

# **TRAFFIC IMPACT AND ACCESS STUDY**

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## **INDIGO TOWNES FLORENCE, SC**

**Prepared for:**

**INDIGO TOWNES ONE, LLC**  
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**Prepared by:**

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5/31/22

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803-361-9044

**FINALIZED MAY 2022**

# **PROJECT DESCRIPTION & EXISTING CONDITIONS**

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Ridgeway Traffic Consulting (RTC) has been retained to evaluate the traffic and transportation impacts resulting from the construction/occupancy of a proposed single-family attached residential development west of S. Irby Street and south of Cherokee Road, in Florence, South Carolina.

Evaluation of the transportation impacts associated with the proposed project first requires a thorough description and quantification of the proposed project and the project site, which is included in the following sections.

## **PROJECT DESCRIPTION**

The project proposal is to construct a new single-family attached residential development with 60 dwellings along the west side of a new access road (Creekview Drive) west of S. Irby Street and south of Cherokee Road in Florence, SC. **Figure 1** depicts the site location in relation to the local and regional roadway system. **Figure 2** depicts the development plan and conceptual roadway extension plan as currently proposed.

As part of the project, a new access roadway (Creekview Drive) is planned to ultimately connect Cherokee Road to the north, traversing south and east and connecting to S. Irby Street. The existing Indigo Pointe Access Road would also provide a connection between S. Irby Street and the Creekview Drive. Two direct access drives for the project are proposed to Creekview Drive. It is understood that FEMA coordination will be needed to complete the connection to Cherokee Road. An alternate scenario (Interim Scenario) has also been reviewed where the connection to the north to Cherokee Road is not provided. For this scenario site traffic would utilize the connection to S. Irby Street to the south of the site, and also the existing Indigo Pointe Access Road that ties to S. Irby Street just south of the Jiffy Lube and Italian restaurant approximately 600-ft. south of Cherokee Road. Analysis of both scenarios have been completed as part of this traffic study. Recommendations for both direct access points are provided in the Mitigation section of this report.

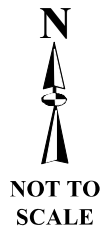
The project is expected to be developed and occupied by 2024, with is the horizon year reviewed for this report.

## **GEOMETRICS AND TRAFFIC CONTROL**

A comprehensive field inventory of the site and study area has been conducted. The field inventory included a collection of geometric data, traffic volumes, and traffic control within the study area. The study area for this project consists of the following intersections based on correspondence with the City of Florence:

- 1 S. Irby Street at Cherokee Road;
- 2 Cherokee Road at S. Coit Street; and
- 3 S. Irby Street at Indigo Pointe (private drive).

The existing lane geometrics and traffic control characteristics for the study area roadways/intersections are graphically depicted in **Figure 3**.



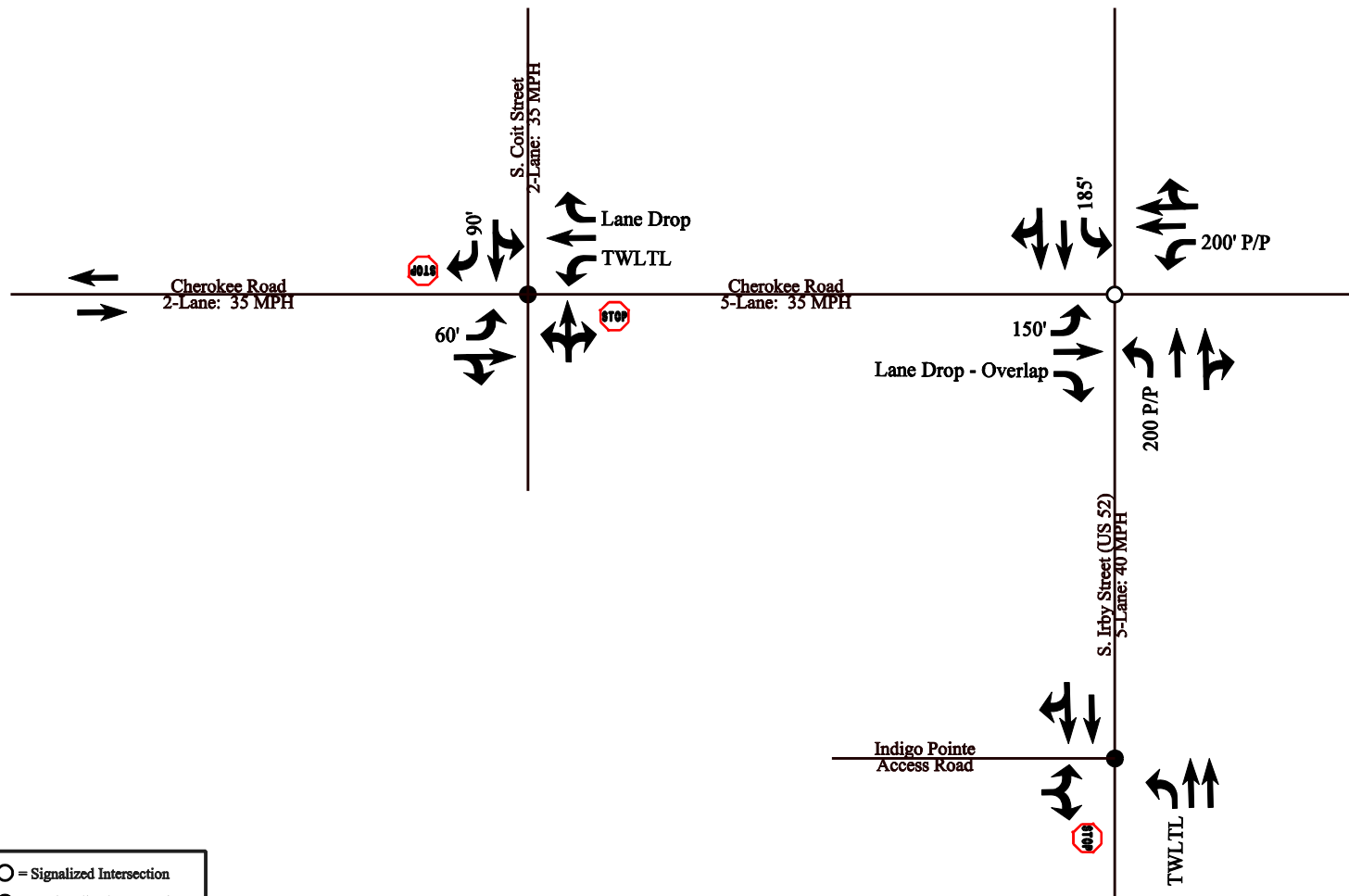
*Figure 1*  
**SITE LOCATION MAP**

*Indigo Townes: Florence, SC*

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- = Signalized Intersection
- = Unsignalized Intersection
- ↶ = Lane Designation
- 000' = Storage Length
- TWLTL = Two-Way Left-Turn Lane
- P/P = Protected/Permissive



NOT TO SCALE

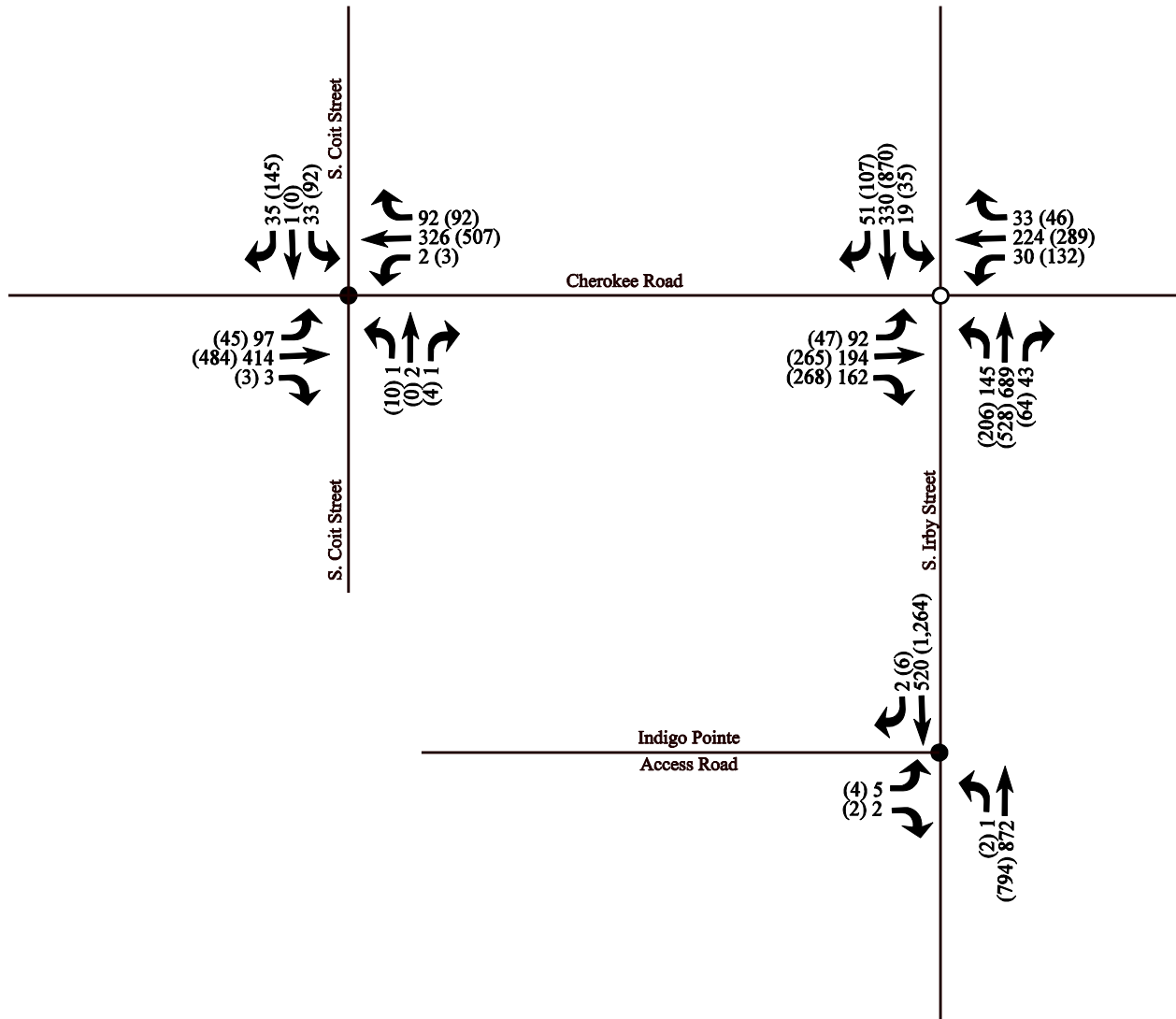
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**Figure 3**  
**EXISTING GEOMETRY AND**  
**TRAFFIC CONTROL**  
*Indigo Townes: Florence, SC*

## **TRAFFIC VOLUMES**

In order to determine the existing traffic volume flow patterns within the study area, manual turning movement counts were gathered for the weekday morning (7:00-9:00 AM) and evening (4:00 – 6:00 PM) peak time periods for the study area intersections 1 & 2. For the Indigo Pointe intersection, trip generation estimates were completed for the 48 senior apartments along this roadway and assigned to the roadway network and balanced with existing traffic volumes.

The existing 2022 peak-hour traffic flow networks for the weekday AM and PM peak-hour periods are shown graphically in **Figure 4**. Count data sheets are provided in the Appendix of this report.



○ = Signalized Intersection  
 ● = Unsignalized Intersection

NOT TO SCALE

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Figure 4  
 EXISTING 2022 TRAFFIC VOLUMES  
 AM & (PM) PEAK HOURS  
 Indigo Townes: Florence, SC

# **PROBABLE IMPACTS OF THE PROJECT**

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To estimate the impact of site-generated traffic volumes on the roadway network under Future conditions, Existing traffic volumes in the study area were projected to the Year 2024, which is when the proposed development is expected to be constructed and operational. Traffic volumes on the roadway network at this time will include all existing traffic, any new traffic due to normal traffic growth, and any traffic related to specific developments that are presently approved and expected to be completed by 2024 (in excess of normal traffic volume growth). Consideration of these factors resulted in the development of 2024 No-Build traffic volumes. Anticipated site-generated traffic volumes were then super-imposed upon the 2024 No-Build traffic flow networks to reflect 2024 Build conditions including the proposed development.

## **BACKGROUND TRAFFIC GROWTH**

Based on a review of SCDOT count data for S. Irby Street (Station #31-0131) , growth occurred at a 2.5-percent annual rate between 2018 and 2019. Volumes for S. Coit Street (Station #21-0473) declined slightly during this period. Reported volumes for 2020 were less due to the pandemic and have been excluded from the growth rate calculations. Based on the reviewed information, a 2.5-percent growth rate was developed and utilized for this report.

The projected 2024 No-Build AM and PM peak-hour traffic volumes, which include the 2.5-percent annual growth rate, are depicted respectively in **Figure 5**.

## **PLANNED ROADWAY IMPROVEMENTS**

An access road known as Creekview Drive connecting Cherokee Road to the north to S. Irby Street to the south and east is proposed as part of the project and has been modeled for Future 2024 Build Conditions. A scenario in which Creekview Drive is not connected to Cherokee Road has also been reviewed for this report.

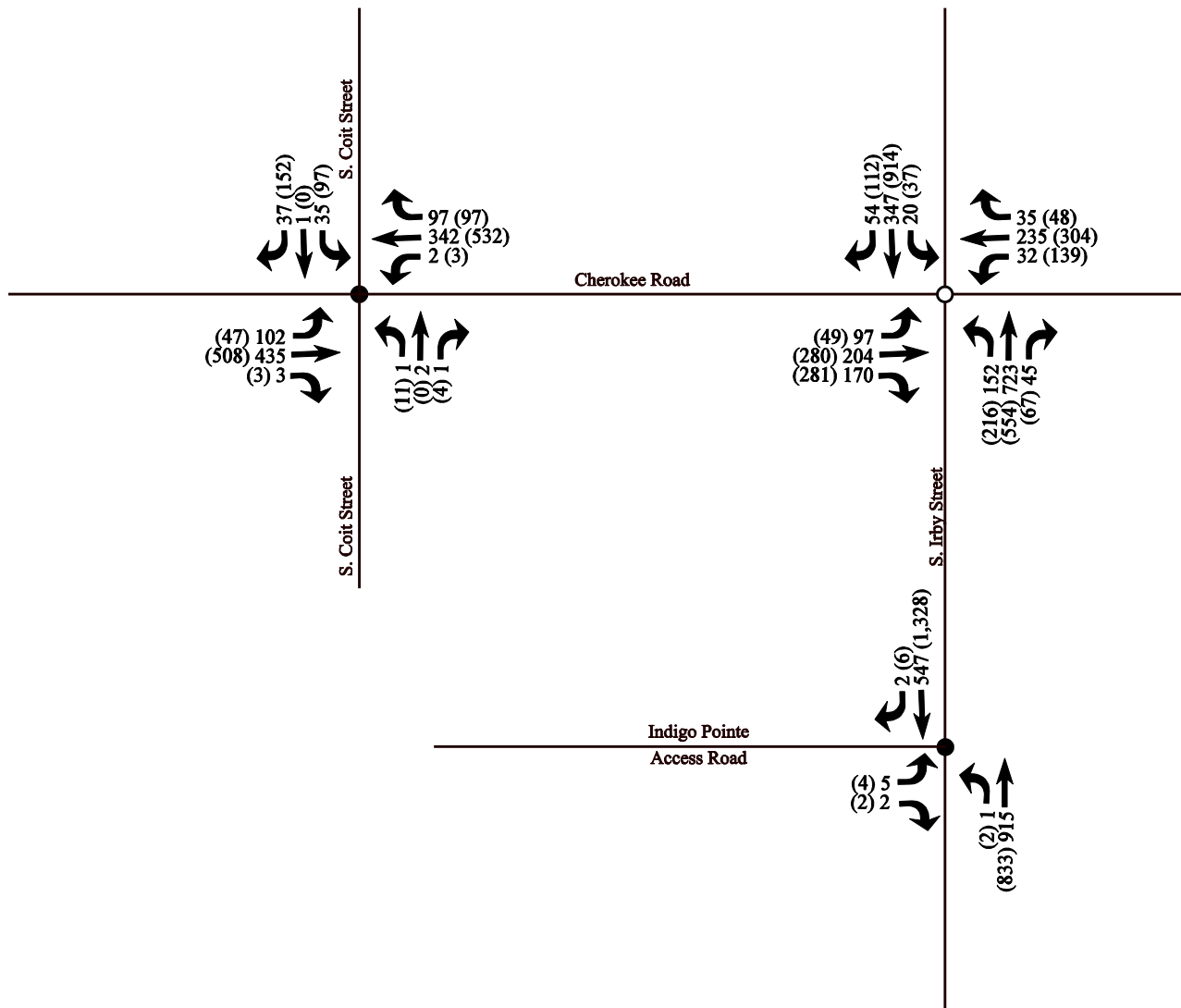
## **SITE-GENERATED TRAFFIC**

Traffic volumes generated by the development were forecasted using the Ninth Edition of the Institute of Transportation Engineers (ITE) *Trip Generation Manual*<sup>1</sup>. Land-Use Code #230 (Residential Condominium/Townhouse) was used to project site traffic. **Table 1** summarizes the anticipated trip generation characteristics for the project.

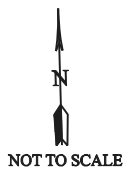
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<sup>1</sup> *Trip Generation*, Ninth Edition; Institute of Transportation Engineers; Washington, DC.





○ = Signalized Intersection  
 ● = Unsignalized Intersection



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Figure 5  
 2024 NO-BUILD TRAFFIC VOLUMES  
 AM & (PM) PEAK HOURS  
 Indigo Townes: Florence, SC

**Table 1**  
**PROJECT TRIP GENERATION SUMMARY<sup>1</sup>**  
*Indigo Townes – Florence, SC*

Time Period	60 Single-Family Attached Townhomes
<b>Weekday Daily</b>	412
<b>AM Peak-Hour</b>	
Enter	6
<u>Exit</u>	<u>28</u>
Total	34
<b>PM Peak-Hour</b>	
Enter	27
<u>Exit</u>	<u>13</u>
Total	40

1. ITE *Trip Generation* Manual, 9th Ed., LUC 230  
Residential Condominium/Townhouse

As shown, this development can be expected to generate a total of 412 two-way trips on a weekday daily basis with 34 trips (6 entering, 28 exiting) during the AM peak-hour. During the PM peak-hour, a total of 40 trips (27 entering, 13 exiting) are expected.

### **TRIP DISTRIBUTION**

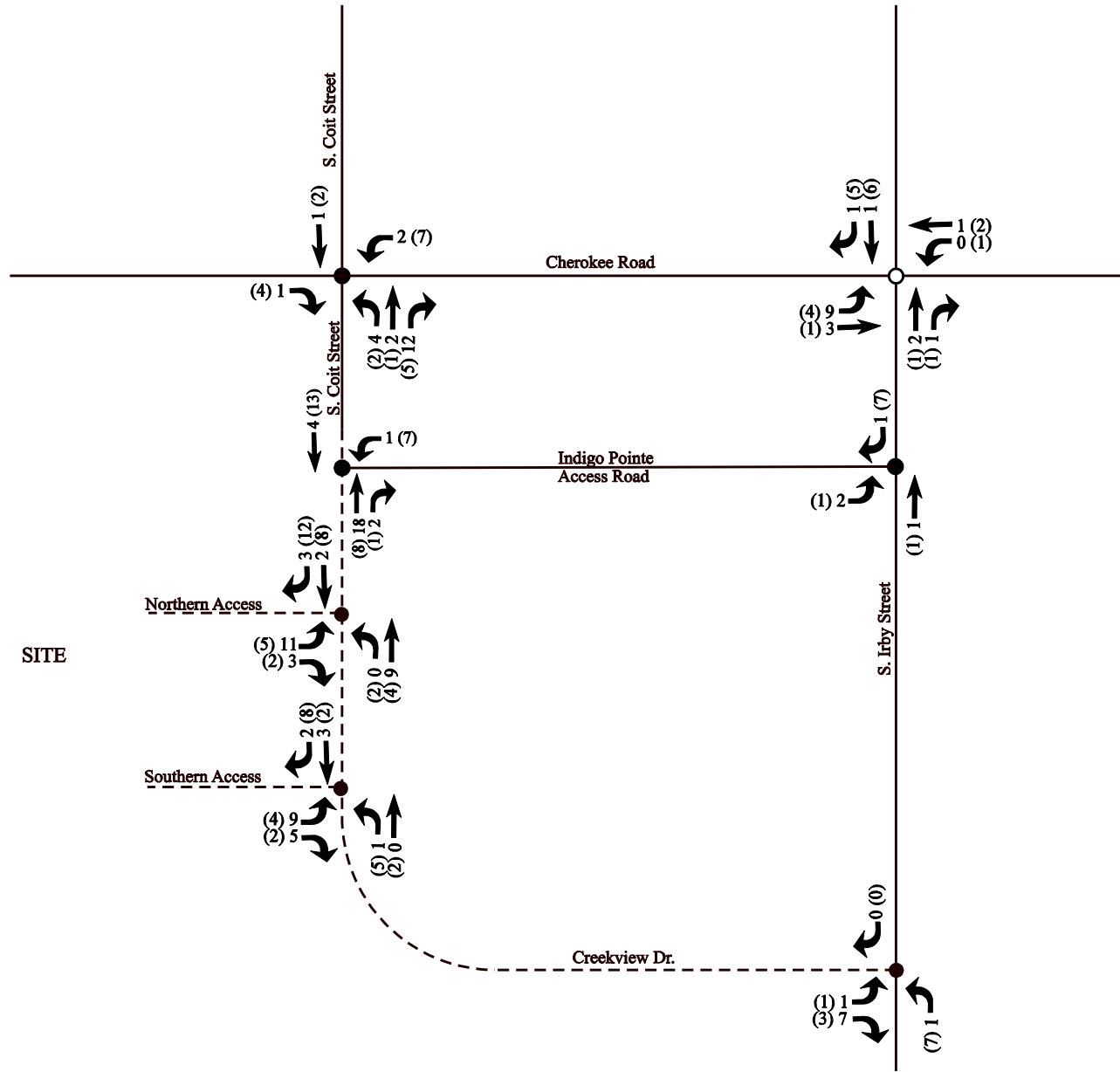
Based on a review of traffic patterns near the site, the following distribution percentages have been developed for project trips:

- S. Irby Street To/From North (Florence): 40%
- S. Irby Street To/From South: 25%
- Cherokee Road To/From West: 15%
- Cherokee Road To/From East: 12%
- S. Coit Street To/From North: 8%

The site-generated traffic presented in Table 1 has been distributed within the study area based on the pattern described above. This has resulted in the site-generated specific volumes for the study area as depicted in **Figure 6A**. Traffic volumes have also been distributed for an Interim Scenario in which the connection to the north to Cherokee Road is not completed. The site-generated traffic for this scenario is shown in **Figure 6B**.

### **2024 BUILD TRAFFIC VOLUMES**

The site-generated traffic volumes shown in Figure 6A have been added to the 2024 No-Build traffic volumes (Figure 5) to represent 2024 Build traffic volume conditions which are depicted graphically in **Figure 7A**.

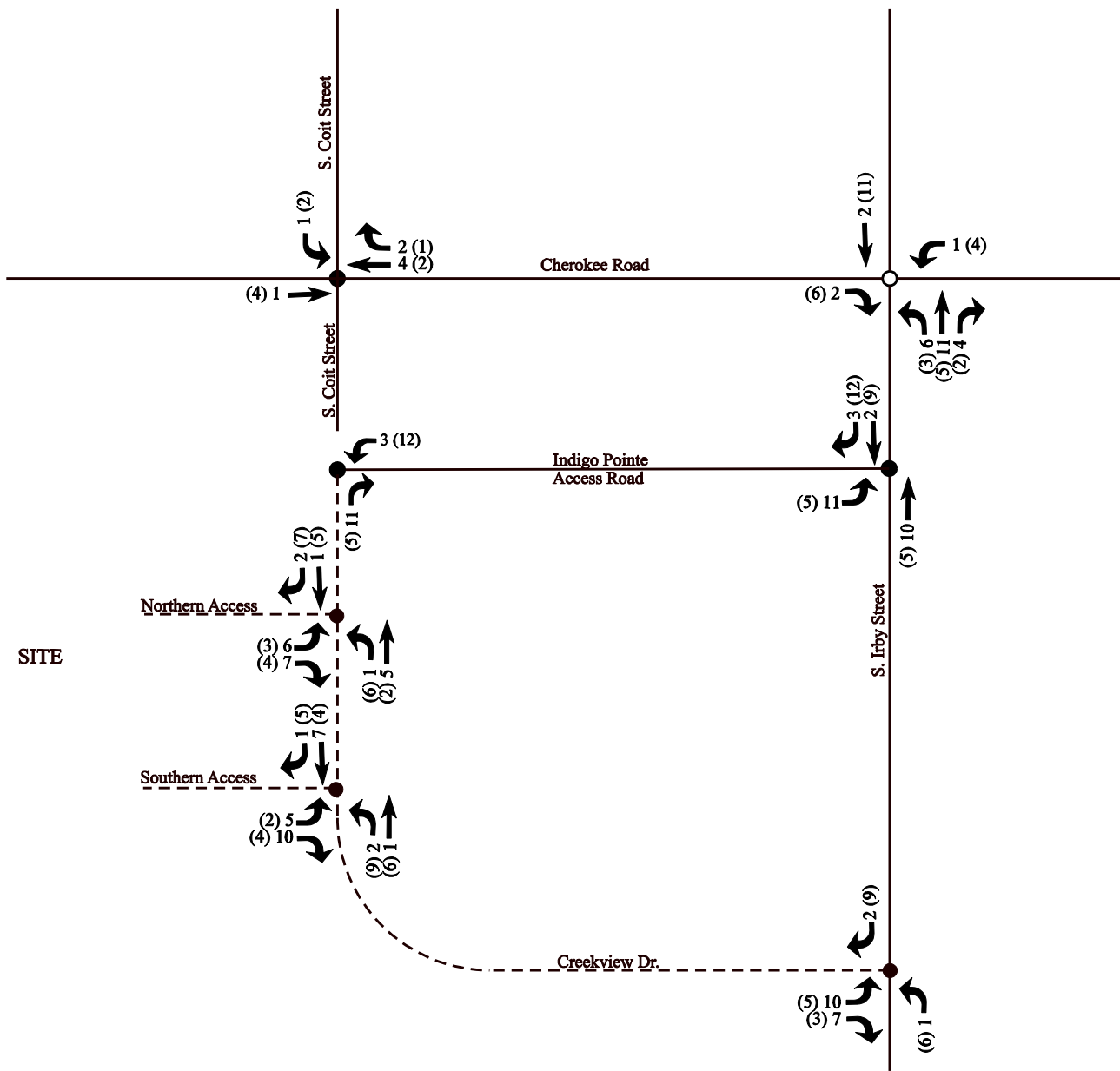


○ = Signalized Intersection  
 ● = Unsignalized Intersection



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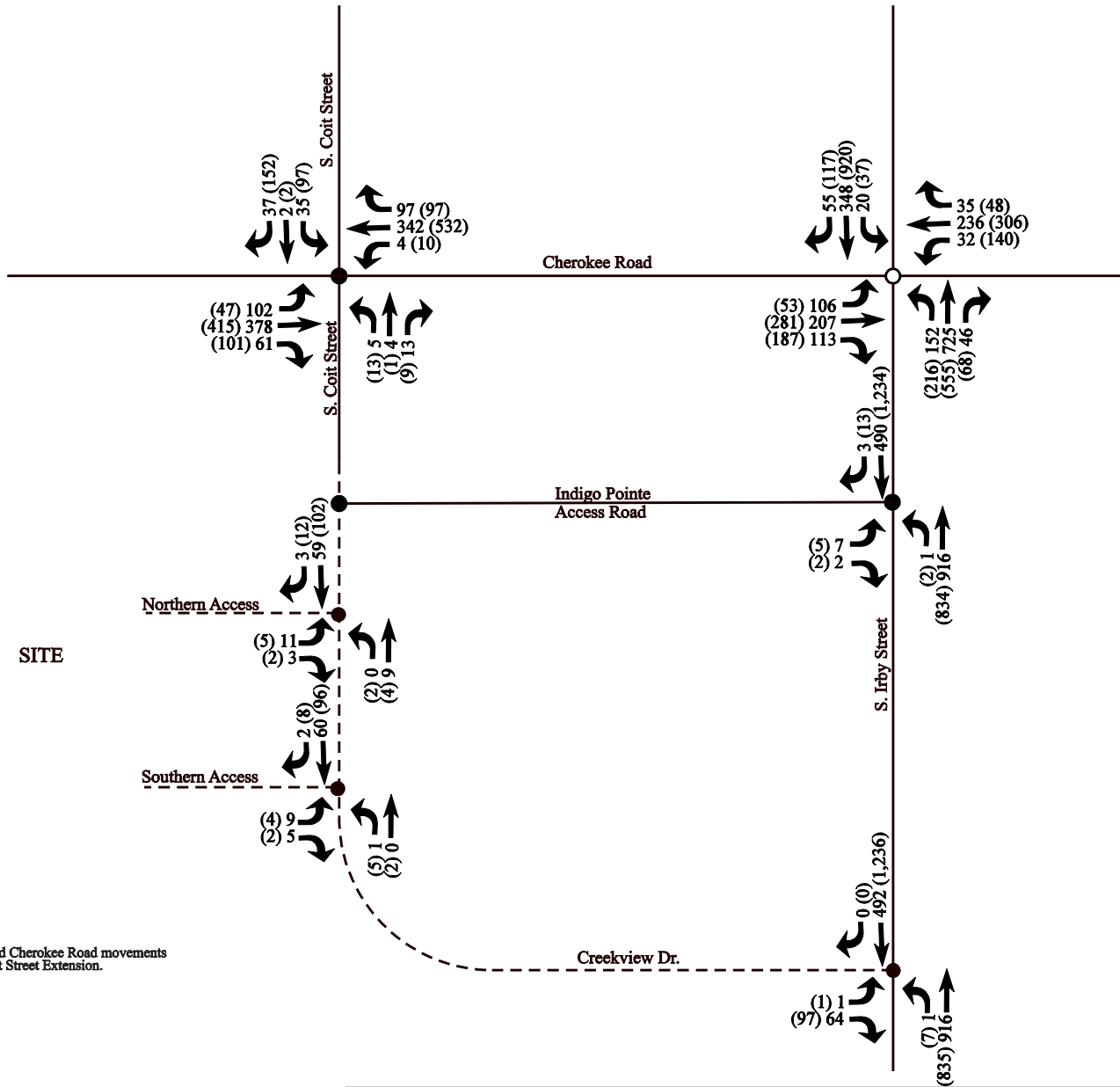
Figure 6A  
 SITE-GENERATED TRAFFIC VOLUMES  
 AM & (PM) PEAK HOURS  
 Indigo Townes: Florence, SC



○ = Signalized Intersection  
 ● = Unsignalized Intersection

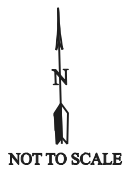


Figure 6B  
 SITE-GENERATED TRAFFIC VOLUMES  
 INTERIM SCENARIO  
 AM & (PM) PEAK HOURS  
 Indigo Townes: Florence, SC



Note: These volumes reflect a shift in 33% of eastbound Cherokee Road movements destined south on S. Irby Street shifting to the new Coit Street Extension.

- = Signalized Intersection
- = Unsignalized Intersection



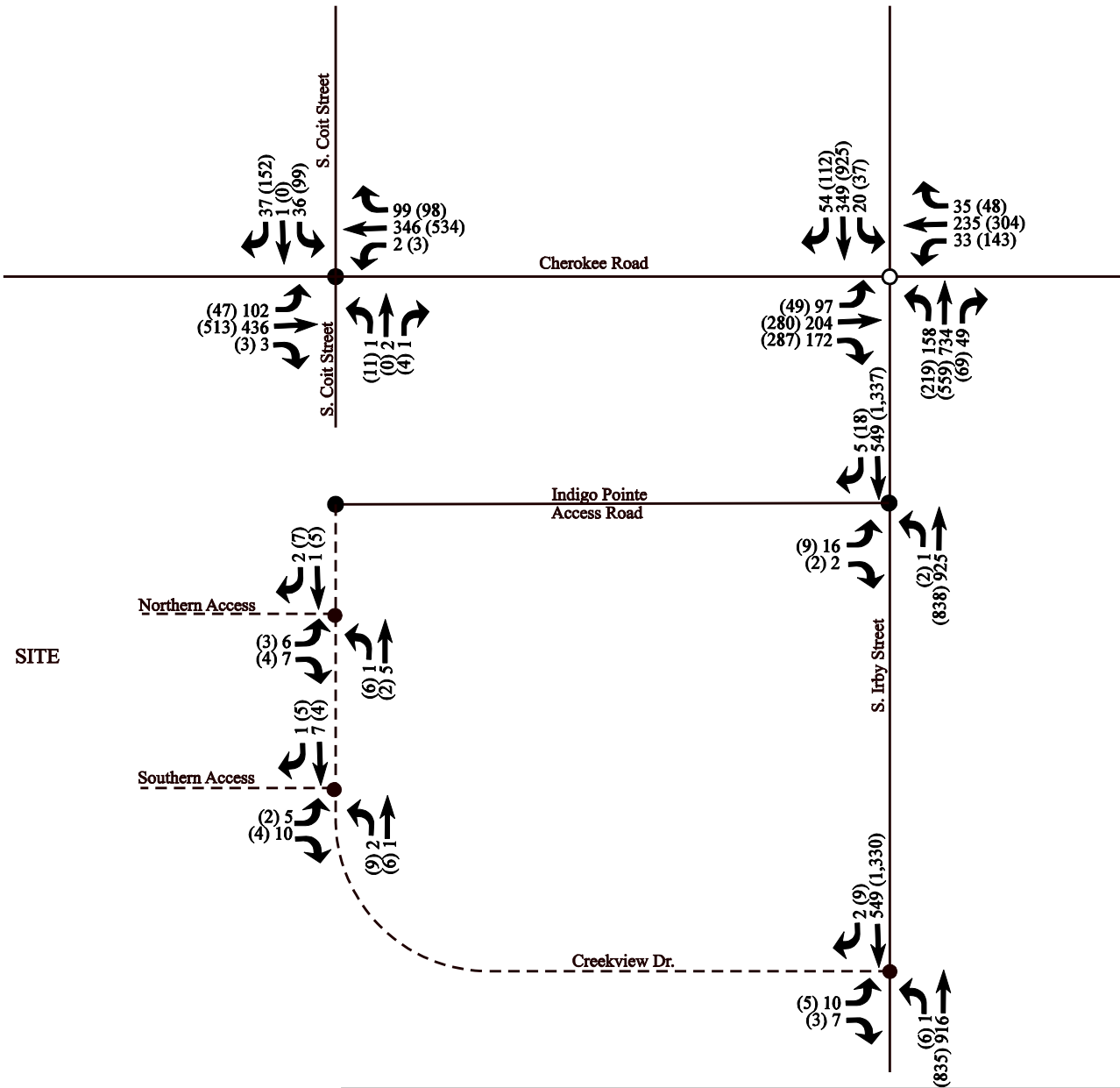
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Figure 7A  
2024 BUILD TRAFFIC VOLUMES  
AM & (PM) PEAK HOURS  
Indigo Townes: Florence, SC



One other adjustment has been made to the 2024 Build volumes shown in Figure 7A. With the completion of a connection to Cherokee Road, a significant portion (one third) of eastbound Cherokee Road traffic that is destined south on S. Irby Street is expected to utilize the new connection (right-turn from Cherokee Road traversing Creekview Drive and then making a right turn onto S. Irby Street). These movements have been subtracted from the right-turn movement at the S. Irby Street/Cherokee Road traffic signal. Left-turns from the south on S. Irby utilizing the new connection are not expected to be prevalent and will likely continue to utilize the exiting traffic signal that has a protected left-turn phase for this movement. It would not be logical to make a northbound left -turn from S. Irby Street and then incur delays with the unsignalized left-turn onto Cherokee Road westbound.

2024 Build traffic volumes for the Interim Scenario in which the connection to the north is not completed are shown in **Figure 7B**.



○ = Signalized Intersection  
 ● = Unsignalized Intersection

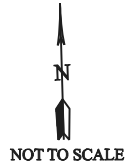


Figure 7B  
 2024 BUILD TRAFFIC VOLUMES  
 INTERIM SCENARIO  
 AM & (PM) PEAK HOURS  
 Indigo Townes: Florence, SC

# **TRAFFIC OPERATIONS ANALYSIS**

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Measuring existing and future traffic volumes quantifies traffic flow within the study area. To assess quality of flow, capacity analyses were conducted under Existing, No-Build, and Build traffic volume conditions. Capacity analyses provide an indication of how well the study area intersections serve existing and future traffic demands.

## **METHODOLOGY**

### **Level-of-Service**

A primary result of capacity analyses is the assignment of level-of-service (LOS) to traffic facilities under various traffic flow conditions. The concept of level-of-service is defined as a qualitative measure describing operational conditions within a traffic stream and their perception by motorists and/or passengers. A level-of-service definition provides an index to quality of traffic flow in terms of such factors as speed, travel time, freedom to maneuver, traffic interruptions, comfort, convenience, and safety.

Six levels-of-service are defined for each type of facility. They are given letter designations from A to F, with LOS A representing the best operating conditions and LOS F the worst.

Since the level-of-service of a traffic facility is a function of the traffic flows placed upon it, such a facility may operate at a wide range of levels-of-service, depending on the time of day, day of week, or period of a year.

## **ANALYSIS RESULTS**

Intersection analyses have been conducted for the study area intersection under Existing, Future 2024 (No-Build & Build) conditions. An Interim Scenario for the project has also been analyzed which reviews project impacts with no connection to Cherokee Road to the north. The results of these analyses are shown in **Table 2**. The intersection analysis worksheets are contained in the Appendix at the end of this report.

**Table 2**  
**LEVEL-OF-SERVICE SUMMARY**  
**Indigo Townes – Florence, SC**

<u>SIGNALIZED INTERSECTION</u>	Time Period	2022 EXISTING CONDITIONS		2024 NO-BUILD CONDITIONS WITHOUT PROJECT		2024 BUILD CONDITIONS WITH PROJECT		2024 BUILD CONDITIONS WITH PROJECT INTERIM SCENARIO	
		Delay <sup>a</sup>	LOS <sup>b</sup>	Delay	LOS	Delay	LOS	Delay	LOS
<b><u>S. Irby Street at Cherokee Road</u></b>									
SB S. Irby Street		13.9	B	14.8	B	14.8	B	15.0	B
NB S. Irby Street		9.7	A	10.3	B	10.3	B	10.4	B
EB Cherokee Road	AM	49.3	D	48.7	D	49.2	D	48.6	D
WB Cherokee Road		39.3	D	38.7	D	38.7	D	38.6	D
<i>Overall</i>		23.6	C	23.8	C	23.4	C	23.8	C
SB S. Irby Street		26.3	C	28.3	C	27.2	C	29.0	C
NB S. Irby Street		14.1	B	15.1	B	14.4	B	15.4	B
EB Cherokee Road	PM	50.3	D	51.1	D	54.7	D	50.5	D
WB Cherokee Road		36.0	D	36.5	D	38.3	D	36.5	D
<i>Overall</i>		29.4	C	30.6	C	30.3	C	30.8	C
<b><u>UNSIGNALIZED INTERSECTIONS</u></b>									
<b><u>Cherokee Road at S. Coit Street</u></b>									
SB S. Coit Street		15.1	C	15.8	C	16.0	C	16.0	C
NB S. Coit Street		23.6	C	25.4	D	19.9	C	25.6	D
EB Cherokee Road Left Turn	AM	8.7	A	8.8	A	8.8	A	8.8	A
WB Cherokee Road Left Turn		8.3	A	8.4	A	8.4	A	8.4	A
SB S. Coit Street		19.3	C	20.9	C	20.9	C	21.2	C
NB S. Coit Street	PM	43.5	E	52.7	F	44.3	E	53.3	F
EB Cherokee Road Left Turn		9.2	A	9.3	A	9.3	A	9.3	A
WB Cherokee Road Left Turn		8.5	A	8.6	A	8.7	A	8.6	A
<b><u>S. Irby Street at Indigo Pointe</u></b>									
NB Irby Street Left Turn	AM	8.6	A	8.7	A	8.5	A	8.7	A
EB Indigo Pointe		13.8	B	14.2	B	14.1	B	15.6	C
NB Irby Street Left Turn	PM	12.3	B	12.8	B	12.2	B	13.0	B
EB Indigo Pointe		23.8	C	25.4	D	24.1	C	29.1	D
<b><u>S. Irby Street at Creekview Drive</u></b>									
NB Irby Street Left Turn	AM					8.5	A	8.7	A
EB Creekview Drive						10.6	B	13.7	B
NB Irby Street Left Turn	PM					12.2	B	12.9	B
EB Creekview Drive						17.6	C	25.4	D
<b><u>Creekview Drive at Northern Access</u></b>									
NB Creekview Drive Left Turn	AM					-	A	7.2	A
EB Access Approach						8.9	A	8.5	A
NB Creekview Drive Left Turn	PM					7.5	A	7.3	A
EB Access Approach						9.1	A	8.5	A
<b><u>Creekview Drive at Southern Access</u></b>									
NB Creekview Drive Left Turn	AM					7.3	A	7.2	A
EB Access Approach						8.8	A	8.5	A
NB Creekview Drive Left Turn	PM					7.4	A	7.2	A
EB Access Approach						9.1	A	8.5	A

a. Delay in seconds-per-vehicle.  
b. LOS = Level-of-Service.

As shown, under Existing 2022 conditions, operations depict overall acceptable LOS C operations for the signalized intersection of S. Irby Street at Cherokee Road during both peak hours. LOS D operations are present for the side-street approaches of Cherokee Road during both peak hours, which is typical for signalized approaches to a major arterial such as S. Irby Street where a majority of green time must be attributed to the major route. Delays for unsignalized intersection of Cherokee Road at S. Coit Street are minor in the AM peak hour, but there are some moderate delays (LOS E) during the PM peak hour as dictated by the northbound S. Coit Street approach, which must contend with heavier volumes for the southbound approach, mainly southbound right turns. These delays are not considered excessive and are typical for unsignalized intersections during peak hours.

A review of 2024 No-Build conditions, which account for normal background growth in traffic, indicates similar operations to that of Existing conditions. The signalized intersection of S. Irby Street at Cherokee Road is expected to maintain overall LOS C operations during both peak hours. Delays are expected to increase for the northbound S. Coit Street approach during the PM peak hour to LOS F operations. This is due to increased volumes along Cherokee Road and opposing right turns from S. Coit Street.

A review of 2024 Build Conditions, which account for specific volumes related to the proposed project and completion of Creekview Drive from Cherokee Road to S. Irby Street, analyses indicate slightly improved conditions over No-Build Conditions even when accounting for specific site traffic. This is due to the benefits of the new connection which will provide more options for area traffic. For example, a significant number of eastbound right-turns for Cherokee Road at S. Irby Street are expected to utilize Creekview Drive for southbound movements onto S. Irby Street which will relieve the traffic signal. This will also provide moderate relief for the STOP controlled northbound approach of S. Coit Street at Cherokee Road and improve the service level for this approach from LOS D to C during the AM peak hour and from LOS F to LOS E during the PM peak hour. A slight improvement is also observed for the S. Irby Street at Indigo Pointe Access with reduced southbound through volumes that will utilize Creekview Drive.

A review of the Interim Scenario in which the connection to the north to Cherokee Road is not completed, analyses indicate that operations within the area will remain similar to that of 2024 No-Build Conditions. The two connections to S. Irby Street for this scenario (Indigo Pointe Access Road Creekview Drive) can adequately service project traffic for this scenario although delays will be slightly higher than with a completed connection to Cherokee Road.

Delays for both site access drives directly to Creekview Drive are expected to be low during both peak hours with LOS A operations for all movements for both scenarios. Recommendations for both of these access drives are provided in the next section of this report.



# **MITIGATION**

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The final phase of the analysis process is to identify mitigating measures which may either minimize the impact of the project on the transportation system or tend to alleviate poor service levels not caused by the project. Measures considered necessary to mitigate roadway system deficiencies are discussed below as they relate to the impacts of the proposed project.

## **SITE ACCESS**

Direct access for the development is proposed via two driveways to Creekview Drive with the northern access proposed approximately 1,450-ft. south of Cherokee Road. The southern access is proposed approximately 550-ft south of the northern access.

Both direct access points are expected to operate with minimal delays with single approach lanes; one lane for each approach of Creekview Drive and one lane entering and one lane exiting for each access placed under STOP sign control.

## **Creekview Drive**

Analyses conducted for this report indicate that Creekview Drive will function acceptably with a two-lane cross-section. This connection will tie to S. Irby Street approximately 2,600 ft. south of Cherokee Road. If/when additional development occurs along this roadway the need for dedicated turn lanes should be reviewed. With regards to the new approach to S. Irby Street, one shared left/right lane operating under STOP sign control will be sufficient, although construction of two approach lanes at S. Irby Street should be considered to plan for the future. This would not be necessary to service the residential development analyzed for this report. Northbound left-turns from S. Irby Street onto the new connector can be serviced from the existing center left-turn lane. Analyses indicate that southbound right-turns are expected to be minimal and a southbound right-turn deceleration lane is not recommended for S. Irby Street.

Creekview Drive is expected to be a benefit for exiting and projected traffic in the area and will provide better connectivity for the area.

## **OFF-SITE IMPACTS**

Analyses indicate that Creekview Drive will have a positive impact on all off-site intersections studied for this report when compared to 2024 No-Build conditions. Based on this information, no additional off-site Mitigation is recommended.

## **INTERIM ACCESS SCENARIO ANALYSIS**

It is understood that FEMA coordination will be needed to complete a connection from Creekview Drive to the north to Cherokee Road. If this connection to the north is not completed, site traffic would utilize the connection to S. Irby Street to the south of the site, and also the existing Indigo Pointe Access Road that ties to S. Irby Street just south of the Jiffy Lube and Italian restaurant approximately 600-ft. south of Cherokee Road. Analyses indicate that delays within the study area would be similar to that of 2024 No-Build

Conditions. The two connections to S. Irby Street for this scenario (Indigo Pointe Access Road and the new Creekview Drive) can adequately service project traffic for this scenario although delays will be slightly higher than with a completed connection to Cherokee Road.

### **POTENTIAL ADDITIONAL DEVELOPMENT**

There is the potential for additional development along Creekview Drive, however no specific uses have not been finalized at this time. Trip generation estimates for additional residential and commercial uses are provided in the Appendix of this report for information only. It is understood that additional study may be required prior to additional development along the roadway.

### **CONCLUSIONS**

This traffic study has been prepared to evaluate the traffic impacts of a proposed single-family attached residential development with 60 dwellings along the west side of the proposed Creekview Drive, in Florence, SC. The project is expected to be developed and occupied by 2024 which is the horizon year that has been reviewed for this report.

Analyses indicate that existing operations are acceptable for the S. Irby Street at Cherokee Road intersection during both peak hours. Delays for the unsignalized intersection of Cherokee Road at S. Coit Street are minor in the AM peak hour, but there are some moderate delays (LOS E) during the PM peak hour as dictated by the northbound S. Coit Street approach, which must contend with heavier volumes for the southbound approach, mainly southbound right turns. These delays are not considered excessive and are typical for unsignalized intersections during peak hours.

Future 2024 Conditions without the project indicate similar operations for the study area with higher delays (LOS F) for the S. Coit Street intersection during the PM peak hour. The proposed Creekview Drive with connectivity to Cherokee Road is expected to result in improved operations for 2024 Build Conditions at all off-site intersections even with additional traffic related to the proposed residential development.

Analyses conducted for this report indicate that Creekview Drive will function acceptably with a two-lane cross-section. This connection will tie to S. Irby Street approximately 2,600 ft. south of Cherokee Road. If/when additional development occurs along this roadway the need for dedicated turn lanes should be reviewed. With regards to the new approach to S. Irby Street, one shared left/right lane operating under STOP sign control will be sufficient although construction of two approach lanes at S. Irby Street should be considered to plan for the future. This would not be necessary to service the residential development analyzed for this report. Northbound left-turns from S. Irby Street onto the new connector can be serviced from the existing center left-turn lane. Analyses indicate that southbound right-turns are expected to be minimal and a southbound right-turn deceleration lane is not recommended for S. Irby Street. Creekview Drive is expected to be a benefit for exiting and projected traffic in the area and will provide better connectivity for the area.

It is understood that FEMA coordination will be needed to complete a connection from Creekview Drive to Cherokee Road. If this connection to the north is not completed, site traffic would utilize the connection to S. Irby Street to the south of the site, and also the existing Indigo Pointe Access Road that ties to S. Irby Street just south of the Jiffy Lube and Italian restaurant approximately 600-ft. south of Cherokee Road. Analyses indicate that delays within the study area would be similar to that of 2024 No-Build Conditions. The two connections to S. Irby Street for this Interim Scenario (Indigo Pointe Access Road and Creekview Drive) can adequately service project traffic for this scenario although delays will be slightly higher than with a completed connection to Cherokee Road.

For either scenario, both direct access points are expected to operate with minimal delays with single approach lanes; one lane for each approach of Creekview Drive and one lane entering and one lane exiting for each access placed under STOP sign control.

## **APPENDIX**

- Count Data
- Capacity Analyses
- Potential Future Development Trip Generation

## **COUNT DATA**



# SHORT COUNTS, LLC

735 Maryland St  
Columbia, SC 29201

*We can't say we're the Best, but you Can!*

File Name : Cherokee Rd @ S. Irby St

Site Code :

Start Date : 03/16/2022

Page No : 1

## Groups Printed- Passenger Vehicles - Heavy Vehicles - Buses

Start Time	S Irby St Southbound				Cherokee Rd Westbound				S Irby St Northbound				Cherokee Rd Eastbound				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
07:00	1	49	7	0	2	22	2	0	19	82	4	0	13	22	21	0	244
07:15	8	58	7	0	5	45	5	0	38	137	7	2	13	37	27	0	389
07:30	3	77	13	0	6	59	8	1	33	149	7	0	15	48	37	0	456
07:45	6	81	10	1	8	66	11	2	51	220	15	0	28	58	44	0	601
Total	18	265	37	1	21	192	26	3	141	588	33	2	69	165	129	0	1690
08:00	7	84	15	0	9	56	10	2	28	168	11	0	29	37	50	0	506
08:15	3	88	13	0	7	43	4	0	33	152	10	1	20	51	31	1	457
08:30	4	80	14	0	8	33	4	0	37	149	8	0	20	41	29	0	427
08:45	10	102	18	0	15	43	8	0	41	131	10	0	30	44	47	0	499
Total	24	354	60	0	39	175	26	2	139	600	39	1	99	173	157	1	1889
16:00	12	190	20	2	28	65	10	0	64	171	11	0	14	45	54	0	686
16:15	10	162	18	0	25	57	9	0	63	131	8	1	10	50	70	0	614
16:30	9	207	32	2	23	78	11	0	48	128	20	0	8	57	67	0	690
16:45	9	217	25	1	32	48	15	0	48	127	15	0	16	47	62	0	662
Total	40	776	95	5	108	248	45	0	223	557	54	1	48	199	253	0	2652
17:00	8	223	24	0	44	80	10	0	51	125	15	0	11	63	82	0	736
17:15	9	223	26	0	33	83	10	0	59	148	14	0	12	65	57	0	739
17:30	7	168	31	3	18	62	6	0	61	140	14	0	18	61	77	0	666
17:45	8	133	20	1	14	43	8	0	34	144	20	0	18	62	54	0	559
Total	32	747	101	4	109	268	34	0	205	557	63	0	59	251	270	0	2700
Grand Total	114	2142	293	10	277	883	131	5	708	2302	189	4	275	788	809	1	8931
Apprch %	4.5	83.7	11.4	0.4	21.4	68.1	10.1	0.4	22.1	71.9	5.9	0.1	14.7	42.1	43.2	0.1	
Total %	1.3	24	3.3	0.1	3.1	9.9	1.5	0.1	7.9	25.8	2.1	0	3.1	8.8	9.1	0	
Passenger Vehicles	111	2102	284	10	276	873	127	5	707	2272	187	4	270	766	802	1	8797
% Passenger Vehicles	97.4	98.1	96.9	100	99.6	98.9	96.9	100	99.9	98.7	98.9	100	98.2	97.2	99.1	100	98.5
Heavy Vehicles	2	34	7	0	1	10	3	0	1	24	1	0	5	7	7	0	102
% Heavy Vehicles	1.8	1.6	2.4	0	0.4	1.1	2.3	0	0.1	1	0.5	0	1.8	0.9	0.9	0	1.1
Buses	1	6	2	0	0	0	1	0	0	6	1	0	0	15	0	0	32
% Buses	0.9	0.3	0.7	0	0	0	0.8	0	0	0.3	0.5	0	0	1.9	0	0	0.4

# SHORT COUNTS, LLC

735 Maryland St  
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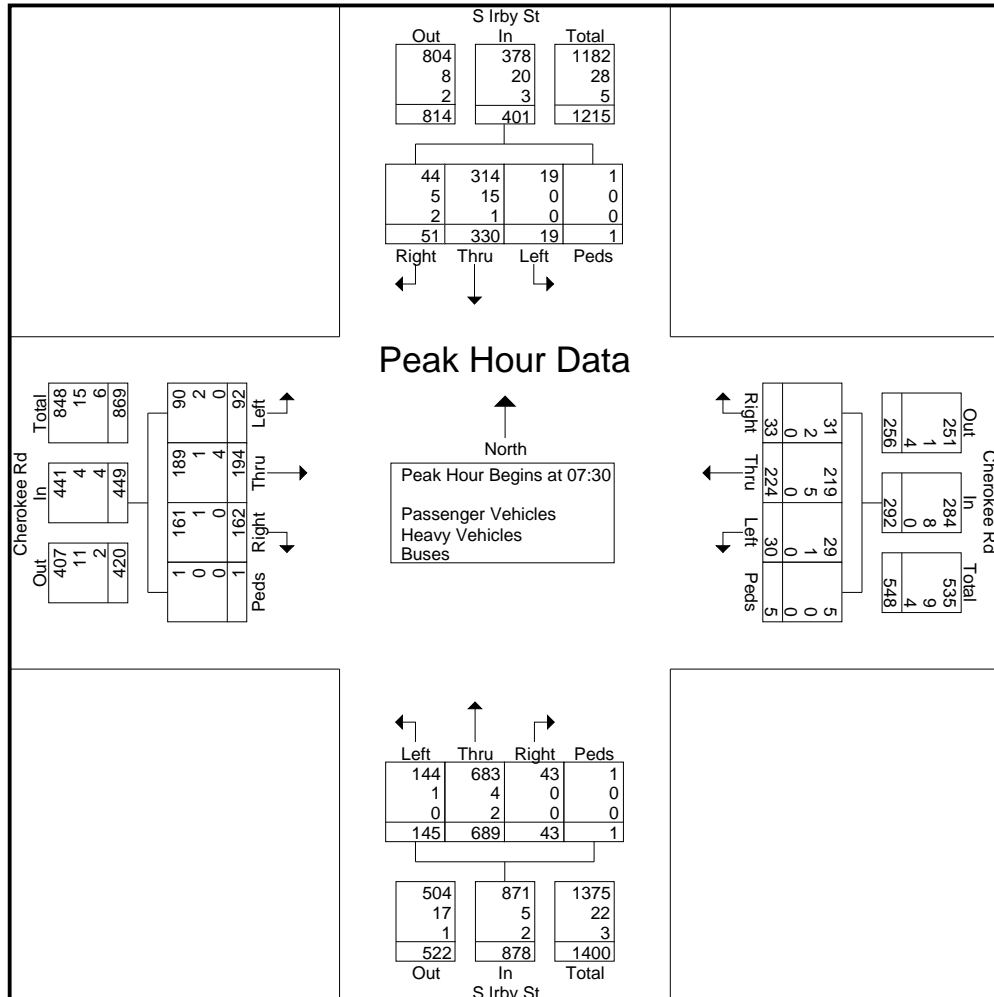
File Name : Cherokee Rd @ S. Irby St

Site Code :

Start Date : 03/16/2022

Page No : 3

Start Time	S Irby St Southbound					Cherokee Rd Westbound					S Irby St Northbound					Cherokee Rd Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	3	77	13	0	93	6	59	8	1	74	33	149	7	0	189	15	48	37	0	100	456
07:45	6	81	10	1	98	8	<b>66</b>	<b>11</b>	<b>2</b>	<b>87</b>	<b>51</b>	<b>220</b>	<b>15</b>	0	<b>286</b>	28	<b>58</b>	44	0	<b>130</b>	<b>601</b>
08:00	7	84	<b>15</b>	0	<b>106</b>	<b>9</b>	56	10	2	77	28	168	11	0	207	<b>29</b>	<b>37</b>	<b>50</b>	0	116	506
08:15	3	<b>88</b>	13	0	104	7	43	4	0	54	33	152	10	<b>1</b>	196	20	51	31	<b>1</b>	103	457
Total Volume	19	330	51	1	401	30	224	33	5	292	145	689	43	1	878	92	194	162	1	449	2020
% App. Total	4.7	82.3	12.7	0.2		10.3	76.7	11.3	1.7		16.5	78.5	4.9	0.1		20.5	43.2	36.1	0.2		
PHF	.679	.938	.850	.250	.946	.833	.848	.750	.625	.839	.711	.783	.717	.250	.767	.793	.836	.810	.250	.863	.840
Passenger Vehicles	19	314	44	1	378	29	219	31	5	284	144	683	43	1	871	90	189	161	1	441	1974
% Passenger Vehicles																					
Heavy Vehicles	0	15	5	0	20	1	5	2	0	8	1	4	0	0	5	2	1	1	0	4	37
% Heavy Vehicles	0	4.5	9.8	0	5.0	3.3	2.2	6.1	0	2.7	0.7	0.6	0	0.6	2.2	0.5	0.6	0	0.9	1.8	
Buses	0	1	2	0	3	0	0	0	0	0	0	2	0	0	2	0	4	0	0	4	9
% Buses	0	0.3	3.9	0	0.7	0	0	0	0	0	0	0.3	0	0.2	0	2.1	0	0	0.9	0.4	



# SHORT COUNTS, LLC

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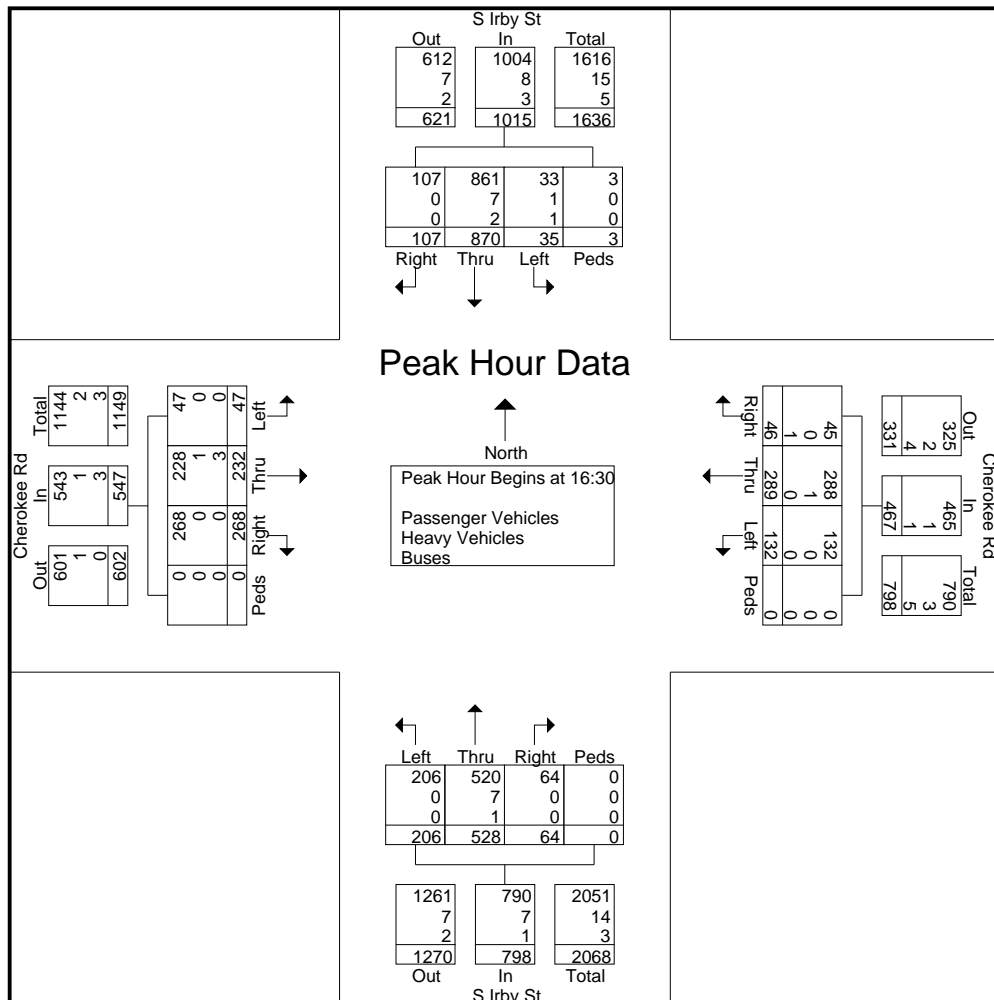
File Name : Cherokee Rd @ S. Irby St

Site Code :

Start Date : 03/16/2022

Page No : 4

Start Time	S Irby St Southbound					Cherokee Rd Westbound					S Irby St Northbound					Cherokee Rd Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	9	207	32	2	250	23	78	11	0	112	48	128	20	0	196	8	57	67	0	132	690
16:45	9	217	25	1	252	32	48	15	0	95	48	127	15	0	190	16	47	62	0	125	662
17:00	8	223	24	0	255	44	80	10	0	134	51	125	15	0	191	11	63	82	0	156	736
17:15	9	223	26	0	258	33	83	10	0	126	59	148	14	0	221	12	65	57	0	134	739
Total Volume	35	870	107	3	1015	132	289	46	0	467	206	528	64	0	798	47	232	268	0	547	2827
% App. Total	3.4	85.7	10.5	0.3		28.3	61.9	9.9	0		25.8	66.2	8	0		8.6	42.4	49	0		
PHF	.972	.975	.836	.375	.984	.750	.870	.767	.000	.871	.873	.892	.800	.903	.734	.892	.817	.000	.877	.956	
Passenger Vehicles	33	861	107	3	1004	132	288	45	0	465	206	520	64	0	790	47	228	268	0	543	2802
% Passenger Vehicles																					
Heavy Vehicles	1	7	0	0	8	0	1	0	0	1	0	7	0	0	7	0	1	0	0	1	17
% Heavy Vehicles	2.9	0.8	0	0	0.8	0	0.3	0	0	0.2	0	1.3	0	0	0.9	0	0.4	0	0	0.2	0.6
Buses	1	2	0	0	3	0	0	1	0	1	0	1	0	0	1	0	3	0	0	3	8
% Buses	2.9	0.2	0	0	0.3	0	0	2.2	0	0.2	0	0.2	0	0	0.1	0	1.3	0	0	0.5	0.3



# SHORT COUNTS, LLC

735 Maryland St  
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File Name : Cherokee Rd @ S. Coit St

Site Code :

Start Date : 03/16/2022

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## Groups Printed- Passenger Vehicles - Heavy Vehicles - Buses

Start Time	S Coit St Southbound				Cherokee Rd Westbound				S Coit St Northbound				Cherokee Rd Eastbound				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
07:00	4	0	10	0	0	48	6	0	0	0	0	0	10	51	0	0	129
07:15	9	0	10	0	0	70	13	0	0	0	0	0	20	96	0	0	218
07:30	2	0	5	0	0	94	23	0	0	0	0	0	18	105	1	0	248
07:45	10	1	8	0	1	87	27	1	0	0	0	0	32	117	1	0	285
Total	25	1	33	0	1	299	69	1	0	0	0	0	80	369	2	0	880
08:00	12	0	11	0	0	65	25	0	0	0	0	0	18	108	0	0	239
08:15	9	0	11	0	1	66	17	0	1	2	1	0	29	84	1	0	222
08:30	8	1	10	0	0	77	15	0	0	0	0	0	19	82	1	0	213
08:45	17	2	12	0	0	61	18	0	1	0	2	0	22	91	1	0	227
Total	46	3	44	0	1	269	75	0	2	2	3	0	88	365	3	0	901
16:00	18	0	21	3	0	131	24	0	0	0	3	0	18	90	1	0	309
16:15	25	0	16	0	2	95	21	0	1	1	3	0	17	91	0	0	272
16:30	23	0	22	0	1	141	12	0	1	1	3	0	18	93	1	0	316
16:45	22	0	32	0	0	116	17	0	3	0	0	0	12	122	0	0	324
Total	88	0	91	3	3	483	74	0	5	2	9	0	65	396	2	0	1221
17:00	31	0	57	0	1	141	29	0	1	0	2	0	14	112	3	0	391
17:15	23	0	27	0	1	140	22	0	4	0	2	0	10	111	0	0	340
17:30	16	0	29	0	1	110	24	0	2	0	0	0	9	139	0	0	330
17:45	13	0	24	0	3	99	12	0	1	0	2	0	12	100	0	0	266
Total	83	0	137	0	6	490	87	0	8	0	6	0	45	462	3	0	1327
Grand Total	242	4	305	3	11	1541	305	1	15	4	18	0	278	1592	10	0	4329
Apprch %	43.7	0.7	55.1	0.5	0.6	82.9	16.4	0.1	40.5	10.8	48.6	0	14.8	84.7	0.5	0	
Total %	5.6	0.1	7	0.1	0.3	35.6	7	0	0.3	0.1	0.4	0	6.4	36.8	0.2	0	
Passenger Vehicles	239	4	302	3	11	1529	302	1	15	4	18	0	276	1564	10	0	4278
% Passenger Vehicles	98.8	100	99	100	100	99.2	99	100	100	100	100	0	99.3	98.2	100	0	98.8
Heavy Vehicles	2	0	2	0	0	11	2	0	0	0	0	0	0	12	0	0	29
% Heavy Vehicles	0.8	0	0.7	0	0	0.7	0.7	0	0	0	0	0	0	0.8	0	0	0.7
Buses	1	0	1	0	0	1	1	0	0	0	0	0	2	16	0	0	22
% Buses	0.4	0	0.3	0	0	0.1	0.3	0	0	0	0	0	0.7	1	0	0	0.5

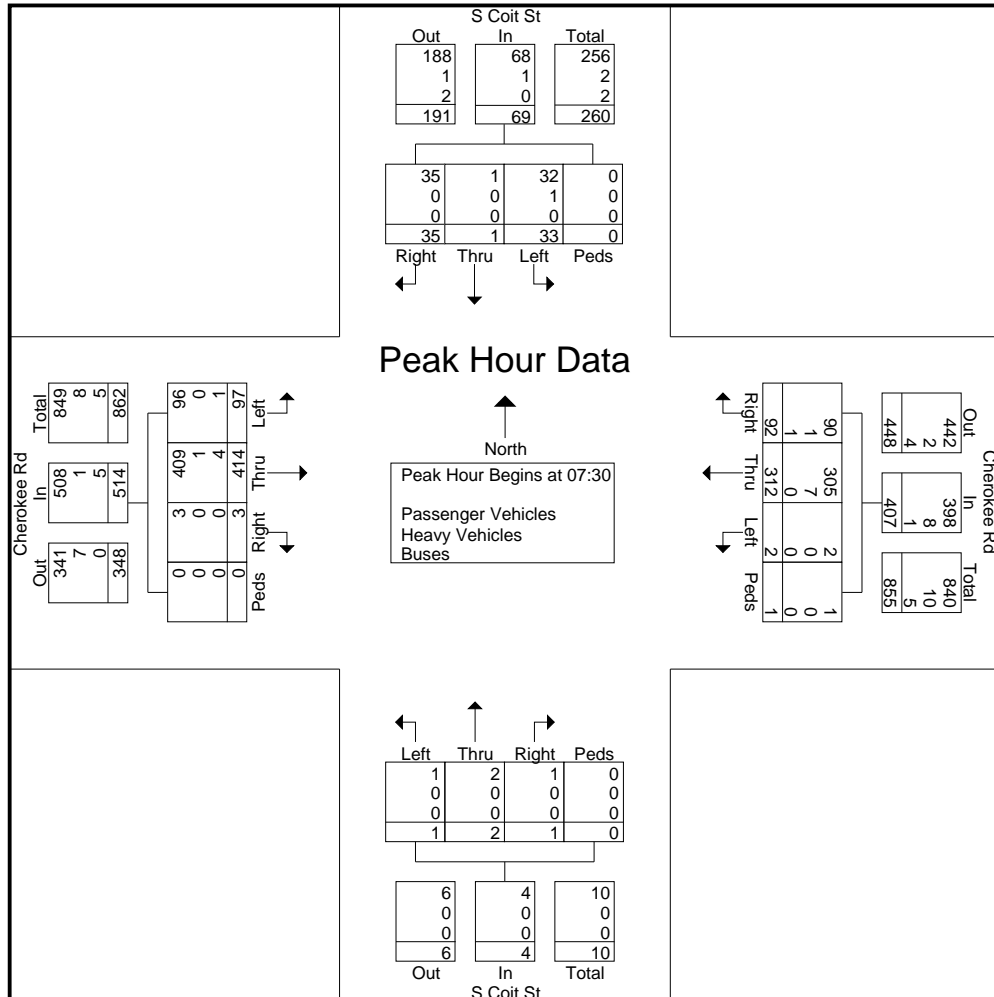
# SHORT COUNTS, LLC

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File Name : Cherokee Rd @ S. Coit St  
Site Code :  
Start Date : 03/16/2022  
Page No : 3

Start Time	S Coit St Southbound					Cherokee Rd Westbound					S Coit St Northbound					Cherokee Rd Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	2	0	5	0	7	0	94	23	0	117	0	0	0	0	0	18	105	1	0	124	248
07:45	10	1	8	0	19	1	87	27	1	116	0	0	0	0	0	32	117	1	0	150	285
08:00	12	0	11	0	23	0	65	25	0	90	0	0	0	0	0	18	108	0	0	126	239
08:15	9	0	11	0	20	1	66	17	0	84	1	2	1	0	4	29	84	1	0	114	222
Total Volume	33	1	35	0	69	2	312	92	1	407	1	2	1	0	4	97	414	3	0	514	994
% App. Total	47.8	1.4	50.7	0		0.5	76.7	22.6	0.2		25	50	25	0		18.9	80.5	0.6	0		
PHF	.688	.250	.795	.000	.750	.500	.830	.852	.250	.870	.250	.250	.250	.000	.250	.758	.885	.750	.000	.857	.872
Passenger Vehicles	32	1	35	0	68	2	305	90	1	398	1	2	1	0	4	96	409	3	0	508	978
% Passenger Vehicles																					
Heavy Vehicles	1	0	0	0	1	0	7	1	0	8	0	0	0	0	0	0	1	0	0	1	10
% Heavy Vehicles	3.0	0	0	0	1.4	0	2.2	1.1	0	2.0	0	0	0	0	0	0	0.2	0	0	0.2	1.0
Buses	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	4	0	0	5	6
% Buses	0	0	0	0	0	0	0	1.1	0	0.2	0	0	0	0	0	1.0	1.0	0	0	1.0	0.6



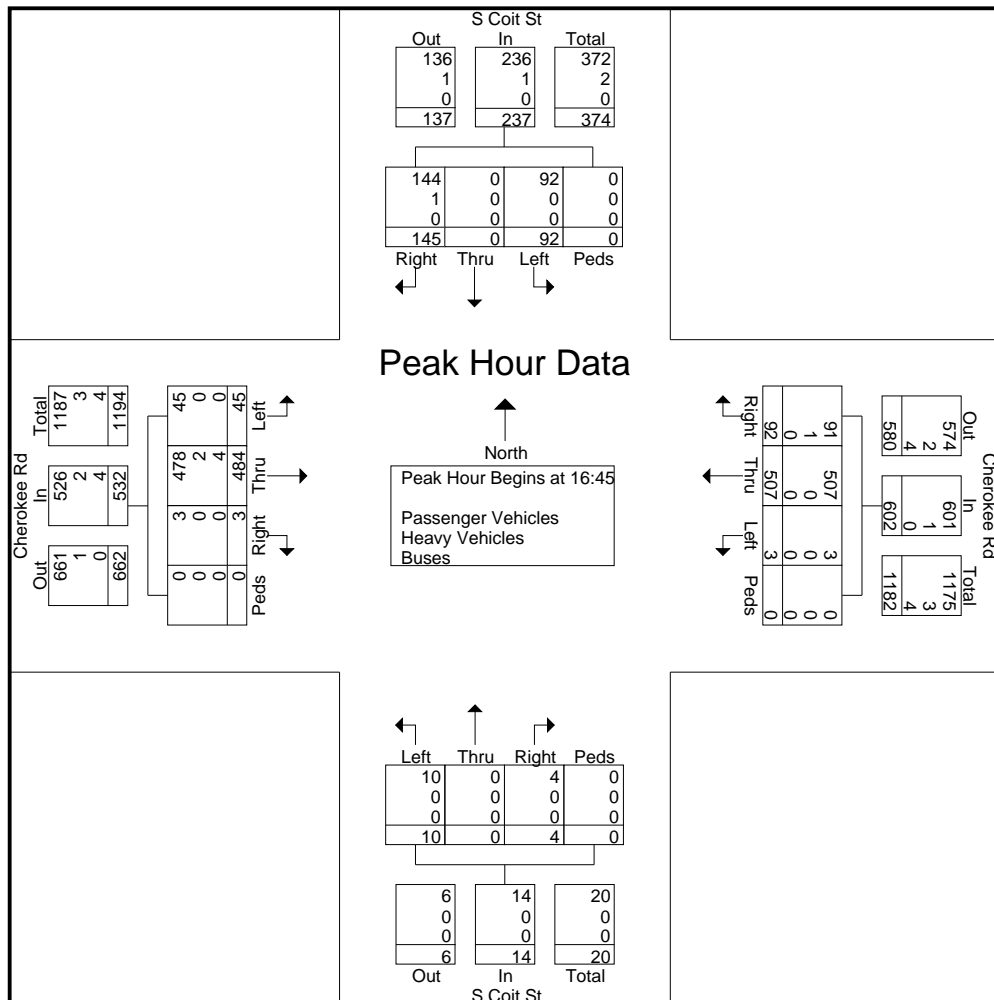
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File Name : Cherokee Rd @ S. Coit St  
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Start Time	S Coit St Southbound					Cherokee Rd Westbound					S Coit St Northbound					Cherokee Rd Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	22	0	32	0	54	0	116	17	0	133	3	0	0	0	3	12	122	0	0	134	324
17:00	31	0	57	0	88	1	141	29	0	171	1	0	2	0	3	14	112	3	0	129	391
17:15	23	0	27	0	50	1	140	22	0	163	4	0	2	0	6	10	111	0	0	121	340
17:30	16	0	29	0	45	1	110	24	0	135	2	0	0	0	2	9	139	0	0	148	330
Total Volume	92	0	145	0	237	3	507	92	0	602	10	0	4	0	14	45	484	3	0	532	1385
% App. Total	38.8	0	61.2	0		0.5	84.2	15.3	0		71.4	0	28.6	0		8.5	91	0.6	0		
PHF	.742	.000	.636	.000	.673	.750	.899	.793	.000	.880	.625	.000	.500	.000	.583	.804	.871	.250	.000	.899	.886
Passenger Vehicles	92	0	144	0	236	3	507	91	0	601	10	0	4	0	14	45	478	3	0	526	1377
% Passenger Vehicles																					
Heavy Vehicles	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	4
% Heavy Vehicles	0	0	0.7	0	0.4	0	0	1.1	0	0.2	0	0	0	0	0	0	0.4	0	0	0.4	0.3
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.8	0	0	0.8	0.3



# **CAPACITY ANALYSES**

EXISTING AM

3: S. Irby St. & Cherokee Rd.

04/20/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↕		↖	↕		↖	↕	
Traffic Volume (veh/h)	92	194	162	30	224	33	145	689	43	19	330	51
Future Volume (veh/h)	92	194	162	30	224	33	145	689	43	19	330	51
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	110	231	193	36	267	39	173	820	51	23	393	61
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	226	290	339	146	729	105	626	2263	141	414	1720	265
Arrive On Green	0.15	0.15	0.15	0.03	0.23	0.23	0.06	0.67	0.67	0.56	0.56	0.56
Sat Flow, veh/h	1073	1870	1585	1781	3116	450	1781	3398	211	636	3086	475
Grp Volume(v), veh/h	110	231	193	36	151	155	173	429	442	23	225	229
Grp Sat Flow(s),veh/h/ln	1073	1870	1585	1781	1777	1789	1781	1777	1832	636	1777	1785
Q Serve(g_s), s	11.6	14.3	13.1	2.0	8.5	8.7	4.7	12.7	12.7	2.0	7.7	7.8
Cycle Q Clear(g_c), s	11.6	14.3	13.1	2.0	8.5	8.7	4.7	12.7	12.7	2.0	7.7	7.8
Prop In Lane	1.00		1.00	1.00		0.25	1.00		0.12	1.00		0.27
Lane Grp Cap(c), veh/h	226	290	339	146	416	419	626	1183	1220	414	990	995
V/C Ratio(X)	0.49	0.80	0.57	0.25	0.36	0.37	0.28	0.36	0.36	0.06	0.23	0.23
Avail Cap(c_a), veh/h	355	514	529	198	681	686	788	1183	1220	414	990	995
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.8	48.9	42.2	40.3	38.5	38.6	9.5	8.8	8.8	12.2	13.5	13.5
Incr Delay (d2), s/veh	1.6	5.0	1.5	0.9	0.5	0.5	0.2	0.9	0.8	0.3	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	7.1	5.3	0.9	3.8	3.9	1.8	4.9	5.1	0.3	3.2	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.4	53.9	43.8	41.1	39.0	39.1	9.7	9.7	9.7	12.5	14.0	14.0
LnGrp LOS	D	D	D	D	D	D	A	A	A	B	B	B
Approach Vol, veh/h		534			342			1044			477	
Approach Delay, s/veh		49.3			39.3			9.7			13.9	
Approach LOS		D			D			A			B	
Timer - Assigned Phs		2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s		85.9	9.5	24.6	13.1	72.9		34.1				
Change Period (Y+Rc), s		6.0	6.0	6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s		62.0	7.0	33.0	18.0	38.0		46.0				
Max Q Clear Time (g_c+I1), s		14.7	4.0	16.3	6.7	9.8		10.7				
Green Ext Time (p_c), s		6.8	0.0	2.3	0.3	3.1		1.9				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			23.6									
HCM 6th LOS			C									



EXISTING AM  
11: S. Coit St. & Cherokee Rd.

04/20/2022

Intersection												
Int Delay, s/veh	1.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	97	414	3	2	326	92	1	2	1	33	1	35
Future Vol, veh/h	97	414	3	2	326	92	1	2	1	33	1	35
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	60	-	-	150	-	0	-	-	-	-	-	90
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	111	476	3	2	375	106	1	2	1	38	1	40

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	481	0	0	479	0	0	1153	1185	478	1080	1080	375
Stage 1	-	-	-	-	-	-	700	700	-	379	379	-
Stage 2	-	-	-	-	-	-	453	485	-	701	701	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1082	-	-	1083	-	-	174	189	587	196	218	671
Stage 1	-	-	-	-	-	-	430	441	-	643	615	-
Stage 2	-	-	-	-	-	-	586	552	-	429	441	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1082	-	-	1083	-	-	150	169	587	178	195	671
Mov Cap-2 Maneuver	-	-	-	-	-	-	150	169	-	285	301	-
Stage 1	-	-	-	-	-	-	386	396	-	577	614	-
Stage 2	-	-	-	-	-	-	549	551	-	382	396	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	1.6		0		23.6		15.1	
HCM LOS					C		C	

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	198	1082	-	-	1083	-	-	285	671
HCM Lane V/C Ratio	0.023	0.103	-	-	0.002	-	-	0.137	0.06
HCM Control Delay (s)	23.6	8.7	-	-	8.3	-	-	19.6	10.7
HCM Lane LOS	C	A	-	-	A	-	-	C	B
HCM 95th %tile Q(veh)	0.1	0.3	-	-	0	-	-	0.5	0.2

EXISTING AM  
17: S. Irby St. & Indigo Pointe

04/20/2022

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	TT		T	TT	TT	
Traffic Vol, veh/h	5	2	1	872	520	2
Future Vol, veh/h	5	2	1	872	520	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	2	1	948	565	2

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1042	284	567	0	-	0
Stage 1	566	-	-	-	-	-
Stage 2	476	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	225	713	1001	-	-	-
Stage 1	532	-	-	-	-	-
Stage 2	591	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	225	713	1001	-	-	-
Mov Cap-2 Maneuver	358	-	-	-	-	-
Stage 1	531	-	-	-	-	-
Stage 2	591	-	-	-	-	-

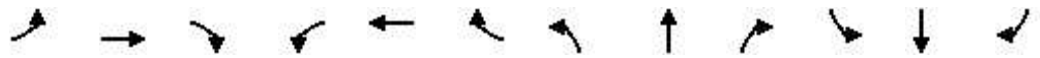
Approach	EB	NB	SB
HCM Control Delay, s	13.8	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1001	-	417	-	-
HCM Lane V/C Ratio	0.001	-	0.018	-	-
HCM Control Delay (s)	8.6	-	13.8	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

EXISTING PM

8: S. Irby Street & Cherokee Rd.

04/20/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↕		↖	↕		↖	↕	
Traffic Volume (veh/h)	47	265	268	132	289	46	206	528	64	35	870	107
Future Volume (veh/h)	47	265	268	132	289	46	206	528	64	35	870	107
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	49	276	279	138	301	48	215	550	67	36	906	111
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	248	340	415	213	919	145	347	1918	233	440	1503	184
Arrive On Green	0.18	0.18	0.18	0.07	0.30	0.30	0.08	0.60	0.60	0.47	0.47	0.47
Sat Flow, veh/h	1032	1870	1585	1781	3075	485	1781	3190	388	806	3187	390
Grp Volume(v), veh/h	49	276	279	138	173	176	215	306	311	36	505	512
Grp Sat Flow(s),veh/h/ln	1032	1870	1585	1781	1777	1783	1781	1777	1801	806	1777	1800
Q Serve(g_s), s	4.9	17.0	18.9	7.4	9.0	9.2	7.1	9.9	10.0	3.0	25.2	25.2
Cycle Q Clear(g_c), s	4.9	17.0	18.9	7.4	9.0	9.2	7.1	9.9	10.0	3.0	25.2	25.2
Prop In Lane	1.00		1.00	1.00		0.27	1.00		0.22	1.00		0.22
Lane Grp Cap(c), veh/h	248	340	415	213	531	533	347	1068	1083	440	838	849
V/C Ratio(X)	0.20	0.81	0.67	0.65	0.33	0.33	0.62	0.29	0.29	0.08	0.60	0.60
Avail Cap(c_a), veh/h	266	374	443	213	563	565	502	1068	1083	440	838	849
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.1	47.1	39.7	36.9	32.7	32.8	17.8	11.5	11.5	17.5	23.4	23.4
Incr Delay (d2), s/veh	0.4	11.7	3.7	6.6	0.4	0.4	1.8	0.7	0.7	0.4	3.2	3.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	9.0	7.8	3.6	4.0	4.1	3.0	4.0	4.1	0.6	11.1	11.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.5	58.8	43.4	43.5	33.0	33.1	19.6	12.2	12.2	17.9	26.6	26.6
LnGrp LOS	D	E	D	D	C	C	B	B	B	B	C	C
Approach Vol, veh/h		604			487			832			1053	
Approach Delay, s/veh		50.3			36.0			14.1			26.3	
Approach LOS		D			D			B			C	
Timer - Assigned Phs		2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s		78.2	14.0	27.8	15.5	62.6		41.8				
Change Period (Y+Rc), s		6.0	6.0	6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s		70.0	8.0	24.0	20.0	44.0		38.0				
Max Q Clear Time (g_c+I1), s		12.0	9.4	20.9	9.1	27.2		11.2				
Green Ext Time (p_c), s		4.4	0.0	0.9	0.4	6.6		2.1				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				29.4								
HCM 6th LOS				C								

EXISTING PM  
14: S. Coit St. & Cherokee Rd.

04/20/2022

Intersection												
Int Delay, s/veh	4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	45	484	3	3	507	92	10	0	4	92	0	145
Future Vol, veh/h	45	484	3	3	507	92	10	0	4	92	0	145
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	60	-	-	150	-	0	-	-	-	-	-	90
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	51	544	3	3	570	103	11	0	4	103	0	163

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	673	0	0	547	0	0	1357	1327	546	1226	1225	570
Stage 1	-	-	-	-	-	-	648	648	-	576	576	-
Stage 2	-	-	-	-	-	-	709	679	-	650	649	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	918	-	-	1022	-	-	126	155	538	155	179	521
Stage 1	-	-	-	-	-	-	459	466	-	503	502	-
Stage 2	-	-	-	-	-	-	425	451	-	458	466	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	918	-	-	1022	-	-	83	146	538	147	168	521
Mov Cap-2 Maneuver	-	-	-	-	-	-	83	146	-	272	289	-
Stage 1	-	-	-	-	-	-	433	440	-	475	500	-
Stage 2	-	-	-	-	-	-	291	450	-	429	440	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.8			0			43.5			19.3		
HCM LOS							E			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	109	918	-	-	1022	-	-	272	521
HCM Lane V/C Ratio	0.144	0.055	-	-	0.003	-	-	0.38	0.313
HCM Control Delay (s)	43.5	9.2	-	-	8.5	-	-	26.1	15
HCM Lane LOS	E	A	-	-	A	-	-	D	C
HCM 95th %tile Q(veh)	0.5	0.2	-	-	0	-	-	1.7	1.3

EXISTING PM  
19: S. Irby Street & Indigo Pointe

04/20/2022

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	2	2	794	1264	6
Future Vol, veh/h	4	2	2	794	1264	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	2	2	863	1374	7

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1814	691	1381	0	-	0
Stage 1	1378	-	-	-	-	-
Stage 2	436	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	70	387	492	-	-	-
Stage 1	199	-	-	-	-	-
Stage 2	619	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	70	387	492	-	-	-
Mov Cap-2 Maneuver	159	-	-	-	-	-
Stage 1	198	-	-	-	-	-
Stage 2	619	-	-	-	-	-

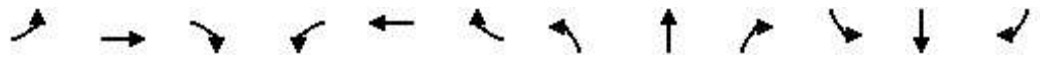
Approach	EB	NB	SB
HCM Control Delay, s	23.8	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	492	-	198	-	-
HCM Lane V/C Ratio	0.004	-	0.033	-	-
HCM Control Delay (s)	12.3	-	23.8	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

2024 NO BUILD AM

3: S. Irby St. & Cherokee Rd.

04/20/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	97	204	170	32	235	35	152	723	45	20	347	54
Future Volume (veh/h)	97	204	170	32	235	35	152	723	45	20	347	54
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	115	243	202	38	280	42	181	861	54	24	413	64
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	231	303	354	148	750	111	607	2235	140	391	1687	260
Arrive On Green	0.16	0.16	0.16	0.03	0.24	0.24	0.06	0.66	0.66	0.55	0.55	0.55
Sat Flow, veh/h	1058	1870	1585	1781	3104	460	1781	3396	213	610	3087	475
Grp Volume(v), veh/h	115	243	202	38	159	163	181	450	465	24	237	240
Grp Sat Flow(s),veh/h/ln	1058	1870	1585	1781	1777	1788	1781	1777	1832	610	1777	1785
Q Serve(g_s), s	12.3	15.0	13.6	2.1	8.9	9.1	5.1	13.9	13.9	2.2	8.4	8.5
Cycle Q Clear(g_c), s	12.3	15.0	13.6	2.1	8.9	9.1	5.1	13.9	13.9	2.8	8.4	8.5
Prop In Lane	1.00		1.00	1.00		0.26	1.00		0.12	1.00		0.27
Lane Grp Cap(c), veh/h	231	303	354	148	429	432	607	1170	1206	391	971	975
V/C Ratio(X)	0.50	0.80	0.57	0.26	0.37	0.38	0.30	0.39	0.39	0.06	0.24	0.25
Avail Cap(c_a), veh/h	351	514	534	199	681	685	764	1170	1206	391	971	975
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.3	48.5	41.4	39.7	37.9	38.0	10.0	9.4	9.4	13.1	14.2	14.3
Incr Delay (d2), s/veh	1.7	5.0	1.4	0.9	0.5	0.5	0.3	1.0	0.9	0.3	0.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	7.4	5.5	0.9	4.0	4.1	2.0	5.5	5.6	0.3	3.5	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.0	53.4	42.9	40.6	38.4	38.5	10.2	10.3	10.3	13.4	14.8	14.9
LnGrp LOS	D	D	D	D	D	D	B	B	B	B	B	B
Approach Vol, veh/h		560			360			1096			501	
Approach Delay, s/veh		48.7			38.7			10.3			14.8	
Approach LOS		D			D			B			B	
Timer - Assigned Phs		2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s		85.0	9.6	25.4	13.4	71.6		35.0				
Change Period (Y+Rc), s		6.0	6.0	6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s		62.0	7.0	33.0	18.0	38.0		46.0				
Max Q Clear Time (g_c+I1), s		15.9	4.1	17.0	7.1	10.5		11.1				
Green Ext Time (p_c), s		7.2	0.0	2.4	0.4	3.3		2.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			23.8									
HCM 6th LOS			C									

Intersection												
Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗	↖		↔			↖	↗
Traffic Vol, veh/h	102	435	3	2	342	97	1	2	1	35	1	37
Future Vol, veh/h	102	435	3	2	342	97	1	2	1	35	1	37
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	60	-	-	150	-	0	-	-	-	-	-	90
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	117	500	3	2	393	111	1	2	1	40	1	43

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	504	0	0	503	0	0	1211	1244	502	1134	1134	393
Stage 1	-	-	-	-	-	-	736	736	-	397	397	-
Stage 2	-	-	-	-	-	-	475	508	-	737	737	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1061	-	-	1061	-	-	159	174	569	180	203	656
Stage 1	-	-	-	-	-	-	411	425	-	629	603	-
Stage 2	-	-	-	-	-	-	570	539	-	410	425	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1061	-	-	1061	-	-	135	155	569	162	180	656
Mov Cap-2 Maneuver	-	-	-	-	-	-	135	155	-	269	286	-
Stage 1	-	-	-	-	-	-	366	378	-	560	602	-
Stage 2	-	-	-	-	-	-	531	538	-	362	378	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.7			0			25.4			15.8		
HCM LOS							D			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	181	1061	-	-	1061	-	-	269	656
HCM Lane V/C Ratio	0.025	0.111	-	-	0.002	-	-	0.154	0.065
HCM Control Delay (s)	25.4	8.8	-	-	8.4	-	-	20.8	10.9
HCM Lane LOS	D	A	-	-	A	-	-	C	B
HCM 95th %tile Q(veh)	0.1	0.4	-	-	0	-	-	0.5	0.2

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	2	1	915	547	2
Future Vol, veh/h	5	2	1	915	547	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	2	1	995	595	2

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1096	299	597	0	-	0
Stage 1	596	-	-	-	-	-
Stage 2	500	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	208	697	976	-	-	-
Stage 1	513	-	-	-	-	-
Stage 2	575	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	208	697	976	-	-	-
Mov Cap-2 Maneuver	342	-	-	-	-	-
Stage 1	512	-	-	-	-	-
Stage 2	575	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.2	0	0
HCM LOS	B		

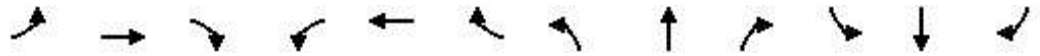
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	976	-	400	-	-
HCM Lane V/C Ratio	0.001	-	0.019	-	-
HCM Control Delay (s)	8.7	-	14.2	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-



2024 NO BUILD PM

8: S. Irby Street & Cherokee Rd.

04/20/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	49	280	281	139	304	48	216	554	67	37	914	112
Future Volume (veh/h)	49	280	281	139	304	48	216	554	67	37	914	112
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	51	292	293	145	317	50	225	577	70	39	952	117
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	251	351	431	210	938	146	332	1900	230	422	1471	181
Arrive On Green	0.19	0.19	0.19	0.07	0.30	0.30	0.08	0.60	0.60	0.46	0.46	0.46
Sat Flow, veh/h	1015	1870	1585	1781	3080	481	1781	3191	386	784	3185	391
Grp Volume(v), veh/h	51	292	293	145	181	186	225	321	326	39	531	538
Grp Sat Flow(s),veh/h/ln	1015	1870	1585	1781	1777	1784	1781	1777	1801	784	1777	1800
Q Serve(g_s), s	5.2	18.0	19.8	7.7	9.5	9.7	7.6	10.7	10.7	3.4	27.5	27.5
Cycle Q Clear(g_c), s	5.2	18.0	19.8	7.7	9.5	9.7	7.6	10.7	10.7	3.4	27.5	27.5
Prop In Lane	1.00		1.00	1.00		0.27	1.00		0.21	1.00		0.22
Lane Grp Cap(c), veh/h	251	351	431	210	541	543	332	1058	1072	422	820	831
V/C Ratio(X)	0.20	0.83	0.68	0.69	0.34	0.34	0.68	0.30	0.30	0.09	0.65	0.65
Avail Cap(c_a), veh/h	263	374	450	210	563	565	479	1058	1072	422	820	831
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.7	46.9	39.1	36.7	32.3	32.4	19.5	12.0	12.0	18.3	24.8	24.8
Incr Delay (d2), s/veh	0.4	14.0	3.9	9.2	0.4	0.4	2.4	0.7	0.7	0.4	3.9	3.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	9.7	8.2	3.9	4.2	4.3	3.2	4.4	4.4	0.7	12.3	12.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.1	60.9	43.0	45.9	32.7	32.8	21.9	12.7	12.7	18.7	28.7	28.7
LnGrp LOS	D	E	D	D	C	C	C	B	B	B	C	C
Approach Vol, veh/h		636			512			872			1108	
Approach Delay, s/veh		51.1			36.5			15.1			28.3	
Approach LOS		D			D			B			C	
Timer - Assigned Phs		2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s		77.5	14.0	28.5	16.0	61.4		42.5				
Change Period (Y+Rc), s		6.0	6.0	6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s		70.0	8.0	24.0	20.0	44.0		38.0				
Max Q Clear Time (g_c+I1), s		12.7	9.7	21.8	9.6	29.5		11.7				
Green Ext Time (p_c), s		4.6	0.0	0.7	0.5	6.4		2.2				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			30.6									
HCM 6th LOS			C									

Intersection												
Int Delay, s/veh	4.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	47	509	3	3	532	97	11	0	4	97	0	152
Future Vol, veh/h	47	509	3	3	532	97	11	0	4	97	0	152
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	60	-	-	150	-	0	-	-	-	-	-	90
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	53	572	3	3	598	109	12	0	4	109	0	171

Major/Minor	Major1		Major2		Minor1			Minor2				
Conflicting Flow All	707	0	0	575	0	0	1424	1393	574	1286	1285	598
Stage 1	-	-	-	-	-	-	680	680	-	604	604	-
Stage 2	-	-	-	-	-	-	744	713	-	682	681	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	891	-	-	998	-	-	113	142	518	141	165	502
Stage 1	-	-	-	-	-	-	441	451	-	485	488	-
Stage 2	-	-	-	-	-	-	407	435	-	440	450	-
Platoon blocked, %		-	-	-	-	-						
Mov Cap-1 Maneuver	891	-	-	998	-	-	71	133	518	133	155	502
Mov Cap-2 Maneuver	-	-	-	-	-	-	71	133	-	257	276	-
Stage 1	-	-	-	-	-	-	415	424	-	456	487	-
Stage 2	-	-	-	-	-	-	268	434	-	410	423	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	0	52.7	20.9
HCM LOS			F	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	92	891	-	-	998	-	-	257	502
HCM Lane V/C Ratio	0.183	0.059	-	-	0.003	-	-	0.424	0.34
HCM Control Delay (s)	52.7	9.3	-	-	8.6	-	-	28.9	15.8
HCM Lane LOS	F	A	-	-	A	-	-	D	C
HCM 95th %tile Q(veh)	0.6	0.2	-	-	0	-	-	2	1.5

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	2	2	833	1328	6
Future Vol, veh/h	4	2	2	833	1328	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	2	2	905	1443	7

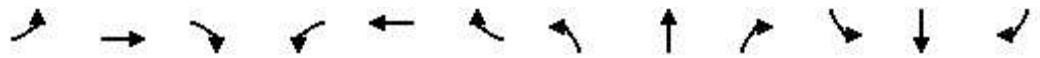
Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	1904	725	1450	0	0
Stage 1	1447	-	-	-	-
Stage 2	457	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-
Pot Cap-1 Maneuver	61	368	463	-	-
Stage 1	183	-	-	-	-
Stage 2	604	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	61	368	463	-	-
Mov Cap-2 Maneuver	146	-	-	-	-
Stage 1	182	-	-	-	-
Stage 2	604	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	25.4	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	463	-	183	-	-
HCM Lane V/C Ratio	0.005	-	0.036	-	-
HCM Control Delay (s)	12.8	-	25.4	-	-
HCM Lane LOS	B	-	D	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

2024 BUILD AM  
3: S. Irby St. & Cherokee Rd.

05/25/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↕		↖	↕		↖	↕	
Traffic Volume (veh/h)	106	207	113	32	236	35	152	725	46	20	348	55
Future Volume (veh/h)	106	207	113	32	236	35	152	725	46	20	348	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	126	246	135	38	281	42	181	863	55	24	414	65
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	231	303	355	148	751	111	605	2232	142	389	1682	262
Arrive On Green	0.16	0.16	0.16	0.03	0.24	0.24	0.06	0.66	0.66	0.55	0.55	0.55
Sat Flow, veh/h	1057	1870	1585	1781	3106	459	1781	3392	216	609	3080	480
Grp Volume(v), veh/h	126	246	135	38	159	164	181	452	466	24	238	241
Grp Sat Flow(s),veh/h/ln	1057	1870	1585	1781	1777	1788	1781	1777	1831	609	1777	1784
Q Serve(g_s), s	13.6	15.2	8.7	2.1	9.0	9.2	5.1	14.0	14.0	2.3	8.4	8.5
Cycle Q Clear(g_c), s	13.6	15.2	8.7	2.1	9.0	9.2	5.1	14.0	14.0	2.8	8.4	8.5
Prop In Lane	1.00		1.00	1.00		0.26	1.00		0.12	1.00		0.27
Lane Grp Cap(c), veh/h	231	303	355	148	430	433	605	1169	1205	389	970	974
V/C Ratio(X)	0.54	0.81	0.38	0.26	0.37	0.38	0.30	0.39	0.39	0.06	0.24	0.25
Avail Cap(c_a), veh/h	351	514	534	199	681	685	762	1169	1205	389	970	974
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.8	48.5	39.5	39.7	37.9	38.0	10.0	9.4	9.4	13.1	14.3	14.3
Incr Delay (d2), s/veh	2.0	5.2	0.7	0.9	0.5	0.5	0.3	1.0	0.9	0.3	0.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	7.5	3.5	0.9	4.0	4.1	2.0	5.5	5.6	0.3	3.5	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.8	53.7	40.2	40.6	38.4	38.5	10.3	10.4	10.3	13.4	14.9	14.9
LnGrp LOS	D	D	D	D	D	D	B	B	B	B	B	B
Approach Vol, veh/h		507			361			1099			503	
Approach Delay, s/veh		49.2			38.7			10.3			14.8	
Approach LOS		D			D			B			B	
Timer - Assigned Phs		2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s		85.0	9.6	25.4	13.4	71.5		35.0				
Change Period (Y+Rc), s		6.0	6.0	6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s		62.0	7.0	33.0	18.0	38.0		46.0				
Max Q Clear Time (g_c+I1), s		16.0	4.1	17.2	7.1	10.5		11.2				
Green Ext Time (p_c), s		7.3	0.0	2.2	0.4	3.3		2.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			23.4									
HCM 6th LOS			C									

Intersection												
Int Delay, s/veh	2.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗	↖		↔			↖	↗
Traffic Vol, veh/h	102	378	61	4	342	97	5	4	13	35	2	37
Future Vol, veh/h	102	378	61	4	342	97	5	4	13	35	2	37
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	60	-	-	150	-	0	-	-	-	-	-	90
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	117	434	70	5	393	111	6	5	15	40	2	43

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	504	0	0	504	0	0	1184	1217	469	1116	1141	393
Stage 1	-	-	-	-	-	-	703	703	-	403	403	-
Stage 2	-	-	-	-	-	-	481	514	-	713	738	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1061	-	-	1061	-	-	166	181	594	185	201	656
Stage 1	-	-	-	-	-	-	428	440	-	624	600	-
Stage 2	-	-	-	-	-	-	566	535	-	423	424	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1061	-	-	1061	-	-	141	160	594	161	178	656
Mov Cap-2 Maneuver	-	-	-	-	-	-	141	160	-	267	284	-
Stage 1	-	-	-	-	-	-	381	392	-	555	597	-
Stage 2	-	-	-	-	-	-	525	532	-	363	377	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.7			0.1			19.9			16		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	267	1061	-	-	1061	-	-	268	656
HCM Lane V/C Ratio	0.095	0.111	-	-	0.004	-	-	0.159	0.065
HCM Control Delay (s)	19.9	8.8	-	-	8.4	-	-	21	10.9
HCM Lane LOS	C	A	-	-	A	-	-	C	B
HCM 95th %tile Q(veh)	0.3	0.4	-	-	0	-	-	0.6	0.2

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	2	1	916	490	3
Future Vol, veh/h	7	2	1	916	490	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	2	1	996	533	3

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1035	268	536	0	-	0
Stage 1	535	-	-	-	-	-
Stage 2	500	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	228	730	1028	-	-	-
Stage 1	551	-	-	-	-	-
Stage 2	575	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	228	730	1028	-	-	-
Mov Cap-2 Maneuver	361	-	-	-	-	-
Stage 1	550	-	-	-	-	-
Stage 2	575	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.1	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1028	-	407	-	-
HCM Lane V/C Ratio	0.001	-	0.024	-	-
HCM Control Delay (s)	8.5	-	14.1	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	64	1	916	492	0
Future Vol, veh/h	1	64	1	916	492	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	150	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	70	1	996	535	0

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1035	268	535	0	-	0
Stage 1	535	-	-	-	-	-
Stage 2	500	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	228	730	1029	-	-	-
Stage 1	551	-	-	-	-	-
Stage 2	575	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	228	730	1029	-	-	-
Mov Cap-2 Maneuver	361	-	-	-	-	-
Stage 1	550	-	-	-	-	-
Stage 2	575	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1029	-	719	-	-
HCM Lane V/C Ratio	0.001	-	0.098	-	-
HCM Control Delay (s)	8.5	-	10.6	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

Intersection						
Int Delay, s/veh	1.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	11	3	0	9	59	3
Future Vol, veh/h	11	3	0	9	59	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	3	0	10	64	3

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	76	66	67	0	0
Stage 1	66	-	-	-	-
Stage 2	10	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	927	998	1535	-	-
Stage 1	957	-	-	-	-
Stage 2	1013	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	927	998	1535	-	-
Mov Cap-2 Maneuver	927	-	-	-	-
Stage 1	957	-	-	-	-
Stage 2	1013	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.9	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1535	-	941	-	-
HCM Lane V/C Ratio	-	-	0.016	-	-
HCM Control Delay (s)	0	-	8.9	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

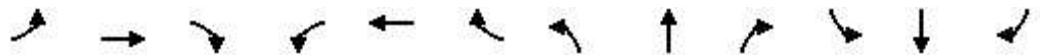


Intersection						
Int Delay, s/veh	1.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	9	5	1	0	60	2
Future Vol, veh/h	9	5	1	0	60	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	5	1	0	65	2

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	68	66	67	0	0
Stage 1	66	-	-	-	-
Stage 2	2	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	937	998	1535	-	-
Stage 1	957	-	-	-	-
Stage 2	1021	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	936	998	1535	-	-
Mov Cap-2 Maneuver	936	-	-	-	-
Stage 1	956	-	-	-	-
Stage 2	1021	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.8	7.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1535	-	957	-	-
HCM Lane V/C Ratio	0.001	-	0.016	-	-
HCM Control Delay (s)	7.3	0	8.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	281	187	140	306	48	216	555	68	37	920	117
Future Volume (veh/h)	53	281	187	140	306	48	216	555	68	37	920	117
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	55	293	195	146	319	50	225	578	71	39	958	122
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	240	332	412	201	907	141	335	1930	237	430	1501	191
Arrive On Green	0.18	0.18	0.18	0.07	0.29	0.29	0.08	0.61	0.61	0.47	0.47	0.47
Sat Flow, veh/h	1013	1870	1585	1781	3083	478	1781	3186	391	782	3171	404
Grp Volume(v), veh/h	55	293	195	146	182	187	225	322	327	39	537	543
Grp Sat Flow(s),veh/h/ln	1013	1870	1585	1781	1777	1784	1781	1777	1800	782	1777	1798
Q Serve(g_s), s	5.7	18.3	12.5	7.9	9.7	9.9	7.4	10.5	10.5	3.3	27.3	27.4
Cycle Q Clear(g_c), s	5.7	18.3	12.5	7.9	9.7	9.9	7.4	10.5	10.5	3.3	27.3	27.4
Prop In Lane	1.00		1.00	1.00		0.27	1.00		0.22	1.00		0.22
Lane Grp Cap(c), veh/h	240	332	412	201	523	525	335	1076	1090	430	841	851
V/C Ratio(X)	0.23	0.88	0.47	0.73	0.35	0.36	0.67	0.30	0.30	0.09	0.64	0.64
Avail Cap(c_a), veh/h	263	374	447	201	563	565	485	1076	1090	430	841	851
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.9	48.1	37.5	37.7	33.3	33.4	18.9	11.4	11.4	17.5	23.8	23.8
Incr Delay (d2), s/veh	0.5	19.6	0.8	12.2	0.4	0.4	2.3	0.7	0.7	0.4	3.7	3.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	10.3	4.9	4.1	4.3	4.4	3.1	4.2	4.3	0.7	12.1	12.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.4	67.7	38.3	50.0	33.7	33.8	21.2	12.1	12.1	17.9	27.5	27.5
LnGrp LOS	D	E	D	D	C	C	C	B	B	B	C	C
Approach Vol, veh/h		543			515			874			1119	
Approach Delay, s/veh		54.7			38.3			14.4			27.2	
Approach LOS		D			D			B			C	
Timer - Assigned Phs		2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s		78.7	14.0	27.3	15.9	62.8		41.3				
Change Period (Y+Rc), s		6.0	6.0	6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s		70.0	8.0	24.0	20.0	44.0		38.0				
Max Q Clear Time (g_c+I1), s		12.5	9.9	20.3	9.4	29.4		11.9				
Green Ext Time (p_c), s		4.7	0.0	1.0	0.5	6.5		2.2				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			30.3									
HCM 6th LOS			C									

Intersection												
Int Delay, s/veh	4.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗	↖		↔			↖	↗
Traffic Vol, veh/h	47	415	101	10	532	97	13	1	9	97	2	152
Future Vol, veh/h	47	415	101	10	532	97	13	1	9	97	2	152
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	60	-	-	150	-	0	-	-	-	-	-	90
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	53	466	113	11	598	109	15	1	10	109	2	171

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	707	0	0	579	0	0	1390	1358	523	1254	1305	598
Stage 1	-	-	-	-	-	-	629	629	-	620	620	-
Stage 2	-	-	-	-	-	-	761	729	-	634	685	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	891	-	-	995	-	-	120	149	554	149	160	502
Stage 1	-	-	-	-	-	-	470	475	-	476	480	-
Stage 2	-	-	-	-	-	-	398	428	-	467	448	-
Platoon blocked, %		-	-	-	-	-						
Mov Cap-1 Maneuver	891	-	-	995	-	-	75	139	554	138	149	502
Mov Cap-2 Maneuver	-	-	-	-	-	-	75	139	-	261	269	-
Stage 1	-	-	-	-	-	-	442	447	-	448	475	-
Stage 2	-	-	-	-	-	-	258	423	-	430	422	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.8			0.1			44.3			20.9		
HCM LOS							E			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	117	891	-	-	995	-	-	261	502
HCM Lane V/C Ratio	0.221	0.059	-	-	0.011	-	-	0.426	0.34
HCM Control Delay (s)	44.3	9.3	-	-	8.7	-	-	28.7	15.8
HCM Lane LOS	E	A	-	-	A	-	-	D	C
HCM 95th %tile Q(veh)	0.8	0.2	-	-	0	-	-	2	1.5

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔		↔	↑↑	↑↑	
Traffic Vol, veh/h	5	2	2	834	1234	13
Future Vol, veh/h	5	2	2	834	1234	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	2	2	907	1341	14

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1806	678	1355	0	-	0
Stage 1	1348	-	-	-	-	-
Stage 2	458	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	70	395	504	-	-	-
Stage 1	207	-	-	-	-	-
Stage 2	604	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	70	395	504	-	-	-
Mov Cap-2 Maneuver	163	-	-	-	-	-
Stage 1	206	-	-	-	-	-
Stage 2	604	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	24.1	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	504	-	196	-	-
HCM Lane V/C Ratio	0.004	-	0.039	-	-
HCM Control Delay (s)	12.2	-	24.1	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	97	7	835	1236	0
Future Vol, veh/h	1	97	7	835	1236	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	150	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	105	8	908	1343	0

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1813	672	1343	0	-	0
Stage 1	1343	-	-	-	-	-
Stage 2	470	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	70	398	509	-	-	-
Stage 1	208	-	-	-	-	-
Stage 2	595	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	69	398	509	-	-	-
Mov Cap-2 Maneuver	162	-	-	-	-	-
Stage 1	205	-	-	-	-	-
Stage 2	595	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	17.6	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	509	-	392	-	-
HCM Lane V/C Ratio	0.015	-	0.272	-	-
HCM Control Delay (s)	12.2	-	17.6	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0	-	1.1	-	-

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	2	2	4	102	12
Future Vol, veh/h	5	2	2	4	102	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	2	2	4	111	13

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	126	118	124	0	0
Stage 1	118	-	-	-	-
Stage 2	8	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	869	934	1463	-	-
Stage 1	907	-	-	-	-
Stage 2	1015	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	868	934	1463	-	-
Mov Cap-2 Maneuver	868	-	-	-	-
Stage 1	906	-	-	-	-
Stage 2	1015	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.1	2.5	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1463	-	886	-	-
HCM Lane V/C Ratio	0.001	-	0.009	-	-
HCM Control Delay (s)	7.5	0	9.1	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	2	5	2	96	8
Future Vol, veh/h	4	2	5	2	96	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	2	5	2	104	9

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	121	109	113	0	0
Stage 1	109	-	-	-	-
Stage 2	12	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	874	945	1476	-	-
Stage 1	916	-	-	-	-
Stage 2	1011	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	871	945	1476	-	-
Mov Cap-2 Maneuver	871	-	-	-	-
Stage 1	913	-	-	-	-
Stage 2	1011	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.1	5.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1476	-	894	-	-
HCM Lane V/C Ratio	0.004	-	0.007	-	-
HCM Control Delay (s)	7.4	0	9.1	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

BUILD AM INTERIM SCENARIO

3: S. Irby St. & Cherokee Rd.

05/25/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	97	204	172	33	235	35	158	734	49	20	349	54
Future Volume (veh/h)	97	204	172	33	235	35	158	734	49	20	349	54
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	115	243	205	39	280	42	188	874	58	24	415	64
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	231	303	358	149	752	111	607	2225	148	383	1680	257
Arrive On Green	0.16	0.16	0.16	0.03	0.24	0.24	0.06	0.66	0.66	0.54	0.54	0.54
Sat Flow, veh/h	1058	1870	1585	1781	3104	460	1781	3382	224	601	3089	473
Grp Volume(v), veh/h	115	243	205	39	159	163	188	459	473	24	238	241
Grp Sat Flow(s),veh/h/ln	1058	1870	1585	1781	1777	1788	1781	1777	1830	601	1777	1785
Q Serve(g_s), s	12.3	15.0	13.8	2.1	8.9	9.1	5.3	14.3	14.3	2.3	8.4	8.6
Cycle Q Clear(g_c), s	12.3	15.0	13.8	2.1	8.9	9.1	5.3	14.3	14.3	2.9	8.4	8.6
Prop In Lane	1.00		1.00	1.00		0.26	1.00		0.12	1.00		0.27
Lane Grp Cap(c), veh/h	231	303	358	149	430	433	607	1169	1204	383	966	971
V/C Ratio(X)	0.50	0.80	0.57	0.26	0.37	0.38	0.31	0.39	0.39	0.06	0.25	0.25
Avail Cap(c_a), veh/h	351	514	537	198	681	685	760	1169	1204	383	966	971
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.3	48.4	41.3	39.7	37.8	37.9	10.0	9.5	9.5	13.3	14.4	14.4
Incr Delay (d2), s/veh	1.7	4.9	1.4	0.9	0.5	0.5	0.3	1.0	1.0	0.3	0.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	7.4	5.5	1.0	4.0	4.1	2.1	5.6	5.7	0.3	3.5	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.9	53.4	42.8	40.6	38.4	38.5	10.3	10.5	10.4	13.6	15.0	15.0
LnGrp LOS	D	D	D	D	D	D	B	B	B	B	B	B
Approach Vol, veh/h		563			361			1120			503	
Approach Delay, s/veh		48.6			38.6			10.4			15.0	
Approach LOS		D			D			B			B	
Timer - Assigned Phs		2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s		84.9	9.6	25.4	13.7	71.3		35.1				
Change Period (Y+Rc), s		6.0	6.0	6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s		62.0	7.0	33.0	18.0	38.0		46.0				
Max Q Clear Time (g_c+I1), s		16.3	4.1	17.0	7.3	10.6		11.1				
Green Ext Time (p_c), s		7.4	0.0	2.4	0.4	3.3		2.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay											23.8	
HCM 6th LOS											C	



**BUILD AM INTERIM SCENARIO**  
**11: S. Coit St. & Cherokee Rd.**

05/25/2022

Intersection												
Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	102	436	3	2	346	99	1	2	1	36	1	37
Future Vol, veh/h	102	436	3	2	346	99	1	2	1	36	1	37
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	60	-	-	150	-	0	-	-	-	-	-	90
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	117	501	3	2	398	114	1	2	1	41	1	43

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	512	0	0	504	0	0	1218	1253	503	1140	1140	398
Stage 1	-	-	-	-	-	-	737	737	-	402	402	-
Stage 2	-	-	-	-	-	-	481	516	-	738	738	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1053	-	-	1061	-	-	157	172	569	178	201	652
Stage 1	-	-	-	-	-	-	410	425	-	625	600	-
Stage 2	-	-	-	-	-	-	566	534	-	410	424	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1053	-	-	1061	-	-	134	153	569	161	178	652
Mov Cap-2 Maneuver	-	-	-	-	-	-	134	153	-	267	285	-
Stage 1	-	-	-	-	-	-	364	378	-	556	599	-
Stage 2	-	-	-	-	-	-	527	533	-	361	377	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.7			0			25.6			16		
HCM LOS							D			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	179	1053	-	-	1061	-	-	267	652
HCM Lane V/C Ratio	0.026	0.111	-	-	0.002	-	-	0.159	0.065
HCM Control Delay (s)	25.6	8.8	-	-	8.4	-	-	21	10.9
HCM Lane LOS	D	A	-	-	A	-	-	C	B
HCM 95th %tile Q(veh)	0.1	0.4	-	-	0	-	-	0.6	0.2

**BUILD AM INTERIM SCENARIO**  
**26: S. Irby St. & Indigo Pointe**

05/25/2022

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W		W	↑↑	↑↑	
Traffic Vol, veh/h	16	2	1	925	549	5
Future Vol, veh/h	16	2	1	925	549	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	2	1	1005	597	5

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1105	301	602	0	-	0
Stage 1	600	-	-	-	-	-
Stage 2	505	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	205	695	971	-	-	-
Stage 1	511	-	-	-	-	-
Stage 2	571	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	205	695	971	-	-	-
Mov Cap-2 Maneuver	339	-	-	-	-	-
Stage 1	510	-	-	-	-	-
Stage 2	571	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.6	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	971	-	359	-	-
HCM Lane V/C Ratio	0.001	-	0.054	-	-
HCM Control Delay (s)	8.7	-	15.6	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

**BUILD AM INTERIM SCENARIO**  
**6: S. Irby St. & Creekview Dr.**

05/25/2022

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	7	1	916	549	2
Future Vol, veh/h	10	7	1	916	549	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	150	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	8	1	996	597	2

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	1098	300	599	0	0
Stage 1	598	-	-	-	-
Stage 2	500	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-
Pot Cap-1 Maneuver	207	696	974	-	-
Stage 1	512	-	-	-	-
Stage 2	575	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	207	696	974	-	-
Mov Cap-2 Maneuver	341	-	-	-	-
Stage 1	511	-	-	-	-
Stage 2	575	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.7	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	974	-	432	-	-
HCM Lane V/C Ratio	0.001	-	0.043	-	-
HCM Control Delay (s)	8.7	-	13.7	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

**BUILD AM INTERIM SCENARIO**  
**Creekview Dr. & Northern Access**

05/25/2022

Intersection						
Int Delay, s/veh	5.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	7	1	5	1	2
Future Vol, veh/h	6	7	1	5	1	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	8	1	5	1	2




Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	9	2	3	0	-	0
Stage 1	2	-	-	-	-	-
Stage 2	7	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	1011	1082	1619	-	-	-
Stage 1	1021	-	-	-	-	-
Stage 2	1016	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	1010	1082	1619	-	-	-
Mov Cap-2 Maneuver	1010	-	-	-	-	-
Stage 1	1020	-	-	-	-	-
Stage 2	1016	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.5	1.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1619	-	1048	-	-
HCM Lane V/C Ratio	0.001	-	0.013	-	-
HCM Control Delay (s)	7.2	0	8.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

**BUILD AM INTERIM SCENARIO**  
**Creekview Dr. & Southern Access**

05/25/2022

Intersection						
Int Delay, s/veh	5.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	10	2	1	7	1
Future Vol, veh/h	5	10	2	1	7	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	11	2	1	8	1

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	14	9	9	0	-	0
Stage 1	9	-	-	-	-	-
Stage 2	5	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	1005	1073	1611	-	-	-
Stage 1	1014	-	-	-	-	-
Stage 2	1018	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	1004	1073	1611	-	-	-
Mov Cap-2 Maneuver	1004	-	-	-	-	-
Stage 1	1013	-	-	-	-	-
Stage 2	1018	-	-	-	-	-

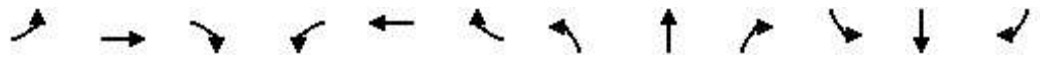
Approach	EB	NB	SB
HCM Control Delay, s	8.5	4.8	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1611	-	1049	-	-
HCM Lane V/C Ratio	0.001	-	0.016	-	-
HCM Control Delay (s)	7.2	0	8.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

BUILD PM INTERIM SCENARIO

8: S. Irby Street & Cherokee Rd.

05/25/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	49	280	287	143	304	48	219	559	69	37	925	112
Future Volume (veh/h)	49	280	287	143	304	48	219	559	69	37	925	112
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	51	292	299	149	317	50	228	582	72	39	964	117
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	253	356	436	212	945	148	328	1888	233	417	1461	177
Arrive On Green	0.19	0.19	0.19	0.07	0.31	0.31	0.09	0.59	0.59	0.46	0.46	0.46
Sat Flow, veh/h	1015	1870	1585	1781	3080	481	1781	3184	393	779	3190	387
Grp Volume(v), veh/h	51	292	299	149	181	186	228	324	330	39	537	544
Grp Sat Flow(s),veh/h/ln	1015	1870	1585	1781	1777	1784	1781	1777	1800	779	1777	1801
Q Serve(g_s), s	5.1	18.0	20.2	8.0	9.5	9.7	7.8	10.9	11.0	3.4	28.2	28.2
Cycle Q Clear(g_c), s	5.1	18.0	20.2	8.0	9.5	9.7	7.8	10.9	11.0	3.4	28.2	28.2
Prop In Lane	1.00		1.00	1.00		0.27	1.00		0.22	1.00		0.21
Lane Grp Cap(c), veh/h	253	356	436	212	545	547	328	1054	1067	417	814	825
V/C Ratio(X)	0.20	0.82	0.69	0.70	0.33	0.34	0.69	0.31	0.31	0.09	0.66	0.66
Avail Cap(c_a), veh/h	263	374	452	212	563	565	473	1054	1067	417	814	825
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.4	46.6	38.8	36.6	32.1	32.2	20.1	12.2	12.2	18.6	25.3	25.3
Incr Delay (d2), s/veh	0.4	13.1	4.1	9.9	0.4	0.4	2.7	0.8	0.8	0.4	4.2	4.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	9.6	8.3	4.0	4.1	4.2	3.3	4.5	4.5	0.7	12.6	12.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.8	59.7	42.9	46.5	32.5	32.5	22.7	12.9	12.9	19.0	29.4	29.4
LnGrp LOS	D	E	D	D	C	C	C	B	B	B	C	C
Approach Vol, veh/h		642			516			882			1120	
Approach Delay, s/veh		50.5			36.5			15.4			29.0	
Approach LOS		D			D			B			C	
Timer - Assigned Phs		2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s		77.2	14.0	28.8	16.2	61.0		42.8				
Change Period (Y+Rc), s		6.0	6.0	6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s		70.0	8.0	24.0	20.0	44.0		38.0				
Max Q Clear Time (g_c+I1), s		13.0	10.0	22.2	9.8	30.2		11.7				
Green Ext Time (p_c), s		4.7	0.0	0.6	0.5	6.3		2.2				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay											30.8	
HCM 6th LOS											C	

**BUILD PM INTERIM SCENARIO**  
**14: S. Coit St. & Cherokee Rd.**

05/25/2022

Intersection												
Int Delay, s/veh	4.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	47	513	3	3	534	98	11	0	4	99	0	152
Future Vol, veh/h	47	513	3	3	534	98	11	0	4	99	0	152
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	60	-	-	150	-	0	-	-	-	-	-	90
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	53	576	3	3	600	110	12	0	4	111	0	171

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	710	0	0	579	0	0	1431	1400	578	1292	1291	600
Stage 1	-	-	-	-	-	-	684	684	-	606	606	-
Stage 2	-	-	-	-	-	-	747	716	-	686	685	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	889	-	-	995	-	-	112	140	516	140	163	501
Stage 1	-	-	-	-	-	-	439	449	-	484	487	-
Stage 2	-	-	-	-	-	-	405	434	-	438	448	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	889	-	-	995	-	-	70	131	516	132	153	501
Mov Cap-2 Maneuver	-	-	-	-	-	-	70	131	-	256	274	-
Stage 1	-	-	-	-	-	-	413	422	-	455	486	-
Stage 2	-	-	-	-	-	-	266	433	-	408	421	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.8			0			53.3			21.2		
HCM LOS							F			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	91	889	-	-	995	-	-	256	501
HCM Lane V/C Ratio	0.185	0.059	-	-	0.003	-	-	0.435	0.341
HCM Control Delay (s)	53.3	9.3	-	-	8.6	-	-	29.4	15.9
HCM Lane LOS	F	A	-	-	A	-	-	D	C
HCM 95th %tile Q(veh)	0.6	0.2	-	-	0	-	-	2.1	1.5

**BUILD PM INTERIM SCENARIO**  
**28: S. Irby Street & Indigo Pointe**

05/25/2022

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	9	2	2	838	1337	18
Future Vol, veh/h	9	2	2	838	1337	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	2	2	911	1453	20

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1923	737	1473	0	-	0
Stage 1	1463	-	-	-	-	-
Stage 2	460	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	59	361	454	-	-	-
Stage 1	179	-	-	-	-	-
Stage 2	602	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	59	361	454	-	-	-
Mov Cap-2 Maneuver	143	-	-	-	-	-
Stage 1	178	-	-	-	-	-
Stage 2	602	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	29.1	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	454	-	161	-	-
HCM Lane V/C Ratio	0.005	-	0.074	-	-
HCM Control Delay (s)	13	-	29.1	-	-
HCM Lane LOS	B	-	D	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-



**BUILD PM INTERIM SCENARIO**  
**18: S. Irby Street & Creekview Dr.**

05/25/2022

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	3	6	835	1330	9
Future Vol, veh/h	5	3	6	835	1330	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	150	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	3	7	908	1446	10

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1919	728	1456	0	-	0
Stage 1	1451	-	-	-	-	-
Stage 2	468	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	59	366	461	-	-	-
Stage 1	182	-	-	-	-	-
Stage 2	597	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	58	366	461	-	-	-
Mov Cap-2 Maneuver	143	-	-	-	-	-
Stage 1	179	-	-	-	-	-
Stage 2	597	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	25.4	0.1	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	461	-	185	-	-
HCM Lane V/C Ratio	0.014	-	0.047	-	-
HCM Control Delay (s)	12.9	-	25.4	-	-
HCM Lane LOS	B	-	D	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

**BUILD PM INTERIM SCENARIO**  
**Creekview Dr. & Northern Access**

05/25/2022

Intersection						
Int Delay, s/veh	3.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	3	4	6	2	5	7
Future Vol, veh/h	3	4	6	2	5	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	4	7	2	5	8

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	25	9	13	0	0
Stage 1	9	-	-	-	-
Stage 2	16	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	991	1073	1606	-	-
Stage 1	1014	-	-	-	-
Stage 2	1007	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	987	1073	1606	-	-
Mov Cap-2 Maneuver	987	-	-	-	-
Stage 1	1010	-	-	-	-
Stage 2	1007	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.5	5.4	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1606	-	1034	-	-
HCM Lane V/C Ratio	0.004	-	0.007	-	-
HCM Control Delay (s)	7.3	0	8.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

**BUILD PM INTERIM SCENARIO**  
**Creekview Dr. & Southern Access**

05/25/2022

Intersection						
Int Delay, s/veh	3.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	2	4	9	6	4	5
Future Vol, veh/h	2	4	9	6	4	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	4	10	7	4	5

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	34	7	9	0	-	0
Stage 1	7	-	-	-	-	-
Stage 2	27	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	979	1075	1611	-	-	-
Stage 1	1016	-	-	-	-	-
Stage 2	996	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	973	1075	1611	-	-	-
Mov Cap-2 Maneuver	973	-	-	-	-	-
Stage 1	1010	-	-	-	-	-
Stage 2	996	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.5	4.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1611	-	1039	-	-
HCM Lane V/C Ratio	0.006	-	0.006	-	-
HCM Control Delay (s)	7.2	0	8.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

**POTENTIAL FUTURE DEVELOPMENT  
TRIP GENERATION**

## **TRIP GENERATION SUMMARY<sup>1</sup>** ***POTENTIAL FUTURE DEVELOPMENT***

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<b>Time Period</b>	<b>Multi-Family Residential 110 Units<sup>2</sup> (a)</b>	<b>100,000 SF General Office<sup>3</sup> (b)</b>	<b>Total Trips (a+b)</b>
<b>Weekday Daily</b>	791	1,061	<b>1,852</b>
<b>AM Peak-Hour</b>			
Enter	12	103	<b>115</b>
<u>Exit</u>	<u>40</u>	<u>17</u>	<u><b>57</b></u>
Total	52	120	<b>172</b>
<b>PM Peak-Hour</b>			
Enter	40	18	<b>58</b>
<u>Exit</u>	<u>24</u>	<u>96</u>	<u><b>120</b></u>
Total	64	114	<b>178</b>

<sup>1</sup>ITE Trip Generation Manual, Tenth Edition.

<sup>2</sup>ITE Trip Generation Manual - LUC 220 - Multi-Family Housing Low Rise.

<sup>3</sup>ITE Trip Generation Manual - LUC 710 - General Office.

Note: This table is provided for information only.