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# **North Central Senior Housing Town of Prescott Valley, Arizona**

## **Draft Traffic Report**

**12/5/2023**

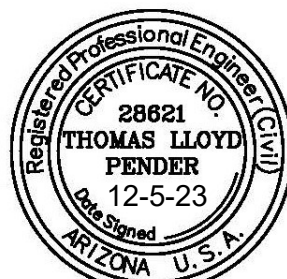
**Prepared for**

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EXPIRES 12/31/2024

**Tom L. Pender, P.E.**

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## **1.0 EXECUTIVE SUMMARY**

### **1.1 Introduction**

The North Central Senior Housing (NCSH) development is located at the extreme eastern terminus of E. University Drive in the Town of Prescott Valley, Arizona. **Figure 1** depicts a location map for the proposed development. The predominate use of this project is best described, broadly, as a senior housing development. The senior housing components of the proposed development consist of 199 total beds for assisted living residents, 83 senior housing single family homes, and eleven (11) multi-family senior housing units. The site currently contains the Northcentral University. The existing building will be reutilized. Full build out of the site is anticipated to be three (3) years from approvals. Access for the development is proposed via both E. University Drive and the extension of N. Mendecino Drive to the western terminus of E. University Drive.

In accordance with Arizona Department of Transportation (ADOT) Policy Guides and Procedures (PGP) this study examines the morning and afternoon peak hour traffic conditions at the surrounding intersections with and without the proposed development. At the request of Town of Prescott Valley staff, a midday peak period was also evaluated. The off-site study area intersections were based upon direction from the Town of Prescott Valley. The following off-site intersections are included in the study:

- E. Superstition Drive at N. Navajo Drive
- E. Lakeshore Drive at N. Navajo Drive
- N. Navajo Drive at SR 69
- N. Mendecino Drive at SR 69.

In May 2023, a slightly less dense project senior housing project was proposed. A traffic assessment was prepared that primarily addressed the cut-thru potential of site generated traffic intruding into the Prescott Valley Unit 20 existing residential development (north of the site). This traffic impact study expands that initial traffic assessment by increasing off-site study area intersections and accounts for the proposed extension of N. Mendecino Drive.

### **1.2 Report Purpose and Objectives**

Pender Engineering has been retained by Richard Whitney/Platinum Realty Services, LLC to perform a traffic impact analysis for the proposed development.

The primary objective of this study is to evaluate the off-site study area intersections to determine if any capacity related improvements are needed to accommodate total traffic volumes at buildout of the proposed development. In addition, this study also addresses the redistribution of existing traffic volumes on the study area roadway network due to the proposed extension of N. Mendecino Drive.

Buildout assumes sale, construction, and full occupancy of the proposed development in order that the traffic impact is the maximum that can be expected.



### **1.3 Principal Conclusions and Recommendations**

At buildout, NCSH is expected to generate 1,316 daily trip-ends of which 75 are forecasted to occur in the AM peak hour and 113 during the PM peak hour.

The results of this study indicate that all off-site intersections are forecasted to operate at acceptable service levels at buildout of the project (except for N. Mendecino Drive at SR 69A).

The single lane southbound approach on N. Mendecino at SR 69 currently operates over capacity during the AM peak hour. Adding an additional lane to separate left turns from right turns only marginally improves existing conditions. In order to provide capacity for exiting traffic from both NCSH and Prescott Valley Unit 20, traffic signal control would need to be employed. It is not believed that forecasted volumes at build out of NCSH would satisfy MUTCD warrants for signalization.

It should be noted however, that field review at N. Mendecino / SR 69 (along with confirmation from ADOT staff) indicate that subsurface preparation has already been made to accommodate a future traffic signal at this intersection. As development continues, along the extended portion of N. Mendecino, a traffic signal will likely be the appropriate form of traffic control at the SR 69 intersection. Site generated traffic assignment and redistribution of existing traffic due to the N. Mendecino Drive extension was unconstrained in view of a future traffic signal at SR 69 at N. Mendecino Drive.

In view of a future signalized intersection, we recommend that an additional lane be added southbound on N. Mendecino Drive approaching SR 69. Storage length for this additional lane depends upon the extent of future development along the extension of N. Mendecino Drive.

## **2.0 DEVELOPMENT**

### **2.1 Site Location**

The North Central Senior Housing project is located at the extreme eastern terminus of E. University Drive in the Town of Prescott Valley, Arizona. The project location is shown in **Figure 1**.

### **2.2 Site Plan, Site Access, and Circulation**

The site plan is shown in **Figure 2**. Buildout assumes full (100%) construction, sale, and occupancy of each component of the proposed NCSH development making the traffic impacts the maximum that can be reasonably assumed.

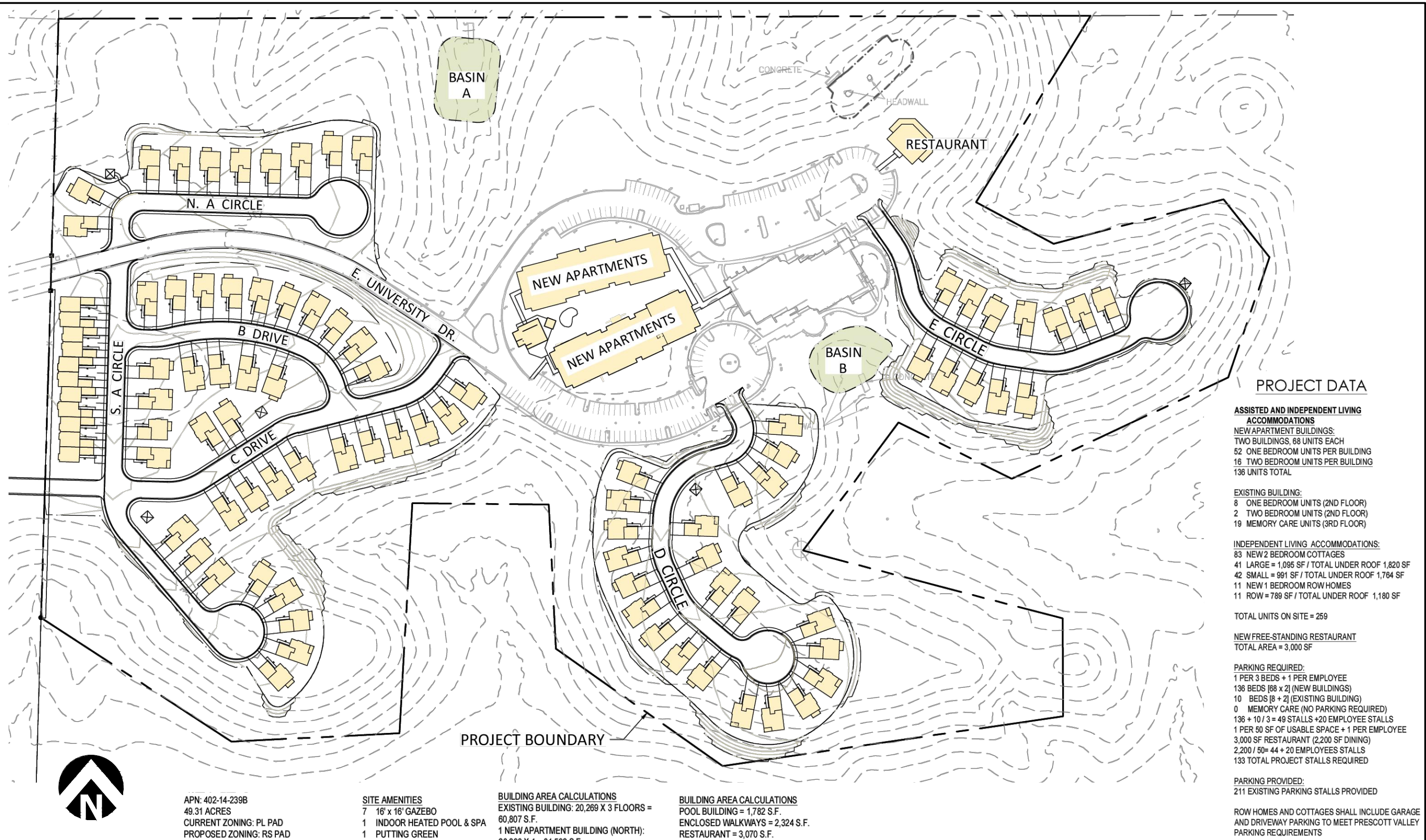
Site access is provided solely via E. University Drive. At the current western terminus of E. University Drive, all existing traffic must use N. Sheridan Lane to access E. Superstition Drive; however, the developer proposes to extend N. Mendecino Drive northwards from its current northern terminus (at Florentine Road) to align with the existing southern terminus of N. Sheridan Lane at E. University Drive.

As a result, the circulation patterns of existing traffic on the off-site study area network would likely change for neighboring land uses as a result of the proposed extension of N. Mendecino Drive.





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PROJECT DATA

**ASSISTED AND INDEPENDENT LIVING ACCOMMODATIONS**  
NEW APARTMENT BUILDINGS:  
TWO BUILDINGS, 68 UNITS EACH  
52 ONE BEDROOM UNITS PER BUILDING  
16 TWO BEDROOM UNITS PER BUILDING  
136 UNITS TOTAL

EXISTING BUILDING:  
8 ONE BEDROOM UNITS (2ND FLOOR)  
2 TWO BEDROOM UNITS (2ND FLOOR)  
19 MEMORY CARE UNITS (3RD FLOOR)

INDEPENDENT LIVING ACCOMMODATIONS:  
83 NEW 2 BEDROOM COTTAGES  
41 LARGE = 1,095 SF / TOTAL UNDER ROOF 1,820 SF  
42 SMALL = 991 SF / TOTAL UNDER ROOF 1,764 SF  
11 NEW 1 BEDROOM ROW HOMES  
11 ROW = 789 SF / TOTAL UNDER ROOF 1,180 SF

TOTAL UNITS ON SITE = 259

NEW FREE-STANDING RESTAURANT  
TOTAL AREA = 3,000 SF

PARKING REQUIRED:  
1 PER 3 BEDS + 1 PER EMPLOYEE  
136 BEDS [68 x 2] (NEW BUILDINGS)  
10 BEDS [8 x 2] (EXISTING BUILDING)  
0 MEMORY CARE (NO PARKING REQUIRED)  
136 + 10 / 3 = 49 STALLS + 20 EMPLOYEE STALLS  
1 PER 50 SF OF USABLE SPACE + 1 PER EMPLOYEE  
3,000 SF RESTAURANT (2,200 SF DINING)  
2,200 / 50 = 44 + 20 EMPLOYEES STALLS  
133 TOTAL PROJECT STALLS REQUIRED

PARKING PROVIDED:  
211 EXISTING PARKING STALLS PROVIDED

ROW HOMES AND COTTAGES SHALL INCLUDE GARAGE AND DRIVEWAY PARKING TO MEET PRESCOTT VALLEY PARKING REQUIREMENTS

APN: 402-14-239B  
49.31 ACRES  
CURRENT ZONING: PL PAD  
PROPOSED ZONING: RS PAD  
OPEN SPACE: 85% (INCLUDES EVERYTHING EXCEPT BUILDING AND ASPHALT)

EXISTING BUILDING HEIGHT: 58'-8"  
NEW PROPOSED BUILDING HEIGHT: 35'-0"

**SITE AMENITIES**  
7 16' x 16' GAZEBO  
1 INDOOR HEATED POOL & SPA  
1 PUTTING GREEN

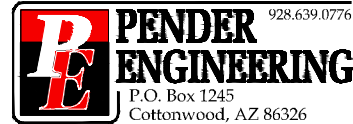
**BUILDING AREA CALCULATIONS**  
EXISTING BUILDING: 20,269 X 3 FLOORS = 60,807 S.F.  
1 NEW APARTMENT BUILDING (NORTH): 20,398 X 4 = 81,592 S.F.  
1 NEW APARTMENT BUILDING (SOUTH): 20,398 X 4 = 81,592 S.F.  
83 NEW COTTAGES: (41 X 1820) + (42 X 1764) = 148,708 S.F.  
11 NEW ROW HOMES: 11 X 1,180 = 12,980 S.F.

**BUILDING AREA CALCULATIONS**  
POOL BUILDING = 1,782 S.F.  
ENCLOSED WALKWAYS = 2,324 S.F.  
RESTAURANT = 3,070 S.F.

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SITE PLAN

JOB NO.	23-0502	FIGURE
SCALE:	N.T.S.	2
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## 3.0 EXISTING CONDITIONS

### 3.1 Physical Characteristics

E. Superstition Drive is a two-lane east/west collector street that serves both the proposed NCSH development and Prescott Valley Unit 20 subdivision. E. Superstition Drive extends from Navajo Drive from the west to the east where it dead ends. The daily traffic on E. Superstition is 3,591 vehicles-per-day. The speed limit of E. Superstition Drive is 25 mph.

N. Navajo Drive is a north/south major collector roadway that extends from State Highway 69 northward to just north of E. Lakeshore Drive. It is a median divided 4-lane facility with dedicated left-turn lanes at major intersections. E. Superstition Drive is stop controlled at N. Navajo Drive. The speed limit on N. Navajo Drive is 25 mph.

E. Lakeshore Drive is a two-lane collector street extending from N. Glassford Hill Road to the west, to Fain Road to the east. It is posted for a speed limit of 25 mph. E. Lakeshore Drive, just east of Navajo Drive has a daily traffic volume of 2,846 vehicles-per day. E. Lakeshore Drive is stop controlled at its intersection with N. Navajo Drive.

SR 69 functions as a primary arterial within the Town. It is posted at 55 mph and consists of two travel lanes in each direction separated by a raised median. Median openings are provided at the signalized intersection at N. Navajo and at the unsignalized “T” intersection at N. Mendecino Drive. At the signalized intersection of N. Navajo Drive, both separate dedicated eastbound and westbound left-turn and right turn auxiliary lanes are present. An eastbound dedicated left-turn lane and westbound dedicated right-turn lane also exists at SR 69 / N. Mendecino Drive.

N. Mendecino Drive extends north of SR 69 to Florentine Road. It is a two-lane commercial collector with a posted speed limit of 25 mph.

### 3.2 Traffic Volumes

2023 peak hour turning movement counts and daily traffic counts were collected on October 17 and May 16 this year. The May counts were conducted for the traffic assessment earlier this year, while the October counts were associated for the expanded study area intersections along SR 69 (following the proposed extension of N. Mendecino Drive. No seasonal adjustments were made.

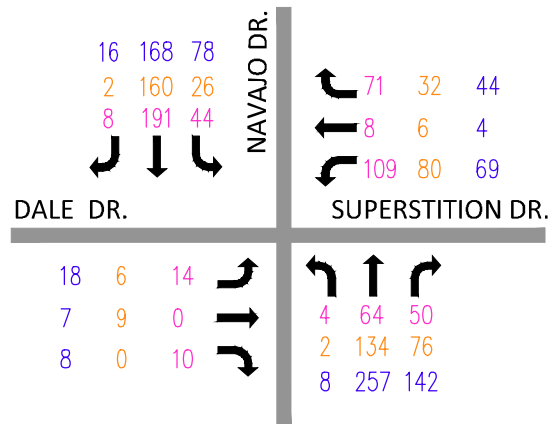
Turning movement counts were collected during both morning and evening peak time periods (7:00 AM and 9:00AM and between 4:00 PM and 6:00 PM). Midday counts were also collected (primarily from 24-hour daily counts). We defined the midday period, for the purpose of this analysis, as a time period on a weekday between 11AM – 1PM.

The peak hour consists of the four highest consecutive 15-minute intervals within the peak time periods. It should be mentioned that the two (2) intersections along SR 69 peaked at different times than the two (2) off-site intersections along N. Navajo Drive. For example, the study area intersections along N. Navajo Drive peaked earlier (during the PM period) than those along SR 69.

These existing peak hour counts are shown in **Figure 3**. All count data is included in **Appendix A**.

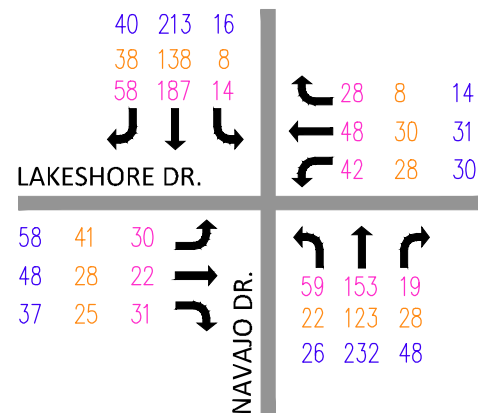


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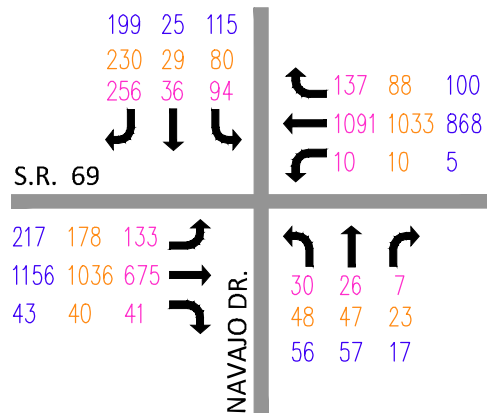
Peak Hour - Motorized Vehicles  
NAVAJO DR. & SUPERSTITION DR.

1



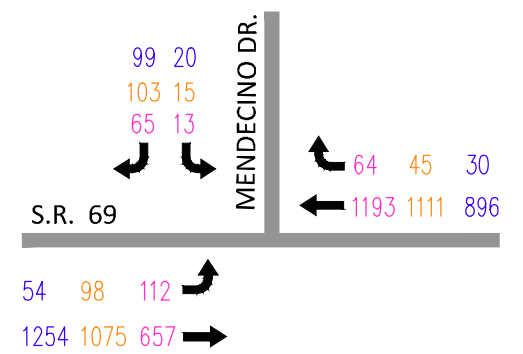
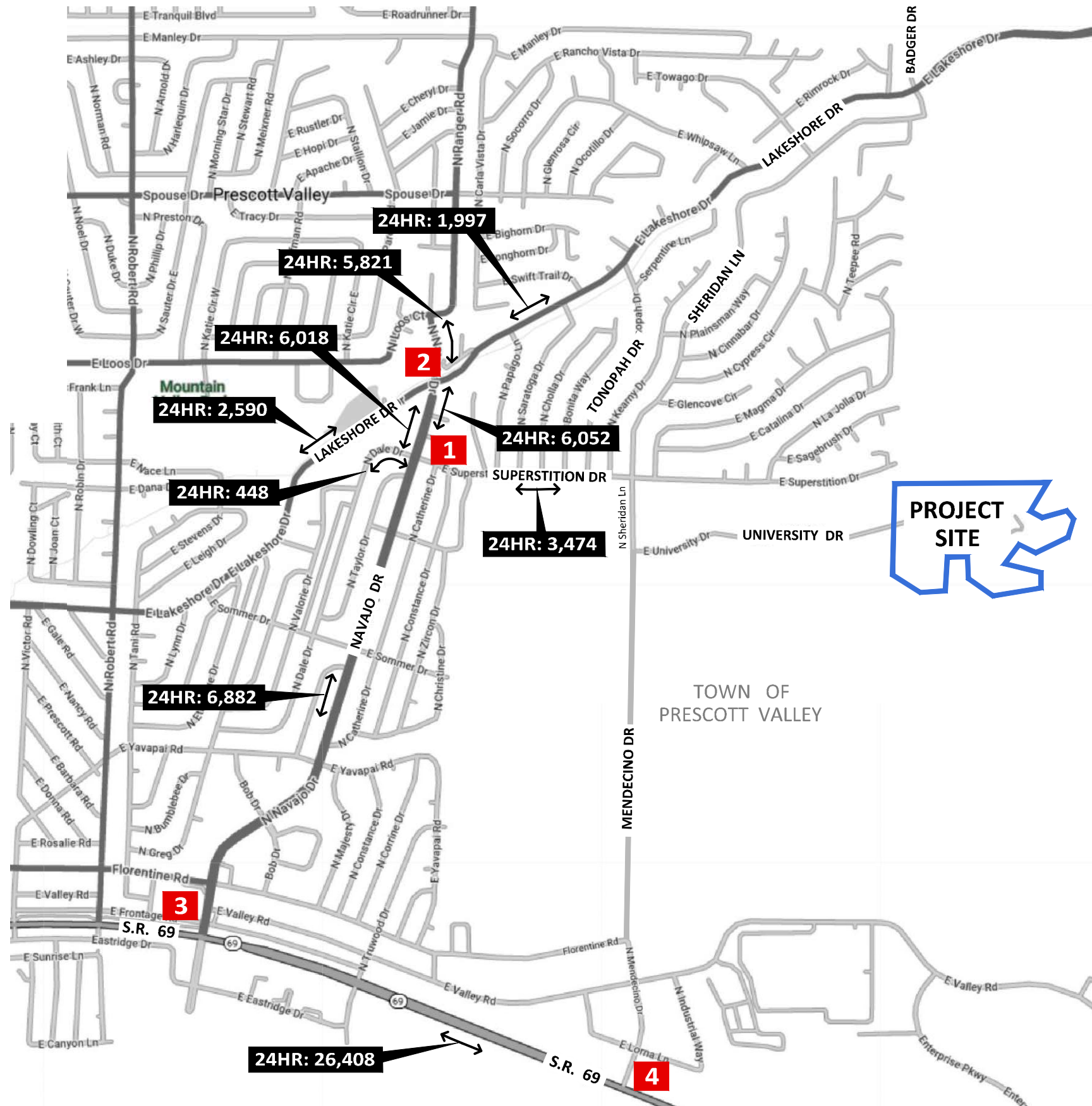
Peak Hour - Motorized Vehicles  
NAVAJO DR. & LAKESHORE DR.

2



Peak Hour - Motorized Vehicles  
NAVAJO DR. & S.R. 69

3



Peak Hour - Motorized Vehicles  
S.R. 69 & MENDECINO DR.

4

LEGEND

- 00 = AM PEAK HOUR
- 00 = MIDDAY PEAK HOUR
- 00 = PM PEAK HOUR

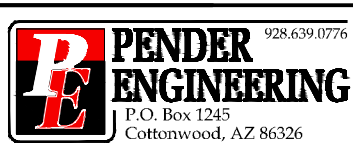
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EXISTING TRAFFIC VOLUMES

JOB NO.	23-0502
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FIGURE

3



## 4.0 FORECASTED CONDITIONS

### 4.1 Trip Generation

Total daily, morning (AM) and evening (PM) peak hour trips expected to be generated by the development on a weekday were estimated based on information and procedures contained in the Institute of Transportation Engineer's (ITE) report ***Trip Generation, Eleventh Edition.***

Table 1 shows the trip generation of NCSH.

**Table 1 – Trip Generation (Total Trips/Trip Ends)**

Land Use	ITE Code	Quantity	Units	Daily Total	Weekday AM Peak			Weekday PM Peak		
					In	Out	Total	In	Out	Total
Assisted Living	254	199	Beds	517	21	15	36	19	29	48
Senior Adult Housing – Single Family	251	83	Each	506	11	23	34	23	15	38
Senior Adult Housing – Multi - Family	252	11	Each	36	1	2	3	2	1	3
Fine Dining Restaurant	931	3,070	GSF	257	2	0	2	16	8	24
<b>TOTAL</b>				<b>1,316</b>	<b>35</b>	<b>40</b>	<b>75</b>	<b>60</b>	<b>53</b>	<b>113</b>

NCSH, at buildout will generate 1,316 daily trip-ends of which 75 are forecasted to occur in the AM peak hour and 113 during the PM peak hour.

ITE nor any other recognized source, publishes midday trip generation for the proposed land uses on a weekday. As a result, midday trip generation was estimated by assuming 50% of both AM and PM trip generation. The result of this estimation is as follows:

- Midday Peak Trips In = 47; Midday Peak Trips Out = 46; Total midday trip ends = 93.

### 4.2 New Trip Distribution and Assignment

The primary site trip distribution patterns were assumed to be in general conformance with the directional patterns observed from the existing traffic counts within the off-site study area network. This study area network now includes the proposed extension of N. Mendecino Drive.

Site generated trips assigned to the study area roadway network are shown in **Figure 4.**

### 4.3 Redistribution of Existing Traffic

An analysis of the impacts related to the extension of N. Mendecino Drive to E. University Drive was conducted in order to determine how travel patterns/volumes would change due to this newly proposed roadway connection/extension.

This analysis considered both the existing density and residential street network configuration in the Prescott Valley Unit 20 subdivision. Prescott Valley Unit 20 currently contains a total of 847 single family dwelling units. Using the same ITE trip generation procedures cited in Section 4.1 of this report, the Prescott Valley Unit 20 development currently generates 7,204 daily trip-ends of which 521 occur during the AM peak hour of the adjacent street and 740 during the PM peak hour.

Based upon the current residential street layout/density within Prescott Valley Unit 20, it is estimated that approximately 46% of the entire residential subdivision have the option to use the

new/proposed N. Mendecino Drive connection. Yet not all of this 46% have origins or destinations to/from SR 69 to the south of the site. As a result, we have assumed that 46% of the trips entering Prescott Valley Unit 20 from the south at the intersection of N. Navajo Drive/ E. Superstition Drive would be redistributed to the extension of N. Mendecino Drive. Likewise, 46% of existing exiting trips on E. Superstition Drive that proceed southbound on N. Navajo Drive would use the extension of N. Mendecino Drive. We consider these assumptions to be the maximum extent of redistributed trip-ends.

Redistribution of existing traffic due to the proposed extension of N. Mendecino Drive is shown in **Figure 5**.

#### **4.4 Background Traffic**

Background traffic is non-site generated traffic already present on the adjacent street plus any growth forecasted to the existing traffic between the existing counts and the future buildout year of NCSH. Based on the ADOT Transportation Data Management System, existing traffic volumes are expected to increase at approximately 2.5% per year over the three (3) year buildout period. This increase was applied to existing through movements along SR 69.

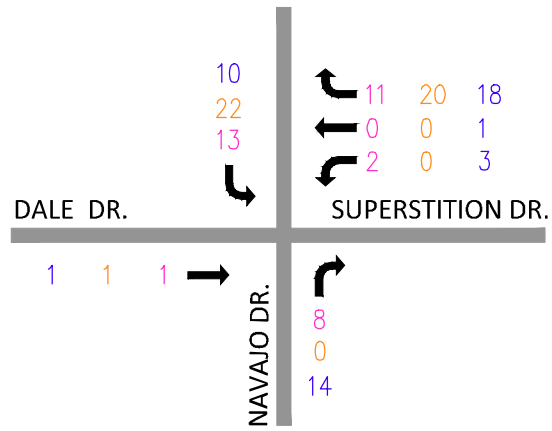
Based upon Town of Prescott Valley historical counts, neither E. Lakeshore Drive nor N. Navajo Drive are expected to significantly change during the buildout horizon. Background volumes at buildout are shown in **Figure 6**.

#### **4.5 Total Traffic**

Total Traffic at buildout of NCSH was derived by adding background traffic, site generated traffic, and redistribution of existing traffic. These forecasted total volumes are shown in **Figure 7**

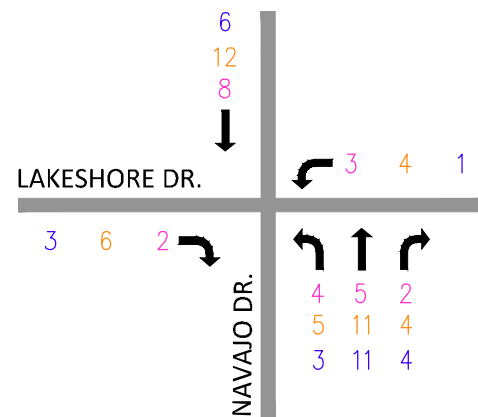


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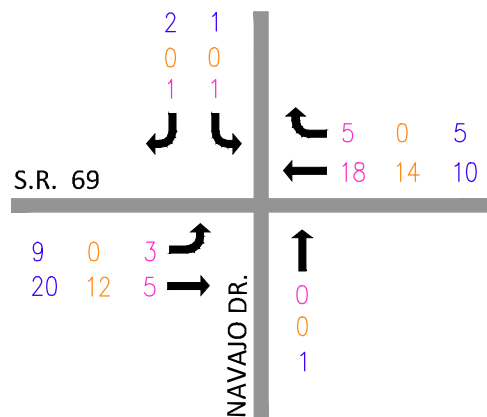
Peak Hour - Motorized Vehicles  
NAVAJO DR. & SUPERSTITION DR.

1



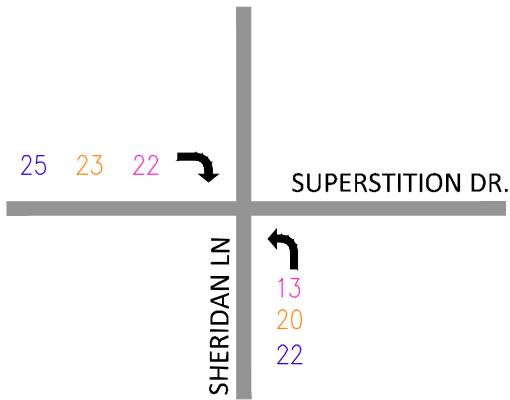
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NAVAJO DR. & LAKESHORE DR.

2



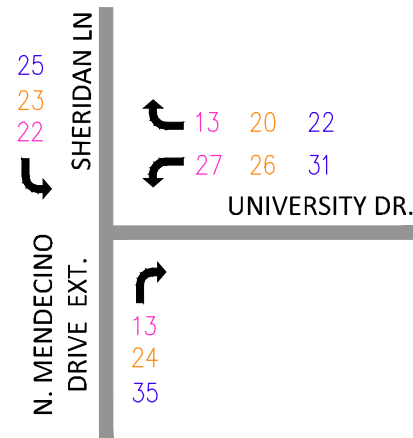
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NAVAJO DR. & S.R. 69

3



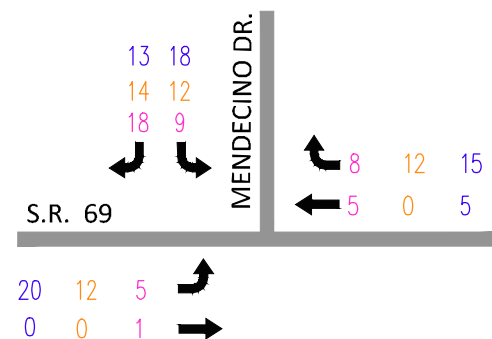
Peak Hour - Motorized Vehicles  
SUPERSTITION DR. & SHERIDAN LN

4



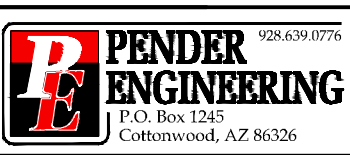
Peak Hour - Motorized Vehicles  
SHERIDAN LN & UNIVERSITY DR.

5



Peak Hour - Motorized Vehicles  
S.R. 69 & MENDECINO DR.

6



**LEGEND**

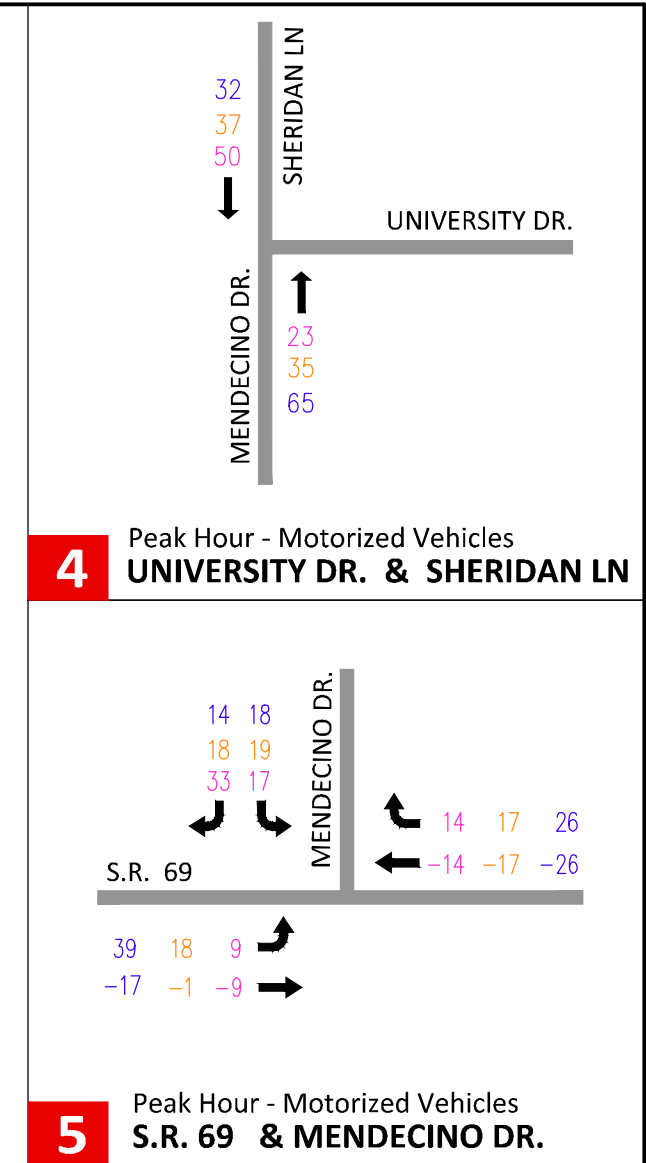
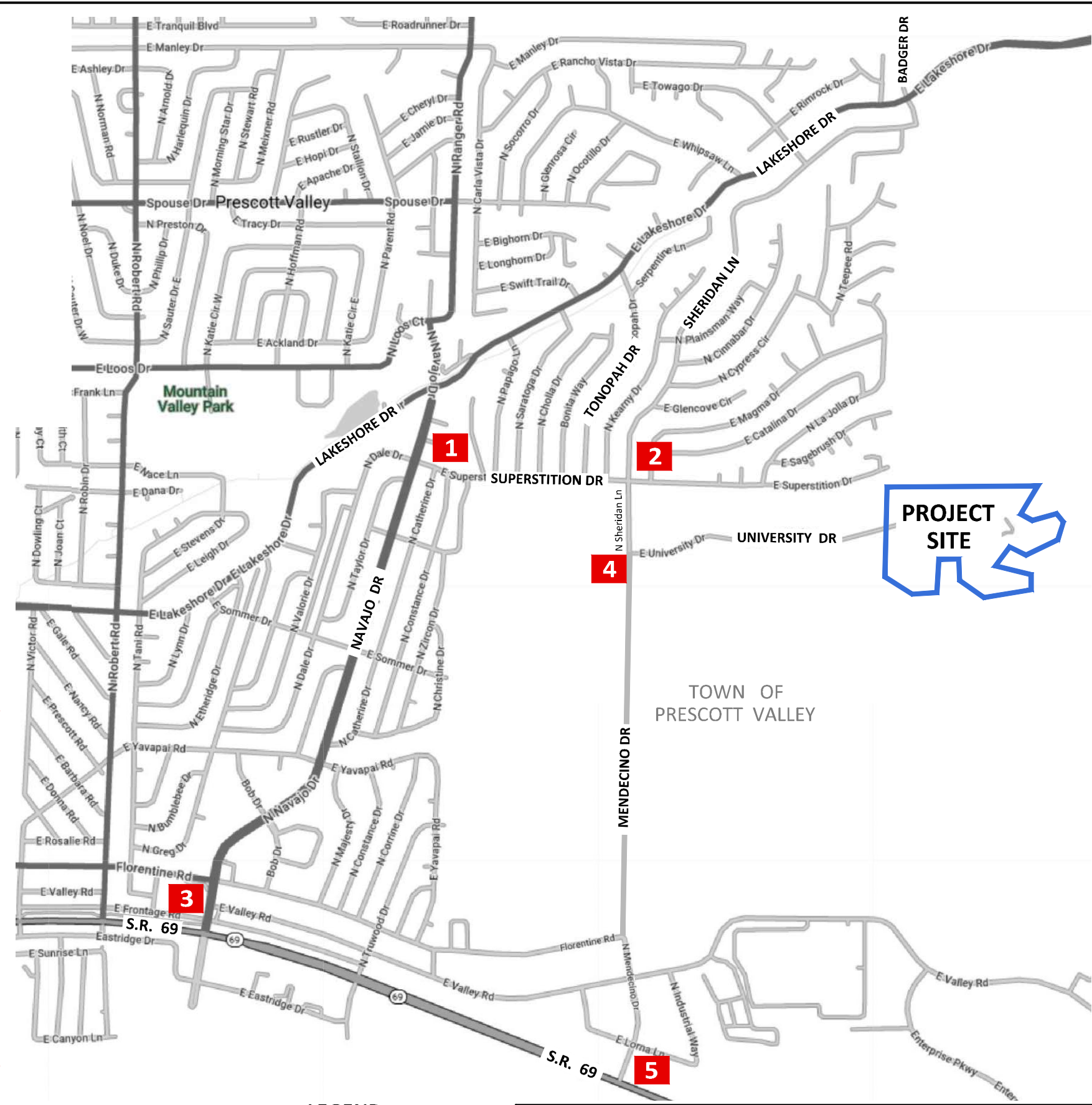
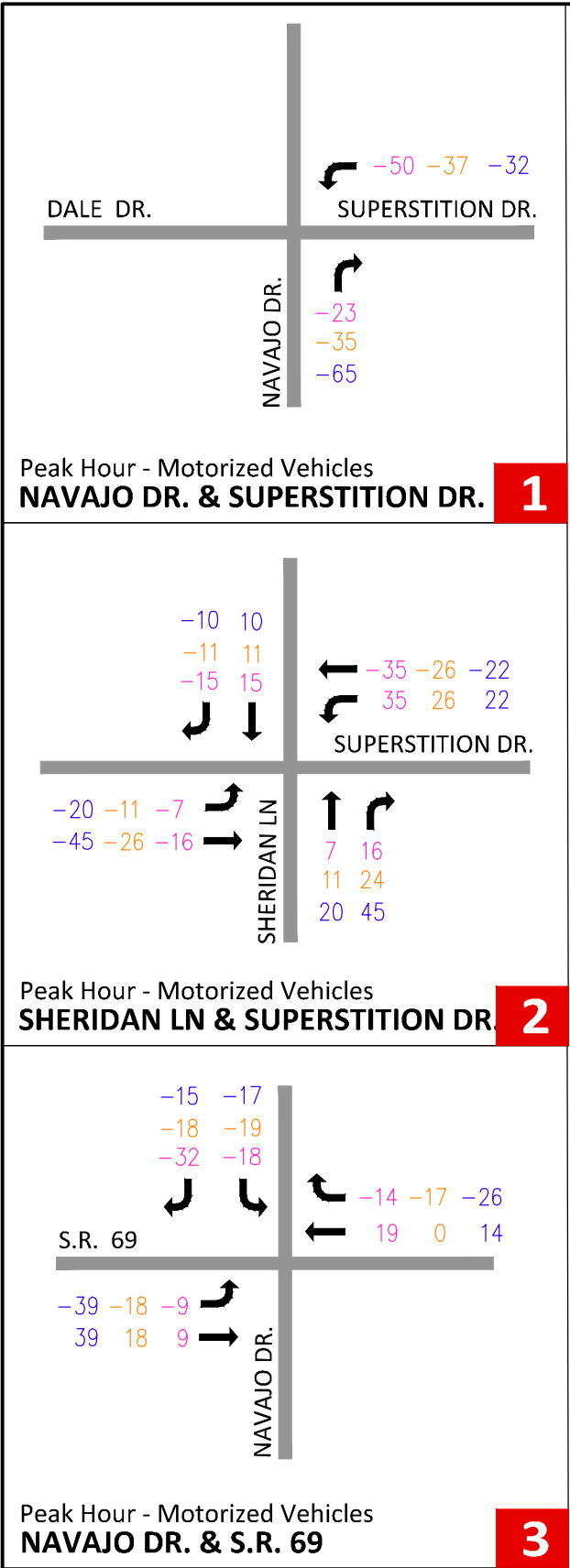
- 00 = AM PEAK HOUR
- 00 = MIDDAY PEAK HOUR
- 00 = PM PEAK HOUR

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**SITE GENERATED TRAFFIC**

JOB NO.	23-0502	FIGURE <b>4</b>
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DRAWN:	RZN	
CHECKED:	TLP	
DATE:	12-05-23	

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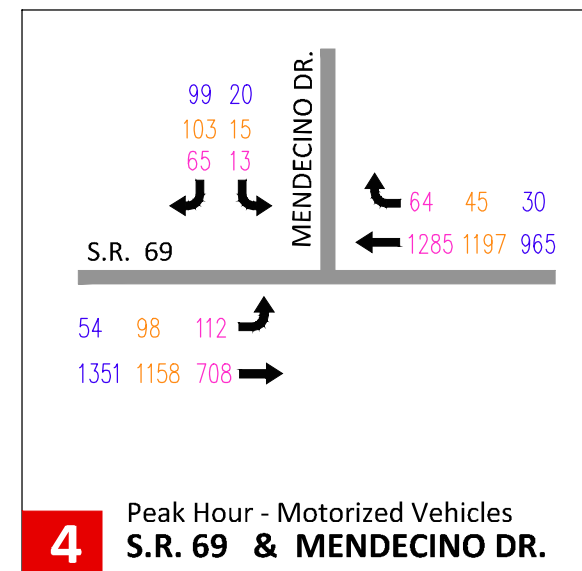
**PENDER ENGINEERING**  
P.O. Box 1245  
Cottonwood, AZ 86326  
928.639.0776



**LEGEND**  
00 = AM PEAK HOUR  
00 = MIDDAY PEAK HOUR  
00 = PM PEAK HOUR

NC UNIVERSITY SENIORS LIVING - TRAFFIC STUDY		JOB NO.	23-0502	FIGURE <b>5</b>
<b>REDISTRIBUTION OF EXISTING TRAFFIC</b>		SCALE:	N.T.S.	
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		DATE:	12-05-23	





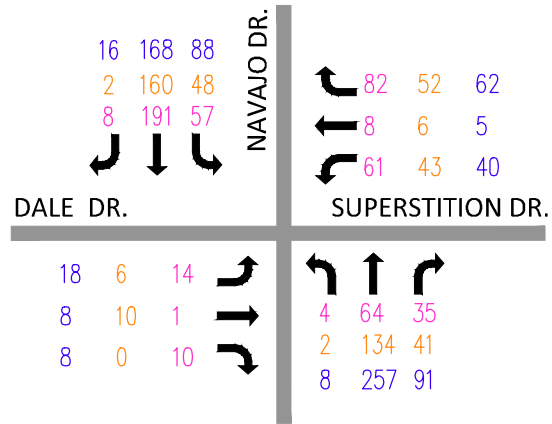
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00 = MIDDAY PEAK HOUR  
00 = PM PEAK HOUR

## BACKGROUND TRAFFIC VOLUMES

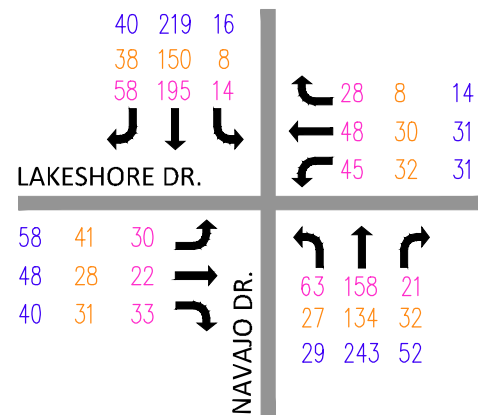
JOB NO.	23-0502	FIGURE <div style="font-size: 48pt; font-weight: bold; text-align: center;">6</div>
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DATE:	12-05-23	

6

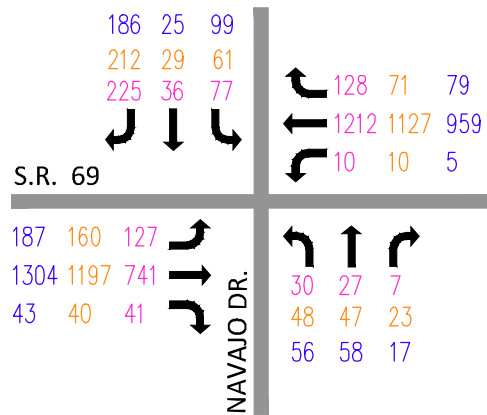
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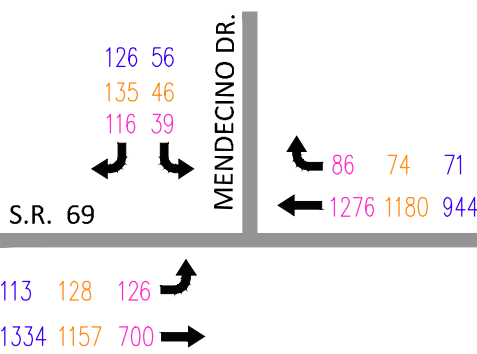
Peak Hour - Motorized Vehicles  
NAVAJO DR. & SUPERSTITION DR. **1**



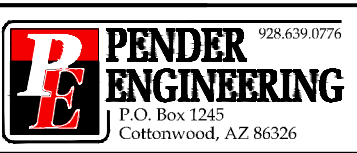
Peak Hour - Motorized Vehicles  
NAVAJO DR. & LAKESHORE DR. **2**



Peak Hour - Motorized Vehicles  
NAVAJO DR. & S.R. 69 **3**



Peak Hour - Motorized Vehicles  
S.R. 69 & MENDECINO DR. **4**



**LEGEND**  
00 = AM PEAK HOUR  
00 = MIDDAY PEAK HOUR  
00 = PM PEAK HOUR

NC UNIVERSITY SENIORS LIVING - TRAFFIC STUDY  
**TOTAL TRAFFIC VOLUMES**

JOB NO.	23-0502	FIGURE
SCALE:	N.T.S.	<b>7</b>
DRAWN:	RZN	
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DATE:	12-05-23	

## 5.0 TRAFFIC ANALYSIS

Traffic operations at intersections are typically evaluated in terms of “Level of Service” or LOS. The LOS is a measurement of delay incurred at an intersection or for a particular movement. LOS is defined by the Transportation Research Board’s Highway Capacity Manual (HCM) from which LOS A represents free flow conditions with minimal delays. LOS F represents congested conditions. Generally, a LOS D or better is considered acceptable.

**Table 2** shows the HCM criteria for both signalized and unsignalized intersections.

**Table 2 Level-of-Service Definitions**

Level of Service	Control Delay per Vehicle (seconds)	
	Unsignalized Intersections	Signalized Intersections
A	$\leq 10$	$\leq 10$
B	$\geq 10$ and $\leq 15$	$\geq 10$ and $\leq 20$
C	$\geq 15$ and $\leq 25$	$\geq 20$ and $\leq 35$
D	$\geq 25$ and $\leq 35$	$\geq 35$ and $\leq 55$
E	$\geq 35$ and $\leq 50$	$\geq 55$ and $\leq 80$
F	$\geq 50$	$\geq 80$

Capacity analyses were completed based on the counts shown in **Figure 4** and utilizing the existing timing and phasing plan provided by ADOT for the signalized off-site study area intersection at N. Navajo Drive at SR 69. Also peak-hour factors are used in the capacity analyses in order to convert raw volumes into flow rates and consider volume fluctuations during the peak hour. The results of the capacity analyses for existing traffic are shown in **Table 3** and capacity analysis worksheets are included in **Appendix B**.

**Table 3 – Existing Conditions Level-of-Service (LOS)**

Intersection/Approach	Control	2023 AM Peak Hour		2023 Midday Peak Hour		2023 PM Peak Hour	
SR 69 / N. Navajo Dr.	Signal	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)
Eastbound SR 69		B	19.0	C	22.4	C	23.5
Westbound 69		C	23.9	C	22.3	C	22.3
Southbound Navajo		C	32.7	D	43.2	D	43.3
Northbound Navajo		C	31.9	D	43.2	D	42.2
<b>Overall Intersection</b>		<b>C</b>	<b>24.0</b>	<b>C</b>	<b>26.0</b>	<b>C</b>	<b>26.7</b>
SR 69 / N. Mendecino	STOP SB	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)
Eastbound Left SR 69		C	15.4	B	11.7	E	36.8
Southbound Mendecino		F	96.2	E	35.6	B	10.7

**Table 3(continued) – Existing Conditions Level-of-Service (LOS)**

Intersection/Approach	Control	2023 AM Peak Hour		2023 Midday Peak Hour		2023 PM Peak Hour	
Lakeshore / Navajo Dr.	Stop EB and WB	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)
Eastbound Lakeshore		C	15.3	B	12.5	C	20.1
Westbound Lakeshore		C	17.4	B	12.6	C	17.7
Superstition / Navajo	Stop EB and WB	LOS	Delay (sec)			LOS	Delay (sec)
Eastbound Dale		B	15.8	B	12.8	B	14.5
Westbound Superstition		B	18.3	B	12.3	C	16.2

Site generated traffic from **Figure 4** were added to Redistributed Traffic in **Figure 5** and Background Traffic in **Figure 6** which results in Total traffic conditions shown on **Figure 7**. These total traffic volumes were analyzed, and the level-of-service and delays are shown in **Table 4**. LOS worksheets are included in **Appendix B**.

**Table 4 – Total Traffic Level-of-Service (LOS)**

Intersection/Approach	Control	2023 AM Peak Hour		2023 Midday Peak Hour		2023 PM Peak Hour	
SR 69 / N. Navajo Dr.	Signal	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)
Eastbound SR 69		B	18.0	C	20.9	C	22.8
Westbound 69		C	23.3	C	21.5	C	20.9
Southbound Navajo		D	36.2	D	43.9	D	43.9
Northbound Navajo		D	34.7	D	43.1	D	42.2
<b>Overall Intersection</b>		<b>C</b>	<b>23.5</b>	<b>C</b>	<b>24.5</b>	<b>C</b>	<b>25.6</b>
SR 69 / N. Mendecino	STOP SB						
Eastbound Left SR 69		C	17.6	B	13.9	B	12.0
Southbound Mendecino		F	852.7	F	579.1	F	482.9
Lakeshore / Navajo Dr.	Stop EB and WB						
Eastbound Lakeshore		C	15.8	B	12.7	C	21.2
Westbound Lakeshore		C	18.3	B	13.0	C	18.6
Superstition / Navajo	Stop EB and WB						
Eastbound Dale		B	11.7	B	13.3	C	15.0
Westbound Superstition		B	10.8	B	11.2	B	13.4

The results of this analyses indicate that each off-site intersection (except for N. Mendecino Drive at SR 69) are forecasted to operate satisfactorily at buildout. At N. Mendecino Drive / SR 69 the southbound single lane approach currently operates above capacity during the AM Peak hour. Adding an additional lane to separate left turns from right turns only marginally improves existing conditions. In order to provide capacity for exiting traffic from both NCSH and Prescott Valley Unit 20 traffic signal control would need to be employed. It is not believed that forecasted volumes at build out of NCSH would satisfy MUTCD warrants for signalization.

It should be noted however, that field review at N. Mendecino / SR 69 (along with confirmation from ADOT staff) that subsurface preparation has already been made for a future traffic signal at this intersection. As development continues, along the extended portion of N. Mendecino, a traffic signal will likely be the appropriate form of traffic control at the SR 69 intersection.

## **APPENDIX A**

(Traffic Counts)





Transportation Data Management  
System

## Volume Count Report

LOCATION INFO		INTERVAL:15-MIN					
Location ID	100743	Time	15-min Interval				Hourly Count
Type	LINK		1st	2nd	3rd	4th	
Funct'l Class	3	0:00-1:00	20	13	13	12	58
Located On	SR 69	1:00-2:00	21	18	12	16	67
Loc On Alias	SR-69	2:00-3:00	18	17	14	17	66
From Road	Mendecino Dr	3:00-4:00	18	26	25	22	91
To Road	Robert Rd -Prescott Valley	4:00-5:00	32	45	50	83	210
Direction	2-WAY	5:00-6:00	77	108	141	181	507
County	Yavapai	6:00-7:00	129	195	233	250	807
Community	PRESCOTT VALLEY	7:00-8:00	265	309	344	313	1,231
MPO ID	0	8:00-9:00	337	355	348	349	1,389
HPMS ID	BGKLJBVX2016	9:00-10:00	340	323	422	427	1,512
Agency	Arizona DOT	10:00-11:00	395	409	449	388	1,641
		11:00-12:00	439	454	451	440	1,784
		12:00-13:00	527	470	462	464	1,923
		13:00-14:00	463	449	485	489	1,886
		14:00-15:00	500	460	479	411	1,850
		15:00-16:00	410	436	398	389	1,633
		16:00-17:00	374	365	410	338	1,487
		17:00-18:00	418	373	292	301	1,384
		18:00-19:00	247	238	186	184	855
		19:00-20:00	187	182	147	124	640
		20:00-21:00	92	88	87	85	352
		21:00-22:00	58	47	41	55	201
		22:00-23:00	46	35	22	36	139
		23:00-24:00	29	13	27	13	82
		Total					21,795
		AADT					26,408
		AM Peak	11:45-12:45 1,899				
		PM Peak	13:30-14:30 1,934				

COUNT DATA INFO	
Count Status	Accepted
Holiday	No
Start Date	Tue 4/21/2020
End Date	Wed 4/22/2020
Start Time	11:15:00 AM
End Time	11:15:00 AM
Direction	
Notes	adot
Station	147736000009
Study	
Speed Limit	
Description	
Sensor Type	Axle/Tube
Source	TCDS_COUNT_IMPORT_COMBINE
Latitude,Longitude	







6/27/2017

Jason Carey  
Data Manager  
Traffic Research & Analysis, Inc.  
3844 E Indian School Rd  
Phoenix, AZ 85018

Re: Prescott Valley Traffic Counts, Spring 2017

Alex,

Traffic count volumes collected in Prescott Valley are attached in tabular format. Please let me know if you need any additional information.

Thank you,

Jason

id	route	location	directions	latitude	longitude	count date	daily volume (ADT)
1	E ADDIS AVE	Btwn N ROCKLAND DR & N VIEWPOINT DR	EB/WB	34.63499	-112.3338	6/7/2017	1541
2	E ADDIS AVE	Btwn N VIEWPOINT DR & N CATTLETRACK RD	EB/WB	34.63778	-112.3252	6/7/2017	536
3	N ANTELOPE MEADOWS DR	Btwn LAVENDER LOOP & E MESTENO RD	NB/SB	34.66059	-112.3315	6/6/2017	2214
4	N ANTELOPE MEADOWS DR	Btwn DRAGOON RD & E ACRE WAY	NB/SB	34.66667	-112.329	6/6/2017	1446
5	N ANTELOPE MEADOWS DR	S of PRONGHORN RANCH PKWY	NB/SB	34.64312	-112.3176	6/6/2017	1400
6	N COYOTE SPRINGS RD	Btwn AZ-89A & N ANTELOPE MEADOWS DR	NB/SB	34.64233	-112.3114	6/6/2017	4080
7	FULTON DR	Btwn E LONG MESA DR & ROUNDUP DR	NB/SB	34.62595	-112.3229	6/7/2017	2837
8	BRADSHAW MOUNTAIN RD	Btwn AZ-69 & N VILLAGE WAY	EB/WB	34.54719	-112.2494	6/6/2017	5162
9	BRADSHAW	W of E QUAILWOOD PKWY	EB/WB	34.55033	-112.24	6/6/2017	2743



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id	route	location	directions	latitude	longitude	count date	daily volume (ADT)
	MOUNTAIN RD						
10	N CATTLETRACK RD	Btwn E ADDIS AVE & E SPANISH MOSS LN	NB/SB	34.6376	-112.3249	6/7/2017	620
11	CENTRE CT	Btwn PAV WAY & N GLASSFORD HILL RD	NB/SB	34.58526	-112.3398	6/6/2017	3493
12	E SUNSET LN/FLORENTINE RD	Btwn N PINE VIEW DR & N GLASSFORD HILL RD	EB/WB	34.58905	-112.3407	6/6/2017	11096
13	ENTERPRISE PKWY	Btwn E VALLEY RD & E SUPERIOR LN	NB/SB	34.57755	-112.2834	6/7/2017	806
14	E FLORENTINE RD	Btwn N GLASSFORD HILL RD & N LAKE VALLEY RD	EB/WB	34.58859	-112.3354	6/6/2017	10843
15	E FLORENTINE RD	Btwn N LAKE VALLEY RD & N WINDSONG DR	EB/WB	34.58828	-112.3326	6/14/2017	10784
16	E FLORENTINE RD	Btwn N WINDSONG DR & N YAVAPAI RD W	EB/WB	34.58766	-112.3258	6/14/2017	9613
17	E FLORENTINE RD	Btwn N YAVAPAI RD W & N ROBERT RD	EB/WB	34.58784	-112.324	6/14/2017	6176
18	E FLORENTINE RD	Btwn N COCHISE DR & N NAVAJO DR	EB/WB	34.58743	-112.3185	6/7/2017	5207
19	E PAV WAY/FRONTAGE	Btwn SAFEWAY ENTRANCE AZ-69 & N WINDSONG DR	EB/WB	34.58615	-112.3285	6/14/2017	2318
20	GLASSFORD HILL RD	Btwn AZ-89A & SPOUSE DR	NB/SB	34.62209	-112.3501	5/16/2017	24547
21	N GLASSFORD HILL RD	Btwn SPOUSE DR & E LONG LOOK DR	NB/SB	34.60721	-112.3449	5/16/2017	21427
22	N GLASSFORD HILL RD	Btwn E LONG LOOK DR & E PANTHER PATH	NB/SB	34.59903	-112.3424	5/16/2017	25629
23	N GLASSFORD HILL RD	Btwn E PANTHER PATH & E LAKESHORE DR	NB/SB	34.59716	-112.3411	5/16/2017	25097
24	N GLASSFORD HILL RD	Btwn E LAKESHORE DR & E FLORENTINE RD	NB/SB	34.59014	-112.3394	5/16/2017	27420
25	N GLASSFORD HILL RD	Btwn E FLORENTINE RD & E PAV WAY	NB/SB	34.58747	-112.3397	5/16/2017	20423
26	N GLASSFORD HILL RD	Btwn E PAV WAY & AZ-69	NB/SB	34.58371	-112.3426	5/16/2017	20615
27	N GLASSFORD HILL RD	Btwn E 1ST ST & E 2ND ST	NB/SB	34.58227	-112.3425	5/16/2017	4513
28	GRANVILLE PKWY N	Btwn GLASSFORD HILL RD & N TALBOT DR	EB/WB	34.62553	-112.3511	6/6/2017	2355
29	GRANVILLE PKWY S	Btwn GLASSFORD HILL RD & E VOLTAIRE DR	EB/WB	34.61948	-112.348	6/6/2017	1716



id	route	location	directions	latitude	longitude	count date	daily volume (ADT)
30	GRANVILLE PKWY S	Btwn E VOLTAIRE DR & GERSHAM DR	EB/WB	34.62017	-112.3468	6/6/2017	1063
31	GRANVILLE FAIRWAY	S of SANTA FE LOOP RD	NB/SB	34.60708	-112.3568	6/6/2017	2346
32	PRESCOTT EAST HWY	Btwn E ANTELOPE LN & MARDEN LN	NB/SB	34.59861	-112.3579	5/16/2017	4118
33	E SUNSET LN	Btwn N STARLIGHT DR & N MEADOWLARK DR	EB/WB	34.58922	-112.3505	6/6/2017	6891
34	N GREAT WESTERN DR	Btwn AZ-69 & E COPPER HILL DR	NB/SB	34.57931	-112.3624	6/6/2017	581
35	N HONDO DR	Btwn E BOBCAT TRAIL & E CRATER CT	NB/SB	34.62503	-112.315	6/7/2017	1650
36	N HONDO DR	Btwn N CONCHO DR & N RANGER RD	EB/WB	34.61825	-112.3078	6/6/2017	1337
37	E HORSESHOE LN	Btwn N LITTLE PAPOOSE DR & N VIEWPOINT DR	EB/WB	34.63401	-112.3329	6/14/2017	1536
38	E HORSESHOE LN	Btwn N VIEWPOINT DR & N WILDHORSE DR	EB/WB	34.63425	-112.332	6/7/2017	1054
39	N LAKE VALLEY RD	Btwn E LAKESHORE DR & E FLORENTINE RD	NB/SB	34.59048	-112.334	6/14/2017	3646
40	N LAKE VALLEY RD	Btwn E FLORENTINE RD & E PAV WAY/FRONTAGE	NB/SB	34.58686	-112.3342	6/7/2017	7323
41	N LAKE VALLEY RD	Btwn E 1ST ST & E 2ND ST	NB/SB	34.58402	-112.3337	6/6/2017	2201
42	E LAKESHORE DR	Btwn N GLASSFORD HILL RD & CIVIC CIR W	EB/WB	34.59465	-112.3374	6/6/2017	13040
43	E LAKESHORE DR	Btwn N LAKE VALLEY RD & E CIVIC CIR	EB/WB	34.59453	-112.3316	6/14/2017	9641
44	E LAKESHORE DR	Btwn N WINDSONG DR & N VICTOR RD	EB/WB	34.59634	-112.3258	6/14/2017	8779
45	E LAKESHORE DR	Btwn N TANI RD & N LYNN DR	EB/WB	34.59605	-112.3201	6/13/2017	4769
46	E LAKESHORE DR	Btwn N NAVAJO DR & E SWIFT TRAIL DR	EB/WB	34.60454	-112.3071	6/7/2017	2055
47	E LAKESHORE DR	Btwn N BADGER RD & FAIN RD	EB/WB	34.6136	-112.2894	6/6/2017	1831
48	N LONE CACTUS DR	Btwn SPOUSE DR & E LOBO WAY	NB/SB	34.60908	-112.3422	6/13/2017	807
49	N LONE CACTUS DR	Btwn E LOMA LN & E LONG LOOK DR	NB/SB	34.60092	-112.3423	N/A	0
50	E LONG LOOK DR	Btwn N GLASSFORD HILL RD & N LONE CACTUS DR	EB/WB	34.60044	-112.3427	N/A	0



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id	route	location	directions	latitude	longitude	count date	daily volume (ADT)
51	E LONG LOOK DR	Btwn N LONE CACTUS DR & N KACHINA WAY	EB/WB	34.60054	-112.3415	N/A	0
52	E LONG MESA DR	Btwn N ROBERT RD & N ROADRUNNER DR	EB/WB	34.62539	-112.3166	6/7/2017	3411
53	E LONG MESA DR	Btwn N HONDO DR & N MISSION LN	EB/WB	34.62575	-112.3111	6/7/2017	1159
54	E LOOS DR	Btwn N HOFFMAN RD & N KATIE CIR E	EB/WB	34.60429	-112.3133	6/13/2017	1673
55	E LOOS DR	Btwn E LONG LOOK DR & N TONTO WAY	EB/WB	34.60211	-112.3282	6/13/2017	5172
56	E LOOS DR	Btwn N ROBERT RD & N PRESTON DR	EB/WB	34.60429	-112.3191	6/13/2017	3735
57	N LOOS DR	Btwn N LOOS CT & N RANGER RD	EB/WB	34.60569	-112.3094	6/13/2017	1532
58	E MANLEY DR	Btwn N PEBBLE CIR & N INDIO CIR	EB/WB	34.61467	-112.3347	6/6/2017	767
59	E MANLEY DR	Btwn N TONTO WAY & N MINER RD	EB/WB	34.61468	-112.3248	6/7/2017	1321
60	E MANLEY DR	Btwn N HARLEQUIN DR & N MEIXNER RD	EB/WB	34.61473	-112.3154	6/7/2017	691
61	E MANLEY DR	Btwn N RANGER RD & N CARLA VISTA DR	EB/WB	34.61444	-112.3064	6/6/2017	449
62	N MENDECINO DR	Btwn E LORNA LN & AZ-69	NB/SB	34.58159	-112.301	6/7/2017	1399
63	E NACE LN	Btwn N ROBERT RD & E STEVENS DR	EB/WB	34.60075	-112.32	6/13/2017	1175
64	N NAVAJO DR	Btwn AZ-69 & E FRONTAGE RD S	NB/SB	34.58592	-112.3178	6/7/2017	8531
65	N NAVAJO DR	Btwn BOB DR & E FLORENTINE RD	NB/SB	34.58851	-112.317	6/7/2017	7744
66	N NAVAJO DR	Btwn N NEEDLES DR & E YAVAPAI RD	NB/SB	34.59401	-112.3123	6/14/2017	7322
67	N NAVAJO DR	Btwn E LAKESHORE DR & N DALE DR	NB/SB	34.60189	-112.3093	6/13/2017	5492
68	N NAVAJO DR	Btwn E LOOS DR & E LAKESHORE DR	NB/SB	34.60412	-112.3088	6/7/2017	5269
69	E OLD BLACK CANYON HWY	Btwn N STONERIDGE DR & STERLING ST	EB/WB	34.56407	-112.3405	6/6/2017	1433
70	E OLD BLACK CANYON HWY	W of END OF PAVEMENT (EAST SIDE)	EB/WB	34.56978	-112.3253	6/6/2017	111



id	route	location	directions	latitude	longitude	count date	daily volume (ADT)
71	E OLD BLACK CANYON HWY	Btwn N OVERLOOK DR & E HIGH POINT DR	EB/WB	34.56504	-112.2802	6/6/2017	463
72	E PAV WAY	Btwn N GLASSFORD HILL RD & CENTRE CT	EB/WB	34.58441	-112.3409	6/6/2017	3298
73	E PAV WAY	Btwn CENTRE CT & N LAKE VALLEY RD	EB/WB	34.58511	-112.3372	6/6/2017	5550
74	POWERS AVE	Btwn N ROBERT RD & N CATTLETRACK RD	EB/WB	34.63467	-112.3188	6/6/2017	623
75	N PRESCOTT E HWY	Btwn E COPPER HILL DR & E FRONTAGE RD	NB/SB	34.58157	-112.3563	6/6/2017	6746
76	N PRESCOTT E HWY	Btwn AZ-69 & E 2ND ST	NB/SB	34.57939	-112.3559	6/6/2017	3208
77	PRONGHORN RANCH PKWY	Btwn N VIEWPOINT DR & N ANTELOPE MEADOWS DR	EB/WB	34.64069	-112.3305	6/6/2017	5188
78	N RANGER RD	Btwn E ROADRUNNER DR & E MANLEY DR	NB/SB	34.61514	-112.3075	6/6/2017	2841
79	N RANGER RD	Btwn E CHERYL DR & E JAMIE DR	NB/SB	34.61282	-112.3078	6/6/2017	2835
80	N RANGER RD	Btwn SPOUSE DR & E BEAVER DR	NB/SB	34.60889	-112.3079	6/6/2017	4229
81	N ROBERT RD	Btwn POWERS AVE & AZ-89A	NB/SB	34.63695	-112.3162	6/6/2017	6811
82	N ROBERT RD	Btwn POWERS AVE & ROUNDUP DR	NB/SB	34.63304	-112.3185	6/7/2017	7249
83	N ROBERT RD	Btwn E LONG MESA DR & ROUNDUP DR	NB/SB	34.62814	-112.3183	6/7/2017	10018
84	N ROBERT RD	Btwn E LONG MESA DR & E TRANQUIL BLVD	NB/SB	34.61667	-112.3209	6/7/2017	10056
85	N ROBERT RD	Btwn E JACQUE DR & SPOUSE DR	NB/SB	34.61001	-112.3206	6/7/2017	13453
86	N ROBERT RD	Btwn N SAUTER DR & E LOOS DR	NB/SB	34.60481	-112.3208	6/13/2017	12552
87	N ROBERT RD	Btwn E LOOS DR & E FRANK LN	NB/SB	34.60372	-112.321	6/13/2017	12866
88	N ROBERT RD	Btwn E STEVENS CT & E LAKESHORE DR	NB/SB	34.59688	-112.3216	6/13/2017	13012
89	N ROBERT RD	Btwn E ROSALIE RD & E FLORENTINE RD	NB/SB	34.58846	-112.322	6/14/2017	9706
90	N ROBERT RD	Btwn AZ-69 & EASTRIDGE DR/FRONTAGE S	NB/SB	34.58654	-112.3221	6/14/2017	10067
91	ROUNDUP DR	Btwn N SIOUX DR & N ROBERT RD	EB/WB	34.62888	-112.3219	6/6/2017	3555



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id	route	location	directions	latitude	longitude	count date	daily volume (ADT)
92	ROUNDUP DR	Btwn N CATTLETRACK RD & N PRAIRIE LN	EB/WB	34.62898	-112.3245	6/6/2017	6126
93	ROUNDUP DR	Btwn N VIEWPOINT DR & N RIM DR	EB/WB	34.62908	-112.3281	6/7/2017	1128
94	SANTA FE LOOP RD	Btwn TUSCANY WAY & N GLASSFORD HILL RD	EB/WB	34.61348	-112.3489	6/7/2017	5413
95	SANTA FE LOOP RD	Btwn TUSCANY WAY & GRANVILLE FAIRWAY	EB/WB	34.61145	-112.353	6/7/2017	3390
96	E SANTA FE LOOP	Btwn FAIN RD & N CONCORD DR	NB/SB	34.57203	-112.2608	6/6/2017	1614
97	N SHERIDAN LN	Btwn N BADGER RD & E TOWAGO DR	EB/WB	34.61216	-112.2904	6/6/2017	265
98	N SHERIDAN LN	Btwn E TOWAGO DR & N PLAINSMAN WAY	NB/SB	34.60662	-112.2977	6/7/2017	577
99	N SHERIDAN LN	Btwn E GLENCOVE CIR & E SUPERSTITION DR	NB/SB	34.60107	-112.3009	6/7/2017	1393
100	SHILOH RD	Btwn AZ-89A & E BUCKSHOT RD	NB/SB	34.66428	-112.2338	6/6/2017	584
101	E LONG MESA DR	Btwn FULTON DR & N ROBERT RD	EB/WB	34.62522	-112.3211	6/7/2017	3029
102	E SOMMER DR	Btwn N DALE DR & N NAVAJO DR	EB/WB	34.59533	-112.3133	6/13/2017	997
103	E SOMMER DR	Btwn N NAVAJO DR & N CATHERINE DR	EB/WB	34.59478	-112.3115	6/13/2017	734
104	E SOMMER DR EXT	Btwn E LAKESHORE DR & E SOMMER DR	EB/WB	34.59659	-112.3178	6/13/2017	1158
105	SPOUSE DR	Btwn N GLASSFORD HILL RD & N LONE CACTUS DR	EB/WB	34.61237	-112.3428	6/6/2017	7041
106	SPOUSE DR	Btwn N ROCK LN & E SUNFLOWER LN	EB/WB	34.61162	-112.3384	6/6/2017	5059
107	SPOUSE DR	Btwn N NOEL DR & N ROBERT RD	EB/WB	34.60963	-112.3224	6/14/2017	5674
108	SPOUSE DR	Btwn N ROBERT RD & N SAUTER DR E	EB/WB	34.6097	-112.3199	6/7/2017	4787
109	SPOUSE DR	Btwn N RANGER RD & N CARLA VISTA DR	EB/WB	34.6096	-112.3073	6/6/2017	2613
110	N STONERIDGE DR	S of AZ-69	NB/SB	34.57376	-112.3573	6/6/2017	4995
111	N STONERIDGE DR	Btwn SLOW CREEK RD & E OLD BLACK CANYON HWY	NB/SB	34.56453	-112.3437	6/6/2017	4080



id	route	location	directions	latitude	longitude	count date	daily volume (ADT)
112	STONERIDGE DR	Btwn LUCKY DRAW DR & E OLD BLACK CANYON HWY	NB/SB	34.56266	-112.3418	6/6/2017	2513
113	SUNDOG RANCH RD	Btwn AZ-69 & MARKET ST	EB/WB	34.57712	-112.3668	6/6/2017	6120
114	E SUPERSTITION DR	Btwn N NAVAJO DR & N CONSTANCE DR	EB/WB	34.60104	-112.3091	6/13/2017	3419
115	E SUPERSTITION DR	Btwn E MAGMA DR & E SAGEBRUSH DR	EB/WB	34.60053	-112.3	6/7/2017	671
116	N TANI RD	Btwn E SOMMER DR & N ETHERIDGE DR	NB/SB	34.59279	-112.3208	6/14/2017	964
117	N TANI RD	Btwn N BUMBLEBEE DR & N GREG DR	NB/SB	34.58872	-112.3209	6/14/2017	1072
118	N TONOPAH DR	Btwn SERPENTINE LN & E SUPERSTITION DR	NB/SB	34.60185	-112.3028	6/7/2017	240
119	E TOWAGO DR	Btwn E RIMROCK DR & E LAKESHORE DR	NB/SB	34.61169	-112.2948	6/6/2017	415
120	E TOWAGO DR	Btwn E LAKESHORE DR & N SHERIDAN LN	NB/SB	34.61136	-112.2942	6/6/2017	464
121	N TRUWOOD DR	Btwn E FLORENTINE RD & E VALLEY RD	NB/SB	34.58476	-112.3116	6/7/2017	2048
122	TUSCANY WAY	Btwn N GLASSFORD HILL RD & GRANVILLE FAIRWAY	EB/WB	34.60402	-112.346	6/13/2017	383
123	E VALLEY RD	Btwn N NAVAJO DR & N TRUWOOD DR	EB/WB	34.58573	-112.3141	6/7/2017	1551
124	E VALLEY RD	Btwn N TRUWOOD DR & N GRIZZLY BEAR DR	EB/WB	34.58469	-112.3104	6/7/2017	2370
125	E VALLEY RD	Btwn N GRIZZLY BEAR DR & SANTANA WAY	EB/WB	34.58345	-112.3052	6/7/2017	1937
126	E VALLEY RD	Btwn N INDUSTRIAL WAY & ENTERPRISE PKWY	EB/WB	34.58604	-112.2928	6/7/2017	1770
127	E VALLEY RD	Btwn ENTERPRISE PKWY & TREATMENT PLANT	EB/WB	34.58322	-112.2828	6/7/2017	428
128	N VIEWPOINT DR	Btwn E MANLEY DR & SPOUSE DR	NB/SB	34.61217	-112.3302	6/6/2017	433
129	N VIEWPOINT DR	Btwn SPOUSE DR & E LONG LOOK DR	NB/SB	34.60536	-112.3337	6/6/2017	2610
130	N VIEWPOINT DR	Btwn E LONG LOOK DR & E CIVIC CIR	NB/SB	34.59698	-112.3355	6/6/2017	4319
131	N VIEWPOINT DR	Btwn AZ-89A & PRONGHORN RANCH PKWY	NB/SB	34.63832	-112.3347	6/6/2017	12828





id	route	location	directions	latitude	longitude	count date	daily volume (ADT)
132	N VIEWPOINT DR	Btwn PINNACLE PASS DR & PARK VIEW DR	NB/SB	34.65183	-112.3363	6/6/2017	4781
133	N VIEWPOINT DR	Btwn HORIZON WAY & PRONGHORN RANCH PKWY	NB/SB	34.64269	-112.3375	6/6/2017	7517
134	N VIEWPOINT DR	Btwn AZ-89A & E ADDIS AVE	NB/SB	34.63515	-112.3331	6/7/2017	8568
135	N VIEWPOINT DR	Btwn N CATTLETRACK RD & E HORSESHOE LN	NB/SB	34.62935	-112.3279	6/7/2017	4648
136	N VIEWPOINT DR	Btwn PARK VIEW DR & E SUMMER VISTA	NB/SB	34.65503	-112.3367	6/6/2017	3378
137	N VIEWPOINT DR/POQUITO VALLEY RD	N of E COURAGE BUTTE TRAIL	NB/SB	34.67131	-112.3375	6/6/2017	1368
138	E WHIPSAW LN	Btwn N LAVA LN & E LAKESHORE DR	EB/WB	34.61075	-112.2967	6/6/2017	566
139	N WINDSONG DR	Btwn E LAKESHORE DR & E FLORENTINE RD	NB/SB	34.59282	-112.3267	6/14/2017	7084
140	N WINDSONG DR	Btwn CIVIC DR & E LAKESHORE DR	NB/SB	34.59747	-112.3284	6/14/2017	5286
141	N WINDSONG DR	Btwn BANK DWY & E PAV WAY/FRONTAGE RD	NB/SB	34.58659	-112.3267	6/13/2017	5031
142	N YAVAPAI RD W	Btwn E VALLEY RD & E FRONTAGE RD	NB/SB	34.58678	-112.3253	6/14/2017	1897
143	N YAVAPAI RD E	Btwn N TRUWOOD DR & N GOLDEN WAY	NB/SB	34.58747	-112.3089	6/7/2017	549
144	E YAVAPAI RD	Btwn N NAVAJO DR & N GREG DR	EB/WB	34.59157	-112.3174	6/14/2017	1894
145	PRESCOTT COUNTRY CLUB BLVD	Btwn AZ-69 & MANZANITA TRAIL	EB/WB	34.56129	-112.2605	6/6/2017	10315
146	N VALLEY VIEW DR	Btwn E SUNSET LN & E HORIZON LN	NB/SB	34.58735	-112.3484	6/13/2017	598
147	N ANTELOPE MEADOWS DR	Btwn PRONGHORN RANCH PKWY & CLEAR SKY TRAIL	NB/SB	34.64522	-112.3288	6/6/2017	6500
148	GLASSFORD HILL RD	Btwn GRANVILLE PKWY S & AZ-89A	NB/SB	34.62952	-112.354	5/16/2017	24464
149	BRADSHAW MOUNTAIN RD	Btwn AZ-69 & E TURQUOISE CIR	EB/WB	34.54693	-112.2507	6/6/2017	1056
150	E YAVAPAI RD	Btwn N ROBERT RD & E FLORENTINE RD	NE/SW	34.59033	-112.3235	6/14/2017	3421



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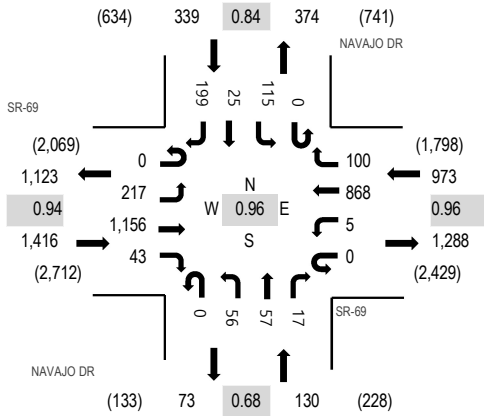
**Location:** 3 NAVAJO DR & SR-69 PM

**Date:** Tuesday, October 17, 2023

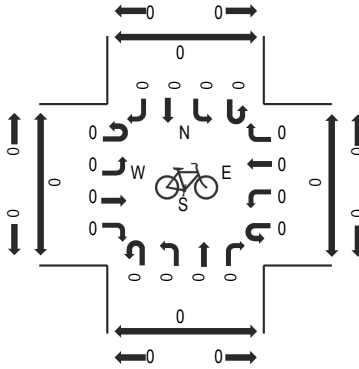
**Peak Hour:** 04:15 PM - 05:15 PM

**Peak 15-Minutes:** 04:15 PM - 04:30 PM

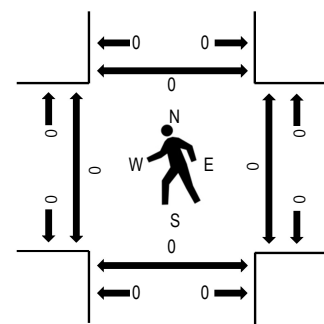
### Peak Hour - Motorized Vehicles



### Peak Hour - Bicycles



### Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

### Traffic Counts - Motorized Vehicles

Interval Start Time	SR-69 Eastbound				SR-69 Westbound				NAVAJO DR Northbound				NAVAJO DR Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	61	265	8	0	1	211	25	0	12	21	1	0	36	7	41	689	2,826	0	0	0	0
4:15 PM	0	51	313	12	0	1	221	32	0	11	13	5	0	27	14	42	742	2,858	0	0	0	0
4:30 PM	0	65	297	13	0	3	226	26	0	11	10	2	0	28	3	42	726	2,762	0	0	0	0
4:45 PM	0	55	264	9	0	1	213	15	0	14	11	5	0	32	6	44	669	2,629	0	0	0	0
5:00 PM	0	46	282	9	0	0	208	27	0	20	23	5	0	28	2	71	721	2,546	0	0	0	0
5:15 PM	0	62	275	10	0	2	173	19	0	7	16	6	0	27	1	48	646		0	0	0	0
5:30 PM	0	53	247	10	0	0	166	27	0	10	5	5	0	20	5	45	593		0	0	0	0
5:45 PM	0	60	234	11	0	0	186	15	0	11	3	1	0	24	5	36	586		0	0	0	0
Count Total	0	453	2,177	82	0	8	1,604	186	0	96	102	30	0	222	43	369	5,372		0	0	0	0
Peak Hour	0	217	1,156	43	0	5	868	100	0	56	57	17	0	115	25	199	2,858		0	0	0	0



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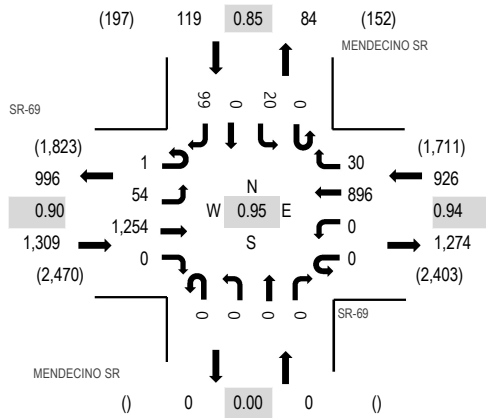
Location: 4 MENDECINO SR &amp; SR-69 PM

Date: Tuesday, October 17, 2023

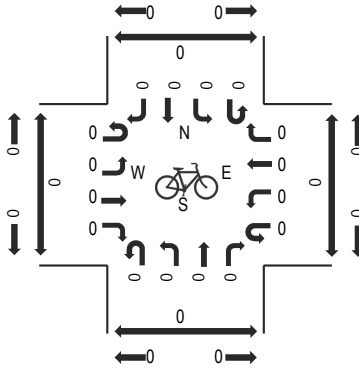
Peak Hour: 04:00 PM - 05:00 PM

Peak 15-Minutes: 04:15 PM - 04:30 PM

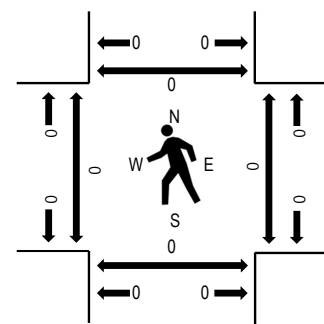
## Peak Hour - Motorized Vehicles



## Peak Hour - Bicycles



## Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

## Traffic Counts - Motorized Vehicles

Interval Start Time	SR-69 Eastbound				SR-69 Westbound				MENDECINO SR Northbound				MENDECINO SR Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	1	14	294	0	0	0	216	6	0	0	0	0	0	3	0	30	564	2,354	0	0	0	0
4:15 PM	0	19	346	0	0	0	210	13	0	0	0	0	0	9	0	25	622	2,335	0	0	0	0
4:30 PM	0	12	309	0	0	0	240	7	0	0	0	0	0	5	0	30	603	2,220	0	0	0	0
4:45 PM	0	9	305	0	0	0	230	4	0	0	0	0	0	3	0	14	565	2,124	0	0	0	0
5:00 PM	0	11	288	0	0	0	215	4	0	0	0	0	0	6	0	21	545	2,024	0	0	0	0
5:15 PM	0	10	303	0	0	0	169	5	0	0	0	0	0	3	0	17	507		0	0	0	0
5:30 PM	1	19	262	0	0	0	191	11	0	0	0	0	0	3	0	20	507		0	0	0	0
5:45 PM	0	4	263	0	0	0	186	4	0	0	0	0	0	1	0	7	465		0	0	0	0
Count Total	2	98	2,370	0	0	0	1,657	54	0	0	0	0	0	33	0	164	4,378		0	0	0	0
Peak Hour	1	54	1,254	0	0	0	896	30	0	0	0	0	0	20	0	99	2,354		0	0	0	0



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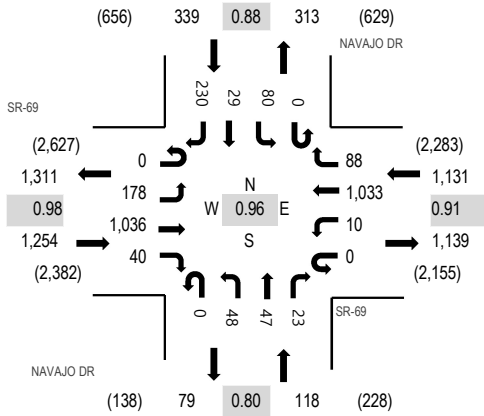
**Location:** 3 NAVAJO DR & SR-69 Noon

**Date:** Tuesday, October 17, 2023

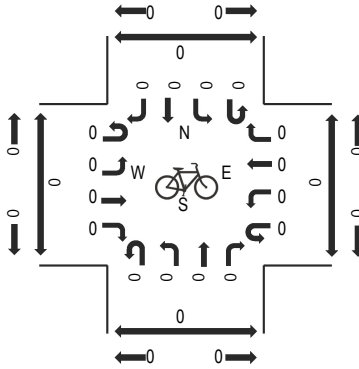
**Peak Hour:** 11:45 AM - 12:45 PM

**Peak 15-Minutes:** 12:15 PM - 12:30 PM

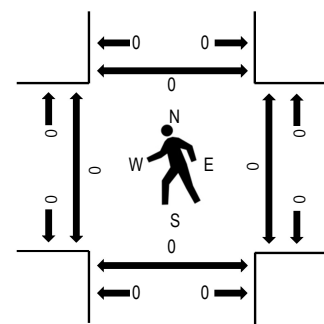
### Peak Hour - Motorized Vehicles



### Peak Hour - Bicycles



### Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

### Traffic Counts - Motorized Vehicles

Interval Start Time	SR-69 Eastbound				SR-69 Westbound				NAVAJO DR Northbound				NAVAJO DR Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
11:00 AM	0	44	204	5	0	2	291	29	0	10	10	2	0	28	5	56	686	2,721	0	0	0	0
11:15 AM	0	46	244	10	0	0	255	18	0	9	15	4	0	15	4	40	660	2,739	0	0	0	0
11:30 AM	0	46	218	7	0	3	279	18	0	19	10	4	0	24	7	52	687	2,818	0	0	0	0
11:45 AM	0	42	243	9	0	2	248	27	0	13	10	3	0	16	5	70	688	2,842	0	0	0	0
12:00 PM	0	49	262	11	0	3	261	18	0	12	11	4	0	19	9	45	704	2,828	0	0	0	0
12:15 PM	0	50	258	12	0	3	269	21	0	9	11	8	0	25	11	62	739		0	0	0	0
12:30 PM	0	37	273	8	0	2	255	22	0	14	15	8	0	20	4	53	711		0	0	0	0
12:45 PM	0	51	244	9	0	1	240	16	0	13	13	1	0	28	6	52	674		0	0	0	0
Count Total	0	365	1,946	71	0	16	2,098	169	0	99	95	34	0	175	51	430	5,549		0	0	0	0
Peak Hour	0	178	1,036	40	0	10	1,033	88	0	48	47	23	0	80	29	230	2,842		0	0	0	0



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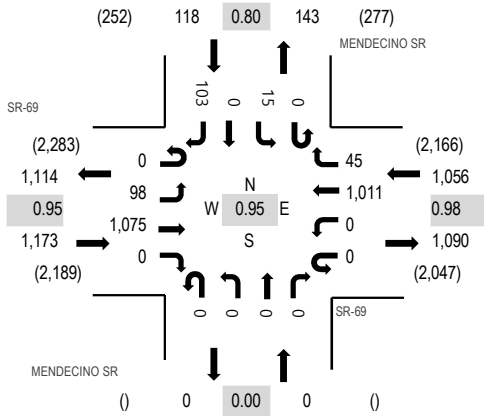
**Location:** 4 MENDECINO SR & SR-69 Noon

**Date:** Tuesday, October 17, 2023

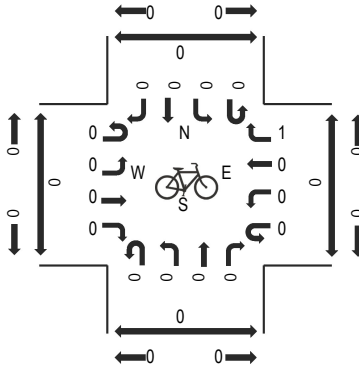
**Peak Hour:** 12:00 PM - 01:00 PM

**Peak 15-Minutes:** 12:15 PM - 12:30 PM

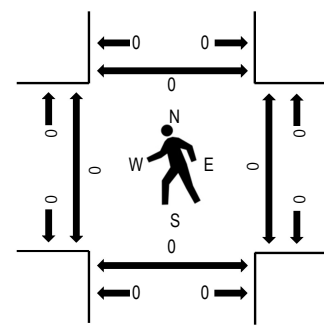
### Peak Hour - Motorized Vehicles



### Peak Hour - Bicycles



### Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

### Traffic Counts - Motorized Vehicles

Interval Start Time	SR-69 Eastbound				SR-69 Westbound				MENDECINO SR Northbound				MENDECINO SR Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
11:00 AM	0	24	225	0	0	0	269	15	0	0	0	0	0	6	0	32	571	2,260	0	0	0	0
11:15 AM	0	20	238	0	0	0	256	16	0	0	0	0	0	1	0	25	556	2,266	0	0	0	0
11:30 AM	0	20	249	0	0	0	271	12	0	0	0	0	0	3	0	39	594	2,330	0	0	0	0
11:45 AM	0	12	228	0	0	0	256	15	0	0	0	0	0	7	0	21	539	2,324	0	0	0	0
12:00 PM	0	26	252	0	0	0	251	13	0	0	0	0	0	3	0	32	577	2,347	0	0	0	0
12:15 PM	0	24	285	0	0	0	268	13	0	0	0	0	0	4	0	26	620		0	0	0	0
12:30 PM	0	26	274	0	0	0	259	8	0	0	0	0	0	3	0	18	588		0	0	0	0
12:45 PM	0	22	264	0	0	0	233	11	0	0	0	0	0	5	0	27	562		0	0	0	0
Count Total	0	174	2,015	0	0	0	2,063	103	0	0	0	0	0	32	0	220	4,607		0	0	0	0
Peak Hour	0	98	1,075	0	0	0	1,011	45	0	0	0	0	0	15	0	103	2,347		0	0	0	0



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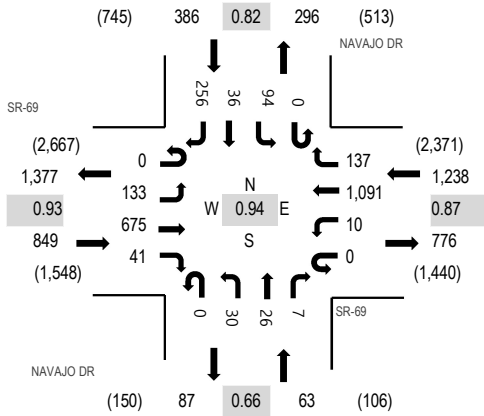
**Location:** 3 NAVAJO DR & SR-69 AM

**Date:** Tuesday, October 17, 2023

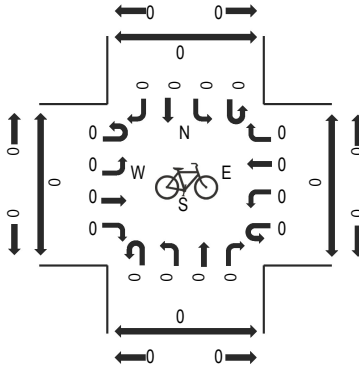
**Peak Hour:** 07:30 AM - 08:30 AM

**Peak 15-Minutes:** 07:30 AM - 07:45 AM

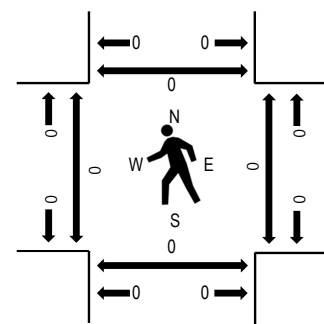
### Peak Hour - Motorized Vehicles



### Peak Hour - Bicycles



### Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

### Traffic Counts - Motorized Vehicles

Interval Start Time	SR-69 Eastbound				SR-69 Westbound				NAVAJO DR Northbound				NAVAJO DR Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	17	119	8	0	1	239	19	0	2	1	1	0	26	3	59	495	2,430	0	0	0	0
7:15 AM	0	20	131	8	0	0	331	34	0	6	0	3	0	28	8	61	630	2,522	0	0	0	0
7:30 AM	0	32	147	15	0	1	299	39	0	12	10	2	0	27	9	85	678	2,536	0	0	0	0
7:45 AM	0	32	169	11	0	6	274	28	0	7	5	2	0	24	12	57	627	2,410	0	0	0	0
8:00 AM	0	44	178	7	0	1	233	28	0	4	5	1	0	23	7	56	587	2,340	0	0	0	0
8:15 AM	0	25	181	8	0	2	285	42	0	7	6	2	0	20	8	58	644		0	0	0	0
8:30 AM	0	32	156	6	1	1	220	19	0	8	9	0	0	16	14	70	552		0	0	0	0
8:45 AM	0	41	156	5	0	3	246	19	0	4	6	3	0	24	6	44	557		0	0	0	0
Count Total	0	243	1,237	68	1	15	2,127	228	0	50	42	14	0	188	67	490	4,770		0	0	0	0
Peak Hour	0	133	675	41	0	10	1,091	137	0	30	26	7	0	94	36	256	2,536		0	0	0	0



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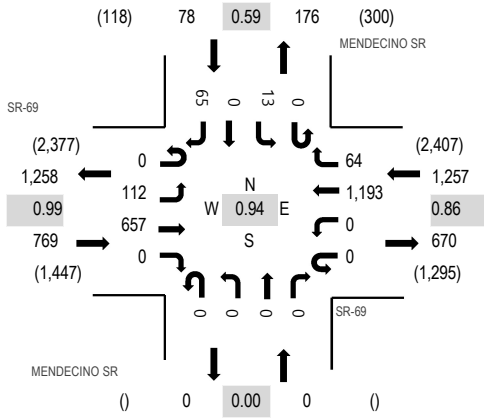
**Location:** 4 MENDECINO SR & SR-69 AM

**Date:** Tuesday, October 17, 2023

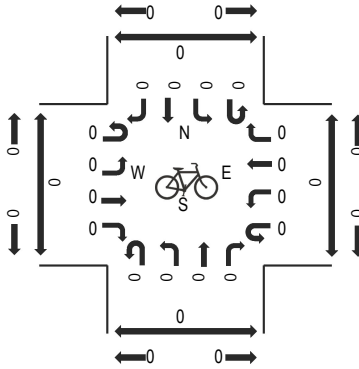
**Peak Hour:** 07:30 AM - 08:30 AM

**Peak 15-Minutes:** 07:30 AM - 07:45 AM

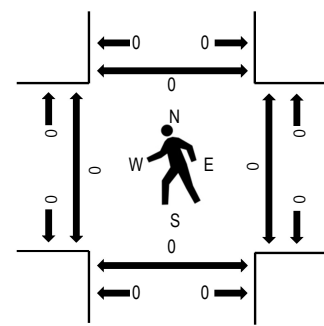
### Peak Hour - Motorized Vehicles



### Peak Hour - Bicycles



### Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

### Traffic Counts - Motorized Vehicles

Interval Start Time	SR-69 Eastbound				SR-69 Westbound				MENDECINO SR Northbound				MENDECINO SR Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	15	140	0	0	0	253	12	0	0	0	0	0	1	0	4	425	1,995	0	0	0	0
7:15 AM	0	11	136	0	0	0	335	10	0	0	0	0	0	2	0	5	499	2,066	0	0	0	0
7:30 AM	0	28	149	0	0	0	365	13	0	0	0	0	0	1	0	6	562	2,104	0	0	0	0
7:45 AM	0	29	169	0	0	0	290	16	0	0	0	0	0	1	0	4	509	1,994	0	0	0	0
8:00 AM	0	28	167	0	0	0	246	15	0	0	0	0	0	5	0	35	496	1,977	0	0	0	0
8:15 AM	0	27	172	0	0	0	292	20	0	0	0	0	0	6	0	20	537		0	0	0	0
8:30 AM	0	12	181	0	0	0	235	12	0	0	0	0	0	3	0	9	452		0	0	0	0
8:45 AM	0	25	158	0	0	0	266	27	0	0	0	0	0	4	0	12	492		0	0	0	0
Count Total	0	175	1,272	0	0	0	2,282	125	0	0	0	0	0	23	0	95	3,972		0	0	0	0
Peak Hour	0	112	657	0	0	0	1,193	64	0	0	0	0	0	13	0	65	2,104		0	0	0	0



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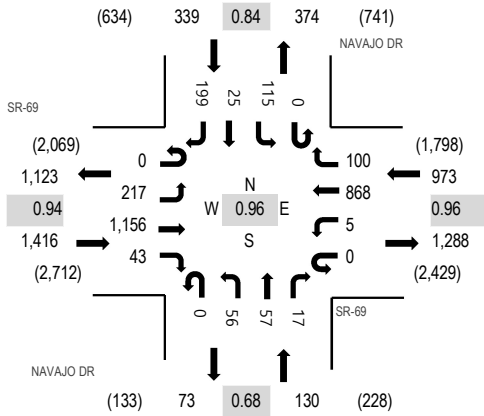
**Location:** 3 NAVAJO DR & SR-69 PM

**Date:** Tuesday, October 17, 2023

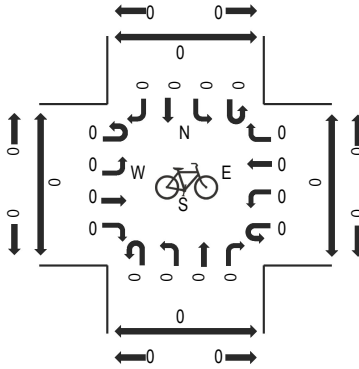
**Peak Hour:** 04:15 PM - 05:15 PM

**Peak 15-Minutes:** 04:15 PM - 04:30 PM

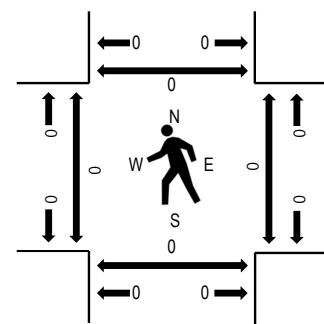
### Peak Hour - Motorized Vehicles



### Peak Hour - Bicycles



### Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

### Traffic Counts - Motorized Vehicles

Interval Start Time	SR-69 Eastbound				SR-69 Westbound				NAVAJO DR Northbound				NAVAJO DR Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	61	265	8	0	1	211	25	0	12	21	1	0	36	7	41	689	2,826	0	0	0	0
4:15 PM	0	51	313	12	0	1	221	32	0	11	13	5	0	27	14	42	742	2,858	0	0	0	0
4:30 PM	0	65	297	13	0	3	226	26	0	11	10	2	0	28	3	42	726	2,762	0	0	0	0
4:45 PM	0	55	264	9	0	1	213	15	0	14	11	5	0	32	6	44	669	2,629	0	0	0	0
5:00 PM	0	46	282	9	0	0	208	27	0	20	23	5	0	28	2	71	721	2,546	0	0	0	0
5:15 PM	0	62	275	10	0	2	173	19	0	7	16	6	0	27	1	48	646		0	0	0	0
5:30 PM	0	53	247	10	0	0	166	27	0	10	5	5	0	20	5	45	593		0	0	0	0
5:45 PM	0	60	234	11	0	0	186	15	0	11	3	1	0	24	5	36	586		0	0	0	0
Count Total	0	453	2,177	82	0	8	1,604	186	0	96	102	30	0	222	43	369	5,372		0	0	0	0
Peak Hour	0	217	1,156	43	0	5	868	100	0	56	57	17	0	115	25	199	2,858		0	0	0	0





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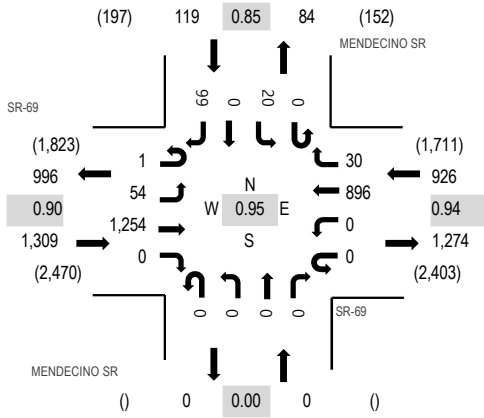
**Location:** 4 MENDECINO SR & SR-69 PM

**Date:** Tuesday, October 17, 2023

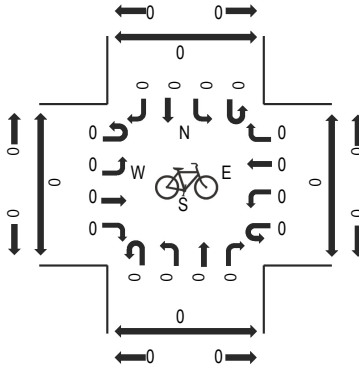
**Peak Hour:** 04:00 PM - 05:00 PM

**Peak 15-Minutes:** 04:15 PM - 04:30 PM

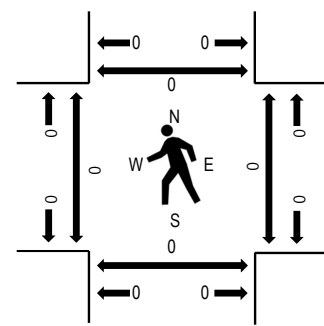
### Peak Hour - Motorized Vehicles



### Peak Hour - Bicycles



### Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

### Traffic Counts - Motorized Vehicles

Interval Start Time	SR-69 Eastbound				SR-69 Westbound				MENDECINO SR Northbound				MENDECINO SR Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	1	14	294	0	0	0	216	6	0	0	0	0	0	3	0	30	564	2,354	0	0	0	0
4:15 PM	0	19	346	0	0	0	210	13	0	0	0	0	0	9	0	25	622	2,335	0	0	0	0
4:30 PM	0	12	309	0	0	0	240	7	0	0	0	0	0	5	0	30	603	2,220	0	0	0	0
4:45 PM	0	9	305	0	0	0	230	4	0	0	0	0	0	3	0	14	565	2,124	0	0	0	0
5:00 PM	0	11	288	0	0	0	215	4	0	0	0	0	0	6	0	21	545	2,024	0	0	0	0
5:15 PM	0	10	303	0	0	0	169	5	0	0	0	0	0	3	0	17	507		0	0	0	0
5:30 PM	1	19	262	0	0	0	191	11	0	0	0	0	0	3	0	20	507		0	0	0	0
5:45 PM	0	4	263	0	0	0	186	4	0	0	0	0	0	1	0	7	465		0	0	0	0
Count Total	2	98	2,370	0	0	0	1,657	54	0	0	0	0	0	33	0	164	4,378		0	0	0	0
Peak Hour	1	54	1,254	0	0	0	896	30	0	0	0	0	0	20	0	99	2,354		0	0	0	0



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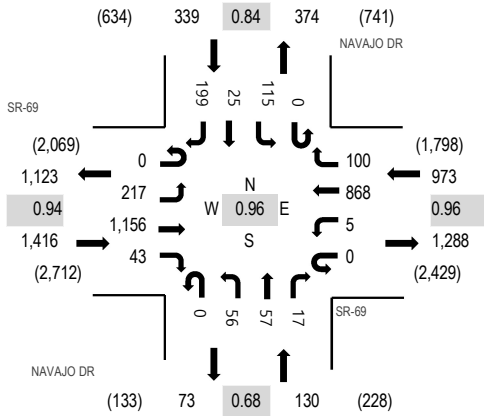
**Location:** 3 NAVAJO DR & SR-69 PM

**Date:** Tuesday, October 17, 2023

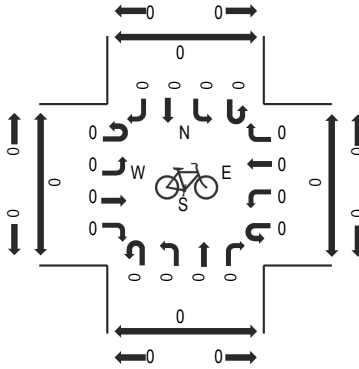
**Peak Hour:** 04:15 PM - 05:15 PM

**Peak 15-Minutes:** 04:15 PM - 04:30 PM

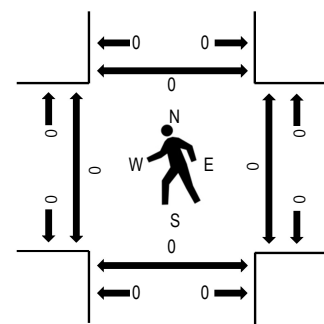
### Peak Hour - Motorized Vehicles



### Peak Hour - Bicycles



### Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

### Traffic Counts - Motorized Vehicles

Interval Start Time	SR-69 Eastbound				SR-69 Westbound				NAVAJO DR Northbound				NAVAJO DR Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	61	265	8	0	1	211	25	0	12	21	1	0	36	7	41	689	2,826	0	0	0	0
4:15 PM	0	51	313	12	0	1	221	32	0	11	13	5	0	27	14	42	742	2,858	0	0	0	0
4:30 PM	0	65	297	13	0	3	226	26	0	11	10	2	0	28	3	42	726	2,762	0	0	0	0
4:45 PM	0	55	264	9	0	1	213	15	0	14	11	5	0	32	6	44	669	2,629	0	0	0	0
5:00 PM	0	46	282	9	0	0	208	27	0	20	23	5	0	28	2	71	721	2,546	0	0	0	0
5:15 PM	0	62	275	10	0	2	173	19	0	7	16	6	0	27	1	48	646		0	0	0	0
5:30 PM	0	53	247	10	0	0	166	27	0	10	5	5	0	20	5	45	593		0	0	0	0
5:45 PM	0	60	234	11	0	0	186	15	0	11	3	1	0	24	5	36	586		0	0	0	0
Count Total	0	453	2,177	82	0	8	1,604	186	0	96	102	30	0	222	43	369	5,372		0	0	0	0
Peak Hour	0	217	1,156	43	0	5	868	100	0	56	57	17	0	115	25	199	2,858		0	0	0	0



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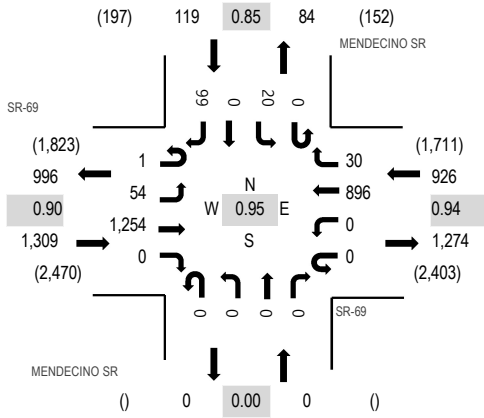
**Location:** 4 MENDECINO SR & SR-69 PM

**Date:** Tuesday, October 17, 2023

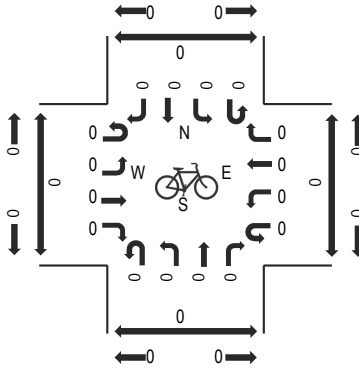
**Peak Hour:** 04:00 PM - 05:00 PM

**Peak 15-Minutes:** 04:15 PM - 04:30 PM

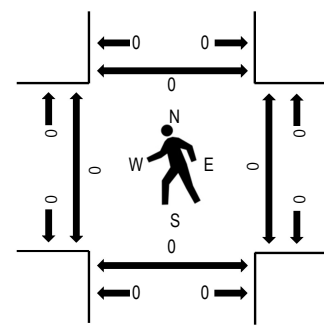
### Peak Hour - Motorized Vehicles



### Peak Hour - Bicycles



### Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

### Traffic Counts - Motorized Vehicles

Interval Start Time	SR-69 Eastbound				SR-69 Westbound				MENDECINO SR Northbound				MENDECINO SR Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	1	14	294	0	0	0	216	6	0	0	0	0	0	3	0	30	564	2,354	0	0	0	0
4:15 PM	0	19	346	0	0	0	210	13	0	0	0	0	0	9	0	25	622	2,335	0	0	0	0
4:30 PM	0	12	309	0	0	0	240	7	0	0	0	0	0	5	0	30	603	2,220	0	0	0	0
4:45 PM	0	9	305	0	0	0	230	4	0	0	0	0	0	3	0	14	565	2,124	0	0	0	0
5:00 PM	0	11	288	0	0	0	215	4	0	0	0	0	0	6	0	21	545	2,024	0	0	0	0
5:15 PM	0	10	303	0	0	0	169	5	0	0	0	0	0	3	0	17	507		0	0	0	0
5:30 PM	1	19	262	0	0	0	191	11	0	0	0	0	0	3	0	20	507		0	0	0	0
5:45 PM	0	4	263	0	0	0	186	4	0	0	0	0	0	1	0	7	465		0	0	0	0
Count Total	2	98	2,370	0	0	0	1,657	54	0	0	0	0	0	33	0	164	4,378		0	0	0	0
Peak Hour	1	54	1,254	0	0	0	896	30	0	0	0	0	0	20	0	99	2,354		0	0	0	0



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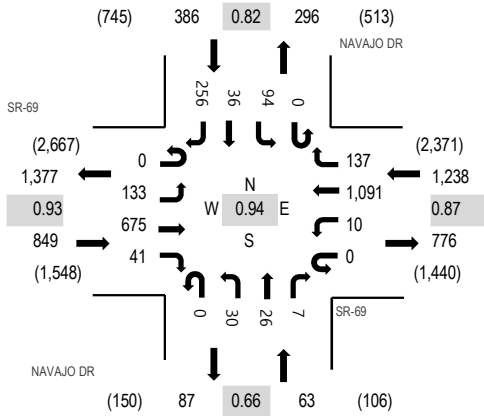
**Location:** 3 NAVAJO DR & SR-69 AM

**Date:** Tuesday, October 17, 2023

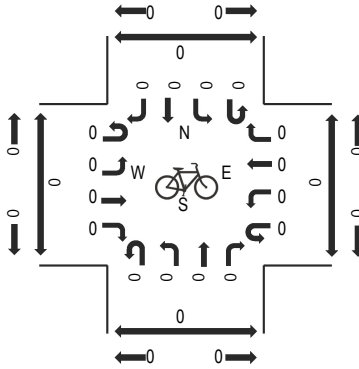
**Peak Hour:** 07:30 AM - 08:30 AM

**Peak 15-Minutes:** 07:30 AM - 07:45 AM

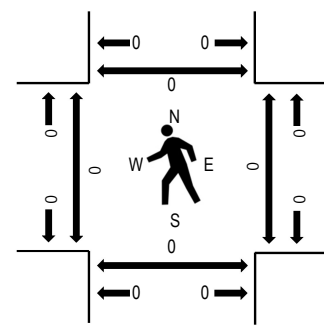
### Peak Hour - Motorized Vehicles



### Peak Hour - Bicycles



### Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

### Traffic Counts - Motorized Vehicles

Interval Start Time	SR-69 Eastbound				SR-69 Westbound				NAVAJO DR Northbound				NAVAJO DR Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	17	119	8	0	1	239	19	0	2	1	1	0	26	3	59	495	2,430	0	0	0	0
7:15 AM	0	20	131	8	0	0	331	34	0	6	0	3	0	28	8	61	630	2,522	0	0	0	0
7:30 AM	0	32	147	15	0	1	299	39	0	12	10	2	0	27	9	85	678	2,536	0	0	0	0
7:45 AM	0	32	169	11	0	6	274	28	0	7	5	2	0	24	12	57	627	2,410	0	0	0	0
8:00 AM	0	44	178	7	0	1	233	28	0	4	5	1	0	23	7	56	587	2,340	0	0	0	0
8:15 AM	0	25	181	8	0	2	285	42	0	7	6	2	0	20	8	58	644		0	0	0	0
8:30 AM	0	32	156	6	1	1	220	19	0	8	9	0	0	16	14	70	552		0	0	0	0
8:45 AM	0	41	156	5	0	3	246	19	0	4	6	3	0	24	6	44	557		0	0	0	0
Count Total	0	243	1,237	68	1	15	2,127	228	0	50	42	14	0	188	67	490	4,770		0	0	0	0
Peak Hour	0	133	675	41	0	10	1,091	137	0	30	26	7	0	94	36	256	2,536		0	0	0	0



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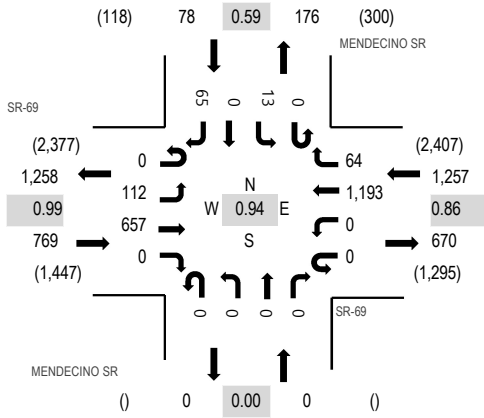
Location: 4 MENDECINO SR & SR-69 AM

Date: Tuesday, October 17, 2023

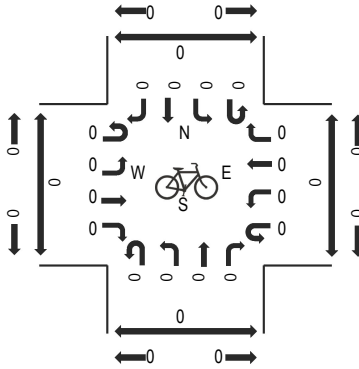
Peak Hour: 07:30 AM - 08:30 AM

Peak 15-Minutes: 07:30 AM - 07:45 AM

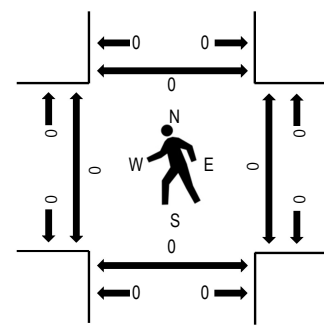
### Peak Hour - Motorized Vehicles



### Peak Hour - Bicycles



### Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

### Traffic Counts - Motorized Vehicles

Interval Start Time	SR-69 Eastbound				SR-69 Westbound				MENDECINO SR Northbound				MENDECINO SR Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	15	140	0	0	0	253	12	0	0	0	0	0	1	0	4	425	1,995	0	0	0	0
7:15 AM	0	11	136	0	0	0	335	10	0	0	0	0	0	2	0	5	499	2,066	0	0	0	0
7:30 AM	0	28	149	0	0	0	365	13	0	0	0	0	0	1	0	6	562	2,104	0	0	0	0
7:45 AM	0	29	169	0	0	0	290	16	0	0	0	0	0	1	0	4	509	1,994	0	0	0	0
8:00 AM	0	28	167	0	0	0	246	15	0	0	0	0	0	5	0	35	496	1,977	0	0	0	0
8:15 AM	0	27	172	0	0	0	292	20	0	0	0	0	0	6	0	20	537		0	0	0	0
8:30 AM	0	12	181	0	0	0	235	12	0	0	0	0	0	3	0	9	452		0	0	0	0
8:45 AM	0	25	158	0	0	0	266	27	0	0	0	0	0	4	0	12	492		0	0	0	0
Count Total	0	175	1,272	0	0	0	2,282	125	0	0	0	0	0	23	0	95	3,972		0	0	0	0
Peak Hour	0	112	657	0	0	0	1,193	64	0	0	0	0	0	13	0	65	2,104		0	0	0	0



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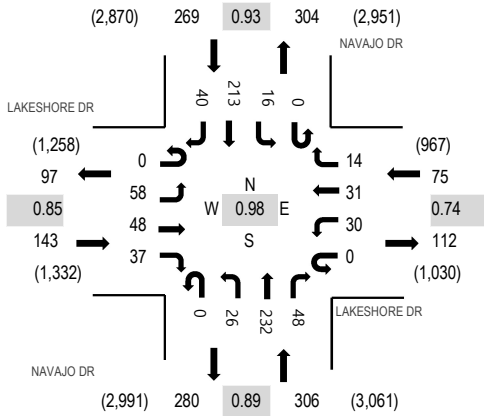
Location: 1 NAVAJO DR &amp; LAKESHORE DR AM

Date: Tuesday, October 17, 2023

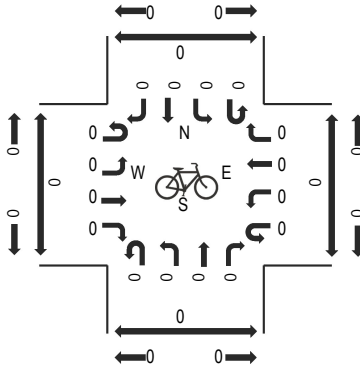
Peak Hour: 03:30 PM - 04:30 PM

Peak 15-Minutes: 04:00 PM - 04:15 PM

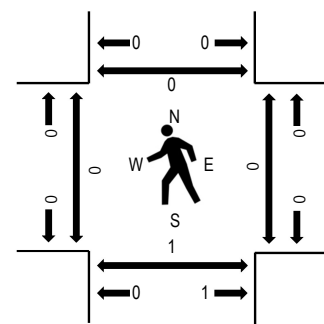
## Peak Hour - Motorized Vehicles



## Peak Hour - Bicycles



## Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

## Traffic Counts - Motorized Vehicles

Interval Start Time	LAKESHORE DR Eastbound				LAKESHORE DR Westbound				NAVAJO DR Northbound				NAVAJO DR Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
12:00 AM	0	0	0	0	0	1	0	0	0	0	11	0	0	0	1	1	14	31	0	0	0	0
12:15 AM	0	0	2	0	0	0	0	1	0	0	4	0	0	0	0	0	7	20	0	0	0	0
12:30 AM	0	0	0	1	0	0	0	0	0	0	2	0	0	0	1	1	5	18	0	0	0	0
12:45 AM	0	0	0	1	0	1	0	0	0	0	0	2	0	0	1	0	5	15	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	3	16	0	0	0	0
1:15 AM	0	1	1	0	0	0	0	0	0	0	2	0	0	0	1	0	5	17	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	18	0	1	0	0
1:45 AM	0	2	0	0	0	0	1	1	0	0	2	0	0	0	0	0	6	21	0	0	0	0
2:00 AM	0	0	0	0	0	0	1	0	0	0	1	0	0	0	2	0	4	19	0	0	0	0
2:15 AM	0	0	1	0	0	0	0	0	0	0	0	1	0	0	4	0	6	22	0	0	0	0
2:30 AM	0	0	0	1	0	0	0	0	0	1	0	0	0	0	1	2	5	22	0	0	0	0
2:45 AM	0	0	0	1	0	0	0	0	0	0	1	0	0	0	2	0	4	19	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	4	1	7	22	0	0	0	0
3:15 AM	0	0	0	0	0	1	0	0	0	0	2	0	0	0	3	0	6	21	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	26	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	5	1	7	42	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	57	0	0	0	0
4:15 AM	0	0	0	0	0	0	2	0	0	0	3	0	0	1	5	0	11	63	0	0	0	0
4:30 AM	0	0	0	0	0	3	0	0	0	0	1	0	0	0	13	1	18	78	0	0	0	0
4:45 AM	0	0	0	0	0	2	1	0	0	1	4	0	0	2	11	1	22	105	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	5	2	0	0	4	1	12	138	0	0	0	0
5:15 AM	0	0	1	0	0	1	0	1	0	0	10	0	0	0	12	1	26	168	0	0	0	0
5:30 AM	0	0	1	1	0	2	1	1	0	2	8	0	0	5	20	4	45	223	0	0	0	0
5:45 AM	0	2	0	0	0	2	3	1	0	0	10	2	0	2	27	6	55	261	0	0	0	0
6:00 AM	0	1	3	0	0	2	2	0	0	2	10	0	0	0	19	3	42	311	0	0	0	0
6:15 AM	0	1	1	2	0	9	8	0	0	1	28	2	0	1	26	2	81	392	0	0	0	0
6:30 AM	0	0	2	0	0	5	4	2	0	4	20	3	0	4	34	5	83	481	0	0	0	0
6:45 AM	0	0	3	2	0	7	7	1	0	5	32	2	0	2	41	3	105	598	0	0	0	0
7:00 AM	0	2	5	3	0	7	8	5	1	13	17	4	0	2	43	13	123	679	0	0	0	0
7:15 AM	0	6	3	2	0	11	6	6	0	18	45	4	0	4	47	18	170	696	0	1	0	0
7:30 AM	0	6	2	9	0	17	15	10	0	16	49	3	0	5	56	12	200	678	0	0	0	0
7:45 AM	0	4	4	10	0	15	15	10	0	8	42	4	0	2	61	11	186	601	0	0	0	0
8:00 AM	0	8	6	7	0	6	3	3	0	8	43	9	0	3	37	7	140	531	0	0	0	0
8:15 AM	0	6	7	7	0	10	3	4	0	4	42	5	0	3	49	12	152	488	0	0	0	0



8:30 AM	0	7	3	2	0	8	2	3	0	11	30	3	0	5	44	5	123	409	0	0	0	0
8:45 AM	0	5	2	4	0	9	9	2	0	5	24	6	0	1	35	14	116	386	2	0	0	0
9:00 AM	0	4	3	4	0	4	4	1	0	9	18	2	0	4	27	17	97	366	0	0	0	0
9:15 AM	0	10	10	1	0	5	5	0	0	3	15	2	0	4	16	2	73	373	0	0	0	0
9:30 AM	0	6	4	4	0	8	9	0	0	10	24	4	0	2	22	7	100	397	0	0	0	0
9:45 AM	0	6	5	4	0	8	6	2	0	10	19	7	0	1	22	6	96	405	0	0	0	0
10:00 AM	0	8	7	4	0	7	5	0	0	5	30	6	0	1	26	5	104	414	0	0	0	0
10:15 AM	0	4	6	5	0	9	6	2	0	7	24	2	0	0	21	11	97	413	0	0	0	0
10:30 AM	0	11	1	3	0	6	10	3	0	7	27	5	0	5	28	2	108	447	0	0	0	0
10:45 AM	0	4	5	4	0	4	4	0	0	3	23	4	0	8	44	2	105	462	0	0	0	0
11:00 AM	0	7	7	3	0	5	6	2	0	9	37	4	0	2	19	2	103	469	0	0	0	0
11:15 AM	0	14	9	6	0	4	5	3	0	3	29	7	0	6	43	2	131	502	0	0	0	0
11:30 AM	0	4	10	10	0	4	8	5	0	8	30	9	0	2	23	10	123	511	1	0	0	0
11:45 AM	0	7	3	5	0	8	5	0	0	5	31	4	0	3	27	14	112	498	1	1	0	0
12:00 PM	0	12	8	7	0	8	8	1	0	4	33	11	0	1	36	7	136	517	0	0	0	0
12:15 PM	0	11	7	7	0	9	7	3	0	9	32	7	0	5	33	10	140	500	0	0	0	0
12:30 PM	0	9	7	2	0	5	7	3	0	1	25	6	0	0	31	14	110	487	0	0	0	0
12:45 PM	0	9	6	9	0	6	8	1	0	8	33	4	0	2	38	7	131	491	0	0	0	0
1:00 PM	0	16	2	6	0	4	5	1	0	4	28	7	0	0	35	11	119	478	0	0	0	0
1:15 PM	0	13	5	15	0	7	5	2	0	8	31	3	0	0	29	9	127	483	0	0	0	0
1:30 PM	0	9	9	5	0	4	11	3	0	11	30	5	0	2	19	6	114	458	0	0	0	0
1:45 PM	0	11	8	6	0	1	3	1	0	8	35	4	0	2	30	9	118	505	0	0	0	0
2:00 PM	0	12	6	6	0	7	8	1	0	5	37	11	0	1	23	7	124	569	0	0	0	0
2:15 PM	0	4	9	1	0	9	8	1	0	8	11	9	0	2	33	7	102	634	0	0	0	0
2:30 PM	0	9	15	9	0	9	10	7	0	11	40	5	0	3	35	8	161	710	1	0	0	0
2:45 PM	0	11	7	6	0	5	11	7	0	11	61	11	0	1	40	11	182	748	0	0	0	0
3:00 PM	0	13	13	14	0	5	7	2	0	10	47	8	0	7	56	7	189	755	0	0	0	0
3:15 PM	0	11	11	6	0	12	1	7	0	7	56	7	0	3	46	11	178	769	0	0	0	0
3:30 PM	0	20	10	9	0	6	9	9	0	9	57	11	0	1	44	14	199	793	0	0	0	0
3:45 PM	0	11	15	7	0	7	6	1	0	6	58	16	0	5	46	11	189	785	0	0	1	0
4:00 PM	0	18	12	9	0	8	13	3	0	6	55	7	0	5	61	6	203	766	0	0	0	0
4:15 PM	0	9	11	12	0	9	3	1	0	5	62	14	0	5	62	9	202	775	0	0	0	0
4:30 PM	0	21	12	10	0	5	11	5	0	6	60	8	0	5	41	7	191	743	0	0	0	0
4:45 PM	0	13	9	8	0	5	4	4	0	9	57	8	0	2	46	5	170	707	0	0	0	0
5:00 PM	0	12	16	14	0	4	5	5	0	10	68	12	0	5	55	6	212	703	0	0	0	0
5:15 PM	0	9	9	10	0	6	6	6	0	8	45	18	0	4	40	9	170	647	0	0	0	0
5:30 PM	0	14	9	9	0	11	4	2	0	5	46	8	0	6	34	7	155	594	0	0	0	0
5:45 PM	0	7	8	12	0	8	10	3	0	5	47	11	0	4	44	7	166	543	0	0	0	0
6:00 PM	0	14	10	7	0	4	7	9	0	4	50	16	0	2	26	7	156	478	0	0	0	0
6:15 PM	0	15	9	8	0	8	6	2	0	2	21	6	0	3	29	8	117	413	0	0	0	0
6:30 PM	0	3	5	7	0	2	5	2	0	6	33	8	0	2	24	7	104	383	0	0	0	0
6:45 PM	0	7	4	6	0	6	4	2	0	6	30	6	0	2	27	1	101	365	0	0	0	0
7:00 PM	0	5	7	2	0	0	3	2	0	4	30	8	0	0	25	5	91	336	0	0	0	0
7:15 PM	0	9	7	7	0	7	2	0	0	4	23	6	0	2	16	4	87	305	0	0	0	0
7:30 PM	0	6	4	6	0	3	4	1	0	2	26	6	0	5	22	1	86	287	0	0	0	0
7:45 PM	0	3	3	1	0	7	1	1	0	5	24	5	0	2	18	2	72	249	0	0	0	0
8:00 PM	0	6	0	3	0	3	1	0	0	4	26	4	0	2	7	4	60	224	0	0	0	0
8:15 PM	0	4	3	4	0	0	2	1	0	2	16	8	0	3	18	8	69	216	0	0	0	0
8:30 PM	0	4	3	4	0	1	0	0	0	1	19	1	0	0	12	3	48	186	0	0	0	0
8:45 PM	0	4	2	0	0	2	3	0	0	3	16	3	0	1	13	0	47	189	0	0	0	0
9:00 PM	0	8	3	6	0	0	1	1	0	1	12	4	0	1	11	4	52	187	0	0	0	0
9:15 PM	0	2	3	3	0	1	1	0	0	0	16	3	0	0	10	0	39	175	0	0	0	0
9:30 PM	0	5	2	5	0	3	0	2	0	0	15	0	0	5	12	2	51	163	0	0	0	0
9:45 PM	0	4	4	0	0	1	3	2	0	0	14	7	0	2	6	2	45	137	0	0	0	0
10:00 PM	0	1	3	0	0	2	1	3	0	1	14	2	0	2	10	1	40	99	0	0	0	0
10:15 PM	0	2	1	0	0	0	2	1	0	0	7	3	0	0	11	0	27	81	0	0	0	0
10:30 PM	0	2	4	0	0	0	0	0	0	1	8	1	0	1	7	1	25	68	0	0	0	0
10:45 PM	0	2	0	1	0	1	0	0	0	0	2	0	0	0	1	0	7	55	0	0	0	0
11:00 PM	0	3	2	1	0	1	2	2	0	1	7	0	0	1	2	0	22	65	0	0	0	0
11:15 PM	0	0	2	0	0	0	1	0	0	1	6	0	0	0	4	0	14		0	0	0	0
11:30 PM	0	1	1	0	0	0	1	0	0	1	7	0	0	0	1	0	12		0	0	0	0

11:45 PM	0	2	1	0	0	0	0	0	0	1	5	1	0	0	6	1	17	0	0	0	0
Count Total	0	532	424	376	0	403	384	180	1	403	2,239	418	0	188	2,211	471	8,230	5	3	1	0
Peak Hour	0	58	48	37	0	30	31	14	0	26	232	48	0	16	213	40	793	0	0	1	0



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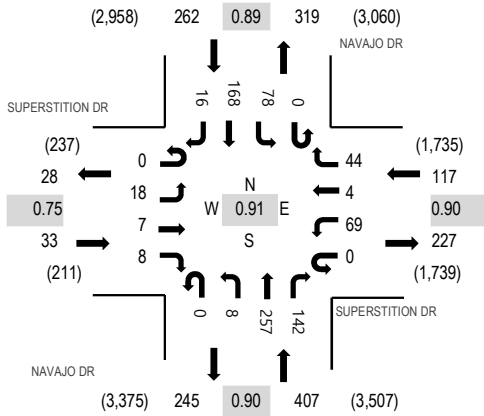
Location: 2 NAVAJO DR &amp; SUPERSTITION DR AM

Date: Tuesday, October 17, 2023

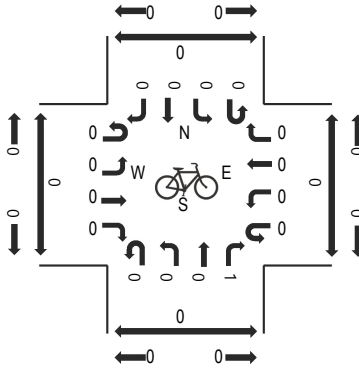
Peak Hour: 04:15 PM - 05:15 PM

Peak 15-Minutes: 05:00 PM - 05:15 PM

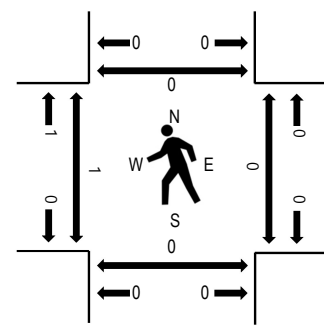
## Peak Hour - Motorized Vehicles



## Peak Hour - Bicycles



## Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

## Traffic Counts - Motorized Vehicles

Interval Start Time	SUPERSTITION DR Eastbound				SUPERSTITION DR Westbound				NAVAJO DR Northbound				NAVAJO DR Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
12:00 AM	0	0	0	0	0	1	0	0	0	0	9	0	0	0	2	0	12	33	0	0	0	0
12:15 AM	0	0	0	0	0	0	1	0	0	0	6	0	0	0	0	0	7	22	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	1	2	2	0	1	1	0	7	17	0	0	0	0
12:45 AM	0	0	0	0	0	2	0	0	0	0	2	0	0	0	3	0	7	12	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	8	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	11	1	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	15	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	0	3	19	0	0	0	0
2:00 AM	0	0	0	0	0	1	0	0	0	0	2	0	0	0	1	0	4	20	0	0	0	0
2:15 AM	0	0	0	0	0	1	0	0	0	0	0	2	0	0	3	0	6	20	0	0	0	0
2:30 AM	0	0	0	0	0	0	1	1	0	0	0	1	0	1	2	0	6	20	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	0	4	18	0	0	0	0
3:00 AM	0	0	0	0	0	1	0	0	0	0	1	0	0	0	2	0	4	23	0	0	0	0
3:15 AM	0	0	0	0	0	1	1	0	0	0	1	0	0	0	3	0	6	26	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	4	30	0	0	0	0
3:45 AM	0	0	0	0	0	3	0	0	0	0	1	1	0	0	4	0	9	46	0	0	0	0
4:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	5	1	7	62	0	0	0	0
4:15 AM	0	0	0	0	0	2	0	1	0	0	0	0	0	0	7	0	10	66	0	0	0	0
4:30 AM	0	0	0	0	0	4	0	0	0	0	2	0	0	0	14	0	20	86	0	0	0	0
4:45 AM	0	0	0	0	0	5	0	0	0	0	4	0	0	0	16	0	25	114	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	5	1	0	0	5	0	11	142	0	0	0	0
5:15 AM	0	0	0	1	0	8	0	2	0	1	6	1	1	0	10	0	30	178	0	0	0	0
5:30 AM	0	0	0	0	0	12	1	3	0	0	8	0	0	0	24	0	48	229	0	0	0	0
5:45 AM	0	0	0	0	0	16	1	4	0	0	6	0	0	2	24	0	53	272	0	0	0	0
6:00 AM	0	0	0	0	0	8	1	3	0	0	10	1	0	1	23	0	47	341	0	0	0	1
6:15 AM	0	0	0	0	0	16	0	7	0	0	22	0	1	2	31	2	81	391	0	1	0	0
6:30 AM	0	2	0	0	0	15	1	9	0	1	17	5	2	2	35	2	91	482	0	0	0	0
6:45 AM	0	1	1	1	0	23	3	19	0	0	21	3	0	6	43	1	122	574	0	0	0	0
7:00 AM	0	1	0	0	0	17	2	18	0	1	9	2	0	4	39	4	97	642	0	1	0	0
7:15 AM	0	5	1	1	0	29	2	24	0	4	35	9	0	3	54	5	172	702	1	1	1	0
7:30 AM	0	3	1	3	0	23	2	28	0	1	41	9	0	14	55	3	183	684	1	0	0	1
7:45 AM	0	2	1	3	0	27	1	14	0	4	38	5	0	15	76	4	190	653	0	0	0	0
8:00 AM	0	2	0	8	0	33	0	15	0	2	38	11	0	4	41	3	157	599	0	0	0	0
8:15 AM	0	2	0	1	0	19	2	11	0	1	39	17	0	9	50	3	154	534	0	0	0	0

8:30 AM	0	0	1	2	0	28	2	19	0	0	25	19	0	5	48	3	152	455	0	0	0	0
8:45 AM	0	1	0	0	1	27	2	7	0	0	32	17	0	7	38	4	136	394	2	0	0	0
9:00 AM	0	1	0	2	0	11	1	10	0	0	19	10	0	6	30	2	92	361	0	0	0	0
9:15 AM	0	1	0	0	0	20	1	2	0	0	15	8	0	5	23	0	75	367	0	0	0	0
9:30 AM	0	0	0	0	0	14	1	9	0	1	26	9	0	5	26	0	91	397	1	0	0	0
9:45 AM	0	1	0	0	0	13	0	11	0	0	26	13	0	4	34	1	103	400	0	0	0	0
10:00 AM	0	3	0	0	0	16	0	10	0	1	27	10	0	6	24	1	98	420	1	0	0	0
10:15 AM	0	0	0	1	0	25	2	7	0	0	27	7	0	6	29	1	105	451	0	0	0	0
10:30 AM	0	1	0	0	0	14	0	6	0	0	30	7	0	1	35	0	94	485	0	0	0	0
10:45 AM	0	1	1	1	0	20	0	4	0	0	28	18	0	4	45	1	123	509	0	0	0	0
11:00 AM	0	1	0	1	0	20	2	9	0	1	34	26	0	4	30	1	129	509	0	0	0	0
11:15 AM	0	2	0	0	0	20	1	5	0	0	36	25	0	11	38	1	139	509	0	0	0	0
11:30 AM	0	2	3	0	0	18	0	11	0	0	30	19	0	15	19	1	118	524	0	0	0	0
11:45 AM	0	0	0	0	0	19	0	6	0	1	36	23	0	6	31	1	123	513	0	2	0	0
12:00 PM	0	1	3	0	0	18	1	8	0	1	35	16	1	8	37	0	129	534	0	0	0	0
12:15 PM	0	2	5	0	0	19	1	9	0	0	41	28	0	5	43	1	154	527	0	0	0	0
12:30 PM	0	1	1	0	0	22	3	7	0	0	24	11	0	5	33	0	107	504	0	0	0	0
12:45 PM	0	2	0	0	0	21	1	8	0	1	34	21	0	8	47	1	144	530	0	0	0	0
1:00 PM	0	1	2	0	0	21	2	2	0	0	33	15	0	9	36	1	122	503	0	0	0	0
1:15 PM	0	1	1	1	1	17	1	7	0	0	37	20	0	9	34	2	131	500	0	0	0	0
1:30 PM	0	0	0	1	0	20	3	12	0	1	32	27	0	10	25	2	133	499	0	0	0	0
1:45 PM	0	0	0	0	0	16	0	9	0	0	35	22	0	11	23	1	117	526	0	0	0	0
2:00 PM	0	4	1	1	0	15	1	15	0	1	28	18	0	9	24	2	119	573	0	0	0	0
2:15 PM	0	2	3	1	0	11	0	8	0	1	43	20	0	6	35	0	130	639	0	0	0	0
2:30 PM	0	1	0	2	0	18	1	12	0	1	52	21	0	12	38	2	160	680	0	0	0	0
2:45 PM	0	1	1	3	0	15	2	18	0	0	53	21	0	11	37	2	164	689	1	0	0	0
3:00 PM	0	3	2	2	0	20	0	11	0	3	53	16	0	23	48	4	185	713	2	1	0	0
3:15 PM	0	2	1	1	0	13	1	12	0	2	58	24	0	12	42	3	171	726	1	0	0	0
3:30 PM	0	3	1	2	0	10	3	13	0	1	54	25	0	11	45	1	169	772	0	1	0	0
3:45 PM	0	1	1	0	0	18	1	11	0	1	70	22	0	13	49	1	188	786	0	0	0	0
4:00 PM	0	1	1	2	0	14	2	15	0	0	55	33	0	17	55	3	198	793	0	0	0	0
4:15 PM	0	3	2	0	0	20	1	7	0	0	75	31	0	24	47	7	217	819	0	0	0	0
4:30 PM	0	5	2	2	0	16	1	3	0	3	55	34	0	23	33	6	183	776	0	0	0	0
4:45 PM	0	5	2	1	0	17	2	16	0	3	51	42	0	11	42	3	195	766	0	0	0	0
5:00 PM	0	5	1	5	0	16	0	18	0	2	76	35	0	20	46	0	224	737	1	0	0	0
5:15 PM	0	3	0	1	0	19	2	12	0	1	54	25	0	18	36	3	174	672	0	0	0	0
5:30 PM	0	2	2	0	0	20	2	6	0	1	56	32	0	13	35	4	173	615	0	0	0	1
5:45 PM	0	6	3	2	0	11	1	7	0	1	44	28	1	19	41	2	166	569	0	0	0	0
6:00 PM	0	0	1	0	0	14	1	11	0	1	57	29	0	14	31	0	159	506	0	0	0	0
6:15 PM	0	0	3	0	0	11	0	6	0	0	32	24	0	11	28	2	117	446	0	0	0	0
6:30 PM	0	0	2	0	0	12	2	17	0	0	29	29	0	15	21	0	127	407	1	0	0	0
6:45 PM	0	0	2	1	0	12	0	8	0	1	32	8	0	8	30	1	103	361	1	0	0	0
7:00 PM	0	0	1	1	0	8	1	12	0	2	31	15	0	8	18	2	99	335	0	0	0	0
7:15 PM	0	1	2	0	0	9	0	6	0	1	23	12	0	5	18	1	78	297	0	0	0	0
7:30 PM	0	1	1	0	0	4	1	2	0	0	36	8	0	9	18	1	81	279	0	0	0	0
7:45 PM	0	0	0	0	0	8	0	2	0	0	26	11	0	5	23	2	77	260	1	0	0	0
8:00 PM	0	1	0	2	0	2	1	2	0	1	27	11	0	2	12	0	61	239	0	0	0	0
8:15 PM	0	0	1	0	0	5	0	3	0	0	24	10	0	6	11	0	60	224	0	0	0	0
8:30 PM	0	0	1	0	0	1	0	3	0	0	19	18	0	7	13	0	62	205	0	0	0	0
8:45 PM	0	0	0	1	0	7	1	4	0	0	17	9	0	6	11	0	56	181	0	0	0	0
9:00 PM	0	1	0	0	0	2	0	1	0	1	18	10	0	7	6	0	46	162	0	0	0	0
9:15 PM	0	0	0	0	0	2	0	2	0	1	14	8	0	2	11	1	41	153	0	0	0	0
9:30 PM	0	0	0	0	0	2	0	1	0	0	18	2	0	4	11	0	38	143	0	0	0	0
9:45 PM	0	0	0	0	0	1	0	4	0	0	15	3	0	5	9	0	37	132	0	0	0	0
10:00 PM	0	0	0	1	0	2	0	3	0	0	16	6	0	1	8	0	37	105	0	0	0	0
10:15 PM	0	0	1	0	0	3	2	0	0	0	7	6	0	1	9	2	31	78	0	0	0	0
10:30 PM	0	0	0	0	0	2	0	1	0	2	11	2	0	2	6	1	27	59	0	0	0	0
10:45 PM	0	0	0	0	0	1	0	1	0	0	2	3	0	1	2	0	10	47	0	0	0	0
11:00 PM	0	1	0	0	0	1	0	0	0	0	4	2	0	0	2	0	10	51	0	0	0	0
11:15 PM	0	0	0	0	0	1	0	0	0	0	7	1	0	0	2	1	12		0	0	0	0
11:30 PM	0	0	0	0	0	1	0	1	0	0	8	5	0	0	0	0	15		0	0	0	0

11:45 PM	0	0	0	1	0	0	0	0	0	0	7	1	0	0	4	1	14	0	0	0	0
Count Total	0	92	59	60	2	1,050	72	611	0	54	2,351	1,102	6	576	2,265	111	8,411	15	7	1	3
Peak Hour	0	18	7	8	0	69	4	44	0	8	257	142	0	78	168	16	819	1	0	0	0



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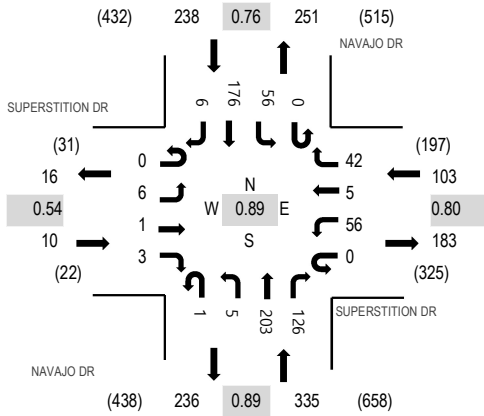
Location: 1 NAVAJO DR & SUPERSTITION DR PM

Date: Tuesday, May 16, 2023

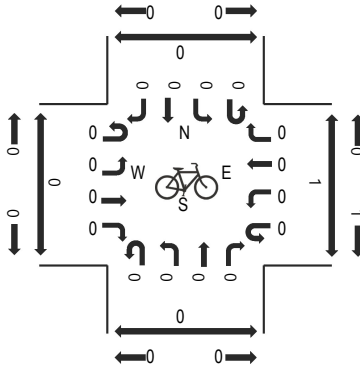
Peak Hour: 04:00 PM - 05:00 PM

Peak 15-Minutes: 04:00 PM - 04:15 PM

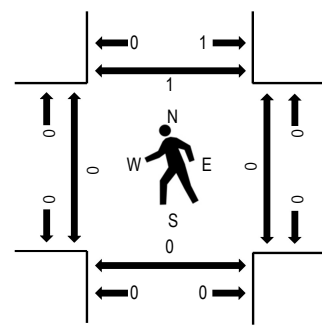
### Peak Hour - Motorized Vehicles



### Peak Hour - Bicycles



### Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

### Traffic Counts - Motorized Vehicles

Interval Start Time	SUPERSTITION DR Eastbound				SUPERSTITION DR Westbound				NAVAJO DR Northbound				NAVAJO DR Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	0	1	0	18	1	11	1	3	49	31	0	15	61	2	193	686	0	0	0	0
4:15 PM	0	0	1	1	0	10	1	6	0	1	47	27	0	20	44	1	159	655	0	0	0	1
4:30 PM	0	5	0	1	0	18	2	12	0	0	59	36	0	9	25	2	169	643	0	0	0	0
4:45 PM	0	1	0	0	0	10	1	13	0	1	48	32	0	12	46	1	165	627	0	0	0	0
5:00 PM	0	2	0	1	0	11	0	15	0	0	55	28	0	10	38	2	162	623	0	0	0	0
5:15 PM	0	1	1	1	0	12	1	6	0	1	52	26	0	11	32	3	147		0	0	0	0
5:30 PM	0	3	0	0	0	13	2	8	0	1	56	22	0	9	38	1	153		0	0	0	0
5:45 PM	0	2	0	1	0	16	1	9	0	1	55	26	0	9	39	2	161		0	0	0	0
Count Total	0	14	2	6	0	108	9	80	1	8	421	228	0	95	323	14	1,309		0	0	0	1
Peak Hour	0	6	1	3	0	56	5	42	1	5	203	126	0	56	176	6	686		0	0	0	1





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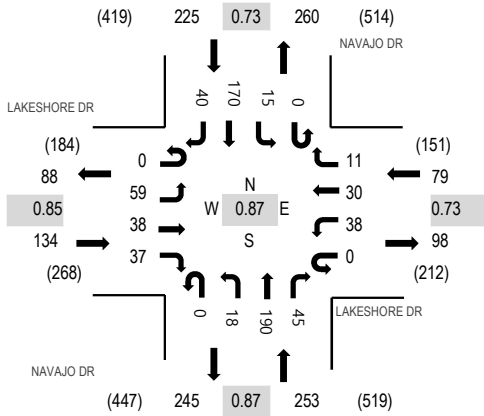
**Location:** 2 NAVAJO DR & LAKESHORE DR PM

**Date:** Tuesday, May 16, 2023

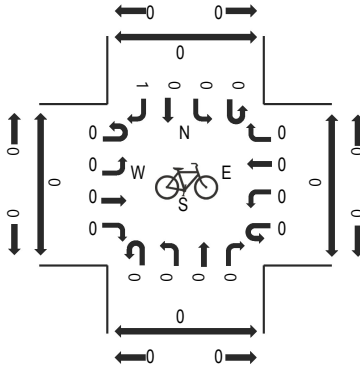
**Peak Hour:** 04:00 PM - 05:00 PM

**Peak 15-Minutes:** 04:00 PM - 04:15 PM

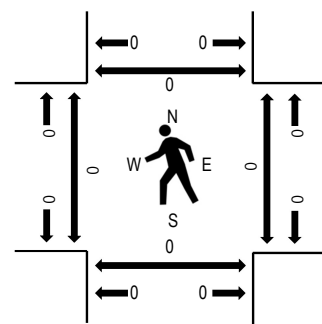
### Peak Hour - Motorized Vehicles



### Peak Hour - Bicycles



### Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

### Traffic Counts - Motorized Vehicles

Interval Start Time	LAKESHORE DR Eastbound				LAKESHORE DR Westbound				NAVAJO DR Northbound				NAVAJO DR Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	15	9	9	0	12	11	4	0	5	45	11	0	6	60	11	198	691	0	0	0	0
4:15 PM	0	14	13	13	0	10	3	0	0	2	33	12	0	4	43	13	160	668	0	0	0	0
4:30 PM	0	20	7	7	0	7	12	2	0	8	60	12	0	2	28	7	172	668	0	0	0	0
4:45 PM	0	10	9	8	0	9	4	5	0	3	52	10	0	3	39	9	161	661	0	0	0	0
5:00 PM	0	10	14	11	0	2	9	3	0	7	56	12	0	6	40	5	175	666	0	0	0	0
5:15 PM	0	13	10	8	0	7	14	2	0	4	44	9	0	5	35	9	160		0	0	0	0
5:30 PM	0	7	15	7	0	5	10	2	0	5	49	13	0	3	39	10	165		0	0	0	0
5:45 PM	0	14	13	12	0	7	9	2	0	7	52	8	0	6	29	7	166		0	0	0	0
Count Total	0	103	90	75	0	59	72	20	0	41	391	87	0	35	313	71	1,357		0	0	0	0
Peak Hour	0	59	38	37	0	38	30	11	0	18	190	45	0	15	170	40	691		0	0	0	0



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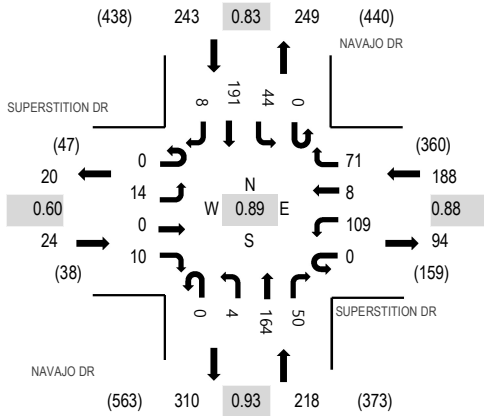
**Location:** 1 NAVAJO DR & SUPERSTITION DR AM

**Date:** Tuesday, May 16, 2023

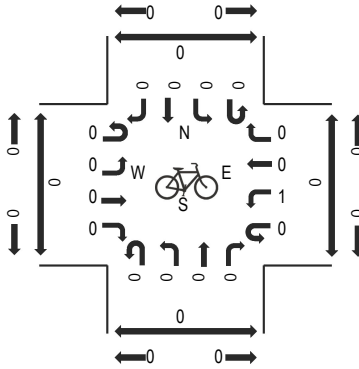
**Peak Hour:** 07:30 AM - 08:30 AM

**Peak 15-Minutes:** 07:45 AM - 08:00 AM

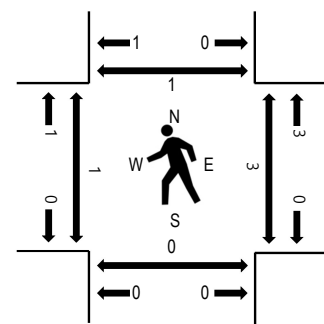
### Peak Hour - Motorized Vehicles



### Peak Hour - Bicycles



### Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

### Traffic Counts - Motorized Vehicles

Interval Start Time	SUPERSTITION DR Eastbound				SUPERSTITION DR Westbound				NAVAJO DR Northbound				NAVAJO DR Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	2	1	3	0	21	5	19	0	1	22	4	0	2	28	3	111	600	1	0	0	0
7:15 AM	0	5	0	0	0	21	4	20	0	3	31	7	0	6	45	3	145	630	0	1	0	0
7:30 AM	0	3	0	2	0	29	5	22	0	1	37	5	0	8	43	1	156	673	1	0	0	0
7:45 AM	0	3	0	1	0	27	2	23	0	1	39	19	0	15	55	3	188	663	0	3	0	0
8:00 AM	0	4	0	6	0	20	0	12	0	0	42	14	0	7	33	3	141	609	0	0	0	0
8:15 AM	0	4	0	1	0	33	1	14	0	2	46	12	0	14	60	1	188		0	0	0	1
8:30 AM	0	1	2	0	0	19	1	19	0	0	33	14	0	8	47	2	146		3	0	0	0
8:45 AM	0	0	0	0	0	29	4	10	0	1	29	10	0	11	40	0	134		0	0	0	0
Count Total	0	22	3	13	0	199	22	139	0	9	279	85	0	71	351	16	1,209		5	4	0	1
Peak Hour	0	14	0	10	0	109	8	71	0	4	164	50	0	44	191	8	673		1	3	0	1



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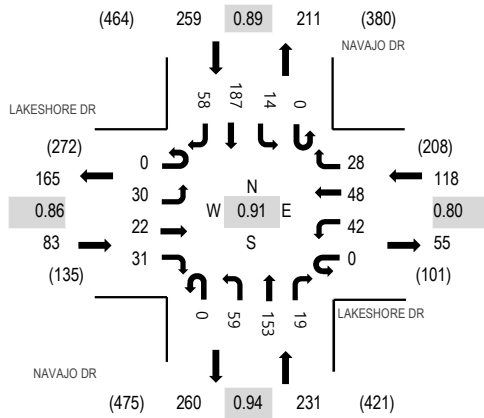
Location: 2 NAVAJO DR &amp; LAKESHORE DR AM

Date: Tuesday, May 16, 2023

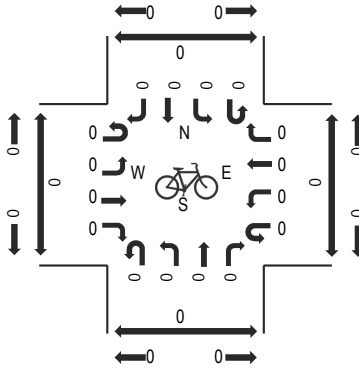
Peak Hour: 07:15 AM - 08:15 AM

Peak 15-Minutes: 07:30 AM - 07:45 AM

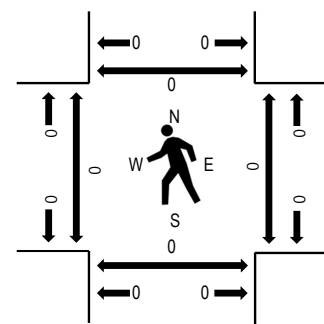
## Peak Hour - Motorized Vehicles



## Peak Hour - Bicycles



## Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

## Traffic Counts - Motorized Vehicles

Interval Start Time	LAKESHORE DR Eastbound				LAKESHORE DR Westbound				NAVAJO DR Northbound				NAVAJO DR Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	4	1	5	0	9	9	7	0	17	35	7	0	2	37	5	138	690	0	0	0	0
7:15 AM	0	3	6	6	0	13	15	8	0	18	34	3	0	2	56	15	179	691	0	0	0	0
7:30 AM	0	8	5	9	0	16	14	11	0	15	41	7	0	2	49	13	190	669	0	0	0	0
7:45 AM	0	8	6	10	0	10	12	7	0	11	42	6	0	9	47	15	183	610	0	0	0	0
8:00 AM	0	11	5	6	0	3	7	2	0	15	36	3	0	1	35	15	139	538	0	0	0	0
8:15 AM	0	4	2	6	0	11	8	3	0	8	46	6	0	7	45	11	157		0	0	0	0
8:30 AM	0	5	4	6	0	11	9	4	0	6	33	5	0	3	29	16	131		0	0	0	0
8:45 AM	0	5	4	6	0	9	6	4	0	4	19	4	0	1	41	8	111		0	0	0	0
Count Total	0	48	33	54	0	82	80	46	0	94	286	41	0	27	339	98	1,228		0	0	0	0
Peak Hour	0	30	22	31	0	42	48	28	0	59	153	19	0	14	187	58	691		0	0	0	0



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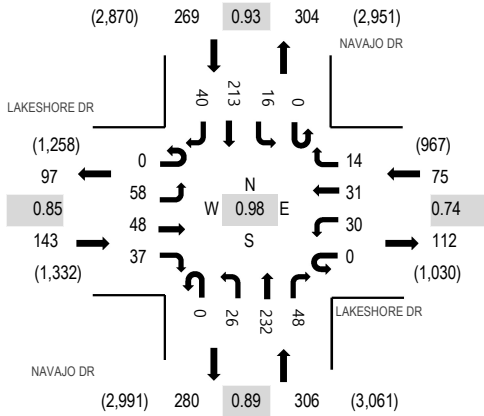
Location: 1 NAVAJO DR &amp; LAKESHORE DR AM

Date: Tuesday, October 17, 2023

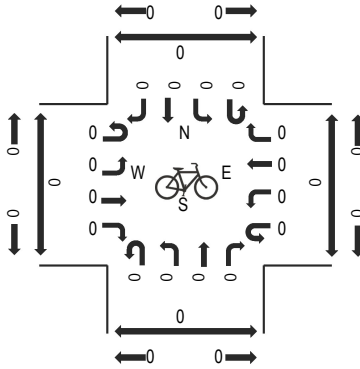
Peak Hour: 03:30 PM - 04:30 PM

Peak 15-Minutes: 04:00 PM - 04:15 PM

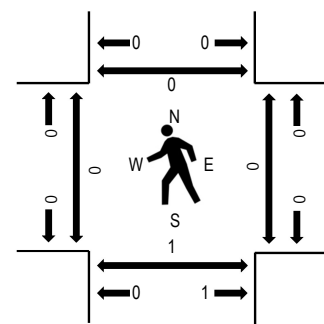
## Peak Hour - Motorized Vehicles



## Peak Hour - Bicycles



## Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

## Traffic Counts - Motorized Vehicles

Interval Start Time	LAKESHORE DR Eastbound				LAKESHORE DR Westbound				NAVAJO DR Northbound				NAVAJO DR Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
12:00 AM	0	0	0	0	0	1	0	0	0	0	11	0	0	0	1	1	14	31	0	0	0	0
12:15 AM	0	0	2	0	0	0	0	1	0	0	4	0	0	0	0	0	7	20	0	0	0	0
12:30 AM	0	0	0	1	0	0	0	0	0	0	2	0	0	0	1	1	5	18	0	0	0	0
12:45 AM	0	0	0	1	0	1	0	0	0	0	0	2	0	0	1	0	5	15	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	3	16	0	0	0	0
1:15 AM	0	1	1	0	0	0	0	0	0	0	2	0	0	0	1	0	5	17	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	18	0	1	0	0
1:45 AM	0	2	0	0	0	0	1	1	0	0	2	0	0	0	0	0	6	21	0	0	0	0
2:00 AM	0	0	0	0	0	0	1	0	0	0	1	0	0	0	2	0	4	19	0	0	0	0
2:15 AM	0	0	1	0	0	0	0	0	0	0	0	1	0	0	4	0	6	22	0	0	0	0
2:30 AM	0	0	0	1	0	0	0	0	0	1	0	0	0	0	1	2	5	22	0	0	0	0
2:45 AM	0	0	0	1	0	0	0	0	0	0	1	0	0	0	2	0	4	19	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	4	1	7	22	0	0	0	0
3:15 AM	0	0	0	0	0	1	0	0	0	0	2	0	0	0	3	0	6	21	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	26	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	5	1	7	42	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	57	0	0	0	0
4:15 AM	0	0	0	0	0	0	2	0	0	0	3	0	0	1	5	0	11	63	0	0	0	0
4:30 AM	0	0	0	0	0	3	0	0	0	0	1	0	0	0	13	1	18	78	0	0	0	0
4:45 AM	0	0	0	0	0	2	1	0	0	1	4	0	0	2	11	1	22	105	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	5	2	0	0	4	1	12	138	0	0	0	0
5:15 AM	0	0	1	0	0	1	0	1	0	0	10	0	0	0	12	1	26	168	0	0	0	0
5:30 AM	0	0	1	1	0	2	1	1	0	2	8	0	0	5	20	4	45	223	0	0	0	0
5:45 AM	0	2	0	0	0	2	3	1	0	0	10	2	0	2	27	6	55	261	0	0	0	0
6:00 AM	0	1	3	0	0	2	2	0	0	2	10	0	0	0	19	3	42	311	0	0	0	0
6:15 AM	0	1	1	2	0	9	8	0	0	1	28	2	0	1	26	2	81	392	0	0	0	0
6:30 AM	0	0	2	0	0	5	4	2	0	4	20	3	0	4	34	5	83	481	0	0	0	0
6:45 AM	0	0	3	2	0	7	7	1	0	5	32	2	0	2	41	3	105	598	0	0	0	0
7:00 AM	0	2	5	3	0	7	8	5	1	13	17	4	0	2	43	13	123	679	0	0	0	0
7:15 AM	0	6	3	2	0	11	6	6	0	18	45	4	0	4	47	18	170	696	0	1	0	0
7:30 AM	0	6	2	9	0	17	15	10	0	16	49	3	0	5	56	12	200	678	0	0	0	0
7:45 AM	0	4	4	10	0	15	15	10	0	8	42	4	0	2	61	11	186	601	0	0	0	0
8:00 AM	0	8	6	7	0	6	3	3	0	8	43	9	0	3	37	7	140	531	0	0	0	0
8:15 AM	0	6	7	7	0	10	3	4	0	4	42	5	0	3	49	12	152	488	0	0	0	0

8:30 AM	0	7	3	2	0	8	2	3	0	11	30	3	0	5	44	5	123	409	0	0	0	0
8:45 AM	0	5	2	4	0	9	9	2	0	5	24	6	0	1	35	14	116	386	2	0	0	0
9:00 AM	0	4	3	4	0	4	4	1	0	9	18	2	0	4	27	17	97	366	0	0	0	0
9:15 AM	0	10	10	1	0	5	5	0	0	3	15	2	0	4	16	2	73	373	0	0	0	0
9:30 AM	0	6	4	4	0	8	9	0	0	10	24	4	0	2	22	7	100	397	0	0	0	0
9:45 AM	0	6	5	4	0	8	6	2	0	10	19	7	0	1	22	6	96	405	0	0	0	0
10:00 AM	0	8	7	4	0	7	5	0	0	5	30	6	0	1	26	5	104	414	0	0	0	0
10:15 AM	0	4	6	5	0	9	6	2	0	7	24	2	0	0	21	11	97	413	0	0	0	0
10:30 AM	0	11	1	3	0	6	10	3	0	7	27	5	0	5	28	2	108	447	0	0	0	0
10:45 AM	0	4	5	4	0	4	4	0	0	3	23	4	0	8	44	2	105	462	0	0	0	0
11:00 AM	0	7	7	3	0	5	6	2	0	9	37	4	0	2	19	2	103	469	0	0	0	0
11:15 AM	0	14	9	6	0	4	5	3	0	3	29	7	0	6	43	2	131	502	0	0	0	0
11:30 AM	0	4	10	10	0	4	8	5	0	8	30	9	0	2	23	10	123	511	1	0	0	0
11:45 AM	0	7	3	5	0	8	5	0	0	5	31	4	0	3	27	14	112	498	1	1	0	0
12:00 PM	0	12	8	7	0	8	8	1	0	4	33	11	0	1	36	7	136	517	0	0	0	0
12:15 PM	0	11	7	7	0	9	7	3	0	9	32	7	0	5	33	10	140	500	0	0	0	0
12:30 PM	0	9	7	2	0	5	7	3	0	1	25	6	0	0	31	14	110	487	0	0	0	0
12:45 PM	0	9	6	9	0	6	8	1	0	8	33	4	0	2	38	7	131	491	0	0	0	0
1:00 PM	0	16	2	6	0	4	5	1	0	4	28	7	0	0	35	11	119	478	0	0	0	0
1:15 PM	0	13	5	15	0	7	5	2	0	8	31	3	0	0	29	9	127	483	0	0	0	0
1:30 PM	0	9	9	5	0	4	11	3	0	11	30	5	0	2	19	6	114	458	0	0	0	0
1:45 PM	0	11	8	6	0	1	3	1	0	8	35	4	0	2	30	9	118	505	0	0	0	0
2:00 PM	0	12	6	6	0	7	8	1	0	5	37	11	0	1	23	7	124	569	0	0	0	0
2:15 PM	0	4	9	1	0	9	8	1	0	8	11	9	0	2	33	7	102	634	0	0	0	0
2:30 PM	0	9	15	9	0	9	10	7	0	11	40	5	0	3	35	8	161	710	1	0	0	0
2:45 PM	0	11	7	6	0	5	11	7	0	11	61	11	0	1	40	11	182	748	0	0	0	0
3:00 PM	0	13	13	14	0	5	7	2	0	10	47	8	0	7	56	7	189	755	0	0	0	0
3:15 PM	0	11	11	6	0	12	1	7	0	7	56	7	0	3	46	11	178	769	0	0	0	0
3:30 PM	0	20	10	9	0	6	9	9	0	9	57	11	0	1	44	14	199	793	0	0	0	0
3:45 PM	0	11	15	7	0	7	6	1	0	6	58	16	0	5	46	11	189	785	0	0	1	0
4:00 PM	0	18	12	9	0	8	13	3	0	6	55	7	0	5	61	6	203	766	0	0	0	0
4:15 PM	0	9	11	12	0	9	3	1	0	5	62	14	0	5	62	9	202	775	0	0	0	0
4:30 PM	0	21	12	10	0	5	11	5	0	6	60	8	0	5	41	7	191	743	0	0	0	0
4:45 PM	0	13	9	8	0	5	4	4	0	9	57	8	0	2	46	5	170	707	0	0	0	0
5:00 PM	0	12	16	14	0	4	5	5	0	10	68	12	0	5	55	6	212	703	0	0	0	0
5:15 PM	0	9	9	10	0	6	6	6	0	8	45	18	0	4	40	9	170	647	0	0	0	0
5:30 PM	0	14	9	9	0	11	4	2	0	5	46	8	0	6	34	7	155	594	0	0	0	0
5:45 PM	0	7	8	12	0	8	10	3	0	5	47	11	0	4	44	7	166	543	0	0	0	0
6:00 PM	0	14	10	7	0	4	7	9	0	4	50	16	0	2	26	7	156	478	0	0	0	0
6:15 PM	0	15	9	8	0	8	6	2	0	2	21	6	0	3	29	8	117	413	0	0	0	0
6:30 PM	0	3	5	7	0	2	5	2	0	6	33	8	0	2	24	7	104	383	0	0	0	0
6:45 PM	0	7	4	6	0	6	4	2	0	6	30	6	0	2	27	1	101	365	0	0	0	0
7:00 PM	0	5	7	2	0	0	3	2	0	4	30	8	0	0	25	5	91	336	0	0	0	0
7:15 PM	0	9	7	7	0	7	2	0	0	4	23	6	0	2	16	4	87	305	0	0	0	0
7:30 PM	0	6	4	6	0	3	4	1	0	2	26	6	0	5	22	1	86	287	0	0	0	0
7:45 PM	0	3	3	1	0	7	1	1	0	5	24	5	0	2	18	2	72	249	0	0	0	0
8:00 PM	0	6	0	3	0	3	1	0	0	4	26	4	0	2	7	4	60	224	0	0	0	0
8:15 PM	0	4	3	4	0	0	2	1	0	2	16	8	0	3	18	8	69	216	0	0	0	0
8:30 PM	0	4	3	4	0	1	0	0	0	1	19	1	0	0	12	3	48	186	0	0	0	0
8:45 PM	0	4	2	0	0	2	3	0	0	3	16	3	0	1	13	0	47	189	0	0	0	0
9:00 PM	0	8	3	6	0	0	1	1	0	1	12	4	0	1	11	4	52	187	0	0	0	0
9:15 PM	0	2	3	3	0	1	1	0	0	0	16	3	0	0	10	0	39	175	0	0	0	0
9:30 PM	0	5	2	5	0	3	0	2	0	0	15	0	0	5	12	2	51	163	0	0	0	0
9:45 PM	0	4	4	0	0	1	3	2	0	0	14	7	0	2	6	2	45	137	0	0	0	0
10:00 PM	0	1	3	0	0	2	1	3	0	1	14	2	0	2	10	1	40	99	0	0	0	0
10:15 PM	0	2	1	0	0	0	2	1	0	0	7	3	0	0	11	0	27	81	0	0	0	0
10:30 PM	0	2	4	0	0	0	0	0	0	1	8	1	0	1	7	1	25	68	0	0	0	0
10:45 PM	0	2	0	1	0	1	0	0	0	0	2	0	0	0	1	0	7	55	0	0	0	0
11:00 PM	0	3	2	1	0	1	2	2	0	1	7	0	0	1	2	0	22	65	0	0	0	0
11:15 PM	0	0	2	0	0	0	1	0	0	1	6	0	0	0	4	0	14		0	0	0	0
11:30 PM	0	1	1	0	0	0	1	0	0	1	7	0	0	0	1	0	12		0	0	0	0

11:45 PM	0	2	1	0	0	0	0	0	0	1	5	1	0	0	6	1	17		0	0	0	0
Count Total	0	532	424	376	0	403	384	180	1	403	2,239	418	0	188	2,211	471	8,230		5	3	1	0
Peak Hour	0	58	48	37	0	30	31	14	0	26	232	48	0	16	213	40	793		0	0	1	0





ALL TRAFFIC DATA SERVICES

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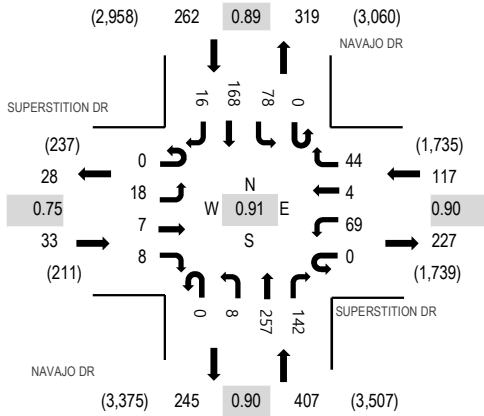
Location: 2 NAVAJO DR &amp; SUPERSTITION DR AM

Date: Tuesday, October 17, 2023

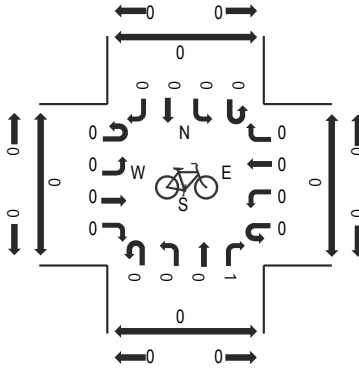
Peak Hour: 04:15 PM - 05:15 PM

Peak 15-Minutes: 05:00 PM - 05:15 PM

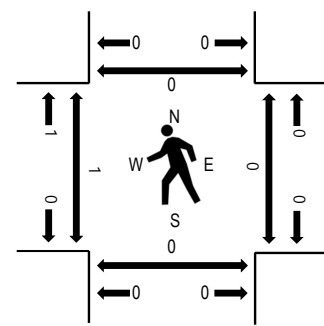
## Peak Hour - Motorized Vehicles



## Peak Hour - Bicycles



## Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

## Traffic Counts - Motorized Vehicles

Interval Start Time	SUPERSTITION DR Eastbound				SUPERSTITION DR Westbound				NAVAJO DR Northbound				NAVAJO DR Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
12:00 AM	0	0	0	0	0	1	0	0	0	0	9	0	0	0	2	0	12	33	0	0	0	0
12:15 AM	0	0	0	0	0	0	1	0	0	0	6	0	0	0	0	0	7	22	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	1	2	2	0	1	1	0	7	17	0	0	0	0
12:45 AM	0	0	0	0	0	2	0	0	0	0	2	0	0	0	3	0	7	12	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	8	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	11	1	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	15	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	0	3	19	0	0	0	0
2:00 AM	0	0	0	0	0	1	0	0	0	0	2	0	0	0	1	0	4	20	0	0	0	0
2:15 AM	0	0	0	0	0	1	0	0	0	0	0	2	0	0	3	0	6	20	0	0	0	0
2:30 AM	0	0	0	0	0	0	1	1	0	0	0	1	0	1	2	0	6	20	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	0	4	18	0	0	0	0
3:00 AM	0	0	0	0	0	1	0	0	0	0	1	0	0	0	2	0	4	23	0	0	0	0
3:15 AM	0	0	0	0	0	1	1	0	0	0	1	0	0	0	3	0	6	26	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	4	30	0	0	0	0
3:45 AM	0	0	0	0	0	3	0	0	0	0	1	1	0	0	4	0	9	46	0	0	0	0
4:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	5	1	7	62	0	0	0	0
4:15 AM	0	0	0	0	0	2	0	1	0	0	0	0	0	0	7	0	10	66	0	0	0	0
4:30 AM	0	0	0	0	0	4	0	0	0	0	2	0	0	0	14	0	20	86	0	0	0	0
4:45 AM	0	0	0	0	0	5	0	0	0	0	4	0	0	0	16	0	25	114	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	5	1	0	0	5	0	11	142	0	0	0	0
5:15 AM	0	0	0	1	0	8	0	2	0	1	6	1	1	0	10	0	30	178	0	0	0	0
5:30 AM	0	0	0	0	0	12	1	3	0	0	8	0	0	0	24	0	48	229	0	0	0	0
5:45 AM	0	0	0	0	0	16	1	4	0	0	6	0	0	2	24	0	53	272	0	0	0	0
6:00 AM	0	0	0	0	0	8	1	3	0	0	10	1	0	1	23	0	47	341	0	0	0	1
6:15 AM	0	0	0	0	0	16	0	7	0	0	22	0	1	2	31	2	81	391	0	1	0	0
6:30 AM	0	2	0	0	0	15	1	9	0	1	17	5	2	2	35	2	91	482	0	0	0	0
6:45 AM	0	1	1	1	0	23	3	19	0	0	21	3	0	6	43	1	122	574	0	0	0	0
7:00 AM	0	1	0	0	0	17	2	18	0	1	9	2	0	4	39	4	97	642	0	1	0	0
7:15 AM	0	5	1	1	0	29	2	24	0	4	35	9	0	3	54	5	172	702	1	1	1	0
7:30 AM	0	3	1	3	0	23	2	28	0	1	41	9	0	14	55	3	183	684	1	0	0	1
7:45 AM	0	2	1	3	0	27	1	14	0	4	38	5	0	15	76	4	190	653	0	0	0	0
8:00 AM	0	2	0	8	0	33	0	15	0	2	38	11	0	4	41	3	157	599	0	0	0	0
8:15 AM	0	2	0	1	0	19	2	11	0	1	39	17	0	9	50	3	154	534	0	0	0	0

8:30 AM	0	0	1	2	0	28	2	19	0	0	25	19	0	5	48	3	152	455	0	0	0	0
8:45 AM	0	1	0	0	1	27	2	7	0	0	32	17	0	7	38	4	136	394	2	0	0	0
9:00 AM	0	1	0	2	0	11	1	10	0	0	19	10	0	6	30	2	92	361	0	0	0	0
9:15 AM	0	1	0	0	0	20	1	2	0	0	15	8	0	5	23	0	75	367	0	0	0	0
9:30 AM	0	0	0	0	0	14	1	9	0	1	26	9	0	5	26	0	91	397	1	0	0	0
9:45 AM	0	1	0	0	0	13	0	11	0	0	26	13	0	4	34	1	103	400	0	0	0	0
10:00 AM	0	3	0	0	0	16	0	10	0	1	27	10	0	6	24	1	98	420	1	0	0	0
10:15 AM	0	0	0	1	0	25	2	7	0	0	27	7	0	6	29	1	105	451	0	0	0	0
10:30 AM	0	1	0	0	0	14	0	6	0	0	30	7	0	1	35	0	94	485	0	0	0	0
10:45 AM	0	1	1	1	0	20	0	4	0	0	28	18	0	4	45	1	123	509	0	0	0	0
11:00 AM	0	1	0	1	0	20	2	9	0	1	34	26	0	4	30	1	129	509	0	0	0	0
11:15 AM	0	2	0	0	0	20	1	5	0	0	36	25	0	11	38	1	139	509	0	0	0	0
11:30 AM	0	2	3	0	0	18	0	11	0	0	30	19	0	15	19	1	118	524	0	0	0	0
11:45 AM	0	0	0	0	0	19	0	6	0	1	36	23	0	6	31	1	123	513	0	2	0	0
12:00 PM	0	1	3	0	0	18	1	8	0	1	35	16	1	8	37	0	129	534	0	0	0	0
12:15 PM	0	2	5	0	0	19	1	9	0	0	41	28	0	5	43	1	154	527	0	0	0	0
12:30 PM	0	1	1	0	0	22	3	7	0	0	24	11	0	5	33	0	107	504	0	0	0	0
12:45 PM	0	2	0	0	0	21	1	8	0	1	34	21	0	8	47	1	144	530	0	0	0	0
1:00 PM	0	1	2	0	0	21	2	2	0	0	33	15	0	9	36	1	122	503	0	0	0	0
1:15 PM	0	1	1	1	1	17	1	7	0	0	37	20	0	9	34	2	131	500	0	0	0	0
1:30 PM	0	0	0	1	0	20	3	12	0	1	32	27	0	10	25	2	133	499	0	0	0	0
1:45 PM	0	0	0	0	0	16	0	9	0	0	35	22	0	11	23	1	117	526	0	0	0	0
2:00 PM	0	4	1	1	0	15	1	15	0	1	28	18	0	9	24	2	119	573	0	0	0	0
2:15 PM	0	2	3	1	0	11	0	8	0	1	43	20	0	6	35	0	130	639	0	0	0	0
2:30 PM	0	1	0	2	0	18	1	12	0	1	52	21	0	12	38	2	160	680	0	0	0	0
2:45 PM	0	1	1	3	0	15	2	18	0	0	53	21	0	11	37	2	164	689	1	0	0	0
3:00 PM	0	3	2	2	0	20	0	11	0	3	53	16	0	23	48	4	185	713	2	1	0	0
3:15 PM	0	2	1	1	0	13	1	12	0	2	58	24	0	12	42	3	171	726	1	0	0	0
3:30 PM	0	3	1	2	0	10	3	13	0	1	54	25	0	11	45	1	169	772	0	1	0	0
3:45 PM	0	1	1	0	0	18	1	11	0	1	70	22	0	13	49	1	188	786	0	0	0	0
4:00 PM	0	1	1	2	0	14	2	15	0	0	55	33	0	17	55	3	198	793	0	0	0	0
4:15 PM	0	3	2	0	0	20	1	7	0	0	75	31	0	24	47	7	217	819	0	0	0	0
4:30 PM	0	5	2	2	0	16	1	3	0	3	55	34	0	23	33	6	183	776	0	0	0	0
4:45 PM	0	5	2	1	0	17	2	16	0	3	51	42	0	11	42	3	195	766	0	0	0	0
5:00 PM	0	5	1	5	0	16	0	18	0	2	76	35	0	20	46	0	224	737	1	0	0	0
5:15 PM	0	3	0	1	0	19	2	12	0	1	54	25	0	18	36	3	174	672	0	0	0	0
5:30 PM	0	2	2	0	0	20	2	6	0	1	56	32	0	13	35	4	173	615	0	0	0	1
5:45 PM	0	6	3	2	0	11	1	7	0	1	44	28	1	19	41	2	166	569	0	0	0	0
6:00 PM	0	0	1	0	0	14	1	11	0	1	57	29	0	14	31	0	159	506	0	0	0	0
6:15 PM	0	0	3	0	0	11	0	6	0	0	32	24	0	11	28	2	117	446	0	0	0	0
6:30 PM	0	0	2	0	0	12	2	17	0	0	29	29	0	15	21	0	127	407	1	0	0	0
6:45 PM	0	0	2	1	0	12	0	8	0	1	32	8	0	8	30	1	103	361	1	0	0	0
7:00 PM	0	0	1	1	0	8	1	12	0	2	31	15	0	8	18	2	99	335	0	0	0	0
7:15 PM	0	1	2	0	0	9	0	6	0	1	23	12	0	5	18	1	78	297	0	0	0	0
7:30 PM	0	1	1	0	0	4	1	2	0	0	36	8	0	9	18	1	81	279	0	0	0	0
7:45 PM	0	0	0	0	0	8	0	2	0	0	26	11	0	5	23	2	77	260	1	0	0	0
8:00 PM	0	1	0	2	0	2	1	2	0	1	27	11	0	2	12	0	61	239	0	0	0	0
8:15 PM	0	0	1	0	0	5	0	3	0	0	24	10	0	6	11	0	60	224	0	0	0	0
8:30 PM	0	0	1	0	0	1	0	3	0	0	19	18	0	7	13	0	62	205	0	0	0	0
8:45 PM	0	0	0	1	0	7	1	4	0	0	17	9	0	6	11	0	56	181	0	0	0	0
9:00 PM	0	1	0	0	0	2	0	1	0	1	18	10	0	7	6	0	46	162	0	0	0	0
9:15 PM	0	0	0	0	0	2	0	2	0	1	14	8	0	2	11	1	41	153	0	0	0	0
9:30 PM	0	0	0	0	0	2	0	1	0	0	18	2	0	4	11	0	38	143	0	0	0	0
9:45 PM	0	0	0	0	0	1	0	4	0	0	15	3	0	5	9	0	37	132	0	0	0	0
10:00 PM	0	0	0	1	0	2	0	3	0	0	16	6	0	1	8	0	37	105	0	0	0	0
10:15 PM	0	0	1	0	0	3	2	0	0	0	7	6	0	1	9	2	31	78	0	0	0	0
10:30 PM	0	0	0	0	0	2	0	1	0	2	11	2	0	2	6	1	27	59	0	0	0	0
10:45 PM	0	0	0	0	0	1	0	1	0	0	2	3	0	1	2	0	10	47	0	0	0	0
11:00 PM	0	1	0	0	0	1	0	0	0	0	4	2	0	0	2	0	10	51	0	0	0	0
11:15 PM	0	0	0	0	0	1	0	0	0	0	7	1	0	0	2	1	12		0	0	0	0
11:30 PM	0	0	0	0	0	1	0	1	0	0	8	5	0	0	0	0	15		0	0	0	0

11:45 PM	0	0	0	1	0	0	0	0	0	0	7	1	0	0	4	1	14	0	0	0	0
Count Total	0	92	59	60	2	1,050	72	611	0	54	2,351	1,102	6	576	2,265	111	8,411	15	7	1	3
Peak Hour	0	18	7	8	0	69	4	44	0	8	257	142	0	78	168	16	819	1	0	0	0

Site Code: 5  
LAKESHORE DR E.O TONOPAH DR

Start Time	16-May-23 Tue	EB	WB	Total
12:00 AM		3	5	8
01:00		0	0	0
02:00		3	6	9
03:00		1	4	5
04:00		7	6	13
05:00		16	54	70
06:00		20	105	125
07:00		59	226	285
08:00		48	155	203
09:00		44	129	173
10:00		72	107	179
11:00		81	118	199
12:00 PM		77	106	183
01:00		56	122	178
02:00		73	123	196
03:00		106	106	212
04:00		109	112	221
05:00		113	113	226
06:00		88	102	190
07:00		68	54	122
08:00		46	37	83
09:00		24	15	39
10:00		18	10	28
11:00		5	5	10
Total		1137	1820	2957
Percent		38.5%	61.5%	
AM Peak	-	11:00	07:00	07:00
Vol.	-	81	226	285
PM Peak	-	17:00	14:00	17:00
Vol.	-	113	123	226
Grand Total		1137	1820	2957
Percent		38.5%	61.5%	
ADT		ADT 2,957	AADT 2,957	

Site Code: 4  
LAKESHORE DR E.O NAVAJO DR







Start Time	16-May-23 Tue	EB	WB	Total
12:00 AM		4	7	11
01:00		0	0	0
02:00		2	5	7
03:00		1	4	5
04:00		4	8	12
05:00		16	48	64
06:00		20	101	121
07:00		57	217	274
08:00		46	149	195
09:00		43	124	167
10:00		68	103	171
11:00		77	114	191
12:00 PM		73	102	175
01:00		54	118	172
02:00		69	118	187
03:00		102	101	203
04:00		105	108	213
05:00		109	109	218
06:00		84	99	183
07:00		65	52	117
08:00		45	37	82
09:00		24	22	46
10:00		18	9	27
11:00		3	2	5
Total		1089	1757	2846
Percent		38.3%	61.7%	
AM Peak	-	11:00	07:00	07:00
Vol.	-	77	217	274
PM Peak	-	17:00	13:00	17:00
Vol.	-	109	118	218
Grand Total		1089	1757	2846
Percent		38.3%	61.7%	
ADT		ADT 2,846	AADT 2,846	

**APPENDIX B**  
(LOS Worksheets)



HCM 6th TWSC  
12: SR 69 & N. Mendecino Drive

12/04/2023

Intersection						
Int Delay, s/veh	36.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	113	1334	944	71	56	126
Future Vol, veh/h	113	1334	944	71	56	126
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	315	-	-	300	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	94	94	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	126	1482	1004	76	66	148

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	1080	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.14	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.22	-	-
Pot Cap-1 Maneuver	641	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	641	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0.9	0	\$ 482.9
HCM LOS			F
























Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	641	-	-	-	115
HCM Lane V/C Ratio	0.196	-	-	-	1.862
HCM Control Delay (s)	12	-	-	-	\$ 482.9
HCM Lane LOS	B	-	-	-	F
HCM 95th %tile Q(veh)	0.7	-	-	-	17.1

Notes			
~: Volume exceeds capacity	\$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

# HCM 6th Signalized Intersection Summary

## 9: N. Navajo Drive & SR 69








12/04/2023







												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	187	1304	43	5	959	79	56	58	17	99	25	186
Future Volume (veh/h)	187	1304	43	5	959	79	56	58	17	99	25	186
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	199	1387	46	5	999	82	82	85	25	118	30	221
Peak Hour Factor	0.94	0.94	0.94	0.96	0.96	0.96	0.68	0.68	0.68	0.84	0.84	0.84
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	229	2083	929	77	1780	794	165	302	89	276	386	344
Arrive On Green	0.13	0.59	0.59	0.04	0.50	0.50	0.22	0.22	0.22	0.22	0.22	0.22
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1129	1388	408	1283	1777	1585
Grp Volume(v), veh/h	199	1387	46	5	999	82	82	0	110	118	30	221
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1129	0	1797	1283	1777	1585
Q Serve(g_s), s	12.6	30.5	1.4	0.3	22.4	3.1	8.2	0.0	5.9	9.7	1.5	14.6
Cycle Q Clear(g_c), s	12.6	30.5	1.4	0.3	22.4	3.1	22.8	0.0	5.9	15.6	1.5	14.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.23	1.00		1.00
Lane Grp Cap(c), veh/h	229	2083	929	77	1780	794	165	0	391	276	386	344
V/C Ratio(X)	0.87	0.67	0.05	0.06	0.56	0.10	0.50	0.00	0.28	0.43	0.08	0.64
Avail Cap(c_a), veh/h	336	2083	929	480	1780	794	224	0	484	346	484	431
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.2	16.2	10.1	52.8	19.9	15.1	51.3	0.0	37.5	44.0	35.8	40.9
Incr Delay (d2), s/veh	10.9	1.7	0.1	0.1	1.3	0.3	0.9	0.0	0.1	0.4	0.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.1	11.5	0.5	0.1	8.9	1.1	2.4	0.0	2.6	3.1	0.7	5.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.1	17.9	10.2	52.9	21.2	15.4	52.1	0.0	37.7	44.4	35.9	41.9
LnGrp LOS	E	B	B	D	C	B	D	A	D	D	D	D
Approach Vol, veh/h		1632			1086			192			369	
Approach Delay, s/veh		22.8			20.9			43.9			42.2	
Approach LOS		C			C			D			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	21.1	63.3		30.6	11.3	73.1		30.6				
Change Period (Y+Rc), s	* 6.3	* 5.7		* 5.6	* 6.3	* 5.7		5.6				
Max Green Setting (Gmax), s	* 22	* 45		* 31	* 31	* 35		31.0				
Max Q Clear Time (g_c+I1), s	14.6	24.4		17.6	2.3	32.5		24.8				
Green Ext Time (p_c), s	0.2	13.7		0.8	0.0	2.7		0.2				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			25.6									
HCM 6th LOS			C									
<b>Notes</b>												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

Intersection												
Int Delay, s/veh	3.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↱		↰	↱		↰	↱		↰	↱	
Traffic Vol, veh/h	18	8	8	40	5	62	8	257	91	88	168	16
Future Vol, veh/h	18	8	8	40	5	62	8	257	91	88	168	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	-	80	-	-	50	-	-	80	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	90	90	90	90	90	90	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	24	11	11	44	6	69	9	286	101	99	189	18
Major/Minor	Minor2		Minor1		Major1		Major2		Major2		Major2	
Conflicting Flow All	560	801	104	653	760	194	207	0	0	387	0	0
Stage 1	396	396	-	355	355	-	-	-	-	-	-	-
Stage 2	164	405	-	298	405	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	411	316	931	352	334	815	1361	-	-	1168	-	-
Stage 1	601	602	-	635	628	-	-	-	-	-	-	-
Stage 2	822	597	-	686	597	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	345	287	931	315	304	815	1361	-	-	1168	-	-
Mov Cap-2 Maneuver	345	287	-	315	304	-	-	-	-	-	-	-
Stage 1	597	551	-	631	624	-	-	-	-	-	-	-
Stage 2	741	593	-	609	546	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB		SB		SB	
HCM Control Delay, s	15		13.4		0.2		2.7					
HCM LOS	C		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR		
Capacity (veh/h)	1361	-	-	345	439	315	724	1168	-	-		
HCM Lane V/C Ratio	0.007	-	-	0.07	0.049	0.141	0.103	0.085	-	-		
HCM Control Delay (s)	7.7	-	-	16.2	13.6	18.3	10.5	8.4	-	-		
HCM Lane LOS	A	-	-	C	B	C	B	A	-	-		
HCM 95th %tile Q(veh)	0	-	-	0.2	0.2	0.5	0.3	0.3	-	-		

HCM 6th TWSC  
3: N. Navajo Drive & E. Lakeshore Drive

12/04/2023
























Intersection												
Int Delay, s/veh	6.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	58	48	40	31	31	14	29	243	52	16	219	40
Future Vol, veh/h	58	48	40	31	31	14	29	243	52	16	219	40
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	200	-	125	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	74	74	74	89	89	89	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	68	56	47	42	42	19	33	273	58	17	235	43
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	690	688	257	681	651	273	278	0	0	331	0	0
Stage 1	291	291	-	339	339	-	-	-	-	-	-	-
Stage 2	399	397	-	342	312	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	359	369	782	364	388	766	1285	-	-	1228	-	-
Stage 1	717	672	-	676	640	-	-	-	-	-	-	-
Stage 2	627	603	-	673	658	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	311	354	782	292	372	766	1285	-	-	1228	-	-
Mov Cap-2 Maneuver	311	354	-	292	372	-	-	-	-	-	-	-
Stage 1	698	663	-	658	623	-	-	-	-	-	-	-
Stage 2	556	587	-	571	649	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	21.2		18.6			0.7			0.5			
HCM LOS	C		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1285	-	-	391	366	1228	-	-				
HCM Lane V/C Ratio	0.025	-	-	0.439	0.281	0.014	-	-				
HCM Control Delay (s)	7.9	-	-	21.2	18.6	8	-	-				
HCM Lane LOS	A	-	-	C	C	A	-	-				
HCM 95th %tile Q(veh)	0.1	-	-	2.2	1.1	0	-	-				

Intersection						
Int Delay, s/veh	2.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	54	1254	896	30	20	99
Future Vol, veh/h	54	1254	896	30	20	99
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	315	-	-	300	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	94	94	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	60	1393	953	32	24	116
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	985	0	-	0	1770	477
Stage 1	-	-	-	-	953	-
Stage 2	-	-	-	-	817	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	697	-	-	-	74	534
Stage 1	-	-	-	-	335	-
Stage 2	-	-	-	-	395	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	697	-	-	-	68	534
Mov Cap-2 Maneuver	-	-	-	-	68	-
Stage 1	-	-	-	-	306	-
Stage 2	-	-	-	-	395	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.4	0		36.8		
HCM LOS	E					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	697	-	-	-	248	
HCM Lane V/C Ratio	0.086	-	-	-	0.565	
HCM Control Delay (s)	10.7	-	-	-	36.8	
HCM Lane LOS	B	-	-	-	E	
HCM 95th %tile Q(veh)	0.3	-	-	-	3.2	

# HCM 6th Signalized Intersection Summary

## 9: N. Navajo Drive & SR 69

12/04/2023









												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	217	1156	43	5	868	100	56	57	17	115	25	199
Future Volume (veh/h)	217	1156	43	5	868	100	56	57	17	115	25	199
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	231	1230	46	5	904	104	82	84	25	137	30	237
Peak Hour Factor	0.94	0.94	0.94	0.96	0.96	0.96	0.68	0.68	0.68	0.84	0.84	0.84
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	261	2048	913	77	1682	750	164	315	94	290	404	360
Arrive On Green	0.15	0.58	0.58	0.04	0.47	0.47	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1112	1384	412	1284	1777	1585
Grp Volume(v), veh/h	231	1230	46	5	904	104	82	0	109	137	30	237
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1112	0	1796	1284	1777	1585
Q Serve(g_s), s	14.6	25.8	1.5	0.3	20.7	4.3	8.3	0.0	5.7	11.3	1.5	15.6
Cycle Q Clear(g_c), s	14.6	25.8	1.5	0.3	20.7	4.3	23.9	0.0	5.7	17.0	1.5	15.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.23	1.00		1.00
Lane Grp Cap(c), veh/h	261	2048	913	77	1682	750	164	0	408	290	404	360
V/C Ratio(X)	0.88	0.60	0.05	0.06	0.54	0.14	0.50	0.00	0.27	0.47	0.07	0.66
Avail Cap(c_a), veh/h	379	2048	913	480	1682	750	211	0	484	348	484	431
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.1	15.8	10.6	52.8	21.4	17.1	51.3	0.0	36.6	43.6	34.9	40.4
Incr Delay (d2), s/veh	12.0	1.3	0.1	0.1	1.2	0.4	0.9	0.0	0.1	0.4	0.0	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.0	9.4	0.5	0.1	8.0	1.5	2.4	0.0	2.6	3.7	0.7	6.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.2	17.1	10.7	52.9	22.6	17.5	52.1	0.0	36.7	44.0	35.0	42.0
LnGrp LOS	E	B	B	D	C	B	D	A	D	D	C	D
Approach Vol, veh/h	1507			1013			191			404		
Approach Delay, s/veh	23.5			22.3			43.3			42.2		
Approach LOS	C			C			D			D		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	23.2	60.1		31.7	11.3	72.0		31.7				
Change Period (Y+Rc), s	* 6.3	* 5.7		* 5.6	* 6.3	* 5.7		5.6				
Max Green Setting (Gmax), s	* 25	* 42		* 31	* 31	* 35		31.0				
Max Q Clear Time (g_c+I1), s	16.6	22.7		19.0	2.3	27.8		25.9				
Green Ext Time (p_c), s	0.2	12.3		0.8	0.0	6.5		0.2				

### Intersection Summary

HCM 6th Ctrl Delay	26.7
HCM 6th LOS	C








### Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection												
Int Delay, s/veh	3.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	18	7	8	69	4	44	8	257	142	78	168	16
Future Vol, veh/h	18	7	8	69	4	44	8	257	142	78	168	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	-	80	-	-	50	-	-	80	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	90	90	90	90	90	90	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	24	9	11	77	4	49	9	286	158	88	189	18
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	537	836	104	658	766	222	207	0	0	444	0	0
Stage 1	374	374	-	383	383	-	-	-	-	-	-	-
Stage 2	163	462	-	275	383	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	427	302	931	350	331	782	1361	-	-	1112	-	-
Stage 1	619	616	-	611	610	-	-	-	-	-	-	-
Stage 2	823	563	-	708	610	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	370	276	931	315	303	782	1361	-	-	1112	-	-
Mov Cap-2 Maneuver	370	276	-	315	303	-	-	-	-	-	-	-
Stage 1	615	567	-	607	606	-	-	-	-	-	-	-
Stage 2	761	559	-	634	562	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	14.5		16.2		0.2		2.5					
HCM LOS	B		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR		
Capacity (veh/h)	1361	-	-	370	442	315	691	1112	-	-		
HCM Lane V/C Ratio	0.007	-	-	0.065	0.045	0.243	0.077	0.079	-	-		
HCM Control Delay (s)	7.7	-	-	15.4	13.5	20.1	10.6	8.5	-	-		
HCM Lane LOS	A	-	-	C	B	C	B	A	-	-		
HCM 95th %tile Q(veh)	0	-	-	0.2	0.1	0.9	0.2	0.3	-	-		

HCM 2010 TWSC  
3: N. Navajo Drive & E. Lakeshore Drive







11/14/2023

Intersection												
Int Delay, s/veh	6.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	58	48	37	30	31	14	26	232	48	16	213	40
Future Vol, veh/h	58	48	37	30	31	14	26	232	48	16	213	40
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	200	-	125	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	74	74	74	89	89	89	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	68	56	44	41	42	19	29	261	54	17	229	43
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	662	658	251	654	625	261	272	0	0	315	0	0
Stage 1	285	285	-	319	319	-	-	-	-	-	-	-
Stage 2	377	373	-	335	306	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	375	384	788	380	401	778	1291	-	-	1245	-	-
Stage 1	722	676	-	693	653	-	-	-	-	-	-	-
Stage 2	644	618	-	679	662	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	327	370	788	309	387	778	1291	-	-	1245	-	-
Mov Cap-2 Maneuver	327	370	-	309	387	-	-	-	-	-	-	-
Stage 1	706	667	-	678	639	-	-	-	-	-	-	-
Stage 2	574	604	-	579	653	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	20.1		17.7			0.7			0.5			
HCM LOS	C		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1291	-	-	404	384	1245	-	-				
HCM Lane V/C Ratio	0.023	-	-	0.416	0.264	0.014	-	-				
HCM Control Delay (s)	7.9	-	-	20.1	17.7	7.9	-	-				
HCM Lane LOS	A	-	-	C	C	A	-	-				
HCM 95th %tile Q(veh)	0.1	-	-	2	1	0	-	-				



HCM 6th TWSC  
12: SR 69 & N. Mendecino Drive

12/04/2023

Intersection						
Int Delay, s/veh	46.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	128	1157	1180	74	46	135
Future Vol, veh/h	128	1157	1180	74	46	135
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	315	-	-	300	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	98	98	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	135	1218	1204	76	58	169

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	1280	0	0 2083 602
Stage 1	-	-	- 1204 -
Stage 2	-	-	- 879 -
Critical Hdwy	4.14	-	- 6.84 6.94
Critical Hdwy Stg 1	-	-	- 5.84 -
Critical Hdwy Stg 2	-	-	- 5.84 -
Follow-up Hdwy	2.22	-	- 3.52 3.32
Pot Cap-1 Maneuver	538	-	- ~ 46 443
Stage 1	-	-	- 247 -
Stage 2	-	-	- 366 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	538	-	- ~ 34 443
Mov Cap-2 Maneuver	-	-	- ~ 34 -
Stage 1	-	-	- 185 -
Stage 2	-	-	- 366 -

Approach	EB	WB	SB
HCM Control Delay, s	1.4	0	\$ 579.1
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	538	-	-	-	109
HCM Lane V/C Ratio	0.25	-	-	-	2.076
HCM Control Delay (s)	13.9	-	-	-	\$ 579.1
HCM Lane LOS	B	-	-	-	F
HCM 95th %tile Q(veh)	1	-	-	-	19.1
























Notes			
~: Volume exceeds capacity	\$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection												
Int Delay, s/veh	3.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↱		↰	↱		↰	↱		↰	↱	
Traffic Vol, veh/h	6	10	0	43	6	52	2	134	41	48	160	2
Future Vol, veh/h	6	10	0	43	6	52	2	134	41	48	160	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	-	80	-	-	50	-	-	80	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	54	54	54	92	92	92	77	77	77	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	19	0	47	7	57	3	174	53	56	188	2
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	398	534	95	423	509	114	190	0	0	227	0	0
Stage 1	301	301	-	207	207	-	-	-	-	-	-	-
Stage 2	97	233	-	216	302	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	536	451	943	515	466	917	1381	-	-	1339	-	-
Stage 1	683	664	-	776	729	-	-	-	-	-	-	-
Stage 2	899	711	-	766	663	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	481	431	943	482	445	917	1381	-	-	1339	-	-
Mov Cap-2 Maneuver	481	431	-	482	445	-	-	-	-	-	-	-
Stage 1	682	636	-	774	728	-	-	-	-	-	-	-
Stage 2	834	710	-	713	635	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	13.3		11.2		0.1		1.8					
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR		
Capacity (veh/h)	1381	-	-	481	431	482	826	1339	-	-		
HCM Lane V/C Ratio	0.002	-	-	0.023	0.043	0.097	0.076	0.042	-	-		
HCM Control Delay (s)	7.6	-	-	12.7	13.7	13.3	9.7	7.8	-	-		
HCM Lane LOS	A	-	-	B	B	B	A	A	-	-		
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0.3	0.2	0.1	-	-		

# HCM 6th Signalized Intersection Summary








9: N. Navajo Drive & SR 69







12/04/2023









												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	160	1197	40	10	1127	71	48	47	23	61	29	212
Future Volume (veh/h)	160	1197	40	10	1127	71	48	47	23	61	29	212
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	163	1221	41	11	1238	78	60	59	29	69	33	241
Peak Hour Factor	0.98	0.98	0.98	0.91	0.91	0.91	0.80	0.80	0.80	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	193	2098	936	77	1868	833	142	252	124	288	379	338
Arrive On Green	0.11	0.59	0.59	0.04	0.53	0.53	0.21	0.21	0.21	0.21	0.21	0.21
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1105	1184	582	1309	1777	1585
Grp Volume(v), veh/h	163	1221	41	11	1238	78	60	0	88	69	33	241
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1105	0	1766	1309	1777	1585
Q Serve(g_s), s	10.3	24.7	1.3	0.7	29.2	2.8	6.1	0.0	4.7	5.3	1.7	16.2
Cycle Q Clear(g_c), s	10.3	24.7	1.3	0.7	29.2	2.8	22.4	0.0	4.7	10.0	1.7	16.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.33	1.00		1.00
Lane Grp Cap(c), veh/h	193	2098	936	77	1868	833	142	0	376	288	379	338
V/C Ratio(X)	0.85	0.58	0.04	0.14	0.66	0.09	0.42	0.00	0.23	0.24	0.09	0.71
Avail Cap(c_a), veh/h	279	2098	936	480	1868	833	205	0	476	365	484	431
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.3	14.7	9.9	52.9	19.9	13.6	52.4	0.0	37.5	41.6	36.3	42.0
Incr Delay (d2), s/veh	10.5	1.2	0.1	0.3	1.9	0.2	0.7	0.0	0.1	0.2	0.0	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	8.8	0.4	0.3	11.1	1.0	1.7	0.0	2.1	1.7	0.8	6.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.8	15.9	10.0	53.2	21.7	13.8	53.1	0.0	37.6	41.8	36.3	44.4
LnGrp LOS	E	B	A	D	C	B	D	A	D	D	D	D
Approach Vol, veh/h	1425				1327				148			
Approach Delay, s/veh	20.9				21.5				43.9			
Approach LOS	C				C				D			
Timer - Assigned Phs	1	2			4	5	6			8		
Phs Duration (G+Y+Rc), s	18.7	66.1			30.1	11.3	73.6			30.1		
Change Period (Y+Rc), s	* 6.3	* 5.7			* 5.6	* 6.3	* 5.7			5.6		
Max Green Setting (Gmax), s	* 18	* 48			* 31	* 31	* 35			31.0		
Max Q Clear Time (g_c+I1), s	12.3	31.2			18.2	2.7	26.7			24.4		
Green Ext Time (p_c), s	0.1	13.8			0.7	0.0	7.4			0.2		
Intersection Summary												
HCM 6th Ctrl Delay			24.5									
HCM 6th LOS			C									
Notes												

HCM 6th TWSC  
3: N. Navajo Drive & E. Lakeshore Drive

12/04/2023

Intersection												
Int Delay, s/veh	4.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	31	28	25	28	30	8	27	134	32	8	150	38
Future Vol, veh/h	31	28	25	28	30	8	27	134	32	8	150	38
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	200	-	125	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	90	90	90	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	36	32	29	32	34	9	30	149	36	8	156	40
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	441	437	176	432	421	149	196	0	0	185	0	0
Stage 1	192	192	-	209	209	-	-	-	-	-	-	-
Stage 2	249	245	-	223	212	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	527	513	867	534	524	898	1377	-	-	1390	-	-
Stage 1	810	742	-	793	729	-	-	-	-	-	-	-
Stage 2	755	703	-	780	727	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	484	499	867	481	509	898	1377	-	-	1390	-	-
Mov Cap-2 Maneuver	484	499	-	481	509	-	-	-	-	-	-	-
Stage 1	792	738	-	776	713	-	-	-	-	-	-	-
Stage 2	696	688	-	717	723	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	12.7		13		1.1		0.3					
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1377	-	-	564	524	1390	-	-				
HCM Lane V/C Ratio	0.022	-	-	0.171	0.145	0.006	-	-				
HCM Control Delay (s)	7.7	-	-	12.7	13	7.6	-	-				
HCM Lane LOS	A	-	-	B	B	A	-	-				
HCM 95th %tile Q(veh)	0.1	-	-	0.6	0.5	0	-	-				
























Intersection						
Int Delay, s/veh	2.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	98	1075	1011	45	15	103
Future Vol, veh/h	98	1075	1011	45	15	103
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	315	-	-	300	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	98	98	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	103	1132	1032	46	19	129
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	1078	0	-	0	1804	516
Stage 1	-	-	-	-	1032	-
Stage 2	-	-	-	-	772	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	643	-	-	-	71	504
Stage 1	-	-	-	-	304	-
Stage 2	-	-	-	-	416	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	643	-	-	-	60	504
Mov Cap-2 Maneuver	-	-	-	-	60	-
Stage 1	-	-	-	-	255	-
Stage 2	-	-	-	-	416	-
Approach	EB	WB		SB		
HCM Control Delay, s	1	0		35.6		
HCM LOS	E					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	643	-	-	-	260	
HCM Lane V/C Ratio	0.16	-	-	-	0.567	
HCM Control Delay (s)	11.7	-	-	-	35.6	
HCM Lane LOS	B	-	-	-	E	
HCM 95th %tile Q(veh)	0.6	-	-	-	3.2	

Intersection												
Int Delay, s/veh	3.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	9	0	80	6	32	2	134	76	26	160	2
Future Vol, veh/h	6	9	0	80	6	32	2	134	76	26	160	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	-	80	-	-	50	-	-	80	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	54	54	54	92	92	92	77	77	77	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	17	0	87	7	35	3	174	99	31	188	2
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	348	530	95	395	482	137	190	0	0	273	0	0
Stage 1	251	251	-	230	230	-	-	-	-	-	-	-
Stage 2	97	279	-	165	252	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	582	453	943	539	482	886	1381	-	-	1287	-	-
Stage 1	731	698	-	752	713	-	-	-	-	-	-	-
Stage 2	899	678	-	821	697	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	542	441	943	513	469	886	1381	-	-	1287	-	-
Mov Cap-2 Maneuver	542	441	-	513	469	-	-	-	-	-	-	-
Stage 1	730	681	-	750	712	-	-	-	-	-	-	-
Stage 2	854	677	-	782	680	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	12.8		12.3		0.1		1.1					
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR		
Capacity (veh/h)	1381	-	-	542	441	513	777	1287	-	-		
HCM Lane V/C Ratio	0.002	-	-	0.021	0.038	0.17	0.053	0.024	-	-		
HCM Control Delay (s)	7.6	-	-	11.8	13.5	13.4	9.9	7.9	-	-		
HCM Lane LOS	A	-	-	B	B	B	A	A	-	-		
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0.6	0.2	0.1	-	-		

# HCM 6th Signalized Intersection Summary








## 9: N. Navajo Drive & SR 69

12/04/2023







												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	178	1036	40	10	1033	88	48	47	23	80	29	230
Future Volume (veh/h)	178	1036	40	10	1033	88	48	47	23	80	29	230
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	182	1057	41	11	1135	97	60	59	29	91	33	261
Peak Hour Factor	0.98	0.98	0.98	0.91	0.91	0.91	0.80	0.80	0.80	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	211	2054	916	77	1787	797	142	267	131	305	401	357
Arrive On Green	0.12	0.58	0.58	0.04	0.50	0.50	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1085	1184	582	1309	1777	1585
Grp Volume(v), veh/h	182	1057	41	11	1135	97	60	0	88	91	33	261
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1085	0	1766	1309	1777	1585
Q Serve(g_s), s	11.5	20.5	1.3	0.7	26.8	3.7	6.2	0.0	4.7	7.0	1.7	17.6
Cycle Q Clear(g_c), s	11.5	20.5	1.3	0.7	26.8	3.7	23.8	0.0	4.7	11.7	1.7	17.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.33	1.00		1.00
Lane Grp Cap(c), veh/h	211	2054	916	77	1787	797	142	0	398	305	401	357
V/C Ratio(X)	0.86	0.51	0.04	0.14	0.64	0.12	0.42	0.00	0.22	0.30	0.08	0.73
Avail Cap(c_a), veh/h	279	2054	916	480	1787	797	189	0	476	366	484	431
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.7	14.6	10.5	52.9	20.9	15.1	52.3	0.0	36.3	41.1	35.1	41.3
Incr Delay (d2), s/veh	15.3	0.9	0.1	0.3	1.7	0.3	0.7	0.0	0.1	0.2	0.0	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	5.8	7.4	0.4	0.3	10.3	1.3	1.7	0.0	2.1	2.3	0.7	7.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.1	15.5	10.6	53.2	22.6	15.5	53.1	0.0	36.4	41.3	35.2	44.9
LnGrp LOS	E	B	B	D	C	B	D	A	D	D	D	D
Approach Vol, veh/h		1280			1243			148			385	
Approach Delay, s/veh		22.4			22.3			43.2			43.2	
Approach LOS		C			C			D			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	19.9	63.5		31.5	11.3	72.2		31.5				
Change Period (Y+Rc), s	* 6.3	* 5.7		* 5.6	* 6.3	* 5.7		5.6				
Max Green Setting (Gmax), s	* 18	* 48		* 31	* 31	* 35		31.0				
Max Q Clear Time (g_c+I1), s	13.5	28.8		19.6	2.7	22.5		25.8				
Green Ext Time (p_c), s	0.1	14.6		0.7	0.0	9.6		0.1				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				26.0								
HCM 6th LOS				C								
<b>Notes</b>												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 2010 TWSC  
3: N. Navajo Drive & E. Lakeshore Drive

11/14/2023

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	41	28	25	28	30	8	22	123	28	8	138	38
Future Vol, veh/h	41	28	25	28	30	8	22	123	28	8	138	38
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	200	-	125	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	90	90	90	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	47	32	29	32	34	9	24	137	31	8	144	40
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	402	396	164	396	385	137	184	0	0	168	0	0
Stage 1	180	180	-	185	185	-	-	-	-	-	-	-
Stage 2	222	216	-	211	200	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	559	541	881	564	549	911	1391	-	-	1410	-	-
Stage 1	822	750	-	817	747	-	-	-	-	-	-	-
Stage 2	780	724	-	791	736	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	517	529	881	511	536	911	1391	-	-	1410	-	-
Mov Cap-2 Maneuver	517	529	-	511	536	-	-	-	-	-	-	-
Stage 1	808	746	-	803	734	-	-	-	-	-	-	-
Stage 2	723	712	-	728	732	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	12.5		12.6		1		0.3					
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1391	-	-	585	552	1410	-	-				
HCM Lane V/C Ratio	0.018	-	-	0.185	0.137	0.006	-	-				
HCM Control Delay (s)	7.6	-	-	12.5	12.6	7.6	-	-				
HCM Lane LOS	A	-	-	B	B	A	-	-				
HCM 95th %tile Q(veh)	0.1	-	-	0.7	0.5	0	-	-				


























Intersection						
Int Delay, s/veh	84.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	126	700	1276	86	39	116
Future Vol, veh/h	126	700	1276	86	39	116
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	315	-	-	300	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	99	99	86	86	59	59
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	127	707	1484	100	66	197
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	1584	0	-	0	2092	742
Stage 1	-	-	-	-	1484	-
Stage 2	-	-	-	-	608	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	411	-	-	-	~ 45	358
Stage 1	-	-	-	-	175	-
Stage 2	-	-	-	-	506	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	411	-	-	-	~ 31	358
Mov Cap-2 Maneuver	-	-	-	-	~ 31	-
Stage 1	-	-	-	-	121	-
Stage 2	-	-	-	-	506	-
Approach	EB	WB		SB		
HCM Control Delay, s	2.7	0		\$ 852.7		
HCM LOS	F					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	411	-	-	-	98	
HCM Lane V/C Ratio	0.31	-	-	-	2.681	
HCM Control Delay (s)	17.6	-	-	-	\$ 852.7	
HCM Lane LOS	C	-	-	-	F	
HCM 95th %tile Q(veh)	1.3	-	-	-	24.6	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

# HCM 6th Signalized Intersection Summary

## 9: N. Navajo Drive & SR 69

12/04/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	127	741	41	10	1212	128	30	26	7	77	36	225
Future Volume (veh/h)	127	741	41	10	1212	128	30	26	7	77	36	225
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	137	797	44	11	1393	147	45	39	11	94	44	274
Peak Hour Factor	0.93	0.93	0.93	0.87	0.87	0.87	0.66	0.66	0.66	0.82	0.82	0.82
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	174	1904	849	94	1745	778	144	317	89	352	401	358
Arrive On Green	0.10	0.54	0.54	0.05	0.49	0.49	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1062	1403	396	1355	1777	1585
Grp Volume(v), veh/h	137	797	44	11	1393	147	45	0	50	94	44	274
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1062	0	1799	1355	1777	1585
Q Serve(g_s), s	7.1	12.7	1.3	0.6	31.1	4.9	3.9	0.0	2.1	5.6	1.9	15.3
Cycle Q Clear(g_c), s	7.1	12.7	1.3	0.6	31.1	4.9	19.3	0.0	2.1	7.7	1.9	15.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.22	1.00		1.00
Lane Grp Cap(c), veh/h	174	1904	849	94	1745	778	144	0	406	352	401	358
V/C Ratio(X)	0.79	0.42	0.05	0.12	0.80	0.19	0.31	0.00	0.12	0.27	0.11	0.77
Avail Cap(c_a), veh/h	338	1904	849	583	1815	810	252	0	589	494	587	524
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.8	13.2	10.5	42.8	20.2	13.5	43.4	0.0	29.2	32.3	29.1	34.3
Incr Delay (d2), s/veh	3.0	0.7	0.1	0.2	3.9	0.5	0.5	0.0	0.0	0.1	0.0	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	4.4	0.4	0.2	11.7	1.6	1.1	0.0	0.9	1.9	0.8	6.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.8	13.8	10.6	43.0	24.1	14.1	43.8	0.0	29.3	32.4	29.2	36.3
LnGrp LOS	D	B	B	D	C	B	D	A	C	C	C	D
Approach Vol, veh/h		978			1551			95			412	
Approach Delay, s/veh		18.0			23.3			36.2			34.7	
Approach LOS		B			C			D			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.5	52.2		27.0	11.3	56.5		27.0				
Change Period (Y+Rc), s	* 6.3	* 5.7		* 5.6	* 6.3	* 5.7		5.6				
Max Green Setting (Gmax), s	* 18	* 48		* 31	* 31	* 35		31.0				
Max Q Clear Time (g_c+I1), s	9.1	33.1		17.3	2.6	14.7		21.3				
Green Ext Time (p_c), s	0.1	13.4		0.8	0.0	11.1		0.1				

### Intersection Summary

HCM 6th Ctrl Delay 23.5

HCM 6th LOS C

### Notes

User approved pedestrian interval to be less than phase max green.

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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	14	1	10	61	8	82	4	64	35	57	191	8
Future Vol, veh/h	14	1	10	61	8	82	4	64	35	57	191	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	-	80	-	-	50	-	-	80	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	60	60	60	88	88	88	93	93	93	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	23	2	17	69	9	93	4	69	38	69	230	10

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	420	488	120	350	474	54	240	0	0	107	0	0
Stage 1	373	373	-	96	96	-	-	-	-	-	-	-
Stage 2	47	115	-	254	378	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	517	479	909	580	488	1002	1324	-	-	1482	-	-
Stage 1	620	617	-	900	815	-	-	-	-	-	-	-
Stage 2	961	799	-	728	614	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	445	455	909	546	464	1002	1324	-	-	1482	-	-
Mov Cap-2 Maneuver	445	455	-	546	464	-	-	-	-	-	-	-
Stage 1	618	588	-	897	813	-	-	-	-	-	-	-
Stage 2	859	797	-	679	585	-	-	-	-	-	-	-







Approach	EB		WB		NB		SB	
HCM Control Delay, s	11.7		10.8		0.3		1.7	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1324	-	-	445	833	546	908	1482	-	-
HCM Lane V/C Ratio	0.003	-	-	0.052	0.022	0.127	0.113	0.046	-	-
HCM Control Delay (s)	7.7	-	-	13.5	9.4	12.6	9.5	7.5	-	-
HCM Lane LOS	A	-	-	B	A	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.1	0.4	0.4	0.1	-	-

HCM 2010 TWSC  
3: N. Navajo Drive & E. Lakeshore Drive







12/04/2023

Intersection												
Int Delay, s/veh	6.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↑	↕	↕	↕	
Traffic Vol, veh/h	30	22	31	45	48	28	63	158	21	14	195	58
Future Vol, veh/h	30	22	31	45	48	28	63	158	21	14	195	58
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	200	-	125	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	80	80	80	94	94	94	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	35	26	36	56	60	35	67	168	22	16	219	65
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	645	608	252	617	618	168	284	0	0	190	0	0
Stage 1	284	284	-	302	302	-	-	-	-	-	-	-
Stage 2	361	324	-	315	316	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	385	410	787	402	405	876	1278	-	-	1384	-	-
Stage 1	723	676	-	707	664	-	-	-	-	-	-	-
Stage 2	657	650	-	696	655	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	310	384	787	347	379	876	1278	-	-	1384	-	-
Mov Cap-2 Maneuver	310	384	-	347	379	-	-	-	-	-	-	-
Stage 1	685	668	-	670	629	-	-	-	-	-	-	-
Stage 2	541	616	-	631	647	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	15.8		18.3		2.1		0.4					
HCM LOS	C		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1278	-	-	429	420	1384	-	-				
HCM Lane V/C Ratio	0.052	-	-	0.225	0.36	0.011	-	-				
HCM Control Delay (s)	8	-	-	15.8	18.3	7.6	-	-				
HCM Lane LOS	A	-	-	C	C	A	-	-				
HCM 95th %tile Q(veh)	0.2	-	-	0.9	1.6	0	-	-				

Intersection						
Int Delay, s/veh	8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	112	657	1193	64	13	95
Future Vol, veh/h	112	657	1193	64	13	95
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	315	-	-	300	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	99	99	86	86	59	59
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	113	664	1387	74	22	161
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	1461	0	-	0	1945	694
Stage 1	-	-	-	-	1387	-
Stage 2	-	-	-	-	558	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	458	-	-	-	57	385
Stage 1	-	-	-	-	197	-
Stage 2	-	-	-	-	537	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	458	-	-	-	43	385
Mov Cap-2 Maneuver	-	-	-	-	43	-
Stage 1	-	-	-	-	148	-
Stage 2	-	-	-	-	537	-
Approach	EB	WB		SB		
HCM Control Delay, s	2.2	0		96.2		
HCM LOS	F					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	458	-	-	-	197	
HCM Lane V/C Ratio	0.247	-	-	-	0.929	
HCM Control Delay (s)	15.4	-	-	-	96.2	
HCM Lane LOS	C	-	-	-	F	
HCM 95th %tile Q(veh)	1	-	-	-	7.5	

Intersection

Int Delay, s/veh 3.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	112	657	1193	64	13	95
Future Vol, veh/h	112	657	1193	64	13	95
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	315	-	-	300	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	99	99	86	86	59	59
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	113	664	1387	74	22	161

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	1461	0	0 1945 694
Stage 1	-	-	- 1387 -
Stage 2	-	-	- 558 -
Critical Hdwy	4.14	-	- 6.84 6.94
Critical Hdwy Stg 1	-	-	- 5.84 -
Critical Hdwy Stg 2	-	-	- 5.84 -
Follow-up Hdwy	2.22	-	- 3.52 3.32
Pot Cap-1 Maneuver	458	-	- 57 385
Stage 1	-	-	- 197 -
Stage 2	-	-	- 537 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	458	-	- 43 385
Mov Cap-2 Maneuver	-	-	- 43 -
Stage 1	-	-	- 148 -
Stage 2	-	-	- 537 -
























Approach	EB	WB	SB
HCM Control Delay, s	2.2	0	37.2
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	458	-	-	-	43	385
HCM Lane V/C Ratio	0.247	-	-	-	0.512	0.418
HCM Control Delay (s)	15.4	-	-	-	156	20.9
HCM Lane LOS	C	-	-	-	F	C
HCM 95th %tile Q(veh)	1	-	-	-	1.8	2

# HCM 6th Signalized Intersection Summary

## 9: N. Navajo Drive & SR 69

12/04/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	133	675	41	10	1091	137	30	26	7	94	36	256
Future Volume (veh/h)	133	675	41	10	1091	137	30	26	7	94	36	256
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	143	726	44	11	1254	157	45	39	11	115	44	312
Peak Hour Factor	0.93	0.93	0.93	0.87	0.87	0.87	0.66	0.66	0.66	0.82	0.82	0.82
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	183	1754	782	101	1591	710	150	352	99	392	445	397
Arrive On Green	0.10	0.49	0.49	0.06	0.45	0.45	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1025	1403	396	1355	1777	1585
Grp Volume(v), veh/h	143	726	44	11	1254	157	45	0	50	115	44	312
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1025	0	1799	1355	1777	1585
Q Serve(g_s), s	6.9	11.5	1.3	0.5	26.6	5.4	3.8	0.0	1.9	6.3	1.7	16.2
Cycle Q Clear(g_c), s	6.9	11.5	1.3	0.5	26.6	5.4	20.0	0.0	1.9	8.2	1.7	16.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.22	1.00		1.00
Lane Grp Cap(c), veh/h	183	1754	782	101	1591	710	150	0	451	392	445	397
V/C Ratio(X)	0.78	0.41	0.06	0.11	0.79	0.22	0.30	0.00	0.11	0.29	0.10	0.79
Avail Cap(c_a), veh/h	363	1754	782	625	1666	743	253	0	632	528	624	556
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.7	14.2	11.6	39.5	20.8	14.9	40.2	0.0	25.5	28.7	25.4	30.9
Incr Delay (d2), s/veh	2.8	0.7	0.1	0.2	4.0	0.7	0.4	0.0	0.0	0.2	0.0	3.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	4.0	0.4	0.2	10.1	1.8	1.0	0.0	0.8	2.1	0.7	6.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.5	15.0	11.8	39.7	24.8	15.7	40.6	0.0	25.6	28.8	25.5	34.0
LnGrp LOS	D	B	B	D	C	B	D	A	C	C	C	C
Approach Vol, veh/h		913			1422			95			471	
Approach Delay, s/veh		19.0			23.9			32.7			31.9	
Approach LOS		B			C			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.3	45.2		27.7	11.3	49.3		27.7				
Change Period (Y+Rc), s	* 6.3	* 5.7		* 5.6	* 6.3	* 5.7		5.6				
Max Green Setting (Gmax), s	* 18	* 41		* 31	* 31	* 31		31.0				
Max Q Clear Time (g_c+I1), s	8.9	28.6		18.2	2.5	13.5		22.0				
Green Ext Time (p_c), s	0.1	11.0		1.0	0.0	9.1		0.1				

### Intersection Summary

HCM 6th Ctrl Delay 24.0

HCM 6th LOS C









### Notes

User approved pedestrian interval to be less than phase max green.









\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.







HCM 2010 TWSC  
3: N. Navajo Drive & E. Lakeshore Drive

12/04/2023

Intersection												
Int Delay, s/veh	6.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	30	22	31	45	48	28	63	158	21	14	195	58
Future Vol, veh/h	30	22	31	45	48	28	63	158	21	14	195	58
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	200	-	125	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	80	80	80	94	94	94	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	35	26	36	56	60	35	67	168	22	16	219	65
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	645	608	252	617	618	168	284	0	0	190	0	0
Stage 1	284	284	-	302	302	-	-	-	-	-	-	-
Stage 2	361	324	-	315	316	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	385	410	787	402	405	876	1278	-	-	1384	-	-
Stage 1	723	676	-	707	664	-	-	-	-	-	-	-
Stage 2	657	650	-	696	655	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	310	384	787	347	379	876	1278	-	-	1384	-	-
Mov Cap-2 Maneuver	310	384	-	347	379	-	-	-	-	-	-	-
Stage 1	685	668	-	670	629	-	-	-	-	-	-	-
Stage 2	541	616	-	631	647	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	15.8		18.3		2.1		0.4					
HCM LOS	C		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1278	-	-	429	420	1384	-	-				
HCM Lane V/C Ratio	0.052	-	-	0.225	0.36	0.011	-	-				
HCM Control Delay (s)	8	-	-	15.8	18.3	7.6	-	-				
HCM Lane LOS	A	-	-	C	C	A	-	-				
HCM 95th %tile Q(veh)	0.2	-	-	0.9	1.6	0	-	-				










Intersection												
Int Delay, s/veh	4.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	14	0	10	109	8	71	4	134	50	44	191	8
Future Vol, veh/h	14	0	10	109	8	71	4	134	50	44	191	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	-	80	-	-	50	-	-	80	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	60	60	60	88	88	88	93	93	93	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	23	0	17	124	9	81	4	144	54	53	230	10
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	426	547	120	400	525	99	240	0	0	198	0	0
Stage 1	341	341	-	179	179	-	-	-	-	-	-	-
Stage 2	85	206	-	221	346	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	512	443	909	535	456	937	1324	-	-	1372	-	-
Stage 1	647	637	-	805	750	-	-	-	-	-	-	-
Stage 2	913	730	-	761	634	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	446	424	909	509	437	937	1324	-	-	1372	-	-
Mov Cap-2 Maneuver	446	424	-	509	437	-	-	-	-	-	-	-
Stage 1	645	612	-	803	748	-	-	-	-	-	-	-
Stage 2	822	728	-	718	609	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	11.6			12.4			0.2			1.4		
HCM LOS	B			B								
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR		
Capacity (veh/h)	1324	-	-	446	909	509	840	1372	-	-		
HCM Lane V/C Ratio	0.003	-	-	0.052	0.018	0.243	0.107	0.039	-	-		
HCM Control Delay (s)	7.7	-	-	13.5	9	14.3	9.8	7.7	-	-		
HCM Lane LOS	A	-	-	B	A	B	A	A	-	-		
HCM 95th %tile Q(veh)	0	-	-	0.2	0.1	0.9	0.4	0.1	-	-		

Intersection						
Int Delay, s/veh	8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	112	657	1193	64	13	95
Future Vol, veh/h	112	657	1193	64	13	95
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	315	-	-	300	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	99	99	86	86	59	59
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	113	664	1387	74	22	161
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	1461	0	-	0	1945	694
Stage 1	-	-	-	-	1387	-
Stage 2	-	-	-	-	558	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	458	-	-	-	57	385
Stage 1	-	-	-	-	197	-
Stage 2	-	-	-	-	537	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	458	-	-	-	43	385
Mov Cap-2 Maneuver	-	-	-	-	43	-
Stage 1	-	-	-	-	148	-
Stage 2	-	-	-	-	537	-
Approach	EB	WB		SB		
HCM Control Delay, s	2.2	0		96.2		
HCM LOS	F					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	458	-	-	-	197	
HCM Lane V/C Ratio	0.247	-	-	-	0.929	
HCM Control Delay (s)	15.4	-	-	-	96.2	
HCM Lane LOS	C	-	-	-	F	
HCM 95th %tile Q(veh)	1	-	-	-	7.5	

HCM 2010 TWSC  
3: N. Navajo Drive & E. Lakeshore Drive

11/09/2023

Intersection												
Int Delay, s/veh	6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	30	22	31	42	48	28	59	153	19	14	187	58
Future Vol, veh/h	30	22	31	42	48	28	59	153	19	14	187	58
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	200	-	125	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	80	80	80	94	94	94	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	35	26	36	53	60	35	63	163	20	16	210	65
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	622	584	243	595	596	163	275	0	0	183	0	0
Stage 1	275	275	-	289	289	-	-	-	-	-	-	-
Stage 2	347	309	-	306	307	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	399	423	796	416	417	882	1288	-	-	1392	-	-
Stage 1	731	683	-	719	673	-	-	-	-	-	-	-
Stage 2	669	660	-	704	661	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	323	398	796	361	392	882	1288	-	-	1392	-	-
Mov Cap-2 Maneuver	323	398	-	361	392	-	-	-	-	-	-	-
Stage 1	695	675	-	684	640	-	-	-	-	-	-	-
Stage 2	554	628	-	639	654	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	15.3		17.4			2			0.4			
HCM LOS	C		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1288	-	-	444	436	1392	-	-				
HCM Lane V/C Ratio	0.049	-	-	0.217	0.338	0.011	-	-				
HCM Control Delay (s)	7.9	-	-	15.3	17.4	7.6	-	-				
HCM Lane LOS	A	-	-	C	C	A	-	-				
HCM 95th %tile Q(veh)	0.2	-	-	0.8	1.5	0	-	-				