Speedway

HORROCKS ENGINEERS

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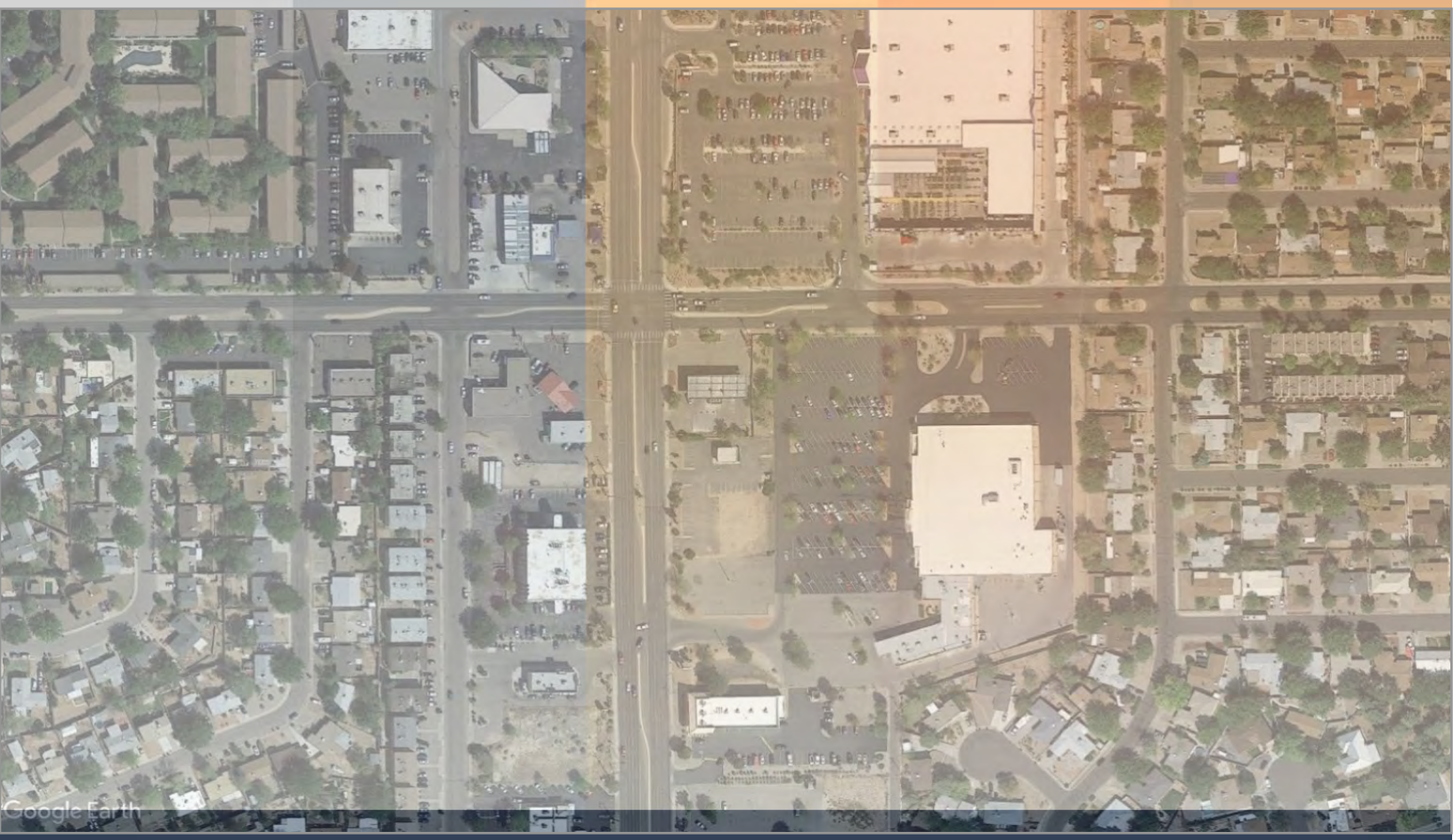

TRAFFIC IMPACT STUDY

ALBUQUERQUE, NM

FEBRUARY 18, 2021

PROJECT # NM-2917-2101

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Executive Summary

SITE LOCATION AND STUDY AREA

The site for the Speedway development is located on the southeast corner of the Candelaria Road & Juan Tabo Blvd intersection in Albuquerque, New Mexico (see Figure 1). Major streets surrounding the project include Candelaria Road and Juan Tabo Blvd. This study will address the following intersections near the study area.

- Candelaria Road & Juan Tabo Blvd.

DEVELOPMENT DESCRIPTION

The development will be a 4,608 sq. ft. convenience store with 32 pumps (8 fueling islands). The proposed development will replace an existing gas station.

SUMMARY OF FINDINGS

The development will not cause the study intersections to operate at an unacceptable Level of service in all scenarios.

RECOMMENDATIONS AND MITIGATION MEASURES

1. 2021 Background Conditions: - All study intersections operate at an acceptable LOS. Horrocks added a COVID-19 adjustment factor increase of 29%. The study intersection with the highest delay is Candelaria Road & Juan Tabo Blvd with a LOS B and a delay of 17.7 seconds during the PM peak hour. No recommended mitigations at this time.
2. The proposed development is estimated to generate approximately 3,860 new external daily trips, 383 trips during the AM peak hour and 319 during the PM peak hour. The pass-by trip reduction for the AM and PM peak hours is 62% and 56%, respectively.
3. 2021 Background plus Project Conditions: - Project traffic was added to 2021 Background conditions to create 2021 Background plus Project. All intersections perform at an acceptable. The study intersection with the highest delay is Candelaria Road & Juan Tabo Blvd with LOS B and a delay of 17.8 sec during the PM peak hour. No recommended mitigations at this time.
4. 2031 Background Conditions: - Using NMDOT historic AADT counts, 1% growth each year was added to 2021 Background conditions to total 10% for the next ten years to project 2021 Background traffic volumes to 2031. All study intersections function at acceptable LOS. The study intersection with the highest delay is Candelaria Road & Juan Tabo Blvd with LOS B and a delay of 19.8 veh/sec in the PM peak hour. No recommended mitigations at this time.

5. 2031 Background plus Project Conditions: - After adding project traffic to the 2031 Background scenario to create the 2031 Background plus Project scenario, all intersections operate at an acceptable LOS. The Candelaria Road & Juan Tabo Blvd intersection delay changed from LOS B to LOSC in the PM peak hour compared to the 2031 Background scenario. The study intersection with the highest delay is Candelaria Road & Juan Tabo Blvd with LOS C and an intersection delay of 20.0 seconds in the PM peak hour. No recommended mitigations at this time.

Introduction

STUDY PURPOSE

The purpose of this Traffic Impact Study (TIS): is to identify the traffic impacts for the proposed development, located in Albuquerque, New Mexico. The study objectives are as follows: to define the study intersections, estimate trip generation and distribution for the site before and after development, analyze AM and PM peak hour traffic conditions with and without the project traffic in 2031, and recommend improvements to mitigate traffic impacts if necessary.

STUDY PROCEDURES

INFORMATION SOURCES

The trip generation was estimated using the *ITE Trip Generation Manual 10th Edition*. Horrocks Engineers used the following land use from the manual.

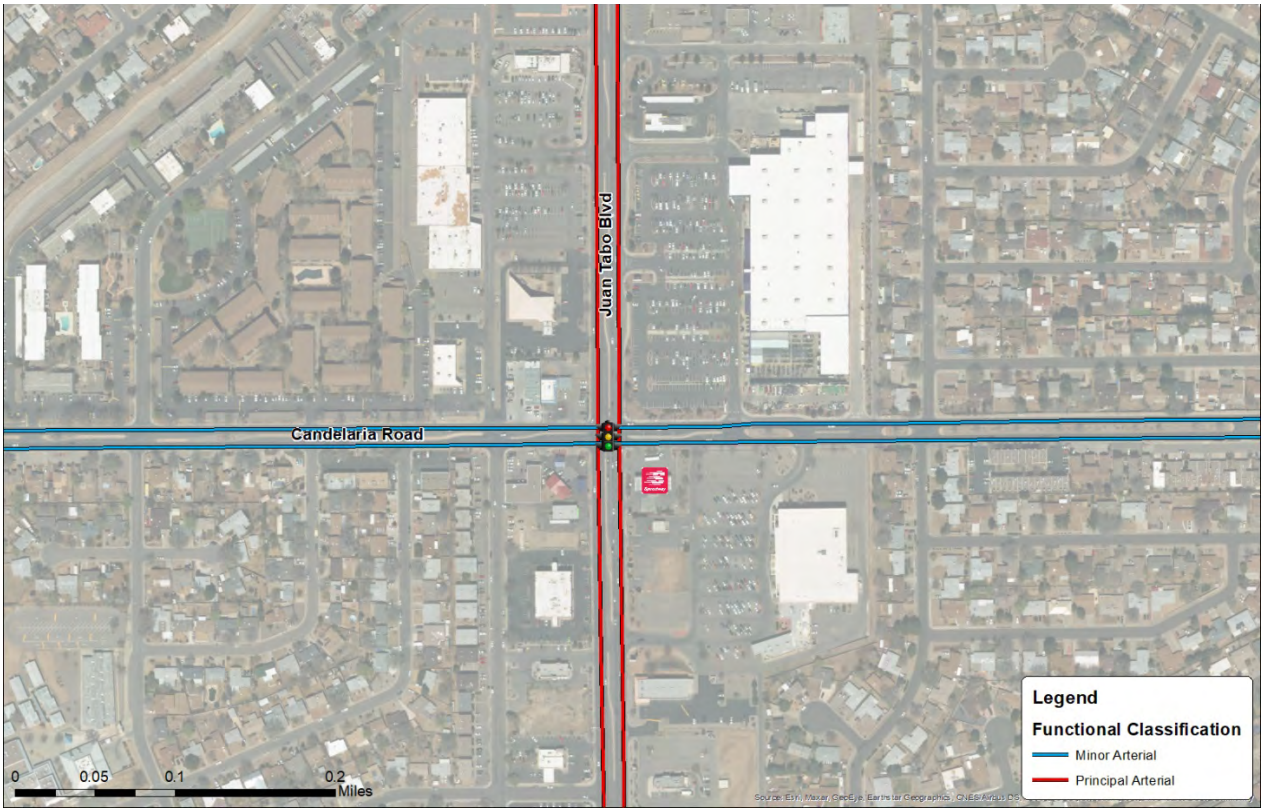
- *Super Convenience Market/Gas Station (ITE 960)* – This land use includes gasoline/service stations with convenience markets where there is significant business related to the sale of convenience items and the fueling of motor vehicles. Some commonly sold convenience items include newspapers, freshly brewed coffee, daily-made donuts, bakery items, hot and cold beverages, breakfast items, dairy items, fresh fruits, soups, light meals, ready-to-go and freshly made sandwiches and wraps, and ready-to-go salads. Stores typically also had automated teller machines (ATMs), and public restrooms. The sites included in this land use category have the following two specific characteristics:
    - The gross floor area of the convenience market is at least 3,000 gross square feet.

  Convenience market with gas pumps (Land Use 853) and gasoline/service station with convenience market (Land Use 945) are related uses.

SCOPE

The major streets potentially impacted by the Speedway development are Candelaria Road and Juan Taboo Blvd. The functional classification map, seen in **Figure 1**, shows the functional classification of roadways surrounding the project area.

Figure 1: Roadway Classification Map



LEVEL OF SERVICE (LOS)

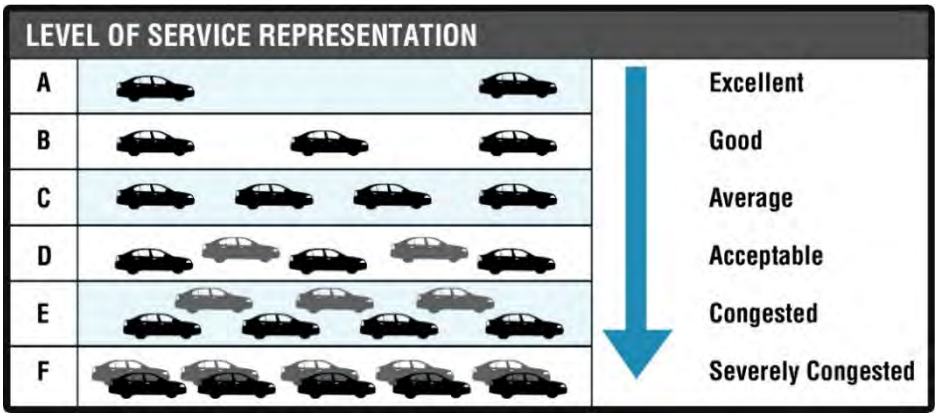
Level of Service (LOS) is a term used by the *Highway Capacity Manual* (HCM) to describe the traffic operations of an intersection, based on congestion and delay. It ranges from LOS A (almost no congestion or delay) to LOS F (traffic demand is above capacity and the intersection experiences long queues and delay). LOS C is generally considered acceptable for rural intersections, while LOS D is acceptable for urbanized intersections. LOS E is the threshold when the intersection reaches capacity. For two-way stop-controlled intersections, average intersection-wide delay and LOS are not defined by the HCM. **Table 1** summarizes LOS delay criteria for stop-controlled movements at unsignalized and signalized intersections. A visual representation of this is shown in **Figure 2.**

Table 1: Level of Service Criteria

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

Source: *Highway Capacity Manual (HCM) 2010*

Figure 2: LOS Representation



2021 Background Conditions

GENERAL AREA CHARACTERISTICS

SITE LOCATION

The proposed Speedway development is located in the northeastern section of Albuquerque, as shown in **Figure 3**. The site location is on the southeast corner of Candelaria Road & Juan Tabo Blvd in Albuquerque, New Mexico (see **Figure 4**).

Figure 3: Vicinity Map

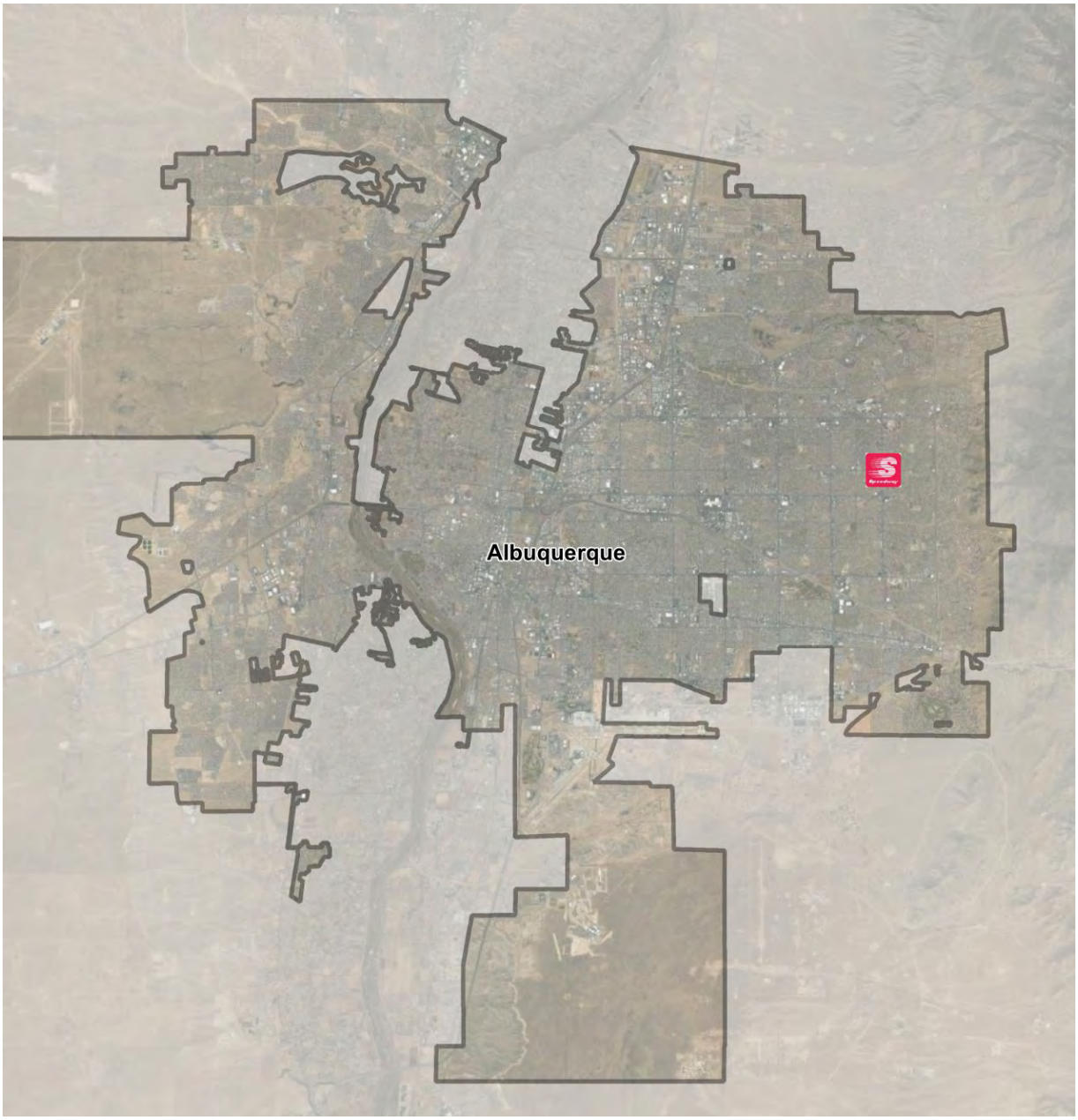
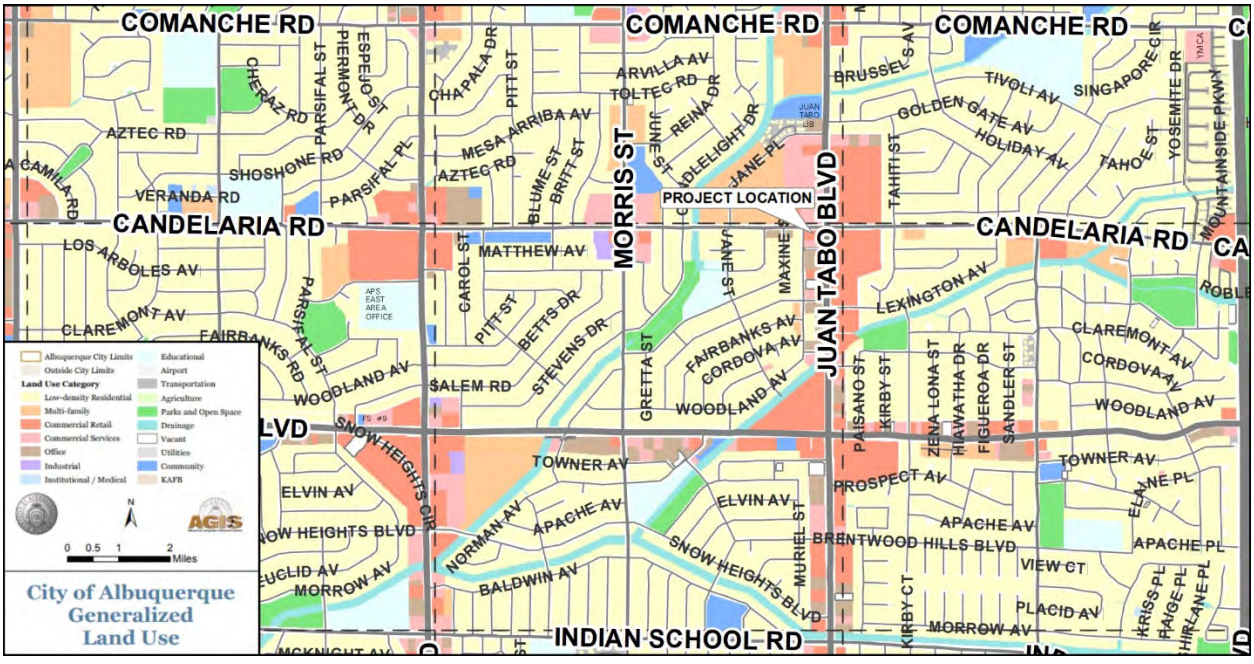


Figure 4: Project Location

GENERAL LAND USE

The Speedway gas station development consists of a 4,608 sq. ft. convenience store with approximately 32 fueling stalls. The site location is an existing gas station and is zoned as commercial. The surrounding area land uses are commercial, office, and low-density residential, as shown in **Figure 5**.

Figure 5: Zoning Map



SITE PLAN AND PREFERRED ACCESS

The site will have three accesses, two of the accesses are right in/right out (RIRO) accesses. There is a RIRO access on Candelaria Road and one on Juan Tabo Blvd. The south access goes into the existing parking lot, project traffic will not use this access. **Figure 6** shows the proposed site plan. The proposed development will be replacing an existing 16 pump gas station.

Figure 6: Site Plan

AREA STREET NETWORK

The speed limits listed in the description are the currently posted speed limits. Candelaria Road & Juan Tabo Blvd is a signalized intersection. The left-turn lanes are protected/permitted in all directions. For analysis purposes, Juan Tabo Blvd is the major-approach, with Candelaria Road as the minor-approach.

Candelaria Road: an east/west running road classified as a minor arterial with a speed limit of 35 mph, this minor arterial is a four-lane roadway with two dedicated thru lanes for each direction separated by a median.

Juan Tabo Blvd: A north/south running road classified as a principal arterial with a speed limit of 40, this principal arterial is a six-lane roadway with three dedicated thru lanes for each direction separated by a median.

2021 BACKGROUND TRAFFIC VOLUMES

COVID-19 ADJUSTMENT

Horrocks Engineers obtained the AM and PM peak hour traffic counts for the study intersections from Traffic Research & Analysis (TRA). TRA completed the counts in January 2021. An ADT of 13,710 vehicles was collected from the turn-movement count at intersection Candelaria Road & Juan Tabo Blvd on January 26, 2021. NMDOTs online AADT map has an AADT of 28,500 vehicles in 2017. Using data from NMDOTs Online AADT map, Horrocks Engineers calculated a growth rate of 1%, as shown in **Table 2**. To be conservative, Horrocks will use a growth rate of 1% for this study. To determine a COVID-19 adjustment, Horrocks estimated a pre-COVID 2021 count by increasing the historical counts using the 5-year growth rate of 1% from **Table 2. Table 3** shows the projected 2021 existing count as 29,267, which is 29% higher than the existing count collected. Therefore, the existing data collected for this study will be increased by 29% to estimate existing pre-COVID conditions.

Table 2: Historic Growth Rate

Roadway	5 Year	2017 AADT	2016 AADT	2015 AADT	2014 AADT	2013 AADT	2012 AADT	2011 AADT	2010 AADT	2009 AADT	2008 AADT	2007 AADT
Candelaria Road - West	-0.05%	16,332	16,386	16,336	16,198	16,281	16,377	14,481	14,511	14,562	16,916	17,174
		-0.33%	0.31%	0.85%	-0.51%	-0.59%	13.09%	-0.21%	-0.35%	-13.92%	-1.50%	
Juan Tabo Blvd - South	0.53%	31,687	32,221	30,050	29,836	30,586	30,947	30,981	30,033	30,460	31,049	35,701
		-1.66%	7.22%	0.72%	-2.45%	-1.17%	-0.11%	3.16%	-1.40%	-1.90%	-13.03%	
Average	0.24%											

Table 3: Projected Pre-COVID-19 AADT

Roadway	5 Year Historic Growth Rate	2017 AADT	Projected 2021 AADT
Juan Tabo Blvd	1%	28,500	29,657

2021 BACKGROUND LEVELS OF SERVICE

The intersection with the highest delay is Candelaria Road & Juan Tabo Blvd, with the eastbound right lane being the movement with the highest delay and causing a LOS B and a delay of 17.7 seconds per vehicle in the PM peak hour. **Figure 7** shows the balanced traffic turning movements. All study intersections perform at an acceptable LOS, as shown in **Table 4**.

Table 4: 2021 Background Peak Hour Traffic Analysis

Intersection Number	Intersection	AM Peak Hour		PM Peak Hour	
		Average Control Delay (sec/veh)	Level of Service	Average Control Delay (sec/veh)	Level of Service
2021 Background Peak Hour Conditions					
1	Candelaria Road & Juan Tabo Blvd	13.3	**B**	17.7	**B**

Source: HCM Methodologies using PTV Vistro Software

Control delay for unsignalized intersections shown for the worst approach only per the HCM.

MITIGATIONS

No recommended mitigations this time.

EXISTING TRANSIT SERVICE

There are no direct bus stops at Juan Taboo & Candelaria, so project traffic will not affect transit routes and will not be included in this TIS.

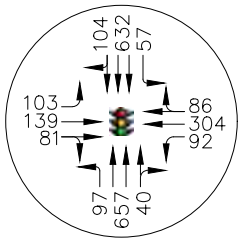
BICYCLE AND PEDESTRIAN CONSIDERATIONS

There are minimal pedestrian and bicycle traffic at the intersection project traffic will not be an issue and will not be included in this study. Pedestrian traffic on Juan Tabo Blvd and Candelaria Road is 6 and 4, respectively. **Table 5** shows the volumes for the AM & PM peak hours. The count data for **Table 5** is located in the APPENDIX.

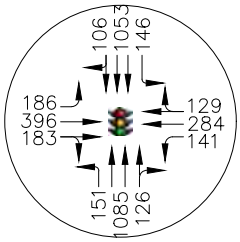
Table 5: Bicycle and Pedestrian Count Data

Mode	Candelaria Road		Juan Tabo Blvd		Total
	AM peak hour	PM peak hour	AM peak hour	PM peak hour	
Bicycle	0	0	0	0	0
Pedestrian	0	4	3	3	10

1 AM PEAK HOUR



1 PM PEAK HOUR



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Albuquerque New Mexico Speedway TIS
Existing AM & PM Traffic Volumes

Existing Intersection
Future Intersection
Intersection to be removed

FIGURE 7

SCALE: N/A
DATE: 02/2020

Future Traffic Conditions and Analysis Years

GROWTH RATES

For the 2031 condition, Horrocks obtained historical traffic data from NMDOT at locations surrounding the project. Using the NMDOT historical traffic data, to be conservative, an annual background growth factor of 1% will be used for the analysis, as shown in **Table 2**. Traffic data used to determine the growth is in the APPENDIX.

2031 BACKGROUND CONDITIONS

2021 Background traffic was grown 1% annually to create a 2031 background traffic scenario, as shown in **Figure 8.** All study intersections perform at an acceptable LOS, as shown in **Table 6**. The study intersection with the highest delay is Candelaria Road & Juan Tabo Blvd. The traffic movement with the highest delay is westbound right-turn lane with a LOS B and a delay of 13.9 seconds per vehicle in the PM peak hour. The difference is from the comparison to the 2021 background scenario.

Table 6: 2031 Background Hour Traffic Analysis

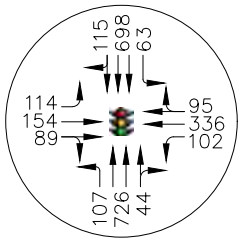
Intersection Number	Intersection	AM Peak Hour			PM Peak Hour		
		Average Control Delay (sec/veh)	Level of Service	Difference	Average Control Delay (sec/veh)	Level of Service	Difference
2020 Background Peak Hour Conditions							
1	Candelaria Road & Juan Tabo Blvd	13.9	**B**	+0.6	19.8	**B**	+2.1

Source: HCM Methodologies using PTV Vistro Software
Control delay for unsignalized intersections shown for the worst approach only per the HCM.

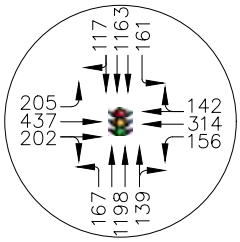
MITIGATIONS

No recommended mitigations this time.

1 AM PEAK HOUR



1 PM PEAK HOUR



Project Traffic Volumes

Project traffic volumes were estimated and distributed using the industry-standard trip generation literature and using existing traffic counts and engineering judgment to distribute project traffic to the existing road network.

TRIP GENERATION

Using ITE methodology, Horrocks estimates the Proposed will generate approximately 3,860 new external trips, with 383 and 319 trips during the AM and PM peak hours, respectively. Pass-by trips only apply to commercial/retail developments. In the ITE manual, a gasoline/service station has a pass-by trip reduction of 62% and 56% during the AM & PM peak hours, respectively. The development does not generate pass-by trips but is existing trips on the roadway that will use the proposed development. After applying the pass-by trip reduction, the new AM & PM peak hour trips are 146 & 140 trips, respectively. The existing gas station generated trips are subtracted from the new forecasted trips. The total trips added to the roadway network are 104 & 50 trips in the AM & PM peak hour, respectively. The Copies of the ITE Trip Generation 10th Edition land use descriptions and rates used in this project are in the APPENDIX. **Table 7** contains a summary of the calculated trip generation for the project.

Table 7: ITE Trip Generation

Speedway Gas Station Trip Gen										
Variable	Quantity	Daily			AM Peak Hour			PM Peak Hour		
		Total	In	Out	Total	In	Out	Total	In	Out
Super Convenience/Gas Station (ITE 960)		**837.58**	50%	50%	**83.14**	50%	50%	**69.28**	50%	50%
1,000 Sq. Ft. GFA	4.61	3,860	1,930	1,930	383	191	192	319	160	160
AM Pass-By Trip Reduction	62%				238	118	119			
PM Pass-By Trip Reduction	56%							179	89	89
Total New Forecast Trips		**3,860**	**1,930**	**1,930**	**146**	**72**	**73**	**140**	**70**	**70**
Current Gas Station Generated Trips					42	21	21	90	42	48
Total New Site Trips					**104**	**51**	**52**	**50**	**28**	**22**

ITE Trip Generation 10th Edition

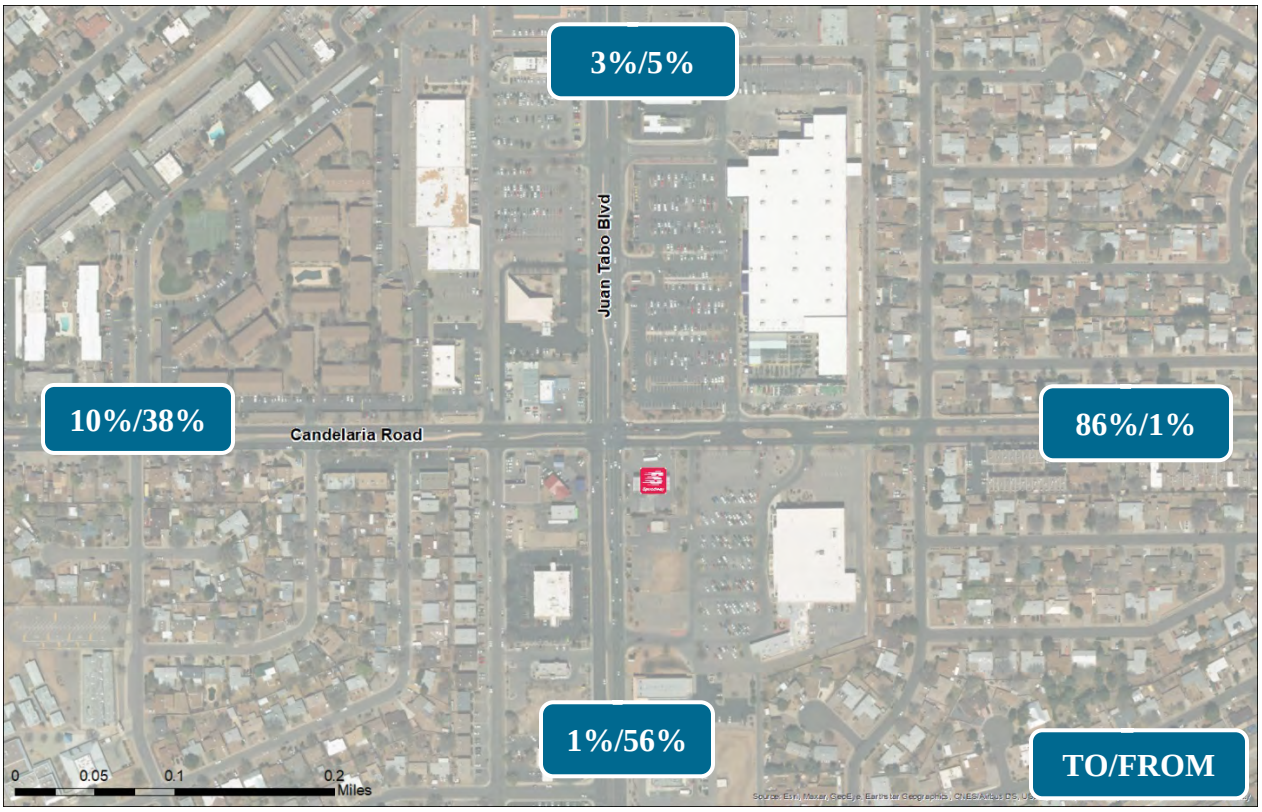
TRIP DISTRIBUTION

The estimated new trips from the proposed development were distributed onto the roadway network based on the proposed site access locations, existing turning movements, traffic patterns, and proximity to major roadways, as shown in **Figure 9**. The basis of the distribution is on an origin/destination approach. Horrocks traffic counts at the study intersections were used to determine the existing trip distribution. Horrocks used the collected count data to distribute project trips to and from the project area. The project accesses on Candelaria Road and Juan Taboo Blvd are right in/right out (RIRO). This creates difficult paths for project traffic to exit the site. Our Trip Distribution reflects that.

- 10% to/38% from eastbound on Candelaria Road
- 87% to/1% from westbound on Candelaria Road
- 3% to/5% from southbound Juan Tabo Blvd
- 1% to/56% from northbound Juan Tabo Blvd

Horrocks assumed that all trips are by non-transit vehicles, so the modal split was not necessary.

Figure 9: Trip Distribution



TRIP ASSIGNMENT

The development has two accesses, one on Juan Tabo Blvd and one on Candelaria Road. The trip assignment involves assigning traffic to a selection of routes in a transportation network. It is how project trips travel through the transportation network to leave the study area. The Trip Assignment is in direct correlation to the trip distribution of project trips only. This development has one main route to the site. Therefore, the trip assignment percentage for this study area will be 100%, as shown in **Figure 10.**

Figure 10: Trip Assignment

Traffic Analysis

INTERSECTION AND ROADWAY ANALYSIS

2021 BACKGROUND PLUS PROJECT CONDITIONS

Horrocks added project traffic the 2021 Background traffic to create an 2021 Background plus Project traffic scenario, as shown in **Figure 11. Figure 12** shows the traffic generated by the project site. All study intersections were analyzed and perform at an acceptable LOS. The study intersection with the highest delay is Candelaria Road & Juan Taboo Blvd, with LOS B and an intersection Delay of 17.7 seconds during the PM peak hour, as shown in **Table 8**.

Table 8: 2021 Background Plus Project Conditions

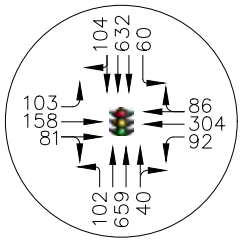
Intersection Number	Intersection	AM Peak Hour		PM Peak Hour	
		Average Control Delay (sec/veh)	Level of Service	Average Control Delay (sec/veh)	Level of Service
2020 Background Peak Hour Conditions					
1	Candelaria Road & Juan Tabo Blvd	13.3	**B**	17.7	**B**
2	Candelaria Road & Project Access	8.5	**A**	8.4	**A**
3	Juan Tabo Blvd & Project Access	9.0	**A**	9.0	**A**

Source: HCM Methodologies using Vistro Software
Control delay for unsignalized intersections shown for the worst approach only per the HCM.

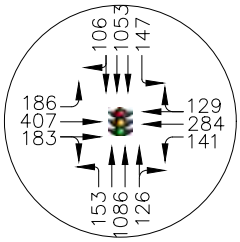
MITIGATIONS

No recommended mitigations this time.

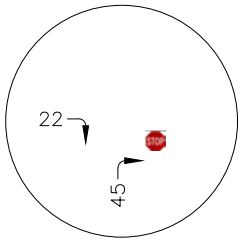
1 AM PEAK HOUR



1 PM PEAK HOUR



2 AM PEAK HOUR



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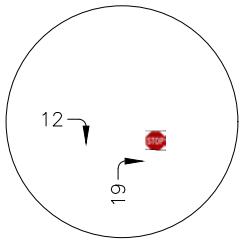

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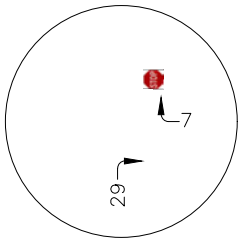

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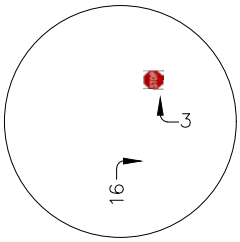

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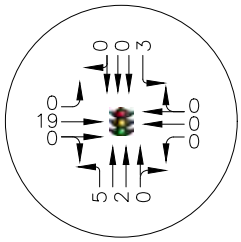
2021 Background plus Project AM & PM Traffic Volumes

Existing Intersection
Future Intersection
Intersection to be removed

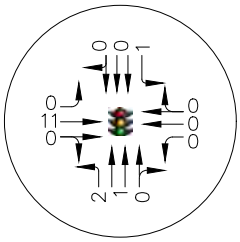
FIGURE 11

SCALE: N/A
DATE: 02/2020

1 AM PEAK HOUR



1 PM PEAK HOUR



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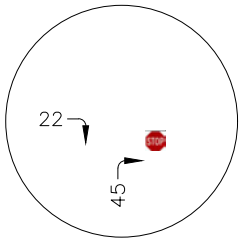

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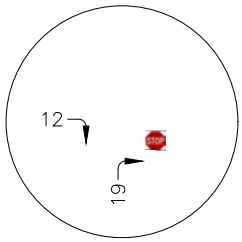

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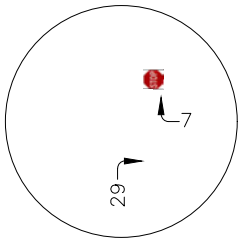
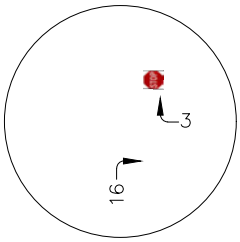


3 PM PEAK HOUR



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Albuquerque New Mexico Speedway TIS
Project AM & PM Traffic Volumes

Existing Intersection
Future Intersection
Intersection to be removed

FIGURE 12

SCALE: N/A
DATE: 02/2020

2031 BACKGROUND PLUS PROJECT CONDITIONS

Horrocks added project traffic to the 2031 background traffic to create a 2031 plus Project traffic scenario, as shown in **Figure 13**. All study intersections were analyzed and perform at an acceptable LOS. The study intersection with the highest delay is Candelaria Road & Juan Tabo Blvd, with LOS C and an intersection delay of 20.0 seconds in the PM peak hour, as shown in **Table 9**. The Candelaria Road & Juan Tabo Blvd intersections LOS change from LOSB to LOS C in the PM peak hour.

Table 9: 2031 Background plus Project Peak Hour Traffic Analysis

Intersection Number	Intersection	AM Peak Hour		PM Peak Hour	
		Average Control Delay (sec/veh)	Level of Service	Average Control Delay (sec/veh)	Level of Service
2020 Background plus Project Peak Hour Conditions					
1	Candelaria Road & Juan Tabo Blvd	14.0	**B**	20.0	**C**
2	Candelaria Road & Project Access	8.5	**A**	8.4	**A**
3	Juan Tabo Blvd & Project Access	9.0	**A**	9.0	**A**

Source: HCM Methodologies using Vistro Software
Control delay for unsignalized intersections shown for the worst approach only per the HCM.

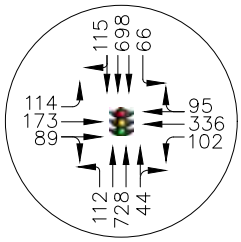
MITIGATIONS

No recommended mitigations this time.

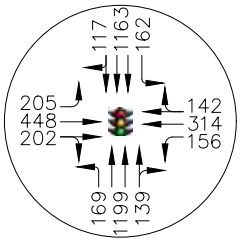
SITE ACCESS REQUIREMENTS

The proposed development does not warrant any roadway improvements.

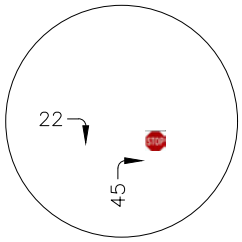
1 AM PEAK HOUR



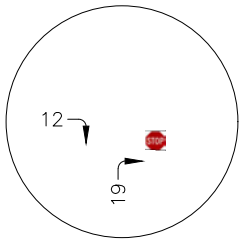
1 PM PEAK HOUR



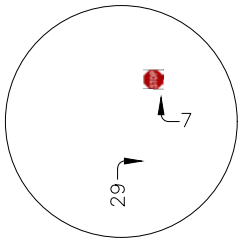
2 AM PEAK HOUR



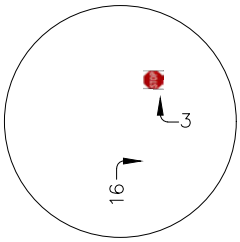
2 PM PEAK HOUR



3 AM PEAK HOUR



3 PM PEAK HOUR



HORROCKS ENGINEERS
2162 WEST GROVE PARKWAY
SUITE #400
PLEASANT GROVE, UT. 84062
(801) 763-5100

Albuquerque New Mexico Speedway TIS
2031 Background plus Project AM & PM Traffic Volumes

Existing Intersection
Future Intersection
Intersection to be removed

FIGURE 13

SCALE: N/A
DATE: 02/2020

RECOMMENDATIONS AND MITIGATIONS MEASURES

1. 2021 Background Conditions: - All study intersections operate at an acceptable LOS. Horrocks added a COVID-19 adjustment factor increase of 29%. The study intersection with the highest delay is Candelaria Road & Juan Tabo Blvd with a LOS B and a delay of 17.7 seconds during the PM peak hour. No recommended mitigations at this time.
2. The proposed development is estimated to generate approximately 3,860 new external daily trips, 383 trips during the AM peak hours and 319 during the PM peak hour. The pass-by trip reduction for the AM and PM peak hour is 62% and 56%, respectively.
3. 2021 Background plus Project Conditions: - Project traffic was added to 2021 Background conditions to create 2021 Background plus Project. All intersections perform at an acceptable. The study intersection with the highest delay is Candelaria Road & Juan Tabo Blvd with LOS B and a delay of 17.8 sec during the PM peak hour. No recommended mitigations at this time.
4. 2031 Background Conditions: - Using NMDOT historic AADT counts, 1% growth each year was added to 2021 Background conditions to total 10% for the next ten years to project 2021 Background traffic volumes to 2031. All study intersections function at acceptable LOS. The study intersection with the highest delay is Candelaria Road & Juan Tabo Blvd with LOS B and a delay of 19.8 veh/sec in the PM peak hour. No recommended mitigations at this time.
5. 2031 Background plus Project Conditions: - After adding project traffic to the 2031 Background scenario to create the 2031 Background plus Project scenario, all intersections operate at an acceptable LOS. The Candelaria Road & Juan Tabo Blvd intersection delay changed from LOS B to LOSC in the PM peak hour compared to the 2031 Background scenario. The study intersection with the highest delay is Candelaria Road & Juan Tabo Blvd with LOS C and an intersection delay of 20.0 seconds in the PM peak hour. No recommended mitigations at this time.

APPENDIX

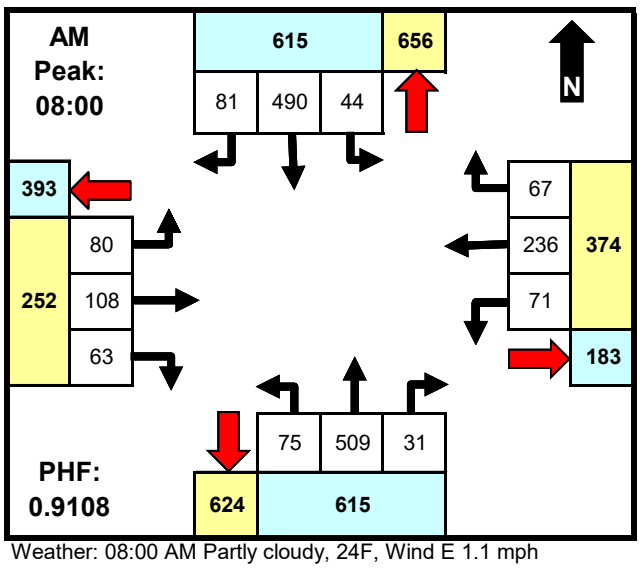
TRAFFIC COUNTS

TRAFFIC RESEARCH & ANALYSIS, INC.
Specializing in Traffic Data Collection

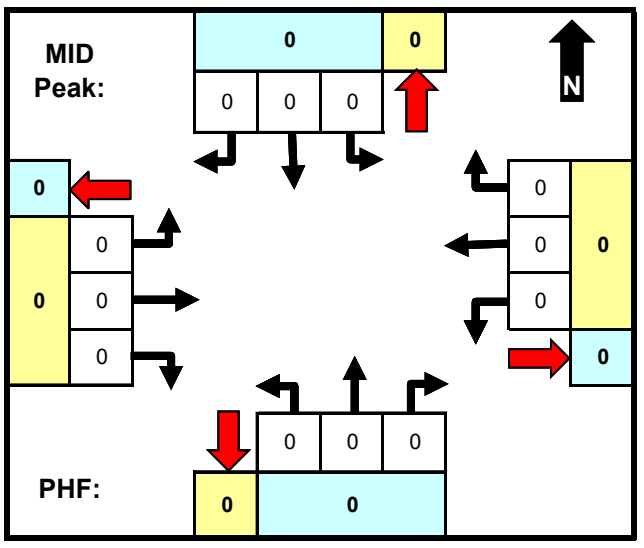
Traffic Research & Analysis, Inc.
3844 East Indian School Road
Phoenix, AZ 85018
(602) 840-1500

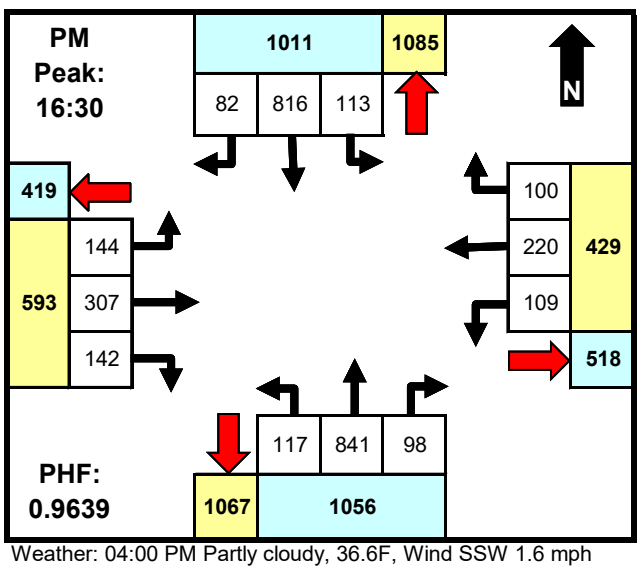
Intersection ID: 2100387
Count Date: 1/27/2021

JUAN TABO BLVD NE & CANDELARIA RD NE

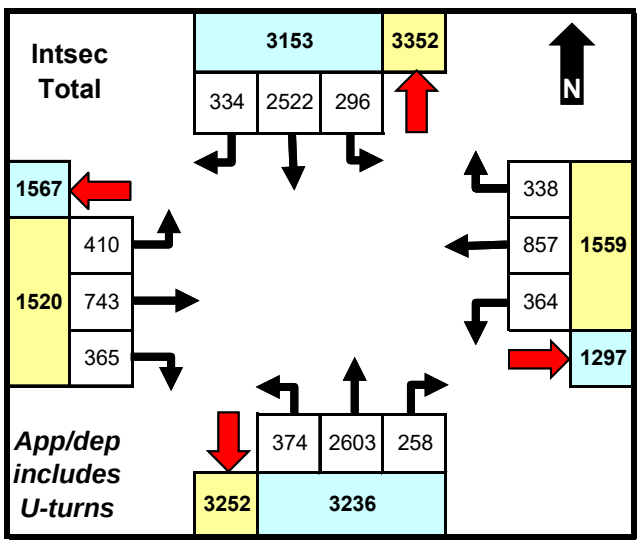


Weather: 08:00 AM Partly cloudy, 24F, Wind E 1.1 mph





Weather: 04:00 PM Partly cloudy, 36.6F, Wind SSW 1.6 mph



	North		East		South		West		
	App	Dep	App	Dep	App	Dep	App	Dep	Total
AM	615	656	374	183	615	624	252	393	**1856**
MID	0	0	0	0	0	0	0	0	**0**
PM	1011	1085	429	518	1056	1067	593	419	**3089**
Total	3153	3352	1559	1297	3236	3252	1520	1567	**9468**

Comments

Unless shown otherwise, MID period defined as 10:00 AM - 2:00 PM. Peaks defined based on total intersection volume for all vehicle types. Chart totals do not include crosswalk data.

	From North (SB) JUAN TABO BLVD NE					From East (WB) CANDELARIA RD NE					From South (NB) JUAN TABO BLVD NE					From West (EB) CANDELARIA RD NE					INTSEC
Time	LT	Thru	RT	U	Cwlk	LT	Thru	RT	U	Cwlk	LT	Thru	RT	U	Cwlk	LT	Thru	RT	U	Cwlk	TOTAL
0:00																					0
0:15																					0
0:30																					0
0:45																					0
1:00																					0
1:15																					0
1:30																					0
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5:45																					0
6:00																					0
6:15																					0
6:30																					0
6:45																					0
07:00	3	84	7	0	0	11	30	12	0	1	4	90	5	0	0	12	15	6	0	0	**280**
07:15	10	100	15	0	0	17	42	13	0	0	13	91	13	1	0	15	8	6	0	0	**344**
07:30	3	126	17	0	1	17	51	13	0	0	19	120	12	0	0	13	14	11	0	0	**417**
07:45	7	101	18	0	0	22	78	22	0	0	28	138	3	0	0	14	32	20	0	0	**483**
08:00	6	131	24	0	0	20	89	19	0	0	29	127	8	0	0	16	21	7	1	0	**498**
08:15	5	101	16	0	0	17	54	13	0	0	9	113	4	0	0	28	36	17	0	0	**413**
08:30	15	112	17	0	0	23	40	15	0	0	16	131	8	0	1	18	24	16	0	1	**437**
08:45	18	146	24	0	0	11	53	20	0	0	21	138	11	0	0	18	27	23	0	0	**510**
9:00																					0
9:15																					0
9:30																					0
9:45																					0
10:00																					0
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15:00																					0
15:15																					0
15:30																					0
15:45																					0
16:00	24	226	34	0	2	31	53	25	0	0	28	220	18	0	2	34	64	34	0	2	**797**
16:15	31	198	39	0	0	35	51	32	0	0	33	196	23	0	0	43	63	30	1	0	**775**
16:30	33	224	24	0	0	25	59	23	0	0	28	205	28	0	0	33	67	25	0	0	**774**
16:45	19	196	19	0	1	23	54	17	0	0	26	206	25	0	1	29	75	48	0	0	**739**
17:00	31	200	24	0	2	25	49	29	0	1	28	231	20	0	2	30	72	36	0	0	**780**
17:15	30	196	15	0	0	36	58	31	0	0	35	199	25	0	0	52	93	33	0	0	**803**
17:30	35	205	21	1	1	21	47	24	0	1	30	192	32	0	0	31	62	34	0	1	**738**
17:45	26	176	20	0	0	30	49	30	0	0	27	206	23	0	1	24	70	19	0	2	**703**
18:00																					0
18:15																					0
18:30																					0
18:45																					0
19:00																					0
19:15																					0
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22:45																					0
23:00																					0
23:15																					0
23:30																					0
23:45																					0
Total	296	2522	334	1	7	364	857	338	0	3	374	2603	258	1	7	410	743	365	2	6	9491
AM Peak Hr:																					8:00
Pk Vol	44	490	81	0	0	71	236	67	0	0	75	509	31	0	1	80	108	63	1	1	1858
PHF	0.611	0.839	0.844	n/a	n/a	0.772	0.663	0.838	n/a	n/a	0.647	0.922	0.705	n/a	0.250	0.714	0.750	0.685	0.250	0.250	0.911
MID Peak Hr:																					
Pk Vol																					0
PHF																					
PM Peak Hr:																					16:30
Pk Vol	113	816	82	0	3	109	220	100	0	1	117	841	98	0	3	144	307	142	0	0	3096
PHF	0.856	0.911	0.854	n/a	0.375	0.757	0.932	0.806	n/a	0.250	0.836	0.910	0.875	n/a	0.375	0.692	0.825	0.740	n/a	n/a	0.964

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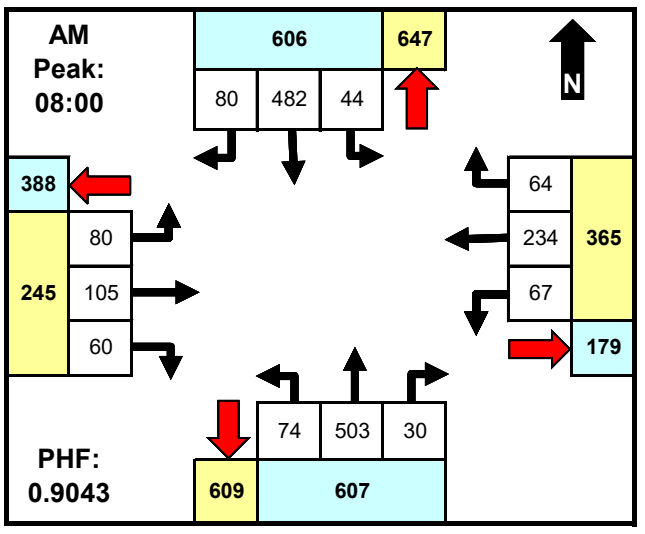
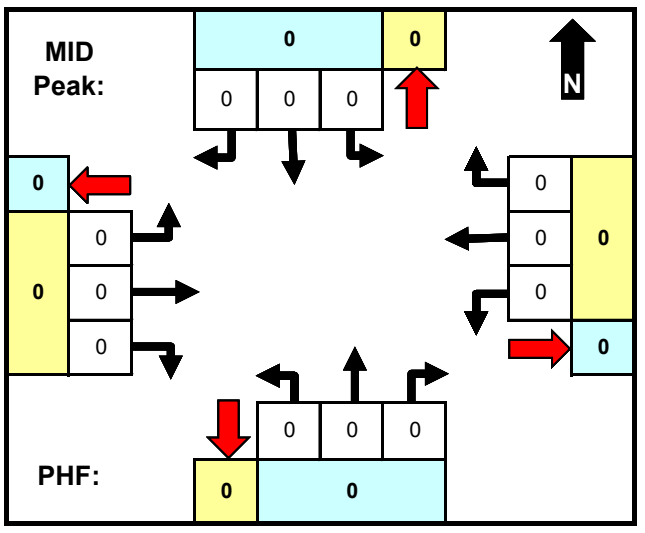
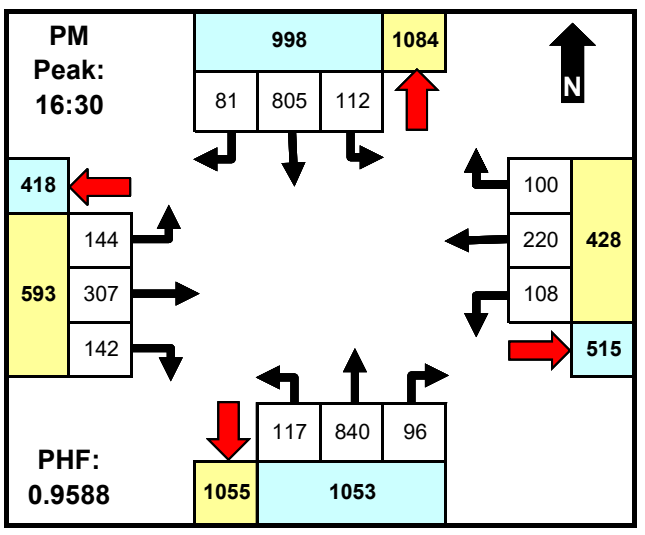
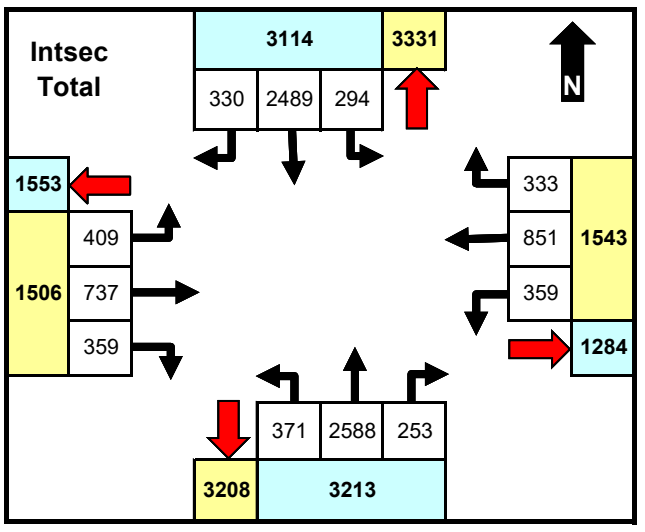
JUAN TABO BLVD NE & CANDELARIA RD NE









	North		East		South		West		
	App	Dep	App	Dep	App	Dep	App	Dep	Total
AM	606	647	365	179	607	609	245	388	**1823**
MID	0	0	0	0	0	0	0	0	**0**
PM	998	1084	428	515	1053	1055	593	418	**3072**
Total	3114	3331	1543	1284	3213	3208	1506	1553	**9376**

Comments

Unless shown otherwise, MID period defined as 10:00 AM - 2:00 PM. Peaks defined based on total intersection volume for all vehicle types.

	From North (SB)				From East (WB)				From South (NB)				From West (EB)				INTSEC
	JUAN TABO BLVD NE				CANDELARIA RD NE				JUAN TABO BLVD NE				CANDELARIA RD NE				
Time	LT	Thru	RT	U	LT	Thru	RT	U	LT	Thru	RT	U	LT	Thru	RT	U	TOTAL
0:00																	0
0:15																	0
0:30																	0
0:45																	0
1:00																	0
1:15																	0
1:30																	0
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6:45																	0
07:00	3	83	7	0	11	29	12	0	4	90	5	0	12	15	6	0	**277**
07:15	10	95	15	0	17	41	13	0	12	91	13	1	15	8	6	0	**337**
07:30	3	123	16	0	17	50	13	0	18	119	12	0	12	13	10	0	**406**
07:45	6	101	18	0	22	78	21	0	28	133	3	0	14	31	19	0	**474**
08:00	6	127	24	0	18	89	18	0	29	125	8	0	16	20	7	0	**487**
08:15	5	101	16	0	17	53	12	0	9	111	3	0	28	35	15	0	**405**
08:30	15	110	16	0	21	40	14	0	16	131	8	0	18	23	15	0	**427**
08:45	18	144	24	0	11	52	20	0	20	136	11	0	18	27	23	0	**504**
9:00																	0
9:15																	0
9:30																	0
9:45																	0
10:00																	0
10:15																	0
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15:45																	0
16:00	24	225	33	0	31	53	25	0	28	220	17	0	34	64	33	0	**787**
16:15	31	197	39	0	35	50	31	0	33	196	23	0	43	63	30	1	**772**
16:30	33	223	24	0	25	59	23	0	28	204	28	0	33	67	25	0	**772**
16:45	18	191	19	0	22	54	17	0	26	206	25	0	29	75	48	0	**730**
17:00	31	196	23	0	25	49	29	0	28	231	19	0	30	72	36	0	**769**
17:15	30	195	15	0	36	58	31	0	35	199	24	0	52	93	33	0	**801**
17:30	35	202	21	1	21	47	24	0	30	191	32	0	31	61	34	0	**730**
17:45	26	176	20	0	30	49	30	0	27	205	22	0	24	70	19	0	**698**
18:00																	0
18:15																	0
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23:00																	0
23:15																	0
23:30																	0
23:45																	0
Total	294	2489	330	1	359	851	333	0	371	2588	253	1	409	737	359	1	**9376**
AM Peak Hr:																	8:00
Pk Vol	44	482	80	0	67	234	64	0	74	503	30	0	80	105	60	0	**1823**
PHF	0.611	0.837	0.833	n/a	0.798	0.657	0.800	n/a	0.638	0.925	0.682	n/a	0.714	0.750	0.652	n/a	**0.904**
MID Peak Hr:																	

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Count Date: 1/27/2021

JUAN TABO BLVD NE & CANDELARIA RD NE

	From North (SB) JUAN TABO BLVD NE				From East (WB) CANDELARIA RD NE				From South (NB) JUAN TABO BLVD NE				From West (EB) CANDELARIA RD NE				INTSEC
Pk Vol																	0
PHF																	
PM Peak Hr:																	16:30
Pk Vol	112	805	81	0	108	220	100	0	117	840	96	0	144	307	142	0	3072
PHF	0.848	0.902	0.844	n/a	0.750	0.932	0.806	n/a	0.836	0.909	0.857	n/a	0.692	0.825	0.740	n/a	0.959

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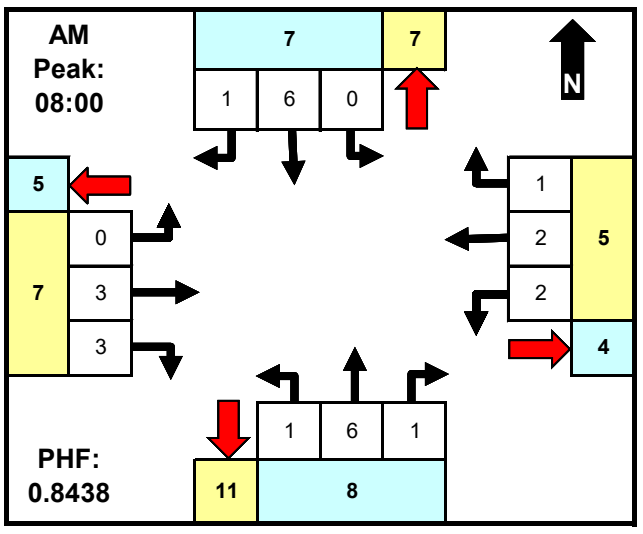
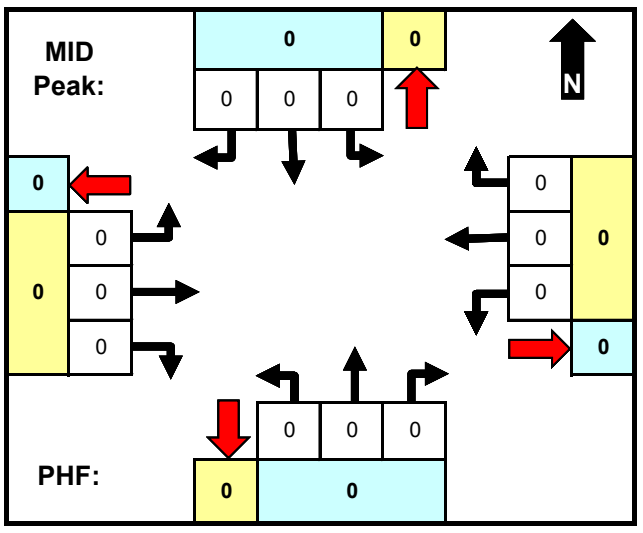
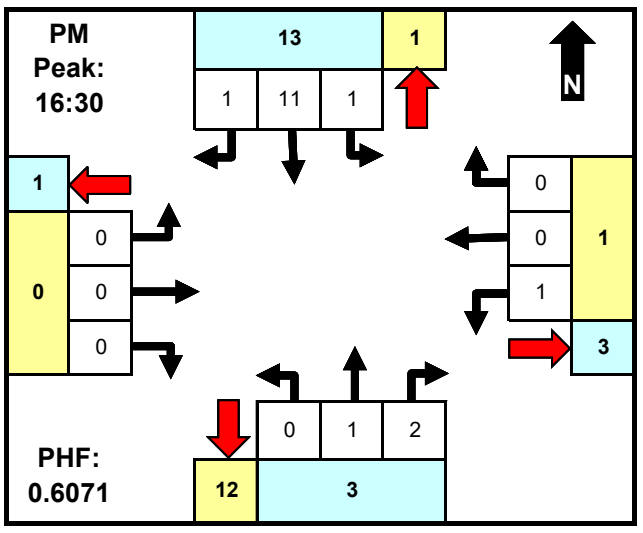
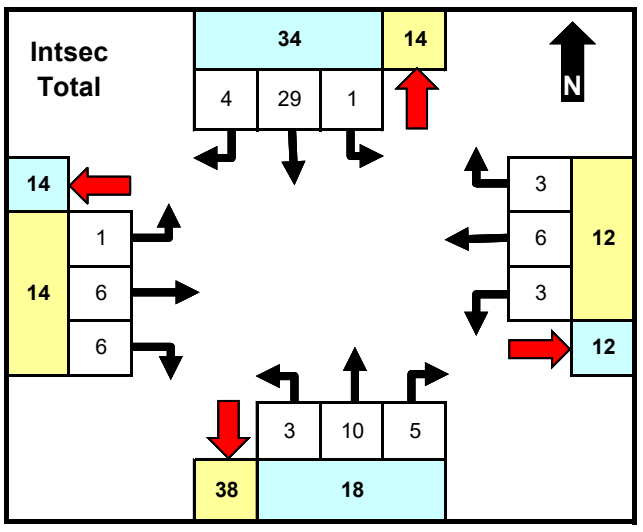
JUAN TABO BLVD NE & CANDELARIA RD NE









	North		East		South		West		
	App	Dep	App	Dep	App	Dep	App	Dep	Total
AM	7	7	5	4	8	11	7	5	27
MID	0	0	0	0	0	0	0	0	0
PM	13	1	1	3	3	12	0	1	17
Total	34	14	12	12	18	38	14	14	78

Comments

Unless shown otherwise, MID period defined as 10:00 AM - 2:00 PM. Peaks defined based on total intersection volume for all vehicle types.

	From North (SB)				From East (WB)				From South (NB)				From West (EB)				INTSEC
	JUAN TABO BLVD NE				CANDELARIA RD NE				JUAN TABO BLVD NE				CANDELARIA RD NE				
Time	LT	Thru	RT	U	LT	Thru	RT	U	LT	Thru	RT	U	LT	Thru	RT	U	TOTAL
0:00																	0
0:15																	0
0:30																	0
0:45																	0
1:00																	0
1:15																	0
1:30																	0
1:45																	0
2:00																	0
2:15																	0
2:30																	0
2:45																	0
3:00																	0
3:15																	0
3:30																	0
3:45																	0
4:00																	0
4:15																	0
4:30																	0
4:45																	0
5:00																	0
5:15																	0
5:30																	0
5:45																	0
6:00																	0
6:15																	0
6:30																	0
6:45																	0
07:00	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
07:15	0	3	0	0	0	1	0	0	1	0	0	0	0	0	0	0	5
07:30	0	3	1	0	0	1	0	0	1	0	0	0	1	1	1	0	9
07:45	0	0	0	0	0	0	1	0	0	1	0	0	0	1	1	0	4
08:00	0	3	0	0	0	0	0	0	0	2	0	0	0	1	0	1	7
08:15	0	0	0	0	0	1	1	0	0	2	1	0	0	1	2	0	8
08:30	0	2	1	0	2	0	0	0	0	0	0	0	0	1	1	0	7
08:45	0	1	0	0	0	1	0	0	1	2	0	0	0	0	0	0	5
9:00																	0
9:15																	0
9:30																	0
9:45																	0
10:00																	0
10:15																	0
10:30																	0
10:45																	0
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14:30																	0
14:45																	0
15:00																	0
15:15																	0
15:30																	0
15:45																	0
16:00	0	1	1	0	0	0	0	0	0	0	1	0	0	0	1	0	4
16:15	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	3
16:30	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2
16:45	1	5	0	0	1	0	0	0	0	0	0	0	0	0	0	0	7
17:00	0	4	1	0	0	0	0	0	0	0	1	0	0	0	0	0	6
17:15	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2
17:30	0	3	0	0	0	0	0	0	0	1	0	0	0	1	0	0	5
17:45	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
18:00																	0
18:15																	0
18:30																	0
18:45																	0
19:00																	0
19:15																	0
19:30																	0
19:45																	0
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21:45																	0
22:00																	0
22:15																	0
22:30																	0
22:45																	0
23:00																	0
23:15																	0
23:30																	0
23:45																	0
Total	1	29	4	0	3	6	3	0	3	10	5	0	1	6	6	1	78
AM Peak Hr:																	8:00
Pk Vol	0	6	1	0	2	2	1	0	1	6	1	0	0	3	3	1	27
PHF	n/a	0.500	0.250	n/a	0.250	0.500	0.250	n/a	0.250	0.750	0.250	n/a	n/a	0.750	0.375	0.250	0.844
MID Peak Hr:																	

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Phoenix, AZ 85018
(602) 840-1500

Intersection ID: 2100387
Count Date: 1/27/2021

JUAN TABO BLVD NE & CANDELARIA RD NE

	From North (SB) JUAN TABO BLVD NE				From East (WB) CANDELARIA RD NE				From South (NB) JUAN TABO BLVD NE				From West (EB) CANDELARIA RD NE				INTSEC
Pk Vol																	0
PHF																	
PM Peak Hr:																	16:30
Pk Vol	1	11	1	0	1	0	0	0	0	1	2	0	0	0	0	0	17
PHF	0.250	0.550	0.250	n/a	0.250	n/a	n/a	n/a	n/a	0.250	0.500	n/a	n/a	n/a	n/a	n/a	0.607

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(602) 840-1500

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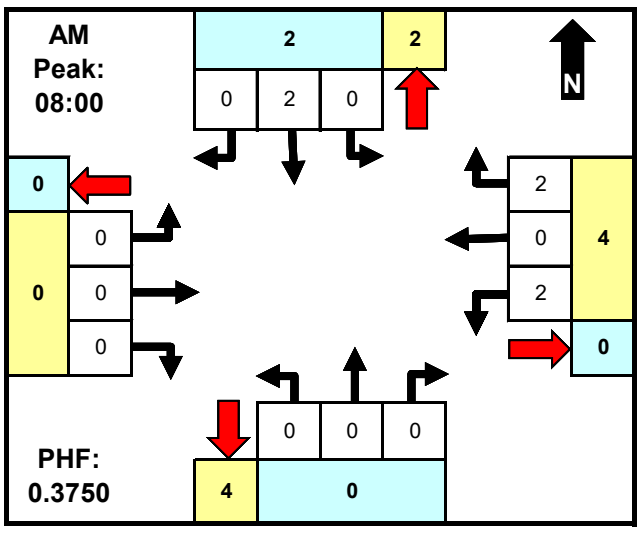
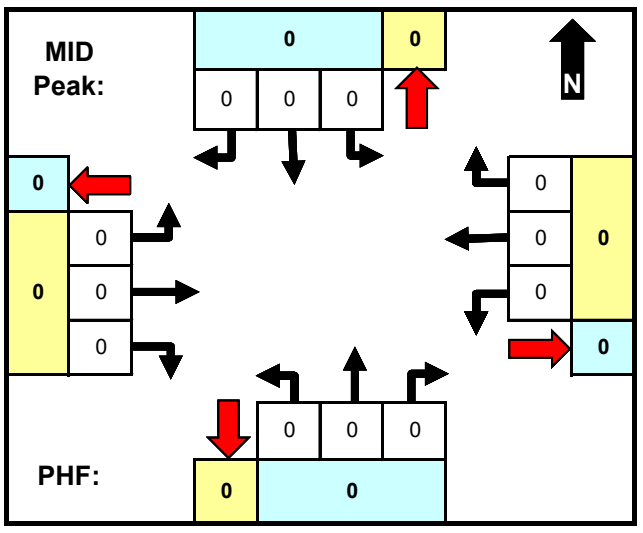
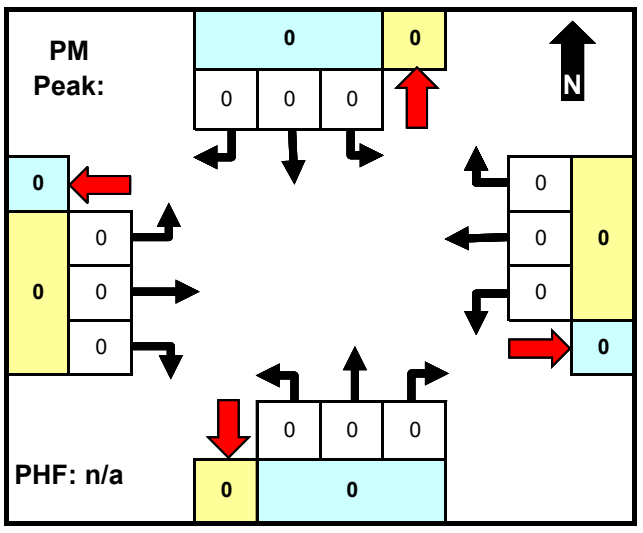
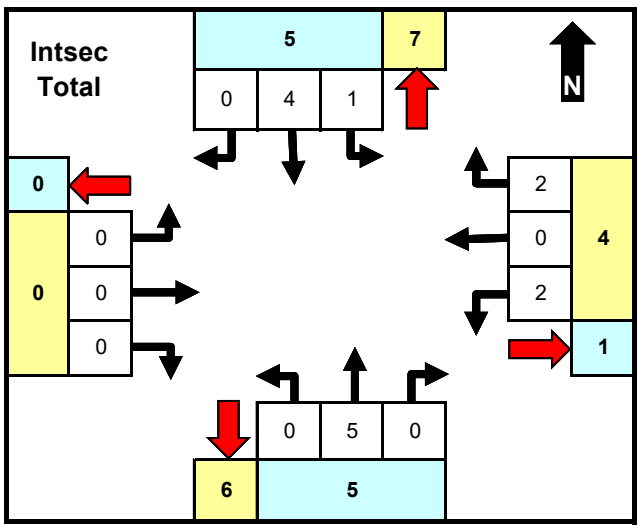
Count Date: 1/27/2021

JUAN TABO BLVD NE & CANDELARIA RD NE









	North		East		South		West		
	App	Dep	App	Dep	App	Dep	App	Dep	Total
AM	2	2	4	0	0	4	0	0	6
MID	0	0	0	0	0	0	0	0	0
PM	0	0	0	0	0	0	0	0	0
Total	5	7	4	1	5	6	0	0	14

Comments

Unless shown otherwise, MID period defined as 10:00 AM - 2:00 PM. Peaks defined based on total intersection volume for all vehicle types.

	From North (SB)				From East (WB)				From South (NB)				From West (EB)				INTSEC
	JUAN TABO BLVD NE				CANDELARIA RD NE				JUAN TABO BLVD NE				CANDELARIA RD NE				
Time	LT	Thru	RT	U	LT	Thru	RT	U	LT	Thru	RT	U	LT	Thru	RT	U	TOTAL
0:00																	0
0:15																	0
0:30																	0
0:45																	0
1:00																	0
1:15																	0
1:30																	0
1:45																	0
2:00																	0
2:15																	0
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5:30																	0
5:45																	0
6:00																	0
6:15																	0
6:30																	0
6:45																	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
07:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
07:45	1	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	5
08:00	0	1	0	0	2	0	1	0	0	0	0	0	0	0	0	0	4
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
08:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
9:00																	0
9:15																	0
9:30																	0
9:45																	0
10:00																	0
10:15																	0
10:30																	0
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15:00																	0
15:15																	0
15:30																	0
15:45																	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00																	0
18:15																	0
18:30																	0
18:45																	0
19:00																	0
19:15																	0
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21:45																	0
22:00																	0
22:15																	0
22:30																	0
22:45																	0
23:00																	0
23:15																	0
23:30																	0
23:45																	0
Total	1	4	0	0	2	0	2	0	0	5	0	0	0	0	0	0	14
AM Peak Hr:																	8:00
Pk Vol	0	2	0	0	2	0	2	0	0	0	0	0	0	0	0	0	6
PHF	n/a	0.500	n/a	n/a	0.250	n/a	0.500	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	0.375
MID Peak Hr:																	

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3844 East Indian School Road
Phoenix, AZ 85018
(602) 840-1500

Intersection ID: 2100387
Count Date: 1/27/2021

JUAN TABO BLVD NE & CANDELARIA RD NE

	From North (SB) JUAN TABO BLVD NE				From East (WB) CANDELARIA RD NE				From South (NB) JUAN TABO BLVD NE				From West (EB) CANDELARIA RD NE				INTSEC
Pk Vol																	0
PHF																	
PM Peak Hr:																	16:30
Pk Vol	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a

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Count Date: 1/27/2021

JUAN TABO BLVD NE & CANDELARIA RD NE

AM Peak: 08:00

	0		
0	0	0	0
Ped	Bike	Ped	Bike

0	Ped	
0	Bike	
1	Ped	
0	Bike	
1		

Ped	0	
Bike	0	
Ped	0	
Bike	0	
		0

Ped	Bike	Ped	Bike
0	0	1	0
	1		

MID Peak:

	0		
0	0	0	0
Ped	Bike	Ped	Bike

0	Ped	
0	Bike	
0	Ped	
0	Bike	
0		

Ped	0	
Bike	0	
Ped	0	
Bike	0	
		0

Ped	Bike	Ped	Bike
0	0	0	0
	0		

PM Peak: 16:30

	3		
2	0	1	0
Ped	Bike	Ped	Bike

0	Ped	
0	Bike	
0	Ped	
0	Bike	
0		

Ped	0	
Bike	0	
Ped	1	
Bike	0	
		1

Ped	Bike	Ped	Bike
2	0	1	0
	3		

Intsec Total

	7		
5	1	1	0
Ped	Bike	Ped	Bike

3	Ped	
0	Bike	
3	Ped	
0	Bike	
6		

Ped	2	
Bike	0	
Ped	1	
Bike	0	
		3

Ped	Bike	Ped	Bike
4	0	3	0
	7		

	North		East		South		West		
	CW	CCW	CW	CCW	CW	CCW	CW	CCW	Total
AM	0	0	0	0	0	1	0	1	2
MID	0	0	0	0	0	0	0	0	0
PM	1	2	1	0	2	1	0	0	7
Total	1	6	1	2	4	3	3	3	23

CW = Clockwise
CCW = Counter-clockwise

Comments

Unless shown otherwise, MID period defined as 10:00 AM - 2:00 PM. Crosswalk peaks defined based on total intersection volume for all vehicle types.

	North Leg				East Leg				South Leg				West Leg				INTSEC
	CW		CCW		CW		CCW		CW		CCW		CW		CCW		
Time	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	TOTAL
0:00																	0
0:15																	0
0:30																	0
0:45																	0
1:00																	0
1:15																	0
1:30																	0
1:45																	0
2:00																	0
2:15																	0
2:30																	0
2:45																	0
3:00																	0
3:15																	0
3:30																	0
3:45																	0
4:00																	0
4:15																	0
4:30																	0
4:45																	0
5:00																	0
5:15																	0
5:30																	0
5:45																	0
6:00																	0
6:15																	0
6:30																	0
6:45																	0
07:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00																	0
9:15																	0
9:30																	0
9:45																	0
10:00																	0
10:15																	0
10:30																	0
10:45																	0
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14:30																	0
14:45																	0
15:00																	0
15:15																	0
15:30																	0
15:45																	0
16:00	0	0	1	1	0	0	0	0	2	0	0	0	2	0	0	0	6
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	2
17:00	1	0	1	0	1	0	0	0	2	0	0	0	0	0	0	0	5
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	3
17:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	3
18:00																	0
18:15																	0
18:30																	0
18:45																	0
19:00																	0
19:15																	0
19:30																	0
19:45																	0
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20:15																	0
20:30																	0
20:45																	0
21:00																	0
21:15																	0
21:30																	0
21:45																	0
22:00																	0
22:15																	0
22:30																	0
22:45																	0
23:00																	0
23:15																	0
23:30																	0
23:45																	0
Total	1	0	5	1	1	0	2	0	4	0	3	0	3	0	3	0	23
AM Peak Hr:																	8:00
Pk Vol	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2
MID Peak Hr:																	
Pk Vol																	0

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Intersection ID: 2100387
Count Date: 1/27/2021

JUAN TABO BLVD NE & CANDELARIA RD NE

	North Leg				East Leg				South Leg				West Leg				INTSEC
	CW		CCW		CW		CCW		CW		CCW		CW		CCW		
PM Peak Hr:																	16:30
Pk Vol	1	0	2	0	1	0	0	0	2	0	1	0	0	0	0	0	7

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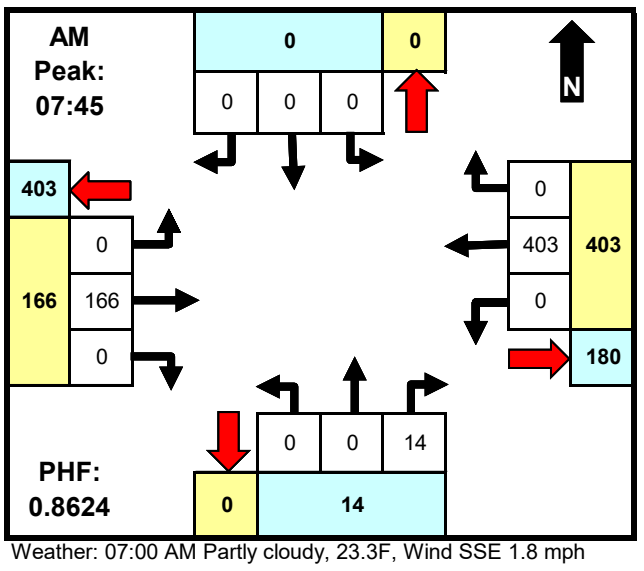
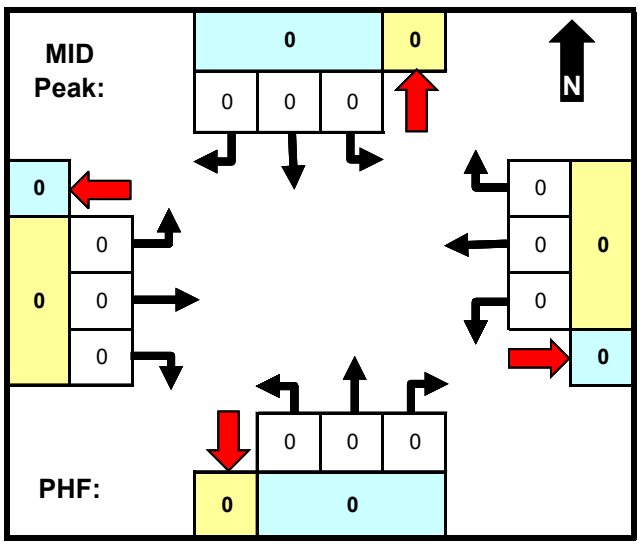
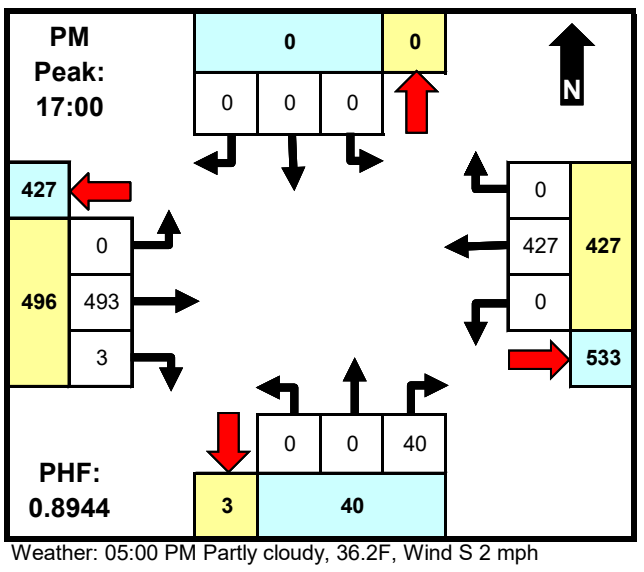
Intersection ID: 2100389
Count Date: 1/27/2021

CANDELARIA RD NE & EASTERN DRWY

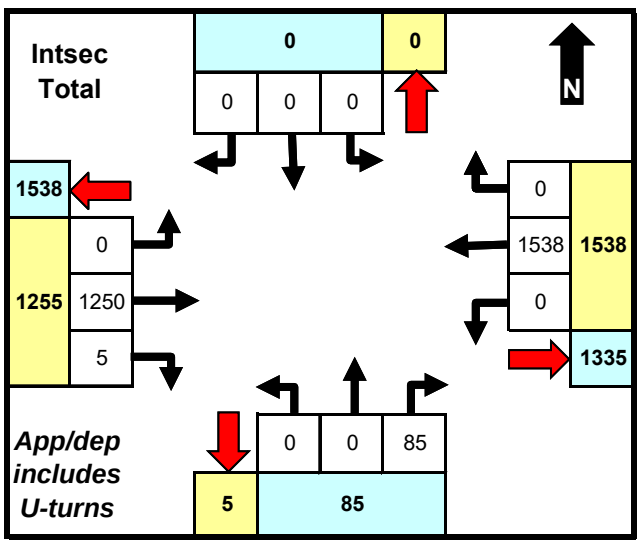


Weather: 07:00 AM Partly cloudy, 23.3F, Wind SSE 1.8 mph





Weather: 05:00 PM Partly cloudy, 36.2F, Wind S 2 mph



	North		East		South		West		
	App	Dep	App	Dep	App	Dep	App	Dep	Total
AM	0	0	403	180	14	0	166	403	583
MID	0	0	0	0	0	0	0	0	0
PM	0	0	427	533	40	3	496	427	963
Total	0	0	1538	1335	85	5	1255	1538	2878

Comments

Unless shown otherwise, MID period defined as 10:00 AM - 2:00 PM. Peaks defined based on total intersection volume for all vehicle types. Chart totals do not include crosswalk data.

	From North (SB)					From East (WB)					From South (NB)					From West (EB)					INTSEC
	NONE					CANDELARIA RD NE					EASTERN DRWY					CANDELARIA RD NE					
Time	LT	Thru	RT	U	Cwlk	LT	Thru	RT	U	Cwlk	LT	Thru	RT	U	Cwlk	LT	Thru	RT	U	Cwlk	TOTAL
0:00																					0
0:15																					0
0:30																					0
0:45																					0
1:00																					0
1:15																					0
1:30																					0
1:45																					0
2:00																					0
2:15																					0
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5:30																					0
5:45																					0
6:00																					0
6:15																					0
6:30																					0
6:45																					0
07:00	0	0	0	0	0	0	48	0	0	0	0	0	1	0	1	0	22	0	0	0	72
07:15	0	0	0	0	0	0	72	0	0	0	0	0	1	0	0	0	30	0	0	0	103
07:30	0	0	0	0	0	0	84	0	0	0	0	0	2	0	0	0	30	0	0	0	116
07:45	0	0	0	0	0	0	124	0	0	0	0	0	5	0	0	0	40	0	0	0	169
08:00	0	0	0	0	0	0	120	0	0	0	0	0	5	0	0	0	37	0	0	0	162
08:15	0	0	0	0	0	0	83	0	0	0	0	0	2	0	0	0	45	0	0	0	130
08:30	0	0	0	0	0	0	76	0	0	0	0	0	2	0	0	0	44	0	0	0	122
08:45	0	0	0	0	0	0	78	0	0	0	0	0	7	0	0	0	52	0	0	0	137
9:00																					0
9:15																					0
9:30																					0
9:45																					0
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14:45																					0
15:00																					0
15:15																					0
15:30																					0
15:45																					0
16:00	0	0	0	0	0	0	114	0	0	0	0	0	5	0	0	0	105	0	0	0	224
16:15	0	0	0	0	0	0	111	0	0	0	0	0	6	0	0	0	116	0	0	0	233
16:30	0	0	0	0	0	0	111	0	0	0	0	0	3	0	0	0	119	1	0	0	234
16:45	0	0	0	0	0	0	90	0	0	0	0	0	6	0	1	0	117	1	0	0	215
17:00	0	0	0	0	0	0	107	0	0	0	0	0	9	0	1	0	115	2	0	0	234
17:15	0	0	0	0	0	0	124	0	0	0	0	0	12	0	1	0	133	0	0	0	270
17:30	0	0	0	0	0	0	93	0	0	0	0	0	9	0	1	0	129	1	0	0	233
17:45	0	0	0	0	0	0	103	0	0	0	0	0	10	0	0	0	116	0	0	0	229
18:00																					0
18:15																					0
18:30																					0
18:45																					0
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22:30																					0
22:45																					0
23:00																					0
23:15																					0
23:30																					0
23:45																					0
Total	0	0	0	0	0	0	1538	0	0	0	0	0	85	0	5	0	1250	5	0	0	2883
AM Peak Hr:																					7:45
Pk Vol	0	0	0	0	0	0	403	0	0	0	0	0	14	0	0	0	166	0	0	0	583
PHF	n/a	n/a	n/a	n/a	n/a	n/a	0.813	n/a	n/a	n/a	n/a	n/a	0.700	n/a	n/a	n/a	0.922	n/a	n/a	n/a	0.862
MID Peak Hr:																					
Pk Vol																					0
PHF																					
PM Peak Hr:																					17:00
Pk Vol	0	0	0	0	0	0	427	0	0	0	0	0	40	0	3	0	493	3	0	0	966
PHF	n/a	n/a	n/a	n/a	n/a	n/a	0.861	n/a	n/a	n/a	n/a	n/a	0.833	n/a	0.750	n/a	0.927	0.375	n/a	n/a	0.894

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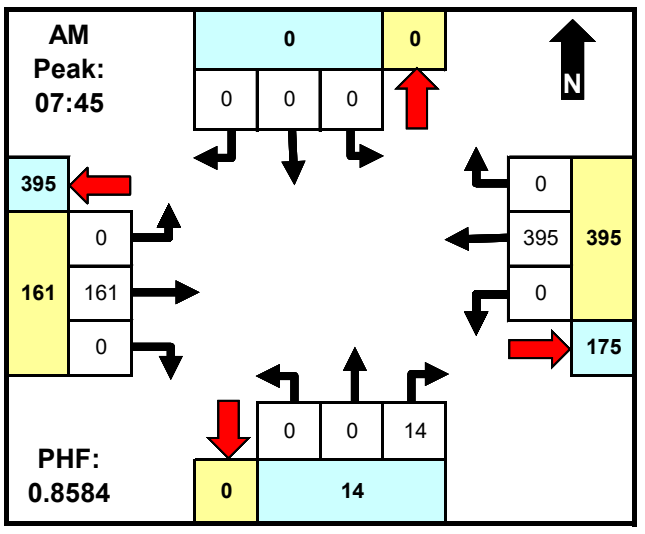
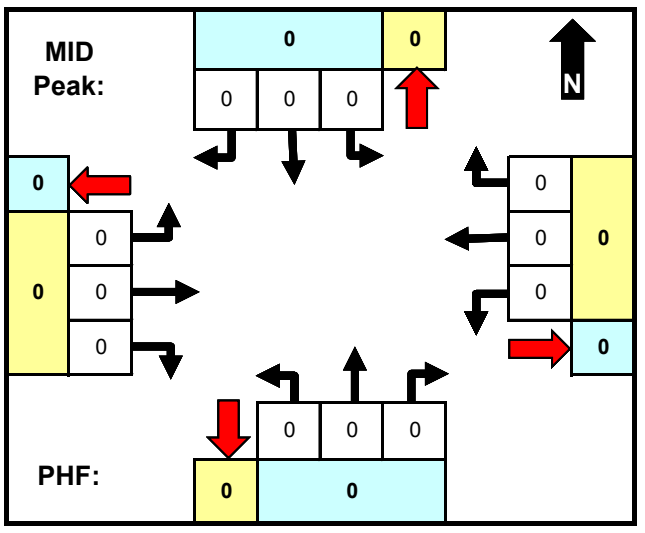
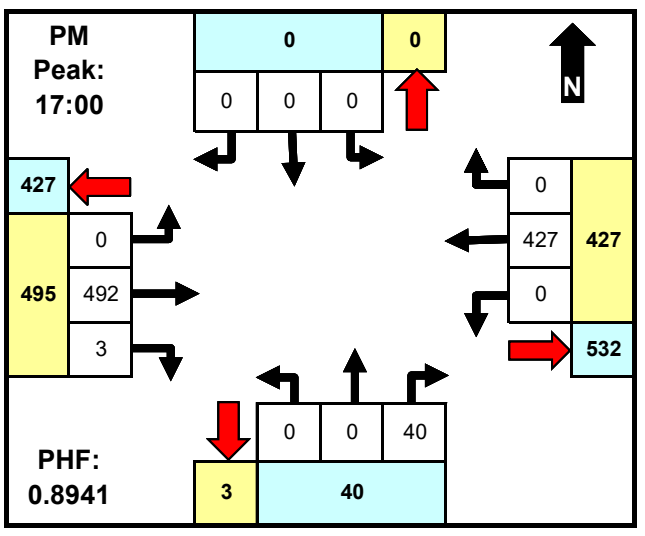
Phoenix, AZ 85018
(602) 840-1500

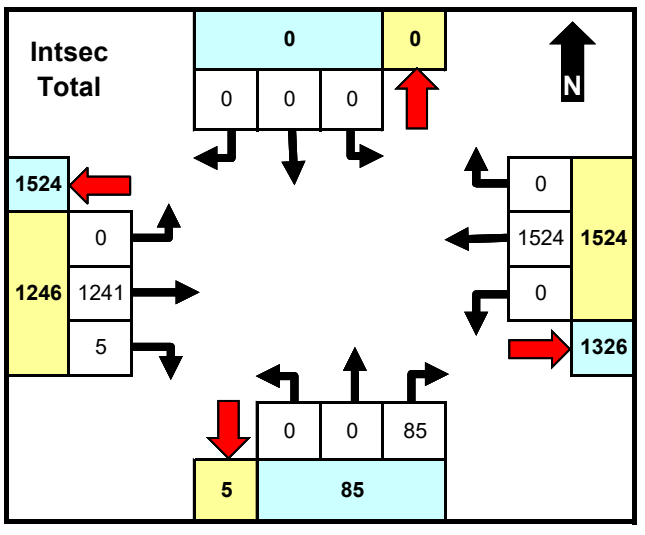
Intersection ID: 2100389
Count Date: 1/27/2021

CANDELARIA RD NE & EASTERN DRWY









	North		East		South		West		
	App	Dep	App	Dep	App	Dep	App	Dep	Total
AM	0	0	395	175	14	0	161	395	**570**
MID	0	0	0	0	0	0	0	0	**0**
PM	0	0	427	532	40	3	495	427	**962**
Total	0	0	1524	1326	85	5	1246	1524	**2855**

Comments

Unless shown otherwise, MID period defined as 10:00 AM - 2:00 PM. Peaks defined based on total intersection volume for all vehicle types.

	From North (SB)				From East (WB)				From South (NB)				From West (EB)				INTSEC
	NONE				CANDELARIA RD NE				EASTERN DRWY				CANDELARIA RD NE				
Time	LT	Thru	RT	U	LT	Thru	RT	U	LT	Thru	RT	U	LT	Thru	RT	U	TOTAL
0:00																	0
0:15																	0
0:30																	0
0:45																	0
1:00																	0
1:15																	0
1:30																	0
1:45																	0
2:00																	0
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5:30																	0
5:45																	0
6:00																	0
6:15																	0
6:30																	0
6:45																	0
07:00	0	0	0	0	0	47	0	0	0	0	1	0	0	22	0	0	**70**
07:15	0	0	0	0	0	71	0	0	0	0	1	0	0	30	0	0	**102**
07:30	0	0	0	0	0	83	0	0	0	0	2	0	0	29	0	0	**114**
07:45	0	0	0	0	0	123	0	0	0	0	5	0	0	38	0	0	**166**
08:00	0	0	0	0	0	116	0	0	0	0	5	0	0	36	0	0	**157**
08:15	0	0	0	0	0	81	0	0	0	0	2	0	0	43	0	0	**126**
08:30	0	0	0	0	0	75	0	0	0	0	2	0	0	44	0	0	**121**
08:45	0	0	0	0	0	78	0	0	0	0	7	0	0	52	0	0	**137**
9:00																	0
9:15																	0
9:30																	0
9:45																	0
10:00																	0
10:15																	0
10:30																	0
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14:30																	0
14:45																	0
15:00																	0
15:15																	0
15:30																	0
15:45																	0
16:00	0	0	0	0	0	114	0	0	0	0	5	0	0	104	0	0	**223**
16:15	0	0	0	0	0	109	0	0	0	0	6	0	0	116	0	0	**231**
16:30	0	0	0	0	0	111	0	0	0	0	3	0	0	119	1	0	**234**
16:45	0	0	0	0	0	89	0	0	0	0	6	0	0	116	1	0	**212**
17:00	0	0	0	0	0	107	0	0	0	0	9	0	0	115	2	0	**233**
17:15	0	0	0	0	0	124	0	0	0	0	12	0	0	133	0	0	**269**
17:30	0	0	0	0	0	93	0	0	0	0	9	0	0	128	1	0	**231**
17:45	0	0	0	0	0	103	0	0	0	0	10	0	0	116	0	0	**229**
18:00																	0
18:15																	0
18:30																	0
18:45																	0
19:00																	0
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21:45																	0
22:00																	0
22:15																	0
22:30																	0
22:45																	0
23:00																	0
23:15																	0
23:30																	0
23:45																	0
Total	0	0	0	0	0	1524	0	0	0	0	85	0	0	1241	5	0	2855
AM Peak Hr:																	7:45
Pk Vol	0	0	0	0	0	395	0	0	0	0	14	0	0	161	0	0	570
PHF	n/a	n/a	n/a	n/a	n/a	0.803	n/a	n/a	n/a	n/a	0.700	n/a	n/a	0.915	n/a	n/a	0.858
MID Peak Hr:																	

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Count Date: 1/27/2021

CANDELARIA RD NE & EASTERN DRWY

	From North (SB)				From East (WB)				From South (NB)				From West (EB)				INTSEC
	NONE				CANDELARIA RD NE				EASTERN DRWY				CANDELARIA RD NE				
Pk Vol																	0
PHF																	
PM Peak Hr:																	17:00
Pk Vol	0	0	0	0	0	427	0	0	0	0	40	0	0	492	3	0	962
PHF	n/a	n/a	n/a	n/a	n/a	0.861	n/a	n/a	n/a	n/a	0.833	n/a	n/a	0.925	0.375	n/a	0.894

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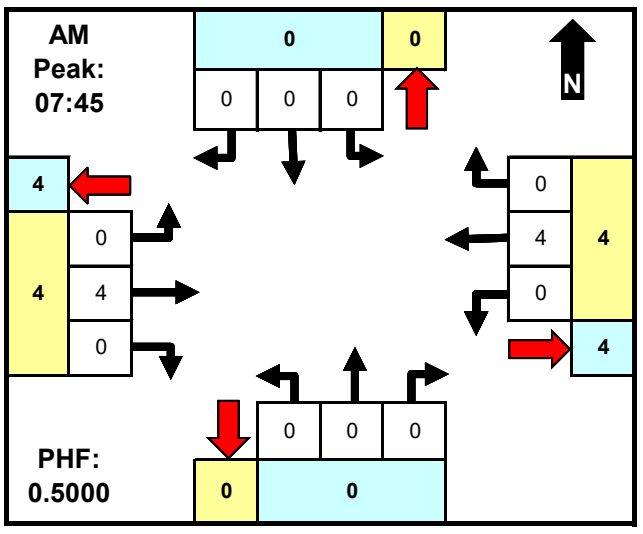
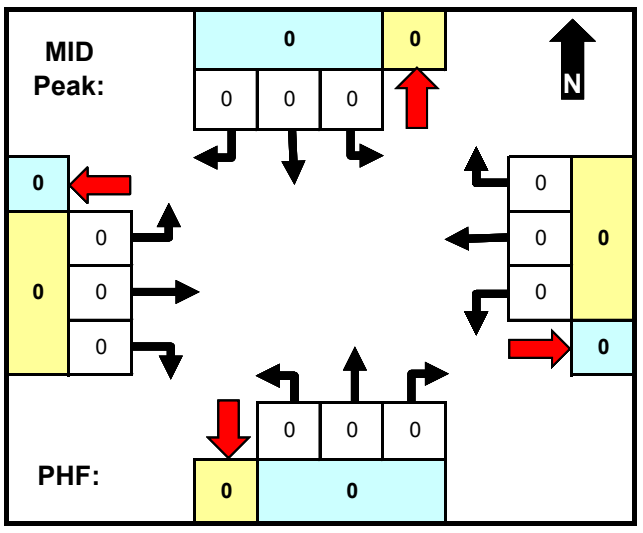
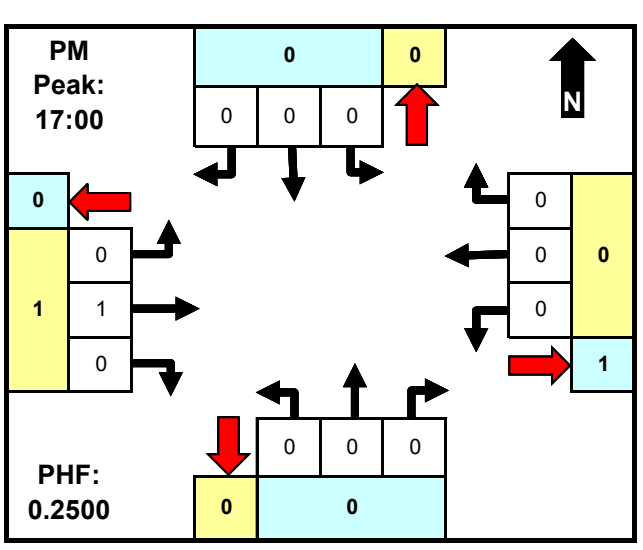
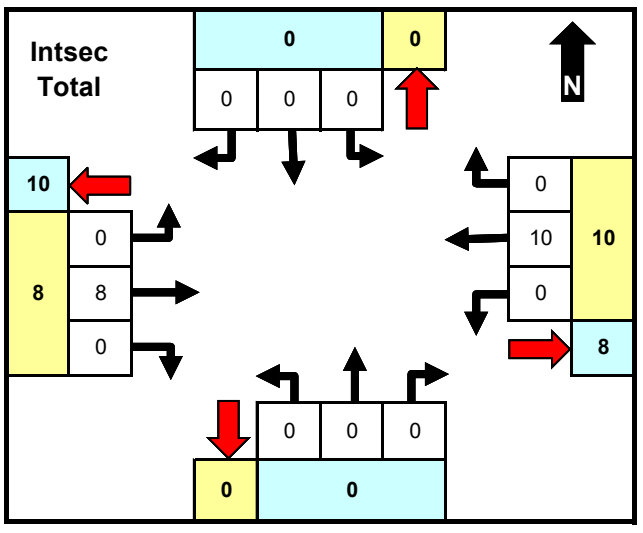
CANDELARIA RD NE & EASTERN DRWY









	North		East		South		West		
	App	Dep	App	Dep	App	Dep	App	Dep	Total
AM	0	0	4	4	0	0	4	4	8
MID	0	0	0	0	0	0	0	0	0
PM	0	0	0	1	0	0	1	0	1
Total	0	0	10	8	0	0	8	10	18

Comments

Unless shown otherwise, MID period defined as 10:00 AM - 2:00 PM. Peaks defined based on total intersection volume for all vehicle types.

	From North (SB)				From East (WB)				From South (NB)				From West (EB)				INTSEC
	NONE				CANDELARIA RD NE				EASTERN DRWY				CANDELARIA RD NE				
Time	LT	Thru	RT	U	LT	Thru	RT	U	LT	Thru	RT	U	LT	Thru	RT	U	TOTAL
0:00																	0
0:15																	0
0:30																	0
0:45																	0
1:00																	0
1:15																	0
1:30																	0
1:45																	0
2:00																	0
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5:15																	0
5:30																	0
5:45																	0
6:00																	0
6:15																	0
6:30																	0
6:45																	0
07:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:15	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:30	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
07:45	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
08:00	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
08:15	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	4
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00																	0
9:15																	0
9:30																	0
9:45																	0
10:00																	0
10:15																	0
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15:00																	0
15:15																	0
15:30																	0
15:45																	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
16:15	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00																	0
18:15																	0
18:30																	0
18:45																	0
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22:15																	0
22:30																	0
22:45																	0
23:00																	0
23:15																	0
23:30																	0
23:45																	0
Total	0	0	0	0	0	10	0	0	0	0	0	0	0	8	0	0	18
AM Peak Hr:																	7:45
Pk Vol	0	0	0	0	0	4	0	0	0	0	0	0	0	4	0	0	8
PHF	n/a	n/a	n/a	n/a	n/a	0.500	n/a	n/a	n/a	n/a	n/a	n/a	n/a	0.500	n/a	n/a	0.500
MID Peak Hr:																	

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Count Date: 1/27/2021

CANDELARIA RD NE & EASTERN DRWY

	From North (SB)				From East (WB)				From South (NB)				From West (EB)				INTSEC
	NONE				CANDELARIA RD NE				EASTERN DRWY				CANDELARIA RD NE				
Pk Vol																	0
PHF																	
PM Peak Hr:																	17:00
Pk Vol	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
PHF	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	0.250	n/a	n/a	0.250

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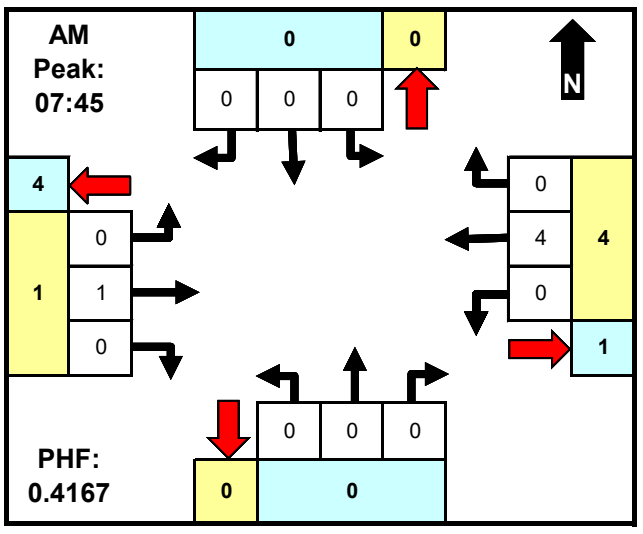
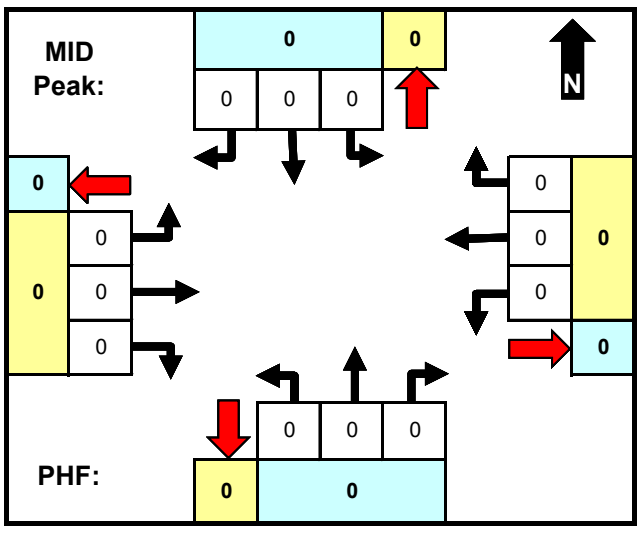
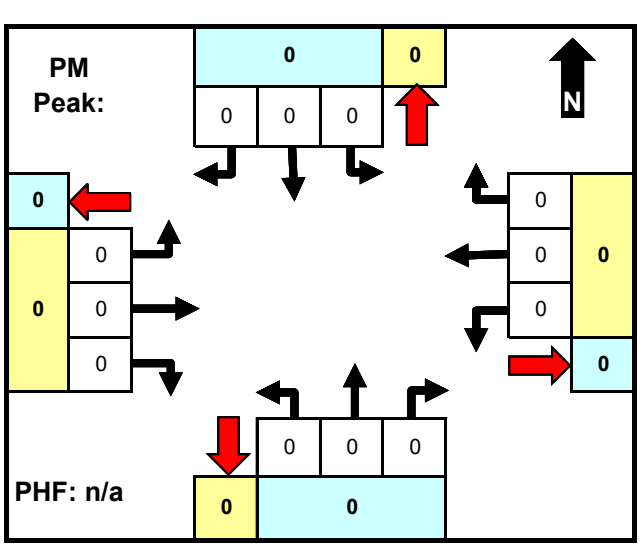
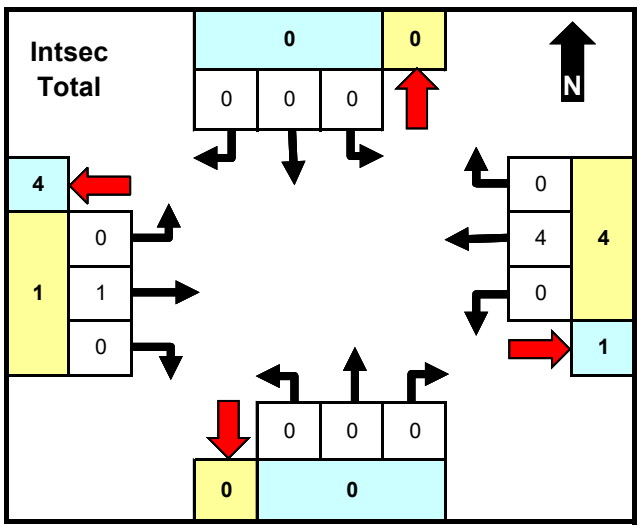
Count Date: 1/27/2021

CANDELARIA RD NE & EASTERN DRWY









	North		East		South		West		
	App	Dep	App	Dep	App	Dep	App	Dep	Total
AM	0	0	4	1	0	0	1	4	5
MID	0	0	0	0	0	0	0	0	0
PM	0	0	0	0	0	0	0	0	0
Total	0	0	4	1	0	0	1	4	5

Comments

Unless shown otherwise, MID period defined as 10:00 AM - 2:00 PM. Peaks defined based on total intersection volume for all vehicle types.

	From North (SB)				From East (WB)				From South (NB)				From West (EB)				INTSEC
	NONE				CANDELARIA RD NE				EASTERN DRWY				CANDELARIA RD NE				
Time	LT	Thru	RT	U	LT	Thru	RT	U	LT	Thru	RT	U	LT	Thru	RT	U	TOTAL
0:00																	0
0:15																	0
0:30																	0
0:45																	0
1:00																	0
1:15																	0
1:30																	0
1:45																	0
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6:30																	0
6:45																	0
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
8:00	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00																	0
9:15																	0
9:30																	0
9:45																	0
10:00																	0
10:15																	0
10:30																	0
10:45																	0
11:00																	0
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14:30																	0
14:45																	0
15:00																	0
15:15																	0
15:30																	0
15:45																	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00																	0
18:15																	0
18:30																	0
18:45																	0
19:00																	0
19:15																	0
19:30																	0
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20:45																	0
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21:15																	0
21:30																	0
21:45																	0
22:00																	0
22:15																	0
22:30																	0
22:45																	0
23:00																	0
23:15																	0
23:30																	0
23:45																	0
Total	0	0	0	0	0	4	0	0	0	0	0	0	0	1	0	0	5
AM Peak Hr:																	7:45
Pk Vol	0	0	0	0	0	4	0	0	0	0	0	0	0	1	0	0	5
PHF	n/a	n/a	n/a	n/a	n/a	0.333	n/a	n/a	n/a	n/a	n/a	n/a	n/a	0.250	n/a	n/a	0.417
MID Peak Hr:																	

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3844 East Indian School Road
Phoenix, AZ 85018
(602) 840-1500

Intersection ID: 2100389
Count Date: 1/27/2021

CANDELARIA RD NE & EASTERN DRWY

	From North (SB)				From East (WB)				From South (NB)				From West (EB)				INTSEC
	NONE				CANDELARIA RD NE				EASTERN DRWY				CANDELARIA RD NE				
Pk Vol																	0
PHF																	
PM Peak Hr:																	17:00
Pk Vol	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a

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Intersection ID: 2100389
Count Date: 1/27/2021

CANDELARIA RD NE & EASTERN DRWY

AM Peak:

	0			
	0	0	0	0
	Ped	Bike	Ped	Bike

0	0	Ped		
	0	Bike		
	0	Ped		
	0	Bike		

		Ped	0	
		Bike	0	
		Ped	0	0
		Bike	0	

Ped	Bike	Ped	Bike	
0	0	0	0	
	0			

MID Peak:

	0			
	0	0	0	0
	Ped	Bike	Ped	Bike

0	0	Ped		
	0	Bike		
	0	Ped		
	0	Bike		

		Ped	0	
		Bike	0	
		Ped	0	0
		Bike	0	

Ped	Bike	Ped	Bike	
0	0	0	0	
	0			

PM Peak: 17:00

	0			
	0	0	0	0
	Ped	Bike	Ped	Bike

0	0	Ped		
	0	Bike		
	0	Ped		
	0	Bike		

		Ped	0	
		Bike	0	
		Ped	0	0
		Bike	0	

Ped	Bike	Ped	Bike	
2	0	1	0	
	3			

Intsec Total

	0			
	0	0	0	0
	Ped	Bike	Ped	Bike

0	0	Ped		
	0	Bike		
	0	Ped		
	0	Bike		

		Ped	0	
		Bike	0	
		Ped	0	0
		Bike	0	

Ped	Bike	Ped	Bike	
3	0	2	0	
	5			

	North		East		South		West		
	CW	CCW	CW	CCW	CW	CCW	CW	CCW	Total
AM	0	0	0	0	0	0	0	0	0
MID	0	0	0	0	0	0	0	0	0
PM	0	0	0	0	2	1	0	0	3
Total	0	0	0	0	3	2	0	0	5

CW = Clockwise
CCW = Counter-clockwise

Comments

Unless shown otherwise, MID period defined as 10:00 AM - 2:00 PM. Crosswalk peaks defined based on total intersection volume for all vehicle types.

	North Leg				East Leg				South Leg				West Leg				INTSEC
	CW		CCW		CW		CCW		CW		CCW		CW		CCW		
Time	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	TOTAL
0:00																	0
0:15																	0
0:30																	0
0:45																	0
1:00																	0
1:15																	0
1:30																	0
1:45																	0
2:00																	0
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5:30																	0
5:45																	0
6:00																	0
6:15																	0
6:30																	0
6:45																	0
07:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00																	0
9:15																	0
9:30																	0
9:45																	0
10:00																	0
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15:15																	0
15:30																	0
15:45																	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
17:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
17:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
17:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00																	0
18:15																	0
18:30																	0
18:45																	0
19:00																	0
19:15																	0
19:30																	0
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21:30																	0
21:45																	0
22:00																	0
22:15																	0
22:30																	0
22:45																	0
23:00																	0
23:15																	0
23:30																	0
23:45																	0
Total	0	0	0	0	0	0	0	0	3	0	2	0	0	0	0	0	5
AM Peak Hr:																	7:45
Pk Vol	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MID Peak Hr:																	
Pk Vol																	0

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Count Date: 1/27/2021

CANDELARIA RD NE & EASTERN DRWY

	North Leg				East Leg				South Leg				West Leg				INTSEC
	CW		CCW		CW		CCW		CW		CCW		CW		CCW		
PM Peak Hr:																	17:00
Pk Vol	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	3

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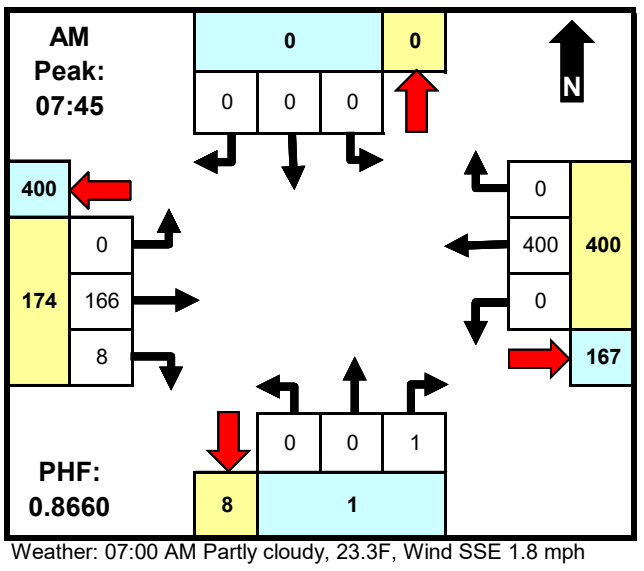
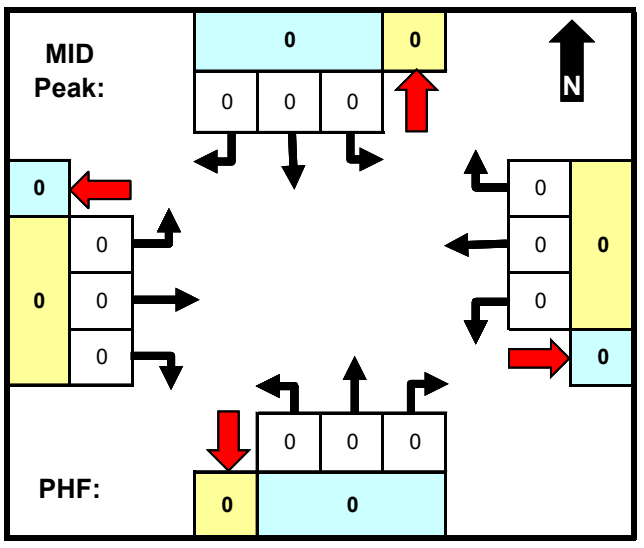
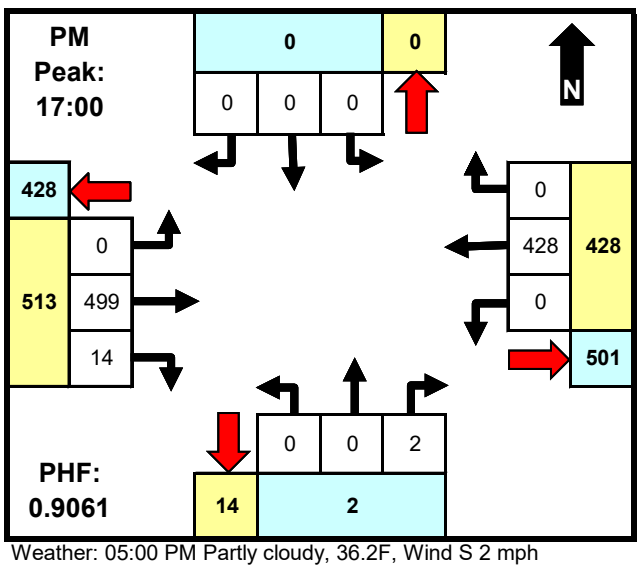
CANDELARIA RD NE & WESTERN DRWY

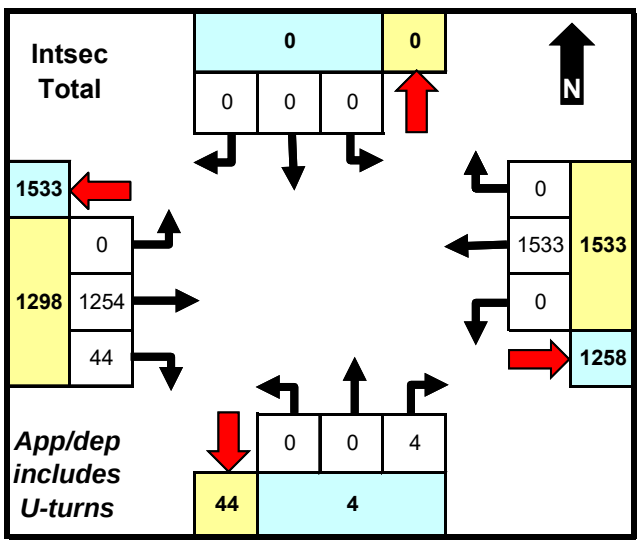


Weather: 07:00 AM Partly cloudy, 23.3F, Wind SSE 1.8 mph





Weather: 05:00 PM Partly cloudy, 36.2F, Wind S 2 mph



	North		East		South		West		
	App	Dep	App	Dep	App	Dep	App	Dep	Total
AM	0	0	400	167	1	8	174	400	**575**
MID	0	0	0	0	0	0	0	0	**0**
PM	0	0	428	501	2	14	513	428	**943**
Total	0	0	1533	1258	4	44	1298	1533	**2835**

Comments

Unless shown otherwise, MID period defined as 10:00 AM - 2:00 PM. Peaks defined based on total intersection volume for all vehicle types. Chart totals do not include crosswalk data.

	From North (SB)					From East (WB)					From South (NB)					From West (EB)					INTSEC
	NONE					CANDELARIA RD NE					WESTERN DRWY					CANDELARIA RD NE					
Time	LT	Thru	RT	U	Cwlk	LT	Thru	RT	U	Cwlk	LT	Thru	RT	U	Cwlk	LT	Thru	RT	U	Cwlk	TOTAL
0:00																					0
0:15																					0
0:30																					0
0:45																					0
1:00																					0
1:15																					0
1:30																					0
1:45																					0
2:00																					0
2:15																					0
2:30																					0
2:45																					0
3:00																					0
3:15																					0
3:30																					0
3:45																					0
4:00																					0
4:15																					0
4:30																					0
4:45																					0
5:00																					0
5:15																					0
5:30																					0
5:45																					0
6:00																					0
6:15																					0
6:30																					0
6:45																					0
07:00	0	0	0	0	0	0	47	0	0	0	0	0	0	0	1	0	23	0	0	0	71
07:15	0	0	0	0	0	0	72	0	0	0	0	0	0	0	0	0	30	3	0	0	105
07:30	0	0	0	0	0	0	82	0	0	0	0	0	0	0	0	0	30	1	0	0	113
07:45	0	0	0	0	0	0	123	0	0	0	0	0	0	0	0	0	40	3	0	0	166
08:00	0	0	0	0	0	0	120	0	0	0	0	0	0	0	0	0	37	1	0	0	158
08:15	0	0	0	0	0	0	82	0	0	0	0	0	1	0	0	0	44	1	0	0	128
08:30	0	0	0	0	0	0	75	0	0	0	0	0	0	0	0	0	45	3	0	0	123
08:45	0	0	0	0	0	0	78	0	0	0	0	0	0	0	0	0	52	4	0	0	134
9:00																					0
9:15																					0
9:30																					0
9:45																					0
10:00																					0
10:15																					0
10:30																					0
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14:30																					0
14:45																					0
15:00																					0
15:15																					0
15:30																					0
15:45																					0
16:00	0	0	0	0	0	0	113	0	0	0	0	0	0	0	0	0	103	2	0	0	218
16:15	0	0	0	0	0	0	108	0	0	0	0	0	0	0	0	0	117	3	0	0	228
16:30	0	0	0	0	0	0	116	0	0	0	0	0	1	0	0	0	119	6	0	0	242
16:45	0	0	0	0	0	0	89	0	0	0	0	0	0	0	1	0	115	3	0	1	209
17:00	0	0	0	0	0	0	108	0	0	0	0	0	1	0	1	0	115	4	0	0	229
17:15	0	0	0	0	0	0	123	0	0	0	0	0	1	0	1	0	132	4	0	0	261
17:30	0	0	0	0	0	0	94	0	0	0	0	0	0	0	1	0	136	3	0	0	234
17:45	0	0	0	0	0	0	103	0	0	0	0	0	0	0	0	0	116	3	0	0	222
18:00																					0
18:15																					0
18:30																					0
18:45																					0
19:00																					0
19:15																					0
19:30																					0
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22:00																					0
22:15																					0
22:30																					0
22:45																					0
23:00																					0
23:15																					0
23:30																					0
23:45																					0
Total	**0**	**0**	**0**	**0**	**0**	**0**	**1533**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**5**	**0**	**1254**	**44**	**0**	**1**	**2841**
AM Peak Hr:																					**7:45**
Pk Vol	**0**	**0**	**0**	**0**	**0**	**0**	**400**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**166**	**8**	**0**	**0**	**575**
PHF	**n/a**	**n/a**	**n/a**	**n/a**	**n/a**	**n/a**	**0.813**	**n/a**	**n/a**	**n/a**	**n/a**	**n/a**	**0.250**	**n/a**	**n/a**	**n/a**	**0.922**	**0.667**	**n/a**	**n/a**	**0.866**
MID Peak Hr:																					
Pk Vol																					**0**
PHF																					
PM Peak Hr:																					**17:00**
Pk Vol	**0**	**0**	**0**	**0**	**0**	**0**	**428**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**3**	**0**	**499**	**14**	**0**	**0**	**946**
PHF	**n/a**	**n/a**	**n/a**	**n/a**	**n/a**	**n/a**	**0.870**	**n/a**	**n/a**	**n/a**	**n/a**	**n/a**	**0.500**	**n/a**	**0.750**	**n/a**	**0.917**	**0.875**	**n/a**	**n/a**	**0.906**

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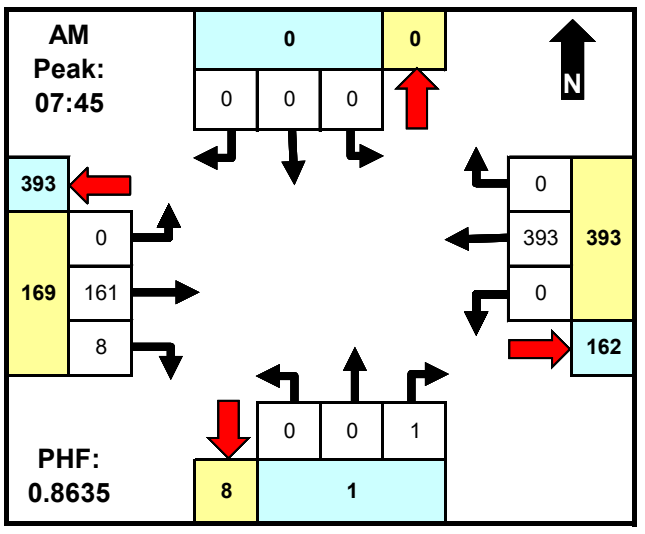
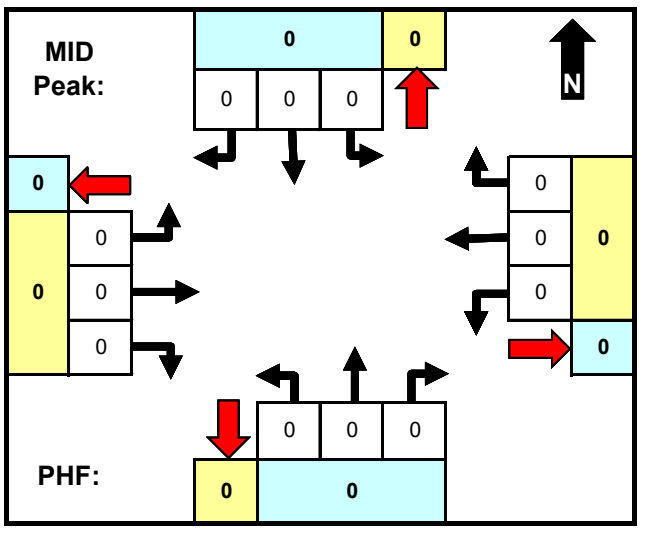
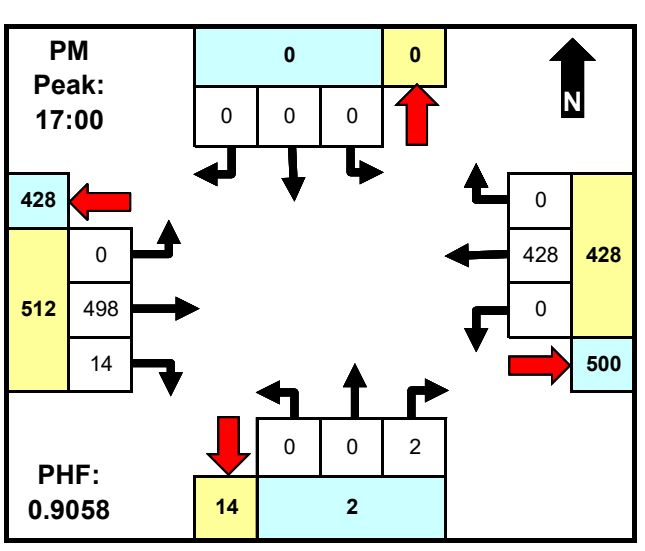
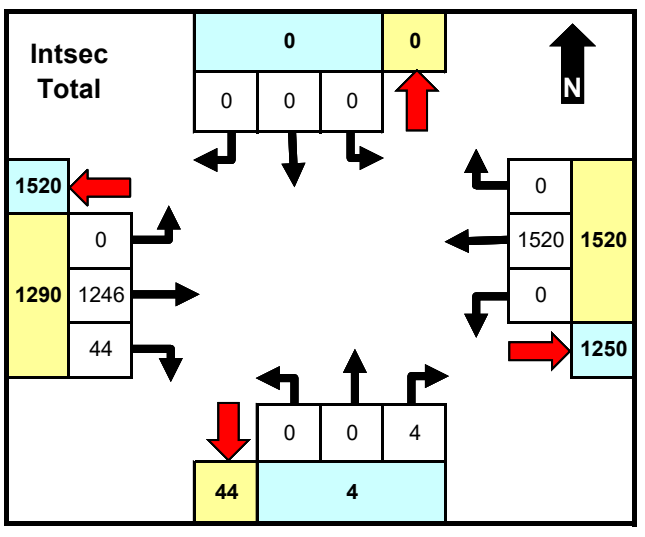
CANDELARIA RD NE & WESTERN DRWY









	From North (SB)		From East (WB)		From South (NB)		From West (EB)		INTSEC
	NONE		CANDELARIA RD NE		WESTERN DRWY		CANDELARIA RD NE		
	App	Dep	App	Dep	App	Dep	App	Dep	Total
AM	0	0	393	162	1	8	169	393	563
MID	0	0	0	0	0	0	0	0	0
PM	0	0	428	500	2	14	512	428	942
Total	0	0	1520	1250	4	44	1290	1520	2814

Time	From North (SB) LT	Thru	RT	U	From East (WB) LT	Thru	RT	U	From South (NB) LT	Thru	RT	U	From West (EB) LT	Thru	RT	U	TOTAL
0:00																	0
0:15																	0
0:30																	0
0:45																	0
1:00																	0
1:15																	0
1:30																	0
1:45																	0
2:00																	0
2:15																	0
2:30																	0
2:45																	0
3:00																	0
3:15																	0
3:30																	0
3:45																	0
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6:15																	0
6:30																	0
6:45																	0
07:00	0	0	0	0	0	46	0	0	0	0	0	0	0	23	0	0	69
07:15	0	0	0	0	0	71	0	0	0	0	0	0	0	30	3	0	104
07:30	0	0	0	0	0	81	0	0	0	0	0	0	0	29	1	0	111
07:45	0	0	0	0	0	122	0	0	0	0	0	0	0	38	3	0	163
08:00	0	0	0	0	0	117	0	0	0	0	0	0	0	36	1	0	154
08:15	0	0	0	0	0	80	0	0	0	0	1	0	0	42	1	0	124
08:30	0	0	0	0	0	74	0	0	0	0	0	0	0	45	3	0	122
08:45	0	0	0	0	0	78	0	0	0	0	0	0	0	52	4	0	134
9:00																	0
9:15																	0
9:30																	0
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14:30																	0
14:45																	0
15:00																	0
15:15																	0
15:30																	0
15:45																	0
16:00	0	0	0	0	0	113	0	0	0	0	0	0	0	103	2	0	218
16:15	0	0	0	0	0	106	0	0	0	0	0	0	0	117	3	0	226
16:30	0	0	0	0	0	116	0	0	0	0	1	0	0	119	6	0	242
16:45	0	0	0	0	0	88	0	0	0	0	0	0	0	114	3	0	205
17:00	0	0	0	0	0	108	0	0	0	0	1	0	0	115	4	0	228
17:15	0	0	0	0	0	123	0	0	0	0	1	0	0	132	4	0	260
17:30	0	0	0	0	0	94	0	0	0	0	0	0	0	135	3	0	232
17:45	0	0	0	0	0	103	0	0	0	0	0	0	0	116	3	0	222
18:00																	0
18:15																	0
18:30																	0
18:45																	0
19:00																	0
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22:15																	0
22:30																	0
22:45																	0
23:00																	0
23:15																	0
23:30																	0
23:45																	0
Total	0	0	0	0	0	1520	0	0	0	0	4	0	0	1246	44	0	2814
AM Peak Hr:																	7:45
Pk Vol	0	0	0	0	0	393	0	0	0	0	1	0	0	161	8	0	563
PHF	n/a	n/a	n/a	n/a	n/a	0.805	n/a	n/a	n/a	n/a	0.250	n/a	n/a	0.894	0.667	n/a	0.863
MID Peak Hr:																	

Comments

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TRAFFIC RESEARCH & ANALYSIS, INC.
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3844 East Indian School Road
Phoenix, AZ 85018
(602) 840-1500

Intersection ID: 2100388
Count Date: 1/27/2021

CANDELARIA RD NE & WESTERN DRWY

	From North (SB)				From East (WB)				From South (NB)				From West (EB)				INTSEC
	NONE				CANDELARIA RD NE				WESTERN DRWY				CANDELARIA RD NE				
Pk Vol																	0
PHF																	
PM Peak Hr:																	17:00
Pk Vol	0	0	0	0	0	428	0	0	0	0	2	0	0	498	14	0	942
PHF	n/a	n/a	n/a	n/a	n/a	0.870	n/a	n/a	n/a	n/a	0.500	n/a	n/a	0.922	0.875	n/a	0.906

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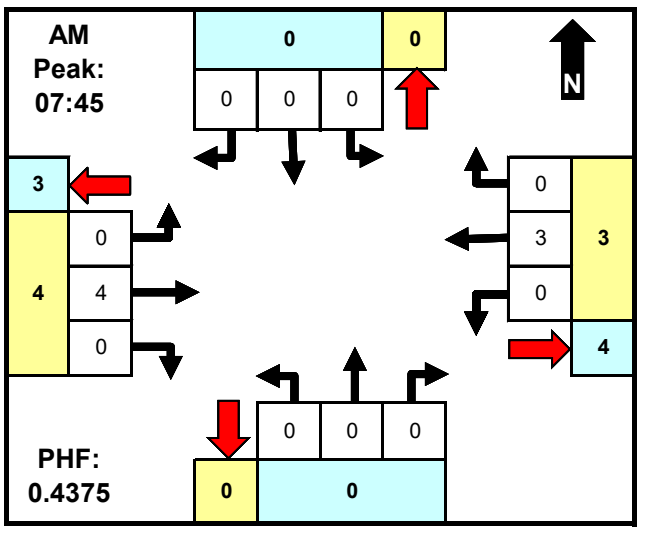
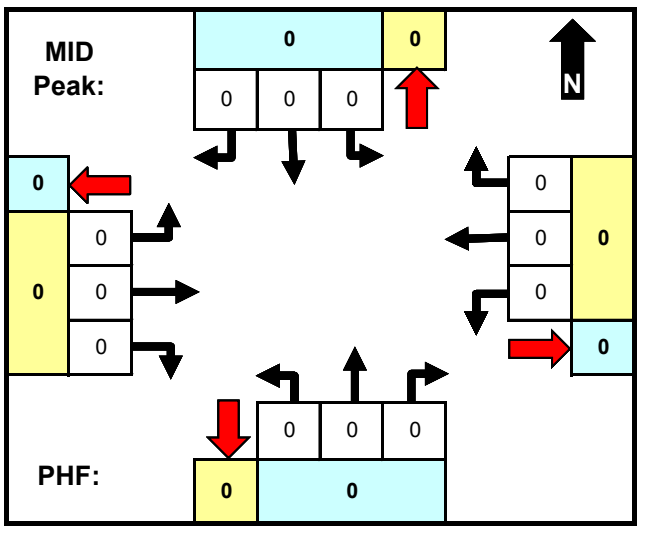
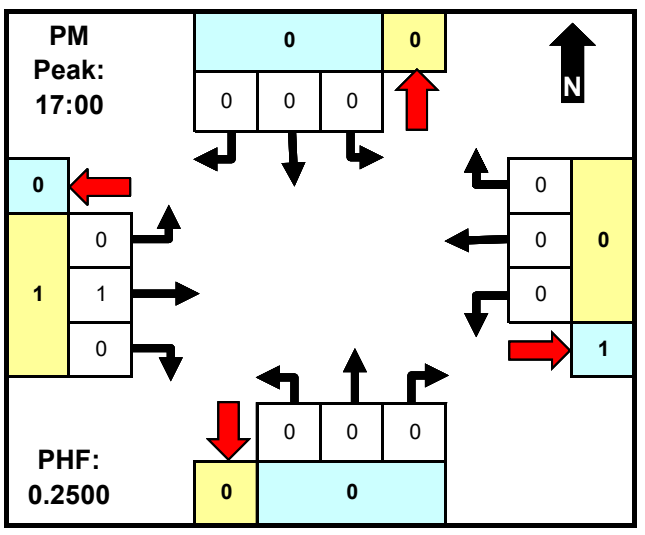
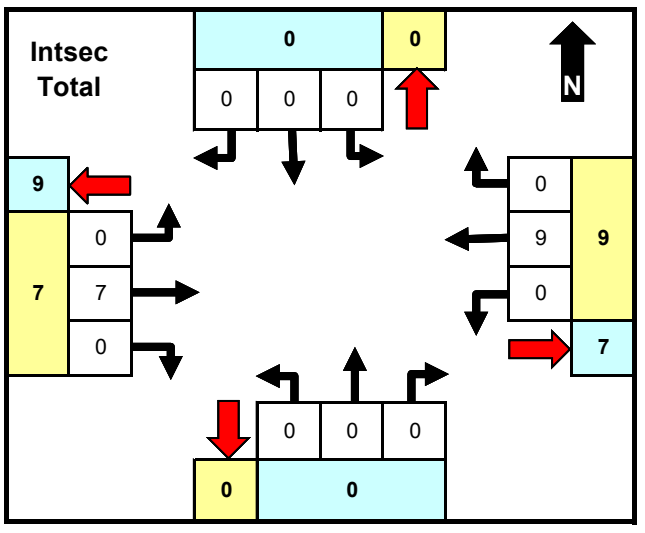
Count Date: 1/27/2021

CANDELARIA RD NE & WESTERN DRWY









	North		East		South		West		
	App	Dep	App	Dep	App	Dep	App	Dep	Total
AM	0	0	3	4	0	0	4	3	7
MID	0	0	0	0	0	0	0	0	0
PM	0	0	0	1	0	0	1	0	1
Total	0	0	9	7	0	0	7	9	16

Comments

Unless shown otherwise, MID period defined as 10:00 AM - 2:00 PM. Peaks defined based on total intersection volume for all vehicle types.

	From North (SB)				From East (WB)				From South (NB)				From West (EB)				INTSEC
	NONE				CANDELARIA RD NE				WESTERN DRWY				CANDELARIA RD NE				
Time	LT	Thru	RT	U	LT	Thru	RT	U	LT	Thru	RT	U	LT	Thru	RT	U	TOTAL
0:00																	0
0:15																	0
0:30																	0
0:45																	0
1:00																	0
1:15																	0
1:30																	0
1:45																	0
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5:45																	0
6:00																	0
6:15																	0
6:30																	0
6:45																	0
07:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:15	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:30	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
07:45	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
08:15	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	4
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00																	0
9:15																	0
9:30																	0
9:45																	0
10:00																	0
10:15																	0
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15:15																	0
15:30																	0
15:45																	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00																	0
18:15																	0
18:30																	0
18:45																	0
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22:15																	0
22:30																	0
22:45																	0
23:00																	0
23:15																	0
23:30																	0
23:45																	0
Total	0	0	0	0	0	9	0	0	0	0	0	0	0	7	0	0	16
AM Peak Hr:																	7:45
Pk Vol	0	0	0	0	0	3	0	0	0	0	0	0	0	4	0	0	7
PHF	n/a	n/a	n/a	n/a	n/a	0.375	n/a	n/a	n/a	n/a	n/a	n/a	n/a	0.500	n/a	n/a	0.438
MID Peak Hr:																	

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Count Date: 1/27/2021

CANDELARIA RD NE & WESTERN DRWY

	From North (SB)				From East (WB)				From South (NB)				From West (EB)				INTSEC
	NONE				CANDELARIA RD NE				WESTERN DRWY				CANDELARIA RD NE				
Pk Vol																	0
PHF																	
PM Peak Hr:																	17:00
Pk Vol	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
PHF	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	0.250	n/a	n/a	0.250

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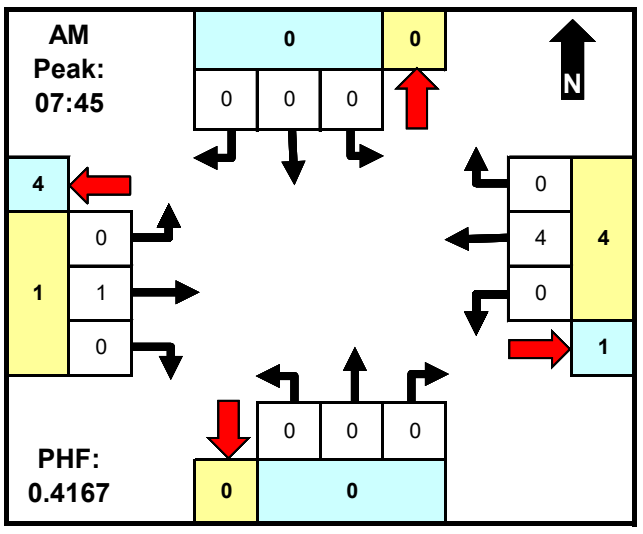
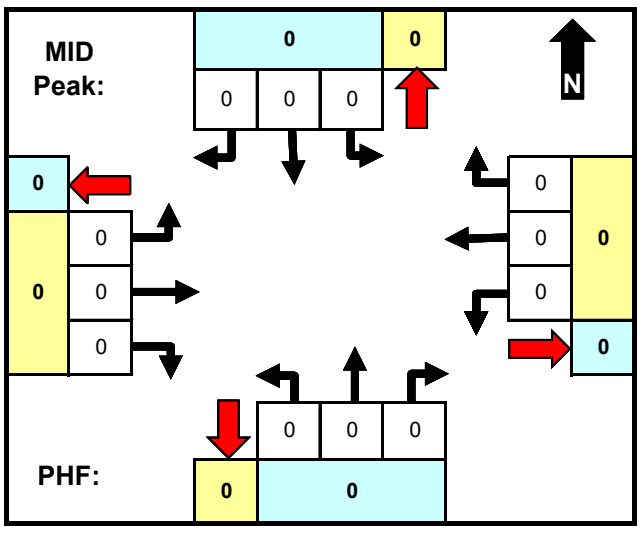
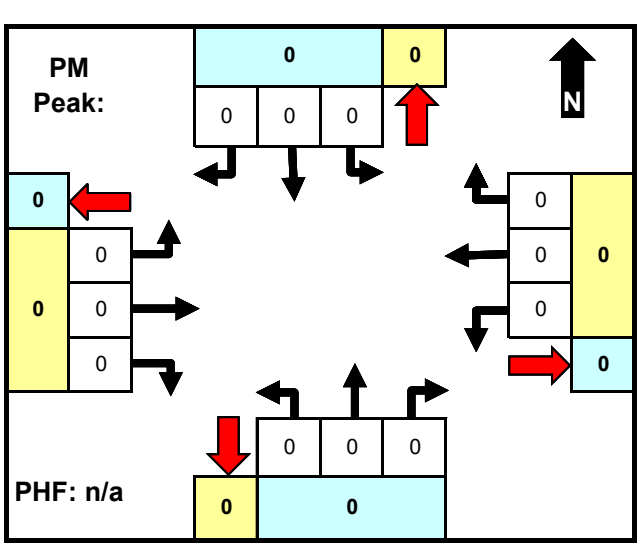
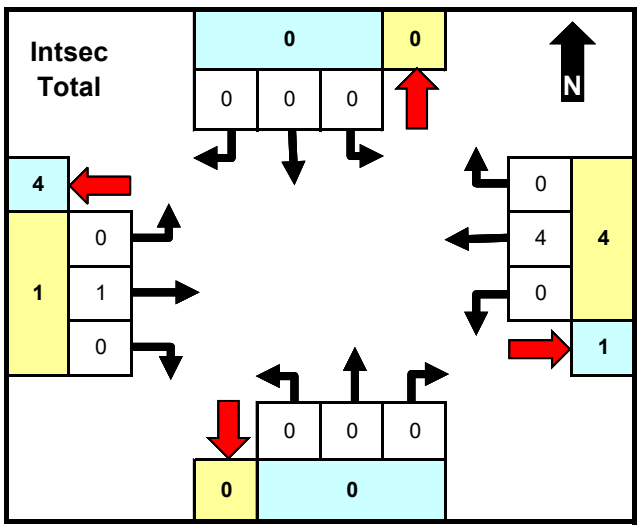
Intersection ID: 2100388
Count Date: 1/27/2021

CANDELARIA RD NE & WESTERN DRWY









	North		East		South		West		
	App	Dep	App	Dep	App	Dep	App	Dep	Total
AM	0	0	4	1	0	0	1	4	5
MID	0	0	0	0	0	0	0	0	0
PM	0	0	0	0	0	0	0	0	0
Total	0	0	4	1	0	0	1	4	5

Comments

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	From North (SB)				From East (WB)				From South (NB)				From West (EB)				INTSEC
	NONE				CANDELARIA RD NE				WESTERN DRWY				CANDELARIA RD NE				
Time	LT	Thru	RT	U	LT	Thru	RT	U	LT	Thru	RT	U	LT	Thru	RT	U	TOTAL
0:00																	0
0:15																	0
0:30																	0
0:45																	0
1:00																	0
1:15																	0
1:30																	0
1:45																	0
2:00																	0
2:15																	0
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5:15																	0
5:30																	0
5:45																	0
6:00																	0
6:15																	0
6:30																	0
6:45																	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
08:00	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00																	0
9:15																	0
9:30																	0
9:45																	0
10:00																	0
10:15																	0
10:30																	0
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15:15																	0
15:30																	0
15:45																	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00																	0
18:15																	0
18:30																	0
18:45																	0
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22:15																	0
22:30																	0
22:45																	0
23:00																	0
23:15																	0
23:30																	0
23:45																	0
Total	0	0	0	0	0	4	0	0	0	0	0	0	0	1	0	0	5
AM Peak Hr:																	7:45
Pk Vol	0	0	0	0	0	4	0	0	0	0	0	0	0	1	0	0	5
PHF	n/a	n/a	n/a	n/a	n/a	0.333	n/a	n/a	n/a	n/a	n/a	n/a	n/a	0.250	n/a	n/a	0.417
MID Peak Hr:																	

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Count Date: 1/27/2021

CANDELARIA RD NE & WESTERN DRWY

	From North (SB)				From East (WB)				From South (NB)				From West (EB)				INTSEC
	NONE				CANDELARIA RD NE				WESTERN DRWY				CANDELARIA RD NE				
Pk Vol																	0
PHF																	
PM Peak Hr:																	17:00
Pk Vol	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a

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CANDELARIA RD NE & WESTERN DRWY

AM Peak:

	North Leg				East Leg				South Leg				West Leg				
	CW		CCW		CW		CCW		CW		CCW		CW		CCW		INTSEC
Time	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	TOTAL
0:00																	0
0:15																	0
0:30																	0
0:45																	0
1:00																	0
1:15																	0
1:30																	0
1:45																	0
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5:30																	0
5:45																	0
6:00																	0
6:15																	0
6:30																	0
6:45																	0
07:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00																	0
9:15																	0
9:30																	0
9:45																	0
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15:30																	0
15:45																	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2
17:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
17:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
17:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00																	0
18:15																	0
18:30																	0
18:45																	0
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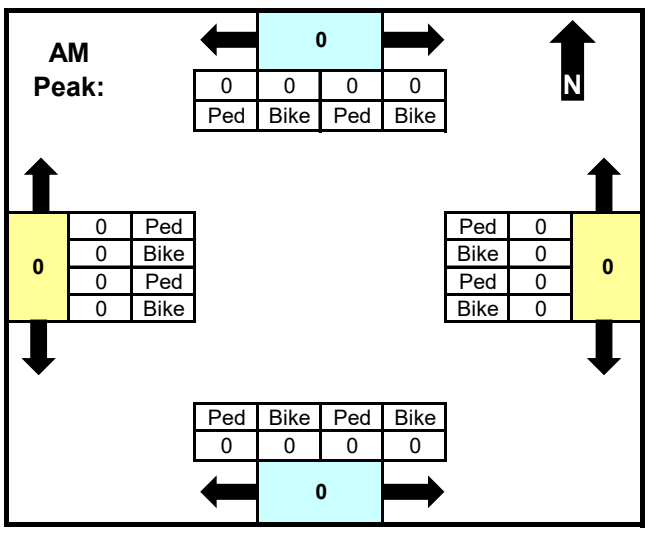
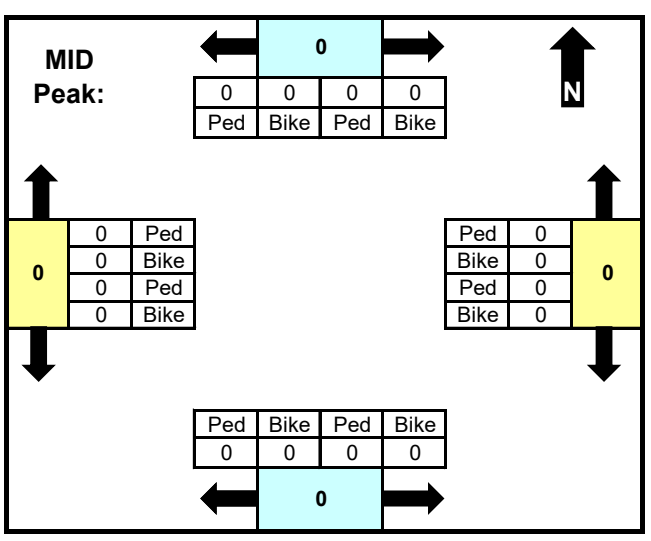
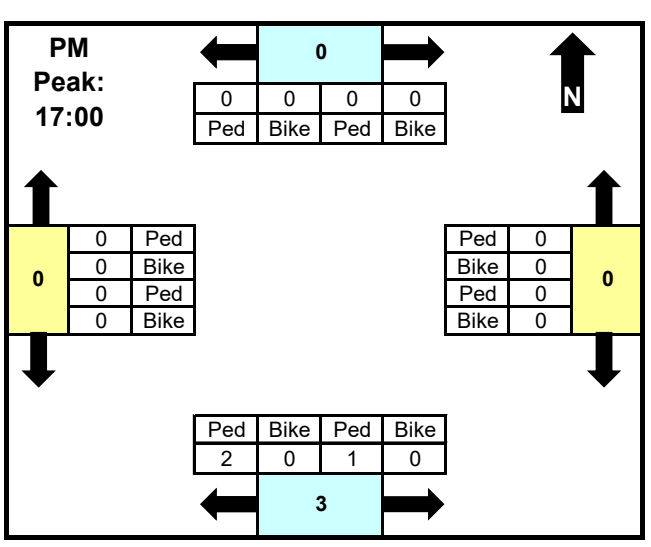
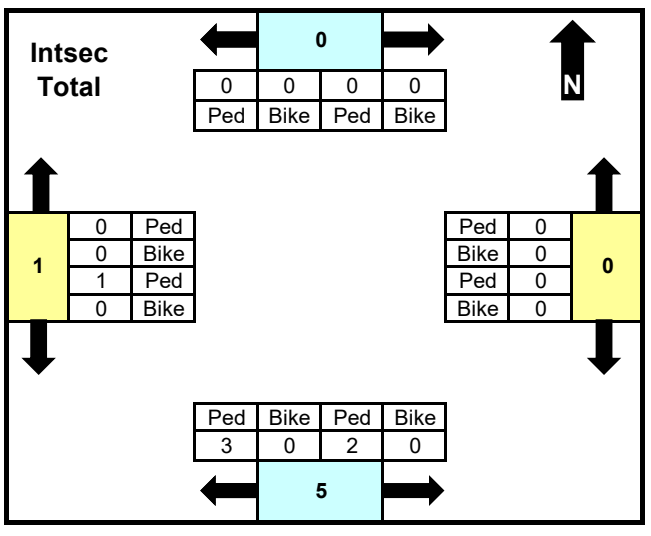
22:15																	0
22:30																	0
22:45																	0
23:00																	0
23:15																	0
23:30																	0
23:45																	0
Total	0	0	0	0	0	0	0	0	3	0	2	0	0	0	1	0	6
AM Peak Hr:																	7:45
Pk Vol	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MID Peak Hr:																	
Pk Vol																	0









	North		East		South		West		
	CW	CCW	CW	CCW	CW	CCW	CW	CCW	Total
AM	0	0	0	0	0	0	0	0	0
MID	0	0	0	0	0	0	0	0	0
PM	0	0	0	0	2	1	0	0	3
Total	0	0	0	0	3	2	0	1	6

CW = Clockwise
CCW = Counter-clockwise

Comments

Unless shown otherwise, MID period defined as 10:00 AM - 2:00 PM. Crosswalk peaks defined based on total intersection volume for all vehicle types.

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(602) 840-1500

Intersection ID: 2100388
Count Date: 1/27/2021

CANDELARIA RD NE & WESTERN DRWY

	North Leg				East Leg				South Leg				West Leg				INTSEC
	CW		CCW		CW		CCW		CW		CCW		CW		CCW		
PM Peak Hr:																	17:00
Pk Vol	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	3

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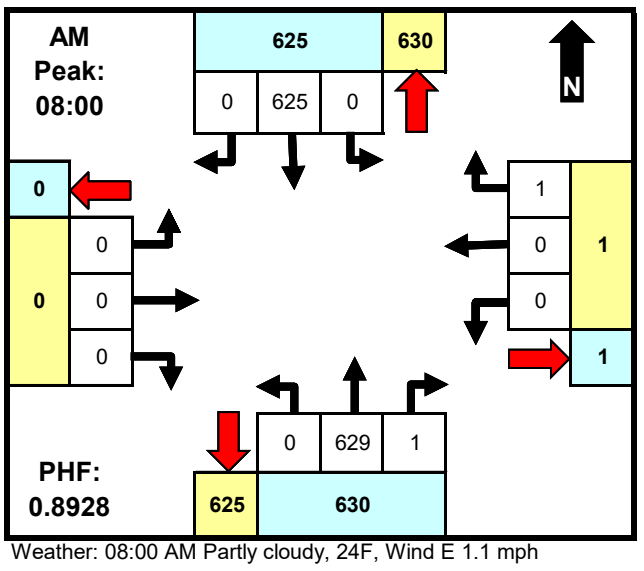
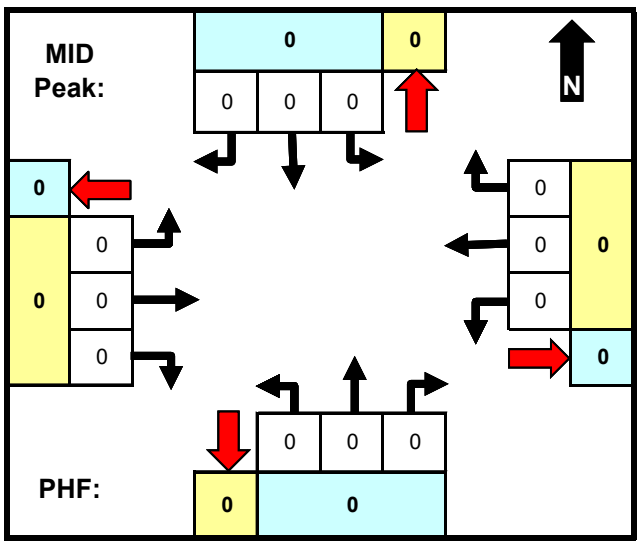
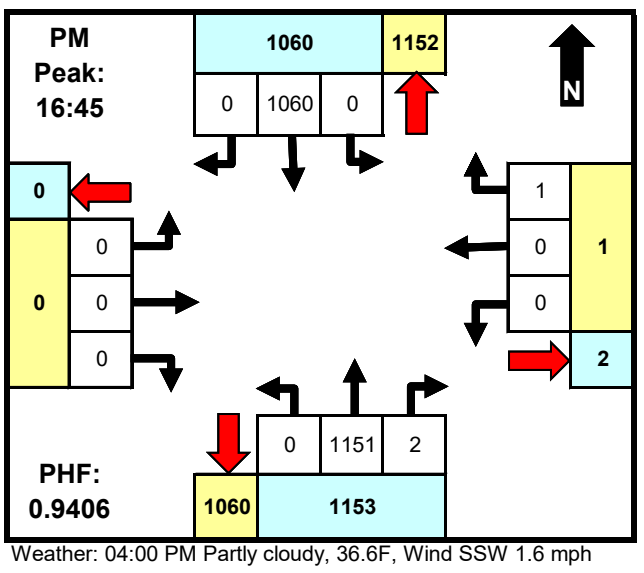
Count Date: 1/27/2021

JUAN TABO BLVD NE & NORTHERN DRWY

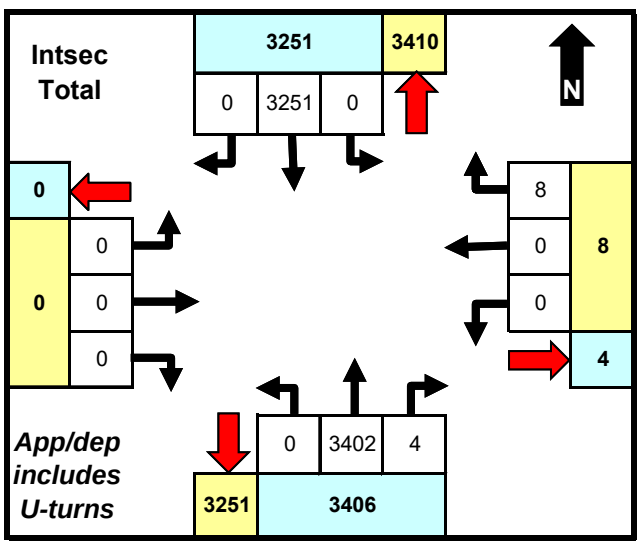


Weather: 08:00 AM Partly cloudy, 24F, Wind E 1.1 mph





Weather: 04:00 PM Partly cloudy, 36.6F, Wind SSW 1.6 mph



	North		East		South		West		
	App	Dep	App	Dep	App	Dep	App	Dep	Total
AM	625	630	1	1	630	625	0	0	**1256**
MID	0	0	0	0	0	0	0	0	**0**
PM	1060	1152	1	2	1153	1060	0	0	**2214**
Total	3251	3410	8	4	3406	3251	0	0	**6665**

Comments

Unless shown otherwise, MID period defined as 10:00 AM - 2:00 PM. Peaks defined based on total intersection volume for all vehicle types. Chart totals do not include crosswalk data.

	From North (SB)					From East (WB)					From South (NB)					From West (EB)					INTSEC
	JUAN TABO BLVD NE					NORTHERN DRWY					JUAN TABO BLVD NE					NONE					
Time	LT	Thru	RT	U	Cwlk	LT	Thru	RT	U	Cwlk	LT	Thru	RT	U	Cwlk	LT	Thru	RT	U	Cwlk	TOTAL
0:00																					0
0:15																					0
0:30																					0
0:45																					0
1:00																					0
1:15																					0
1:30																					0
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5:45																					0
6:00																					0
6:15																					0
6:30																					0
6:45																					0
07:00	0	102	0	0	0	0	0	1	0	0	0	103	0	0	0	0	0	0	0	0	206
07:15	0	119	0	0	0	0	0	0	0	0	0	115	0	0	0	0	0	0	0	0	234
07:30	0	149	0	0	0	0	0	1	0	0	0	150	0	0	0	0	0	0	0	0	300
07:45	0	140	0	0	0	0	0	0	0	0	0	188	0	0	0	0	0	0	0	0	328
08:00	0	172	0	0	0	0	0	0	0	0	0	170	0	0	0	0	0	0	0	0	342
08:15	0	131	0	0	0	0	0	0	0	0	0	126	0	0	0	0	0	0	0	0	257
08:30	0	148	0	0	0	0	0	1	0	0	0	156	1	0	0	0	0	0	0	0	306
08:45	0	174	0	0	0	0	0	0	0	1	0	177	0	0	0	0	0	0	0	0	352
9:00																					0
9:15																					0
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15:00																					0
15:15																					0
15:30																					0
15:45																					0
16:00	0	290	0	0	0	0	0	2	0	3	0	278	0	0	0	0	0	0	0	0	573
16:15	0	264	0	0	0	0	0	1	0	0	0	267	1	0	0	0	0	0	0	0	533
16:30	0	274	0	0	0	0	0	1	0	0	0	259	0	0	0	0	0	0	0	0	534
16:45	0	269	0	0	0	0	0	1	0	0	0	265	0	0	0	0	0	0	0	0	535
17:00	0	260	0	0	0	0	0	0	0	0	0	303	2	0	0	0	0	0	0	0	565
17:15	0	265	0	0	0	0	0	0	0	1	0	261	0	0	0	0	0	0	0	0	527
17:30	0	266	0	0	0	0	0	0	0	1	0	322	0	0	0	0	0	0	0	0	589
17:45	0	228	0	0	0	0	0	0	0	0	0	262	0	0	0	0	0	0	0	0	490
18:00																					0
18:15																					0
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22:30																					0
22:45																					0
23:00																					0
23:15																					0
23:30																					0
23:45																					0
Total	**0**	**3251**	**0**	**0**	**0**	**0**	**0**	**8**	**0**	**6**	**0**	**3402**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6671**
AM Peak Hr:																					**8:00**
Pk Vol	**0**	**625**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**629**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1257**
PHF	**n/a**	**0.898**	**n/a**	**n/a**	**n/a**	**n/a**	**n/a**	**0.250**	**n/a**	**0.250**	**n/a**	**0.888**	**0.250**	**n/a**	**n/a**	**n/a**	**n/a**	**n/a**	**n/a**	**n/a**	**0.893**
MID Peak Hr:																					
Pk Vol																					**0**
PHF																					
PM Peak Hr:																					**16:45**
Pk Vol	**0**	**1060**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**2**	**0**	**1151**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2216**
PHF	**n/a**	**0.985**	**n/a**	**n/a**	**n/a**	**n/a**	**n/a**	**0.250**	**n/a**	**0.500**	**n/a**	**0.894**	**0.250**	**n/a**	**n/a**	**n/a**	**n/a**	**n/a**	**n/a**	**n/a**	**0.941**

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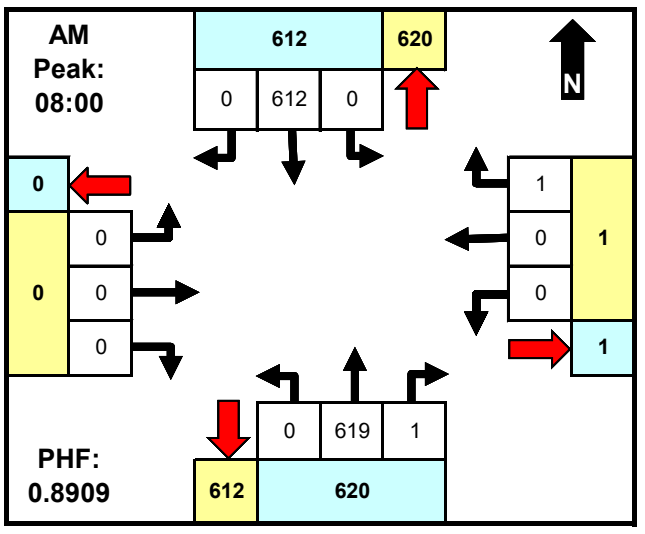
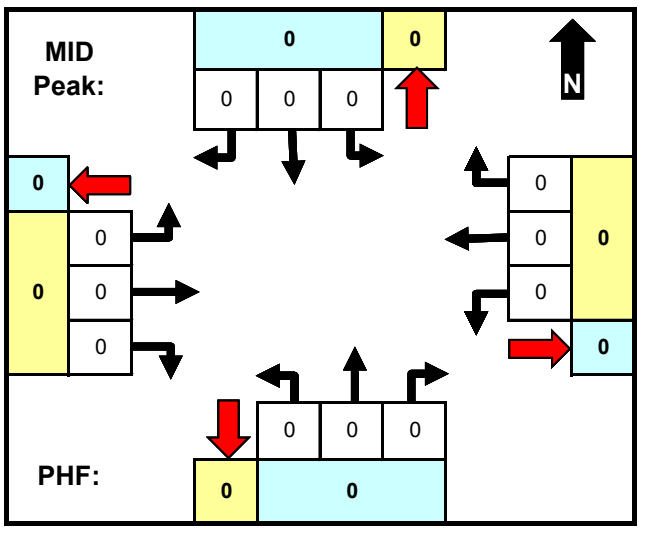
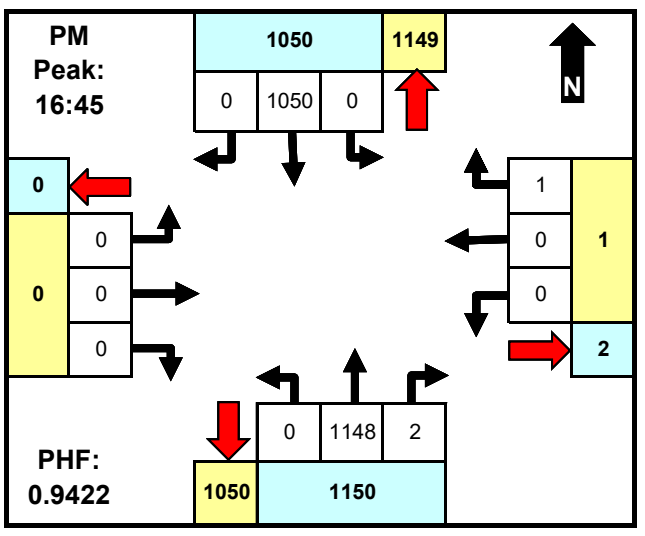
Phoenix, AZ 85018
(602) 840-1500

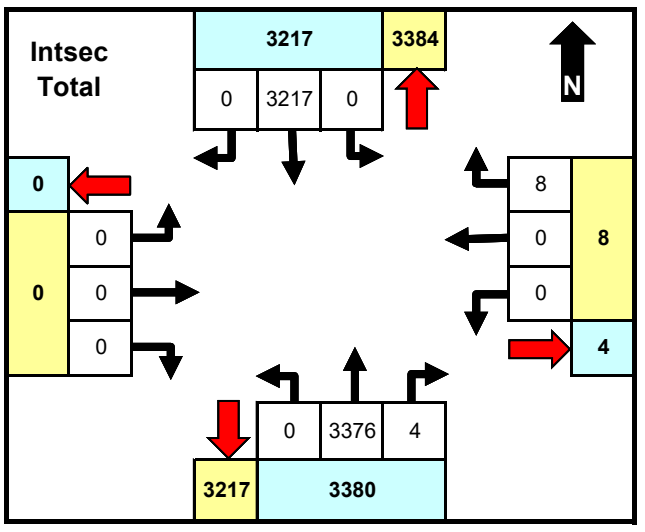
Intersection ID: 2100390
Count Date: 1/27/2021

JUAN TABO BLVD NE & NORTHERN DRWY









	North		East		South		West		
	App	Dep	App	Dep	App	Dep	App	Dep	Total
AM	612	620	1	1	620	612	0	0	**1233**
MID	0	0	0	0	0	0	0	0	**0**
PM	1050	1149	1	2	1150	1050	0	0	**2201**
Total	3217	3384	8	4	3380	3217	0	0	**6605**

Comments

Unless shown otherwise, MID period defined as 10:00 AM - 2:00 PM. Peaks defined based on total intersection volume for all vehicle types.

	From North (SB)				From East (WB)				From South (NB)				From West (EB)				INTSEC
	JUAN TABO BLVD NE				NORTHERN DRWY				JUAN TABO BLVD NE				NONE				
Time	LT	Thru	RT	U	LT	Thru	RT	U	LT	Thru	RT	U	LT	Thru	RT	U	TOTAL
0:00																	0
0:15																	0
0:30																	0
0:45																	0
1:00																	0
1:15																	0
1:30																	0
1:45																	0
2:00																	0
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5:30																	0
5:45																	0
6:00																	0
6:15																	0
6:30																	0
6:45																	0
07:00	0	101	0	0	0	0	1	0	0	103	0	0	0	0	0	0	205
07:15	0	115	0	0	0	0	0	0	0	113	0	0	0	0	0	0	228
07:30	0	146	0	0	0	0	1	0	0	148	0	0	0	0	0	0	295
07:45	0	139	0	0	0	0	0	0	0	180	0	0	0	0	0	0	319
08:00	0	166	0	0	0	0	0	0	0	168	0	0	0	0	0	0	334
08:15	0	130	0	0	0	0	0	0	0	123	0	0	0	0	0	0	253
08:30	0	144	0	0	0	0	1	0	0	154	1	0	0	0	0	0	300
08:45	0	172	0	0	0	0	0	0	0	174	0	0	0	0	0	0	346
9:00																	0
9:15																	0
9:30																	0
9:45																	0
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14:30																	0
14:45																	0
15:00																	0
15:15																	0
15:30																	0
15:45																	0
16:00	0	289	0	0	0	0	2	0	0	278	0	0	0	0	0	0	569
16:15	0	263	0	0	0	0	1	0	0	267	1	0	0	0	0	0	532
16:30	0	274	0	0	0	0	1	0	0	258	0	0	0	0	0	0	533
16:45	0	264	0	0	0	0	1	0	0	265	0	0	0	0	0	0	530
17:00	0	259	0	0	0	0	0	0	0	301	2	0	0	0	0	0	562
17:15	0	264	0	0	0	0	0	0	0	261	0	0	0	0	0	0	525
17:30	0	263	0	0	0	0	0	0	0	321	0	0	0	0	0	0	584
17:45	0	228	0	0	0	0	0	0	0	262	0	0	0	0	0	0	490
18:00																	0
18:15																	0
18:30																	0
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22:15																	0
22:30																	0
22:45																	0
23:00																	0
23:15																	0
23:30																	0
23:45																	0
Total	0	3217	0	0	0	0	8	0	0	3376	4	0	0	0	0	0	6605
AM Peak Hr:																	8:00
Pk Vol	0	612	0	0	0	0	1	0	0	619	1	0	0	0	0	0	1233
PHF	n/a	0.890	n/a	n/a	n/a	n/a	0.250	n/a	n/a	0.889	0.250	n/a	n/a	n/a	n/a	n/a	0.891
MID Peak Hr:																	

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Count Date: 1/27/2021

JUAN TABO BLVD NE & NORTHERN DRWY

	From North (SB)				From East (WB)				From South (NB)				From West (EB)				INTSEC
	JUAN TABO BLVD NE				NORTHERN DRWY				JUAN TABO BLVD NE				NONE				
Pk Vol																	0
PHF																	
PM Peak Hr:																	16:45
Pk Vol	0	1050	0	0	0	0	1	0	0	1148	2	0	0	0	0	0	2201
PHF	n/a	0.994	n/a	n/a	n/a	n/a	0.250	n/a	n/a	0.894	0.250	n/a	n/a	n/a	n/a	n/a	0.942

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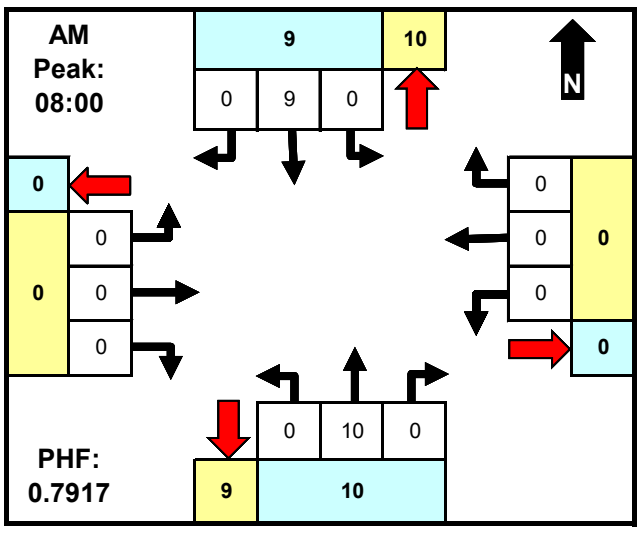
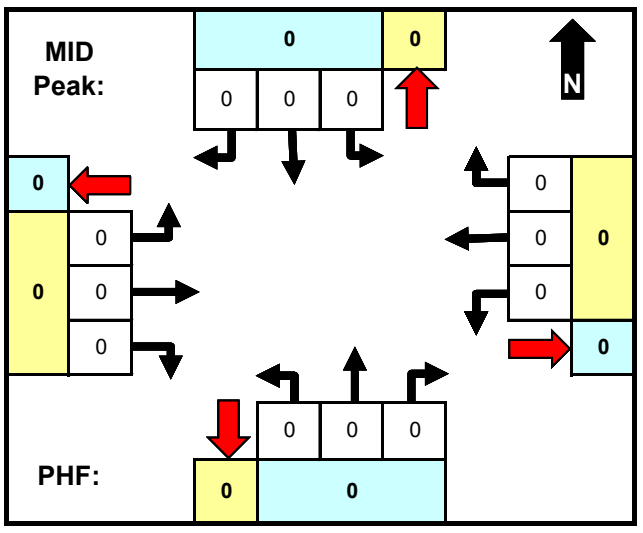
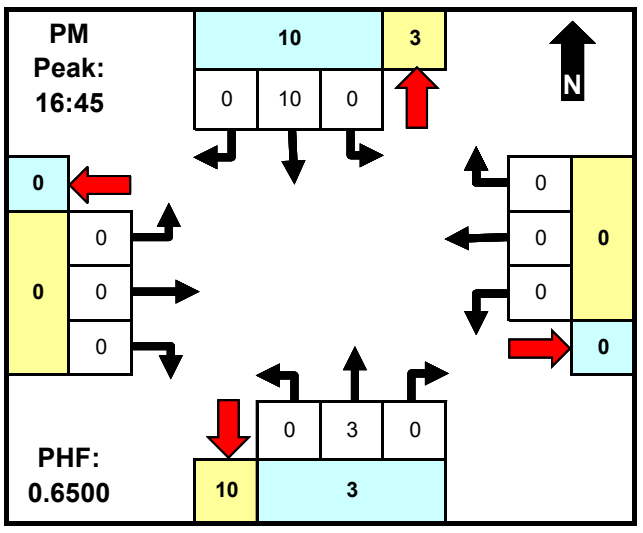
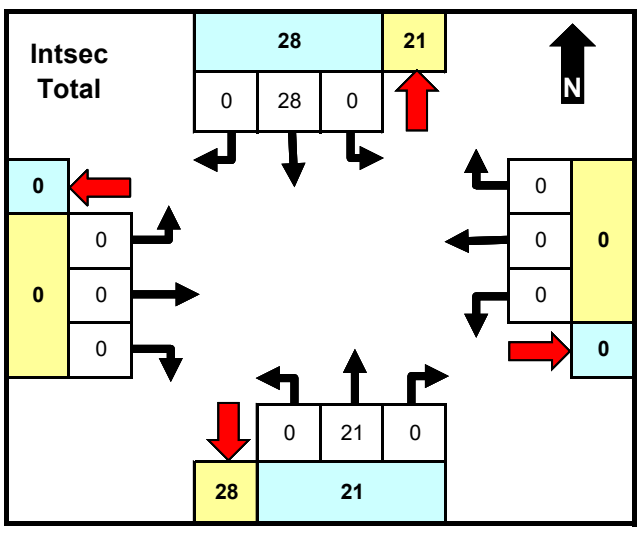
JUAN TABO BLVD NE & NORTHERN DRWY









	North		East		South		West		
	App	Dep	App	Dep	App	Dep	App	Dep	Total
AM	9	10	0	0	10	9	0	0	**19**
MID	0	0	0	0	0	0	0	0	**0**
PM	10	3	0	0	3	10	0	0	**13**
Total	28	21	0	0	21	28	0	0	**49**

Comments

Unless shown otherwise, MID period defined as 10:00 AM - 2:00 PM. Peaks defined based on total intersection volume for all vehicle types.

	From North (SB)				From East (WB)				From South (NB)				From West (EB)				INTSEC
	JUAN TABO BLVD NE				NORTHERN DRWY				JUAN TABO BLVD NE				NONE				
Time	LT	Thru	RT	U	LT	Thru	RT	U	LT	Thru	RT	U	LT	Thru	RT	U	TOTAL
0:00																	0
0:15																	0
0:30																	0
0:45																	0
1:00																	0
1:15																	0
1:30																	0
1:45																	0
2:00																	0
2:15																	0
2:30																	0
2:45																	0
3:00																	0
3:15																	0
3:30																	0
3:45																	0
4:00																	0
4:15																	0
4:30																	0
4:45																	0
5:00																	0
5:15																	0
5:30																	0
5:45																	0
6:00																	0
6:15																	0
6:30																	0
6:45																	0
07:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	4
07:30	0	3	0	0	0	0	0	0	0	1	0	0	0	0	0	0	4
07:45	0	1	0	0	0	0	0	0	0	4	0	0	0	0	0	0	5
08:00	0	3	0	0	0	0	0	0	0	2	0	0	0	0	0	0	5
08:15	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0	0	4
08:30	0	4	0	0	0	0	0	0	0	2	0	0	0	0	0	0	6
08:45	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0	0	4
9:00																	0
9:15																	0
9:30																	0
9:45																	0
10:00																	0
10:15																	0
10:30																	0
10:45																	0
11:00																	0
11:15																	0
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13:30																	0
13:45																	0
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14:15																	0
14:30																	0
14:45																	0
15:00																	0
15:15																	0
15:30																	0
15:45																	0
16:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
16:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
16:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
16:45	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
17:00	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	3
17:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
17:30	0	3	0	0	0	0	0	0	0	1	0	0	0	0	0	0	4
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00																	0
18:15																	0
18:30																	0
18:45																	0
19:00																	0
19:15																	0
19:30																	0
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22:00																	0
22:15																	0
22:30																	0
22:45																	0
23:00																	0
23:15																	0
23:30																	0
23:45																	0
Total	0	28	0	0	0	0	0	0	0	21	0	0	0	0	0	0	49
AM Peak Hr:																	8:00
Pk Vol	0	9	0	0	0	0	0	0	0	10	0	0	0	0	0	0	19
PHF	n/a	0.563	n/a	n/a	n/a	n/a	n/a	n/a	n/a	0.833	n/a	n/a	n/a	n/a	n/a	n/a	0.792
MID Peak Hr:																	

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Intersection ID: 2100390
Count Date: 1/27/2021

JUAN TABO BLVD NE & NORTHERN DRWY

	From North (SB)				From East (WB)				From South (NB)				From West (EB)				INTSEC
	JUAN TABO BLVD NE				NORTHERN DRWY				JUAN TABO BLVD NE				NONE				
Pk Vol																	0
PHF																	
PM Peak Hr:																	16:45
Pk Vol	0	10	0	0	0	0	0	0	0	3	0	0	0	0	0	0	13
PHF	n/a	0.500	n/a	n/a	n/a	n/a	n/a	n/a	n/a	0.375	n/a	n/a	n/a	n/a	n/a	n/a	0.650

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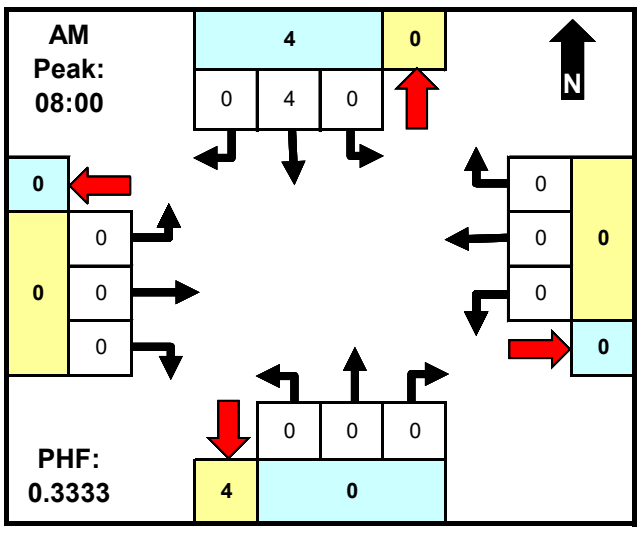
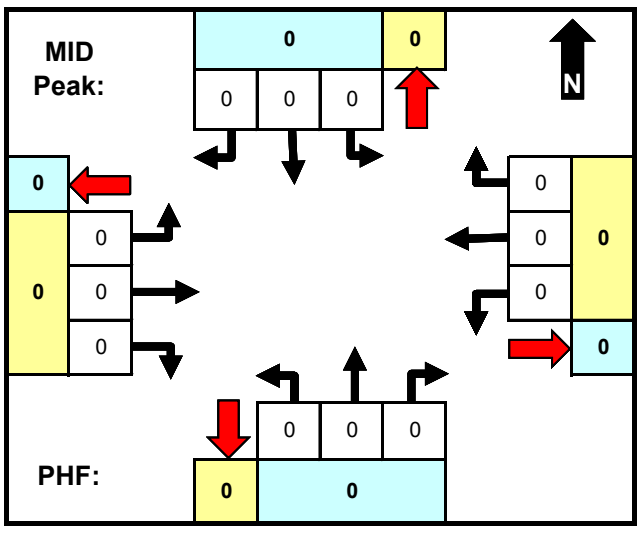
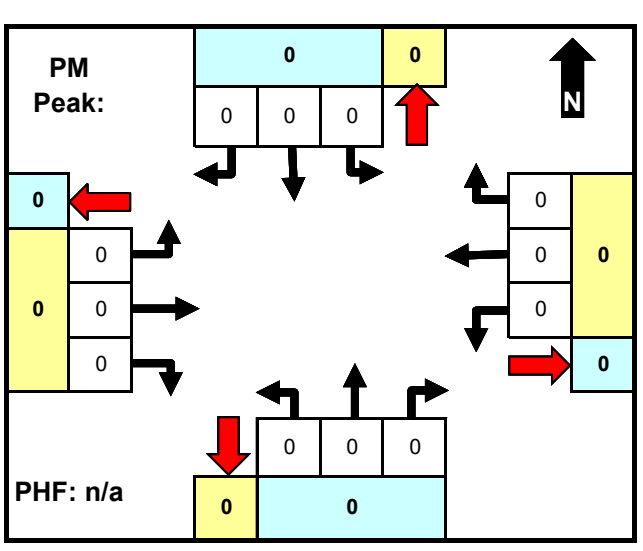
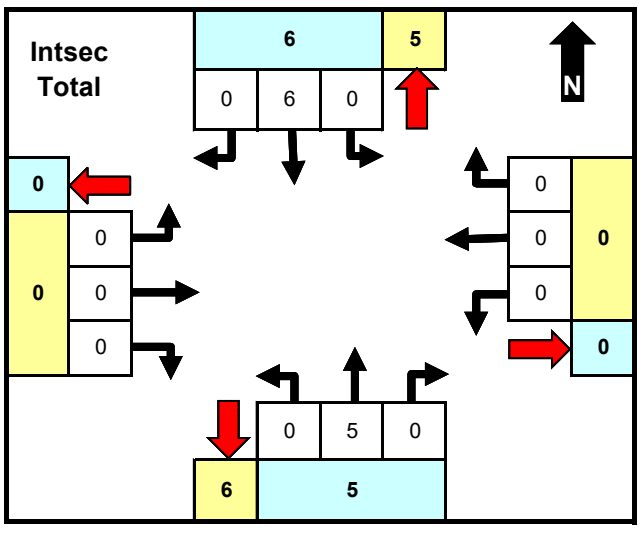
Count Date: 1/27/2021

JUAN TABO BLVD NE & NORTHERN DRWY









	North		East		South		West		
	App	Dep	App	Dep	App	Dep	App	Dep	Total
AM	4	0	0	0	0	4	0	0	4
MID	0	0	0	0	0	0	0	0	0
PM	0	0	0	0	0	0	0	0	0
Total	6	5	0	0	5	6	0	0	11

Comments

Unless shown otherwise, MID period defined as 10:00 AM - 2:00 PM. Peaks defined based on total intersection volume for all vehicle types.

	From North (SB)				From East (WB)				From South (NB)				From West (EB)				INTSEC
	JUAN TABO BLVD NE				NORTHERN DRWY				JUAN TABO BLVD NE				NONE				
Time	LT	Thru	RT	U	LT	Thru	RT	U	LT	Thru	RT	U	LT	Thru	RT	U	TOTAL
0:00																	0
0:15																	0
0:30																	0
0:45																	0
1:00																	0
1:15																	0
1:30																	0
1:45																	0
2:00																	0
2:15																	0
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5:30																	0
5:45																	0
6:00																	0
6:15																	0
6:30																	0
6:45																	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
07:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
07:45	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
08:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
9:00																	0
9:15																	0
9:30																	0
9:45																	0
10:00																	0
10:15																	0
10:30																	0
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15:15																	0
15:30																	0
15:45																	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00																	0
18:15																	0
18:30																	0
18:45																	0
19:00																	0
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22:00																	0
22:15																	0
22:30																	0
22:45																	0
23:00																	0
23:15																	0
23:30																	0
23:45																	0
Total	0	6	0	0	0	0	0	0	0	5	0	0	0	0	0	0	11
AM Peak Hr:																	8:00
Pk Vol	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
PHF	n/a	0.333	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	0.333
MID Peak Hr:																	

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Count Date: 1/27/2021

JUAN TABO BLVD NE & NORTHERN DRWY

	From North (SB)				From East (WB)				From South (NB)				From West (EB)				INTSEC
	JUAN TABO BLVD NE				NORTHERN DRWY				JUAN TABO BLVD NE				NONE				
Pk Vol																	0
PHF																	
PM Peak Hr:																	16:45
Pk Vol	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a

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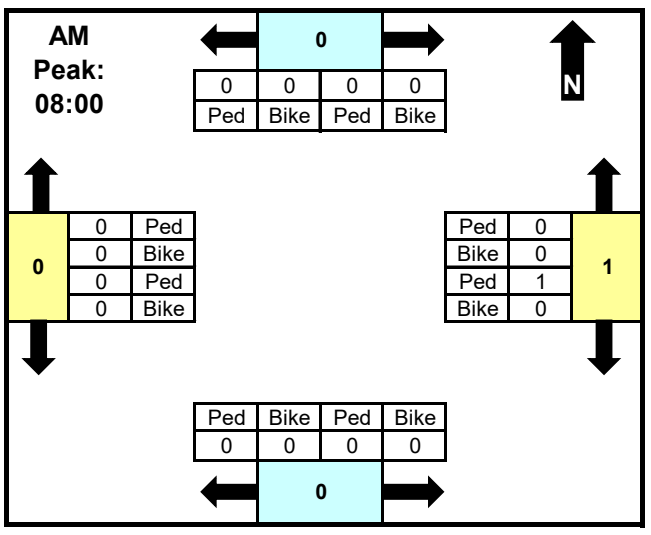
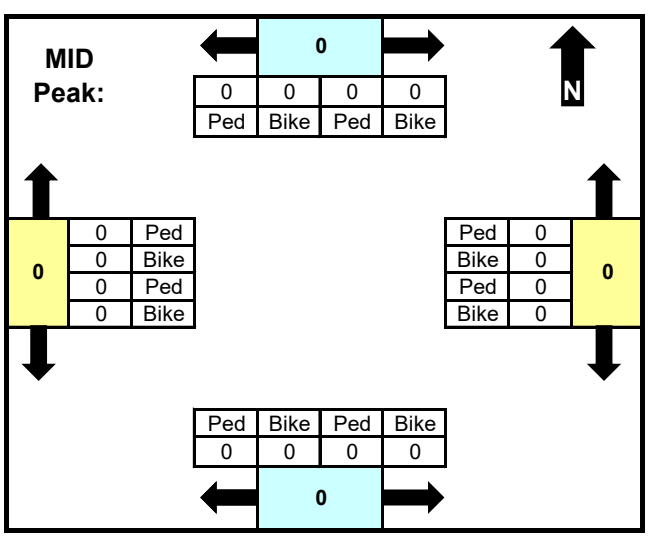
Count Date: 1/27/2021

JUAN TABO BLVD NE & NORTHERN DRWY

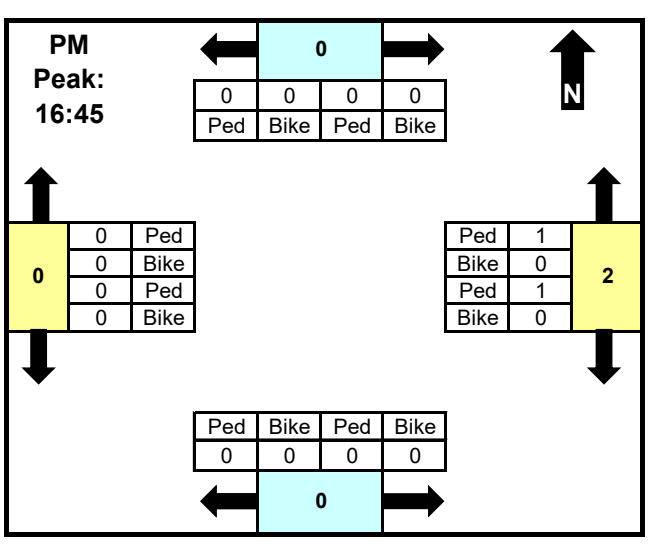
AM Peak: 08:00



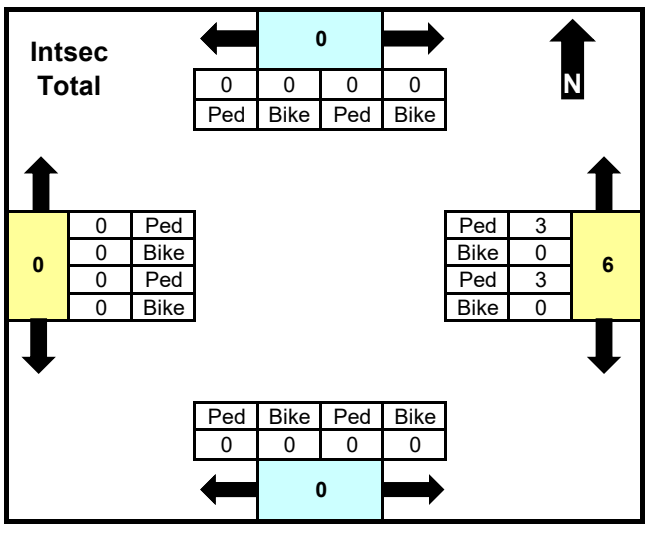
MID Peak:



PM Peak: 16:45



Intsec Total



	North		East		South		West		
	CW	CCW	CW	CCW	CW	CCW	CW	CCW	Total
AM	0	0	1	0	0	0	0	0	1
MID	0	0	0	0	0	0	0	0	0
PM	0	0	1	1	0	0	0	0	2
Total	0	0	3	3	0	0	0	0	6

CW = Clockwise
CCW = Counter-clockwise

Comments

Unless shown otherwise, MID period defined as 10:00 AM - 2:00 PM. Crosswalk peaks defined based on total intersection volume for all vehicle types.

	North Leg				East Leg				South Leg				West Leg				INTSEC
	CW		CCW		CW		CCW		CW		CCW		CW		CCW		
Time	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	TOTAL
0:00																	0
0:15																	0
0:30																	0
0:45																	0
1:00																	0
1:15																	0
1:30																	0
1:45																	0
2:00																	0
2:15																	0
2:30																	0
2:45																	0
3:00																	0
3:15																	0
3:30																	0
3:45																	0
4:00																	0
4:15																	0
4:30																	0
4:45																	0
5:00																	0
5:15																	0
5:30																	0
5:45																	0
6:00																	0
6:15																	0
6:30																	0
6:45																	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
9:00																	0
9:15																	0
9:30																	0
9:45																	0
10:00																	0
10:15																	0
10:30																	0
10:45																	0
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14:45																	0
15:00																	0
15:15																	0
15:30																	0
15:45																	0
16:00	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	3
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
17:30	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00																	0
18:15																	0
18:30																	0
18:45																	0
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22:00																	0
22:15																	0
22:30																	0
22:45																	0
23:00																	0
23:15																	0
23:30																	0
23:45																	0
Total	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	6
AM Peak Hr:																	8:00
Pk Vol	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
MID Peak Hr:																	
Pk Vol																	0

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Intersection ID: 2100390
Count Date: 1/27/2021

JUAN TABO BLVD NE & NORTHERN DRWY

	North Leg				East Leg				South Leg				West Leg				INTSEC
	CW		CCW		CW		CCW		CW		CCW		CW		CCW		
PM Peak Hr:																	16:45
Pk Vol	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2

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Phoenix, AZ 85018
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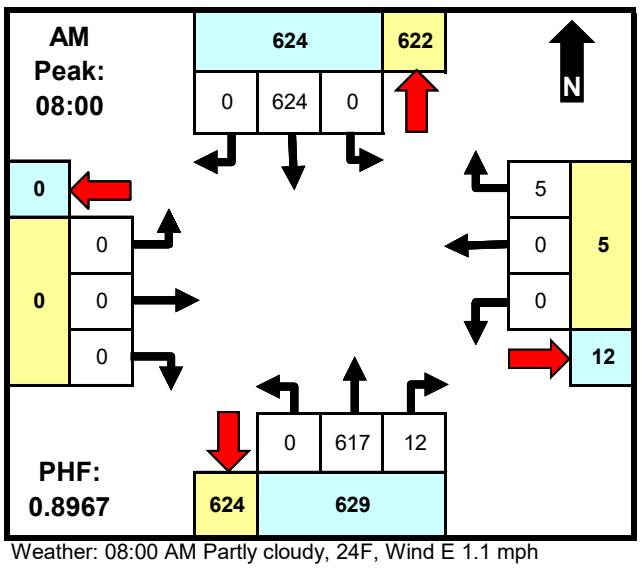
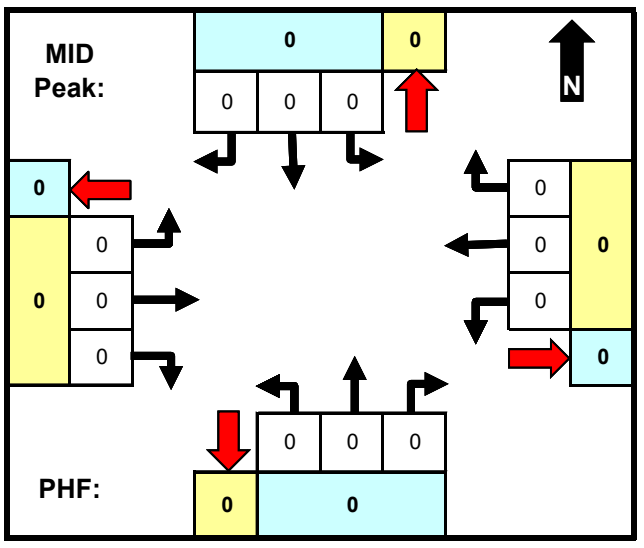
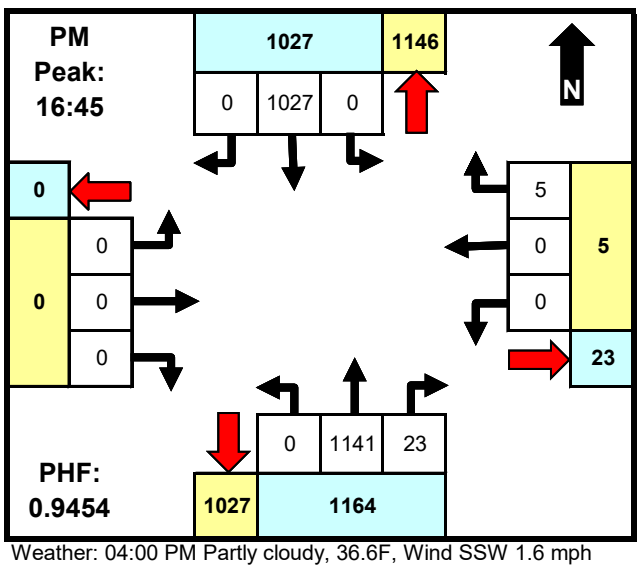
Intersection ID: 2100391
Count Date: 1/27/2021

JUAN TABO BLVD NE & SOUTHERN DRWY

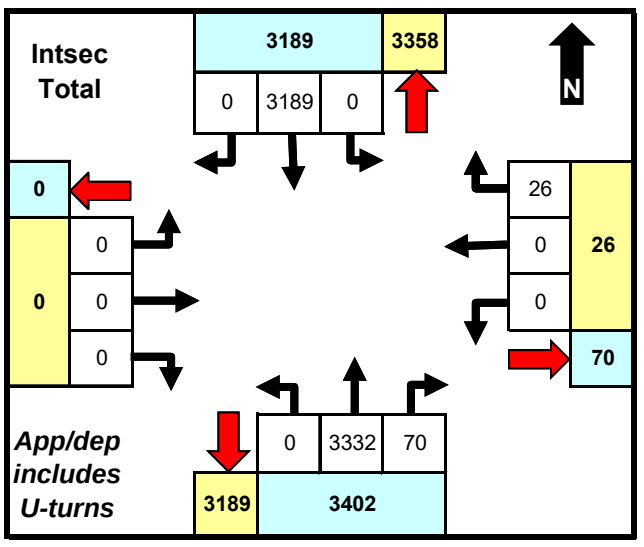


Weather: 08:00 AM Partly cloudy, 24F, Wind E 1.1 mph





Weather: 04:00 PM Partly cloudy, 36.6F, Wind SSW 1.6 mph



	North		East		South		West		
	App	Dep	App	Dep	App	Dep	App	Dep	Total
AM	624	622	5	12	629	624	0	0	**1258**
MID	0	0	0	0	0	0	0	0	**0**
PM	1027	1146	5	23	1164	1027	0	0	**2196**
Total	3189	3358	26	70	3402	3189	0	0	**6617**

Comments

Unless shown otherwise, MID period defined as 10:00 AM - 2:00 PM. Peaks defined based on total intersection volume for all vehicle types. Chart totals do not include crosswalk data.

	From North (SB)					From East (WB)					From South (NB)					From West (EB)					INTSEC
	JUAN TABO BLVD NE					SOUTHERN DRWY					JUAN TABO BLVD NE					NONE					
Time	LT	Thru	RT	U	Cwlk	LT	Thru	RT	U	Cwlk	LT	Thru	RT	U	Cwlk	LT	Thru	RT	U	Cwlk	TOTAL
0:00																					0
0:15																					0
0:30																					0
0:45																					0
1:00																					0
1:15																					0
1:30																					0
1:45																					0
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5:45																					0
6:00																					0
6:15																					0
6:30																					0
6:45																					0
07:00	0	102	0	0	0	0	0	0	0	0	0	100	3	0	0	0	0	0	0	0	205
07:15	0	123	0	0	0	0	0	3	0	0	0	115	1	0	0	0	0	0	0	0	242
07:30	0	149	0	0	0	0	0	4	0	0	0	149	7	0	0	0	0	0	0	0	309
07:45	0	140	0	0	0	0	0	0	0	2	0	163	3	0	0	0	0	0	0	0	308
08:00	0	172	0	0	0	0	0	0	0	0	0	170	3	0	0	0	0	0	0	0	345
08:15	0	132	0	0	0	0	0	1	0	0	0	125	3	0	0	0	0	0	0	0	261
08:30	0	149	0	0	0	0	0	1	0	0	0	150	2	0	0	0	0	0	0	0	302
08:45	0	171	0	0	0	0	0	3	0	1	0	172	4	0	0	0	0	0	0	0	351
9:00																					0
9:15																					0
9:30																					0
9:45																					0
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14:30																					0
14:45																					0
15:00																					0
15:15																					0
15:30																					0
15:45																					0
16:00	0	281	0	0	0	0	0	1	0	1	0	274	6	0	0	0	0	0	0	0	563
16:15	0	255	0	0	0	0	0	2	0	0	0	266	7	0	0	0	0	0	0	0	530
16:30	0	262	0	0	0	0	0	3	0	0	0	258	4	0	0	0	0	0	0	0	527
16:45	0	257	0	0	0	0	0	2	0	0	0	265	3	0	0	0	0	0	0	0	527
17:00	0	252	0	0	0	0	0	0	0	0	0	300	3	0	0	0	0	0	0	0	555
17:15	0	261	0	0	0	0	0	2	0	1	0	260	10	0	0	0	0	0	0	0	534
17:30	0	257	0	0	0	0	0	1	0	0	0	316	7	0	0	0	0	0	0	0	581
17:45	0	226	0	0	0	0	0	3	0	0	0	249	4	0	0	0	0	0	0	0	482
18:00																					0
18:15																					0
18:30																					0
18:45																					0
19:00																					0
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22:30																					0
22:45																					0
23:00																					0
23:15																					0
23:30																					0
23:45																					0
Total	**0**	**3189**	**0**	**0**	**0**	**0**	**0**	**26**	**0**	**5**	**0**	**3332**	**70**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6622**
AM Peak Hr:																					**8:00**
Pk Vol	0	624	0	0	0	0	0	5	0	1	0	617	12	0	0	0	0	0	0	0	1259
PHF	n/a	0.907	n/a	n/a	n/a	n/a	n/a	0.417	n/a	0.250	n/a	0.897	0.750	n/a	n/a	n/a	n/a	n/a	n/a	n/a	0.897
MID Peak Hr:																					
Pk Vol																					0
PHF																					
PM Peak Hr:																					**16:45**
Pk Vol	0	1027	0	0	0	0	0	5	0	1	0	1141	23	0	0	0	0	0	0	0	2197
PHF	n/a	0.984	n/a	n/a	n/a	n/a	n/a	0.625	n/a	0.250	n/a	0.903	0.575	n/a	n/a	n/a	n/a	n/a	n/a	n/a	0.945

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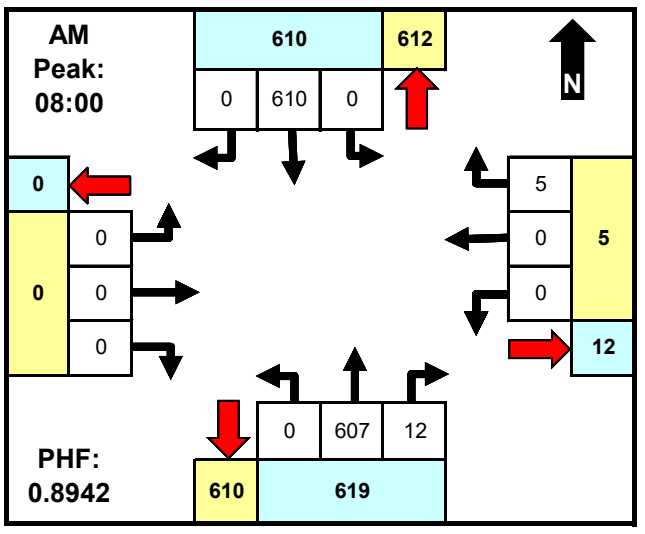
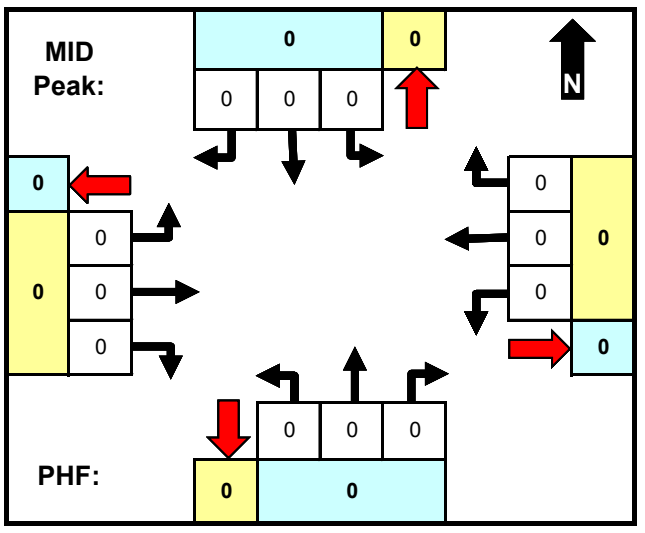
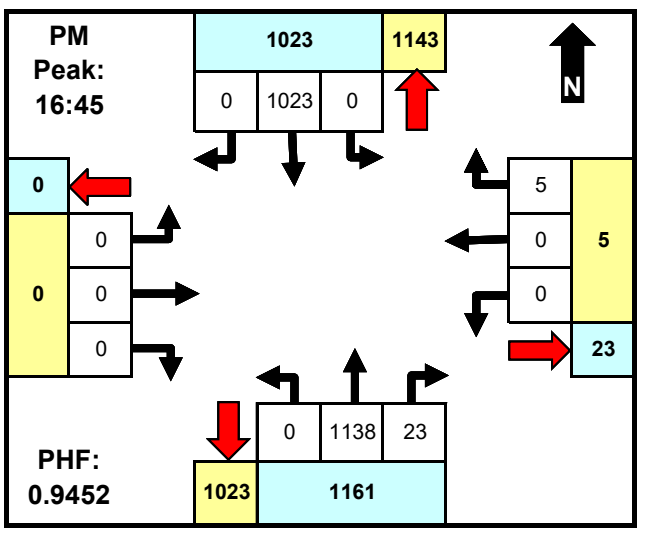
3844 East Indian School Road
Phoenix, AZ 85018
(602) 840-1500

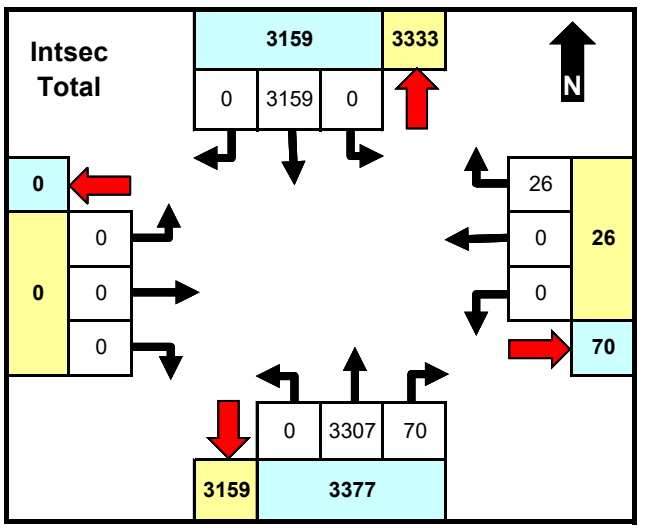
Intersection ID: 2100391
Count Date: 1/27/2021

JUAN TABO BLVD NE & SOUTHERN DRWY









	North		East		South		West		
	App	Dep	App	Dep	App	Dep	App	Dep	Total
AM	610	612	5	12	619	610	0	0	1234
MID	0	0	0	0	0	0	0	0	0
PM	1023	1143	5	23	1161	1023	0	0	2189
Total	3159	3333	26	70	3377	3159	0	0	6562

Comments

Unless shown otherwise, MID period defined as 10:00 AM - 2:00 PM. Peaks defined based on total intersection volume for all vehicle types.

	From North (SB)				From East (WB)				From South (NB)				From West (EB)				INTSEC
	JUAN TABO BLVD NE				SOUTHERN DRWY				JUAN TABO BLVD NE				NONE				
Time	LT	Thru	RT	U	LT	Thru	RT	U	LT	Thru	RT	U	LT	Thru	RT	U	TOTAL
0:00																	0
0:15																	0
0:30																	0
0:45																	0
1:00																	0
1:15																	0
1:30																	0
1:45																	0
2:00																	0
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5:15																	0
5:30																	0
5:45																	0
6:00																	0
6:15																	0
6:30																	0
6:45																	0
07:00	0	101	0	0	0	0	0	0	0	100	3	0	0	0	0	0	204
07:15	0	119	0	0	0	0	3	0	0	113	1	0	0	0	0	0	236
07:30	0	146	0	0	0	0	4	0	0	147	7	0	0	0	0	0	304
07:45	0	139	0	0	0	0	0	0	0	156	3	0	0	0	0	0	298
08:00	0	166	0	0	0	0	0	0	0	168	3	0	0	0	0	0	337
08:15	0	131	0	0	0	0	1	0	0	122	3	0	0	0	0	0	257
08:30	0	144	0	0	0	0	1	0	0	148	2	0	0	0	0	0	295
08:45	0	169	0	0	0	0	3	0	0	169	4	0	0	0	0	0	345
9:00																	0
9:15																	0
9:30																	0
9:45																	0
10:00																	0
10:15																	0
10:30																	0
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14:15																	0
14:30																	0
14:45																	0
15:00																	0
15:15																	0
15:30																	0
15:45																	0
16:00	0	280	0	0	0	0	1	0	0	274	6	0	0	0	0	0	561
16:15	0	254	0	0	0	0	2	0	0	266	7	0	0	0	0	0	529
16:30	0	261	0	0	0	0	3	0	0	257	4	0	0	0	0	0	525
16:45	0	256	0	0	0	0	2	0	0	265	3	0	0	0	0	0	526
17:00	0	251	0	0	0	0	0	0	0	298	3	0	0	0	0	0	552
17:15	0	260	0	0	0	0	2	0	0	260	10	0	0	0	0	0	532
17:30	0	256	0	0	0	0	1	0	0	315	7	0	0	0	0	0	579
17:45	0	226	0	0	0	0	3	0	0	249	4	0	0	0	0	0	482
18:00																	0
18:15																	0
18:30																	0
18:45																	0
19:00																	0
19:15																	0
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22:00																	0
22:15																	0
22:30																	0
22:45																	0
23:00																	0
23:15																	0
23:30																	0
23:45																	0
Total	0	3159	0	0	0	0	26	0	0	3307	70	0	0	0	0	0	6562
AM Peak Hr:																	8:00
Pk Vol	0	610	0	0	0	0	5	0	0	607	12	0	0	0	0	0	1234
PHF	n/a	0.902	n/a	n/a	n/a	n/a	0.417	n/a	n/a	0.898	0.750	n/a	n/a	n/a	n/a	n/a	0.894
MID Peak Hr:																	

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Intersection ID: 2100391
Count Date: 1/27/2021

JUAN TABO BLVD NE & SOUTHERN DRWY

	From North (SB)				From East (WB)				From South (NB)				From West (EB)				INTSEC
	JUAN TABO BLVD NE				SOUTHERN DRWY				JUAN TABO BLVD NE				NONE				
Pk Vol																	0
PHF																	
PM Peak Hr:																	16:45
Pk Vol	0	1023	0	0	0	0	5	0	0	1138	23	0	0	0	0	0	2189
PHF	n/a	0.984	n/a	n/a	n/a	n/a	0.625	n/a	n/a	0.903	0.575	n/a	n/a	n/a	n/a	n/a	0.945

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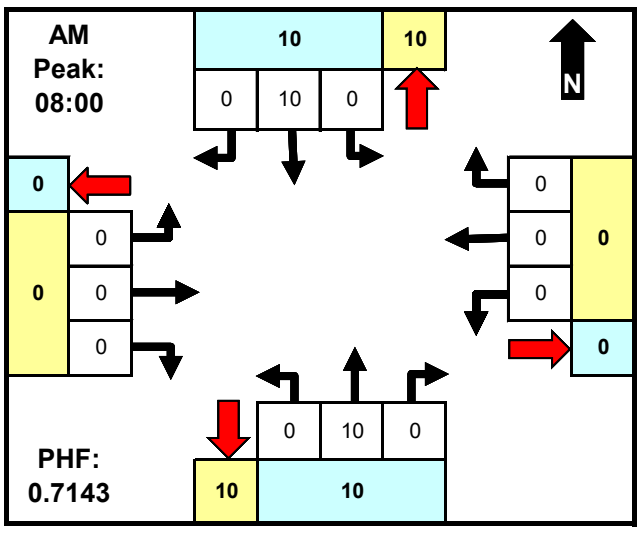
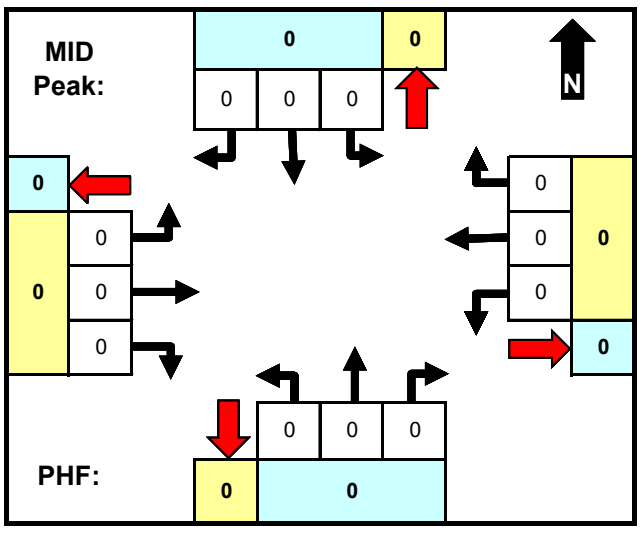
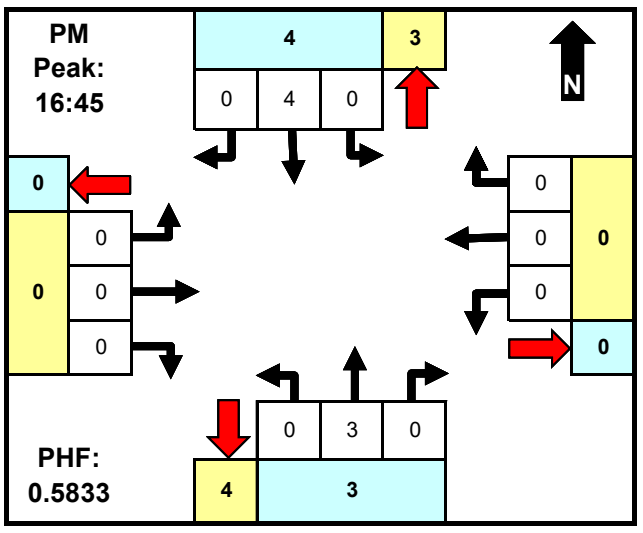
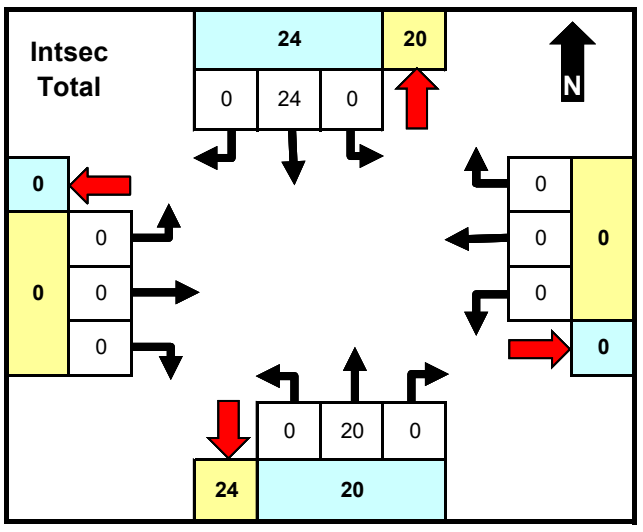
Count Date: 1/27/2021

JUAN TABO BLVD NE & SOUTHERN DRWY









	North		East		South		West		
	App	Dep	App	Dep	App	Dep	App	Dep	Total
AM	10	10	0	0	10	10	0	0	**20**
MID	0	0	0	0	0	0	0	0	**0**
PM	4	3	0	0	3	4	0	0	**7**
Total	24	20	0	0	20	24	0	0	**44**

Comments

Unless shown otherwise, MID period defined as 10:00 AM - 2:00 PM. Peaks defined based on total intersection volume for all vehicle types.

	From North (SB)				From East (WB)				From South (NB)				From West (EB)				INTSEC
	JUAN TABO BLVD NE				SOUTHERN DRWY				JUAN TABO BLVD NE				NONE				
Time	LT	Thru	RT	U	LT	Thru	RT	U	LT	Thru	RT	U	LT	Thru	RT	U	TOTAL
0:00																	0
0:15																	0
0:30																	0
0:45																	0
1:00																	0
1:15																	0
1:30																	0
1:45																	0
2:00																	0
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5:15																	0
5:30																	0
5:45																	0
6:00																	0
6:15																	0
6:30																	0
6:45																	0
07:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	4
07:30	0	3	0	0	0	0	0	0	0	1	0	0	0	0	0	0	4
07:45	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0	0	4
08:00	0	3	0	0	0	0	0	0	0	2	0	0	0	0	0	0	5
08:15	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0	0	4
08:30	0	5	0	0	0	0	0	0	0	2	0	0	0	0	0	0	7
08:45	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0	0	4
9:00																	0
9:15																	0
9:30																	0
9:45																	0
10:00																	0
10:15																	0
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14:30																	0
14:45																	0
15:00																	0
15:15																	0
15:30																	0
15:45																	0
16:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
16:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
16:30	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2
16:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
17:00	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	3
17:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
17:30	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00																	0
18:15																	0
18:30																	0
18:45																	0
19:00																	0
19:15																	0
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22:15																	0
22:30																	0
22:45																	0
23:00																	0
23:15																	0
23:30																	0
23:45																	0
Total	0	24	0	0	0	0	0	0	0	20	0	0	0	0	0	0	44
AM Peak Hr:																	8:00
Pk Vol	0	10	0	0	0	0	0	0	0	10	0	0	0	0	0	0	20
PHF	n/a	0.500	n/a	n/a	n/a	n/a	n/a	n/a	n/a	0.833	n/a	n/a	n/a	n/a	n/a	n/a	0.714
MID Peak Hr:																	

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Count Date: 1/27/2021

JUAN TABO BLVD NE & SOUTHERN DRWY

	From North (SB)				From East (WB)				From South (NB)				From West (EB)				INTSEC
	JUAN TABO BLVD NE				SOUTHERN DRWY				JUAN TABO BLVD NE				NONE				
Pk Vol																	0
PHF																	
PM Peak Hr:																	16:45
Pk Vol	0	4	0	0	0	0	0	0	0	3	0	0	0	0	0	0	7
PHF	n/a	1.000	n/a	n/a	n/a	n/a	n/a	n/a	n/a	0.375	n/a	n/a	n/a	n/a	n/a	n/a	0.583

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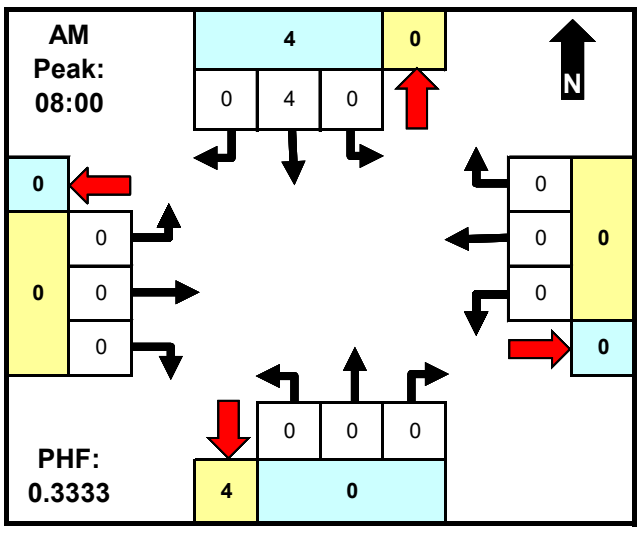
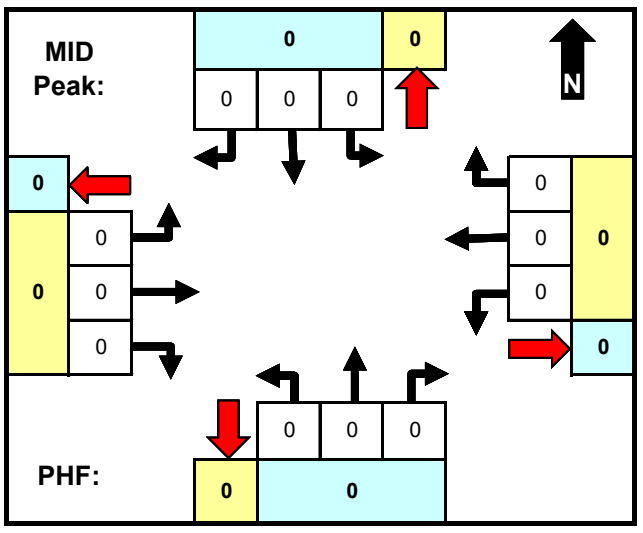
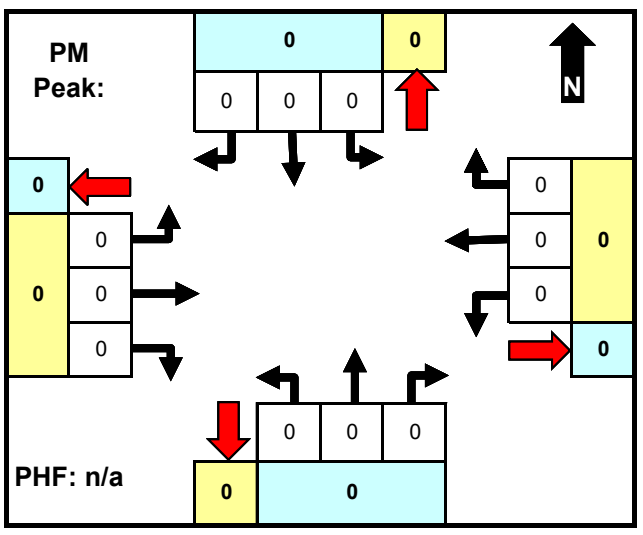
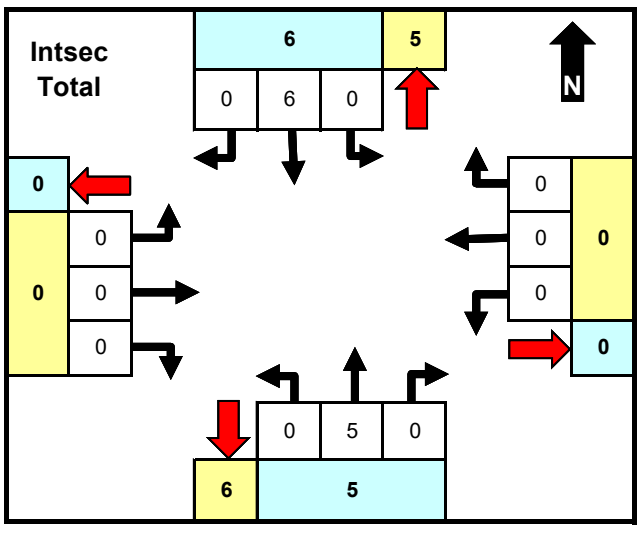
JUAN TABO BLVD NE & SOUTHERN DRWY









	North		East		South		West		
	App	Dep	App	Dep	App	Dep	App	Dep	Total
AM	4	0	0	0	0	4	0	0	4
MID	0	0	0	0	0	0	0	0	0
PM	0	0	0	0	0	0	0	0	0
Total	6	5	0	0	5	6	0	0	11

Comments

Unless shown otherwise, MID period defined as 10:00 AM - 2:00 PM. Peaks defined based on total intersection volume for all vehicle types.

	From North (SB)				From East (WB)				From South (NB)				From West (EB)				INTSEC
	JUAN TABO BLVD NE				SOUTHERN DRWY				JUAN TABO BLVD NE				NONE				
Time	LT	Thru	RT	U	LT	Thru	RT	U	LT	Thru	RT	U	LT	Thru	RT	U	TOTAL
0:00																	0
0:15																	0
0:30																	0
0:45																	0
1:00																	0
1:15																	0
1:30																	0
1:45																	0
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5:30																	0
5:45																	0
6:00																	0
6:15																	0
6:30																	0
6:45																	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
07:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
07:45	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
08:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
9:00																	0
9:15																	0
9:30																	0
9:45																	0
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16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00																	0
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22:30																	0
22:45																	0
23:00																	0
23:15																	0
23:30																	0
23:45																	0
Total	0	6	0	0	0	0	0	0	0	5	0	0	0	0	0	0	11
AM Peak Hr:																	8:00
Pk Vol	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
PHF	n/a	0.333	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	0.333
MID Peak Hr:																	

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Specializing in Traffic Data Collection

Traffic Research & Analysis, Inc.
3844 East Indian School Road
Phoenix, AZ 85018
(602) 840-1500

Intersection ID: 2100391
Count Date: 1/27/2021

JUAN TABO BLVD NE & SOUTHERN DRWY

	From North (SB)				From East (WB)				From South (NB)				From West (EB)				INTSEC
	JUAN TABO BLVD NE				SOUTHERN DRWY				JUAN TABO BLVD NE				NONE				
Pk Vol																	0
PHF																	
PM Peak Hr:																	16:45
Pk Vol	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a

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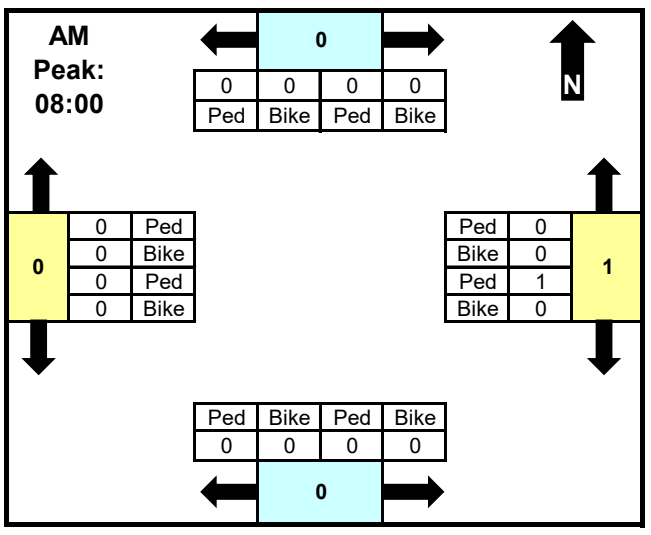
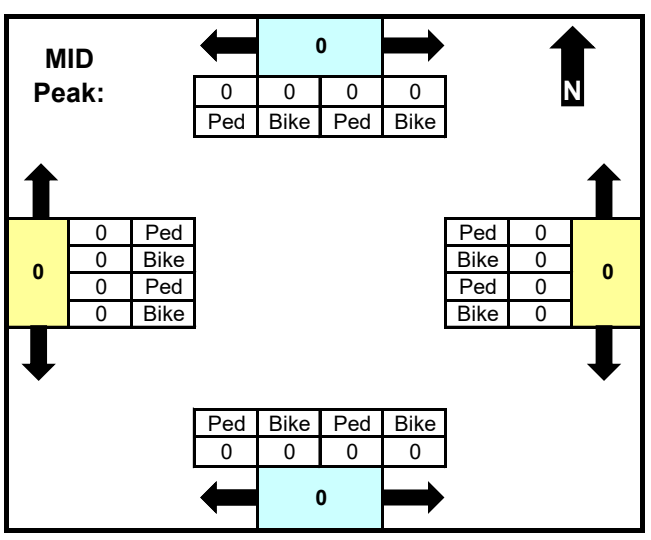
Intersection ID: 2100391
Count Date: 1/27/2021

JUAN TABO BLVD NE & SOUTHERN DRWY

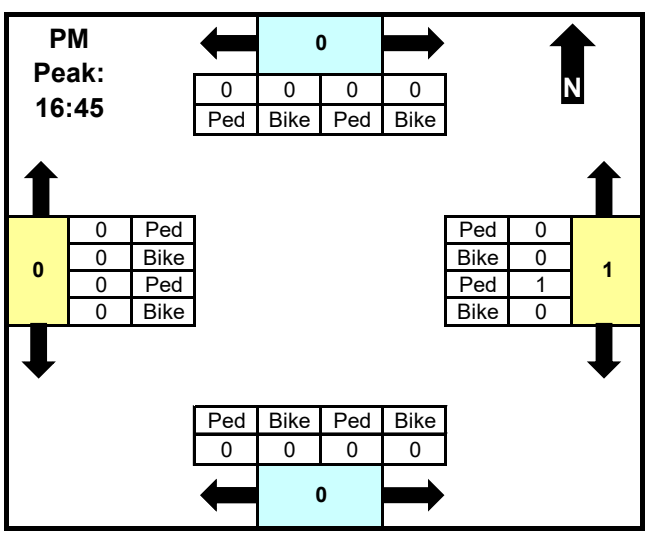
AM Peak: 08:00



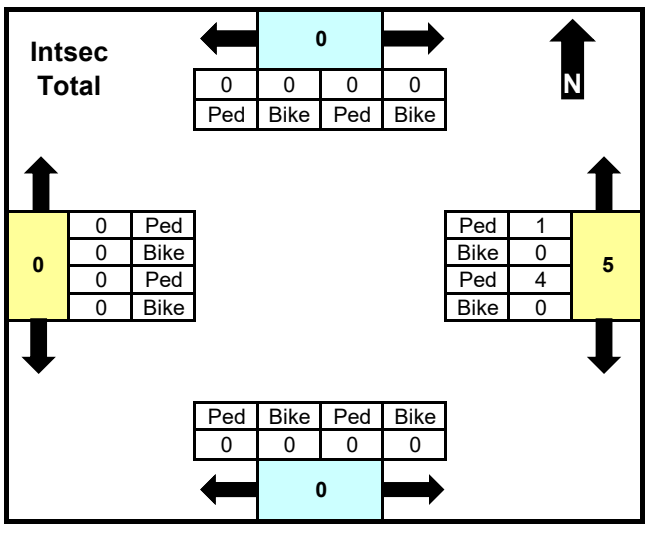
MID Peak:



PM Peak: 16:45



Intsec Total



	North		East		South		West		
	CW	CCW	CW	CCW	CW	CCW	CW	CCW	Total
AM	0	0	1	0	0	0	0	0	1
MID	0	0	0	0	0	0	0	0	0
PM	0	0	1	0	0	0	0	0	1
Total	0	0	4	1	0	0	0	0	5

CW = Clockwise
CCW = Counter-clockwise

Comments

Unless shown otherwise, MID period defined as 10:00 AM - 2:00 PM. Crosswalk peaks defined based on total intersection volume for all vehicle types.

	North Leg				East Leg				South Leg				West Leg				INTSEC
	CW		CCW		CW		CCW		CW		CCW		CW		CCW		
Time	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	TOTAL
0:00																	0
0:15																	0
0:30																	0
0:45																	0
1:00																	0
1:15																	0
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7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
9:00																	0
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16:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00																	0
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22:30																	0
22:45																	0
23:00																	0
23:15																	0
23:30																	0
23:45																	0
Total	0	0	0	0	4	0	1	0	0	0	0	0	0	0	0	0	5
AM Peak Hr:																	8:00
Pk Vol	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
MID Peak Hr:																	
Pk Vol																	0

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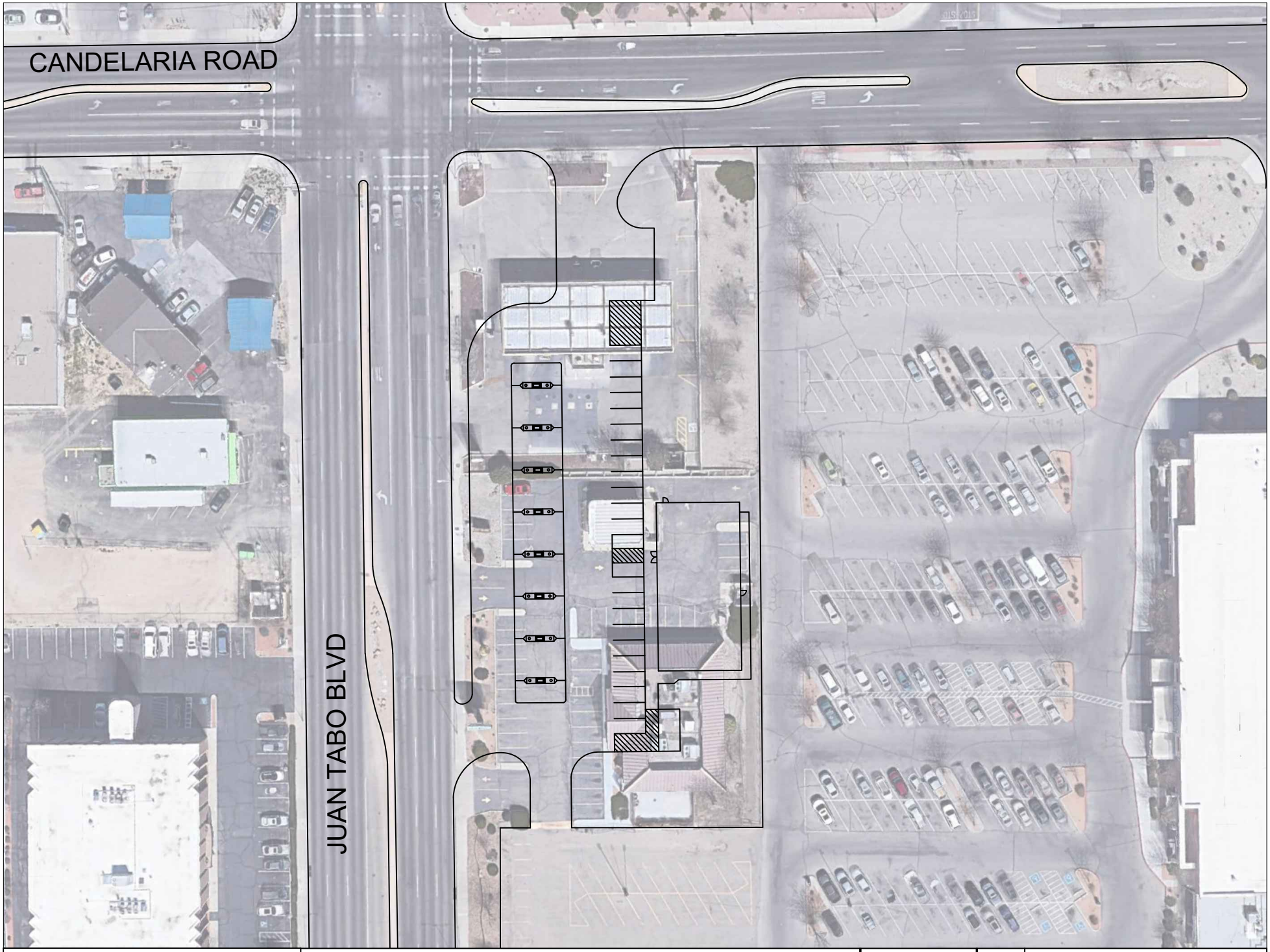
Intersection ID: 2100391
Count Date: 1/27/2021

JUAN TABO BLVD NE & SOUTHERN DRWY

	North Leg		East Leg		South Leg		West Leg		INTSEC
	CW	CCW	CW	CCW	CW	CCW	CW	CCW	
PM Peak Hr:									16:45
Pk Vol	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1

SITE LAYOUT



HORROCKS ENGINEERS

2162 WEST GROVE PARKWAY
SUITE #400
PLEASANT GROVE, UT. 84062
(801) 763-5100

SPEEDWAY - ALBUQUERQUE NEW MEXICO

Site Plan

FIGURE 6

SCALE: N/A

DATE: 02/2021

TRIP GENERATION

New Mexico Speedway Trip Gen										
Variable	**Quantity**	**Daily**			**AM Peak Hour**			**PM Peak Hour**		
		Total	**In**	**Out**	**Total**	**In**	**Out**	**Total**	**In**	**Out**
Super Convenience/Gas Station (ITE 960)		**837.58**	50%	50%	**83.14**	50%	50%	**69.28**	50%	50%
1,000 Sq. Ft. GFA	4.61	3,860	1,930	1,930	383	191	192	319	160	160
AM Pass-By Trip Reduction	62%				238	118	119			
PM Pass-By Trip Reduction	56%							179	89	89
Total New Forcast Trips		**3,860**	**1,930**	**1,930**	**146**	**72**	**73**	**140**	**70**	**70**
Current Gas Station Generated Trips					42	21	21	90	42	48
Total New Site Trips					**104**	**51**	**52**	**50**	**28**	**22**

ITE Trip Generation 10th Edition

	Candelaria Rd & West Driveway			
	AM		PM	
	Inbound	Outbound	Inbound	Outbound
	8	1	14	2
Distribution	38%	5%	33%	4%

	Juan Tabo Blvd & North Driveway			
	AM		PM	
	Inbound	Outbound	Inbound	Outbound
	1	1	2	1
Distribution	5%	5%	5%	2%

	Juan Tabo Blvd & South Driveway			
	AM		PM	
	Inbound	Outbound	Inbound	Outbound
	12	5	23	5
Distribution	57%	24%	55%	10%

	Candelaria Rd & East Driveway			
	AM		PM	
	Inbound	Outbound	Inbound	Outbound
	0	14	3	40
Distribution	0	67%	7%	83%

Current Trips Generated at Peak Hours			
AM		PM	
Inbound	Outbound	Inbound	Outbound
21	21	42	48

Land Use: 960
Super Convenience Market/Gas Station

Description

This land use includes gasoline/service stations with convenience markets where there is significant business related to the sale of convenience items and the fueling of motor vehicles. Some commonly sold convenience items include newspapers, freshly brewed coffee, daily-made donuts, bakery items, hot and cold beverages, breakfast items, dairy items, fresh fruits, soups, light meals, ready-to-go and freshly made sandwiches and wraps, and ready-to-go salads. Stores typically also had automated teller machines (ATMs), and public restrooms. The sites included in this land use category have the following two specific characteristics:

- The gross floor area of the convenience market is at least 3,000 gross square feet
- The number of vehicle fueling positions is at least 10

Convenience market with gasoline pumps (Land Use 853) and gasoline/service station with convenience market (Land Use 945) are related uses.

Additional Data

To reflect changing characteristics of the convenience market component of this land use, only data from the past two decades have been included in this land use.

The independent variable, vehicle fueling positions, is defined as the maximum number of vehicles that can be fueled simultaneously. Gasoline/service stations in this land use include “pay-at-the-pump” and traditional fueling stations.

A multi-variable regression analysis based on both the convenience market gross floor area (GFA) and the number of vehicle fueling positions (VFP) produced a series of fitted curve equations. The equations are in the form of:

Vehicle Trips = [(VFP Factor) x (Number of VFP)] + [(GFA Factor) x (GFA)] + (Constant)

The values for the VFP factor, GFA factor, and constant are presented in the following table for each time period for which a fitted curve equation could produce an R^2 value of at least 0.50.

Time Period	VFP Factor	GFA Factor	Constant	R^2
Weekday, AM Peak Hour of Generator	10.3	105	-290	0.62
Weekday, PM Peak Hour of Generator	6.91	76.0	-133	0.68
Weekday, AM Peak Hour of Adjacent Street	16.1	135	-483	0.66
Weekday, PM Peak Hour of Adjacent Street	11.5	82.9	-226	0.51

The sites were surveyed in the late 1990’s, 2000s and the 2010s in Florida, Iowa, Maryland, Minnesota, New Hampshire, New Jersey, Pennsylvania, Texas, Utah, and Wisconsin.

Source Numbers

617, 813, 844, 850, 864, 865, 867, 869, 882, 888, 904, 938, 954, 960, 962

Super Convenience Market/Gas Station

(960)

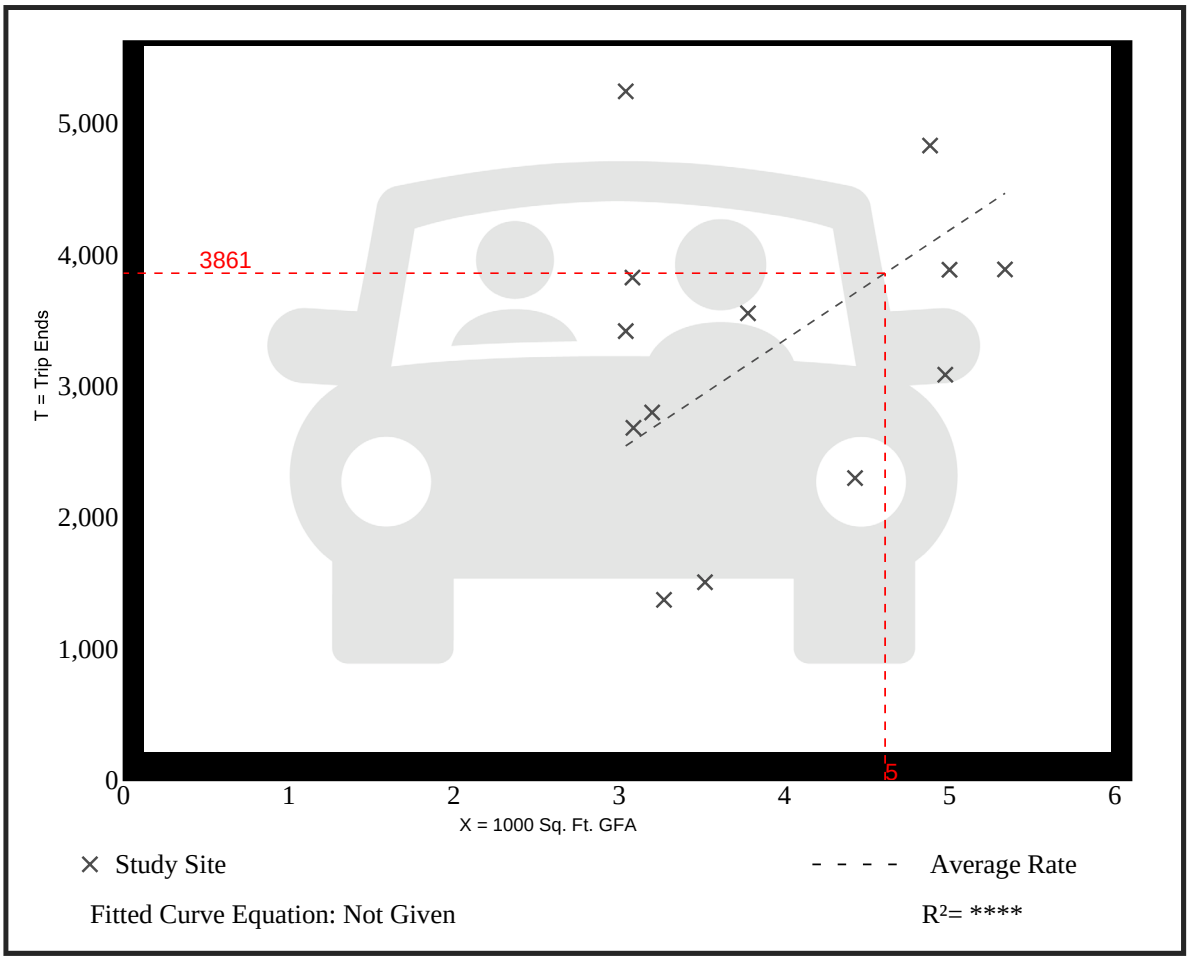
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 13
Avg. 1000 Sq. Ft. GFA: 4
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
837.58	419.93 - 1725.33	334.67

Data Plot and Equation



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Super Convenience Market/Gas Station

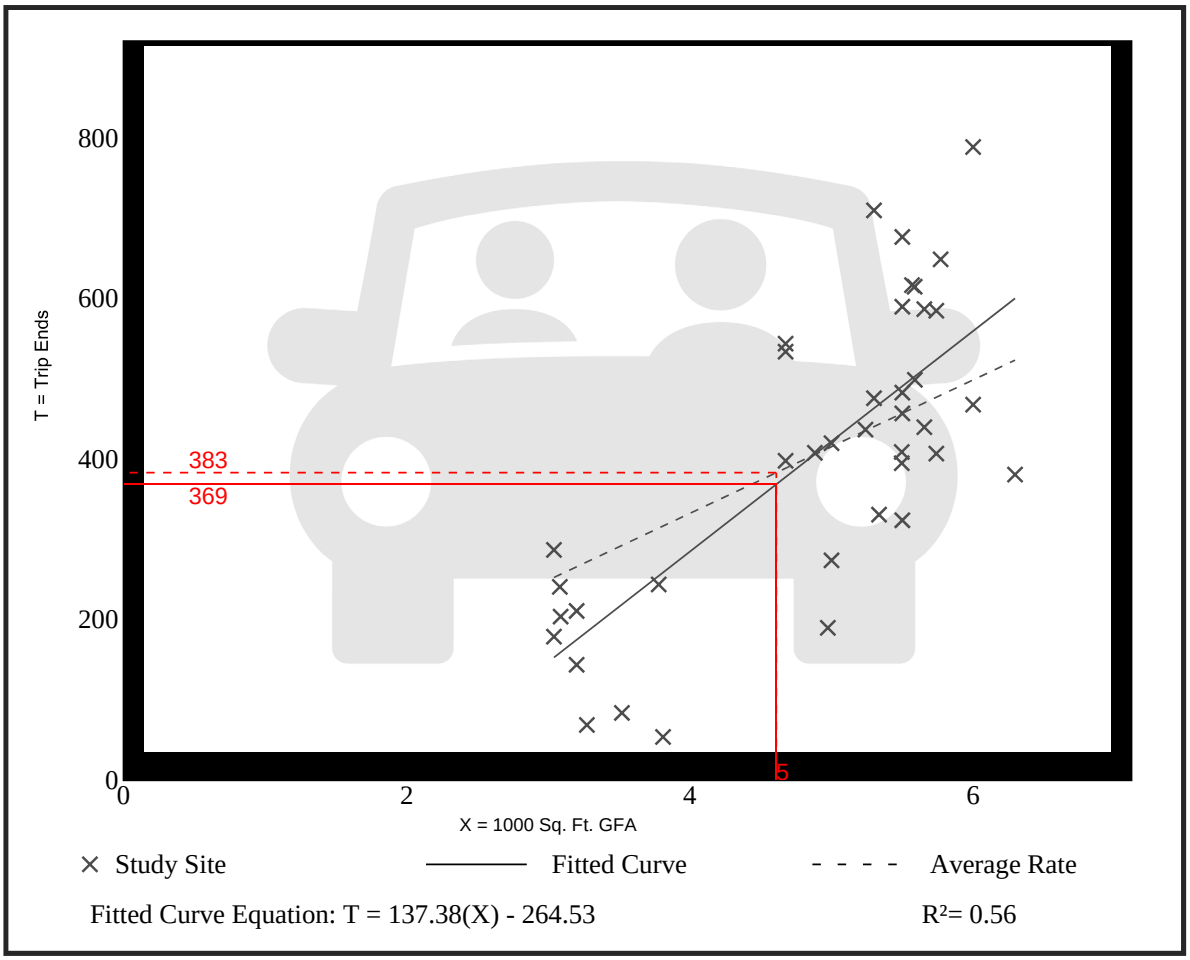
(960)

Vehicle Trip Ends vs:	**1000 Sq. Ft. GFA**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 7 and 9 a.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	39
Avg. 1000 Sq. Ft. GFA:	5
Directional Distribution:	50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
83.14	14.17 - 133.96	28.07

Data Plot and Equation



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Super Convenience Market/Gas Station

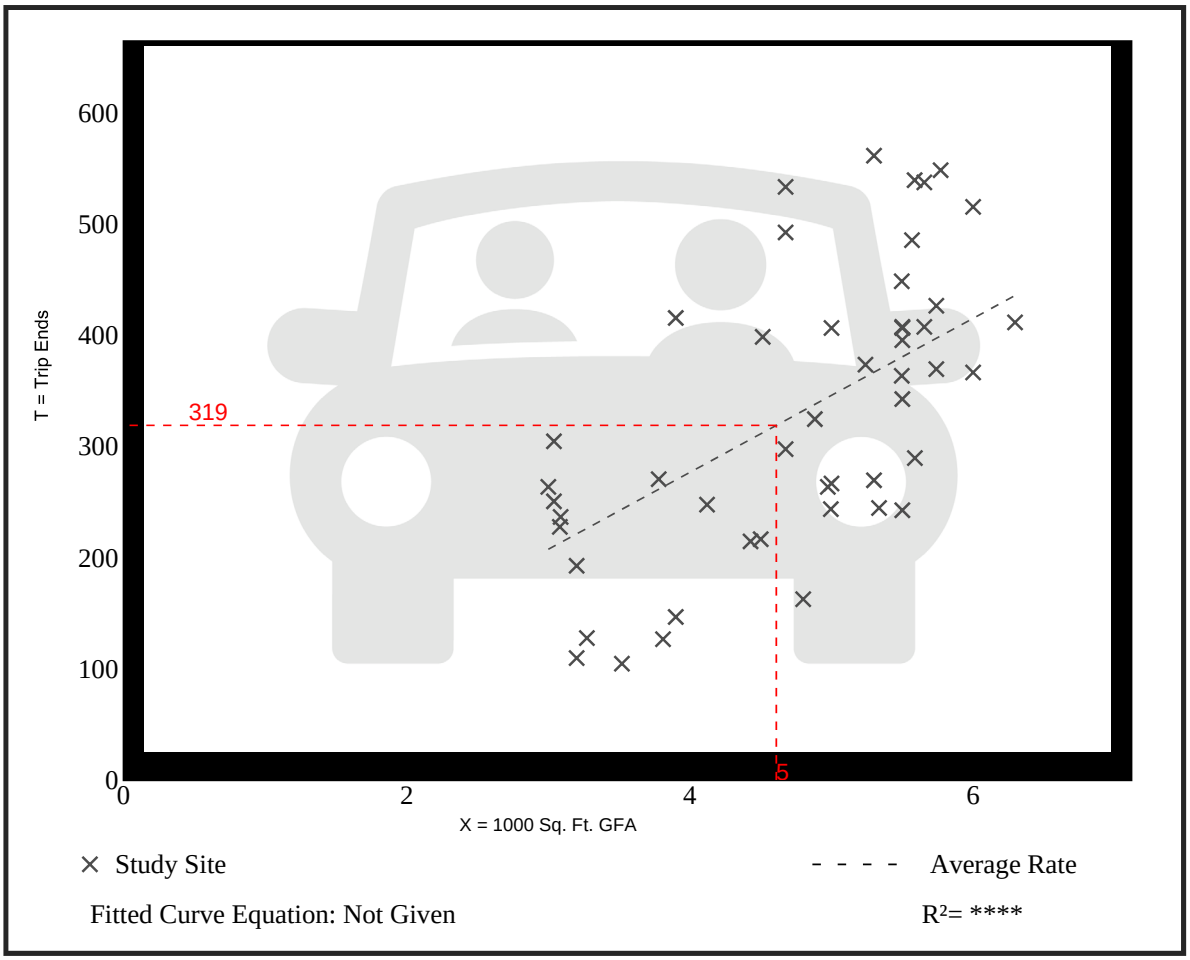
(960)

Vehicle Trip Ends vs:	**1000 Sq. Ft. GFA**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 4 and 6 p.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	48
Avg. 1000 Sq. Ft. GFA:	5
Directional Distribution:	50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
69.28	29.83 - 114.20	21.07

Data Plot and Equation



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2021 BACKGROUND TRAFFIC

Vistro File: C:\...\Vistro.vistro
Report File: C:\...\1-EX AM.pdf

Scenario 1 Existing AM
2/10/2021

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Juan Tabo Blvd NE & Candelaria	Signalized	HCM 6th Edition	WB Right	0.333	13.3	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Juan Tabo Blvd NE & Candelaria

Control Type:	Signalized	Delay (sec / veh):	13.3
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.333

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	200.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	97	657	40	57	632	104	103	139	81	92	304	86
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	97	657	40	57	632	104	103	139	81	92	304	86
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	164	10	14	158	26	26	35	20	23	76	22
Total Analysis Volume [veh/h]	97	657	40	57	632	104	103	139	81	92	304	86
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor stree	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	ProtPer	Permis	Permis	ProtPer	Permis	Permis	ProtPer	Permis	Permis	ProtPer	Permis	Permis
Signal Group	5	2	0	1	6	0	7	4	0	3	8	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	34	40	0	22	28	0	34	26	0	32	24	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering 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

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	C	L	C	C
C, Cycle Length [s]	38	38	38	38	38	38	38	38	38	38	38	38
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	0.00	2.00	2.00	0.00	2.00	2.00	0.00	2.00	2.00	0.00	2.00	2.00
g_i, Effective Green Time [s]	16	10	10	16	9	9	14	7	7	14	7	7
g / C, Green / Cycle	0.42	0.25	0.25	0.42	0.23	0.23	0.37	0.19	0.19	0.37	0.18	0.18
(v / s)_i Volume / Saturation Flow Rate	0.09	0.13	0.13	0.06	0.14	0.14	0.08	0.06	0.06	0.07	0.11	0.11
s, saturation flow rate [veh/h]	1069	3560	1816	1027	3560	1739	1289	1870	1648	1385	1870	1731
c, Capacity [veh/h]	638	905	462	628	818	399	664	350	308	737	340	315
d1, Uniform Delay [s]	7.24	12.34	12.35	6.98	13.30	13.34	8.24	13.59	13.64	8.04	14.49	14.52
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering 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
d2, Incremental Delay [s]	0.11	0.44	0.88	0.06	0.72	1.51	0.11	0.54	0.66	0.08	1.63	1.85
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression 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

Lane Group Results

X, volume / capacity	0.15	0.51	0.51	0.09	0.60	0.61	0.16	0.33	0.34	0.12	0.59	0.60
d, Delay for Lane Group [s/veh]	7.35	12.79	13.23	7.05	14.02	14.85	8.35	14.13	14.30	8.12	16.12	16.37
Lane Group LOS	A	B	B	A	B	B	A	B	B	A	B	B
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.36	1.40	1.49	0.21	1.61	1.68	0.44	0.76	0.71	0.38	1.47	1.41
50th-Percentile Queue Length [ft/ln]	9.00	34.97	37.31	5.16	40.15	42.08	10.88	18.88	17.83	9.60	36.73	35.13
95th-Percentile Queue Length [veh/ln]	0.65	2.52	2.69	0.37	2.89	3.03	0.78	1.36	1.28	0.69	2.64	2.53
95th-Percentile Queue Length [ft/ln]	16.19	62.95	67.15	9.28	72.27	75.74	19.58	33.98	32.09	17.28	66.12	63.23

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	7.35	12.92	13.23	7.05	14.20	14.85	8.35	14.16	14.30	8.12	16.20	16.37
Movement LOS	A	B	B	A	B	B	A	B	B	A	B	B
d_A, Approach Delay [s/veh]	12.25			13.77			12.34			14.69		
Approach LOS	B			B			B			B		
d_I, Intersection Delay [s/veh]	13.26											
Intersection LOS	B											
Intersection V/C	0.333											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersection	2.863	2.872	2.515	2.480
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	600	400	367	333
d_b, Bicycle Delay [s]	29.40	38.40	40.02	41.67
l_b,int, Bicycle LOS Score for Intersection	1.996	1.996	1.826	1.957
Bicycle LOS	A	A	A	A

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Vistro File: C:\...\Vistro.vistro
Report File: C:\...\1-EX AM.pdf

Scenario 1 Existing AM
2/10/2021

Turning Movement Volume: Summary

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	Juan Tabo Blvd NE & Candelaria	97	657	40	57	632	104	103	139	81	92	304	86	2392

Vistro File: C:\...\Vistro.vistro
Report File: C:\...\1-EX AM.pdf

Scenario 1 Existing AM
2/10/2021

Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	Juan Tabo Blvd NE & Candelaria	Final Base	97	657	40	57	632	104	103	139	81	92	304	86	2392
		Growth 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	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**97**	**657**	**40**	**57**	**632**	**104**	**103**	**139**	**81**	**92**	**304**	**86**	**2392**

Vistro File: C:\...\Vistro.vistro
Report File: C:\...\1-EX AM.pdf

Scenario 1 Existing AM
2/10/2021

Trip Generation summary

Added Trips

Zone ID: Name	Land Use variables	Code	Ind. Var.	Rate	Quantity	% In	% Out	Trips In	Trips Out	Total Trips	% of Total Trips
1: Zone				1.000	0.000	50.00	50.00	0	0	0	0.00
					Added Trips Total			**0**	**0**	**0**	**0.00**

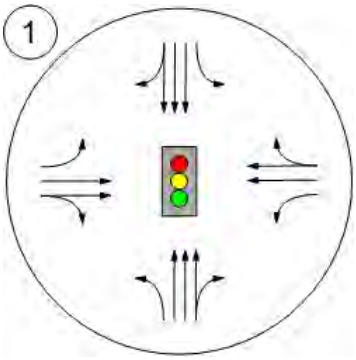
Vistro File: C:\...\Vistro.vistro
Report File: C:\...\1-EX AM.pdf

Scenario 1 Existing AM
2/10/2021

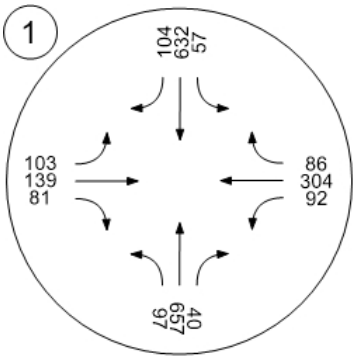
Trip Distribution summary

Zone / Gate	Zone 1: Zone			
	To Zone:		From Zone:	
	Share %	Trips	Share %	Trips
2: Gate	0.00	0	0.00	0
3: Gate	0.00	0	0.00	0
4: Gate	0.00	0	0.00	0
5: Gate	0.00	0	0.00	0
Total	**0.00**	**0**	**0.00**	**0**

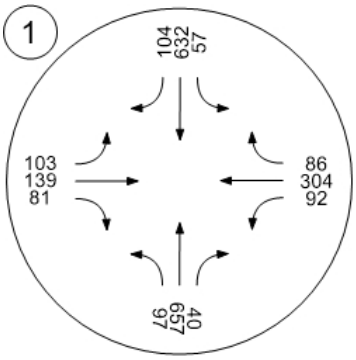
Lane Configuration and Traffic Control



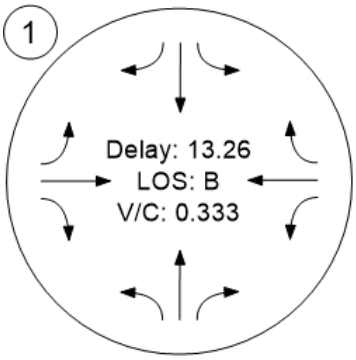
Traffic Volume - Base Volume



Traffic Volume - Future Total Volume



Traffic Conditions



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Report File: C:\...\2-EX PM.pdf

Scenario 2 Existing PM
2/10/2021

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Juan Tabo Blvd NE & Candelaria	Signalized	HCM 6th Edition	EB Right	0.503	17.7	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Generated with PTV VISTRO

Version 2020 (SP 0-7)

Intersection Level Of Service Report

Intersection 1: Juan Tabo Blvd NE & Candelaria

Control Type:	Signalized	Delay (sec / veh):	17.7
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.503

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	200.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	151	1085	126	146	1053	106	186	396	183	141	284	129
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	151	1085	126	146	1053	106	186	396	183	141	284	129
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	38	271	32	37	263	27	47	99	46	35	71	32
Total Analysis Volume [veh/h]	151	1085	126	146	1053	106	186	396	183	141	284	129
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor stree	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	ProtPer	Permis	Permis	ProtPer	Permis	Permis	ProtPer	Permis	Permis	ProtPer	Permis	Permis
Signal Group	5	2	0	1	6	0	7	4	0	3	8	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	23	31	0	22	30	0	27	25	0	22	20	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering 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

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	C	L	C	C
C, Cycle Length [s]	54	54	54	54	54	54	54	54	54	54	54	54
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	0.00	2.00	2.00	0.00	2.00	2.00	0.00	2.00	2.00	0.00	2.00	2.00
g_i, Effective Green Time [s]	25	17	17	25	17	17	21	12	12	21	11	11
g / C, Green / Cycle	0.47	0.31	0.31	0.47	0.31	0.31	0.38	0.22	0.22	0.38	0.20	0.20
(v / s)_i Volume / Saturation Flow Rate	0.18	0.23	0.23	0.18	0.22	0.22	0.14	0.16	0.16	0.12	0.12	0.12
s, saturation flow rate [veh/h]	821	3560	1772	801	3560	1784	1283	1870	1673	1135	1870	1676
c, Capacity [veh/h]	490	1103	549	480	1099	550	591	422	377	510	374	335
d1, Uniform Delay [s]	9.81	16.63	16.63	9.97	16.46	16.46	11.77	19.33	19.35	11.82	19.51	19.56
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering 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
d2, Incremental Delay [s]	0.35	0.96	1.92	0.35	0.83	1.65	0.30	2.37	2.68	0.29	1.41	1.64
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression 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

Lane Group Results

X, volume / capacity	0.31	0.73	0.73	0.30	0.70	0.70	0.31	0.72	0.73	0.28	0.58	0.59
d, Delay for Lane Group [s/veh]	10.16	17.59	18.55	10.32	17.29	18.12	12.07	21.69	22.03	12.11	20.92	21.20
Lane Group LOS	B	B	B	B	B	B	B	C	C	B	C	C
Critical Lane Group	No	No	Yes	Yes	No	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.88	4.03	4.16	0.85	3.79	3.93	1.36	3.44	3.12	1.01	2.36	2.18
50th-Percentile Queue Length [ft/ln]	22.12	100.70	103.92	21.34	94.77	98.16	33.94	85.94	78.12	25.14	58.88	54.43
95th-Percentile Queue Length [veh/ln]	1.59	7.25	7.48	1.54	6.82	7.07	2.44	6.19	5.62	1.81	4.24	3.92
95th-Percentile Queue Length [ft/ln]	39.81	181.26	187.06	38.41	170.59	176.69	61.10	154.69	140.62	45.26	105.98	97.97

Movement, Approach, & Intersection Results

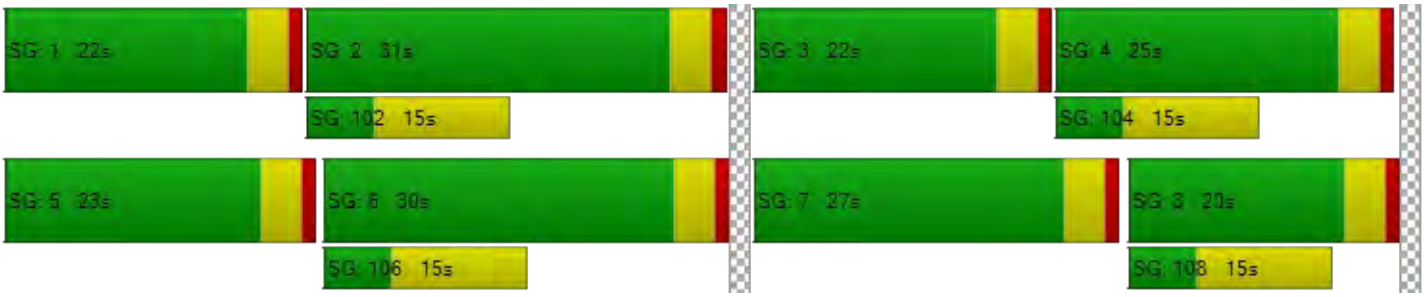
d_M, Delay for Movement [s/veh]	10.16	17.83	18.55	10.32	17.51	18.12	12.07	21.77	22.03	12.11	20.99	21.20
Movement LOS	B	B	B	B	B	B	B	C	C	B	C	C
d_A, Approach Delay [s/veh]	17.05			16.76			19.47			18.78		
Approach LOS	B			B			B			B		
d_I, Intersection Delay [s/veh]	17.66											
Intersection LOS	B											
Intersection V/C	0.503											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	41.41	41.41	41.41
I_p,int, Pedestrian LOS Score for Intersection	3.035	3.040	2.635	2.617
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	540	520	420	320
d_b, Bicycle Delay [s]	26.65	27.38	31.21	35.28
I_b,int, Bicycle LOS Score for Intersection	2.309	2.277	2.191	2.017
Bicycle LOS	B	B	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



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Scenario 2 Existing PM
2/10/2021

Turning Movement Volume: Summary

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	Juan Tabo Blvd NE & Candelaria	151	1085	126	146	1053	106	186	396	183	141	284	129	3986

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Report File: C:\...\2-EX PM.pdf

Scenario 2 Existing PM
2/10/2021

Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	Juan Tabo Blvd NE & Candelaria	Final Base	151	1085	126	146	1053	106	186	396	183	141	284	129	3986
		Growth 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	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**151**	**1085**	**126**	**146**	**1053**	**106**	**186**	**396**	**183**	**141**	**284**	**129**	**3986**

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Scenario 2 Existing PM
2/10/2021

Trip Generation summary

Added Trips

Zone ID: Name	Land Use variables	Code	Ind. Var.	Rate	Quantity	% In	% Out	Trips In	Trips Out	Total Trips	% of Total Trips
1: Zone				1.000	0.000	50.00	50.00	0	0	0	0.00
					Added Trips Total			**0**	**0**	**0**	**0.00**

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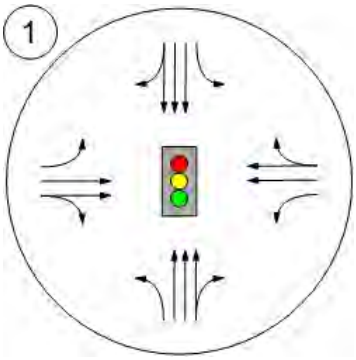
Scenario 2 Existing PM
2/10/2021

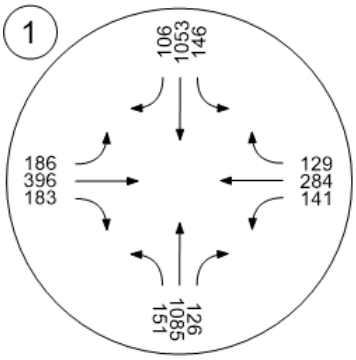
Trip Distribution summary

Zone / Gate	Zone 1: Zone			
	To Zone:		From Zone:	
	Share %	Trips	Share %	Trips
2: Gate	0.00	0	0.00	0
3: Gate	0.00	0	0.00	0
4: Gate	0.00	0	0.00	0
5: Gate	0.00	0	0.00	0
Total	**0.00**	**0**	**0.00**	**0**

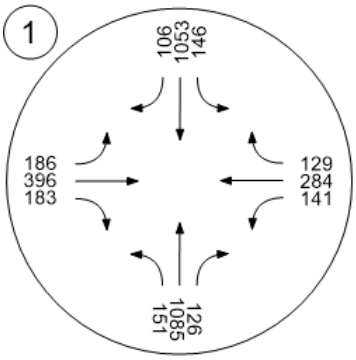
Lane Configuration and Traffic Control



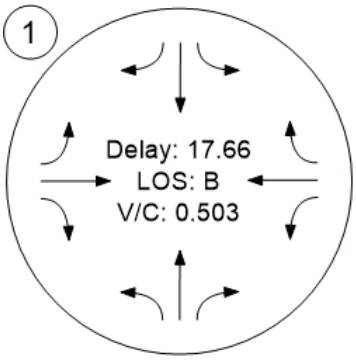
Traffic Volume - Base Volume



Traffic Volume - Future Total Volume



Traffic Conditions



2021 BACKGROUND PLUS PROJECT TRAFFIC

Vistro File: C:\...\Vistro.vistro
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Scenario 3 Existing AM + Project
2/10/2021

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Juan Tabo Blvd NE & Candelaria	Signalized	HCM 6th Edition	WB Right	0.335	13.3	B
2	Candelaria & Project access	Two-way stop	HCM 6th Edition	NB Right	0.042	8.5	A
3	Juan Tabo Blvd & Project Access	Two-way stop	HCM 6th Edition	WB Right	0.008	9.0	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Vistro File: C:\...\Vistro.vistro
Report File: C:\...\1-EX AM.pdf

Scenario 1 Existing AM
2/10/2021

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Juan Tabo Blvd NE & Candelaria	Signalized	HCM 6th Edition	WB Right	0.333	13.3	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Juan Tabo Blvd NE & Candelaria

Control Type:	Signalized	Delay (sec / veh):	13.3
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.333

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	200.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	97	657	40	57	632	104	103	139	81	92	304	86
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	97	657	40	57	632	104	103	139	81	92	304	86
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	164	10	14	158	26	26	35	20	23	76	22
Total Analysis Volume [veh/h]	97	657	40	57	632	104	103	139	81	92	304	86
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor stree	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	ProtPer	Permis	Permis	ProtPer	Permis	Permis	ProtPer	Permis	Permis	ProtPer	Permis	Permis
Signal Group	5	2	0	1	6	0	7	4	0	3	8	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	34	40	0	22	28	0	34	26	0	32	24	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering 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

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	C	L	C	C
C, Cycle Length [s]	38	38	38	38	38	38	38	38	38	38	38	38
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	0.00	2.00	2.00	0.00	2.00	2.00	0.00	2.00	2.00	0.00	2.00	2.00
g_i, Effective Green Time [s]	16	10	10	16	9	9	14	7	7	14	7	7
g / C, Green / Cycle	0.42	0.25	0.25	0.42	0.23	0.23	0.37	0.19	0.19	0.37	0.18	0.18
(v / s)_i Volume / Saturation Flow Rate	0.09	0.13	0.13	0.06	0.14	0.14	0.08	0.06	0.06	0.07	0.11	0.11
s, saturation flow rate [veh/h]	1069	3560	1816	1027	3560	1739	1289	1870	1648	1385	1870	1731
c, Capacity [veh/h]	638	905	462	628	818	399	664	350	308	737	340	315
d1, Uniform Delay [s]	7.24	12.34	12.35	6.98	13.30	13.34	8.24	13.59	13.64	8.04	14.49	14.52
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering 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
d2, Incremental Delay [s]	0.11	0.44	0.88	0.06	0.72	1.51	0.11	0.54	0.66	0.08	1.63	1.85
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression 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

Lane Group Results

X, volume / capacity	0.15	0.51	0.51	0.09	0.60	0.61	0.16	0.33	0.34	0.12	0.59	0.60
d, Delay for Lane Group [s/veh]	7.35	12.79	13.23	7.05	14.02	14.85	8.35	14.13	14.30	8.12	16.12	16.37
Lane Group LOS	A	B	B	A	B	B	A	B	B	A	B	B
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.36	1.40	1.49	0.21	1.61	1.68	0.44	0.76	0.71	0.38	1.47	1.41
50th-Percentile Queue Length [ft/ln]	9.00	34.97	37.31	5.16	40.15	42.08	10.88	18.88	17.83	9.60	36.73	35.13
95th-Percentile Queue Length [veh/ln]	0.65	2.52	2.69	0.37	2.89	3.03	0.78	1.36	1.28	0.69	2.64	2.53
95th-Percentile Queue Length [ft/ln]	16.19	62.95	67.15	9.28	72.27	75.74	19.58	33.98	32.09	17.28	66.12	63.23

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	7.35	12.92	13.23	7.05	14.20	14.85	8.35	14.16	14.30	8.12	16.20	16.37
Movement LOS	A	B	B	A	B	B	A	B	B	A	B	B
d_A, Approach Delay [s/veh]	12.25			13.77			12.34			14.69		
Approach LOS	B			B			B			B		
d_I, Intersection Delay [s/veh]	13.26											
Intersection LOS	B											
Intersection V/C	0.333											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersection	2.863	2.872	2.515	2.480
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	600	400	367	333
d_b, Bicycle Delay [s]	29.40	38.40	40.02	41.67
l_b,int, Bicycle LOS Score for Intersection	1.996	1.996	1.826	1.957
Bicycle LOS	A	A	A	A

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Scenario 1 Existing AM
2/10/2021

Turning Movement Volume: Summary

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	Juan Tabo Blvd NE & Candelaria	97	657	40	57	632	104	103	139	81	92	304	86	2392

Vistro File: C:\...\Vistro.vistro
Report File: C:\...\1-EX AM.pdf

Scenario 1 Existing AM
2/10/2021

Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	Juan Tabo Blvd NE & Candelaria	Final Base	97	657	40	57	632	104	103	139	81	92	304	86	2392
		Growth 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	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**97**	**657**	**40**	**57**	**632**	**104**	**103**	**139**	**81**	**92**	**304**	**86**	**2392**

Vistro File: C:\...\Vistro.vistro
Report File: C:\...\1-EX AM.pdf

Scenario 1 Existing AM
2/10/2021

Trip Generation summary

Added Trips

Zone ID: Name	Land Use variables	Code	Ind. Var.	Rate	Quantity	% In	% Out	Trips In	Trips Out	Total Trips	% of Total Trips
1: Zone				1.000	0.000	50.00	50.00	0	0	0	0.00
					Added Trips Total			**0**	**0**	**0**	**0.00**

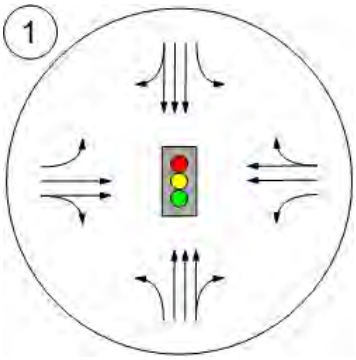
Vistro File: C:\...\Vistro.vistro
Report File: C:\...\1-EX AM.pdf

Scenario 1 Existing AM
2/10/2021

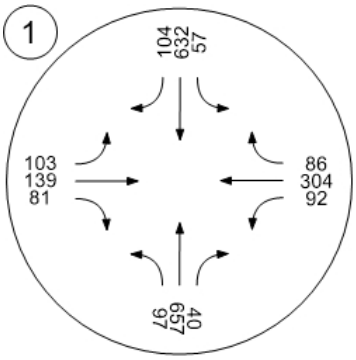
Trip Distribution summary

Zone / Gate	Zone 1: Zone			
	To Zone:		From Zone:	
	Share %	Trips	Share %	Trips
2: Gate	0.00	0	0.00	0
3: Gate	0.00	0	0.00	0
4: Gate	0.00	0	0.00	0
5: Gate	0.00	0	0.00	0
Total	**0.00**	**0**	**0.00**	**0**

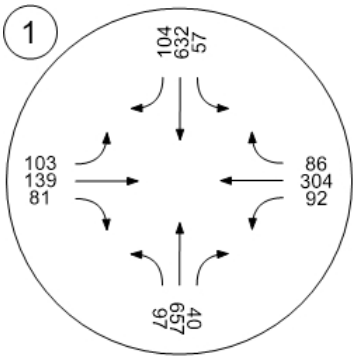
Lane Configuration and Traffic Control



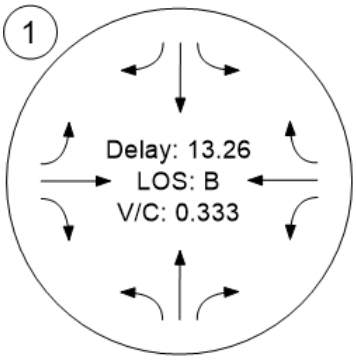
Traffic Volume - Base Volume



Traffic Volume - Future Total Volume



Traffic Conditions



Vistro File: C:\...\Vistro.vistro
Report File: C:\...\2-EX PM.pdf

Scenario 2 Existing PM
2/10/2021

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Juan Tabo Blvd NE & Candelaria	Signalized	HCM 6th Edition	EB Right	0.503	17.7	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Generated with PTV VISTRO

Version 2020 (SP 0-7)

Intersection Level Of Service Report

Intersection 1: Juan Tabo Blvd NE & Candelaria

Control Type:	Signalized	Delay (sec / veh):	17.7
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.503

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	200.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	151	1085	126	146	1053	106	186	396	183	141	284	129
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	151	1085	126	146	1053	106	186	396	183	141	284	129
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	38	271	32	37	263	27	47	99	46	35	71	32
Total Analysis Volume [veh/h]	151	1085	126	146	1053	106	186	396	183	141	284	129
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor stree	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	ProtPer	Permis	Permis	ProtPer	Permis	Permis	ProtPer	Permis	Permis	ProtPer	Permis	Permis
Signal Group	5	2	0	1	6	0	7	4	0	3	8	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	23	31	0	22	30	0	27	25	0	22	20	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering 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

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	C	L	C	C
C, Cycle Length [s]	54	54	54	54	54	54	54	54	54	54	54	54
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	0.00	2.00	2.00	0.00	2.00	2.00	0.00	2.00	2.00	0.00	2.00	2.00
g_i, Effective Green Time [s]	25	17	17	25	17	17	21	12	12	21	11	11
g / C, Green / Cycle	0.47	0.31	0.31	0.47	0.31	0.31	0.38	0.22	0.22	0.38	0.20	0.20
(v / s)_i Volume / Saturation Flow Rate	0.18	0.23	0.23	0.18	0.22	0.22	0.14	0.16	0.16	0.12	0.12	0.12
s, saturation flow rate [veh/h]	821	3560	1772	801	3560	1784	1283	1870	1673	1135	1870	1676
c, Capacity [veh/h]	490	1103	549	480	1099	550	591	422	377	510	374	335
d1, Uniform Delay [s]	9.81	16.63	16.63	9.97	16.46	16.46	11.77	19.33	19.35	11.82	19.51	19.56
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering 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
d2, Incremental Delay [s]	0.35	0.96	1.92	0.35	0.83	1.65	0.30	2.37	2.68	0.29	1.41	1.64
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression 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

Lane Group Results

X, volume / capacity	0.31	0.73	0.73	0.30	0.70	0.70	0.31	0.72	0.73	0.28	0.58	0.59
d, Delay for Lane Group [s/veh]	10.16	17.59	18.55	10.32	17.29	18.12	12.07	21.69	22.03	12.11	20.92	21.20
Lane Group LOS	B	B	B	B	B	B	B	C	C	B	C	C
Critical Lane Group	No	No	Yes	Yes	No	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.88	4.03	4.16	0.85	3.79	3.93	1.36	3.44	3.12	1.01	2.36	2.18
50th-Percentile Queue Length [ft/ln]	22.12	100.70	103.92	21.34	94.77	98.16	33.94	85.94	78.12	25.14	58.88	54.43
95th-Percentile Queue Length [veh/ln]	1.59	7.25	7.48	1.54	6.82	7.07	2.44	6.19	5.62	1.81	4.24	3.92
95th-Percentile Queue Length [ft/ln]	39.81	181.26	187.06	38.41	170.59	176.69	61.10	154.69	140.62	45.26	105.98	97.97

Movement, Approach, & Intersection Results

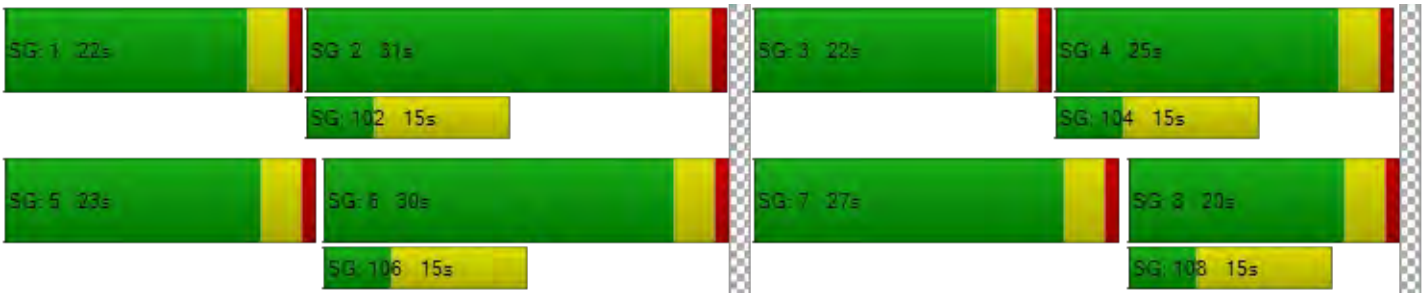
d_M, Delay for Movement [s/veh]	10.16	17.83	18.55	10.32	17.51	18.12	12.07	21.77	22.03	12.11	20.99	21.20
Movement LOS	B	B	B	B	B	B	B	C	C	B	C	C
d_A, Approach Delay [s/veh]	17.05			16.76			19.47			18.78		
Approach LOS	B			B			B			B		
d_I, Intersection Delay [s/veh]	17.66											
Intersection LOS	B											
Intersection V/C	0.503											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	41.41	41.41	41.41
I_p,int, Pedestrian LOS Score for Intersection	3.035	3.040	2.635	2.617
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	540	520	420	320
d_b, Bicycle Delay [s]	26.65	27.38	31.21	35.28
I_b,int, Bicycle LOS Score for Intersection	2.309	2.277	2.191	2.017
Bicycle LOS	B	B	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



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Report File: C:\...\2-EX PM.pdf

Scenario 2 Existing PM
2/10/2021

Turning Movement Volume: Summary

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	Juan Tabo Blvd NE & Candelaria	151	1085	126	146	1053	106	186	396	183	141	284	129	3986

Vistro File: C:\...\Vistro.vistro
Report File: C:\...\2-EX PM.pdf

Scenario 2 Existing PM
2/10/2021

Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	Juan Tabo Blvd NE & Candelaria	Final Base	151	1085	126	146	1053	106	186	396	183	141	284	129	3986
		Growth 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	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**151**	**1085**	**126**	**146**	**1053**	**106**	**186**	**396**	**183**	**141**	**284**	**129**	**3986**

Vistro File: C:\...\Vistro.vistro
Report File: C:\...\2-EX PM.pdf

Scenario 2 Existing PM
2/10/2021

Trip Generation summary

Added Trips

Zone ID: Name	Land Use variables	Code	Ind. Var.	Rate	Quantity	% In	% Out	Trips In	Trips Out	Total Trips	% of Total Trips
1: Zone				1.000	0.000	50.00	50.00	0	0	0	0.00
					Added Trips Total			**0**	**0**	**0**	**0.00**

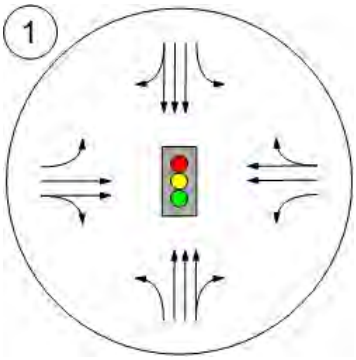
Vistro File: C:\...\Vistro.vistro
Report File: C:\...\2-EX PM.pdf

Scenario 2 Existing PM
2/10/2021

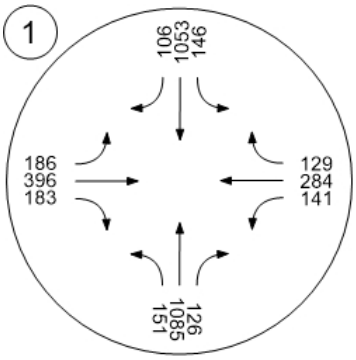
Trip Distribution summary

Zone / Gate	Zone 1: Zone			
	To Zone:		From Zone:	
	Share %	Trips	Share %	Trips
2: Gate	0.00	0	0.00	0
3: Gate	0.00	0	0.00	0
4: Gate	0.00	0	0.00	0
5: Gate	0.00	0	0.00	0
Total	**0.00**	**0**	**0.00**	**0**

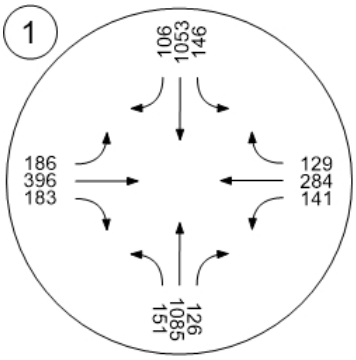
Lane Configuration and Traffic Control



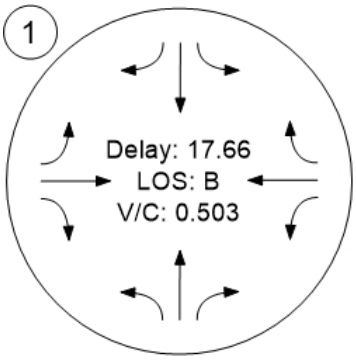
Traffic Volume - Base Volume



Traffic Volume - Future Total Volume



Traffic Conditions



Generated with PTV VISTRO

Version 2020 (SP 0-7)

Intersection Level Of Service Report

Intersection 1: Juan Tabo Blvd NE & Candelaria

Control Type:	Signalized	Delay (sec / veh):	13.3
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.335

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	200.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	97	657	40	57	632	104	103	139	81	92	304	86
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	5	2	0	3	0	0	0	19	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	102	659	40	60	632	104	103	158	81	92	304	86
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	26	165	10	15	158	26	26	40	20	23	76	22
Total Analysis Volume [veh/h]	102	659	40	60	632	104	103	158	81	92	304	86
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor stree	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	ProtPer	Permis	Permis	ProtPer	Permis	Permis	ProtPer	Permis	Permis	ProtPer	Permis	Permis
Signal Group	5	2	0	1	6	0	7	4	0	3	8	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	36	38	0	25	27	0	34	27	0	30	23	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering 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

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	C	L	C	C
C, Cycle Length [s]	39	39	39	39	39	39	39	39	39	39	39	39
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	0.00	2.00	2.00	0.00	2.00	2.00	0.00	2.00	2.00	0.00	2.00	2.00
g_i, Effective Green Time [s]	16	10	10	16	9	9	14	7	7	14	7	7
g / C, Green / Cycle	0.42	0.25	0.25	0.42	0.23	0.23	0.37	0.19	0.19	0.37	0.18	0.18
(v / s)_i Volume / Saturation Flow Rate	0.10	0.13	0.13	0.06	0.14	0.14	0.08	0.07	0.07	0.07	0.11	0.11
s, saturation flow rate [veh/h]	1073	3560	1816	1029	3560	1739	1289	1870	1664	1372	1870	1731
c, Capacity [veh/h]	640	905	461	629	817	399	661	350	311	725	340	314
d1, Uniform Delay [s]	7.25	12.40	12.41	6.99	13.36	13.39	8.30	13.73	13.78	8.10	14.55	14.59
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering 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
d2, Incremental Delay [s]	0.12	0.45	0.89	0.07	0.72	1.52	0.11	0.61	0.74	0.08	1.64	1.85
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression 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

Lane Group Results

X, volume / capacity	0.16	0.51	0.51	0.10	0.60	0.61	0.16	0.35	0.37	0.13	0.59	0.60
d, Delay for Lane Group [s/veh]	7.36	12.85	13.30	7.05	14.08	14.91	8.40	14.34	14.51	8.18	16.19	16.44
Lane Group LOS	A	B	B	A	B	B	A	B	B	A	B	B
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.38	1.41	1.51	0.22	1.62	1.69	0.44	0.83	0.79	0.39	1.48	1.41
50th-Percentile Queue Length [ft/ln]	9.51	35.31	37.66	5.45	40.40	42.33	10.98	20.77	19.65	9.69	36.95	35.34
95th-Percentile Queue Length [veh/ln]	0.68	2.54	2.71	0.39	2.91	3.05	0.79	1.50	1.42	0.70	2.66	2.54
95th-Percentile Queue Length [ft/ln]	17.12	63.56	67.79	9.81	72.72	76.19	19.76	37.39	35.38	17.44	66.51	63.61

Movement, Approach, & Intersection Results

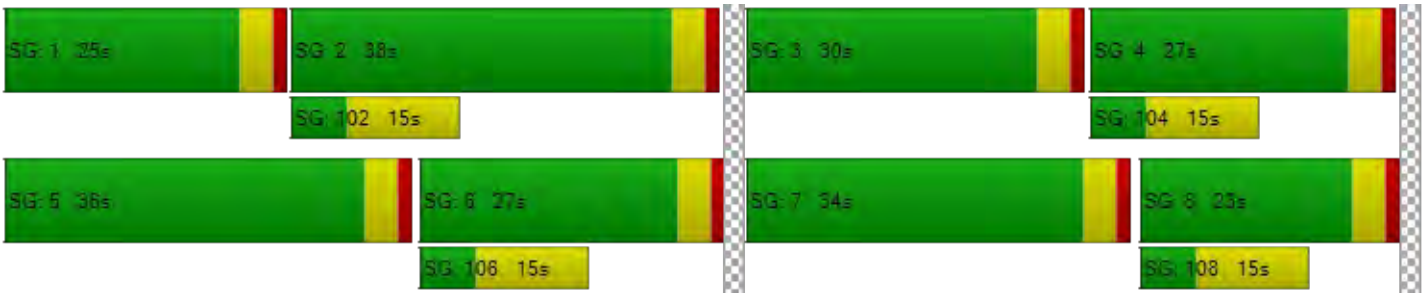
d_M, Delay for Movement [s/veh]	7.36	12.98	13.30	7.05	14.27	14.91	8.40	14.38	14.51	8.18	16.28	16.44
Movement LOS	A	B	B	A	B	B	A	B	B	A	B	B
d_A, Approach Delay [s/veh]	12.28			13.81			12.61			14.76		
Approach LOS	B			B			B			B		
d_I, Intersection Delay [s/veh]	13.32											
Intersection LOS	B											
Intersection V/C	0.335											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersection	2.864	2.872	2.522	2.485
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	567	383	383	317
d_b, Bicycle Delay [s]	30.82	39.20	39.20	42.50
l_b,int, Bicycle LOS Score for Intersection	2.000	1.997	1.842	1.957
Bicycle LOS	B	A	A	A

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: Candelaria & Project access

Control Type:	Two-way stop	Delay (sec / veh):	8.5
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.042

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	45	0	22	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	45	0	22	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	11	0	6	0	0
Total Analysis Volume [veh/h]	0	45	0	22	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.04	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	8.52	0.00	0.00	0.00	0.00
Movement LOS		A	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.13	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	3.30	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.52		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	5.72					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 3: Juan Tabo Blvd & Project Access

Control Type:	Two-way stop	Delay (sec / veh):	9.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.008

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	29	0	0	0	7
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	29	0	0	0	7
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	7	0	0	0	2
Total Analysis Volume [veh/h]	0	29	0	0	0	7
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	9.03
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.02
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.59
d_A, Approach Delay [s/veh]	0.00		0.00		9.03	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.76					
Intersection LOS	A					

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Report File: C:\...\3-EX AM + Project.pdf

Scenario 3 Existing AM + Project
2/10/2021

Turning Movement Volume: Summary

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	Juan Tabo Blvd NE & Candelaria	102	659	40	60	632	104	103	158	81	92	304	86	2421

ID	Intersection Name	Northbound	Eastbound		Westbound	Total Volume
		Right	Thru	Right	Thru	
2	Candelaria & Project access	45	0	22	0	67

ID	Intersection Name	Northbound		Southbound	Westbound	Total Volume
		Thru	Right	Thru	Right	
3	Juan Tabo Blvd & Project Access	0	29	0	7	36

Vistro File: C:\...\Vistro.vistro
Report File: C:\...\3-EX AM + Project.pdf

Scenario 3 Existing AM + Project
2/10/2021

Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	Juan Tabo Blvd NE & Candelaria	Final Base	97	657	40	57	632	104	103	139	81	92	304	86	2392
		Growth 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	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	5	2	0	3	0	0	0	19	0	0	0	0	29
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**102**	**659**	**40**	**60**	**632**	**104**	**103**	**158**	**81**	**92**	**304**	**86**	**2421**

ID	Intersection Name	Volume Type	Northbound	Eastbound		Westbound	Total Volume
			Right	Thru	Right	Thru	
2	Candelaria & Project access	Final Base	0	0	0	0	0
		Growth Factor	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0
		Net New Trips	45	0	22	0	67
		Other	0	0	0	0	0
		Future Total	**45**	**0**	**22**	**0**	**67**

ID	Intersection Name	Volume Type	Northbound		Southbound	Westbound	Total Volume
			Thru	Right	Thru	Right	
3	Juan Tabo Blvd & Project Access	Final Base	0	0	0	0	0
		Growth Factor	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0
		Net New Trips	0	29	0	7	36
		Other	0	0	0	0	0
		Future Total	**0**	**29**	**0**	**7**	**36**

Vistro File: C:\...\Vistro.vistro
Report File: C:\...\3-EX AM + Project.pdf

Scenario 3 Existing AM + Project
2/10/2021

Trip Generation summary

Added Trips

Zone ID: Name	Land Use variables	Code	Ind. Var.	Rate	Quantity	% In	% Out	Trips In	Trips Out	Total Trips	% of Total Trips
1: Zone				1.000	0.000	50.00	50.00	51	52	103	100.00
					Added Trips Total			**51**	**52**	**103**	**100.00**

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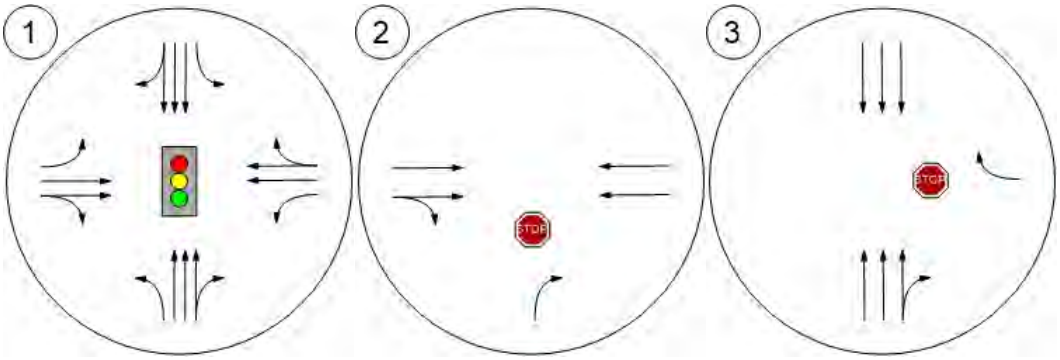
Report File: C:\...\3-EX AM + Project.pdf

Scenario 3 Existing AM + Project
2/10/2021

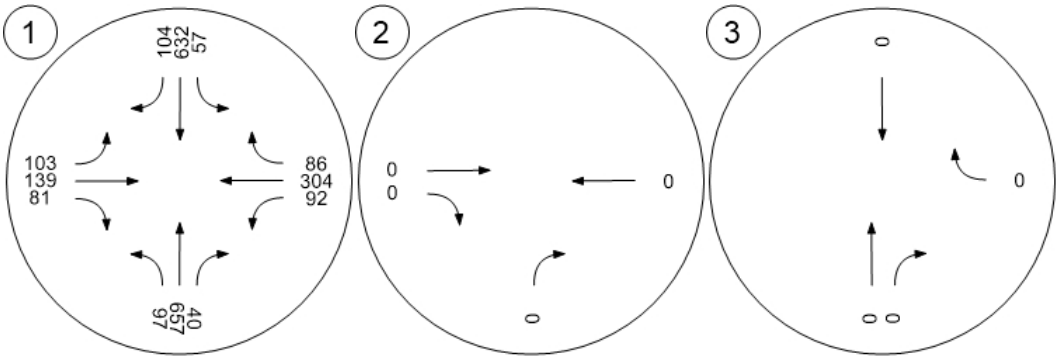
Trip Distribution summary

Zone / Gate	Zone 1: Zone			
	To Zone:		From Zone:	
	Share %	Trips	Share %	Trips
2: Gate	38.00	19	10.00	5
3: Gate	5.00	3	3.00	2
4: Gate	0.00	0	87.00	45
5: Gate	57.00	29	0.00	0
Total	**100.00**	**51**	**100.00**	**52**

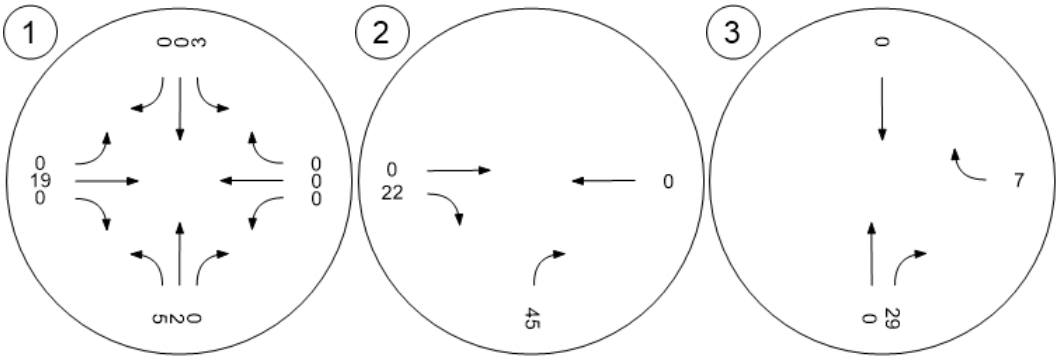
Lane Configuration and Traffic Control



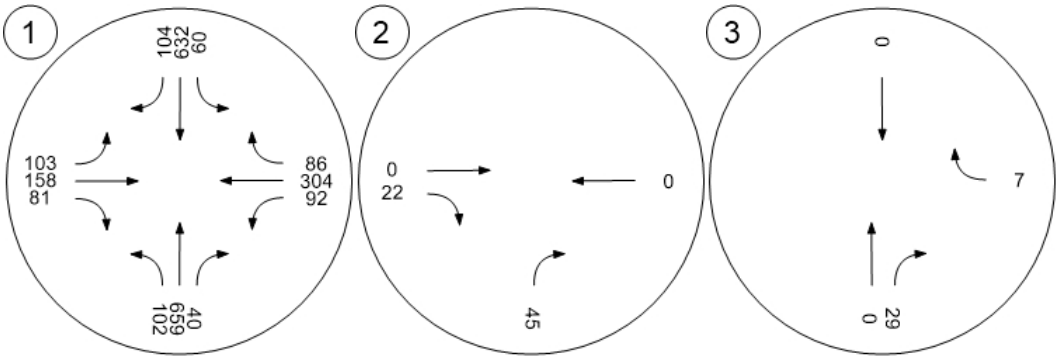
Traffic Volume - Base Volume



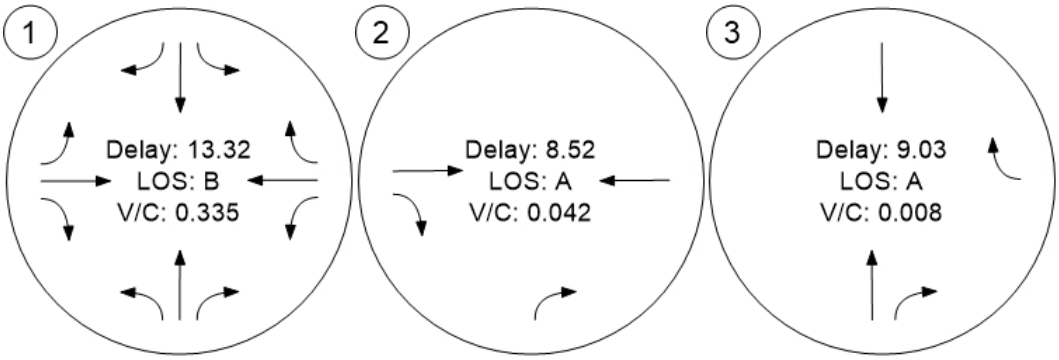
Traffic Volume - Net New Site Trips



Traffic Volume - Future Total Volume



Traffic Conditions



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Report File: C:\...\4-EX PM + Project.pdf

Scenario 4 Existing PM + Project
2/10/2021

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Juan Tabo Blvd NE & Candelaria	Signalized	HCM 6th Edition	EB Right	0.506	17.7	B
2	Candelaria & Project access	Two-way stop	HCM 6th Edition	NB Right	0.018	8.4	A
3	Juan Tabo Blvd & Project Access	Two-way stop	HCM 6th Edition	WB Right	0.003	9.0	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Generated with PTV VISTRO

Version 2020 (SP 0-7)

Intersection Level Of Service Report

Intersection 1: Juan Tabo Blvd NE & Candelaria

Control Type:	Signalized	Delay (sec / veh):	17.7
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.506

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	200.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	151	1085	126	146	1053	106	186	396	183	141	284	129
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	2	1	0	1	0	0	0	11	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	153	1086	126	147	1053	106	186	407	183	141	284	129
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	38	272	32	37	263	27	47	102	46	35	71	32
Total Analysis Volume [veh/h]	153	1086	126	147	1053	106	186	407	183	141	284	129
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor stree	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	ProtPer	Permis	Permis	ProtPer	Permis	Permis	ProtPer	Permis	Permis	ProtPer	Permis	Permis
Signal Group	5	2	0	1	6	0	7	4	0	3	8	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	23	31	0	22	30	0	27	25	0	22	20	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering 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

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	C	L	C	C
C, Cycle Length [s]	54	54	54	54	54	54	54	54	54	54	54	54
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	0.00	2.00	2.00	0.00	2.00	2.00	0.00	2.00	2.00	0.00	2.00	2.00
g_i, Effective Green Time [s]	25	17	17	25	17	17	21	12	12	21	11	11
g / C, Green / Cycle	0.47	0.31	0.31	0.47	0.31	0.31	0.39	0.23	0.23	0.39	0.20	0.20
(v / s)_i Volume / Saturation Flow Rate	0.19	0.23	0.23	0.18	0.22	0.22	0.15	0.17	0.17	0.13	0.12	0.12
s, saturation flow rate [veh/h]	823	3560	1772	800	3560	1784	1280	1870	1676	1127	1870	1676
c, Capacity [veh/h]	489	1100	547	478	1093	548	591	426	382	507	378	339
d1, Uniform Delay [s]	9.90	16.71	16.71	10.05	16.58	16.58	11.74	19.33	19.35	11.83	19.44	19.49
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering 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
d2, Incremental Delay [s]	0.36	0.98	1.95	0.36	0.85	1.69	0.30	2.41	2.72	0.30	1.35	1.58
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression 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

Lane Group Results

X, volume / capacity	0.31	0.74	0.74	0.31	0.71	0.71	0.31	0.73	0.73	0.28	0.57	0.58
d, Delay for Lane Group [s/veh]	10.26	17.69	18.66	10.41	17.43	18.27	12.04	21.74	22.07	12.12	20.80	21.07
Lane Group LOS	B	B	B	B	B	B	B	C	C	B	C	C
Critical Lane Group	No	No	Yes	Yes	No	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.91	4.06	4.19	0.87	3.82	3.96	1.36	3.52	3.20	1.01	2.35	2.17
50th-Percentile Queue Length [ft/ln]	22.64	101.49	104.75	21.70	95.57	99.01	34.00	87.95	80.04	25.19	58.82	54.36
95th-Percentile Queue Length [veh/ln]	1.63	7.31	7.54	1.56	6.88	7.13	2.45	6.33	5.76	1.81	4.24	3.91
95th-Percentile Queue Length [ft/ln]	40.75	182.68	188.54	39.05	172.02	178.22	61.19	158.31	144.08	45.34	105.88	97.85

Movement, Approach, & Intersection Results

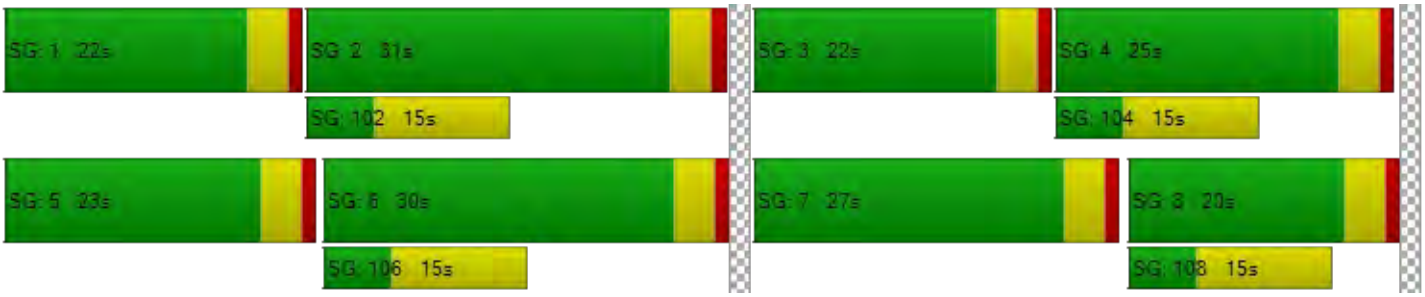
d_M, Delay for Movement [s/veh]	10.26	17.93	18.66	10.41	17.66	18.27	12.04	21.82	22.07	12.12	20.86	21.07
Movement LOS	B	B	B	B	B	B	B	C	C	B	C	C
d_A, Approach Delay [s/veh]	17.14			16.89			19.54			18.69		
Approach LOS	B			B			B			B		
d_I, Intersection Delay [s/veh]	17.74											
Intersection LOS	B											
Intersection V/C	0.506											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	41.41	41.41	41.41
I_p,int, Pedestrian LOS Score for Intersection	3.035	3.041	2.639	2.619
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	540	520	420	320
d_b, Bicycle Delay [s]	26.65	27.38	31.21	35.28
I_b,int, Bicycle LOS Score for Intersection	2.310	2.278	2.200	2.017
Bicycle LOS	B	B	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: Candelaria & Project access

Control Type:	Two-way stop	Delay (sec / veh):	8.4
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.018

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	19	0	12	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	19	0	12	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	5	0	3	0	0
Total Analysis Volume [veh/h]	0	19	0	12	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.02	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	8.41	0.00	0.00	0.00	0.00
Movement LOS		A	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.05	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	1.35	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.41		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	5.15					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 3: Juan Tabo Blvd & Project Access

Control Type:	Two-way stop	Delay (sec / veh):	9.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.003

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	16	0	0	0	3
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	16	0	0	0	3
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	4	0	0	0	1
Total Analysis Volume [veh/h]	0	16	0	0	0	3
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	8.98
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.01
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.25
d_A, Approach Delay [s/veh]	0.00		0.00		8.98	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.42					
Intersection LOS	A					

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Report File: C:\...\4-EX PM + Project.pdf

Scenario 4 Existing PM + Project
2/10/2021

Turning Movement Volume: Summary

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	Juan Tabo Blvd NE & Candelaria	153	1086	126	147	1053	106	186	407	183	141	284	129	4001

ID	Intersection Name	Northbound	Eastbound		Westbound	Total Volume
		Right	Thru	Right	Thru	
2	Candelaria & Project access	19	0	12	0	31

ID	Intersection Name	Northbound		Southbound	Westbound	Total Volume
		Thru	Right	Thru	Right	
3	Juan Tabo Blvd & Project Access	0	16	0	3	19

Vistro File: C:\...\Vistro.vistro
Report File: C:\...\4-EX PM + Project.pdf

Scenario 4 Existing PM + Project
2/10/2021

Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	Juan Tabo Blvd NE & Candelaria	Final Base	151	1085	126	146	1053	106	186	396	183	141	284	129	3986
		Growth 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	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	2	1	0	1	0	0	0	11	0	0	0	0	15
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**153**	**1086**	**126**	**147**	**1053**	**106**	**186**	**407**	**183**	**141**	**284**	**129**	**4001**

ID	Intersection Name	Volume Type	Northbound	Eastbound		Westbound	Total Volume
			Right	Thru	Right	Thru	
2	Candelaria & Project access	Final Base	0	0	0	0	0
		Growth Factor	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0
		Net New Trips	19	0	12	0	31
		Other	0	0	0	0	0
		Future Total	**19**	**0**	**12**	**0**	**31**

ID	Intersection Name	Volume Type	Northbound		Southbound	Westbound	Total Volume
			Thru	Right	Thru	Right	
3	Juan Tabo Blvd & Project Access	Final Base	0	0	0	0	0
		Growth Factor	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0
		Net New Trips	0	16	0	3	19
		Other	0	0	0	0	0
		Future Total	**0**	**16**	**0**	**3**	**19**

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Report File: C:\...\4-EX PM + Project.pdf

Scenario 4 Existing PM + Project
2/10/2021

Trip Generation summary

Added Trips

Zone ID: Name	Land Use variables	Code	Ind. Var.	Rate	Quantity	% In	% Out	Trips In	Trips Out	Total Trips	% of Total Trips
1: Zone				1.000	0.000	50.00	50.00	28	22	50	100.00
					Added Trips Total			**28**	**22**	**50**	**100.00**

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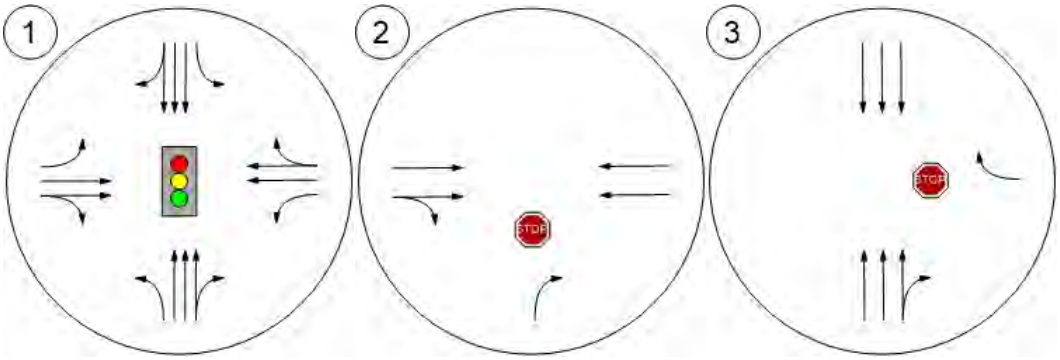
Report File: C:\...\4-EX PM + Project.pdf

Scenario 4 Existing PM + Project
2/10/2021

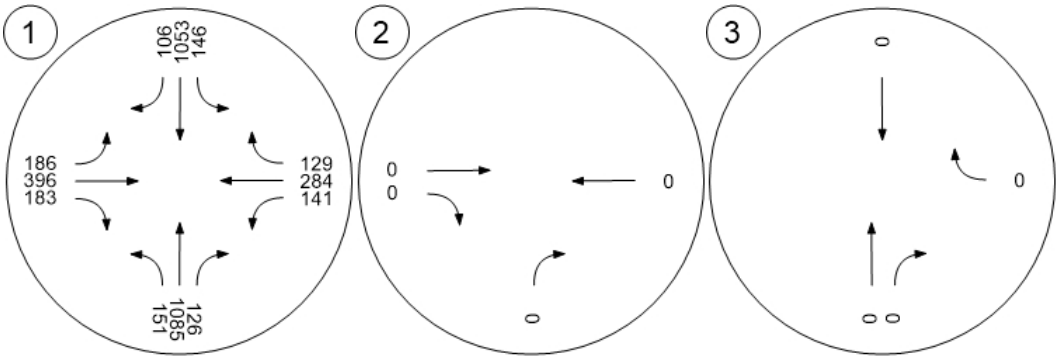
Trip Distribution summary

Zone / Gate	Zone 1: Zone			
	To Zone:		From Zone:	
	Share %	Trips	Share %	Trips
2: Gate	38.00	11	10.00	2
3: Gate	5.00	1	3.00	1
4: Gate	0.00	0	87.00	19
5: Gate	57.00	16	0.00	0
Total	**100.00**	**28**	**100.00**	**22**

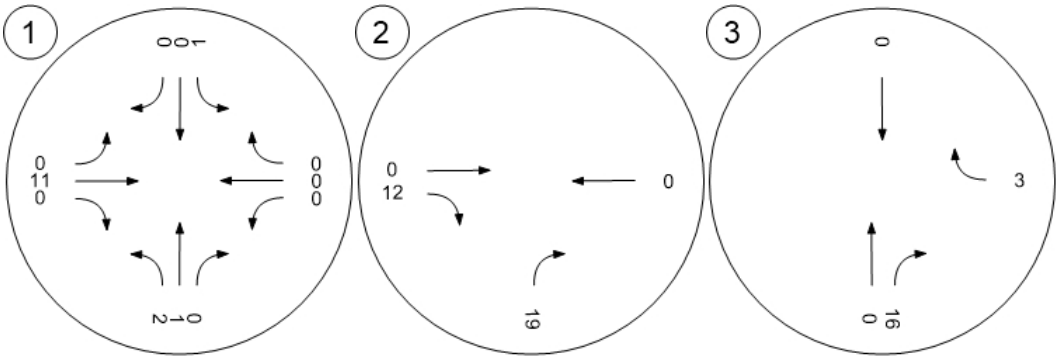
Lane Configuration and Traffic Control



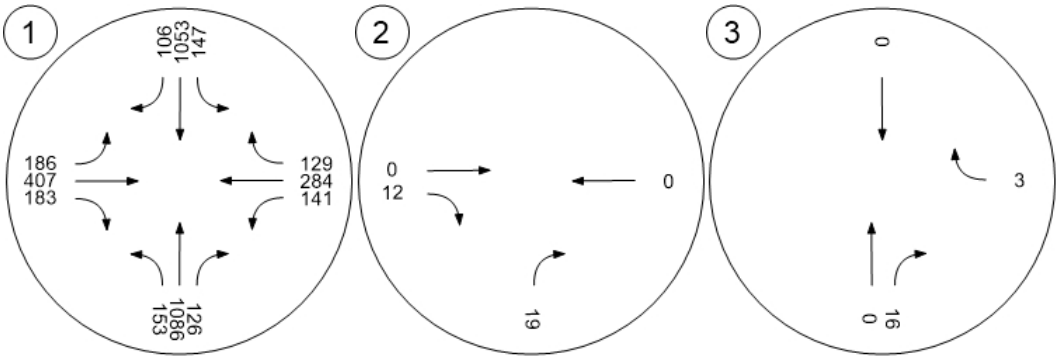
Traffic Volume - Base Volume



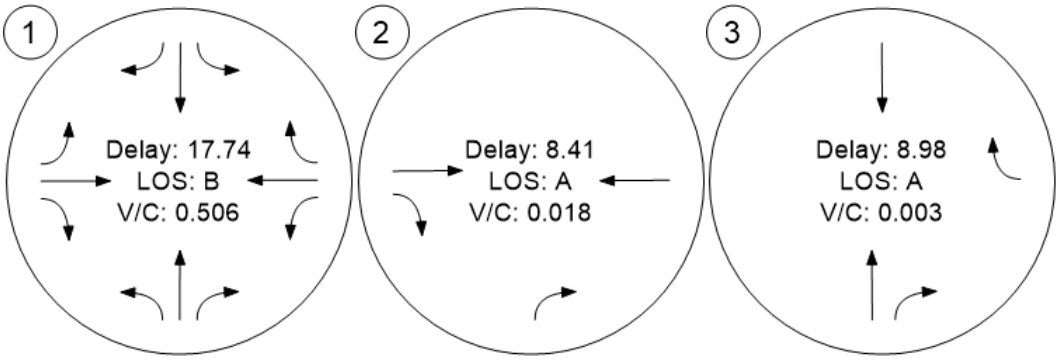
Traffic Volume - Net New Site Trips



Traffic Volume - Future Total Volume



Traffic Conditions



2031 BACKGROUND

Vistro File: C:\...\Vistro.vistro
Report File: C:\...\5-2031 AM Background.pdf

Scenario 5 2031 AM Background
2/10/2021

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Juan Tabo Blvd NE & Candelaria	Signalized	HCM 6th Edition	WB Right	0.367	13.9	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Vistro File: C:\...\Vistro.vistro
Report File: C:\...\3-EX AM + Project.pdf

Scenario 3 Existing AM + Project
2/10/2021

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Juan Tabo Blvd NE & Candelaria	Signalized	HCM 6th Edition	WB Right	0.335	13.3	B
2	Candelaria & Project access	Two-way stop	HCM 6th Edition	NB Right	0.042	8.5	A
3	Juan Tabo Blvd & Project Access	Two-way stop	HCM 6th Edition	WB Right	0.008	9.0	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Generated with PTV VISTRO

Version 2020 (SP 0-7)

Intersection Level Of Service Report

Intersection 1: Juan Tabo Blvd NE & Candelaria

Control Type:	Signalized	Delay (sec / veh):	13.3
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.335

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	200.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	97	657	40	57	632	104	103	139	81	92	304	86
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	5	2	0	3	0	0	0	19	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	102	659	40	60	632	104	103	158	81	92	304	86
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	26	165	10	15	158	26	26	40	20	23	76	22
Total Analysis Volume [veh/h]	102	659	40	60	632	104	103	158	81	92	304	86
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor stree	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	ProtPer	Permis	Permis	ProtPer	Permis	Permis	ProtPer	Permis	Permis	ProtPer	Permis	Permis
Signal Group	5	2	0	1	6	0	7	4	0	3	8	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	36	38	0	25	27	0	34	27	0	30	23	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering 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

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	C	L	C	C
C, Cycle Length [s]	39	39	39	39	39	39	39	39	39	39	39	39
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	0.00	2.00	2.00	0.00	2.00	2.00	0.00	2.00	2.00	0.00	2.00	2.00
g_i, Effective Green Time [s]	16	10	10	16	9	9	14	7	7	14	7	7
g / C, Green / Cycle	0.42	0.25	0.25	0.42	0.23	0.23	0.37	0.19	0.19	0.37	0.18	0.18
(v / s)_i Volume / Saturation Flow Rate	0.10	0.13	0.13	0.06	0.14	0.14	0.08	0.07	0.07	0.07	0.11	0.11
s, saturation flow rate [veh/h]	1073	3560	1816	1029	3560	1739	1289	1870	1664	1372	1870	1731
c, Capacity [veh/h]	640	905	461	629	817	399	661	350	311	725	340	314
d1, Uniform Delay [s]	7.25	12.40	12.41	6.99	13.36	13.39	8.30	13.73	13.78	8.10	14.55	14.59
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering 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
d2, Incremental Delay [s]	0.12	0.45	0.89	0.07	0.72	1.52	0.11	0.61	0.74	0.08	1.64	1.85
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression 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

Lane Group Results

X, volume / capacity	0.16	0.51	0.51	0.10	0.60	0.61	0.16	0.35	0.37	0.13	0.59	0.60
d, Delay for Lane Group [s/veh]	7.36	12.85	13.30	7.05	14.08	14.91	8.40	14.34	14.51	8.18	16.19	16.44
Lane Group LOS	A	B	B	A	B	B	A	B	B	A	B	B
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.38	1.41	1.51	0.22	1.62	1.69	0.44	0.83	0.79	0.39	1.48	1.41
50th-Percentile Queue Length [ft/ln]	9.51	35.31	37.66	5.45	40.40	42.33	10.98	20.77	19.65	9.69	36.95	35.34
95th-Percentile Queue Length [veh/ln]	0.68	2.54	2.71	0.39	2.91	3.05	0.79	1.50	1.42	0.70	2.66	2.54
95th-Percentile Queue Length [ft/ln]	17.12	63.56	67.79	9.81	72.72	76.19	19.76	37.39	35.38	17.44	66.51	63.61

Movement, Approach, & Intersection Results

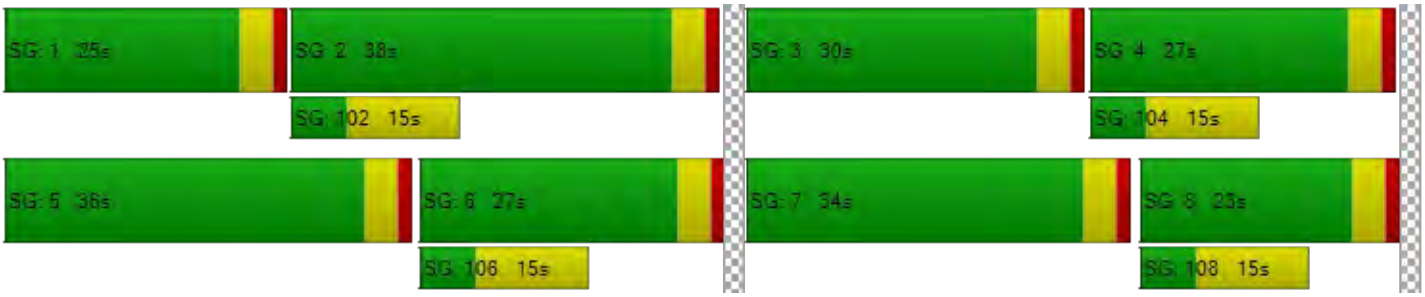
d_M, Delay for Movement [s/veh]	7.36	12.98	13.30	7.05	14.27	14.91	8.40	14.38	14.51	8.18	16.28	16.44
Movement LOS	A	B	B	A	B	B	A	B	B	A	B	B
d_A, Approach Delay [s/veh]	12.28			13.81			12.61			14.76		
Approach LOS	B			B			B			B		
d_I, Intersection Delay [s/veh]	13.32											
Intersection LOS	B											
Intersection V/C	0.335											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersection	2.864	2.872	2.522	2.485
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	567	383	383	317
d_b, Bicycle Delay [s]	30.82	39.20	39.20	42.50
l_b,int, Bicycle LOS Score for Intersection	2.000	1.997	1.842	1.957
Bicycle LOS	B	A	A	A

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: Candelaria & Project access

Control Type:	Two-way stop	Delay (sec / veh):	8.5
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.042

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	45	0	22	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	45	0	22	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	11	0	6	0	0
Total Analysis Volume [veh/h]	0	45	0	22	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.04	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	8.52	0.00	0.00	0.00	0.00
Movement LOS		A	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.13	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	3.30	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.52		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	5.72					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 3: Juan Tabo Blvd & Project Access

Control Type:	Two-way stop	Delay (sec / veh):	9.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.008

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	29	0	0	0	7
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	29	0	0	0	7
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	7	0	0	0	2
Total Analysis Volume [veh/h]	0	29	0	0	0	7
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	9.03
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.02
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.59
d_A, Approach Delay [s/veh]	0.00		0.00		9.03	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.76					
Intersection LOS	A					

Vistro File: C:\...\Vistro.vistro
Report File: C:\...\3-EX AM + Project.pdf

Scenario 3 Existing AM + Project
2/10/2021

Turning Movement Volume: Summary

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	Juan Tabo Blvd NE & Candelaria	102	659	40	60	632	104	103	158	81	92	304	86	2421

ID	Intersection Name	Northbound	Eastbound		Westbound	Total Volume
		Right	Thru	Right	Thru	
2	Candelaria & Project access	45	0	22	0	67

ID	Intersection Name	Northbound		Southbound	Westbound	Total Volume
		Thru	Right	Thru	Right	
3	Juan Tabo Blvd & Project Access	0	29	0	7	36

Vistro File: C:\...\Vistro.vistro
Report File: C:\...\3-EX AM + Project.pdf

Scenario 3 Existing AM + Project
2/10/2021

Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	Juan Tabo Blvd NE & Candelaria	Final Base	97	657	40	57	632	104	103	139	81	92	304	86	2392
		Growth 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	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	5	2	0	3	0	0	0	19	0	0	0	0	29
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**102**	**659**	**40**	**60**	**632**	**104**	**103**	**158**	**81**	**92**	**304**	**86**	**2421**

ID	Intersection Name	Volume Type	Northbound	Eastbound		Westbound	Total Volume
			Right	Thru	Right	Thru	
2	Candelaria & Project access	Final Base	0	0	0	0	0
		Growth Factor	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0
		Net New Trips	45	0	22	0	67
		Other	0	0	0	0	0
		Future Total	**45**	**0**	**22**	**0**	**67**

ID	Intersection Name	Volume Type	Northbound		Southbound	Westbound	Total Volume
			Thru	Right	Thru	Right	
3	Juan Tabo Blvd & Project Access	Final Base	0	0	0	0	0
		Growth Factor	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0
		Net New Trips	0	29	0	7	36
		Other	0	0	0	0	0
		Future Total	**0**	**29**	**0**	**7**	**36**

Vistro File: C:\...\Vistro.vistro
Report File: C:\...\3-EX AM + Project.pdf

Scenario 3 Existing AM + Project
2/10/2021

Trip Generation summary

Added Trips

Zone ID: Name	Land Use variables	Code	Ind. Var.	Rate	Quantity	% In	% Out	Trips In	Trips Out	Total Trips	% of Total Trips
1: Zone				1.000	0.000	50.00	50.00	51	52	103	100.00
					Added Trips Total			**51**	**52**	**103**	**100.00**

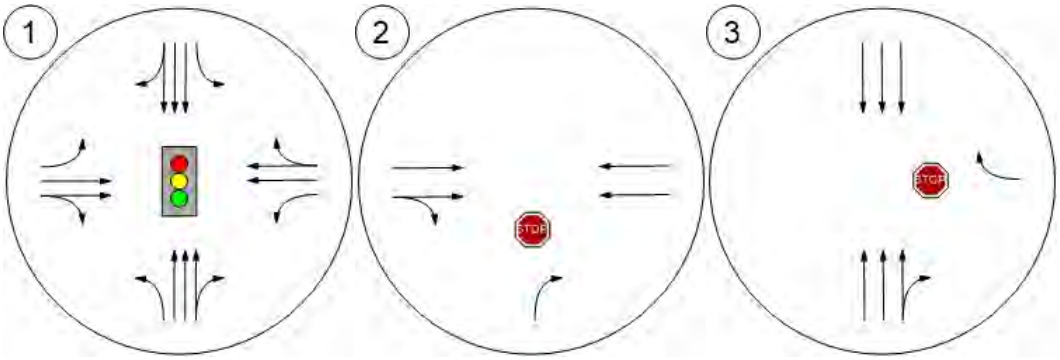
Vistro File: C:\...\Vistro.vistro
Report File: C:\...\3-EX AM + Project.pdf

Scenario 3 Existing AM + Project
2/10/2021

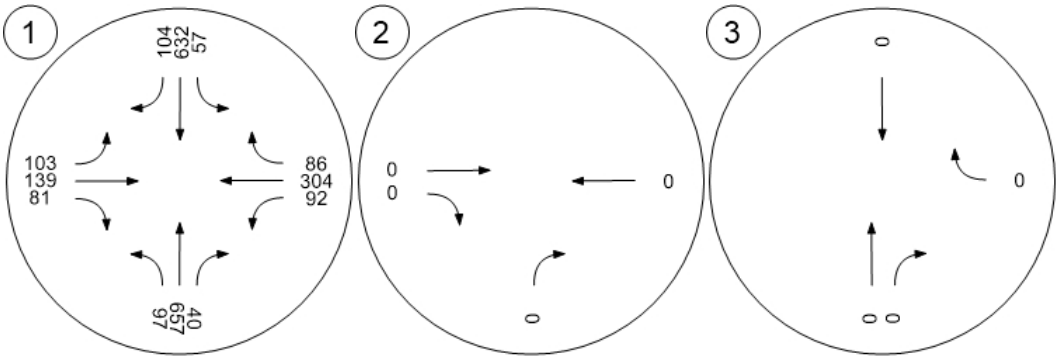
Trip Distribution summary

Zone / Gate	Zone 1: Zone			
	To Zone:		From Zone:	
	Share %	Trips	Share %	Trips
2: Gate	38.00	19	10.00	5
3: Gate	5.00	3	3.00	2
4: Gate	0.00	0	87.00	45
5: Gate	57.00	29	0.00	0
Total	**100.00**	**51**	**100.00**	**52**

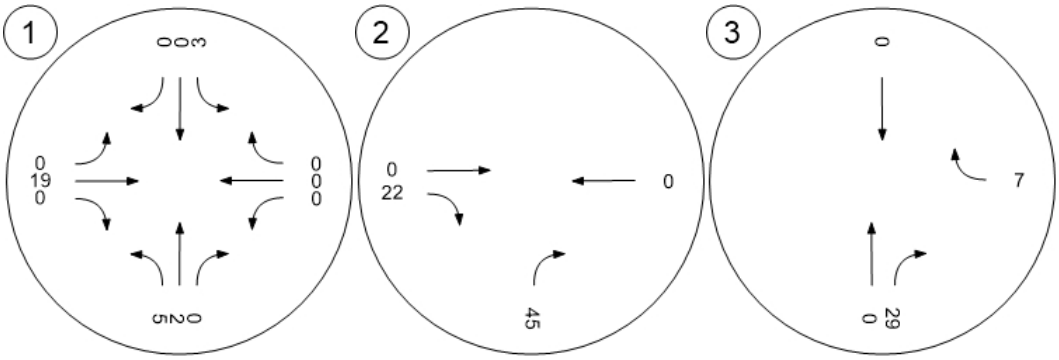
Lane Configuration and Traffic Control



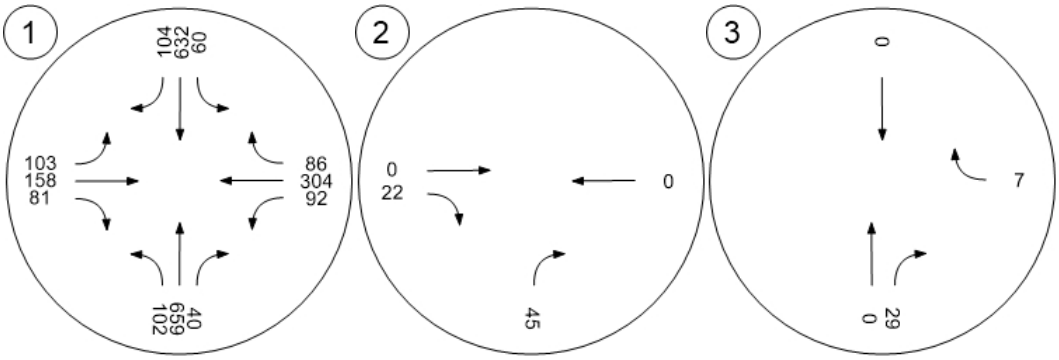
Traffic Volume - Base Volume



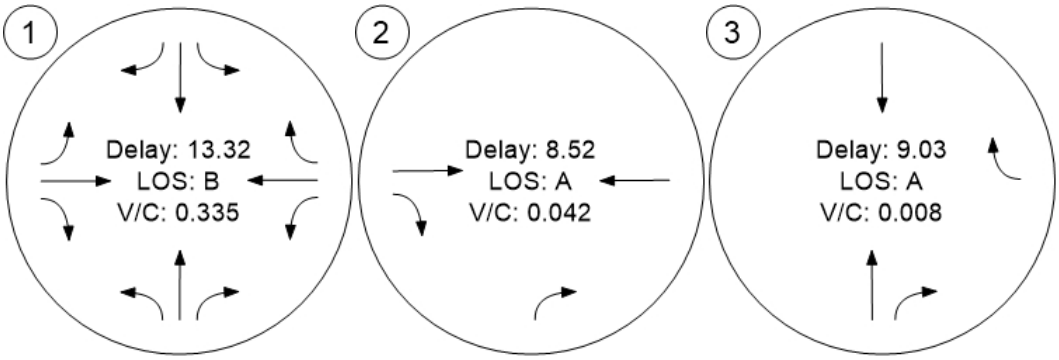
Traffic Volume - Net New Site Trips



Traffic Volume - Future Total Volume



Traffic Conditions



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Report File: C:\...\4-EX PM + Project.pdf

Scenario 4 Existing PM + Project
2/10/2021

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Juan Tabo Blvd NE & Candelaria	Signalized	HCM 6th Edition	EB Right	0.506	17.7	B
2	Candelaria & Project access	Two-way stop	HCM 6th Edition	NB Right	0.018	8.4	A
3	Juan Tabo Blvd & Project Access	Two-way stop	HCM 6th Edition	WB Right	0.003	9.0	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Generated with PTV VISTRO

Version 2020 (SP 0-7)

Intersection Level Of Service Report

Intersection 1: Juan Tabo Blvd NE & Candelaria

Control Type:	Signalized	Delay (sec / veh):	17.7
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.506

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	200.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	151	1085	126	146	1053	106	186	396	183	141	284	129
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	2	1	0	1	0	0	0	11	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	153	1086	126	147	1053	106	186	407	183	141	284	129
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	38	272	32	37	263	27	47	102	46	35	71	32
Total Analysis Volume [veh/h]	153	1086	126	147	1053	106	186	407	183	141	284	129
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor stree	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	ProtPer	Permis	Permis	ProtPer	Permis	Permis	ProtPer	Permis	Permis	ProtPer	Permis	Permis
Signal Group	5	2	0	1	6	0	7	4	0	3	8	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	23	31	0	22	30	0	27	25	0	22	20	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering 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

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	C	L	C	C
C, Cycle Length [s]	54	54	54	54	54	54	54	54	54	54	54	54
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	0.00	2.00	2.00	0.00	2.00	2.00	0.00	2.00	2.00	0.00	2.00	2.00
g_i, Effective Green Time [s]	25	17	17	25	17	17	21	12	12	21	11	11
g / C, Green / Cycle	0.47	0.31	0.31	0.47	0.31	0.31	0.39	0.23	0.23	0.39	0.20	0.20
(v / s)_i Volume / Saturation Flow Rate	0.19	0.23	0.23	0.18	0.22	0.22	0.15	0.17	0.17	0.13	0.12	0.12
s, saturation flow rate [veh/h]	823	3560	1772	800	3560	1784	1280	1870	1676	1127	1870	1676
c, Capacity [veh/h]	489	1100	547	478	1093	548	591	426	382	507	378	339
d1, Uniform Delay [s]	9.90	16.71	16.71	10.05	16.58	16.58	11.74	19.33	19.35	11.83	19.44	19.49
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering 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
d2, Incremental Delay [s]	0.36	0.98	1.95	0.36	0.85	1.69	0.30	2.41	2.72	0.30	1.35	1.58
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression 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

Lane Group Results

X, volume / capacity	0.31	0.74	0.74	0.31	0.71	0.71	0.31	0.73	0.73	0.28	0.57	0.58
d, Delay for Lane Group [s/veh]	10.26	17.69	18.66	10.41	17.43	18.27	12.04	21.74	22.07	12.12	20.80	21.07
Lane Group LOS	B	B	B	B	B	B	B	C	C	B	C	C
Critical Lane Group	No	No	Yes	Yes	No	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.91	4.06	4.19	0.87	3.82	3.96	1.36	3.52	3.20	1.01	2.35	2.17
50th-Percentile Queue Length [ft/ln]	22.64	101.49	104.75	21.70	95.57	99.01	34.00	87.95	80.04	25.19	58.82	54.36
95th-Percentile Queue Length [veh/ln]	1.63	7.31	7.54	1.56	6.88	7.13	2.45	6.33	5.76	1.81	4.24	3.91
95th-Percentile Queue Length [ft/ln]	40.75	182.68	188.54	39.05	172.02	178.22	61.19	158.31	144.08	45.34	105.88	97.85

Movement, Approach, & Intersection Results

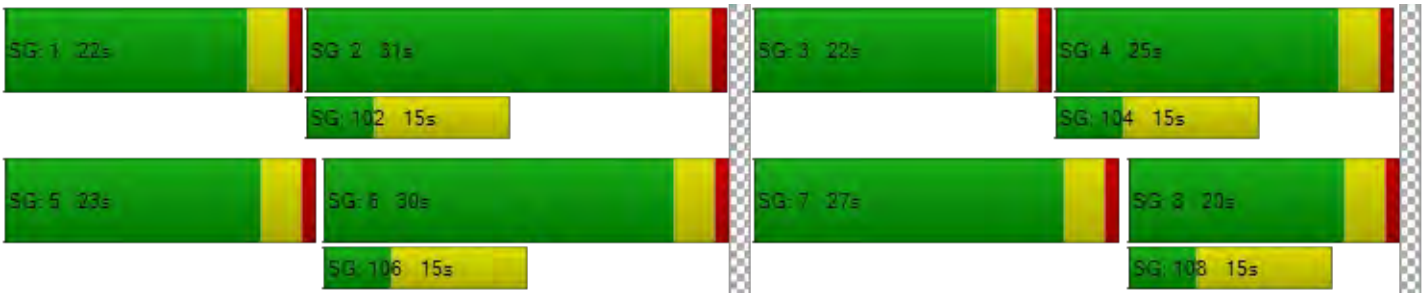
d_M, Delay for Movement [s/veh]	10.26	17.93	18.66	10.41	17.66	18.27	12.04	21.82	22.07	12.12	20.86	21.07
Movement LOS	B	B	B	B	B	B	B	C	C	B	C	C
d_A, Approach Delay [s/veh]	17.14			16.89			19.54			18.69		
Approach LOS	B			B			B			B		
d_I, Intersection Delay [s/veh]	17.74											
Intersection LOS	B											
Intersection V/C	0.506											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	41.41	41.41	41.41
I_p,int, Pedestrian LOS Score for Intersection	3.035	3.041	2.639	2.619
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	540	520	420	320
d_b, Bicycle Delay [s]	26.65	27.38	31.21	35.28
I_b,int, Bicycle LOS Score for Intersection	2.310	2.278	2.200	2.017
Bicycle LOS	B	B	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: Candelaria & Project access

Control Type:	Two-way stop	Delay (sec / veh):	8.4
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.018

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	19	0	12	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	19	0	12	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	5	0	3	0	0
Total Analysis Volume [veh/h]	0	19	0	12	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.02	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	8.41	0.00	0.00	0.00	0.00
Movement LOS		A	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.05	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	1.35	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.41		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	5.15					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 3: Juan Tabo Blvd & Project Access

Control Type:	Two-way stop	Delay (sec / veh):	9.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.003

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	16	0	0	0	3
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	16	0	0	0	3
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	4	0	0	0	1
Total Analysis Volume [veh/h]	0	16	0	0	0	3
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	8.98
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.01
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.25
d_A, Approach Delay [s/veh]	0.00		0.00		8.98	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.42					
Intersection LOS	A					

Vistro File: C:\...\Vistro.vistro
Report File: C:\...\4-EX PM + Project.pdf

Scenario 4 Existing PM + Project
2/10/2021

Turning Movement Volume: Summary

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	Juan Tabo Blvd NE & Candelaria	153	1086	126	147	1053	106	186	407	183	141	284	129	4001

ID	Intersection Name	Northbound	Eastbound		Westbound	Total Volume
		Right	Thru	Right	Thru	
2	Candelaria & Project access	19	0	12	0	31

ID	Intersection Name	Northbound		Southbound	Westbound	Total Volume
		Thru	Right	Thru	Right	
3	Juan Tabo Blvd & Project Access	0	16	0	3	19

Vistro File: C:\...\Vistro.vistro
Report File: C:\...\4-EX PM + Project.pdf

Scenario 4 Existing PM + Project
2/10/2021

Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	Juan Tabo Blvd NE & Candelaria	Final Base	151	1085	126	146	1053	106	186	396	183	141	284	129	3986
		Growth 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	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	2	1	0	1	0	0	0	11	0	0	0	0	15
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**153**	**1086**	**126**	**147**	**1053**	**106**	**186**	**407**	**183**	**141**	**284**	**129**	**4001**

ID	Intersection Name	Volume Type	Northbound	Eastbound		Westbound	Total Volume
			Right	Thru	Right	Thru	
2	Candelaria & Project access	Final Base	0	0	0	0	0
		Growth Factor	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0
		Net New Trips	19	0	12	0	31
		Other	0	0	0	0	0
		Future Total	**19**	**0**	**12**	**0**	**31**

ID	Intersection Name	Volume Type	Northbound		Southbound	Westbound	Total Volume
			Thru	Right	Thru	Right	
3	Juan Tabo Blvd & Project Access	Final Base	0	0	0	0	0
		Growth Factor	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0
		Net New Trips	0	16	0	3	19
		Other	0	0	0	0	0
		Future Total	**0**	**16**	**0**	**3**	**19**

Vistro File: C:\...\Vistro.vistro
Report File: C:\...\4-EX PM + Project.pdf

Scenario 4 Existing PM + Project
2/10/2021

Trip Generation summary

Added Trips

Zone ID: Name	Land Use variables	Code	Ind. Var.	Rate	Quantity	% In	% Out	Trips In	Trips Out	Total Trips	% of Total Trips
1: Zone				1.000	0.000	50.00	50.00	28	22	50	100.00
					Added Trips Total			**28**	**22**	**50**	**100.00**

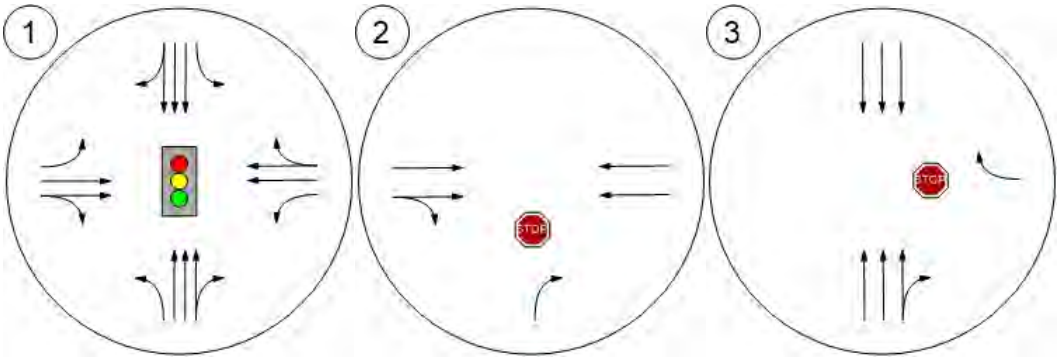
Vistro File: C:\...\Vistro.vistro
Report File: C:\...\4-EX PM + Project.pdf

Scenario 4 Existing PM + Project
2/10/2021

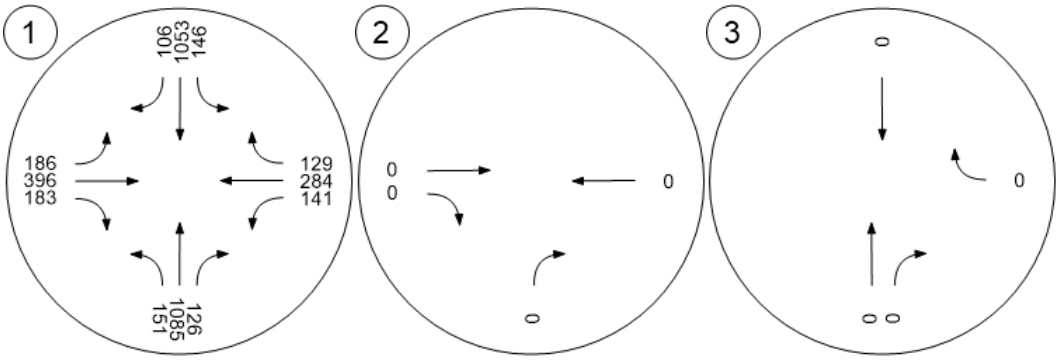
Trip Distribution summary

Zone / Gate	Zone 1: Zone			
	To Zone:		From Zone:	
	Share %	Trips	Share %	Trips
2: Gate	38.00	11	10.00	2
3: Gate	5.00	1	3.00	1
4: Gate	0.00	0	87.00	19
5: Gate	57.00	16	0.00	0
Total	**100.00**	**28**	**100.00**	**22**

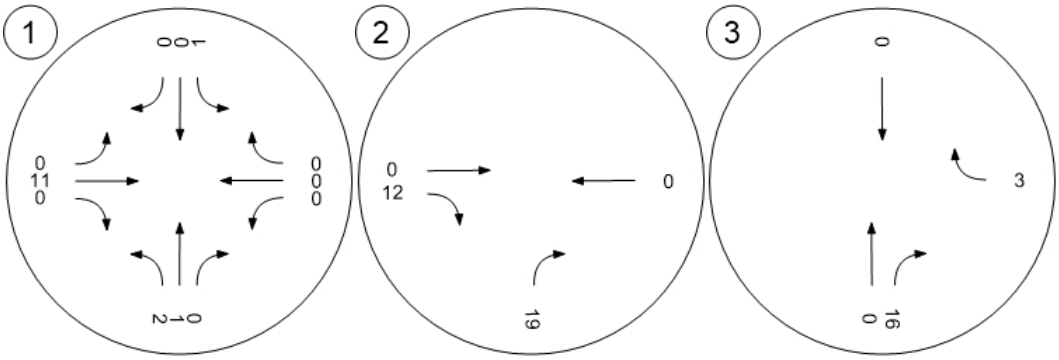
Lane Configuration and Traffic Control



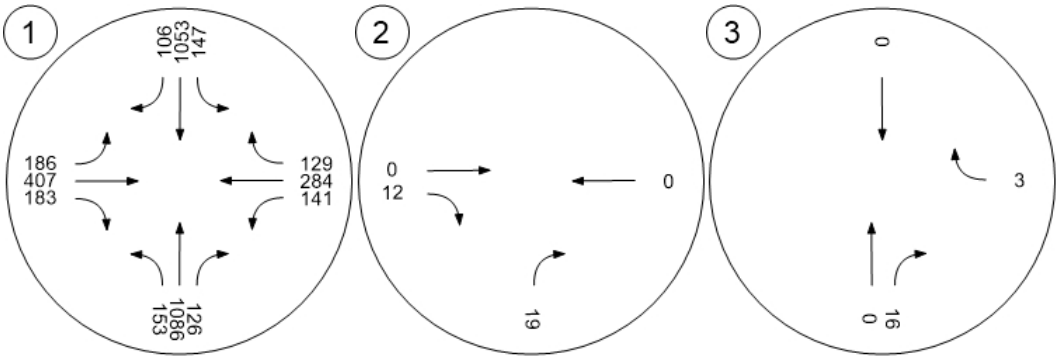
Traffic Volume - Base Volume



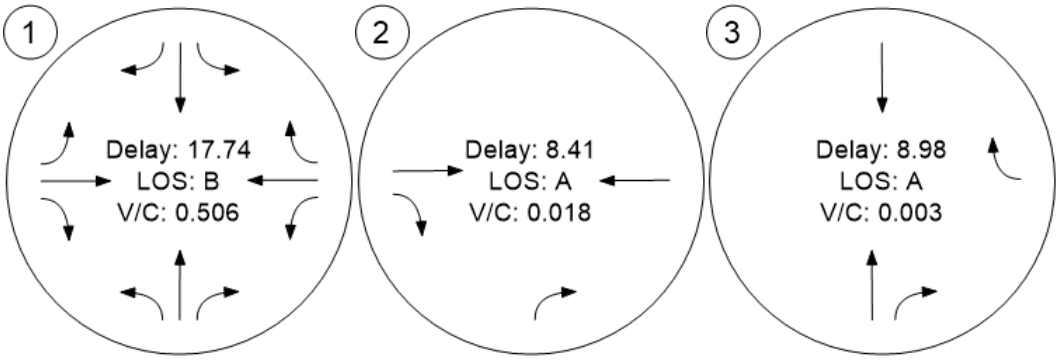
Traffic Volume - Net New Site Trips



Traffic Volume - Future Total Volume



Traffic Conditions



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Version 2020 (SP 0-7)

Intersection Level Of Service Report

Intersection 1: Juan Tabo Blvd NE & Candelaria

Control Type:	Signalized	Delay (sec / veh):	13.9
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.367

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	200.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	97	657	40	57	632	104	103	139	81	92	304	86
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.1046	1.1046	1.1046	1.1046	1.1046	1.1046	1.1046	1.1046	1.1046	1.1046	1.1046	1.1046
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	107	726	44	63	698	115	114	154	89	102	336	95
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	27	182	11	16	175	29	29	39	22	26	84	24
Total Analysis Volume [veh/h]	107	726	44	63	698	115	114	154	89	102	336	95
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor stree	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	ProtPer	Permis	Permis	ProtPer	Permis	Permis	ProtPer	Permis	Permis	ProtPer	Permis	Permis
Signal Group	5	2	0	1	6	0	7	4	0	3	8	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	33	41	0	21	29	0	34	27	0	31	24	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering 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

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	C	L	C	C
C, Cycle Length [s]	41	41	41	41	41	41	41	41	41	41	41	41
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	0.00	2.00	2.00	0.00	2.00	2.00	0.00	2.00	2.00	0.00	2.00	2.00
g_i, Effective Green Time [s]	17	11	11	17	10	10	15	8	8	15	8	8
g / C, Green / Cycle	0.43	0.26	0.26	0.43	0.24	0.24	0.38	0.20	0.20	0.38	0.19	0.19
(v / s)_i Volume / Saturation Flow Rate	0.10	0.14	0.14	0.06	0.15	0.15	0.09	0.07	0.07	0.07	0.12	0.12
s, saturation flow rate [veh/h]	1025	3560	1816	984	3560	1739	1259	1870	1648	1365	1870	1731
c, Capacity [veh/h]	608	943	481	598	860	420	635	366	323	713	357	330
d1, Uniform Delay [s]	7.63	12.91	12.92	7.32	13.91	13.94	8.73	14.21	14.26	8.47	15.22	15.25
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering 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
d2, Incremental Delay [s]	0.14	0.48	0.95	0.08	0.78	1.63	0.13	0.56	0.68	0.09	1.78	2.00
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression 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

Lane Group Results

X, volume / capacity	0.18	0.54	0.54	0.11	0.63	0.64	0.18	0.34	0.36	0.14	0.62	0.63
d, Delay for Lane Group [s/veh]	7.77	13.40	13.88	7.40	14.69	15.57	8.87	14.77	14.94	8.56	17.00	17.25
Lane Group LOS	A	B	B	A	B	B	A	B	B	A	B	B
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.44	1.68	1.79	0.25	1.93	2.01	0.53	0.90	0.84	0.47	1.76	1.68
50th-Percentile Queue Length [ft/ln]	10.88	42.06	44.70	6.23	48.23	50.20	13.27	22.52	21.12	11.71	44.06	41.93
95th-Percentile Queue Length [veh/ln]	0.78	3.03	3.22	0.45	3.47	3.61	0.96	1.62	1.52	0.84	3.17	3.02
95th-Percentile Queue Length [ft/ln]	19.59	75.70	80.45	11.22	86.82	90.37	23.88	40.53	38.02	21.08	79.31	75.48

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	7.77	13.54	13.88	7.40	14.88	15.57	8.87	14.80	14.94	8.56	17.08	17.25
Movement LOS	A	B	B	A	B	B	A	B	B	A	B	B
d_A, Approach Delay [s/veh]	12.85			14.44			12.94			15.48		
Approach LOS	B			B			B			B		
d_I, Intersection Delay [s/veh]	13.92											
Intersection LOS	B											
Intersection V/C	0.367											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
I_p,int, Pedestrian LOS Score for Intersection	2.891	2.900	2.538	2.498
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	617	417	383	333
d_b, Bicycle Delay [s]	28.70	37.60	39.20	41.67
I_b,int, Bicycle LOS Score for Intersection	2.042	2.041	1.854	1.999
Bicycle LOS	B	B	A	A

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Report File: C:\...\5-2031 AM Background.pdf

Scenario 5 2031 AM Background
2/10/2021

Turning Movement Volume: Summary

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	Juan Tabo Blvd NE & Candelaria	107	726	44	63	698	115	114	154	89	102	336	95	2643

Vistro File: C:\...\Vistro.vistro
Report File: C:\...\5-2031 AM Background.pdf

Scenario 5 2031 AM Background
2/10/2021

Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	Juan Tabo Blvd NE & Candelaria	Final Base	97	657	40	57	632	104	103	139	81	92	304	86	2392
		Growth Factor	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**107**	**726**	**44**	**63**	**698**	**115**	**114**	**154**	**89**	**102**	**336**	**95**	**2643**

Vistro File: C:\...\Vistro.vistro
Report File: C:\...\5-2031 AM Background.pdf

Scenario 5 2031 AM Background
2/10/2021

Trip Generation summary

Added Trips

Zone ID: Name	Land Use variables	Code	Ind. Var.	Rate	Quantity	% In	% Out	Trips In	Trips Out	Total Trips	% of Total Trips
1: Zone				1.000	0.000	50.00	50.00	0	0	0	0.00
					Added Trips Total			**0**	**0**	**0**	**0.00**

Vistro File: C:\...\Vistro.vistro
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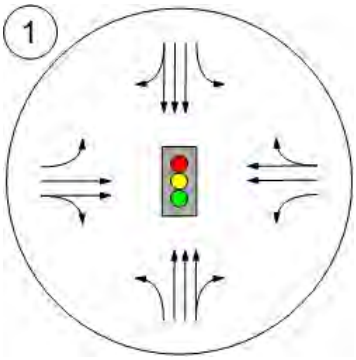
Scenario 5 2031 AM Background
2/10/2021

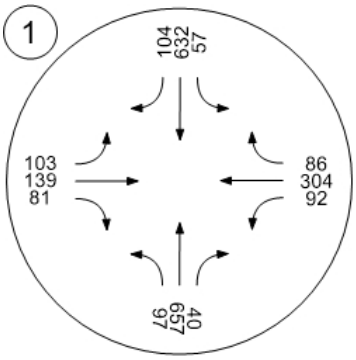
Trip Distribution summary

Zone / Gate	Zone 1: Zone			
	To Zone:		From Zone:	
	Share %	Trips	Share %	Trips
2: Gate	0.00	0	0.00	0
3: Gate	0.00	0	0.00	0
4: Gate	0.00	0	0.00	0
5: Gate	0.00	0	0.00	0
Total	**0.00**	**0**	**0.00**	**0**

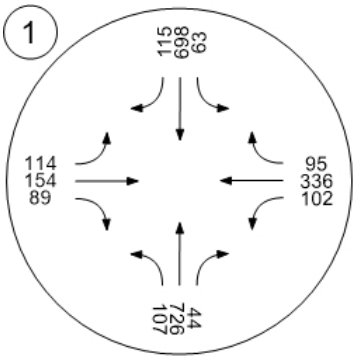
Lane Configuration and Traffic Control



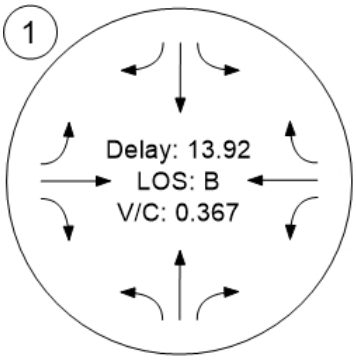
Traffic Volume - Base Volume



Traffic Volume - Future Total Volume



Traffic Conditions



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Report File: C:\...\6-2031 PM Background.pdf

Scenario 6 2031 PM Background
2/10/2021

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Juan Tabo Blvd NE & Candelaria	Signalized	HCM 6th Edition	EB Right	0.553	19.8	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Juan Tabo Blvd NE & Candelaria

Control Type:	Signalized	Delay (sec / veh):	19.8
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.553

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	200.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	151	1085	126	146	1053	106	186	396	183	141	284	129
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.1046	1.1046	1.1046	1.1046	1.1046	1.1046	1.1046	1.1046	1.1046	1.1046	1.1046	1.1046
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	167	1198	139	161	1163	117	205	437	202	156	314	142
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	42	300	35	40	291	29	51	109	51	39	79	36
Total Analysis Volume [veh/h]	167	1198	139	161	1163	117	205	437	202	156	314	142
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor stree	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	ProtPer	Permis	Permis	ProtPer	Permis	Permis	ProtPer	Permis	Permis	ProtPer	Permis	Permis
Signal Group	5	2	0	1	6	0	7	4	0	3	8	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	23	31	0	22	30	0	27	25	0	22	20	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering 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

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	C	L	C	C
C, Cycle Length [s]	61	61	61	61	61	61	61	61	61	61	61	61
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	0.00	2.00	2.00	0.00	2.00	2.00	0.00	2.00	2.00	0.00	2.00	2.00
g_i, Effective Green Time [s]	29	20	20	29	20	20	24	14	14	24	13	13
g / C, Green / Cycle	0.48	0.33	0.33	0.48	0.32	0.32	0.39	0.24	0.24	0.39	0.21	0.21
(v / s)_i Volume / Saturation Flow Rate	0.22	0.25	0.25	0.21	0.24	0.24	0.16	0.18	0.18	0.14	0.13	0.13
s, saturation flow rate [veh/h]	774	3560	1772	749	3560	1784	1257	1870	1673	1101	1870	1677
c, Capacity [veh/h]	453	1159	577	441	1149	576	560	442	395	476	393	352
d1, Uniform Delay [s]	11.49	18.52	18.52	11.74	18.40	18.40	13.26	21.70	21.71	13.41	21.81	21.85
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering 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
d2, Incremental Delay [s]	0.50	1.11	2.21	0.51	0.97	1.91	0.40	2.76	3.10	0.40	1.52	1.75
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression 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

Lane Group Results

X, volume / capacity	0.37	0.77	0.77	0.37	0.74	0.74	0.37	0.76	0.76	0.33	0.61	0.62
d, Delay for Lane Group [s/veh]	11.98	19.63	20.73	12.25	19.36	20.31	13.66	24.46	24.81	13.81	23.33	23.61
Lane Group LOS	B	B	C	B	B	C	B	C	C	B	C	C
Critical Lane Group	No	No	Yes	Yes	No	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.16	5.25	5.40	1.12	4.95	5.11	1.77	4.46	4.03	1.31	3.03	2.78
50th-Percentile Queue Length [ft/ln]	29.02	131.17	134.99	27.91	123.77	127.80	44.29	111.41	100.79	32.85	75.69	69.51
95th-Percentile Queue Length [veh/ln]	2.09	9.00	9.21	2.01	8.60	8.82	3.19	7.92	7.26	2.37	5.45	5.00
95th-Percentile Queue Length [ft/ln]	52.23	225.08	230.26	50.24	214.99	220.50	79.72	197.96	181.41	59.14	136.25	125.11

Movement, Approach, & Intersection Results

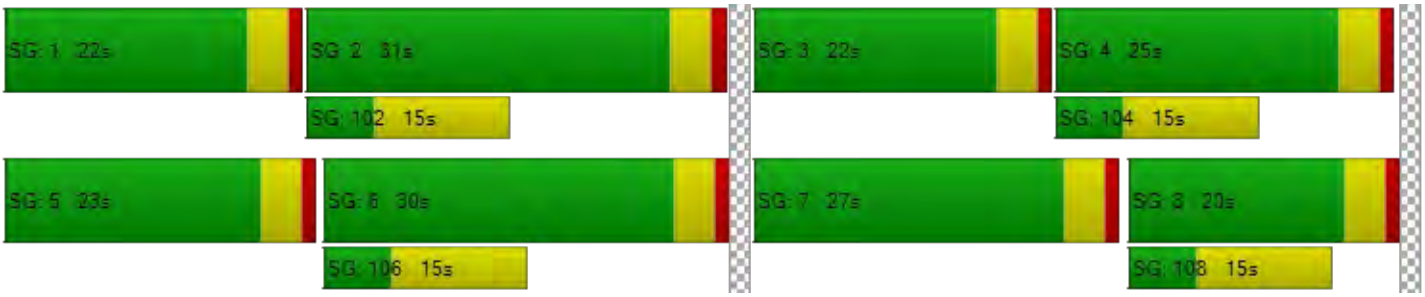
d_M, Delay for Movement [s/veh]	11.98	19.91	20.73	12.25	19.62	20.31	13.66	24.54	24.81	13.81	23.39	23.61
Movement LOS	B	B	C	B	B	C	B	C	C	B	C	C
d_A, Approach Delay [s/veh]	19.10			18.85			21.96			21.00		
Approach LOS	B			B			C			C		
d_I, Intersection Delay [s/veh]	19.83											
Intersection LOS	B											
Intersection V/C	0.553											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersection	3.082	3.087	2.672	2.652
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	540	520	420	320
d_b, Bicycle Delay [s]	26.65	27.38	31.21	35.28
l_b,int, Bicycle LOS Score for Intersection	2.387	2.352	2.256	2.065
Bicycle LOS	B	B	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



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Scenario 6 2031 PM Background
2/10/2021

Turning Movement Volume: Summary

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	Juan Tabo Blvd NE & Candelaria	167	1198	139	161	1163	117	205	437	202	156	314	142	4401

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Scenario 6 2031 PM Background
2/10/2021

Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	Juan Tabo Blvd NE & Candelaria	Final Base	151	1085	126	146	1053	106	186	396	183	141	284	129	3986
		Growth Factor	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**167**	**1198**	**139**	**161**	**1163**	**117**	**205**	**437**	**202**	**156**	**314**	**142**	**4401**

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Scenario 6 2031 PM Background
2/10/2021

Trip Generation summary

Added Trips

Zone ID: Name	Land Use variables	Code	Ind. Var.	Rate	Quantity	% In	% Out	Trips In	Trips Out	Total Trips	% of Total Trips
1: Zone				1.000	0.000	50.00	50.00	0	0	0	0.00
					Added Trips Total			**0**	**0**	**0**	**0.00**

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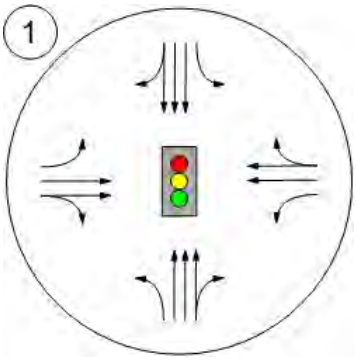
Scenario 6 2031 PM Background
2/10/2021

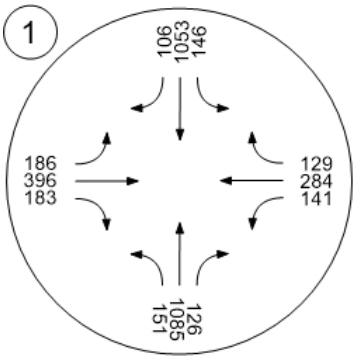
Trip Distribution summary

Zone / Gate	Zone 1: Zone			
	To Zone:		From Zone:	
	Share %	Trips	Share %	Trips
2: Gate	0.00	0	0.00	0
3: Gate	0.00	0	0.00	0
4: Gate	0.00	0	0.00	0
5: Gate	0.00	0	0.00	0
Total	**0.00**	**0**	**0.00**	**0**

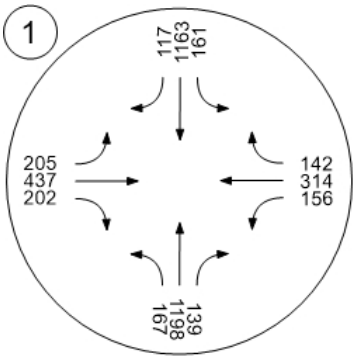
Lane Configuration and Traffic Control



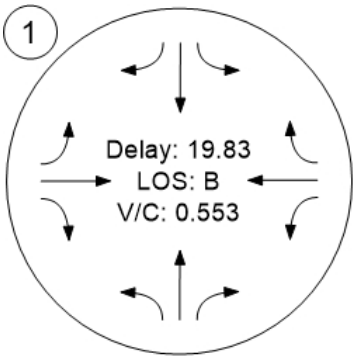
Traffic Volume - Base Volume



Traffic Volume - Future Total Volume



Traffic Conditions



2031 BACKGROUND PLUS PROJECT

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Report File: C:\...\7-2031 AM Background + Project.pdf

Scenario 7 2031 AM + Project
2/10/2021

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Juan Tabo Blvd NE & Candelaria	Signalized	HCM 6th Edition	WB Right	0.369	14.0	B
2	Candelaria & Project access	Two-way stop	HCM 6th Edition	NB Right	0.042	8.5	A
3	Juan Tabo Blvd & Project Access	Two-way stop	HCM 6th Edition	WB Right	0.008	9.0	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Juan Tabo Blvd NE & Candelaria

Control Type:	Signalized	Delay (sec / veh):	14.0
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.369

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	200.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	97	657	40	57	632	104	103	139	81	92	304	86
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.1046	1.1046	1.1046	1.1046	1.1046	1.1046	1.1046	1.1046	1.1046	1.1046	1.1046	1.1046
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	5	2	0	3	0	0	0	19	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	112	728	44	66	698	115	114	173	89	102	336	95
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	28	182	11	17	175	29	29	43	22	26	84	24
Total Analysis Volume [veh/h]	112	728	44	66	698	115	114	173	89	102	336	95
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor stree	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	ProtPer	Permis	Permis	ProtPer	Permis	Permis	ProtPer	Permis	Permis	ProtPer	Permis	Permis
Signal Group	5	2	0	1	6	0	7	4	0	3	8	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	30	39	0	19	28	0	29	25	0	27	23	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering 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

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	C	L	C	C
C, Cycle Length [s]	41	41	41	41	41	41	41	41	41	41	41	41
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	0.00	2.00	2.00	0.00	2.00	2.00	0.00	2.00	2.00	0.00	2.00	2.00
g_i, Effective Green Time [s]	18	11	11	18	10	10	16	8	8	16	8	8
g / C, Green / Cycle	0.43	0.26	0.26	0.43	0.24	0.24	0.38	0.20	0.20	0.38	0.19	0.19
(v / s)_i Volume / Saturation Flow Rate	0.11	0.14	0.14	0.07	0.15	0.15	0.09	0.07	0.08	0.08	0.12	0.12
s, saturation flow rate [veh/h]	1028	3560	1816	987	3560	1739	1259	1870	1663	1352	1870	1731
c, Capacity [veh/h]	609	945	482	599	862	421	633	367	326	702	358	331
d1, Uniform Delay [s]	7.67	13.03	13.04	7.35	14.02	14.05	8.81	14.40	14.45	8.56	15.34	15.37
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering 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
d2, Incremental Delay [s]	0.14	0.48	0.95	0.08	0.77	1.61	0.14	0.62	0.75	0.09	1.76	1.98
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression 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

Lane Group Results

X, volume / capacity	0.18	0.54	0.54	0.11	0.63	0.64	0.18	0.37	0.39	0.15	0.62	0.63
d, Delay for Lane Group [s/veh]	7.82	13.51	13.99	7.43	14.79	15.66	8.95	15.03	15.20	8.66	17.10	17.35
Lane Group LOS	A	B	B	A	B	B	A	B	B	A	B	B
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.46	1.70	1.81	0.26	1.95	2.03	0.54	0.99	0.93	0.47	1.78	1.69
50th-Percentile Queue Length [ft/ln]	11.51	42.62	45.27	6.59	48.69	50.63	13.44	24.66	23.18	11.87	44.42	42.27
95th-Percentile Queue Length [veh/ln]	0.83	3.07	3.26	0.47	3.51	3.65	0.97	1.78	1.67	0.85	3.20	3.04
95th-Percentile Queue Length [ft/ln]	20.72	76.72	81.49	11.86	87.64	91.13	24.19	44.39	41.73	21.37	79.96	76.09

Movement, Approach, & Intersection Results

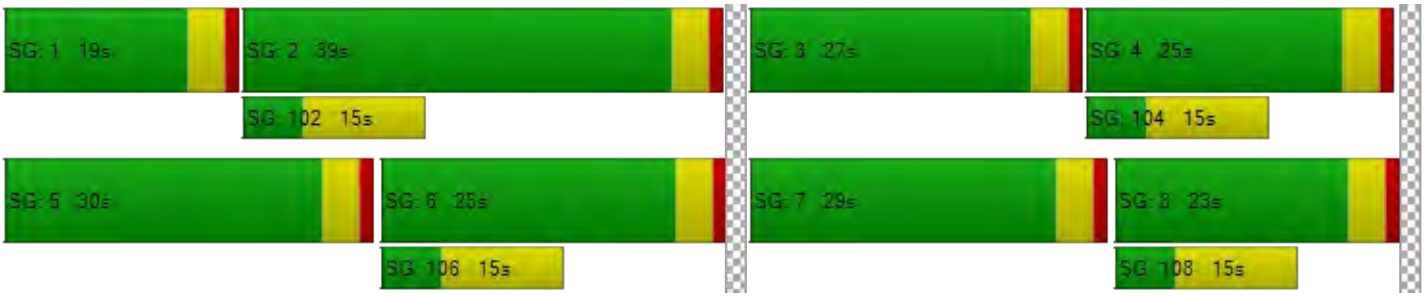
d_M, Delay for Movement [s/veh]	7.82	13.65	13.99	7.43	14.98	15.66	8.95	15.06	15.20	8.66	17.18	17.35
Movement LOS	A	B	B	A	B	B	A	B	B	A	B	B
d_A, Approach Delay [s/veh]	12.93			14.50			13.24			15.58		
Approach LOS	B			B			B			B		
d_I, Intersection Delay [s/veh]	14.02											
Intersection LOS	B											
Intersection V/C	0.369											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	46.37	46.37	46.37	46.37
I_p,int, Pedestrian LOS Score for Intersection	2.887	2.897	2.540	2.500
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	636	436	382	345
d_b, Bicycle Delay [s]	25.57	33.62	36.00	37.64
I_b,int, Bicycle LOS Score for Intersection	2.046	2.043	1.870	1.999
Bicycle LOS	B	B	A	A

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: Candelaria & Project access

Control Type:	Two-way stop	Delay (sec / veh):	8.5
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.042

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	45	0	22	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	45	0	22	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	11	0	6	0	0
Total Analysis Volume [veh/h]	0	45	0	22	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.04	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	8.52	0.00	0.00	0.00	0.00
Movement LOS		A	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.13	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	3.30	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.52		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	5.72					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 3: Juan Tabo Blvd & Project Access

Control Type:	Two-way stop	Delay (sec / veh):	9.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.008

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	29	0	0	0	7
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	29	0	0	0	7
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	7	0	0	0	2
Total Analysis Volume [veh/h]	0	29	0	0	0	7
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	9.03
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.02
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.59
d_A, Approach Delay [s/veh]	0.00		0.00		9.03	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.76					
Intersection LOS	A					

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Report File: C:\...\7-2031 AM Background + Project.pdf

Scenario 7 2031 AM + Project
2/10/2021

Turning Movement Volume: Summary

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	Juan Tabo Blvd NE & Candelaria	112	728	44	66	698	115	114	173	89	102	336	95	2672

ID	Intersection Name	Northbound	Eastbound		Westbound	Total Volume
		Right	Thru	Right	Thru	
2	Candelaria & Project access	45	0	22	0	67

ID	Intersection Name	Northbound		Southbound	Westbound	Total Volume
		Thru	Right	Thru	Right	
3	Juan Tabo Blvd & Project Access	0	29	0	7	36

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Report File: C:\...\7-2031 AM Background + Project.pdf

Scenario 7 2031 AM + Project
2/10/2021

Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	Juan Tabo Blvd NE & Candelaria	Final Base	97	657	40	57	632	104	103	139	81	92	304	86	2392
		Growth Factor	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	5	2	0	3	0	0	0	19	0	0	0	0	29
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**112**	**728**	**44**	**66**	**698**	**115**	**114**	**173**	**89**	**102**	**336**	**95**	**2672**

ID	Intersection Name	Volume Type	Northbound	Eastbound		Westbound	Total Volume
			Right	Thru	Right	Thru	
2	Candelaria & Project access	Final Base	0	0	0	0	0
		Growth Factor	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0
		Net New Trips	45	0	22	0	67
		Other	0	0	0	0	0
		Future Total	**45**	**0**	**22**	**0**	**67**

ID	Intersection Name	Volume Type	Northbound		Southbound	Westbound	Total Volume
			Thru	Right	Thru	Right	
3	Juan Tabo Blvd & Project Access	Final Base	0	0	0	0	0
		Growth Factor	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0
		Net New Trips	0	29	0	7	36
		Other	0	0	0	0	0
		Future Total	**0**	**29**	**0**	**7**	**36**

Vistro File: C:\...\Vistro.vistro
Report File: C:\...\7-2031 AM Background + Project.pdf

Scenario 7 2031 AM + Project
2/10/2021

Trip Generation summary

Added Trips

Zone ID: Name	Land Use variables	Code	Ind. Var.	Rate	Quantity	% In	% Out	Trips In	Trips Out	Total Trips	% of Total Trips
1: Zone				1.000	0.000	50.00	50.00	51	52	103	100.00
					Added Trips Total			**51**	**52**	**103**	**100.00**

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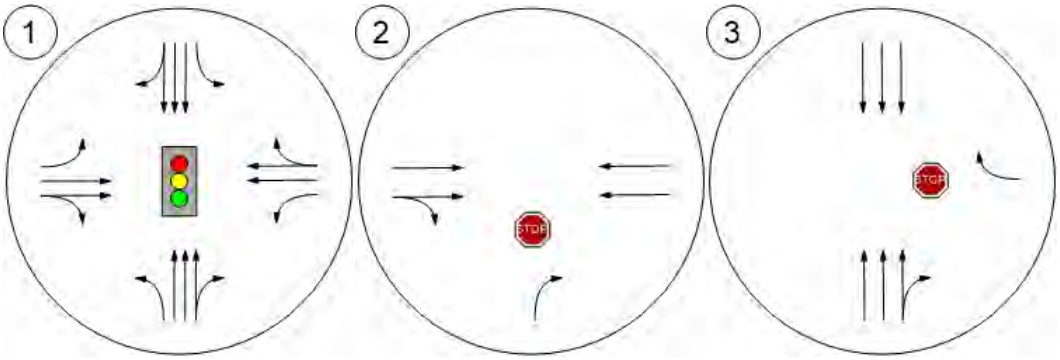
Scenario 7 2031 AM + Project
2/10/2021

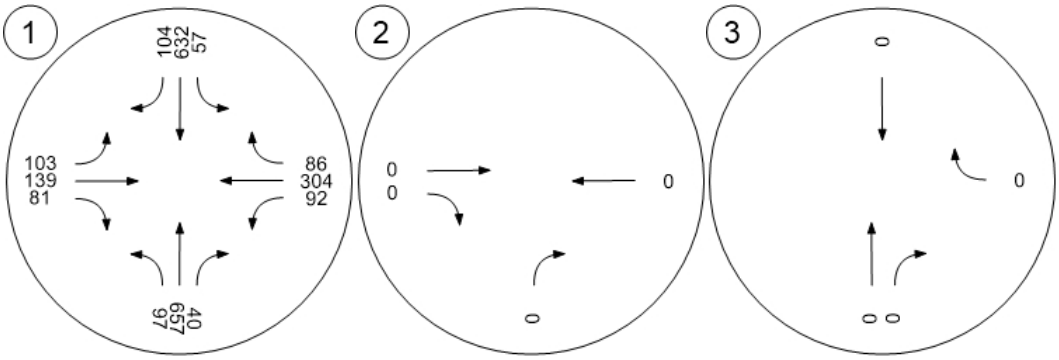
Trip Distribution summary

Zone / Gate	Zone 1: Zone			
	To Zone:		From Zone:	
	Share %	Trips	Share %	Trips
2: Gate	38.00	19	10.00	5
3: Gate	5.00	3	3.00	2
4: Gate	0.00	0	87.00	45
5: Gate	57.00	29	0.00	0
Total	**100.00**	**51**	**100.00**	**52**

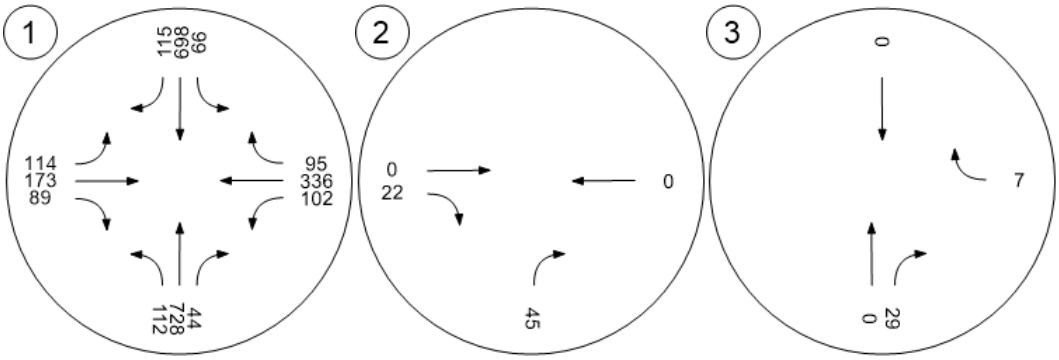
Lane Configuration and Traffic Control



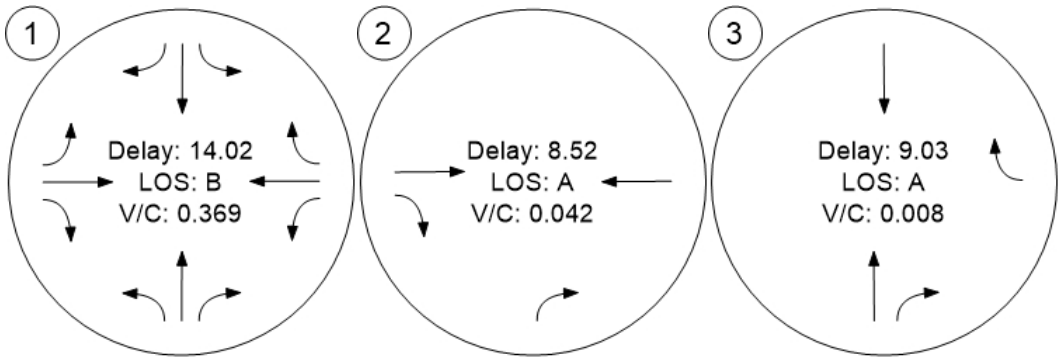
Traffic Volume - Base Volume



Traffic Volume - Future Total Volume



Traffic Conditions



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Report File: C:\...\8-2031 PM Background + Project.pdf

Scenario 8 2031 PM + Project
2/10/2021

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Juan Tabo Blvd NE & Candelaria	Signalized	HCM 6th Edition	EB Right	0.557	20.0	C
2	Candelaria & Project access	Two-way stop	HCM 6th Edition	NB Right	0.018	8.4	A
3	Juan Tabo Blvd & Project Access	Two-way stop	HCM 6th Edition	WB Right	0.003	9.0	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Generated with PTV VISTRO

Version 2020 (SP 0-7)

Intersection Level Of Service Report

Intersection 1: Juan Tabo Blvd NE & Candelaria

Control Type:	Signalized	Delay (sec / veh):	20.0
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.557

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	200.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	151	1085	126	146	1053	106	186	396	183	141	284	129
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.1046	1.1046	1.1046	1.1046	1.1046	1.1046	1.1046	1.1046	1.1046	1.1046	1.1046	1.1046
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	2	1	0	1	0	0	0	11	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	169	1199	139	162	1163	117	205	448	202	156	314	142
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	42	300	35	41	291	29	51	112	51	39	79	36
Total Analysis Volume [veh/h]	169	1199	139	162	1163	117	205	448	202	156	314	142
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor stree	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	ProtPer	Permis	Permis	ProtPer	Permis	Permis	ProtPer	Permis	Permis	ProtPer	Permis	Permis
Signal Group	5	2	0	1	6	0	7	4	0	3	8	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	28	37	0	27	36	0	33	29	0	27	23	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering 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

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	C	L	C	C
C, Cycle Length [s]	61	61	61	61	61	61	61	61	61	61	61	61
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	0.00	2.00	2.00	0.00	2.00	2.00	0.00	2.00	2.00	0.00	2.00	2.00
g_i, Effective Green Time [s]	29	20	20	29	20	20	24	15	15	24	13	13
g / C, Green / Cycle	0.48	0.32	0.32	0.48	0.32	0.32	0.39	0.24	0.24	0.39	0.21	0.21
(v / s)_i Volume / Saturation Flow Rate	0.22	0.25	0.25	0.22	0.24	0.24	0.16	0.18	0.18	0.14	0.13	0.13
s, saturation flow rate [veh/h]	777	3560	1772	750	3560	1784	1254	1870	1676	1093	1870	1677
c, Capacity [veh/h]	452	1157	576	439	1146	574	560	447	400	472	398	357
d1, Uniform Delay [s]	11.65	18.71	18.71	11.90	18.61	18.61	13.30	21.82	21.83	13.50	21.85	21.90
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering 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
d2, Incremental Delay [s]	0.51	1.12	2.24	0.52	0.98	1.94	0.40	2.79	3.12	0.41	1.45	1.67
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression 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

Lane Group Results

X, volume / capacity	0.37	0.77	0.77	0.37	0.74	0.74	0.37	0.77	0.77	0.33	0.60	0.61
d, Delay for Lane Group [s/veh]	12.16	19.84	20.95	12.41	19.59	20.55	13.70	24.61	24.96	13.91	23.30	23.57
Lane Group LOS	B	B	C	B	B	C	B	C	C	B	C	C
Critical Lane Group	No	No	Yes	Yes	No	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.19	5.32	5.47	1.14	5.02	5.18	1.79	4.58	4.14	1.33	3.04	2.79
50th-Percentile Queue Length [ft/ln]	29.84	132.96	136.81	28.52	125.45	129.53	44.64	114.39	103.61	33.13	76.05	69.81
95th-Percentile Queue Length [veh/ln]	2.15	9.10	9.31	2.05	8.69	8.91	3.21	8.08	7.46	2.39	5.48	5.03
95th-Percentile Queue Length [ft/ln]	53.71	227.51	232.73	51.33	217.30	222.86	80.35	202.09	186.50	59.63	136.89	125.66

Movement, Approach, & Intersection Results

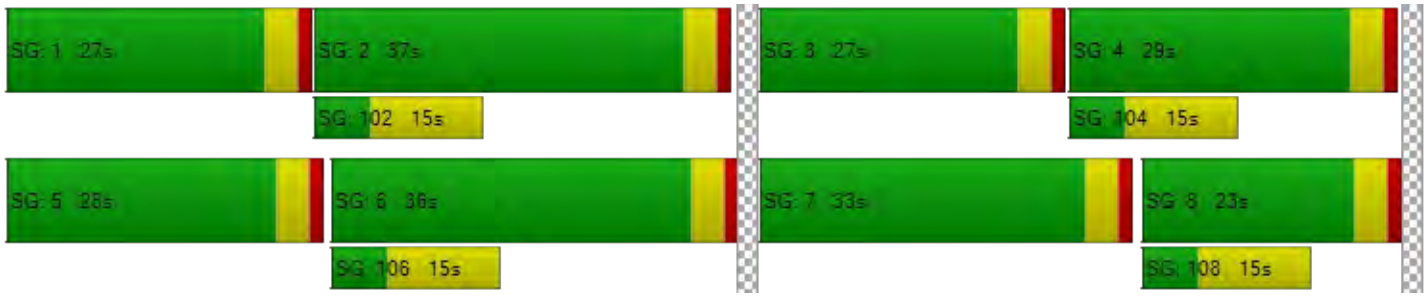
d_M, Delay for Movement [s/veh]	12.16	20.12	20.95	12.41	19.85	20.55	13.70	24.69	24.96	13.91	23.36	23.57
Movement LOS	B	C	C	B	B	C	B	C	C	B	C	C
d_A, Approach Delay [s/veh]	19.30			19.07			22.12			21.00		
Approach LOS	B			B			C			C		
d_I, Intersection Delay [s/veh]	20.01											
Intersection LOS	C											
Intersection V/C	0.557											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersection	3.091	3.097	2.684	2.663
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	550	533	417	317
d_b, Bicycle Delay [s]	31.54	32.27	37.60	42.50
l_b,int, Bicycle LOS Score for Intersection	2.388	2.353	2.265	2.065
Bicycle LOS	B	B	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: Candelaria & Project access

Control Type:	Two-way stop	Delay (sec / veh):	8.4
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.018

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	19	0	12	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	19	0	12	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	5	0	3	0	0
Total Analysis Volume [veh/h]	0	19	0	12	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.02	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	8.41	0.00	0.00	0.00	0.00
Movement LOS		A	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.05	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	1.35	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.41		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	5.15					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 3: Juan Tabo Blvd & Project Access

Control Type:	Two-way stop	Delay (sec / veh):	9.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.003

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	16	0	0	0	3
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	16	0	0	0	3
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	4	0	0	0	1
Total Analysis Volume [veh/h]	0	16	0	0	0	3
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	8.98
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.01
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.25
d_A, Approach Delay [s/veh]	0.00		0.00		8.98	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.42					
Intersection LOS	A					

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Scenario 8 2031 PM + Project
2/10/2021

Turning Movement Volume: Summary

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	Juan Tabo Blvd NE & Candelaria	169	1199	139	162	1163	117	205	448	202	156	314	142	4416

ID	Intersection Name	Northbound	Eastbound		Westbound	Total Volume
		Right	Thru	Right	Thru	
2	Candelaria & Project access	19	0	12	0	31

ID	Intersection Name	Northbound		Southbound	Westbound	Total Volume
		Thru	Right	Thru	Right	
3	Juan Tabo Blvd & Project Access	0	16	0	3	19

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Scenario 8 2031 PM + Project
2/10/2021

Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	Juan Tabo Blvd NE & Candelaria	Final Base	151	1085	126	146	1053	106	186	396	183	141	284	129	3986
		Growth Factor	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	2	1	0	1	0	0	0	11	0	0	0	0	15
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**169**	**1199**	**139**	**162**	**1163**	**117**	**205**	**448**	**202**	**156**	**314**	**142**	**4416**

ID	Intersection Name	Volume Type	Northbound	Eastbound		Westbound	Total Volume
			Right	Thru	Right	Thru	
2	Candelaria & Project access	Final Base	0	0	0	0	0
		Growth Factor	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0
		Net New Trips	19	0	12	0	31
		Other	0	0	0	0	0
		Future Total	**19**	**0**	**12**	**0**	**31**

ID	Intersection Name	Volume Type	Northbound		Southbound	Westbound	Total Volume
			Thru	Right	Thru	Right	
3	Juan Tabo Blvd & Project Access	Final Base	0	0	0	0	0
		Growth Factor	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0
		Net New Trips	0	16	0	3	19
		Other	0	0	0	0	0
		Future Total	**0**	**16**	**0**	**3**	**19**

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Scenario 8 2031 PM + Project
2/10/2021

Trip Generation summary

Added Trips

Zone ID: Name	Land Use variables	Code	Ind. Var.	Rate	Quantity	% In	% Out	Trips In	Trips Out	Total Trips	% of Total Trips
1: Zone				1.000	0.000	50.00	50.00	28	22	50	100.00
					Added Trips Total			**28**	**22**	**50**	**100.00**

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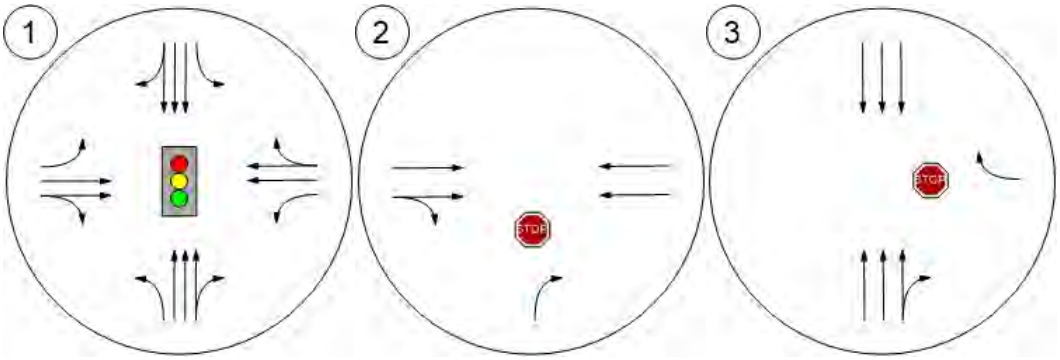
Scenario 8 2031 PM + Project
2/10/2021

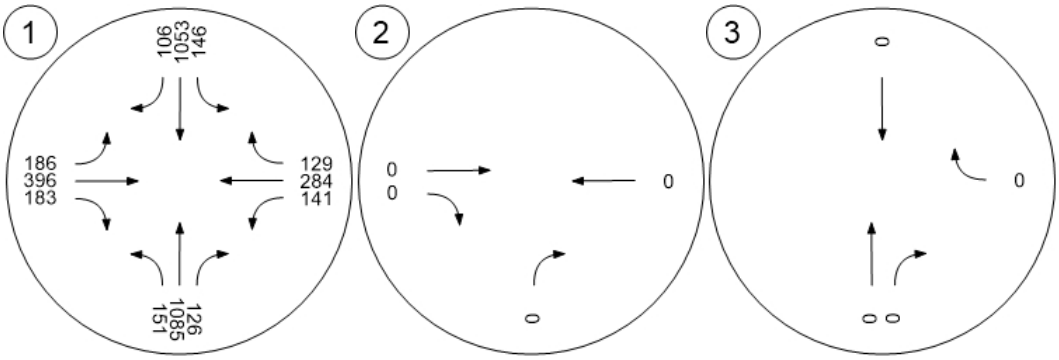
Trip Distribution summary

Zone / Gate	Zone 1: Zone			
	To Zone:		From Zone:	
	Share %	Trips	Share %	Trips
2: Gate	38.00	11	10.00	2
3: Gate	5.00	1	3.00	1
4: Gate	0.00	0	87.00	19
5: Gate	57.00	16	0.00	0
Total	**100.00**	**28**	**100.00**	**22**

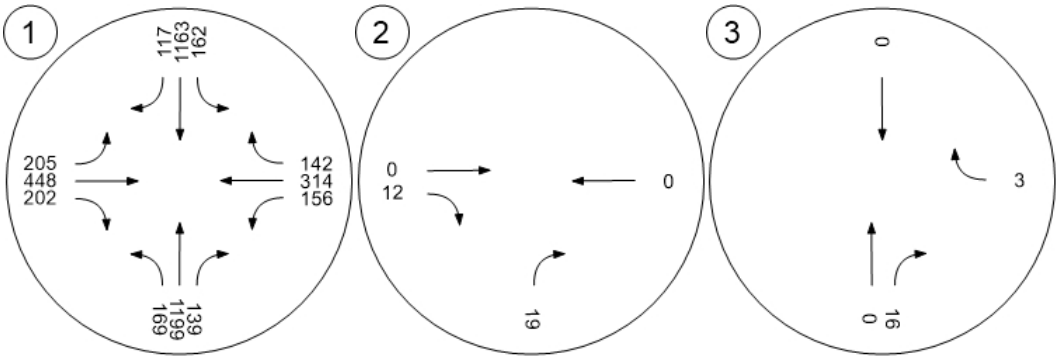
Lane Configuration and Traffic Control



Traffic Volume - Base Volume



Traffic Volume - Future Total Volume



Traffic Conditions