.2 | 31.3 |
| Queue Length 50th (ft) | 24 | 10 | 56 | 29 |
| Queue Length 95th (ft) | 28 | 29 | 87 | 75 |
| Internal Link Dist (ft) | 1486 | 570 | 1201 | |
| Turn Bay Length (ft) | | | | |
| Base Capacity (vph) | 4152 | 4152 | 1322 | 635 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.28 | 0.31 | 0.14 | 0.14 |

Intersection Summary

| Lane Group | EBL | EBT | WBT | WBR |
|---|---|---|---|---|
| Lane Group Flow (vph) | 37 | 1679 | 444 | 432 |
| v/c Ratio | 0.15 | 0.47 | 0.13 | 0.16 |
| Control Delay | 39.5 | 0.5 | 0.6 | 0.3 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 39.5 | 0.5 | 0.6 | 0.3 |
| Queue Length 50th (ft) | 11 | 0 | 0 | 0 |
| Queue Length 95th (ft) | m19 | 0 | 4 | 0 |
| Internal Link Dist (ft) | | 570 | 270 | |
| Turn Bay Length (ft) | 430 | | | 310 |
| Base Capacity (vph) | 805 | 3539 | 3312 | 2636 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.05 | 0.47 | 0.13 | 0.16 |

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

| Lane Group | EBL | EBT | WBT | WBR |
|---|---|---|---|---|
| Lane Group Flow (vph) | 178 | 1144 | 1278 | 678 |
| v/c Ratio | 0.51 | 0.32 | 0.44 | 0.28 |
| Control Delay | 41.9 | 0.3 | 2.8 | 0.6 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 41.9 | 0.3 | 2.8 | 0.6 |
| Queue Length 50th (ft) | 60 | 0 | 84 | 5 |
| Queue Length 95th (ft) | 88 | 0 | m172 | m16 |
| Internal Link Dist (ft) | | 570 | 270 | |
| Turn Bay Length (ft) | 430 | | | 310 |
| Base Capacity (vph) | 958 | 3539 | 2896 | 2404 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.19 | 0.32 | 0.44 | 0.28 |

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

| Lane Group | EBL | EBT | WBL | WBT | NBT | SBT | SBR |
|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 398 | 1241 | 12 | 722 | 36 | 72 | 289 |
| v/c Ratio | 0.68 | 0.45 | 0.09 | 0.35 | 0.19 | 0.47 | 0.27 |
| Control Delay | 44.9 | 4.9 | 28.7 | 4.1 | 30.1 | 43.9 | 5.1 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 44.9 | 4.9 | 28.7 | 4.1 | 30.1 | 43.9 | 5.1 |
| Queue Length 50th (ft) | 110 | 24 | 7 | 4 | 14 | 42 | 13 |
| Queue Length 95th (ft) | 143 | 249 | m10 | 110 | 37 | 78 | 55 |
| Internal Link Dist (ft) | | 230 | | 1003 | 291 | 511 | |
| Turn Bay Length (ft) | | | 50 | | | | |
| Base Capacity (vph) | 919 | 2739 | 230 | 2078 | 342 | 289 | 1314 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.43 | 0.45 | 0.05 | 0.35 | 0.11 | 0.25 | 0.22 |

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

| Lane Group | EBL | EBT | WBL | WBT | NBT | SBT | SBR |
|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 851 | 333 | 11 | 1333 | 33 | 236 | 1080 |
| v/c Ratio | 0.93 | 0.13 | 0.14 | 0.91 | 0.10 | 0.91 | 0.76 |
| Control Delay | 63.8 | 4.1 | 43.1 | 28.0 | 25.4 | 69.3 | 19.1 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 63.8 | 4.1 | 43.1 | 28.0 | 25.4 | 69.3 | 19.1 |
| Queue Length 50th (ft) | 279 | 21 | 6 | 325 | 12 | 148 | 304 |
| Queue Length 95th (ft) | #387 | 51 | m8 | m384 | 36 | m#231 | 400 |
| Internal Link Dist (ft) | | 230 | | 1003 | 291 | 511 | |
| Turn Bay Length (ft) | | | 50 | | | | |
| Base Capacity (vph) | 911 | 2497 | 80 | 1463 | 325 | 265 | 1425 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.93 | 0.13 | 0.14 | 0.91 | 0.10 | 0.89 | 0.76 |

Intersection Summary

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 25 | 1308 | 111 | 346 | 299 | 306 | 25 | 197 |
| v/c Ratio | 0.22 | 0.99 | 0.75 | 0.40 | 0.82 | 0.81 | 0.09 | 0.70 |
| Control Delay | 51.8 | 45.7 | 67.1 | 15.6 | 53.7 | 51.1 | 34.4 | 51.2 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 51.8 | 45.7 | 67.1 | 15.6 | 53.7 | 51.1 | 34.4 | 51.2 |
| Queue Length 50th (ft) | 16 | ~458 | 69 | 104 | 180 | 176 | 13 | 112 |
| Queue Length 95th (ft) | m29 | #515 | m#130 | 196 | 238 | 235 | 32 | 161 |
| Internal Link Dist (ft) | | 1003 | | 1090 | | 2620 | | 1662 |
| Turn Bay Length (ft) | 180 | | 180 | | | | 150 | |
| Base Capacity (vph) | 114 | 1327 | 148 | 860 | 420 | 431 | 313 | 329 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.22 | 0.99 | 0.75 | 0.40 | 0.71 | 0.71 | 0.08 | 0.60 |

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 11 | 506 | 55 | 747 | 386 | 394 | 22 | 165 |
| v/c Ratio | 0.11 | 0.53 | 0.21 | 0.96 | 0.75 | 0.75 | 0.09 | 0.65 |
| Control Delay | 55.1 | 31.6 | 37.7 | 54.8 | 42.9 | 41.6 | 37.0 | 50.7 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 55.1 | 31.6 | 37.7 | 54.8 | 42.9 | 41.6 | 37.0 | 50.7 |
| Queue Length 50th (ft) | 7 | 146 | 31 | ~513 | 216 | 213 | 12 | 96 |
| Queue Length 95th (ft) | m20 | m178 | 63 | #742 | #462 | #462 | 34 | 161 |
| Internal Link Dist (ft) | | 1003 | | 1090 | | 2620 | | 1662 |
| Turn Bay Length (ft) | 180 | | 180 | | | | 150 | |
| Base Capacity (vph) | 97 | 1133 | 311 | 777 | 515 | 523 | 292 | 307 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.11 | 0.45 | 0.18 | 0.96 | 0.75 | 0.75 | 0.08 | 0.54 |

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 96 | 1055 | 329 | 383 | 164 | 479 | 27 | 54 |
| v/c Ratio | 0.52 | 1.11 | 1.12 | 0.34 | 0.65 | 1.14 | 0.35 | 0.16 |
| Control Delay | 41.5 | 79.5 | 125.8 | 11.2 | 42.2 | 112.5 | 47.8 | 20.9 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 41.5 | 79.5 | 125.8 | 11.2 | 42.2 | 112.5 | 47.8 | 20.9 |
| Queue Length 50th (ft) | 61 | ~758 | ~232 | 115 | 92 | ~279 | 14 | 14 |
| Queue Length 95th (ft) | m70 | #695 | #290 | 131 | 75 | #303 | 34 | 34 |
| Internal Link Dist (ft) | | 1250 | | 2512 | | 2644 | | 1233 |
| Turn Bay Length (ft) | 150 | | 90 | | 175 | | 175 | |
| Base Capacity (vph) | 203 | 954 | 295 | 1115 | 252 | 419 | 78 | 345 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.47 | 1.11 | 1.12 | 0.34 | 0.65 | 1.14 | 0.35 | 0.16 |

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 24 | 583 | 238 | 524 | 190 | 322 | 24 | 190 |
| v/c Ratio | 0.25 | 0.92 | 0.75 | 0.54 | 0.53 | 0.42 | 0.11 | 0.29 |
| Control Delay | 52.7 | 51.6 | 54.3 | 17.8 | 28.6 | 4.8 | 28.0 | 22.5 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 52.7 | 51.6 | 54.3 | 17.8 | 28.6 | 4.8 | 28.0 | 22.5 |
| Queue Length 50th (ft) | 15 | 340 | 148 | 178 | 111 | 83 | 11 | 72 |
| Queue Length 95th (ft) | 39 | 431 | 206 | 266 | 183 | 2 | 31 | 128 |
| Internal Link Dist (ft) | | 1250 | | 2512 | | 2644 | | 1233 |
| Turn Bay Length (ft) | 150 | | 90 | | 175 | | 175 | |
| Base Capacity (vph) | 97 | 703 | 382 | 1026 | 357 | 761 | 222 | 646 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.25 | 0.83 | 0.62 | 0.51 | 0.53 | 0.42 | 0.11 | 0.29 |

Intersection Summary

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 72 | 94 | 98 | 84 | 48 | 84 | 205 | 457 | 157 | 470 |
| v/c Ratio | 0.32 | 0.48 | 0.39 | 0.47 | 0.32 | 0.41 | 0.56 | 0.26 | 0.65 | 0.31 |
| Control Delay | 39.8 | 45.1 | 12.8 | 47.1 | 43.2 | 13.6 | 41.1 | 14.8 | 36.4 | 14.8 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 39.8 | 45.1 | 12.8 | 47.1 | 43.2 | 13.6 | 41.1 | 14.8 | 36.4 | 14.8 |
| Queue Length 50th (ft) | 40 | 53 | 0 | 50 | 28 | 4 | 123 | 76 | 73 | 80 |
| Queue Length 95th (ft) | 70 | 92 | 37 | 87 | m56 | 34 | 176 | 149 | m93 | m125 |
| Internal Link Dist (ft) | | 1264 | | | 1283 | | | 504 | | 2644 |
| Turn Bay Length (ft) | 175 | | | 200 | | | 200 | | 200 | |
| Base Capacity (vph) | 266 | 376 | 398 | 258 | 417 | 420 | 430 | 1749 | 369 | 1529 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.27 | 0.25 | 0.25 | 0.33 | 0.12 | 0.20 | 0.48 | 0.26 | 0.43 | 0.31 |

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 61 | 49 | 49 | 85 | 85 | 122 | 232 | 500 | 85 | 390 |
| v/c Ratio | 0.39 | 0.33 | 0.28 | 0.49 | 0.49 | 0.47 | 0.69 | 0.24 | 0.48 | 0.23 |
| Control Delay | 50.2 | 49.1 | 16.8 | 53.6 | 53.0 | 14.5 | 42.1 | 12.5 | 64.2 | 11.0 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 50.2 | 49.1 | 16.8 | 53.6 | 53.0 | 14.5 | 42.1 | 12.5 | 64.2 | 11.0 |
| Queue Length 50th (ft) | 38 | 32 | 0 | 53 | 54 | 1 | 120 | 84 | 55 | 34 |
| Queue Length 95th (ft) | 69 | 63 | 30 | 90 | 91 | 43 | 159 | 140 | m74 | m129 |
| Internal Link Dist (ft) | | 1264 | | | 1283 | | | 504 | | 2644 |
| Turn Bay Length (ft) | 175 | | | 200 | | | 200 | | 200 | |
| Base Capacity (vph) | 243 | 373 | 356 | 260 | 411 | 444 | 482 | 2072 | 260 | 1705 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.25 | 0.13 | 0.14 | 0.33 | 0.21 | 0.27 | 0.48 | 0.24 | 0.33 | 0.23 |

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | SBT |
|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 43 | 413 | 130 | 848 | 33 | 33 | 141 |
| v/c Ratio | 0.26 | 0.16 | 0.59 | 0.29 | 0.25 | 0.23 | 0.62 |
| Control Delay | 43.4 | 13.2 | 45.4 | 10.7 | 45.9 | 25.7 | 42.4 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 43.4 | 13.2 | 45.4 | 10.7 | 45.9 | 25.7 | 42.4 |
| Queue Length 50th (ft) | 24 | 43 | 76 | 112 | 19 | 6 | 65 |
| Queue Length 95th (ft) | 57 | 79 | 131 | 148 | 48 | 35 | 120 |
| Internal Link Dist (ft) | | 3986 | | 1160 | | 879 | 785 |
| Turn Bay Length (ft) | 270 | | 200 | | 300 | | |
| Base Capacity (vph) | 203 | 2580 | 332 | 2947 | 387 | 384 | 400 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.21 | 0.16 | 0.39 | 0.29 | 0.09 | 0.09 | 0.35 |

Intersection Summary

| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | SBT |
|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 99 | 791 | 176 | 978 | 55 | 55 | 209 |
| v/c Ratio | 0.39 | 0.61 | 0.56 | 0.66 | 0.24 | 0.22 | 0.58 |
| Control Delay | 34.5 | 24.4 | 34.4 | 21.7 | 34.4 | 16.7 | 32.2 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 34.5 | 24.4 | 34.4 | 21.7 | 34.4 | 16.7 | 32.2 |
| Queue Length 50th (ft) | 35 | 95 | 62 | 109 | 20 | 4 | 70 |
| Queue Length 95th (ft) | 100 | 187 | 154 | 209 | 66 | 40 | 172 |
| Internal Link Dist (ft) | | 3986 | | 1160 | | 879 | 785 |
| Turn Bay Length (ft) | 270 | | 200 | | 300 | | |
| Base Capacity (vph) | 392 | 1752 | 517 | 2058 | 485 | 481 | 588 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.25 | 0.45 | 0.34 | 0.48 | 0.11 | 0.11 | 0.36 |

Intersection Summary

| Lane Group | EBT | WBL | WBT | NBR |
|---|---|---|---|---|
| Lane Group Flow (vph) | 804 | 250 | 1152 | 826 |
| v/c Ratio | 0.28 | 0.22 | 0.23 | 0.78 |
| Control Delay | 8.0 | 18.7 | 0.1 | 26.6 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 8.0 | 18.7 | 0.1 | 26.6 |
| Queue Length 50th (ft) | 54 | 50 | 0 | 199 |
| Queue Length 95th (ft) | 80 | m56 | 0 | 236 |
| Internal Link Dist (ft) | 1277 | | 201 | |
| Turn Bay Length (ft) | | 200 | | |
| Base Capacity (vph) | 2892 | 1860 | 5085 | 1594 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.28 | 0.13 | 0.23 | 0.52 |

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

| Lane Group | EBT | WBL | WBT | NBR |
|---|---|---|---|---|
| Lane Group Flow (vph) | 1949 | 653 | 765 | 347 |
| v/c Ratio | 0.61 | 0.72 | 0.15 | 0.43 |
| Control Delay | 11.3 | 26.2 | 0.1 | 22.6 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 11.3 | 26.2 | 0.1 | 22.6 |
| Queue Length 50th (ft) | 221 | 170 | 0 | 75 |
| Queue Length 95th (ft) | 343 | 222 | 0 | 107 |
| Internal Link Dist (ft) | 1277 | | 201 | |
| Turn Bay Length (ft) | | 200 | | |
| Base Capacity (vph) | 3199 | 1212 | 5085 | 1047 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.61 | 0.54 | 0.15 | 0.33 |

Intersection Summary

| Lane Group | EBL | EBT | WBT | WBR | NBT | NBR |
|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 229 | 1198 | 578 | 255 | 541 | 573 |
| v/c Ratio | 0.56 | 0.43 | 0.31 | 0.37 | 0.84 | 0.55 |
| Control Delay | 41.9 | 14.0 | 1.8 | 2.0 | 39.2 | 23.0 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 41.9 | 14.0 | 1.8 | 2.0 | 39.2 | 23.0 |
| Queue Length 50th (ft) | 70 | 130 | 0 | 0 | 296 | 140 |
| Queue Length 95th (ft) | m93 | 184 | 34 | m27 | 357 | 161 |
| Internal Link Dist (ft) | | 653 | 897 | | 1340 | |
| Turn Bay Length (ft) | 250 | | | 200 | | 200 |
| Base Capacity (vph) | 501 | 2809 | 1881 | 689 | 838 | 1342 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.46 | 0.43 | 0.31 | 0.37 | 0.65 | 0.43 |

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

| Lane Group | EBL | EBT | WBT | WBR | NBT | NBR |
|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 638 | 1043 | 1345 | 538 | 202 | 468 |
| v/c Ratio | 0.83 | 0.27 | 0.58 | 0.59 | 0.69 | 0.67 |
| Control Delay | 43.5 | 1.5 | 2.5 | 1.8 | 52.1 | 19.6 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 43.5 | 1.5 | 2.5 | 1.8 | 52.1 | 19.6 |
| Queue Length 50th (ft) | 198 | 15 | 21 | 0 | 124 | 59 |
| Queue Length 95th (ft) | 250 | 20 | m71 | m11 | 195 | 115 |
| Internal Link Dist (ft) | | 653 | 897 | | 1340 | |
| Turn Bay Length (ft) | 250 | | | 200 | | 200 |
| Base Capacity (vph) | 909 | 3849 | 2331 | 906 | 356 | 787 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.70 | 0.27 | 0.58 | 0.59 | 0.57 | 0.59 |

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

| Lane Group | EBL | EBT | EBR | WBL | WBT | NBL | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 564 | 702 | 191 | 21 | 532 | 160 | 74 | 21 | 96 | 309 |
| v/c Ratio | 0.80 | 0.22 | 0.18 | 0.20 | 0.65 | 0.68 | 0.26 | 0.14 | 0.44 | 0.77 |
| Control Delay | 30.7 | 7.3 | 1.6 | 50.0 | 25.2 | 54.4 | 43.1 | 19.0 | 45.8 | 32.1 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 30.7 | 7.3 | 1.6 | 50.0 | 25.2 | 54.4 | 43.1 | 19.0 | 45.8 | 32.1 |
| Queue Length 50th (ft) | 299 | 54 | 6 | 13 | 118 | 93 | 22 | 0 | 54 | 41 |
| Queue Length 95th (ft) | #476 | 83 | 17 | m31 | 160 | 159 | 44 | 22 | m106 | #100 |
| Internal Link Dist (ft) | | 897 | | | 1196 | | 812 | | | 1210 |
| Turn Bay Length (ft) | 250 | | 120 | 325 | | 475 | | | 250 | |
| Base Capacity (vph) | 701 | 3211 | 1070 | 105 | 823 | 262 | 350 | 176 | 226 | 403 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.80 | 0.22 | 0.18 | 0.20 | 0.65 | 0.61 | 0.21 | 0.12 | 0.42 | 0.77 |

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

| Lane Group | EBL | EBT | EBR | WBL | WBT | NBL | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 653 | 439 | 102 | 51 | 1225 | 378 | 204 | 10 | 20 | 378 |
| v/c Ratio | 1.05 | 0.14 | 0.07 | 0.46 | 0.95 | 1.04 | 0.23 | 0.02 | 0.21 | 0.96 |
| Control Delay | 80.6 | 8.7 | 0.7 | 63.3 | 45.5 | 101.3 | 34.1 | 11.6 | 51.6 | 56.7 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 80.6 | 8.7 | 0.7 | 63.3 | 45.5 | 101.3 | 34.1 | 11.6 | 51.6 | 56.7 |
| Queue Length 50th (ft) | ~471 | 36 | 0 | 33 | 423 | ~269 | 54 | 0 | 13 | 50 |
| Queue Length 95th (ft) | #682 | 54 | m11 | m61 | #533 | #450 | 96 | 11 | m37 | #144 |
| Internal Link Dist (ft) | | 897 | | | 1196 | | 812 | | | 1210 |
| Turn Bay Length (ft) | 250 | | 120 | 325 | | 475 | | | 250 | |
| Base Capacity (vph) | 623 | 3174 | 1377 | 112 | 1283 | 362 | 876 | 540 | 94 | 393 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 1.05 | 0.14 | 0.07 | 0.46 | 0.95 | 1.04 | 0.23 | 0.02 | 0.21 | 0.96 |

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 325 | 554 | 48 | 289 | 133 | 217 | 60 | 229 |
| v/c Ratio | 0.28 | 0.53 | 0.32 | 0.30 | 0.58 | 0.39 | 0.31 | 0.49 |
| Control Delay | 20.8 | 16.1 | 46.4 | 28.5 | 49.0 | 33.8 | 39.0 | 15.9 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 20.8 | 16.1 | 46.4 | 28.5 | 49.0 | 33.8 | 39.0 | 15.9 |
| Queue Length 50th (ft) | 70 | 237 | 28 | 74 | 78 | 55 | 18 | 0 |
| Queue Length 95th (ft) | 105 | 379 | m57 | 98 | 118 | 81 | 67 | 48 |
| Internal Link Dist (ft) | | 1230 | | 1296 | | 877 | | 525 |
| Turn Bay Length (ft) | 180 | | 180 | | 250 | | 200 | |
| Base Capacity (vph) | 1147 | 1061 | 152 | 1348 | 272 | 776 | 218 | 676 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.28 | 0.52 | 0.32 | 0.21 | 0.49 | 0.28 | 0.28 | 0.34 |

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 176 | 165 | 44 | 604 | 308 | 308 | 99 | 396 |
| v/c Ratio | 0.53 | 0.18 | 0.32 | 0.40 | 0.80 | 0.39 | 0.54 | 0.68 |
| Control Delay | 41.4 | 13.3 | 49.4 | 22.3 | 52.7 | 32.5 | 45.4 | 12.0 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 41.4 | 13.3 | 49.4 | 22.3 | 52.7 | 32.5 | 45.4 | 12.0 |
| Queue Length 50th (ft) | 50 | 30 | 28 | 135 | 192 | 87 | 62 | 26 |
| Queue Length 95th (ft) | 82 | 125 | m61 | 222 | 261 | 114 | 109 | 36 |
| Internal Link Dist (ft) | | 1230 | | 1296 | | 877 | | 525 |
| Turn Bay Length (ft) | 180 | | 180 | | 250 | | 200 | |
| Base Capacity (vph) | 373 | 902 | 153 | 1523 | 522 | 1168 | 243 | 818 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.47 | 0.18 | 0.29 | 0.40 | 0.59 | 0.26 | 0.41 | 0.48 |

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

| Lane Group | EBL | EBT | WBL | WBT | WBR | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 54 | 66 | 43 | 33 | 65 | 33 | 824 | 65 | 410 |
| v/c Ratio | 0.49 | 0.32 | 0.39 | 0.17 | 0.29 | 0.24 | 0.61 | 0.53 | 0.30 |
| Control Delay | 51.4 | 23.2 | 46.3 | 33.5 | 13.0 | 39.8 | 12.8 | 51.4 | 7.2 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 51.4 | 23.2 | 46.3 | 33.5 | 13.0 | 39.8 | 12.8 | 51.4 | 7.2 |
| Queue Length 50th (ft) | 23 | 13 | 18 | 13 | 0 | 14 | 275 | 28 | 62 |
| Queue Length 95th (ft) | #81 | 52 | #61 | 42 | 35 | 46 | 478 | #94 | 171 |
| Internal Link Dist (ft) | | 2484 | | 671 | | | 522 | | 620 |
| Turn Bay Length (ft) | | | | | | 150 | | 150 | |
| Base Capacity (vph) | 111 | 369 | 111 | 371 | 367 | 140 | 1379 | 123 | 1384 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.49 | 0.18 | 0.39 | 0.09 | 0.18 | 0.24 | 0.60 | 0.53 | 0.30 |

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

| Lane Group | EBL | EBT | WBL | WBT | WBR | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 54 | 66 | 54 | 33 | 65 | 33 | 500 | 65 | 539 |
| v/c Ratio | 0.28 | 0.29 | 0.28 | 0.15 | 0.27 | 0.19 | 0.43 | 0.30 | 0.42 |
| Control Delay | 31.9 | 20.6 | 31.9 | 29.6 | 11.9 | 33.8 | 14.2 | 30.3 | 11.4 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 31.9 | 20.6 | 31.9 | 29.6 | 11.9 | 33.8 | 14.2 | 30.3 | 11.4 |
| Queue Length 50th (ft) | 18 | 11 | 18 | 11 | 0 | 11 | 154 | 22 | 108 |
| Queue Length 95th (ft) | 60 | 50 | 60 | 40 | 34 | 42 | 280 | 67 | 286 |
| Internal Link Dist (ft) | | 2484 | | 671 | | | 522 | | 620 |
| Turn Bay Length (ft) | | | | | | 150 | | 150 | |
| Base Capacity (vph) | 215 | 421 | 215 | 428 | 414 | 181 | 1264 | 260 | 1332 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.25 | 0.16 | 0.25 | 0.08 | 0.16 | 0.18 | 0.40 | 0.25 | 0.40 |

Intersection Summary

# APPENDIX H

- Existing + Project Phase 1 - Internal Int. Analysis
- Existing + Project Phases 1-2 - Internal Int. Analysis
- Cum. w/SR-905 Ph. 1A&1B + Project Build Out (Phases 1-2) - Internal Int. Analysis
- Buildout + Project Phases 1-2 - Internal Int. Analysis

Existing + Project Phase 1 - Internal Int. Analysis

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 93 | 0 | 160 | 33 | 119 | 386 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 101 | 0 | 174 | 36 | 129 | 420 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 210 | | | | 394 | 192 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 210 | | | | 394 | 192 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 93 | | | | 77 | 51 |
| cM capacity (veh/h) | 1361 | | | | 565 | 850 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | SB 1 | SB 2 |
|---|---|---|---|---|---|
| Volume Total | 101 | 0 | 210 | 129 | 420 |
| Volume Left | 101 | 0 | 0 | 129 | 0 |
| Volume Right | 0 | 0 | 36 | 0 | 420 |
| cSH | 1361 | 1700 | 1700 | 565 | 850 |
| Volume to Capacity | 0.07 | 0.00 | 0.12 | 0.23 | 0.49 |
| Queue Length 95th (ft) | 6 | 0 | 0 | 22 | 70 |
| Control Delay (s) | 7.9 | 0.0 | 0.0 | 13.2 | 13.3 |
| Lane LOS | A | | | B | B |
| Approach Delay (s) | 7.9 | | 0.0 | 13.3 | |
| Approach LOS | | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 9.4 | | |
| Intersection Capacity Utilization | 41.0% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 372 | 0 | 40 | 133 | 30 | 96 |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Hourly flow rate (vph) | 396 | 0 | 43 | 141 | 32 | 102 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 184 | | | | 905 | 113 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 184 | | | | 905 | 113 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 72 | | | | 85 | 89 |
| cM capacity (veh/h) | 1391 | | | | 220 | 939 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | SB 1 | SB 2 |
|---|---|---|---|---|---|
| Volume Total | 396 | 0 | 184 | 32 | 102 |
| Volume Left | 396 | 0 | 0 | 32 | 0 |
| Volume Right | 0 | 0 | 141 | 0 | 102 |
| cSH | 1391 | 1700 | 1700 | 220 | 939 |
| Volume to Capacity | 0.28 | 0.00 | 0.11 | 0.15 | 0.11 |
| Queue Length 95th (ft) | 30 | 0 | 0 | 12 | 9 |
| Control Delay (s) | 8.6 | 0.0 | 0.0 | 24.2 | 9.3 |
| Lane LOS | A | | | C | A |
| Approach Delay (s) | 8.6 | | 0.0 | 12.8 | |
| Approach LOS | | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 7.2 | | |
| Intersection Capacity Utilization | 44.2% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

Existing + Project Phases 1-2 - Internal Int. Analysis

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 393 | 157 | 78 | 118 | 29 | 98 |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Hourly flow rate (vph) | 418 | 167 | 83 | 126 | 31 | 104 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 209 | | | | 1065 | 104 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 209 | | | | 1065 | 104 |
| tC, single (s) | 4.1 | | | | 6.8 | 6.9 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 69 | | | | 80 | 89 |
| cM capacity (veh/h) | 1360 | | | | 151 | 930 |

| Direction, Lane # | EB 1 | EB 2 | EB 3 | WB 1 | WB 2 | SB 1 | SB 2 |
|---|---|---|---|---|---|---|---|
| Volume Total | 418 | 84 | 84 | 55 | 153 | 31 | 104 |
| Volume Left | 418 | 0 | 0 | 0 | 0 | 31 | 0 |
| Volume Right | 0 | 0 | 0 | 0 | 126 | 0 | 104 |
| cSH | 1360 | 1700 | 1700 | 1700 | 1700 | 151 | 930 |
| Volume to Capacity | 0.31 | 0.05 | 0.05 | 0.03 | 0.09 | 0.20 | 0.11 |
| Queue Length 95th (ft) | 33 | 0 | 0 | 0 | 0 | 18 | 9 |
| Control Delay (s) | 8.8 | 0.0 | 0.0 | 0.0 | 0.0 | 35.0 | 9.4 |
| Lane LOS | A | | | | | D | A |
| Approach Delay (s) | 6.3 | | | 0.0 | | 15.2 | |
| Approach LOS | | | | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 6.2 | | |
| Intersection Capacity Utilization | 41.1% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 98 | 39 | 315 | 29 | 118 | 393 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 107 | 42 | 342 | 32 | 128 | 427 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 374 | | | | 592 | 187 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 374 | | | | 592 | 187 |
| tC, single (s) | 4.1 | | | | 6.8 | 6.9 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 91 | | | | 68 | 48 |
| cM capacity (veh/h) | 1181 | | | | 398 | 823 |

| Direction, Lane # | EB 1 | EB 2 | EB 3 | WB 1 | WB 2 | SB 1 | SB 2 |
|---|---|---|---|---|---|---|---|
| Volume Total | 107 | 21 | 21 | 228 | 146 | 128 | 427 |
| Volume Left | 107 | 0 | 0 | 0 | 0 | 128 | 0 |
| Volume Right | 0 | 0 | 0 | 0 | 32 | 0 | 427 |
| cSH | 1181 | 1700 | 1700 | 1700 | 1700 | 398 | 823 |
| Volume to Capacity | 0.09 | 0.01 | 0.01 | 0.13 | 0.09 | 0.32 | 0.52 |
| Queue Length 95th (ft) | 7 | 0 | 0 | 0 | 0 | 34 | 76 |
| Control Delay (s) | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 18.3 | 14.0 |
| Lane LOS | A | | | | | C | B |
| Approach Delay (s) | 6.0 | | | 0.0 | | 15.0 | |
| Approach LOS | | | | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 8.5 | | |
| Intersection Capacity Utilization | 40.6% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 29 | 157 | 39 | 121 | 484 | 157 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 32 | 171 | 42 | 132 | 526 | 171 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 828 | 611 | 697 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 828 | 611 | 697 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 90 | 65 | 95 | | | |
| cM capacity (veh/h) | 325 | 493 | 899 | | | |

| Direction, Lane # | EB 1 | EB 2 | NB 1 | NB 2 | SB 1 |
|---|---|---|---|---|---|
| Volume Total | 32 | 171 | 42 | 132 | 697 |
| Volume Left | 32 | 0 | 42 | 0 | 0 |
| Volume Right | 0 | 171 | 0 | 0 | 171 |
| cSH | 325 | 493 | 899 | 1700 | 1700 |
| Volume to Capacity | 0.10 | 0.35 | 0.05 | 0.08 | 0.41 |
| Queue Length 95th (ft) | 8 | 38 | 4 | 0 | 0 |
| Control Delay (s) | 17.3 | 16.1 | 9.2 | 0.0 | 0.0 |
| Lane LOS | C | C | A | | |
| Approach Delay (s) | 16.3 | | 2.2 | | 0.0 |
| Approach LOS | C | | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 3.4 | | |
| Intersection Capacity Utilization | 51.4% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 118 | 39 | 157 | 485 | 121 | 187 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Hourly flow rate (vph) | 124 | 41 | 165 | 511 | 127 | 197 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 1067 | 226 | 324 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 1067 | 226 | 324 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 42 | 95 | 87 | | | |
| cM capacity (veh/h) | 213 | 814 | 1236 | | | |

| Direction, Lane # | EB 1 | EB 2 | NB 1 | NB 2 | SB 1 |
|---|---|---|---|---|---|
| Volume Total | 124 | 41 | 165 | 511 | 324 |
| Volume Left | 124 | 0 | 165 | 0 | 0 |
| Volume Right | 0 | 41 | 0 | 0 | 197 |
| cSH | 213 | 814 | 1236 | 1700 | 1700 |
| Volume to Capacity | 0.58 | 0.05 | 0.13 | 0.30 | 0.19 |
| Queue Length 95th (ft) | 81 | 4 | 12 | 0 | 0 |
| Control Delay (s) | 43.2 | 9.7 | 8.4 | 0.0 | 0.0 |
| Lane LOS | E | A | A | | |
| Approach Delay (s) | 34.8 | | 2.0 | | 0.0 |
| Approach LOS | D | | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 6.1 | | |
| Intersection Capacity Utilization | 43.1% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 150 | 0 | 0 | 10 | 39 | 537 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 163 | 0 | 0 | 11 | 42 | 584 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 345 | 334 | 626 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 345 | 334 | 626 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 75 | 100 | 100 | | | |
| cM capacity (veh/h) | 651 | 708 | 956 | | | |

| Direction, Lane # | EB 1 | EB 2 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 163 | 0 | 11 | 626 |
| Volume Left | 163 | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 | 584 |
| cSH | 651 | 1700 | 956 | 1700 |
| Volume to Capacity | 0.25 | 0.00 | 0.00 | 0.37 |
| Queue Length 95th (ft) | 25 | 0 | 0 | 0 |
| Control Delay (s) | 12.4 | 0.0 | 0.0 | 0.0 |
| Lane LOS | B | A | | |
| Approach Delay (s) | 12.4 | | 0.0 | 0.0 |
| Approach LOS | B | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 2.5 | | |
| Intersection Capacity Utilization | 50.2% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 603 | 0 | 0 | 39 | 10 | 134 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 655 | 0 | 0 | 42 | 11 | 146 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 126 | 84 | 157 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 126 | 84 | 157 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 25 | 100 | 100 | | | |
| cM capacity (veh/h) | 869 | 976 | 1423 | | | |

| Direction, Lane # | EB 1 | EB 2 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 655 | 0 | 42 | 157 |
| Volume Left | 655 | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 | 146 |
| cSH | 869 | 1700 | 1423 | 1700 |
| Volume to Capacity | 0.75 | 0.00 | 0.00 | 0.09 |
| Queue Length 95th (ft) | 181 | 0 | 0 | 0 |
| Control Delay (s) | 20.7 | 0.0 | 0.0 | 0.0 |
| Lane LOS | C | A | | |
| Approach Delay (s) | 20.7 | | 0.0 | 0.0 |
| Approach LOS | C | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 15.9 | | |
| Intersection Capacity Utilization | 48.9% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 0 | 33 | 131 | 288 | 72 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 36 | 142 | 313 | 78 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 455 | | | | 335 | 299 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 455 | | | | 335 | 299 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 100 | | | | 88 | 100 |
| cM capacity (veh/h) | 1105 | | | | 660 | 741 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 | SB 2 |
|---|---|---|---|---|
| Volume Total | 36 | 455 | 78 | 0 |
| Volume Left | 0 | 0 | 78 | 0 |
| Volume Right | 0 | 313 | 0 | 0 |
| cSH | 1105 | 1700 | 660 | 1700 |
| Volume to Capacity | 0.00 | 0.27 | 0.12 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 10 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 11.2 | 0.0 |
| Lane LOS | | | B | A |
| Approach Delay (s) | 0.0 | 0.0 | 11.2 | |
| Approach LOS | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.5 | | |
| Intersection Capacity Utilization | 35.2% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 0 | 131 | 33 | 72 | 288 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 142 | 36 | 78 | 313 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 114 | | | | 217 | 75 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 114 | | | | 217 | 75 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 100 | | | | 59 | 100 |
| cM capacity (veh/h) | 1475 | | | | 771 | 986 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 | SB 2 |
|---|---|---|---|---|
| Volume Total | 142 | 114 | 313 | 0 |
| Volume Left | 0 | 0 | 313 | 0 |
| Volume Right | 0 | 78 | 0 | 0 |
| cSH | 1475 | 1700 | 771 | 1700 |
| Volume to Capacity | 0.00 | 0.07 | 0.41 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 50 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 12.8 | 0.0 |
| Lane LOS | | | B | A |
| Approach Delay (s) | 0.0 | 0.0 | 12.8 | |
| Approach LOS | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 7.0 | | |
| Intersection Capacity Utilization | 29.5% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

Cum. w/SR-905 Ph. 1A&1B + Project Build Out (Phases 1-2) - Internal Int. Analysis

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 110 | 120 | 10 | 80 | 60 | 70 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 120 | 130 | 11 | 87 | 65 | 76 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 250 | | 293 | 185 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 250 | | 293 | 185 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 99 | | 91 | 91 |
| cM capacity (veh/h) | | | 1316 | | 692 | 857 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total | 250 | 98 | 141 |
| Volume Left | 0 | 11 | 65 |
| Volume Right | 130 | 0 | 76 |
| cSH | 1700 | 1316 | 772 |
| Volume to Capacity | 0.15 | 0.01 | 0.18 |
| Queue Length 95th (ft) | 0 | 1 | 17 |
| Control Delay (s) | 0.0 | 0.9 | 10.7 |
| Lane LOS | | A | B |
| Approach Delay (s) | 0.0 | 0.9 | 10.7 |
| Approach LOS | | | B |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 3.3 | | |
| Intersection Capacity Utilization | 27.4% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 80 | 70 | 30 | 110 | 80 | 20 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 87 | 76 | 33 | 120 | 87 | 22 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 163 | | 310 | 125 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 163 | | 310 | 125 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 98 | | 87 | 98 |
| cM capacity (veh/h) | | | 1416 | | 667 | 926 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total | 163 | 152 | 109 |
| Volume Left | 0 | 33 | 87 |
| Volume Right | 76 | 0 | 22 |
| cSH | 1700 | 1416 | 706 |
| Volume to Capacity | 0.10 | 0.02 | 0.15 |
| Queue Length 95th (ft) | 0 | 2 | 14 |
| Control Delay (s) | 0.0 | 1.8 | 11.0 |
| Lane LOS | | A | B |
| Approach Delay (s) | 0.0 | 1.8 | 11.0 |
| Approach LOS | | | B |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 3.5 | | |
| Intersection Capacity Utilization | 31.6% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 103 | 327 | 100 | 10 | 3 | 26 |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Hourly flow rate (vph) | 110 | 348 | 106 | 11 | 3 | 28 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 117 | | | | 679 | 112 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 117 | | | | 679 | 112 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 93 | | | | 99 | 97 |
| cM capacity (veh/h) | 1471 | | | | 386 | 941 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | SB 1 | SB 2 |
|---|---|---|---|---|---|
| Volume Total | 110 | 348 | 117 | 3 | 28 |
| Volume Left | 110 | 0 | 0 | 3 | 0 |
| Volume Right | 0 | 0 | 11 | 0 | 28 |
| cSH | 1471 | 1700 | 1700 | 386 | 941 |
| Volume to Capacity | 0.07 | 0.20 | 0.07 | 0.01 | 0.03 |
| Queue Length 95th (ft) | 6 | 0 | 0 | 1 | 2 |
| Control Delay (s) | 7.6 | 0.0 | 0.0 | 14.4 | 8.9 |
| Lane LOS | A | | | B | A |
| Approach Delay (s) | 1.8 | | 0.0 | 9.5 | |
| Approach LOS | | | | A | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.9 | | |
| Intersection Capacity Utilization | 27.2% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 26 | 90 | 357 | 3 | 10 | 104 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 28 | 98 | 388 | 3 | 11 | 113 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 391 | | | | 544 | 390 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 391 | | | | 544 | 390 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 98 | | | | 98 | 83 |
| cM capacity (veh/h) | 1167 | | | | 488 | 659 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | SB 1 | SB 2 |
|---|---|---|---|---|---|
| Volume Total | 28 | 98 | 391 | 11 | 113 |
| Volume Left | 28 | 0 | 0 | 11 | 0 |
| Volume Right | 0 | 0 | 3 | 0 | 113 |
| cSH | 1167 | 1700 | 1700 | 488 | 659 |
| Volume to Capacity | 0.02 | 0.06 | 0.23 | 0.02 | 0.17 |
| Queue Length 95th (ft) | 2 | 0 | 0 | 2 | 15 |
| Control Delay (s) | 8.2 | 0.0 | 0.0 | 12.5 | 11.6 |
| Lane LOS | A | | | B | B |
| Approach Delay (s) | 1.8 | | 0.0 | 11.7 | |
| Approach LOS | | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 2.6 | | |
| Intersection Capacity Utilization | 32.1% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 140 | 190 | 80 | 20 | 50 | 30 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 152 | 207 | 87 | 22 | 54 | 33 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 109 | | | | 609 | 98 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 109 | | | | 609 | 98 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 90 | | | | 87 | 97 |
| cM capacity (veh/h) | 1482 | | | | 411 | 958 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 359 | 109 | 87 |
| Volume Left | 152 | 0 | 54 |
| Volume Right | 0 | 22 | 33 |
| cSH | 1482 | 1700 | 523 |
| Volume to Capacity | 0.10 | 0.06 | 0.17 |
| Queue Length 95th (ft) | 9 | 0 | 15 |
| Control Delay (s) | 3.8 | 0.0 | 13.2 |
| Lane LOS | A | | B |
| Approach Delay (s) | 3.8 | 0.0 | 13.2 |
| Approach LOS | | | B |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 4.5 | | |
| Intersection Capacity Utilization | 35.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 50 | 50 | 290 | 70 | 10 | 70 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Hourly flow rate (vph) | 53 | 53 | 305 | 74 | 11 | 74 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 379 | | | | 500 | 342 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 379 | | | | 500 | 342 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 96 | | | | 98 | 89 |
| cM capacity (veh/h) | 1180 | | | | 507 | 700 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 105 | 379 | 84 |
| Volume Left | 53 | 0 | 11 |
| Volume Right | 0 | 74 | 74 |
| cSH | 1180 | 1700 | 669 |
| Volume to Capacity | 0.04 | 0.22 | 0.13 |
| Queue Length 95th (ft) | 3 | 0 | 11 |
| Control Delay (s) | 4.3 | 0.0 | 11.2 |
| Lane LOS | A | | B |
| Approach Delay (s) | 4.3 | 0.0 | 11.2 |
| Approach LOS | | | B |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 2.4 | | |
| Intersection Capacity Utilization | 39.8% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

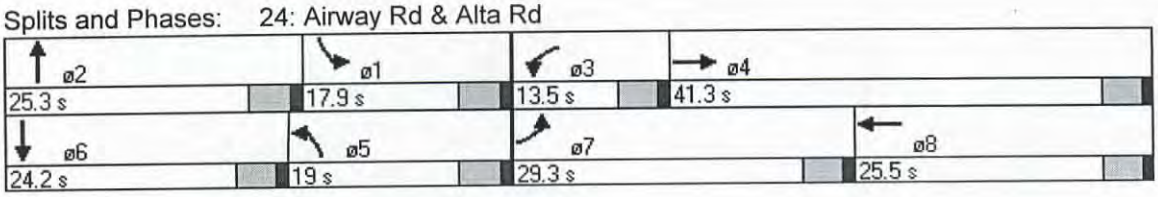
Buildout + Project Phases 1-2 - Internal Int. Analysis

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lane Util. Factor | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Frt | | 0.918 | | | 0.971 | | | 0.968 | | | 0.908 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1770 | 3249 | 0 | 1770 | 3437 | 0 | 1770 | 3426 | 0 | 1770 | 3214 | 0 |
| Flt Permitted | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 1770 | 3249 | 0 | 1770 | 3437 | 0 | 1770 | 3426 | 0 | 1770 | 3214 | 0 |
| Satd. Flow (RTOR) | | 289 | | | 28 | | | 14 | | | 142 | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Volume (vph) | 190 | 218 | 266 | 12 | 196 | 48 | 74 | 48 | 13 | 55 | 83 | 131 |
| Adj. Flow (vph) | 207 | 237 | 289 | 13 | 213 | 52 | 80 | 52 | 14 | 60 | 90 | 142 |
| Lane Group Flow (vph) | 207 | 526 | 0 | 13 | 265 | 0 | 80 | 66 | 0 | 60 | 232 | 0 |
| Turn Type | Prot | | | Prot | | | Prot | | | Prot | | |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | | | | | | | |
| Total Split (s) | 29.3 | 41.3 | 0.0 | 13.5 | 25.5 | 0.0 | 19.0 | 25.3 | 0.0 | 17.9 | 24.2 | 0.0 |
| Act Effct Green (s) | 16.6 | 30.5 | | 6.7 | 12.3 | | 10.3 | 44.1 | | 11.0 | 44.9 | |
| Actuated g/C Ratio | 0.17 | 0.31 | | 0.07 | 0.13 | | 0.11 | 0.45 | | 0.11 | 0.46 | |
| v/c Ratio | 0.69 | 0.44 | | 0.11 | 0.58 | | 0.43 | 0.04 | | 0.30 | 0.15 | |
| Control Delay | 49.8 | 12.3 | | 44.4 | 41.0 | | 37.0 | 7.5 | | 42.4 | 8.8 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 49.8 | 12.3 | | 44.4 | 41.0 | | 37.0 | 7.5 | | 42.4 | 8.8 | |
| LOS | D | B | | D | D | | D | A | | D | A | |
| Approach Delay | | 22.9 | | | 41.2 | | | 23.7 | | | 15.7 | |
| Approach LOS | | C | | | D | | | C | | | B | |

Intersection Summary

Cycle Length: 98
Actuated Cycle Length: 98
Offset: 23 (23%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.69
Intersection Signal Delay: 25.0 — Intersection LOS: C
Intersection Capacity Utilization 41.9% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 24: Airway Rd & Alta Rd

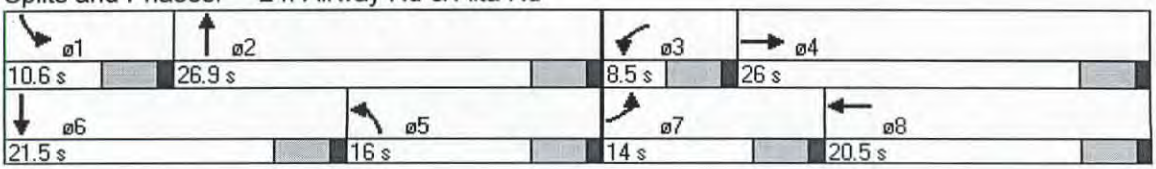


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lane Util. Factor | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Frt | | 0.953 | | | 0.970 | | | 0.980 | | | 0.879 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1770 | 3373 | 0 | 1770 | 3433 | 0 | 1770 | 3468 | 0 | 1770 | 3111 | 0 |
| Flt Permitted | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 1770 | 3373 | 0 | 1770 | 3433 | 0 | 1770 | 3468 | 0 | 1770 | 3111 | 0 |
| Satd. Flow (RTOR) | | 106 | | | 40 | | | 14 | | | 227 | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Volume (vph) | 144 | 216 | 98 | 14 | 240 | 61 | 190 | 85 | 13 | 53 | 50 | 209 |
| Adj. Flow (vph) | 157 | 235 | 107 | 15 | 261 | 66 | 207 | 92 | 14 | 58 | 54 | 227 |
| Lane Group Flow (vph) | 157 | 342 | 0 | 15 | 327 | 0 | 207 | 106 | 0 | 58 | 281 | 0 |
| Turn Type | Prot | | | Prot | | | Prot | | | Prot | | |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | | | | | | | |
| Total Split (s) | 14.0 | 26.0 | 0.0 | 8.5 | 20.5 | 0.0 | 16.0 | 26.9 | 0.0 | 10.6 | 21.5 | 0.0 |
| Act Effct Green (s) | 10.2 | 24.0 | | 5.4 | 11.6 | | 15.2 | 30.7 | | 7.7 | 19.0 | |
| Actuated g/C Ratio | 0.14 | 0.33 | | 0.08 | 0.16 | | 0.21 | 0.43 | | 0.11 | 0.26 | |
| v/c Ratio | 0.63 | 0.29 | | 0.11 | 0.56 | | 0.55 | 0.07 | | 0.31 | 0.28 | |
| Control Delay | 41.7 | 12.7 | | 33.7 | 27.8 | | 16.9 | 3.8 | | 33.8 | 7.6 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 41.7 | 12.7 | | 33.7 | 27.8 | | 16.9 | 3.8 | | 33.8 | 7.6 | |
| LOS | D | B | | C | C | | B | A | | C | A | |
| Approach Delay | | 21.8 | | | 28.0 | | | 12.4 | | | 12.1 | |
| Approach LOS | | C | | | C | | | B | | | B | |

Intersection Summary

Cycle Length: 72
Actuated Cycle Length: 72
Offset: 66 (92%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.63
Intersection Signal Delay: 19.1 — Intersection LOS: B
Intersection Capacity Utilization 48.6% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 24: Airway Rd & Alta Rd

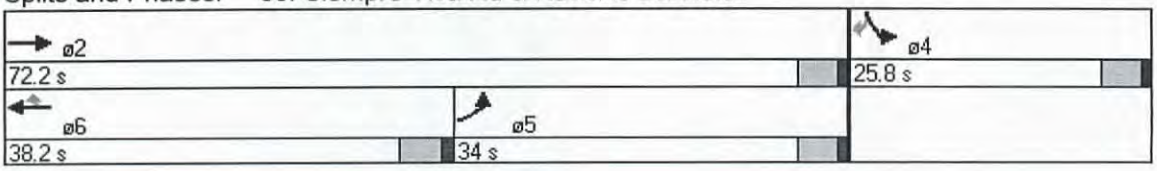


| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lane Util. Factor | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 |
| Frt | | | | 0.850 | | 0.850 |
| Flt Protected | 0.950 | | | | 0.950 | |
| Satd. Flow (prot) | 1770 | 3539 | 3539 | 1583 | 1770 | 1583 |
| Flt Permitted | 0.950 | | | | 0.950 | |
| Satd. Flow (perm) | 1770 | 3539 | 3539 | 1583 | 1770 | 1583 |
| Satd. Flow (RTOR) | | | | 276 | | 100 |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Volume (vph) | 249 | 1190 | 683 | 262 | 32 | 95 |
| Adj. Flow (vph) | 262 | 1253 | 719 | 276 | 34 | 100 |
| Lane Group Flow (vph) | 262 | 1253 | 719 | 276 | 34 | 100 |
| Turn Type | Prot | | | Perm | | Perm |
| Protected Phases | 5 | 2 | 6 | | 4 | |
| Permitted Phases | | | | 6 | | 4 |
| Total Split (s) | 34.0 | 72.2 | 38.2 | 38.2 | 25.8 | 25.8 |
| Act Effct Green (s) | 30.0 | 82.1 | 48.1 | 48.1 | 7.9 | 7.9 |
| Actuated g/C Ratio | 0.31 | 0.84 | 0.49 | 0.49 | 0.08 | 0.08 |
| v/c Ratio | 0.48 | 0.42 | 0.41 | 0.30 | 0.24 | 0.45 |
| Control Delay | 31.4 | 2.6 | 7.9 | 1.4 | 45.5 | 15.7 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 31.4 | 2.6 | 7.9 | 1.4 | 45.5 | 15.7 |
| LOS | C | A | A | A | D | B |
| Approach Delay | | 7.6 | 6.1 | | 23.3 | |
| Approach LOS | | A | A | | C | |

Intersection Summary

Cycle Length: 98
Actuated Cycle Length: 98
Offset: 26 (27%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.48
Intersection Signal Delay: 7.8 — Intersection LOS: A
Intersection Capacity Utilization 46.0% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 85: Siempre Viva Rd & Hawano Dr. North

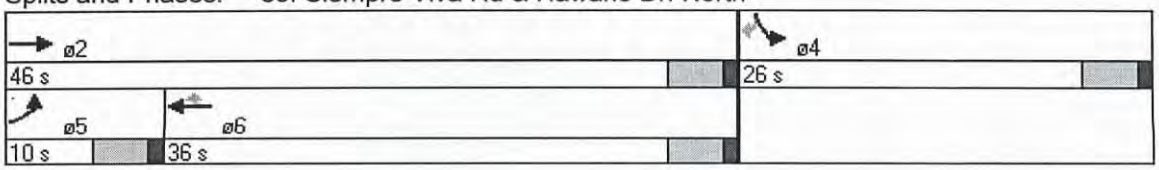


| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lane Util. Factor | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 |
| Frt | | | | 0.850 | | 0.850 |
| Flt Protected | 0.950 | | | | 0.950 | |
| Satd. Flow (prot) | 1770 | 3539 | 3539 | 1583 | 931 | 1583 |
| Flt Permitted | 0.950 | | | | 0.950 | |
| Satd. Flow (perm) | 1770 | 3539 | 3539 | 1583 | 931 | 1583 |
| Satd. Flow (RTOR) | | | | 68 | | 197 |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Volume (vph) | 62 | 1029 | 1026 | 65 | 131 | 380 |
| Adj. Flow (vph) | 65 | 1083 | 1080 | 68 | 138 | 400 |
| Lane Group Flow (vph) | 65 | 1083 | 1080 | 68 | 138 | 400 |
| Turn Type | Prot | | | Perm | | Perm |
| Protected Phases | 5 | 2 | 6 | | 4 | |
| Permitted Phases | | | | 6 | | 4 |
| Total Split (s) | 10.0 | 46.0 | 36.0 | 36.0 | 26.0 | 26.0 |
| Act Effct Green (s) | 7.0 | 48.3 | 41.4 | 41.4 | 15.7 | 15.7 |
| Actuated g/C Ratio | 0.10 | 0.67 | 0.58 | 0.58 | 0.22 | 0.22 |
| v/c Ratio | 0.38 | 0.46 | 0.53 | 0.07 | 0.68 | 0.80 |
| Control Delay | 37.2 | 7.3 | 4.2 | 0.4 | 41.4 | 25.2 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 37.2 | 7.3 | 4.2 | 0.4 | 41.4 | 25.2 |
| LOS | D | A | A | A | D | C |
| Approach Delay | | 9.0 | 3.9 | | 29.3 | |
| Approach LOS | | A | A | | C | |

Intersection Summary

Cycle Length: 72
Actuated Cycle Length: 72
Offset: 3 (4%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.80
Intersection Signal Delay: 10.8 — Intersection LOS: B
Intersection Capacity Utilization 58.6% — ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 85: Siempre Viva Rd & Hawano Dr. North

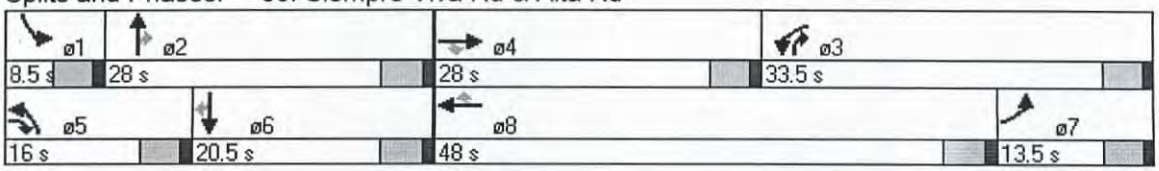


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | | | 0.850 | | | 0.850 | | | 0.850 | | | 0.850 |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1770 | 3539 | 1583 | 1770 | 3539 | 1583 | 1770 | 3539 | 1583 | 1770 | 3539 | 1583 |
| Flt Permitted | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 1770 | 3539 | 1583 | 1770 | 3539 | 1583 | 1770 | 3539 | 1583 | 1770 | 3539 | 1583 |
| Satd. Flow (RTOR) | | | 152 | | | 12 | | | 36 | | | 116 |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Volume (vph) | 41 | 987 | 194 | 222 | 643 | 11 | 148 | 86 | 159 | 50 | 109 | 107 |
| Adj. Flow (vph) | 45 | 1073 | 211 | 241 | 699 | 12 | 161 | 93 | 173 | 54 | 118 | 116 |
| Lane Group Flow (vph) | 45 | 1073 | 211 | 241 | 699 | 12 | 161 | 93 | 173 | 54 | 118 | 116 |
| Turn Type | Prot | | pm+ov | Prot | | Perm | Prot | | pm+ov | Prot | | Perm |
| Protected Phases | 7 | 4 | 5 | 3 | 8 | | 5 | 2 | 3 | 1 | 6 | |
| Permitted Phases | | | 4 | | | 8 | | | 2 | | | 6 |
| Total Split (s) | 13.5 | 28.0 | 16.0 | 33.5 | 48.0 | 48.0 | 16.0 | 28.0 | 33.5 | 8.5 | 20.5 | 20.5 |
| Act Effct Green (s) | 17.1 | 30.7 | 45.1 | 18.5 | 36.4 | 36.4 | 14.4 | 26.3 | 45.6 | 8.6 | 18.4 | 18.4 |
| Actuated g/C Ratio | 0.17 | 0.31 | 0.46 | 0.19 | 0.37 | 0.37 | 0.15 | 0.27 | 0.47 | 0.09 | 0.19 | 0.19 |
| v/c Ratio | 0.15 | 0.97 | 0.26 | 0.72 | 0.53 | 0.02 | 0.62 | 0.10 | 0.23 | 0.35 | 0.18 | 0.30 |
| Control Delay | 29.8 | 51.9 | 3.0 | 49.2 | 28.5 | 12.5 | 49.6 | 30.0 | 8.3 | 53.2 | 29.7 | 6.4 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 29.8 | 51.9 | 3.0 | 49.2 | 28.5 | 12.5 | 49.6 | 30.0 | 8.3 | 53.2 | 29.7 | 6.4 |
| LOS | C | D | A | D | C | B | D | C | A | D | C | A |
| Approach Delay | | 43.4 | | | 33.5 | | | 28.6 | | | 24.7 | |
| Approach LOS | | D | | | C | | | C | | | C | |

Intersection Summary

Cycle Length: 98
Actuated Cycle Length: 98
Offset: 2 (2%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.97
Intersection Signal Delay: 36.3 — Intersection LOS: D
Intersection Capacity Utilization 64.4% — ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 35: Siempre Viva Rd & Alta Rd

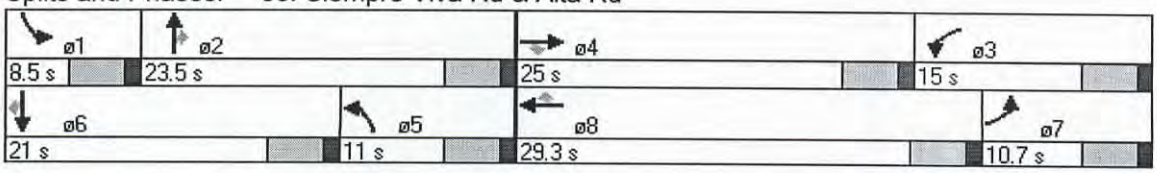


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | | | 0.850 | | | 0.850 | | | 0.850 | | | 0.850 |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1770 | 3539 | 1583 | 1770 | 3539 | 1583 | 1770 | 3539 | 1583 | 1770 | 3539 | 1583 |
| Flt Permitted | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 1770 | 3539 | 1583 | 1770 | 3539 | 1583 | 1770 | 3539 | 1583 | 1770 | 3539 | 1583 |
| Satd. Flow (RTOR) | | | 185 | | | 2 | | | 279 | | | 202 |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Volume (vph) | 55 | 923 | 182 | 74 | 784 | 2 | 121 | 256 | 354 | 45 | 52 | 186 |
| Adj. Flow (vph) | 60 | 1003 | 198 | 80 | 852 | 2 | 132 | 278 | 385 | 49 | 57 | 202 |
| Lane Group Flow (vph) | 60 | 1003 | 198 | 80 | 852 | 2 | 132 | 278 | 385 | 49 | 57 | 202 |
| Turn Type | Prot | | Perm | Prot | | Perm | Prot | | Perm | Prot | | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | 8 | | | 2 | | | 6 |
| Total Split (s) | 10.7 | 25.0 | 25.0 | 15.0 | 29.3 | 29.3 | 11.0 | 23.5 | 23.5 | 8.5 | 21.0 | 21.0 |
| Act Effct Green (s) | 7.9 | 24.7 | 24.7 | 8.9 | 28.0 | 28.0 | 11.4 | 22.8 | 22.8 | 5.7 | 12.9 | 12.9 |
| Actuated g/C Ratio | 0.11 | 0.34 | 0.34 | 0.12 | 0.39 | 0.39 | 0.16 | 0.32 | 0.32 | 0.08 | 0.18 | 0.18 |
| v/c Ratio | 0.31 | 0.82 | 0.30 | 0.36 | 0.62 | 0.00 | 0.47 | 0.25 | 0.56 | 0.35 | 0.09 | 0.45 |
| Control Delay | 27.7 | 25.4 | 4.4 | 33.0 | 20.7 | 11.5 | 33.0 | 21.3 | 10.8 | 43.6 | 31.8 | 12.4 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 27.7 | 25.4 | 4.4 | 33.0 | 20.7 | 11.5 | 33.0 | 21.3 | 10.8 | 43.6 | 31.8 | 12.4 |
| LOS | C | C | A | C | C | B | C | C | B | D | C | B |
| Approach Delay | | 22.2 | | | 21.8 | | | 18.1 | | | 21.0 | |
| Approach LOS | | C | | | C | | | B | | | C | |

Intersection Summary

Cycle Length: 72
Actuated Cycle Length: 72
Offset: 48 (67%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.82
Intersection Signal Delay: 21.0 — Intersection LOS: C
Intersection Capacity Utilization 60.8% — ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 35: Siempre Viva Rd & Alta Rd



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Volume (vph) | 192 | 5 | 5 | 5 | 24 | 88 | 5 | 26 | 5 | 64 | 39 | 301 |
| 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 |
| Hourly flow rate (vph) | 209 | 5 | 5 | 5 | 26 | 96 | 5 | 28 | 5 | 70 | 42 | 327 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 | NB 1 | SB 1 | SB 2 |
|---|---|---|---|---|---|---|---|
| Volume Total (vph) | 209 | 11 | 32 | 96 | 39 | 70 | 370 |
| Volume Left (vph) | 209 | 0 | 5 | 0 | 5 | 70 | 0 |
| Volume Right (vph) | 0 | 5 | 0 | 96 | 5 | 0 | 327 |
| Hadj (s) | 0.53 | -0.32 | 0.12 | -0.67 | -0.02 | 0.53 | -0.59 |
| Departure Headway (s) | 6.4 | 5.6 | 6.2 | 5.4 | 6.1 | 6.1 | 5.0 |
| Degree Utilization, x | 0.37 | 0.02 | 0.05 | 0.14 | 0.07 | 0.12 | 0.51 |
| Capacity (veh/h) | 529 | 601 | 534 | 612 | 547 | 562 | 697 |
| Control Delay (s) | 12.0 | 7.5 | 8.4 | 8.1 | 9.5 | 8.7 | 11.9 |
| Approach Delay (s) | 11.8 | | 8.2 | | 9.5 | 11.4 | |
| Approach LOS | B | | A | | A | B | |

| Intersection Summary | | | |
|---|---|---|---|
| Delay | 10.9 | | |
| HCM Level of Service | B | | |
| Intersection Capacity Utilization | 44.6% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Volume (vph) | 367 | 5 | 5 | 5 | 96 | 354 | 5 | 103 | 5 | 16 | 10 | 175 |
| 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 |
| Hourly flow rate (vph) | 399 | 5 | 5 | 5 | 104 | 385 | 5 | 112 | 5 | 17 | 11 | 190 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 | NB 1 | SB 1 | SB 2 |
|---|---|---|---|---|---|---|---|
| Volume Total (vph) | 399 | 11 | 110 | 385 | 123 | 17 | 201 |
| Volume Left (vph) | 399 | 0 | 5 | 0 | 5 | 17 | 0 |
| Volume Right (vph) | 0 | 5 | 0 | 385 | 5 | 0 | 190 |
| Hadj (s) | 0.53 | -0.32 | 0.06 | -0.67 | 0.02 | 0.53 | -0.63 |
| Departure Headway (s) | 7.0 | 6.1 | 6.5 | 5.8 | 7.5 | 7.9 | 6.7 |
| Degree Utilization, x | 0.77 | 0.02 | 0.20 | 0.62 | 0.26 | 0.04 | 0.37 |
| Capacity (veh/h) | 504 | 559 | 526 | 593 | 421 | 414 | 480 |
| Control Delay (s) | 28.7 | 8.0 | 9.9 | 16.4 | 13.1 | 10.0 | 12.4 |
| Approach Delay (s) | 28.2 | | 15.0 | | 13.1 | 12.2 | |
| Approach LOS | D | | B | | B | B | |

| Intersection Summary | | | |
|---|---|---|---|
| Delay | 18.7 | | |
| HCM Level of Service | C | | |
| Intersection Capacity Utilization | 58.3% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 170 | 117 | 89 | 118 | 29 | 43 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 185 | 127 | 97 | 128 | 32 | 47 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 225 | | | | 658 | 161 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 225 | | | | 658 | 161 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 86 | | | | 91 | 95 |
| cM capacity (veh/h) | 1344 | | | | 370 | 884 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 | SB 2 |
|---|---|---|---|---|
| Volume Total | 312 | 225 | 32 | 47 |
| Volume Left | 185 | 0 | 32 | 0 |
| Volume Right | 0 | 128 | 0 | 47 |
| cSH | 1344 | 1700 | 370 | 884 |
| Volume to Capacity | 0.14 | 0.13 | 0.09 | 0.05 |
| Queue Length 95th (ft) | 12 | 0 | 7 | 4 |
| Control Delay (s) | 5.3 | 0.0 | 15.6 | 9.3 |
| Lane LOS | A | | C | A |
| Approach Delay (s) | 5.3 | 0.0 | 11.8 | |
| Approach LOS | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 4.2 | | |
| Intersection Capacity Utilization | 40.8% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 43 | 65 | 212 | 29 | 118 | 170 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 47 | 71 | 230 | 32 | 128 | 185 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 262 | | | | 410 | 246 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 262 | | | | 410 | 246 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 96 | | | | 78 | 77 |
| cM capacity (veh/h) | 1302 | | | | 576 | 793 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 | SB 2 |
|---|---|---|---|---|
| Volume Total | 117 | 262 | 128 | 185 |
| Volume Left | 47 | 0 | 128 | 0 |
| Volume Right | 0 | 32 | 0 | 185 |
| cSH | 1302 | 1700 | 576 | 793 |
| Volume to Capacity | 0.04 | 0.15 | 0.22 | 0.23 |
| Queue Length 95th (ft) | 3 | 0 | 21 | 23 |
| Control Delay (s) | 3.3 | 0.0 | 13.0 | 10.9 |
| Lane LOS | A | | B | B |
| Approach Delay (s) | 3.3 | 0.0 | 11.8 | |
| Approach LOS | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 5.9 | | |
| Intersection Capacity Utilization | 35.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 43 | 65 | 212 | 29 | 118 | 170 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 47 | 71 | 230 | 32 | 128 | 185 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 262 | | | | 410 | 246 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 262 | | | | 410 | 246 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 96 | | | | 78 | 77 |
| cM capacity (veh/h) | 1302 | | | | 576 | 793 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 | SB 2 |
|---|---|---|---|---|
| Volume Total | 117 | 262 | 128 | 185 |
| Volume Left | 47 | 0 | 128 | 0 |
| Volume Right | 0 | 32 | 0 | 185 |
| cSH | 1302 | 1700 | 576 | 793 |
| Volume to Capacity | 0.04 | 0.15 | 0.22 | 0.23 |
| Queue Length 95th (ft) | 3 | 0 | 21 | 23 |
| Control Delay (s) | 3.3 | 0.0 | 13.0 | 10.9 |
| Lane LOS | A | | B | B |
| Approach Delay (s) | 3.3 | 0.0 | 11.8 | |
| Approach LOS | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 5.9 | | |
| Intersection Capacity Utilization | 35.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

# APPENDIX I

- Freeway Analysis

| Existing Conditions | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Roadway Segment | # Lanes/Direction | Capacity | ADT | Peak Hour % | Direction Split | Truck Factor | V/C | LOS |
| **State Route 125** | | | | | | | | |
| North of Otay Mesa Rd | 2 | 4,600 | 9,160 | 8.29% | 60% | 5.11% | 0.10 | A |
| **Existing State Route 905** | | | | | | | | |
| South of Siempre Viva Rd | 2 | 4,600 | 28,000 | 8.29% | 60% | 5.11% | 0.32 | A |

# Lanes - Number of lanes in one direction: HOV-High Occupancy Lanes
Capacity - Capacity in one direction
ADT - Average Daily Traffic
Peak Hour % - Percentage of average daily traffic occurring during the peak hour
Direction Split - Percentage of peak hour traffic traveling in peak direction.
Truck Factor - Truck/terrain factor to represent influence of heavy vehicles and/or grades.
Peak Hour Volume - Peak hour traffic in peak direction of travel/ For facilities with HOV lanes, ten percent is assumed to use HOV lanes.
v/c Ratio - Volume to Capacity Ratio

Note: LOS calculations only go up to "F(2)", anything over 1.46 is LOS F(3)

| Existing + Phase 1 Conditions | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Roadway Segment | # Lanes/Direction | Capacity | ADT | Peak Hour % | Direction Split | Truck Factor | V/C | LOS |
| **State Route 125** | | | | | | | | |
| North of Otay Mesa Rd | 2 | 4,600 | 9,575 | 8.00% | 60% | 5.00% | 0.10 | A |
| **Existing State Route 905** | | | | | | | | |
| South of Siempre Viva Rd | 2 | 4,600 | 28,831 | 8.29% | 60% | 5.11% | 0.33 | A |

# Lanes - Number of lanes in one direction: HOV-High Occupancy Lanes
Capacity - Capacity in one direction
ADT - Average Daily Traffic
Peak Hour % - Percentage of average daily traffic occurring during the peak hour
Direction Split - Percentage of peak hour traffic traveling in peak direction.
Truck Factor - Truck/terrain factor to represent influence of heavy vehicles and/or grades.
Peak Hour Volume - Peak hour traffic in peak direction of travel/ For facilities with HOV lanes, ten percent is assumed to use HOV lanes.
v/c Ratio - Volume to Capacity Ratio

Note: LOS calculations only go up to "F(2)", anything over 1.46 is LOS F(3)

| Existing + Phases 1-2 Conditions | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Roadway Segment | # Lanes/Direction | Capacity | ADT | Peak Hour % | Direction Split | Truck Factor | V/C | LOS |
| **State Route 125** | | | | | | | | |
| North of Otay Mesa Rd | 2 | 4,600 | 9,979 | 8.00% | 60% | 5.00% | 0.11 | A |
| **Existing State Route 905** | | | | | | | | |
| South of Siempre Viva Rd | 2 | 4,600 | 29,637 | 8.29% | 60% | 5.11% | 0.34 | A |

# Lanes - Number of lanes in one direction: HOV-High Occupancy Lanes
Capacity - Capacity in one direction
ADT - Average Daily Traffic
Peak Hour % - Percentage of average daily traffic occurring during the peak hour
Direction Split - Percentage of peak hour traffic traveling in peak direction.
Truck Factor - Truck/terrain factor to represent influence of heavy vehicles and/or grades.
Peak Hour Volume - Peak hour traffic in peak direction of travel/ For facilities with HOV lanes, ten percent is assumed to use HOV lanes.
v/c Ratio - Volume to Capacity Ratio

Note: LOS calculations only go up to "F(2)", anything over 1.46 is LOS F(3)