

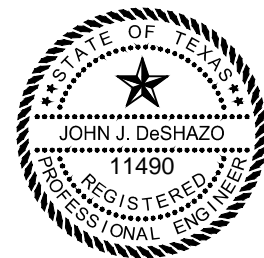
TRAFFIC IMPACT ANALYSIS FOR
CEDARS MIXED USE DEVELOPMENT
DALLAS, TEXAS

DeShazo Project No. 18149

Prepared for:
Arthur Santa-Maria
Hoque Global
1717 Main Street, Suite 5630
Dallas, Texas 75201

Prepared by:
DeShazo Group, Inc.
Texas Registered Engineering Firm F-3199
400 South Houston Street, Suite 330
Dallas, Texas 75202
214.748.6740

April 11, 2019



A handwritten signature in black ink, appearing to read "John J. DeShazo".

€481/2019



Traffic Impact Analysis for
Cedars Mixed Use Development

~ DeShazo Project No. 18149 ~

Table of Contents

EXECUTIVE SUMMARY	1
INTRODUCTION	2
PURPOSE	2
TRAFFIC IMPACT ANALYSIS - METHODOLOGY	2
ANALYSIS SCENARIOS	3
STUDY PARAMETERS	6
STUDY AREA	6
EXISTING TRAFFIC VOLUMES	7
PROJECTED BACKGROUND TRAFFIC VOLUMES	7
SITE-RELATED TRAFFIC	8
TRIP GENERATION	8
TRIP DISTRIBUTION AND ASSIGNMENT	9
SITE-GENERATED TRAFFIC VOLUMES	9
ROADWAY INTERSECTION ANALYSIS	10
INTERSECTION CAPACITY ANALYSIS - METHODOLGY	10
2018 EXISTING – INTERSECTION ANALYSIS	11
2020 BACKGROUND <i>WITHOUT</i> AND <i>WITH</i> SITE – INTERSECTION ANALYSIS	12
2022 BACKGROUND <i>WITHOUT</i> AND <i>WITH</i> SITE – INTERSECTION ANALYSIS	13
2024 BACKGROUND <i>WITHOUT</i> AND <i>WITH</i> SITE – INTERSECTION ANALYSIS	14
2029 HORIZON <i>WITHOUT</i> AND <i>WITH</i> SITE – INTERSECTION ANALYSIS	15
ROADWAY LINK ANALYSIS	16
ROADWAY LINK ANALYSIS - METHODOLGY	16
ROADWAY LINK ANALYSIS - RESULTS	17
SITE ACCESS REVIEW	19
DRIVEWAY SPACING REVIEW	19
DECELERATION LANE ANALYSIS	19
INTERSECTION SIGHT DISTANCE	19
SUMMARY OF FINDINGS AND RECOMMENDATIONS	21

LIST OF TABLES:

- Table 1. Development Program Summary
- Table 2. Development Scenarios Analyzed
- Table 3. Projected Trip Generation Summary (Phase I)
- Table 4. Projected Trip Generation Summary (Phase II)
- Table 5. Projected Trip Generation Summary (Phase III)
- Table 6. 2018 Existing Traffic Intersection Analysis
- Table 7. 2020 Traffic Intersection Analysis
- Table 8. 2022 Traffic Intersection Analysis
- Table 9. 2024 Traffic Intersection Analysis
- Table 10. 2029 Traffic Intersection Analysis
- Table 11. Roadway Link Capacity Analysis Results Summary
- Table 12. Driveway Spacing Summary

LIST OF EXHIBITS:

- Exhibit 1. Site Location and Study Area Map
- Exhibit 2. Preliminary Site Plan
- Exhibit 3. Existing Roadway Geometry and Traffic Control

LIST OF APPENDICES:

- Appendix A. Traffic Volume Exhibits
- Appendix B. Existing Traffic Count Data
- Appendix C. Site-Generated Traffic Supplement
- Appendix D. Detailed Intersection Capacity Analysis Results

EXECUTIVE SUMMARY

The services of **DeShazo Group, Inc.**, were retained by **Hoque Global** to conduct a traffic impact analysis (TIA) for the proposed mixed use development, located in the northeast quadrant of I30 and Cesar Chavez Blvd in the Cedars area of Dallas, Texas.

The proposed project is planned to be constructed by 2024. **Table 1** shows the development program summary for the site development.

Table 1. Development Program Summary

Use	Quantity	Buildout Year
Phase I:		
Multifamily	261 DU	2020
Hotel	110 Rooms	2020
Retail	20,000 SF	2020
Restaurant	20,000 SF	2020
Office	25,000 SF	2020
Phase II:		
Apartments	182 Units	2022
Phase III:		
Apartments	280 Units	2024
Townhomes	20 Units	2024

The results of this analysis indicate that the proposed multi-use development will have minimal impact on the local roadway system. Below is a summary of findings from this TIA.

FINDING 1: Based upon the analysis of the 2018 existing volumes, all study intersections are currently operating at *LOS C* or better, during the peak hour periods.

FINDING 2: Based upon the analysis of the 2024 background and background-plus-site (Phase I-III) volumes, all study intersections are expected to operate at *LOS C* or better, during the peak hour periods with the exception of:

- The SB right turning movement on Driveway 1 at S Cesar Chavez Blvd is expected to operate at *LOS F* during AM peak hour at both 2024 background and background plus site conditions with approximately 5 vehicles in the queue.

RECOMMENDATIONS:

The SB right turn movement is expected to operate at *LOS F* during full buildout condition. It is not uncommon for an unsignalized intersection to operate at *LOS F* due to heavy through traffic on S. Cesar Chavez Blvd. It is recommended that a minimum of 6 vehicle storage length be provided for the right turn lane on Driveway 1 at S Cesar Chavez Blvd.

FINDING 3: All driveways satisfy the City's minimum spacing criteria.

FINDING 4: None of the driveways meet any deceleration lane requirements.

FINDING 5: Based on the cursory review, all the driveways meet the intersection sight distance.

END OF SUMMARY

INTRODUCTION

The services of **DeShazo Group, Inc.**, were retained by **Hoque Global** to conduct a traffic impact analysis (TIA) for the proposed mixed use development, located in the northeast quadrant of I30 and Cesar Chavez Blvd in the Cedars area of Dallas, Texas.

A site location map and preliminary site plan are provided in **Exhibit 1** and **Exhibit 2**, respectively.

PURPOSE

The City of Dallas is requiring that a TIA be completed for the subject site as requirement of the rezoning case for the property. The purpose of the TIA is to determine if any improvements to the adjacent transportation system are needed to maintain a satisfactory level of service, an acceptable level of safety, and appropriate access for the proposed development.

TRAFFIC IMPACT ANALYSIS - METHODOLOGY

To achieve this objective, this analysis summarizes the traffic operational characteristics of the background conditions within a designated study area and the projected incremental impact of the proposed mixed use development as determined through standardized engineering analyses. The standard methodology used to conduct the traffic impact analysis is described below.

1. Collect current traffic volume data throughout the study area on a typical day to represent existing traffic conditions.
2. Apply growth factors to the existing volumes to project future background traffic at the site buildout year conditions.
3. Project traffic generated by the proposed development using trip generation, trip distribution and traffic assignment as described below.
 - a. Trip generation is calculated in terms of “trip ends” – a trip end is a one-way vehicular trip entering or exiting a site driveway (i.e., a single vehicle entering and exiting a site represents two trip ends).
 - b. Trip distribution and assignment of site-generated trips to the surrounding roadway system is determined by proportionally estimating the orientation of travel via various travel routes. This is a subjective exercise based upon professional judgment considering such factors as directional characteristics of existing local traffic; trip attributes (e.g., trip purpose, trip length, travel time, etc.), roadway features (e.g., capacity, operational conditions, character of environment), regional demographics, etc.
4. Determine site-plus-background traffic by adding the projected site-generated traffic to the background traffic.
5. Analyze existing, background and background-plus-site traffic volumes to evaluate the roadway conditions in the vicinity of the proposed development.
6. If needed, mitigation measures are recommended based upon the analysis to improve roadway operational conditions.

ANALYSIS SCENARIOS

This TIA analyzed the following peak hour periods required by the City, which are considered the most critical conditions on the public roadway system related to the proposed Project.

Roadway Intersections:

- Weekday: AM peak hour of adjacent street traffic (7:00 AM – 8:00 AM)
- Weekday: PM peak hour of adjacent street traffic (5:15 PM – 6:15 PM)
- Analyzed for each of the scenarios described in **Table 2**.

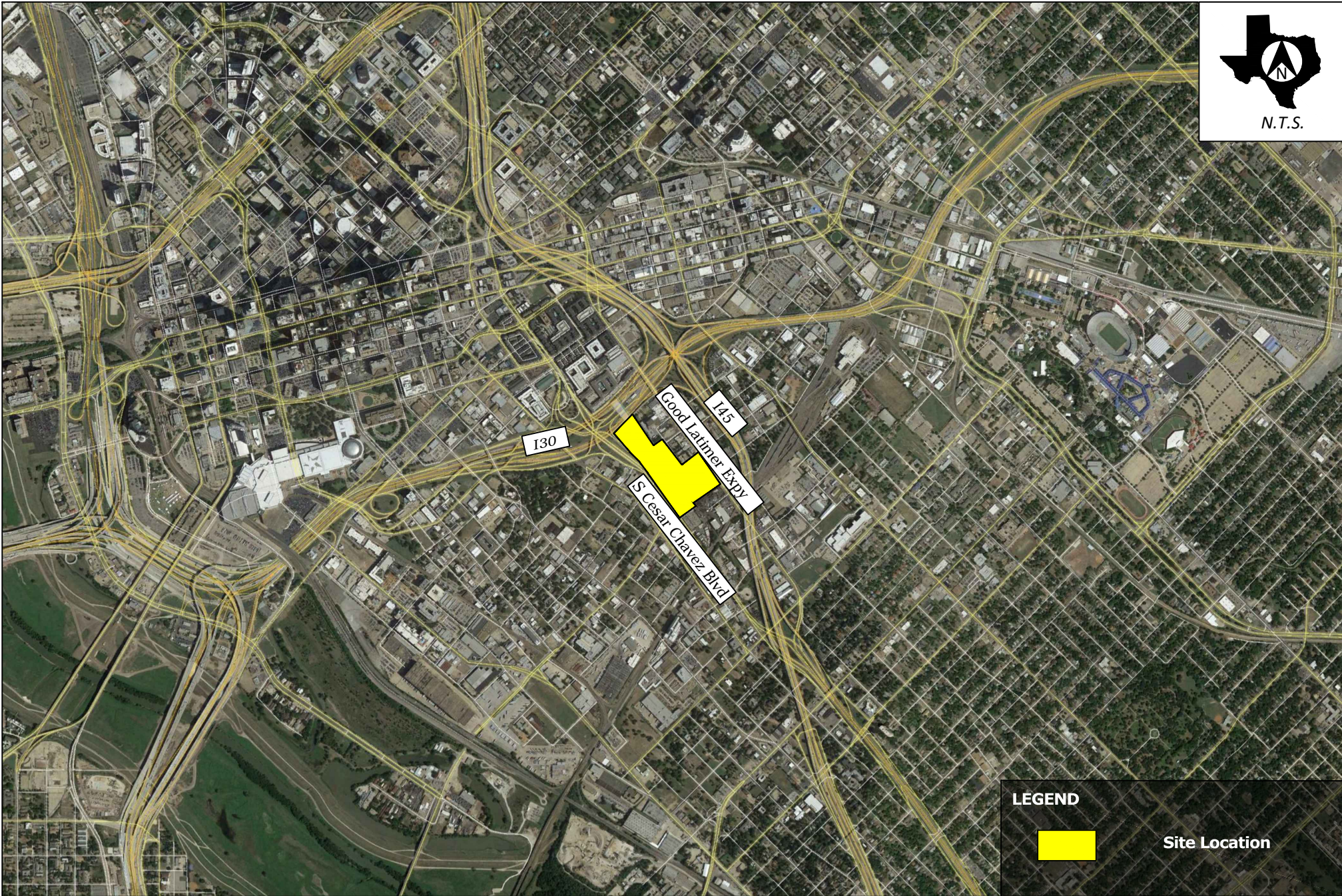
Roadway Links:

- Weekday: Peak Hour
- Analyzed with existing, 2020 background, 2020 background plus site, 2022 background, 2022 background plus site, 2024 background, 2024 background plus full site buildout, 2029 horizon, & 2029 horizon plus full site buildout.

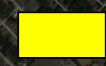
Development scenarios considered in this analysis are summarized in **Table 2**.

Table 1. Development Scenarios Analyzed

Scenario	Development Program	Traffic Volumes
2018 Existing	None Added	Existing 2018 Volumes
2020 Background	None Added	Existing 2018 volumes grown at 3% per year for two (2) years
2020 Background Plus Site	Phase I	Existing 2018 volumes grown at 3% per year for two (2) years plus Phase I site traffic
2022 Background	Phase I	Existing 2018 volumes grown at 3% per year for four (4) years plus Phase I site traffic
2022 Background Plus Site	Phase I & II	Existing 2018 volumes grown at 3% per year for four (4) years plus Phase I & II site traffic
2024 Background	Phase I & II	Existing 2018 volumes grown at 3% per year for six (6) years plus Phase I & II site traffic
2024 Background Plus Site	Phase I, II, & III	Existing 2018 volumes grown at 3% per year for six (6) years plus Phase I, II, & III site traffic
2029 Horizon	None Added	Existing 2018 volumes grown at 3% per year for six (6) years and 1% per year after 2024
2029 Horizon Plus Site	Full Buildout	Existing 2018 volumes grown at 3% per year for six (6) years and 1% per year after 2024 plus Full Buildout traffic



LEGEND



Site Location

SITE LOCATION

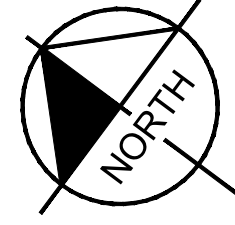
TIA for Cedars Mixed Use Development in Dallas, Texas

PROJECT# 18149

DATE: DEC 2018

EXHIBIT

1



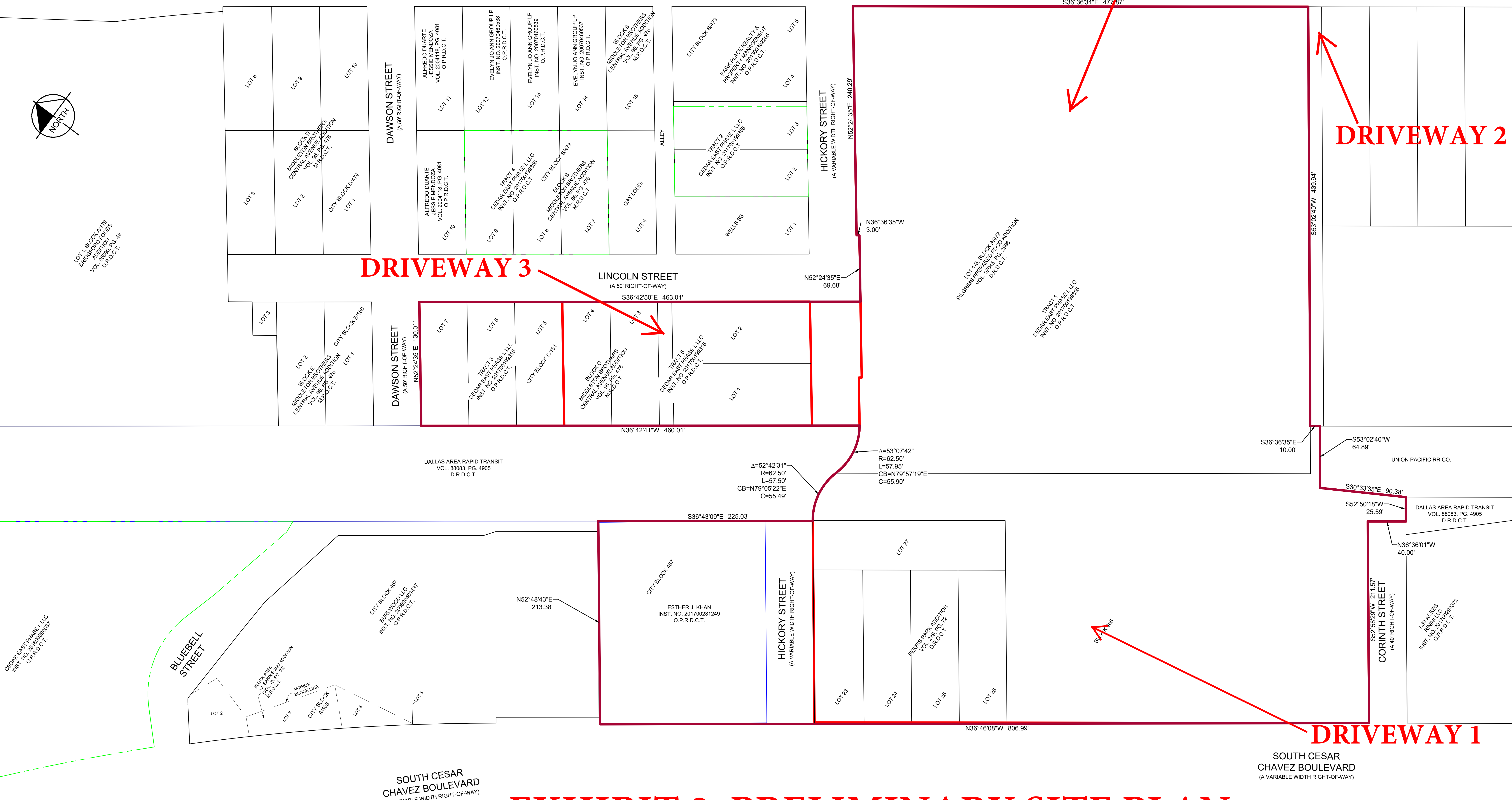
GOOD LATIMER EXPRESSWAY
(A VARIABLE WIDTH RIGHT-OF-WAY)

DRIVEWAY 1

DRIVEWAY 2

DRIVEWAY 3

DRIVEWAY 1



SOUTH CESAR CHAVEZ BOULEVARD
(A VARIABLE WIDTH RIGHT-OF-WAY)

SOUTH CESAR CHAVEZ BOULEVARD
(A VARIABLE WIDTH RIGHT-OF-WAY)

EXHIBIT 2. PRELIMINARY SITE PLAN

STUDY PARAMETERS

The study parameters used in this TIA are based upon the requirements of the City of Dallas and are consistent with the standard industry practices used in similar studies.

STUDY AREA

The study area for a TIA is typically defined to allow an assessment of the most relevant traffic impacts of the Project to the local area. The specific locations included in this TIA study area were approved by the City of Dallas.

Roadway Intersections:

- S Cesar Chavez at Hickory Street: Signalized
- S Cesar Chavez at Corinth Street: Signalized
- S Good Latimer Expy at Hickory Street: Signalized
- S Cesar Chavez at Bluebell Street: Stop Controlled on Bluebell Street
- Hickory Street at S Harwood Street: Stop Controlled on Hickory Street
- S Good Latimer Expy at Ferris Street: Stop Controlled on Ferris Street
- S Good Latimer Expy at Dawson Street: Stop Controlled on Dawson Street
- Cesar Chavez at Driveway 1: Stop Controlled at Driveway 1
- S Good Latimer Expy at Driveway 1: Stop Controlled at Driveway 1
- S Good Latimer Expy at Driveway 2: Stop Controlled at Driveway 2
- Lincoln Street at Driveway 3: Stop Controlled at Driveway 3

Roadway Links:

- Cesar Chavez Blvd: north of Hickory Street
 - Existing operation and cross-section: four lanes, divided, two-way operation
 - Speed Limit: 30 mph
 - Thoroughfare Plan Designation: Principal Arterial
 - Current Daily Traffic Volume: 13,403 (Wednesday, December 12, 2018)
- Corinth St: west of Cesar Chavez Blvd
 - Existing operation and cross-section: four lanes, undivided, two-way operation
 - Speed Limit: 30 mph
 - Thoroughfare Plan Designation: Minor Arterial
 - Current Daily Traffic Volume: 6,082 (Wednesday, December 12, 2018)
- Good Latimer Expy: north of Hickory St
 - Existing operation and cross-section: six lanes, undivided, two-way operation
 - Speed Limit: 30 mph
 - Thoroughfare Plan Designation: Principal Arterial
 - Current Daily Traffic Volume: 5,964 (Wednesday, December 12, 2018)

A summary of the existing intersection/roadway geometry and traffic control devices is shown in **Exhibit 3**.

EXISTING TRAFFIC VOLUMES

Current traffic volumes were collected during the analysis periods at the study area intersections and roadway links on Wednesday, December 12, 2018.

Traffic volumes are graphically summarized in **Appendix A**; detailed data sheets are provided in **Appendix B**.

PROJECTED BACKGROUND TRAFFIC VOLUMES

Based upon communication with the City of Dallas, DeShazo used an annual growth rate of **3%** from the existing conditions (2018) for six years till the full buildout (2024). For Horizon (2029) an annual growth rate of 1% was used in this analysis.

Future background traffic volumes at the buildout years were calculated by applying the assumed growth rate for the study area intersections. These volumes are graphically summarized in **Appendix A**.

SITE-RELATED TRAFFIC

Traffic generated by the Project is projected by first determining the number of trips generated by the planned land use, then distributing and assigning projected site-related trips to the roadway system.

TRIP GENERATION

Trip generation is calculated in terms of “trip ends” – a trip end is a one-way vehicular trip entering or exiting a site driveway (i.e., a single vehicle entering and exiting a site represents two trip ends). Trip generation for this Project was calculated using the Institute of Transportation Engineers (ITE) *Trip Generation Manual (10th Edition)*. ITE *Trip Generation* is a compilation of actual, vehicular traffic volume generation data and statistics by land use as collected over several decades by creditable sources across the country.

Adjustments for internal capture and pass-by trips were not accounted for in this study. For the purpose of the analysis, Land Use Codes 221 (Multifamily Midrise), 310 (Hotel), 710 (General Office), 820 (Shopping Center), and 932 (High-Turnover Sit-Down Restaurant) was considered. **Tables 3** thru **5** provides a summary of trip ends, by each of the three phases, generated by the Project. Supplemental information used in the trip generation calculations is provided in **Appendix C**.

Table 2. Projected Trip Generation Summary (Phase I)

ITE Code	ITE Land Use	Quantity	Weekday Trips	AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out
221	Multifamily Housing Midrise (Phase 1-2020)	261 DU	1,421	94	24	70	115	70	45
310	Hotel (Phase 1-2020)	110 Rooms	920	50	29	21	66	34	32
710	General Office (Phase 1-2020)	25,000 SF	277	50	43	7	31	5	26
820	Shopping Center (Phase 1-2020)	20,000 SF	2,012	162	100	62	165	79	86
932	High-Turnover (Sit-Down) Restaurant (Phase 1-2020)	20,000 SF	2,244	199	109	90	195	121	74
		<i>Subtotals:</i>	6,873	555	305	250	572	309	263
		Totals:	6,873	555	305	250	572	309	263

Table 3. Projected Trip Generation Summary (Phase II)

ITE Code	ITE Land Use	Quantity	Weekday Trips	AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out
210	Multifamily Housing Midrise (Phase 2 -2022)	182 DU	990	66	17	49	80	49	31
		<i>Subtotals:</i>	990	66	17	49	80	49	31
		Totals:	990	66	17	49	80	49	31

Table 4. Projected Trip Generation Summary (Phase III)

ITE Code	ITE Land Use	Quantity	Weekday Trips	AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out
221	Multifamily Housing Midrise -Townhomes (Phase 3-2024)	20 DU	107	7	2	5	9	5	4
220	Multifamily Housing Midrise (Phase 3 -2024)	280 DU	1,524	101	26	75	123	75	48
		<i>Subtotals:</i>	1,632	108	28	80	132	80	52
		Totals:	1,632	108	28	80	132	80	52

TRIP DISTRIBUTION AND ASSIGNMENT

Traffic for the proposed development was distributed and assigned to the study area roadway network based upon the roadway network and regional travel flow. Detailed global trip distribution and inbound and outbound traffic assignments calculations and results are summarized in **Appendix C**.

SITE-GENERATED TRAFFIC VOLUMES

Site-generated traffic is calculated by multiplying the trip generation value (from **Table 3** thru **Table 5**) by the corresponding traffic assignments-both inbound and outbound (from **Appendix C**). The resulting cumulative (for all uses) peak period site-generated traffic volumes at buildout of the Project are graphically summarized in **Appendix A**.

ROADWAY INTERSECTION ANALYSIS

INTERSECTION CAPACITY ANALYSIS - METHODOLOGY

The level of performance of infrastructure can often be measured through an analysis of volume and capacity that considers various physical and operational characteristics of the system. For vehicular traffic, an operational analysis of roadway intersection capacity is the most detailed type of analysis. An industry-standardized methodology for this type of analysis is presented in the 2010 *Highway Capacity Manual (HCM)*. HCM uses the term “level of service” (LOS) to qualitatively describe the efficiency using a letter grade of A through F. Generally, LOS is described as follows.

- LOS A = free, unobstructed flow
- LOS B = reasonably free flow
- LOS C = stable flow
- LOS D = approaching unstable flow
- LOS E = unstable flow, operating at design capacity
- LOS F = operating over design capacity

Traffic operational analysis is typically measured in one-hour periods during day-to-day peak conditions. In most urban settings, LOS C (or better) is desirable, although LOS D is considered to be acceptable. Nevertheless, periods of LOS E or F conditions are not uncommon for brief periods of time at major transportation facilities. In some cases, measures to add more capacity—either through operational changes and/or physical improvements—can be identified to increase efficiency and sometimes improve the level of service.

For traffic-signal-controlled (“signalized”) intersections and STOP-controlled (“unsignalized”) intersections, LOS is determined based upon the calculated average seconds of delay per vehicle. At unsignalized intersections of a minor street or driveway and a major roadway, the analysis methodology often breaks down and yields low levels of service (often, LOS F) that cannot be mitigated in the analysis unless a traffic signal is modeled. However, neither level of service nor delay is considered a criterion for traffic signal installation.

The following table summarizes the LOS criteria for signalized and unsignalized intersections as defined in the 2010 *Highway Capacity Manual*.

	Signalized Intersection (Average Delay per Vehicle)	Unsignalized Intersection (Average Delay per Vehicle)
LOS A	≤ 10	≤ 10
LOS B	>10 - ≤20	>10 - ≤15
LOS C	>20 - ≤35	>15 - ≤25
LOS D	>35 - ≤55	>25 - ≤35
LOS E	>55 - ≤80	>35 - ≤50
LOS F	>80	>50

NOTE: Signalized intersection operational parameters and operational results in this TIA were obtained directly from the optimized software output and may differ slightly from actual traffic signal operations.

2018 EXISTING – INTERSECTION ANALYSIS

Existing traffic volumes were analyzed to determine current operational conditions. The intersection capacity analyses presented in this study were performed using the *Synchro* 9.2 software package. **Table 6** provides a summary of peak period intersectional operational conditions. Detailed traffic volumes and software output for all intersection analysis is provided in **Appendix A** and **Appendix D**, respectively.

Table 6. 2018 Existing Traffic Intersection Analysis

		2018 Existing							
Intersections	Traffic Movements	AM		PM					
		(s)	Q (ft)	(s)	Q (ft)				
<u>Hickory St at</u> S Good Latimer Expy		Signalized							
<u>Hickory St at</u> S Cesar Chavez Blvd						B (10.7)	A (9.8)	A (9.9)	A (7.2)
<u>Corinth St at</u> S Cesar Chavez Blvd						A (7.7)	A (8.6)		
<u>Dawson St at</u> S Good Latimer Expy	NBLTR EBL WBL SBLTR	- - B (12.1) - - C (15.4)	- 0.00 - 5.00	B (12.4) A (8.6) A (9.4) A (9.9)	0.00 0.00 0.00 0.00				
<u>Driveway 1 at</u> S Good Latimer Expy	NBLR WBL	- - - -	- -	- - - -	- -				
<u>Ferris St at</u> S Good Latimer Expy	EBL SBLR	B (12.3) - -	2.50 -	A (8.6) A (9.8)	0.00 2.50				
<u>Driveway 2 at</u> S Good Latimer Expy	NBLR WBL	- - - -	- -	- - - -	- -				
<u>Driveway 1 at</u> S Cesar Chavez Blvd	SBR	- -	-	- -	-				
<u>Hickory St at</u> S Harwood St	EBL SBLR	A (8.2) - -	5.00 -	A (7.5) B (10.9)	2.50 10.00				
<u>Bluebell St at</u> S Cesar Chavez Blvd	SBR	B (13.1)	2.50	B (10.1)	0.00				
<u>Lincoln St at</u> Hickory St	NBL EBLR	- - - -	- -	- - - -	- -				
<u>Driveway 3 at</u> Lincoln St	NBLTR WBL	- - - -	- -	- - - -	- -				

Based upon the analysis of the 2018 existing volumes, all study intersections are currently operating at *LOS C* or better, during the peak hour periods.

2020 BACKGROUND *WITHOUT* AND *WITH* SITE – INTERSECTION ANALYSIS

The Phase I of the development is expected to be completed in year 2020. Therefore, the year 2020 background and background-plus-site traffic volumes were analyzed to determine the incremental change in operational conditions during peak periods. The LOS results are provided in **Table 7**.

Table 7. 2020 Traffic Intersection Analysis

Intersections	Traffic Movements		2020 Background				2020 Background Plus Site			
			AM (s) Q (ft)		PM (s) Q (ft)		AM (s) Q (ft)		PM (s) Q (ft)	
<u>Hickory St at</u> S Good Latimer Expy		Signalized	B (11.0)		A (9.8)		B (11.4)		A (9.8)	
<u>Hickory St at</u> S Cesar Chavez Blvd			B (10.3)		A (7.4)		B (12.9)		A (8.9)	
<u>Corinth St at</u> S Cesar Chavez Blvd			A (8.2)		A (8.8)		B (12.1)		B (11.1)	
<u>Dawson St at</u> S Good Latimer Expy	NBLTR EBL WBL SBLTR	Unsignalized	--	-	B (12.7)	0.00	--	-	B (14.3)	0.00
			B (12.4)	0.00	A (8.6)	0.00	B (13.1)	0.00	A (8.9)	0.00
			--	-	A (9.5)	0.00	--	-	A (9.9)	0.00
			C (16.2)	5.00	A (10.0)	0.00	C (18.0)	7.50	B (10.5)	0.00
<u>Driveway 1 at</u> S Good Latimer Expy	NBLR WBL		--	-	--	-	B (11.7)	7.50	B (11.0)	7.50
			--	-	--	-	A (8.9)	0.00	A (9.3)	0.00
<u>Ferris St at</u> S Good Latimer Expy	EBL SBLR		B (12.7)	2.50	A (8.6)	0.00	B (12.8)	2.50	A (8.7)	0.00
			--	-	A (9.9)	2.50	--	-	A (10.0)	2.50
<u>Driveway 2 at</u> S Good Latimer Expy	NBLR WBL		--	-	--	-	--	-	--	-
			--	-	--	-	--	-	--	-
<u>Driveway 1 at</u> S Cesar Chavez Blvd	SBR		--	-	--	-	D (28.2)	35.00	B (11.7)	12.50
<u>Hickory St at</u> S Harwood St	EBL SBLR		A (8.2)	5.00	A (7.6)	2.50	A (8.4)	7.50	A (7.7)	2.50
		--	-	B (11.1)	10.00	--	-	B (12.0)	17.50	
<u>Bluebell St at</u> S Cesar Chavez Blvd	SBR	B (13.6)	2.50	B (10.3)	2.50	B (13.8)	2.50	B (10.4)	2.50	
<u>Lincoln St at</u> Hickory St	NBL EBLR	--	-	--	-	--	-	--	-	
		--	-	--	-	--	-	--	-	
<u>Driveway 3 at</u> Lincoln St	NBLTR WBL	--	-	--	-	--	-	--	-	
		--	-	--	-	--	-	--	-	

Based upon the analysis of the 2020 background and background-plus-site (Phase I) volumes, all study intersections are expected to operate at *LOS D* or better, during the peak hour periods.

2022 BACKGROUND *WITHOUT* AND *WITH* SITE – INTERSECTION ANALYSIS

The Phase II of the development is expected to be completed in year 2022. Therefore, the year 2022 background and background-plus-site traffic volumes were analyzed to determine the incremental change in operational conditions during peak periods. The LOS results are provided in **Table 8**.

Table 8. 2022 Traffic Intersection Analysis

Intersections	Traffic Movements		2022 Background				2022 Background Plus Site			
			AM (s) Q (ft)		PM (s) Q (ft)		AM (s) Q (ft)		PM (s) Q (ft)	
<u>Hickory St at</u> S Good Latimer Expy		Signalized	B (11.8)		A (9.9)		B (11.7)		A (9.8)	
<u>Hickory St at</u> S Cesar Chavez Blvd			B (13.6)		A (9.1)		B (13.6)		A (9.1)	
<u>Corinth St at</u> S Cesar Chavez Blvd			B (12.7)		B (11.3)		B (13.2)		B (11.7)	
<u>Dawson St at</u> S Good Latimer Expy	NBLTR EBL WBL SBLTR	Unsignalized	--	-	B (14.7)	0.00	--	-	B (15.0)	0.00
			B (13.6)	0.00	A (9.0)	0.00	B (13.7)	0.00	A (9.0)	0.00
			--	-	A (10.0)	0.00	--	-	B (10.1)	0.00
			C (18.9)	7.50	B (10.6)	0.00	C (19.3)	7.50	B (10.7)	0.00
<u>Driveway 1 at</u> S Good Latimer Expy	NBLR WBL		B (11.9)	7.50	B (11.2)	7.50	B (11.9)	7.50	B (11.3)	7.50
			A (8.9)	0.00	A (9.4)	0.00	A (9.0)	0.00	A (9.4)	0.00
<u>Ferris St at</u> S Good Latimer Expy	EBL SBLR		B (13.3)	2.50	A (8.7)	0.00	B (13.3)	2.50	A (8.7)	0.00
			--	-	A (10.0)	2.50	--	-	A (10.0)	2.50
<u>Driveway 2 at</u> S Good Latimer Expy	NBLR WBL		--	-	--	-	A (9.4)	0.00	A (9.7)	0.00
			--	-	--	-	A (8.7)	0.00	A (9.0)	0.00
<u>Driveway 1 at</u> S Cesar Chavez Blvd	SBR		D (31.4)	40.00	B (11.9)	12.50	E (36.6)	60.00	B (12.1)	15.00
<u>Hickory St at</u> S Harwood St	EBL SBLR		A (8.5)	7.50	A (7.7)	5.00	A (8.5)	7.50	A (7.7)	5.00
			--	-	B (12.4)	17.50	--	-	B (12.5)	17.50
<u>Bluebell St at</u> S Cesar Chavez Blvd	SBR	B (14.3)	2.50	B (10.6)	2.50	B (14.4)	2.50	B (10.6)	2.50	
<u>Lincoln St at</u> Hickory St	NBL EBLR	--	-	--	-	A (8.9)	2.50	B (12.2)	0.00	
		--	-	--	-	A (7.3)	0.00	A (7.3)	0.00	
<u>Driveway 3 at</u> Lincoln St	NBLTR WBL	--	-	--	-	A (8.9)	2.50	B (12.2)	0.00	
		--	-	--	-	A (0.0)	0.00	A (0.0)	0.00	

Based upon the analysis of the 2022 background and background-plus-site (Phase I & II) volumes, all study intersections are expected to operate at *LOS D* or better, during the peak hour periods with the exception of:

- The SB right turning movement on Driveway 1 at S Cesar Chavez Blvd is expected to operate at *LOS E* during AM peak hour at 2022 background plus site condition.

2024 BACKGROUND WITHOUT AND WITH SITE – INTERSECTION ANALYSIS

The Phase III (full buildout) of the development is expected to be completed by 2024. Therefore, the year 2024 background and background-plus-site traffic volumes were analyzed to determine the incremental change in operational conditions during peak periods. The LOS results are provided in **Table 9**.

Table 9. 2024 Traffic Intersection Analysis

Intersections	Traffic Movements		2024 Background				2024 Background Plus Site			
			AM (s) Q (ft)		PM (s) Q (ft)		AM (s) Q (ft)		PM (s) Q (ft)	
<u>Hickory St at</u> S Good Latimer Expy		Signalized	B (12.1)		A (9.9)		B (12.1)		A (9.8)	
<u>Hickory St at</u> S Cesar Chavez Blvd			B (14.4)		A (9.2)		B (14.5)		A (9.3)	
<u>Corinth St at</u> S Cesar Chavez Blvd			B (14.0)		B (12.1)		B (14.4)		B (12.9)	
<u>Dawson St at</u> S Good Latimer Expy	NBLTR EBL WBL SBLTR	Unsignalized	- -	-	C (15.4)	0.00	C (15.1)	0.00	B (14.7)	0.00
			B (14.2)	2.50	A (9.0)	0.00	B (14.5)	2.50	A (9.1)	0.00
			- -	-	B (10.2)	0.00	- -	-	B (10.3)	0.00
			C (20.5)	10.00	B (10.8)	0.00	C (21.1)	10.00	B (10.9)	0.00
<u>Driveway 1 at</u> S Good Latimer Expy	NBLR WBL		B (12.3)	10.00	B (11.5)	7.50	B (12.7)	12.50	B (11.8)	10.00
			A (9.0)	0.00	A (9.5)	0.00	A (9.0)	0.00	A (9.6)	0.00
<u>Ferris St at</u> S Good Latimer Expy	EBL SBLR		B (13.8)	2.50	A (8.8)	0.00	B (13.8)	2.50	A (8.8)	0.00
			- -	-	B (10.1)	2.50	- -	-	B (10.1)	2.50
<u>Driveway 2 at</u> S Good Latimer Expy	NBLR WBL		A (9.5)	0.00	A (9.7)	0.00	A (9.5)	0.00	A (9.7)	0.00
			A (8.8)	0.00	A (9.1)	0.00	A (8.8)	0.00	A (9.1)	0.00
<u>Driveway 1 at</u> S Cesar Chavez Blvd	SBR	E (42.2)	67.50	B (12.3)	15.00	F (59.4)	112.50	B (12.7)	20.00	
<u>Hickory St at</u> S Harwood St	EBL SBLR	A (8.6)	7.50	A (7.7)	5.00	A (8.6)	7.50	A (7.7)	5.00	
		- -	-	B (12.8)	20.00	- -	-	B (13.0)	22.50	
<u>Bluebell St at</u> S Cesar Chavez Blvd	SBR	B (15.0)	2.50	B (10.7)	2.50	B (15.0)	2.50	B (10.8)	2.50	
<u>Lincoln St at</u> Hickory St	NBL EBLR	- -	-	- -	-	A (7.8)	0.00	A (7.8)	0.00	
		- -	-	- -	-	B (10.1)	0.00	A (9.8)	0.00	
<u>Driveway 3 at</u> Lincoln St	NBLTR WBL	- -	-	- -	-	A (8.4)	0.00	A (8.4)	0.00	
		- -	-	- -	-	A (7.2)	0.00	A (7.2)	0.00	

Based upon the analysis of the 2024 background and background-plus-site (Phase I-III) volumes, all study intersections are expected to operate at LOS C or better, during the peak hour periods with the exception of:

- The SB right turning movement on Driveway 1 at S Cesar Chavez Blvd is expected to operate at LOS E during AM peak hour at 2024 background condition and LOS F during AM peak hour at 2024 background plus site conditions with approximately 5 vehicles in the queue.

2029 HORIZON *WITHOUT* AND *WITH* SITE – INTERSECTION ANALYSIS

The year 2029 horizon and horizon-plus-site traffic volumes were analyzed to determine the incremental change in operational conditions during peak periods. The LOS results are provided in **Table 10**.

Table 10. 2029 Traffic Intersection Analysis

Intersections	Traffic Movements		2029 Horizon				2029 Horizon Plus Site			
			AM		PM		AM		PM	
			(s)	Q (ft)	(s)	Q (ft)	(s)	Q (ft)	(s)	Q (ft)
<u>Hickory St at</u> S Good Latimer Expy		Signalized	B (11.9)		B (10.3)		B (12.5)		A (10.0)	
<u>Hickory St at</u> S Cesar Chavez Blvd			B (13.2)		A (8.1)		B (15.5)		A (9.4)	
<u>Corinth St at</u> S Cesar Chavez Blvd			A (9.6)		A (9.9)		B (15.1)		B (13.2)	
<u>Dawson St at</u> S Good Latimer Expy	NBLTR EBL WBL SBLTR	Unsignalized	-	-	B (13.7)	0.00	C (15.5)	0.00	B (15.0)	0.00
			B (13.8)	0.00	A (8.8)	0.00	B (15.0)	2.50	A (9.1)	0.00
			-	-	A (9.8)	0.00	-	-	B (10.4)	0.00
			C (19.0)	10.00	B (10.3)	0.00	C (22.3)	10.00	B (11.0)	0.00
<u>Driveway 1 at</u> S Good Latimer Expy	NBLR WBL		-	-	-	-	B (13.0)	12.50	B (11.9)	10.00
			-	-	-	-	A (9.1)	0.00	A (9.7)	0.00
<u>Ferris St at</u> S Good Latimer Expy	EBL SBLR		B (14.1)	2.50	A (8.8)	0.00	B (14.3)	2.50	A (8.8)	0.00
			-	-	B (10.1)	2.50	-	-	B (10.2)	2.50
<u>Driveway 2 at</u> S Good Latimer Expy	NBLR WBL		-	-	-	-	A (9.5)	0.00	A (9.8)	0.00
			-	-	-	-	A (8.8)	0.00	A (9.1)	0.00
<u>Driveway 1 at</u> S Cesar Chavez Blvd	SBR	-	-	-	-	F (72.7)	127.50	B (12.9)	22.50	
<u>Hickory St at</u> S Harwood St	EBL SBLR	A (8.5)	5.00	A (7.6)	2.50	A (8.7)	7.50	A (7.8)	5.00	
		-	-	B (11.9)	15.00	A (0.0)	0.00	B (13.4)	22.50	
<u>Bluebell St at</u> S Cesar Chavez Blvd	SBR	A (9.8)	2.50	B (10.8)	2.50	C (15.6)	2.50	B (10.9)	2.50	
<u>Lincoln St at</u> Hickory St	NBL EBLR	-	-	-	-	A (7.8)	0.00	A (7.9)	0.00	
		-	-	-	-	B (10.4)	0.00	A (9.9)	0.00	
<u>Driveway 3 at</u> Lincoln St	NBLTR WBL	-	-	-	-	A (8.4)	0.00	A (8.4)	0.00	
		-	-	-	-	A (7.2)	0.00	A (7.2)	0.00	

Based upon the analysis of the 2029 background and background-plus-site (Phase I-III) volumes, all study intersections are expected to operate at *LOS C* or better, during the peak hour periods with the exception of:

- The SB right turning movement on Driveway 1 at S Cesar Chavez Blvd is expected to operate at *LOS F* during AM peak hour at 2029 horizon plus site condition with approximately 6 vehicles in the queue.

ROADWAY LINK ANALYSIS

ROADWAY LINK ANALYSIS - METHODOLGY

A roadway link is a roadway segment between two intersections. Roadway link capacity analysis is a comparison of actual or forecasted traffic volumes to the theoretically optimum roadway capacity. The capacity of the roadway link is a function of the roadway's cross-section (i.e., number of lanes, lane widths, type of center divider, etc.). However, other more theoretical factors also apply, such as the character of environment and the functional classification of the roadway. Roadway link capacity is less critical than intersection capacity; however, it can provide a gauge of the utilization of given roadway.

A specific industry standard for roadway link capacity does not exist, but the typical concept is derived from a base saturation flow rate (i.e., the maximum theoretical rate of continuous flow under ideal, unobstructed conditions. In the traffic engineering industry, this value is generally considered to range between 1,900-2,100 vehicles per lane per hour). A series of adjustment factors are then applied to the saturation flow rate to reflect the characteristics of a given location.

The North Central Texas Council of Governments (NCTCOG) – the metropolitan planning agency for the Dallas-Fort Worth region – has derived internal “hourly service volume” guidelines used for transportation modelling purposes. Though these per-lane capacities, or “service volumes” (summarized in the table below), are intended for modelling purposes, they do provide a reasonable gauge of theoretical capacity.

Area Type	Hourly Service Volumes by Roadway Function					
	Principal Arterial		Minor Arterial & Frontage Road		Collector & Local Street	
	Median-Divided or One-Way	Undivided Two-Way	Median-Divided or One-Way	Undivided Two-Way	Median-Divided or One-Way	Undivided Two-Way
CBD	725	650	725	650	475	425
Urban/Commercial	850	775	825	750	525	475
Suburban Residential	925	875	900	825	575	525
Rural	1,025	925	975	875	600	550

To determine the utilization of a roadway, the volume to capacity ratio is calculated – a v/c ratio of less than 1.0 indicates that the roadway is operating under capacity. NCTCOG's level of service denominations are as follows.

- Volume:Capacity Ratio \leq 45% is LOS A/B
- Volume:Capacity Ratio $>$ 45% and \leq 65% is LOS C
- Volume:Capacity Ratio $>$ 65% and \leq 80% is LOS D
- Volume:Capacity Ratio $<$ 80% and \leq 100% is LOS E
- Volume:Capacity Ratio \geq 100% is LOS F

ROADWAY LINK ANALYSIS - RESULTS

For purposes of the roadway link analysis, the area is considered urban/commercial. Existing traffic volumes, the growth rate factor and projected site-generated trips were used to conduct the roadway link analysis for the highest peak hour period, which is summarized in **Tables 11**.

Table 11. Roadway Link Capacity Analysis Results Summary

Roadway	Classification for Analysis	*Hourly Volume	# LANES	MEDIAN DIVIDED?	CAPACITY		V/C	LOS	
					Per Lane	Roadway			
2018 Existing:									
Cesar Chavez Blvd (north of Hickory Street)	NB	Major Arterial	1,556	2	Y	850	1,700	0.92	E
	SB		641	2		850	1,700	0.38	A/B
Good Latimer Expy (north of Hickory Street)	NB	Major Arterial	577	3	N	775	2,325	0.25	A/B
	SB		291	3		775	2,325	0.13	A/B
2020 Background:									
Cesar Chavez Blvd (north of Hickory Street)	NB	Major Arterial	1,651	2	Y	850	1,700	0.97	E
	SB		680	2		850	1,700	0.40	A/B
Good Latimer Expy (north of Hickory Street)	NB	Major Arterial	611	3	N	775	2,325	0.26	A/B
	SB		309	3		775	2,325	0.13	A/B
2020 Background Plus Site (Phase I):									
Cesar Chavez Blvd (north of Hickory Street)	NB	Major Arterial	1,751	2	Y	850	1,700	1.03	F
	SB		788	2		850	1,700	0.46	C
Good Latimer Expy (north of Hickory Street)	NB	Major Arterial	666	3	N	775	2,325	0.29	A/B
	SB		377	3		775	2,325	0.16	A/B
2022 Background:									
Cesar Chavez Blvd (north of Hickory Street)	NB	Major Arterial	1,851	2	Y	850	1,700	1.09	F
	SB		830	2		850	1,700	0.49	C
Good Latimer Expy (north of Hickory Street)	NB	Major Arterial	701	3	N	775	2,325	0.30	A/B
	SB		396	3		775	2,325	0.17	A/B
2022 Background Plus Site (Phase I & II):									
Cesar Chavez Blvd (north of Hickory Street)	NB	Major Arterial	1,899	2	Y	850	1,700	1.12	F
	SB		847	2		850	1,700	0.50	C
Good Latimer Expy (north of Hickory Street)	NB	Major Arterial	714	3	N	775	2,325	0.31	A/B
	SB		406	3		775	2,325	0.17	A/B
2024 Background:									
Cesar Chavez Blvd (north of Hickory Street)	NB	Major Arterial	1,977	2	Y	850	1,700	1.16	F
	SB		891	2		850	1,700	0.52	C
Good Latimer Expy (north of Hickory Street)	NB	Major Arterial	754	3	N	775	2,325	0.32	A/B
	SB		427	3		775	2,325	0.18	A/B
2024 Background Plus Site (Phase I, II, & III):									
Cesar Chavez Blvd (north of Hickory Street)	NB	Major Arterial	2,010	2	Y	850	1,700	1.18	F
	SB		919	2		850	1,700	0.54	C
Good Latimer Expy (north of Hickory Street)	NB	Major Arterial	771	3	N	775	2,325	0.33	A/B
	SB		443	3		775	2,325	0.19	A/B
2029 Horizon:									
Cesar Chavez Blvd (north of Hickory Street)	NB	Major Arterial	1,953	2	Y	850	1,700	1.15	F
	SB		804	2		850	1,700	0.47	C
Good Latimer Expy (north of Hickory Street)	NB	Major Arterial	722	3	N	775	2,325	0.31	A/B
	SB		365	3		775	2,325	0.16	A/B
2029 Horizon Plus Site:									
Cesar Chavez Blvd (north of Hickory Street)	NB	Major Arterial	2,105	2	Y	850	1,700	1.24	F
	SB		960	2		850	1,700	0.56	C
Good Latimer Expy (north of Hickory Street)	NB	Major Arterial	805	3	N	775	2,325	0.35	A/B
	SB		461	3		775	2,325	0.20	A/B

Based upon the roadway link analysis, all roadway links are expected to operate at LOS C or better with the exception of-

- NB movement of S Cesar Chavez Boulevard is currently operating at *LOS E* and is expected to do so till 2020 Phase 1 background condition.
- NB movement of S Cesar Chavez Blvd is expected to operate at *LOS F* for all the Phases (I, II & III) background and background plus site conditions.

SITE ACCESS REVIEW

Driveway spacing, deceleration lane and stopping sight distance criteria were also evaluated as part of this TIA.

DRIVEWAY SPACING REVIEW

CITY OF DALLAS DRIVEWAY SPACING CRITERIA:

The driveway spacing parameters for the City of Dallas are summarized in the City's *Off-Street Parking and Driveways Handbook*. The City determines the driveway spacing distance between access points as inside-edge-(of driveway pavement)-to-inside-edge. The City requires the following driveway spacing relative to the Project.

- Minimum Driveway Spacing:
 - Major Arterial: 200 feet

DRIVEWAY SPACING REVIEW FOR PROJECT:

Driveways 1, 2, and 3 are proposed and will serve the development. A summary of the driveway spacing is presented in **Table 12**.

Table 12. Driveway Spacing Summary

Spacing Between	Required (Ft)	Provided (Ft)	Meets Requirements
Driveway 1 and S Good Latimer Street	200	>200	Yes
Driveway 1 and Driveway 2	200	>200	Yes
Driveway 2 and Nearest Driveway on South	200	>200	Yes

All driveways satisfy the City's minimum spacing criteria.

DECELERATION LANE ANALYSIS

DECELERATION LANE CRITERIA:

The TxDOT criteria for providing right-turn deceleration auxiliary lanes are outlined in *Table 2-3* of the *Access Management Manual*. The threshold for roadways with a posted speed limit less than or equal to 45 mph is 60 vehicles per hour. The City of Dallas criteria to provide a deceleration lane is 120 vph.

DECELERATION LANE RECOMMENDATIONS:

None the site driveways meet either TxDOT's or City of Dallas's threshold value and therefore, any right-turn lane is not required.

INTERSECTION SIGHT DISTANCE

INTERSECTION SIGHT CRITERIA:

Sight distance is the metric used to describe the ability of a motorist to physically see (via a direct line of sight) objects and/or other vehicles to a degree sufficient to allow safe and efficient use of a roadway in the intended manner. The sight distance is a function of the major roadway's geometric characteristics and 85th percentile speed.

INTERSECTION SIGHT DISTANCE CURSURY REVIEW FOR PROJECT:

Cursory review of the site driveways with Google Earth found that the proposed driveways on S Good Latimer Expressway and Hickory Street satisfy the minimum stopping sight distance of 200 feet for the posted speed limit of 30 mph.

SUMMARY OF FINDINGS AND RECOMMENDATIONS

The services of **DeShazo Group, Inc.**, were retained by **Hoque Global** to conduct a traffic impact analysis (TIA) for the proposed mixed use development, located in the northeast quadrant of I30 and Cesar Chavez Blvd in the Cedars area of Dallas, Texas.

The proposed project is planned to be constructed by 2024. **Table 1** shows the development program summary for the site development.

Table 1. Development Program Summary

Use	Quantity	Buildout Year
Phase I:		
Multifamily	261 DU	2020
Hotel	110 Rooms	2020
Retail	20,000 SF	2020
Restaurant	20,000 SF	2020
Office	25,000 SF	2020
Phase II:		
Apartments	182 Units	2022
Phase III:		
Apartments	280 Units	2024
Townhomes	20 Units	2024

The results of this analysis indicate that the proposed multi-use development will have minimal impact on the local roadway system. Below is a summary of findings from this TIA.

FINDING 1: Based upon the analysis of the 2018 existing volumes, all study intersections are currently operating at *LOS C* or better, during the peak hour periods.

FINDING 2: Based upon the analysis of the 2024 background and background-plus-site (Phase I-III) volumes, all study intersections are expected to operate at *LOS C* or better, during the peak hour periods with the exception of:

- The SB right turning movement on Driveway 1 at S Cesar Chavez Blvd is expected to operate at *LOS F* during AM peak hour at both 2024 background and background plus site conditions with approximately 5 vehicles in the queue.

RECOMMENDATIONS:

The SB right turn movement is expected to operate at *LOS F* during full buildout condition. It is not uncommon for an unsignalized intersection to operate at *LOS F* due to heavy through traffic on S. Cesar Chavez Blvd. It is recommended that a minimum of 6 vehicle storage length be provided for the right turn lane on Driveway 1 at S Cesar Chavez Blvd.

FINDING 3: All driveways satisfy the City's minimum spacing criteria.

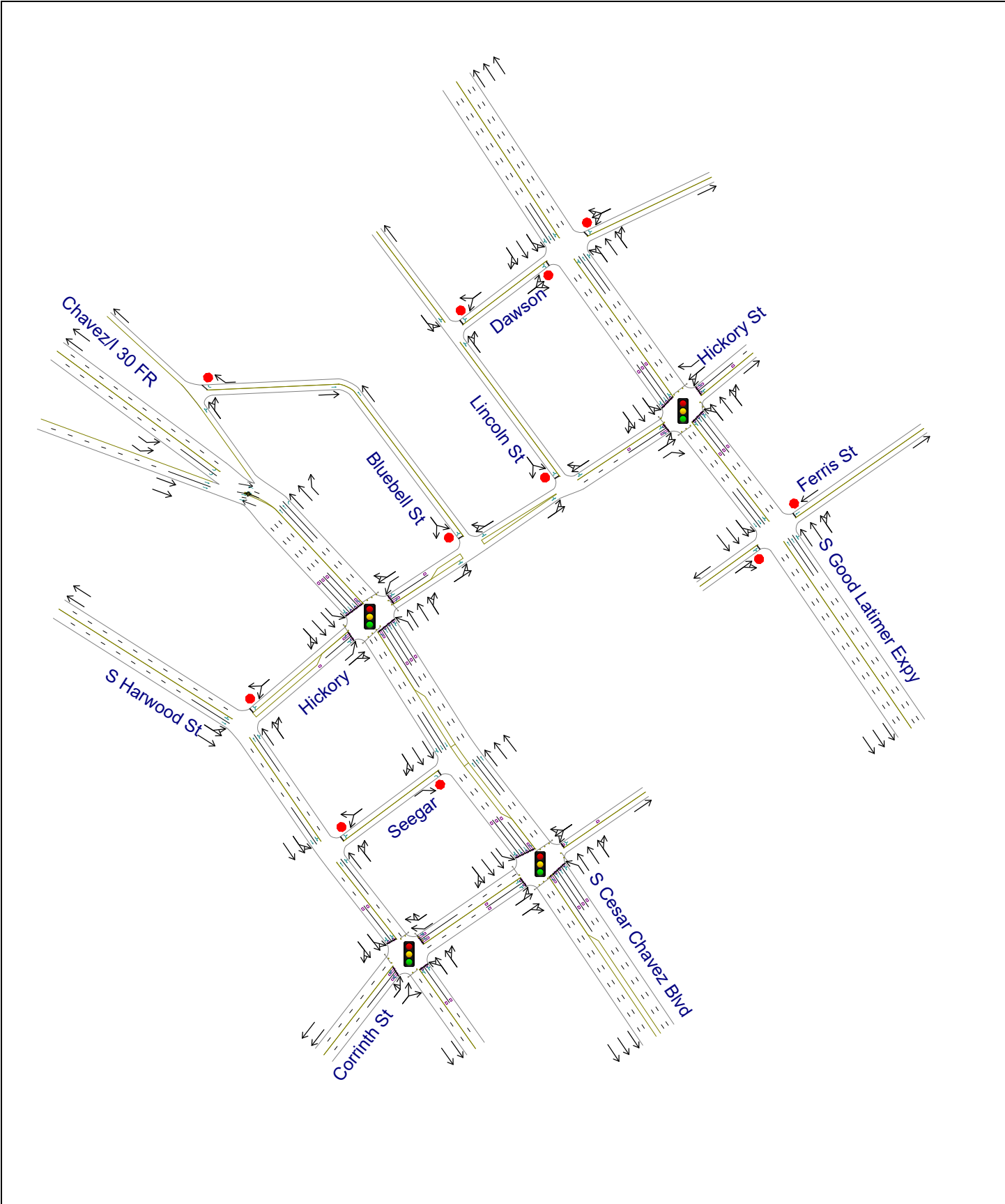
FINDING 4: None of the driveways meet any deceleration lane requirements.

FINDING 5: Based on the cursory review, all the driveways meet the intersection sight distance.

END OF MEMO

Exhibit 3. Existing Roadway Geometry and Traffic Control Devices

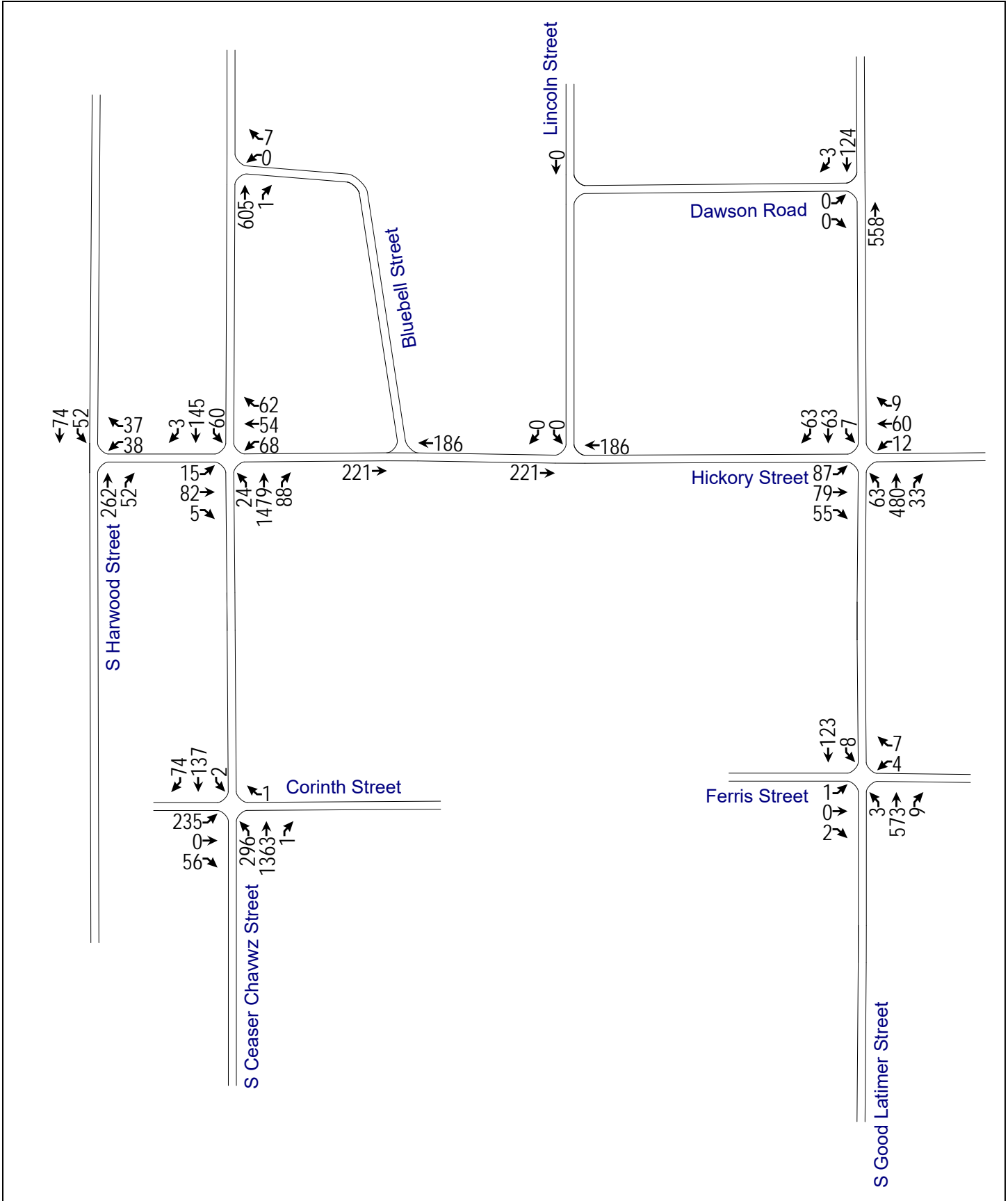
North ^
Not to Scale



Appendix A. Traffic Volume Exhibits

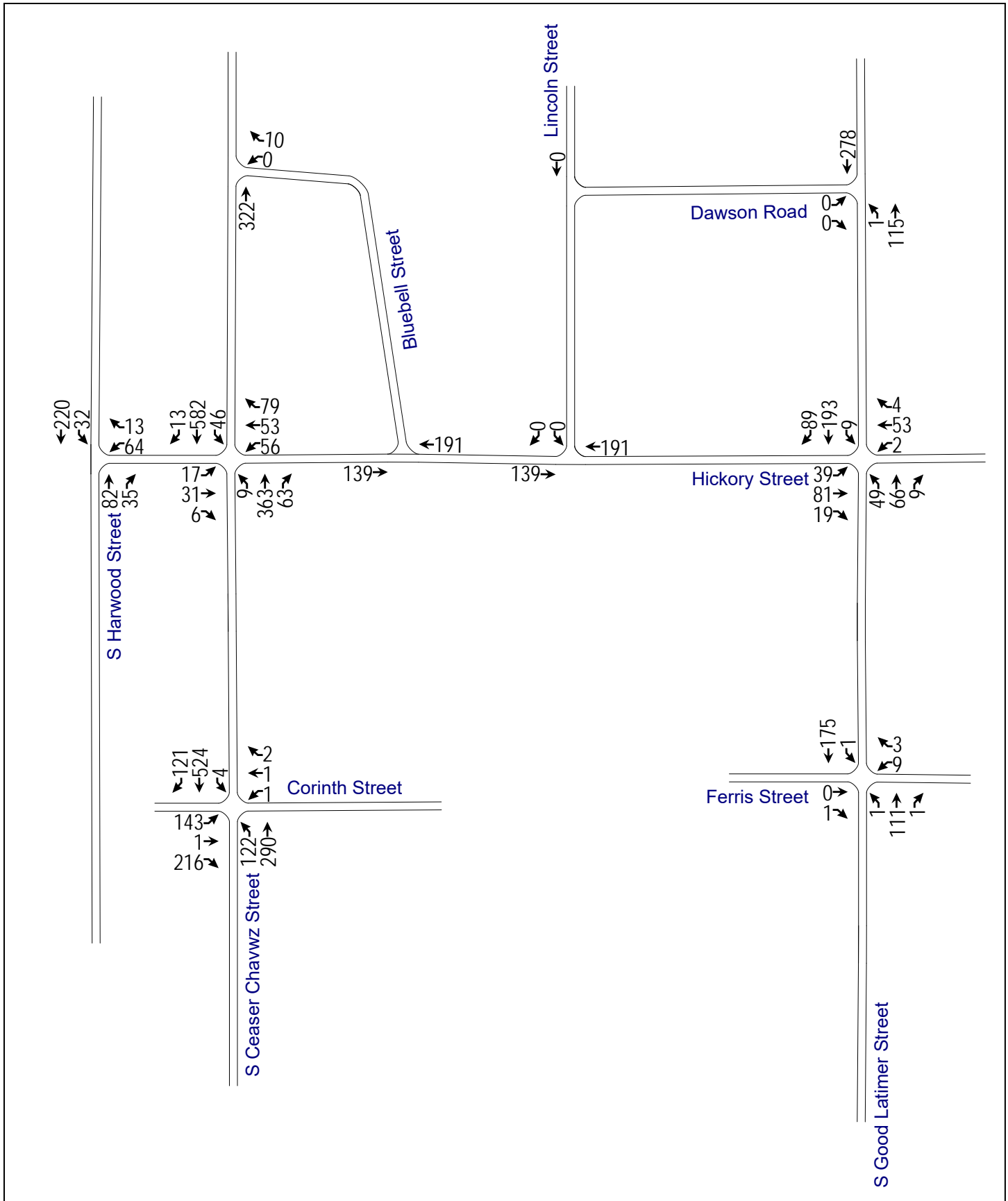
A1. 2018 Existing AM Peak Hour Traffic Volumes

North ^
Not to Scale



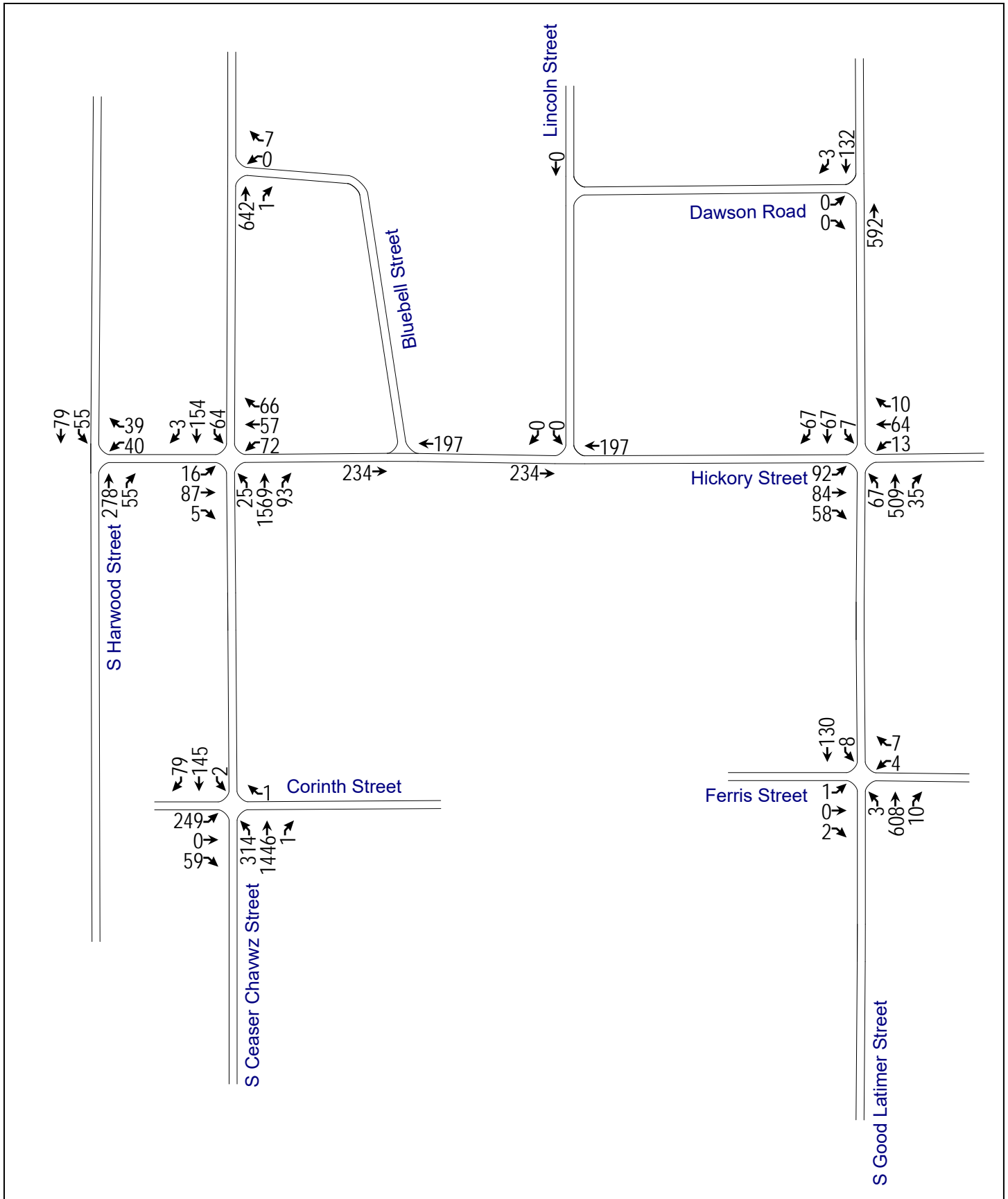
A2. 2018 Existing PM Peak Hour Traffic Volumes

North ^
Not to Scale



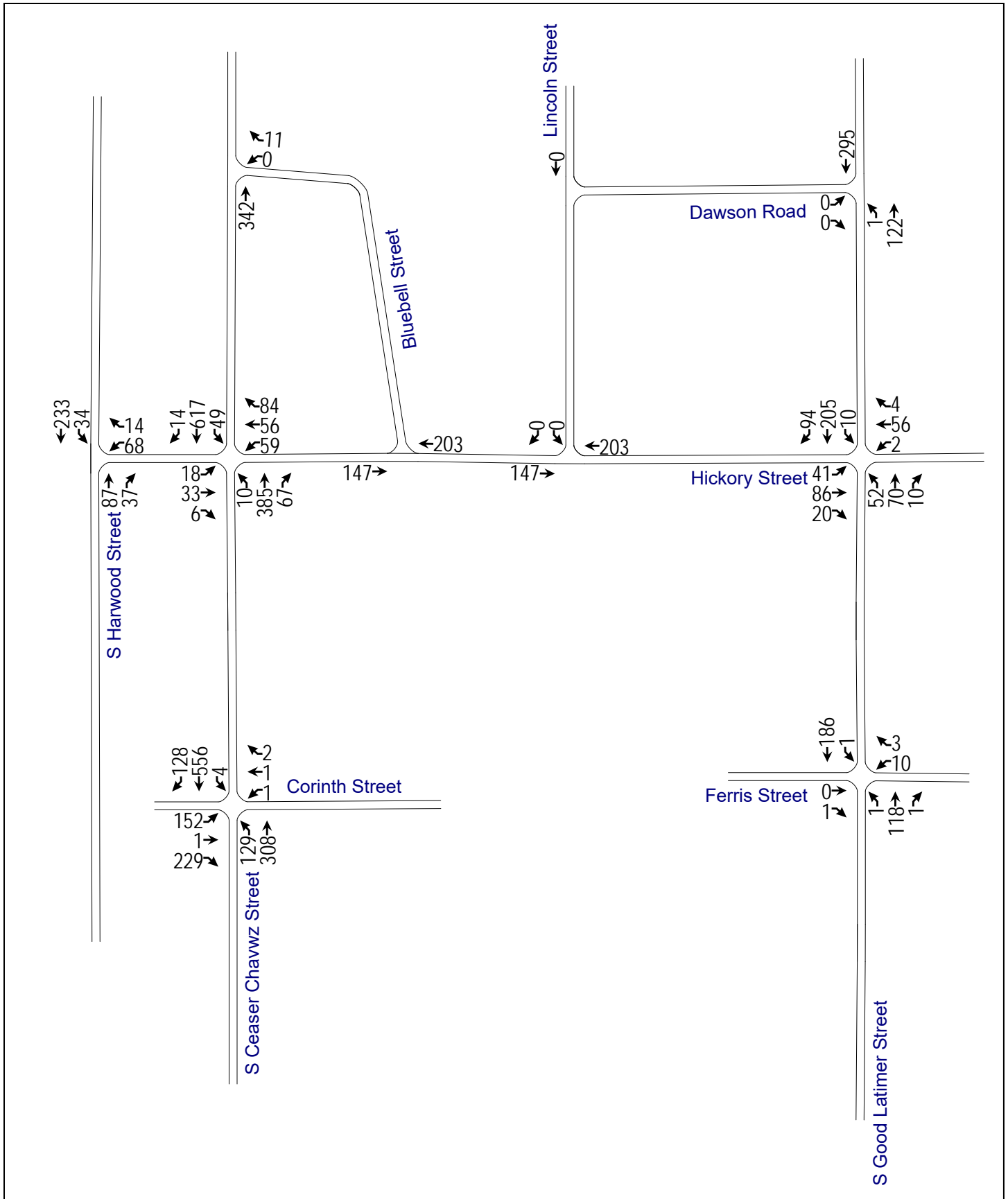
A3. 2020 Background AM Peak Hour Traffic Volumes

North ^
Not to Scale



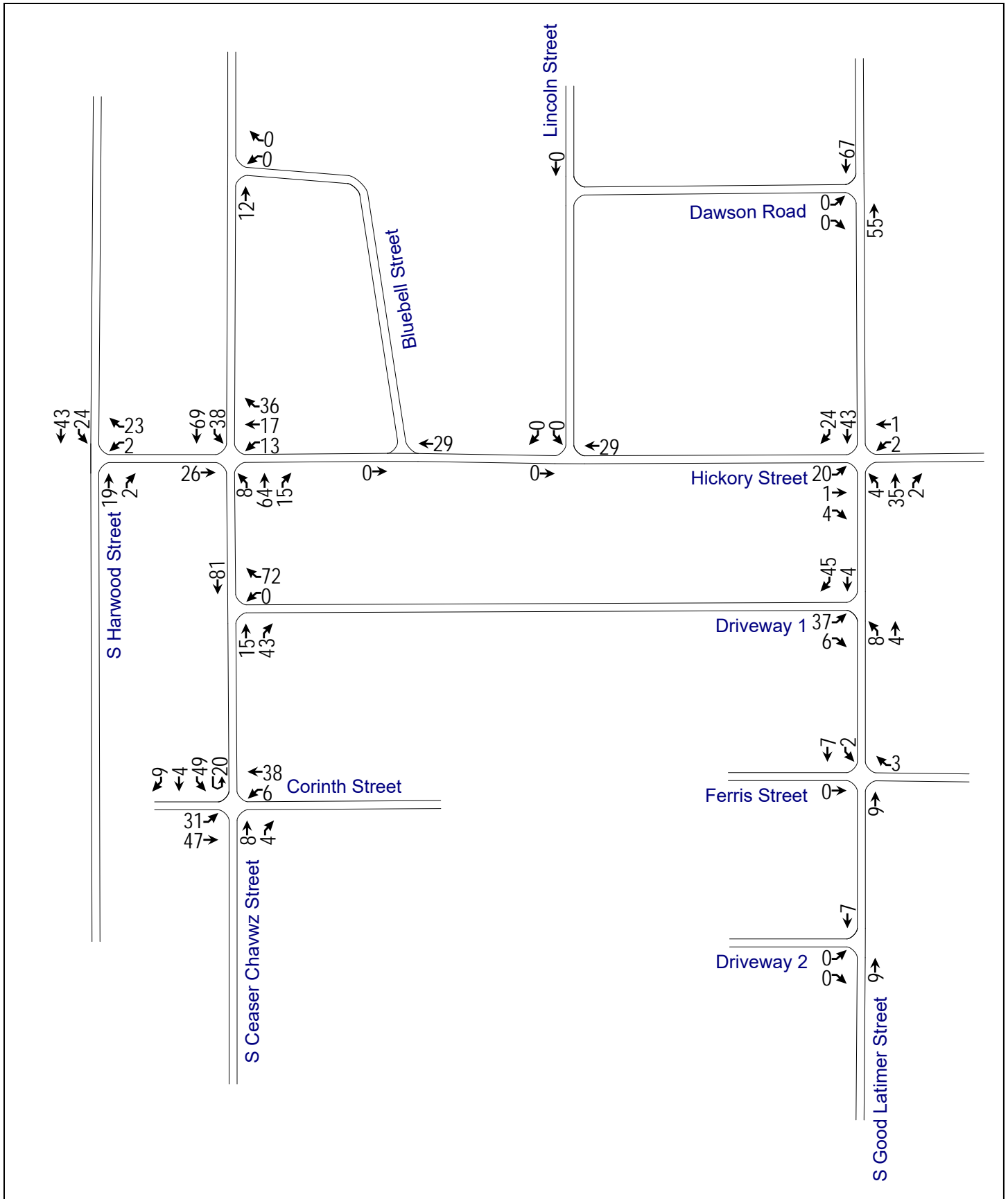
A4. 2020 Background PM Peak Hour Traffic Volumes

North ^
Not to Scale



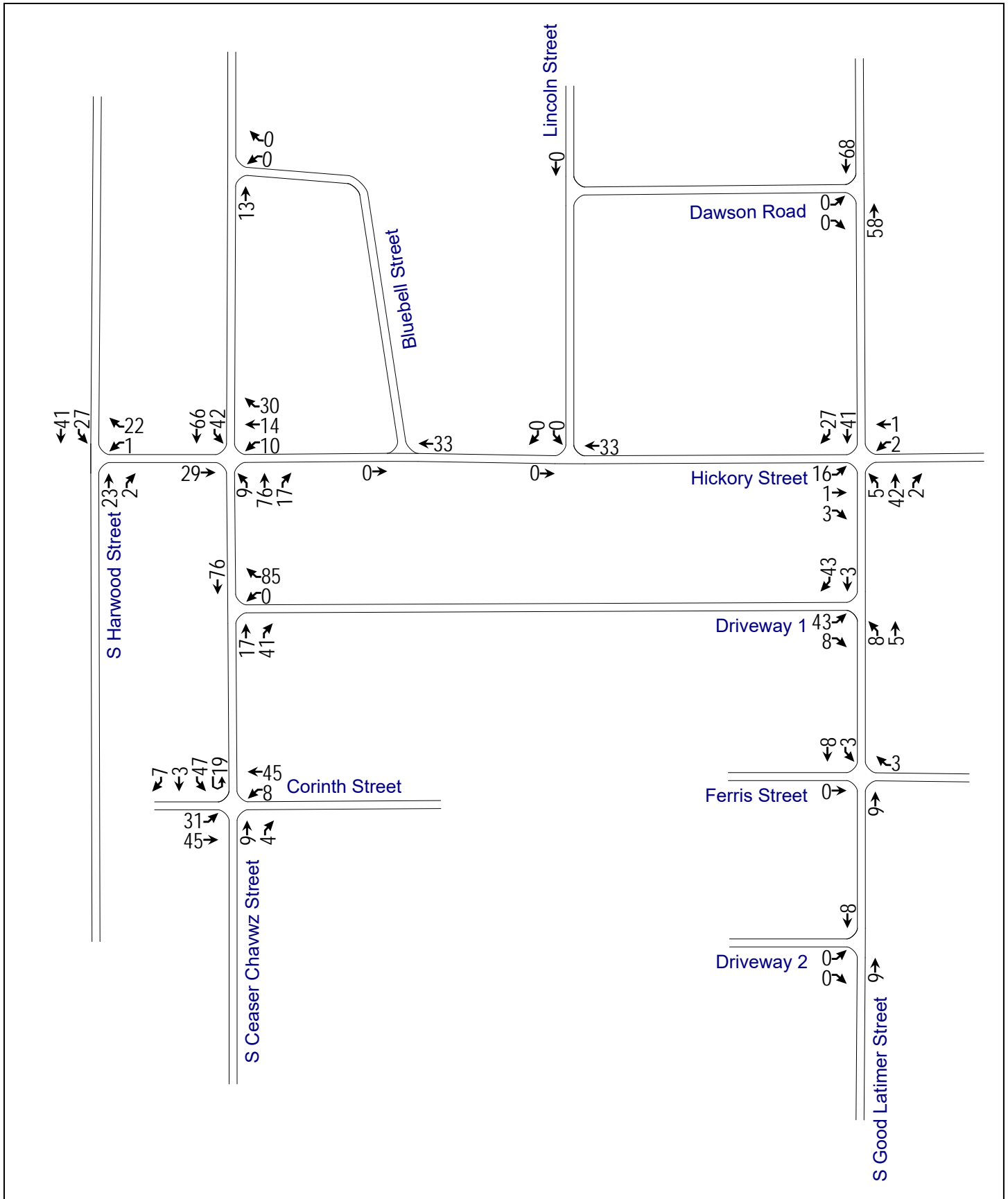
A5. 2020 Site Generated AM Peak Hour Traffic Volumes

North ^
Not to Scale



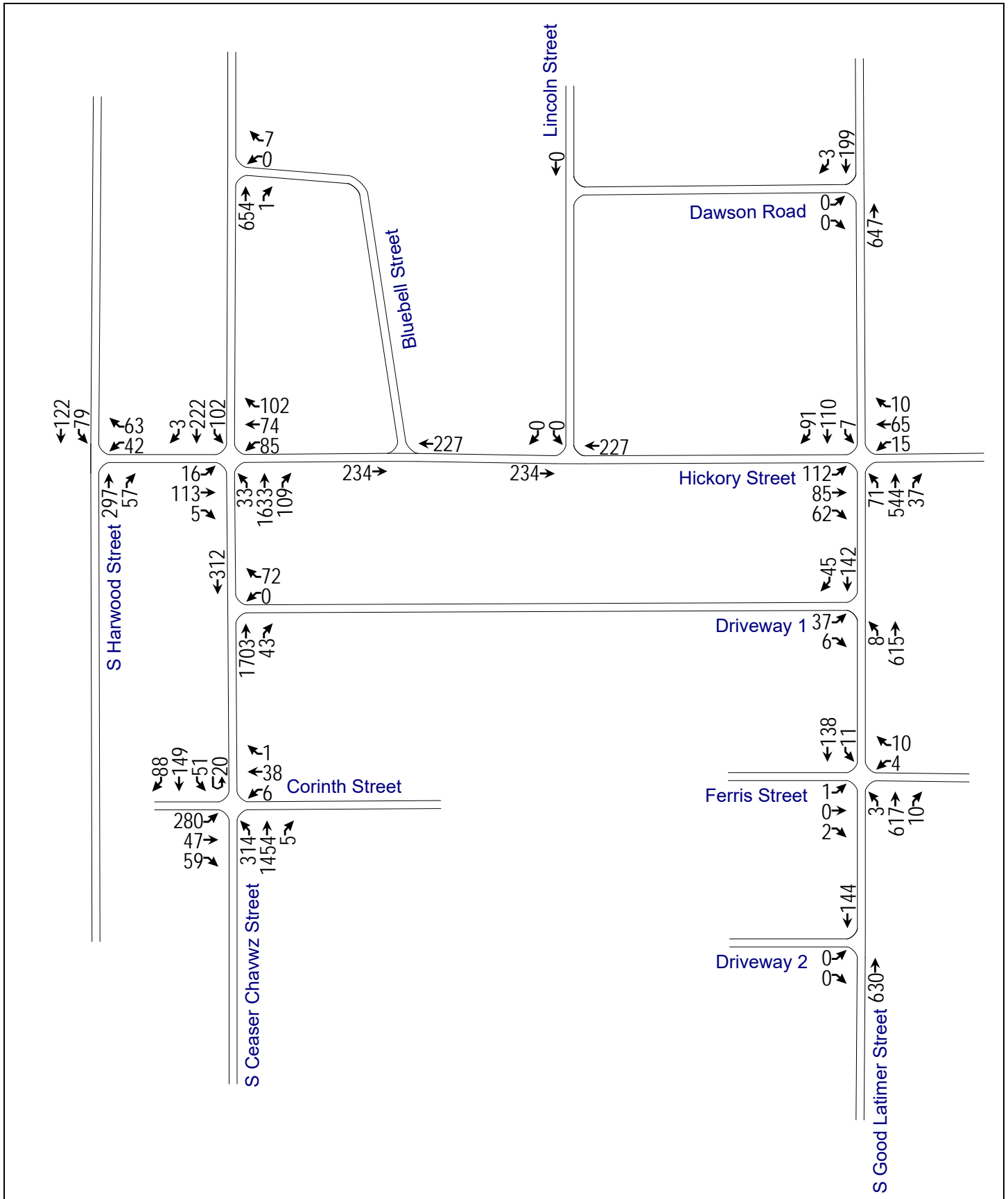
A6. 2020 Site Generated PM Peak Hour Traffic Volumes

North ^
Not to Scale



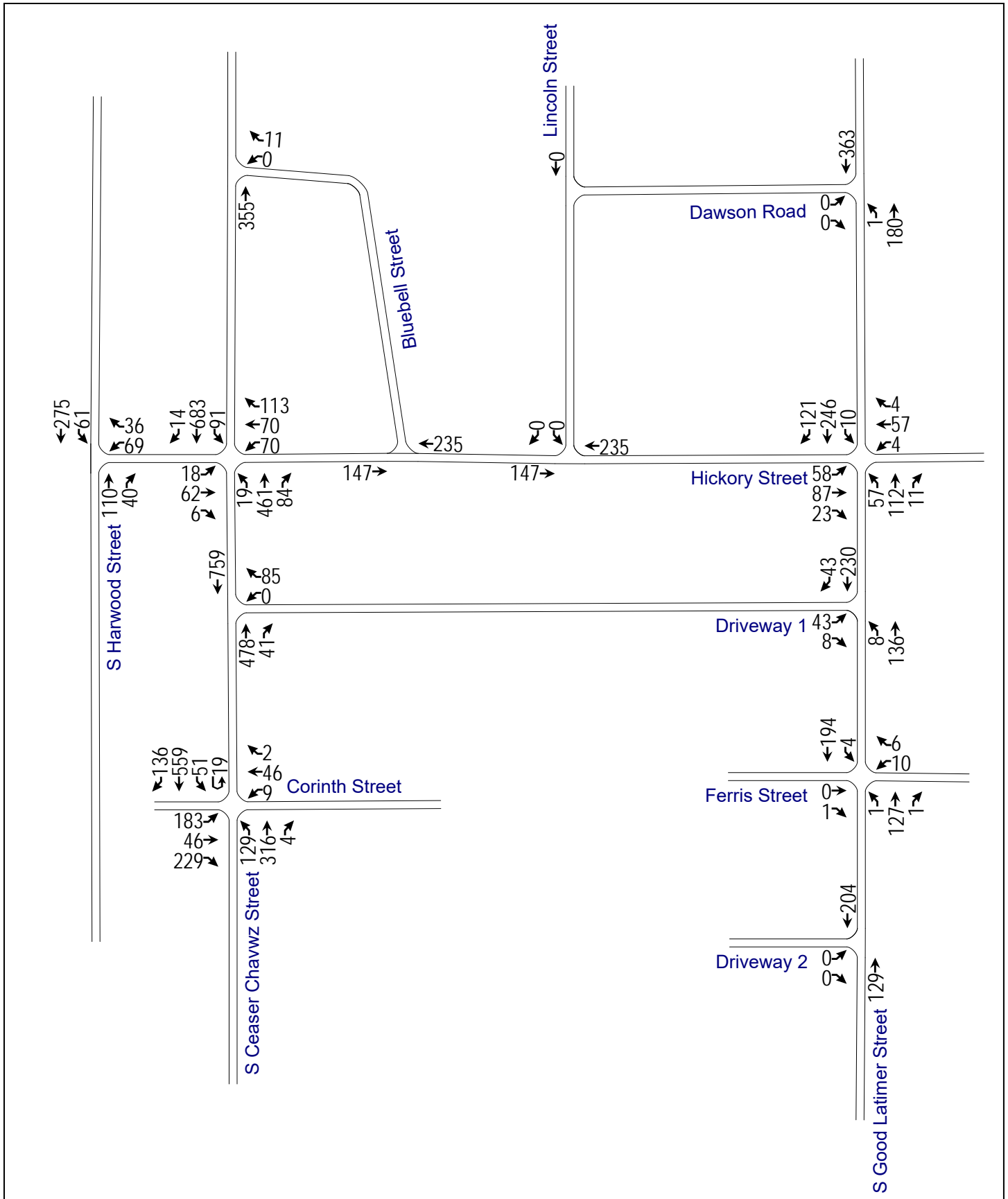
A7. 2020 Background Plus Site Generated AM Peak Hour Traffic Volumes

North ^
Not to Scale



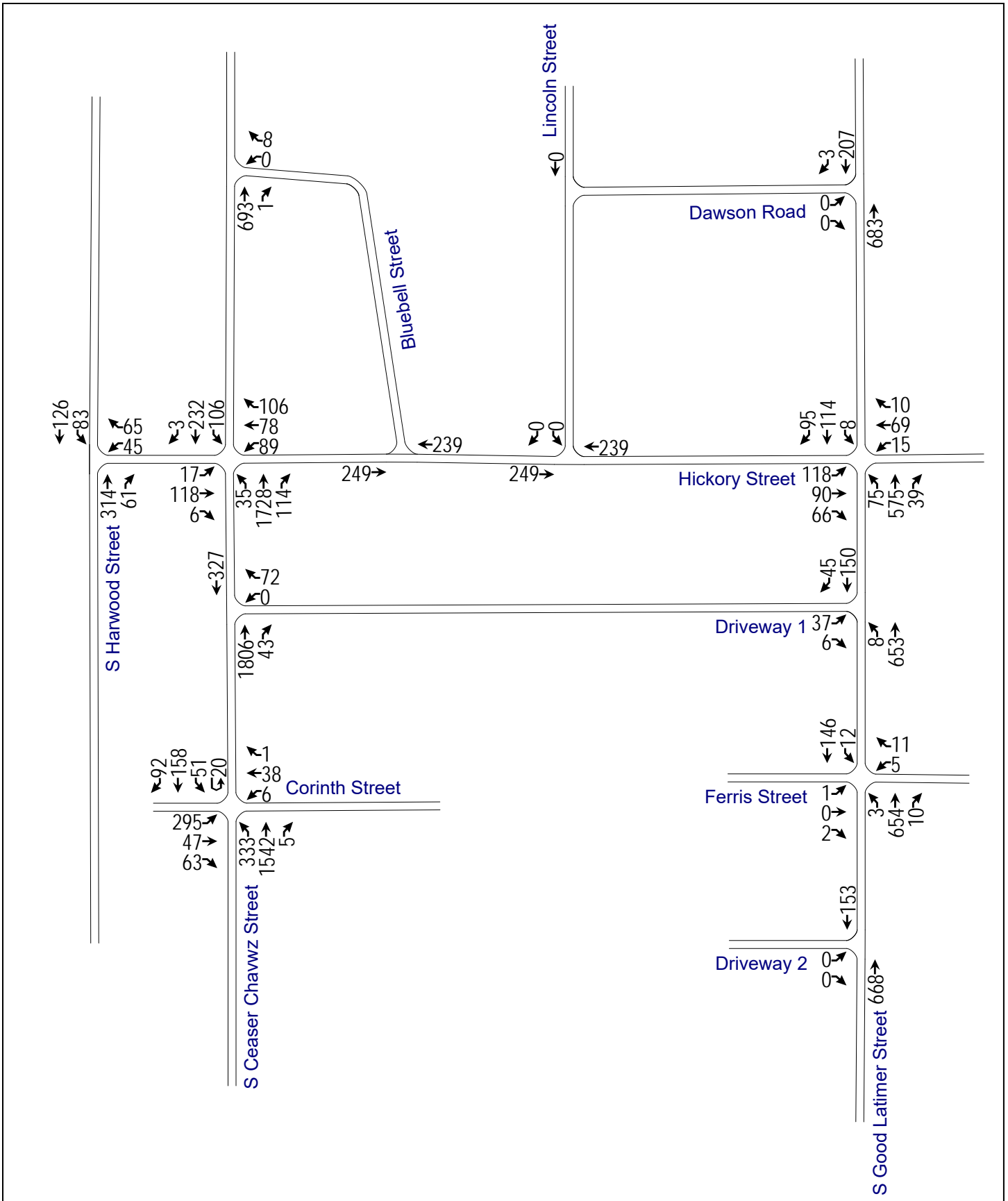
A8. 2020 Background Plus Site Generated PM Peak Hour Traffic Volumes

North ^
Not to Scale



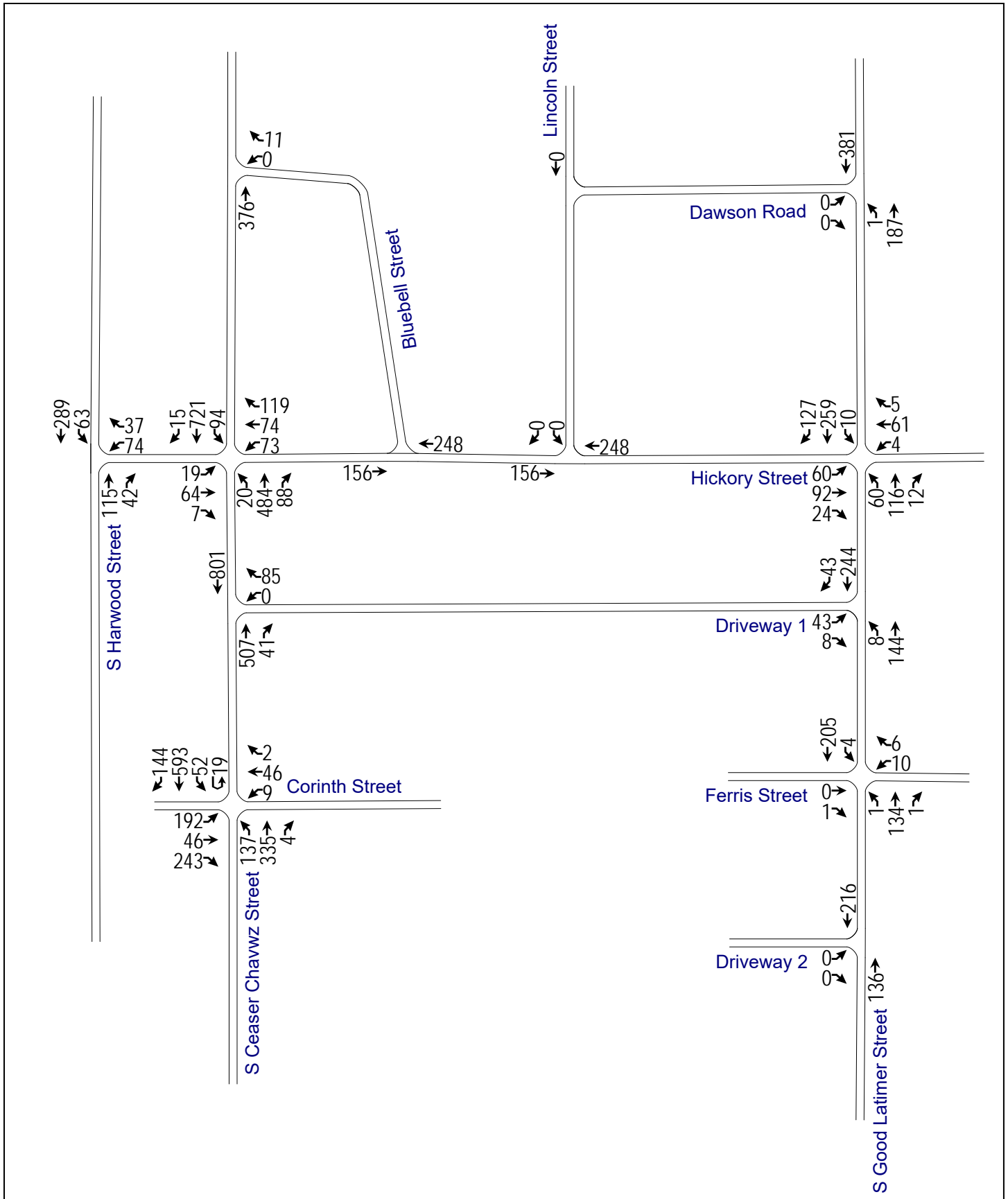
A9. 2022 Background AM Peak Hour Traffic Volumes

North ^
Not to Scale



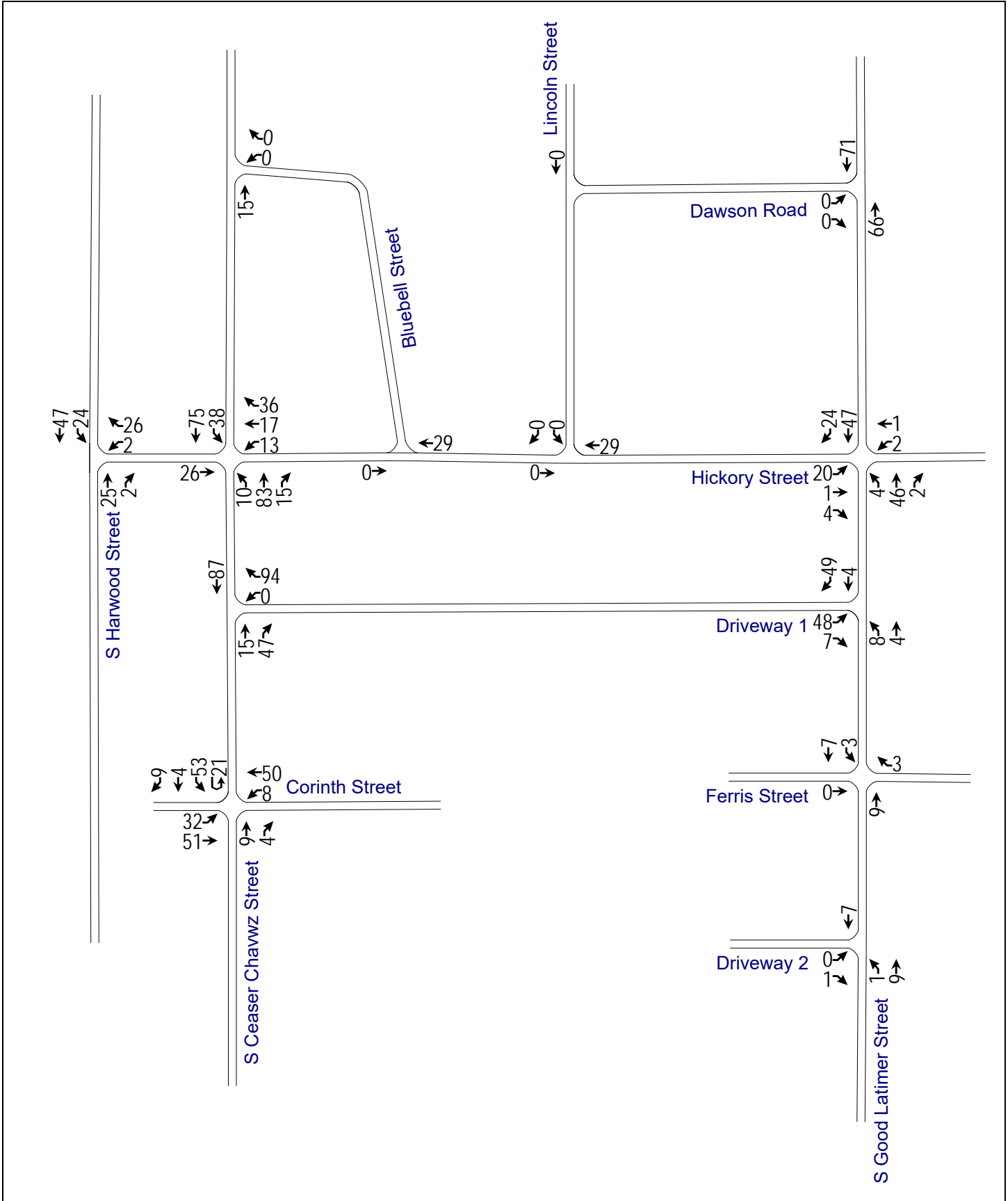
A10. 2022 Background PM Peak Hour Traffic Volumes

North ^
Not to Scale



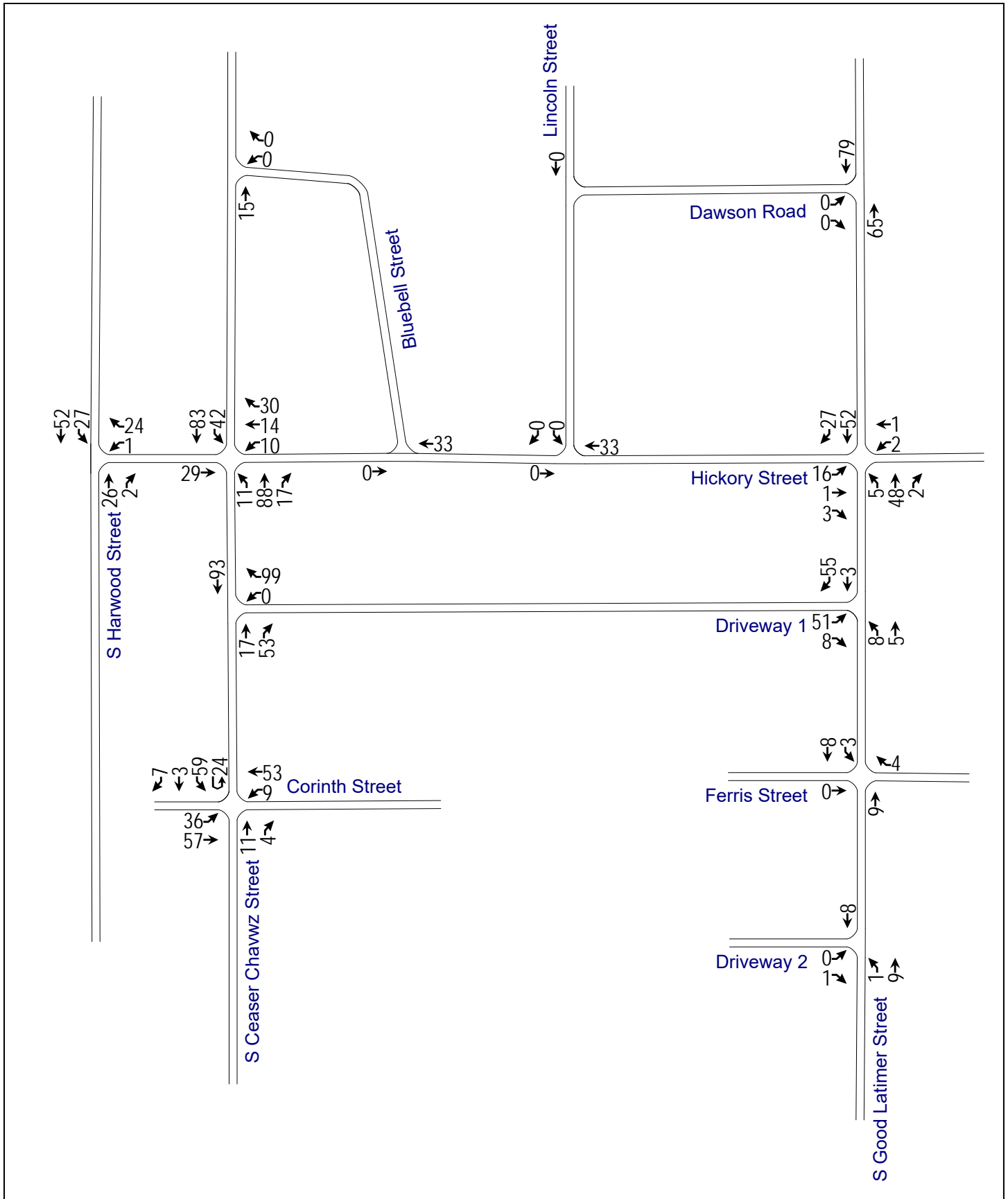
A11. 2022 Site Generated AM Peak Hour Traffic Volumes

North ^
Not to Scale



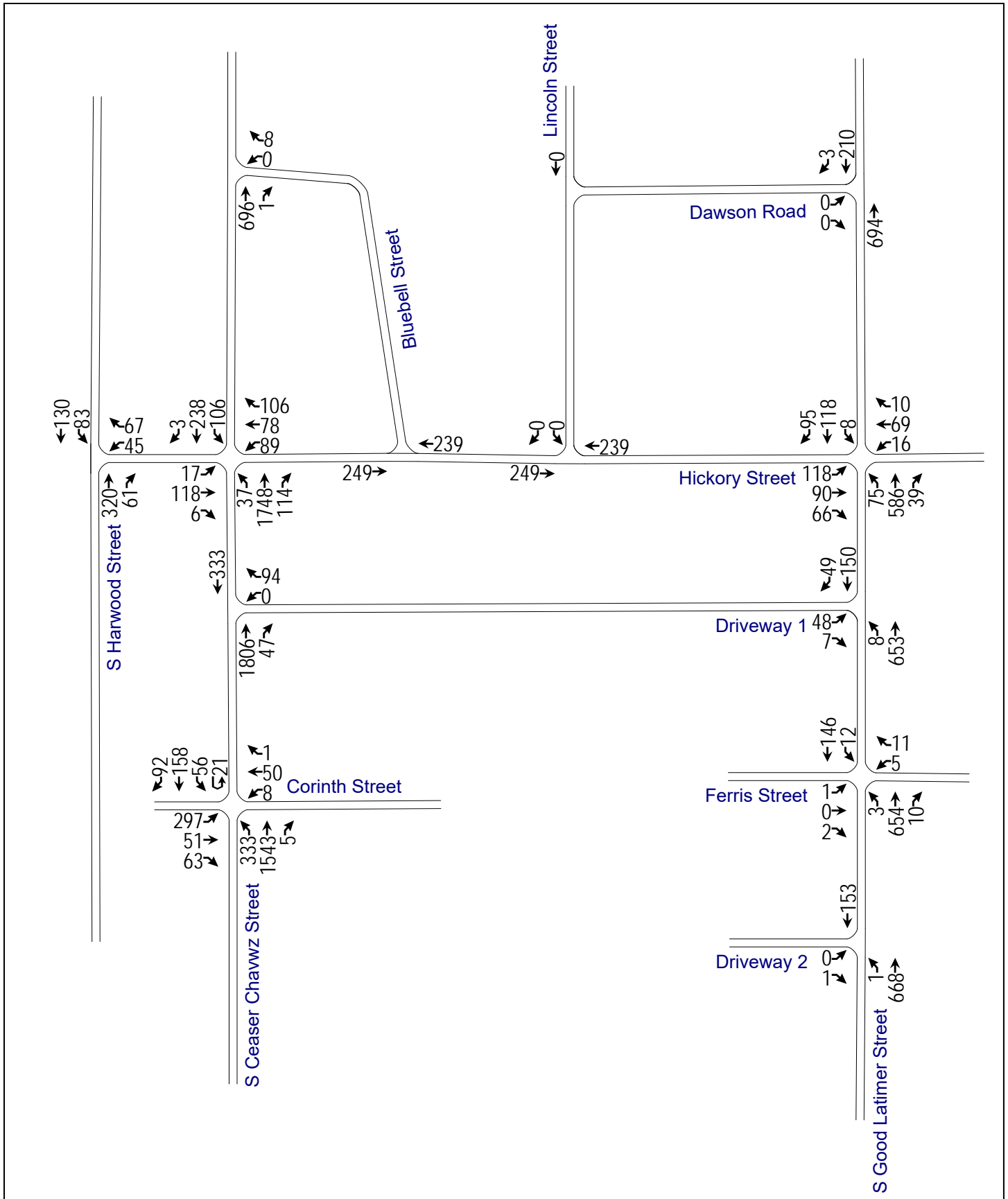
A12. 2022 Site Generated PM Peak Hour Traffic Volumes

North ^
Not to Scale



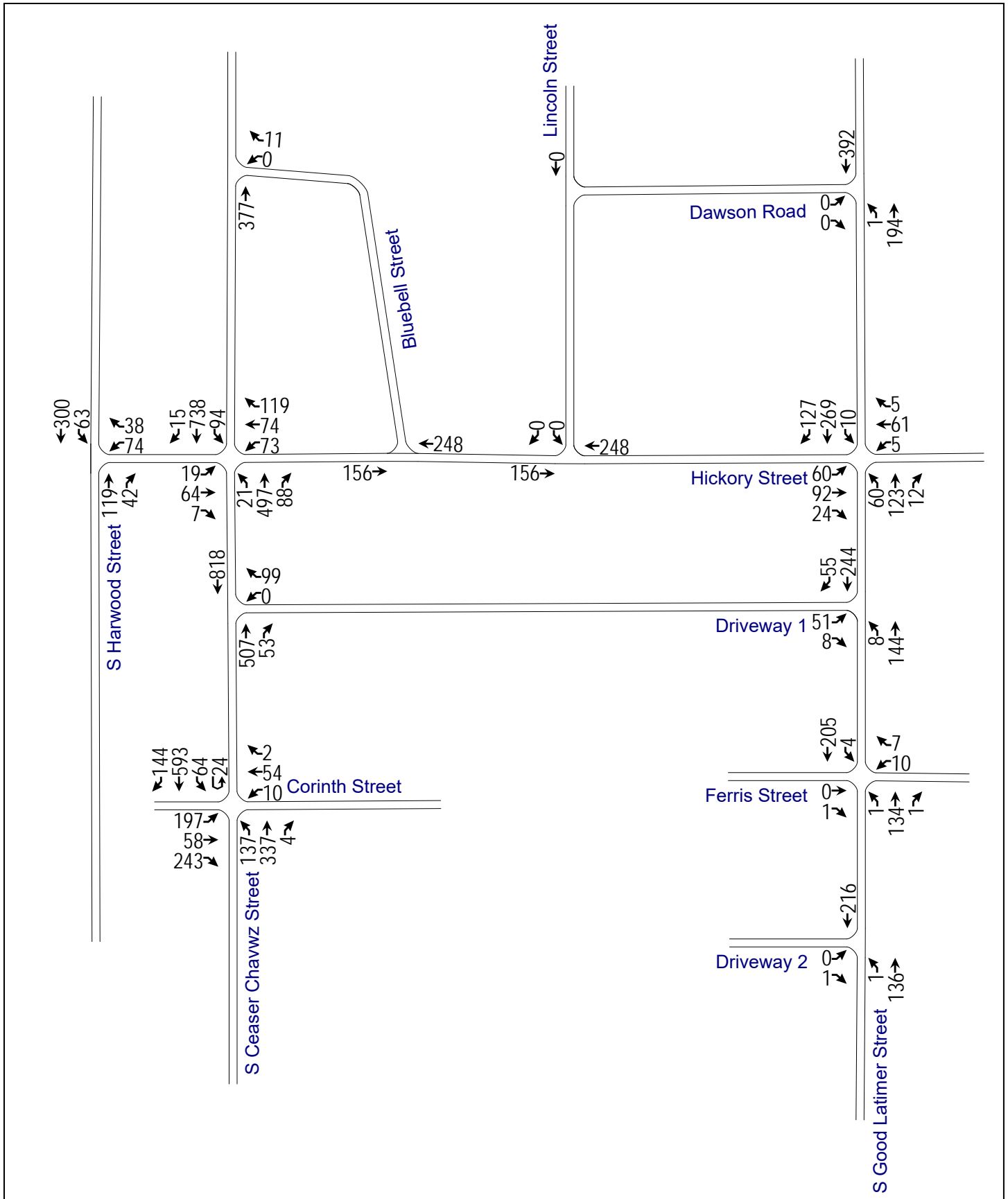
A13. 2022 Background Plus Site Generated AM Peak Hour Traffic Volumes

North ^
Not to Scale



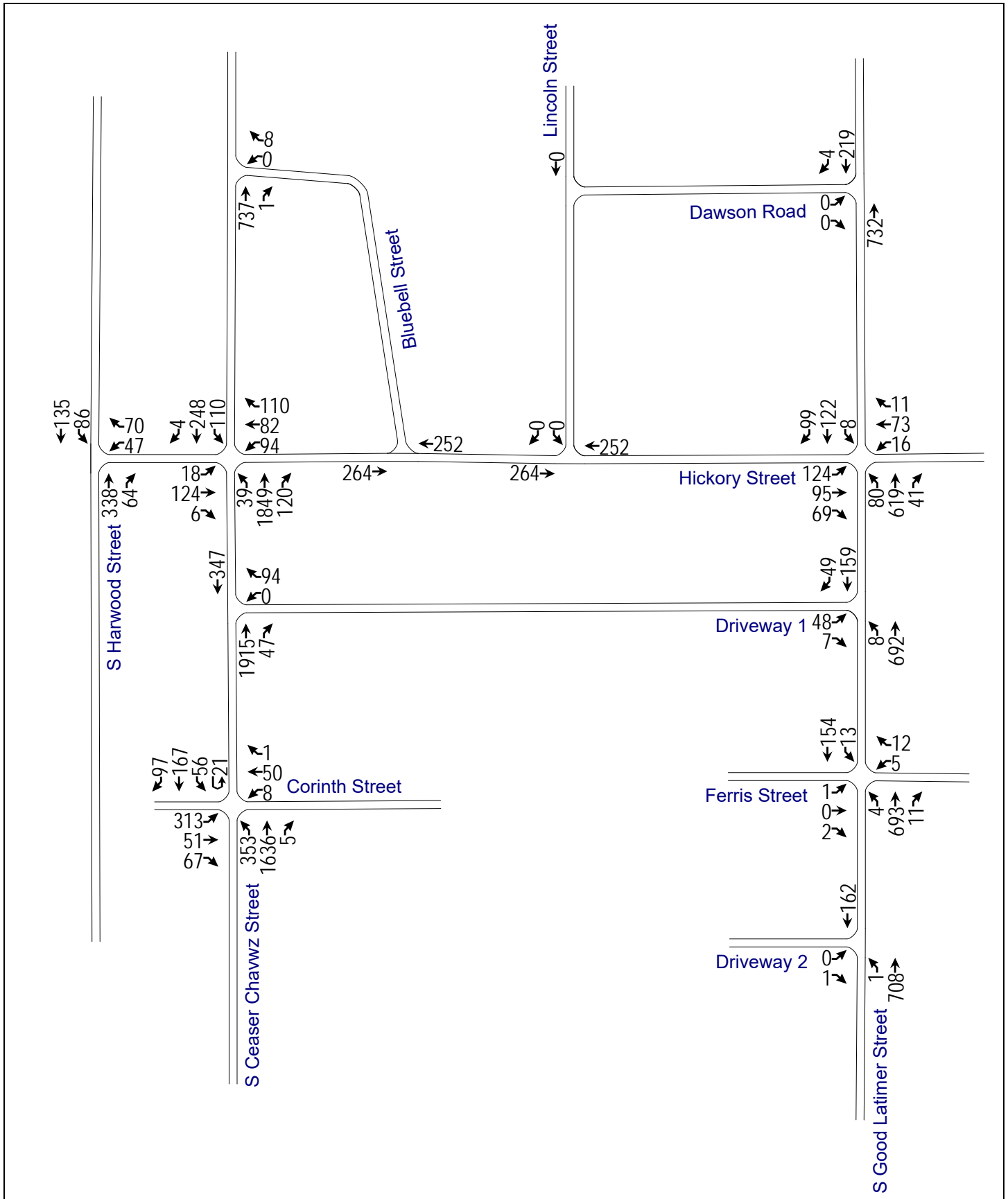
A14. 2022 Background Plus Site Generated PM Peak Hour Traffic Volumes

North ^
Not to Scale



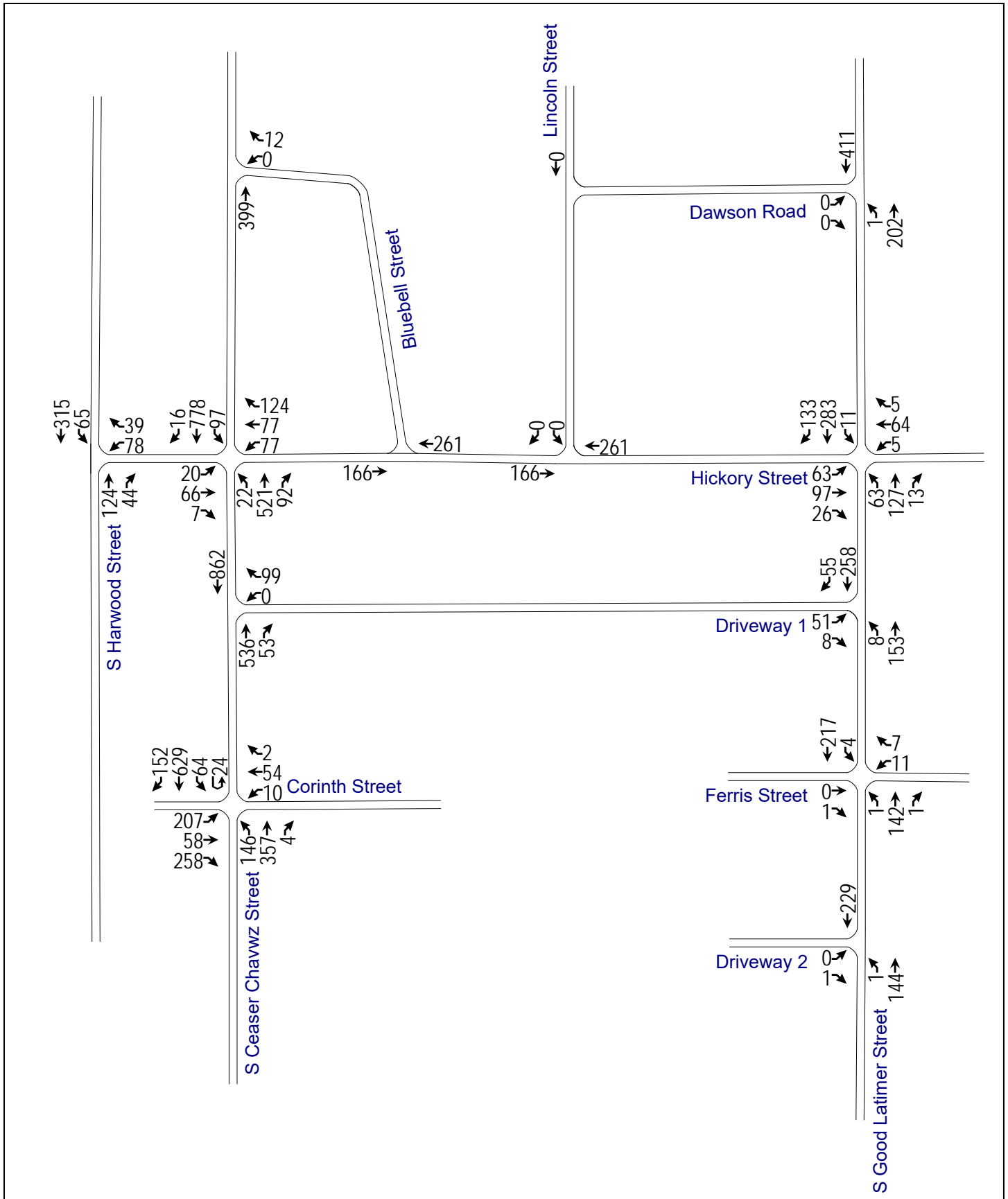
A15. 2024 Background AM Peak Hour Traffic Volumes

North ^
Not to Scale



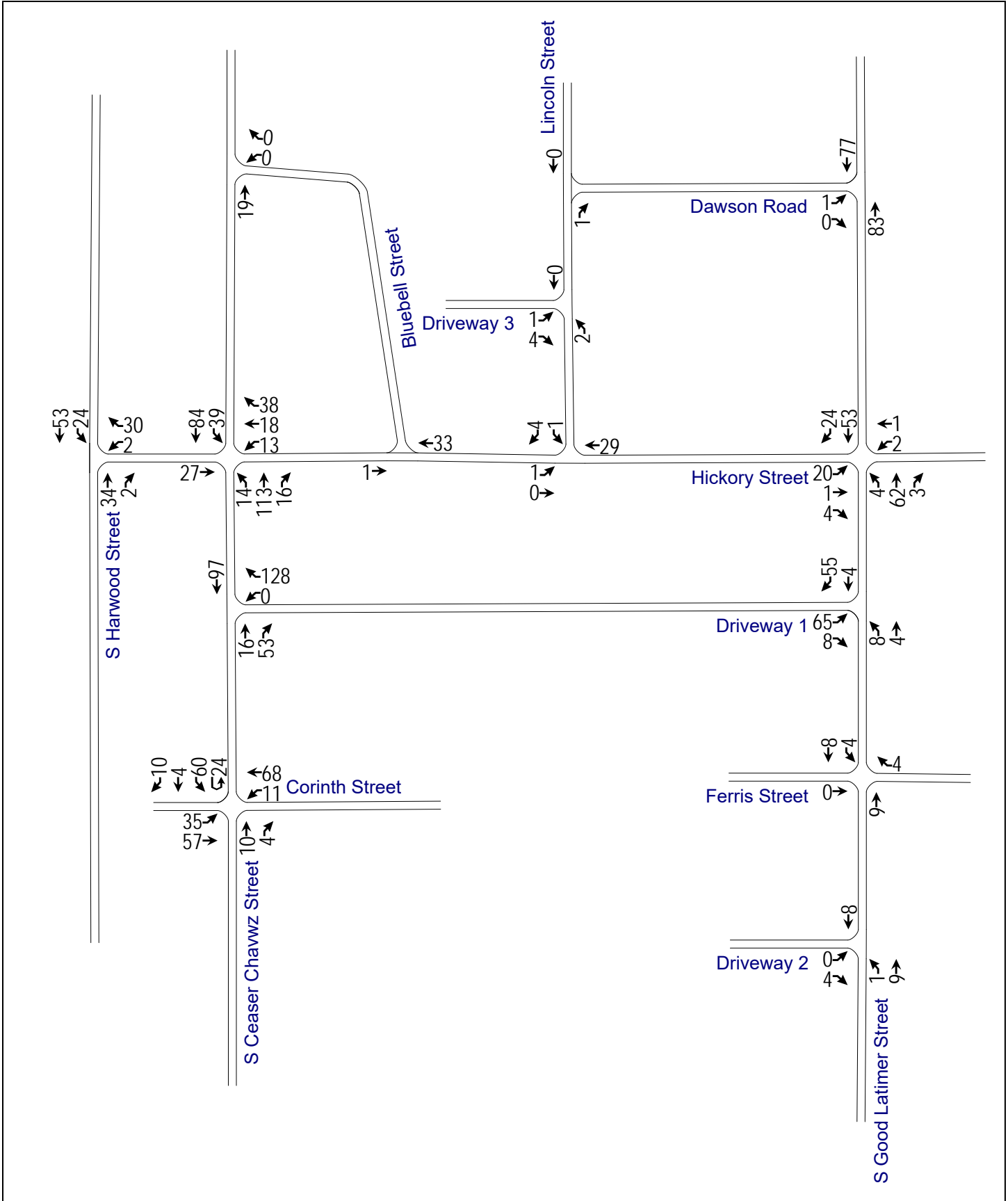
A16. 2024 Background PM Peak Hour Traffic Volumes

North ^
Not to Scale



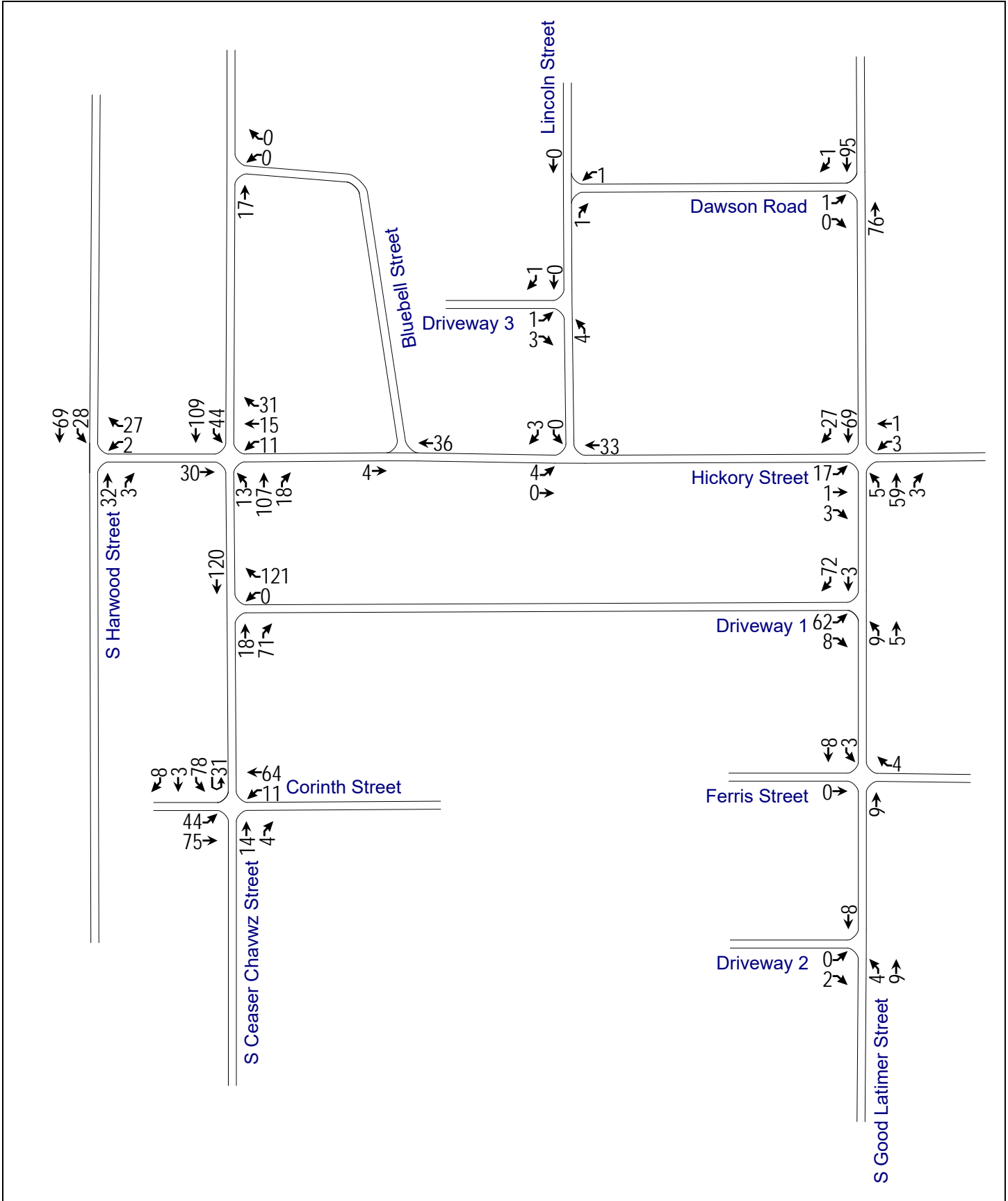
A17. 2024 Site Generated AM Peak Hour Traffic Volumes

North ^
Not to Scale



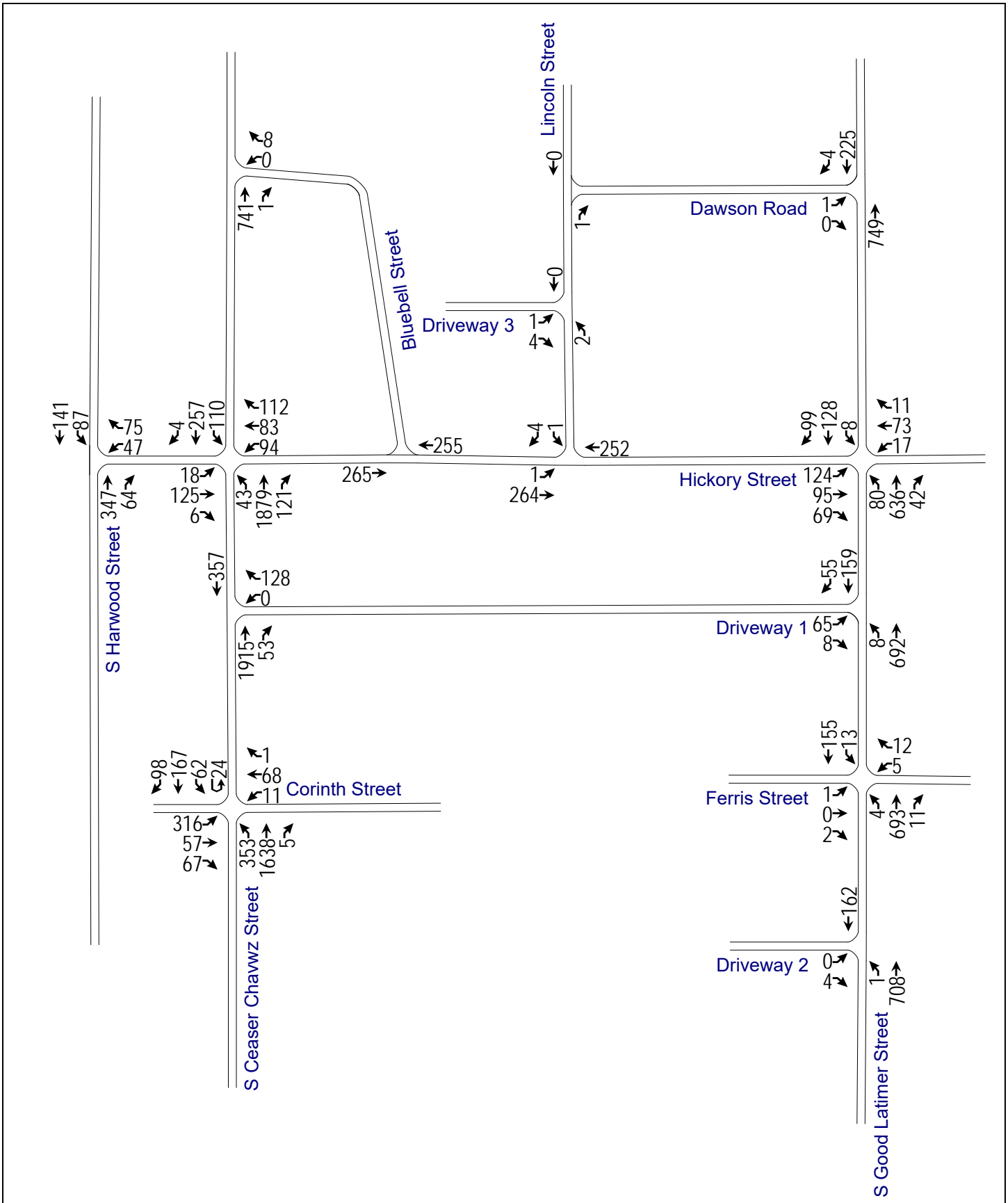
A18. 2024 Site Generated PM Peak Hour Traffic Volumes

North ^
Not to Scale



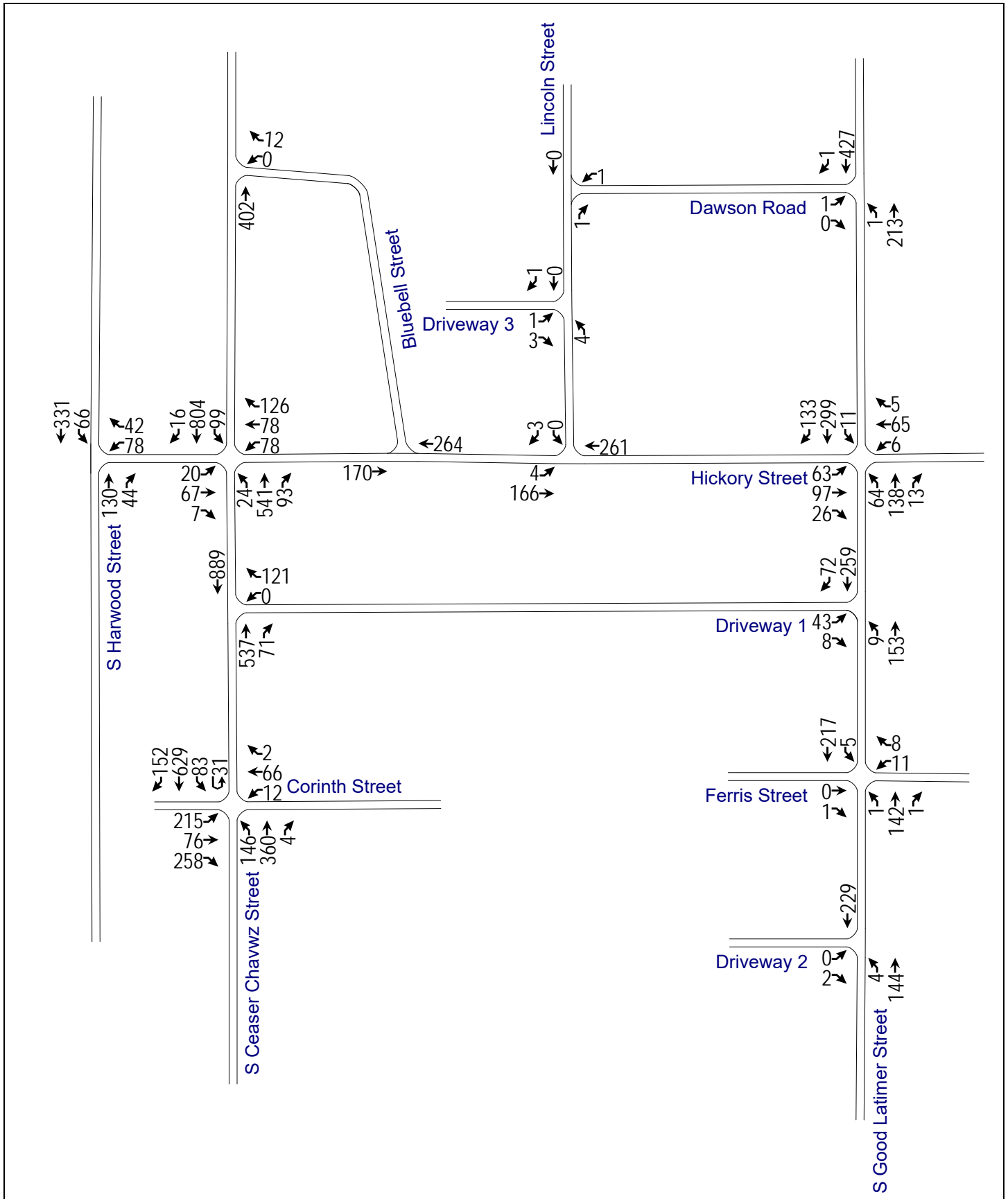
A19. 2024 Background Plus Site Generated AM Peak Hour Traffic Volumes

North ^
Not to Scale



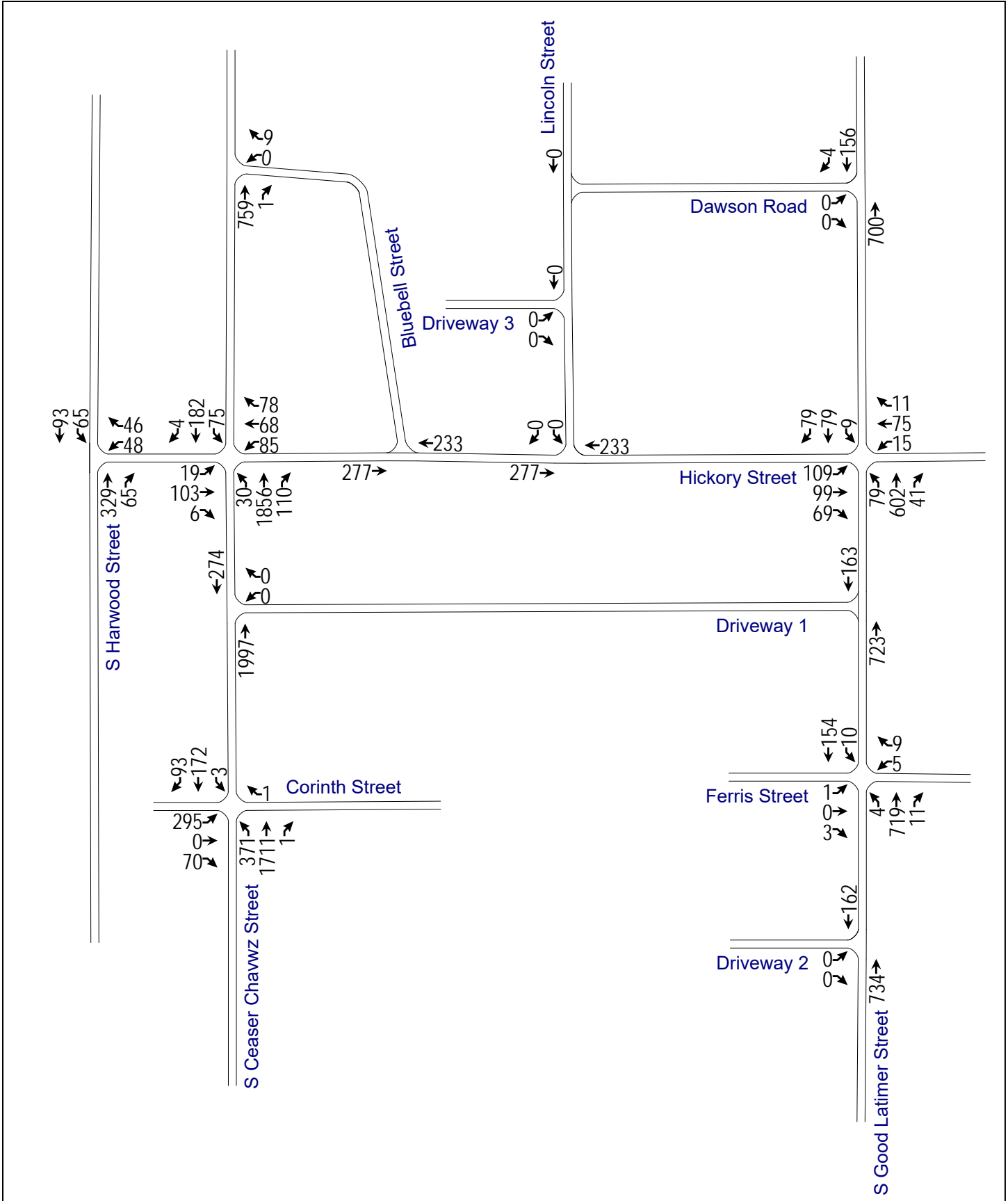
A20. 2024 Background Plus Site Generated PM Peak Hour Traffic Volumes

North ^
Not to Scale



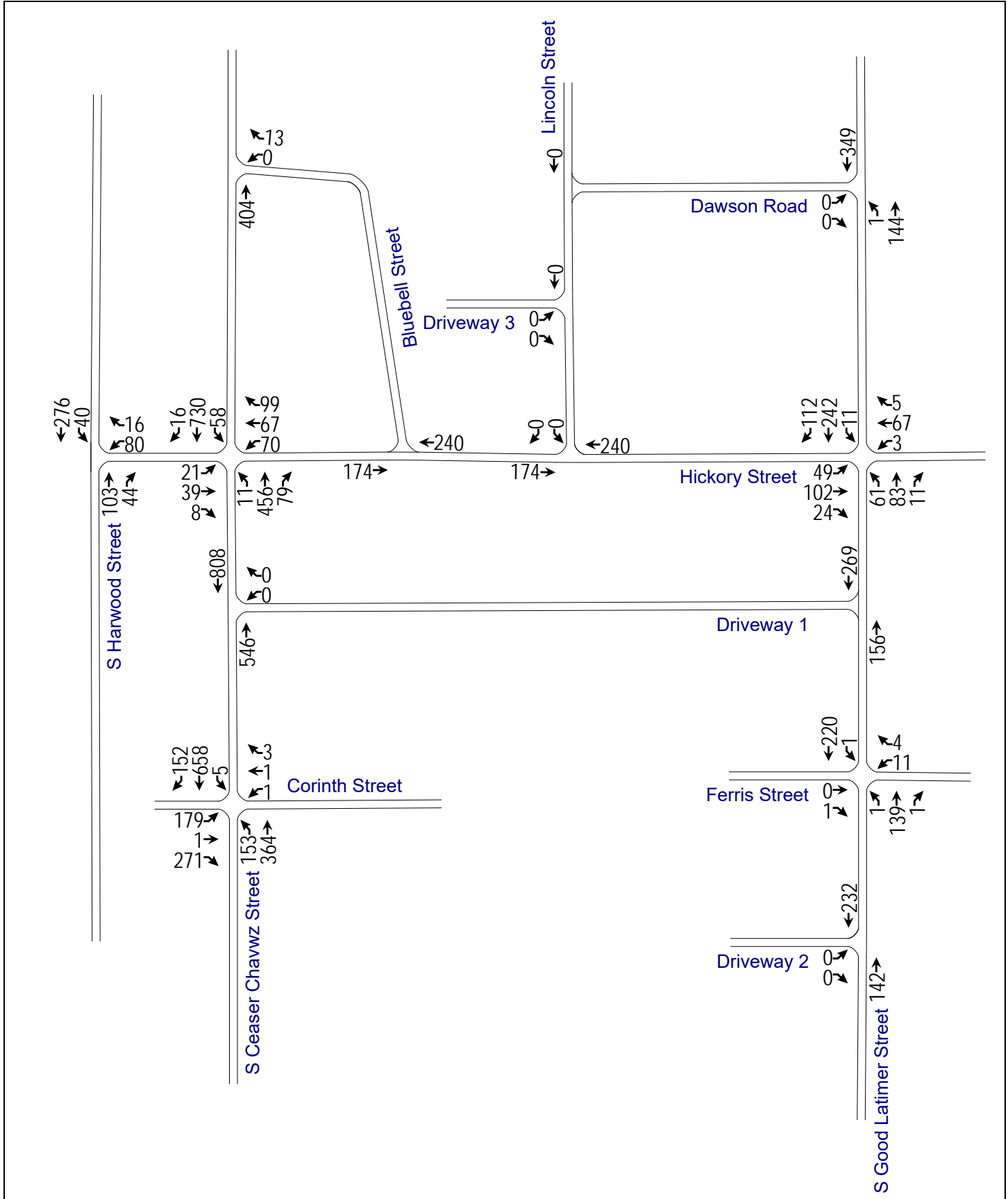
A21. 2029 Horizon AM Peak Hour Traffic Volumes

North ^
Not to Scale



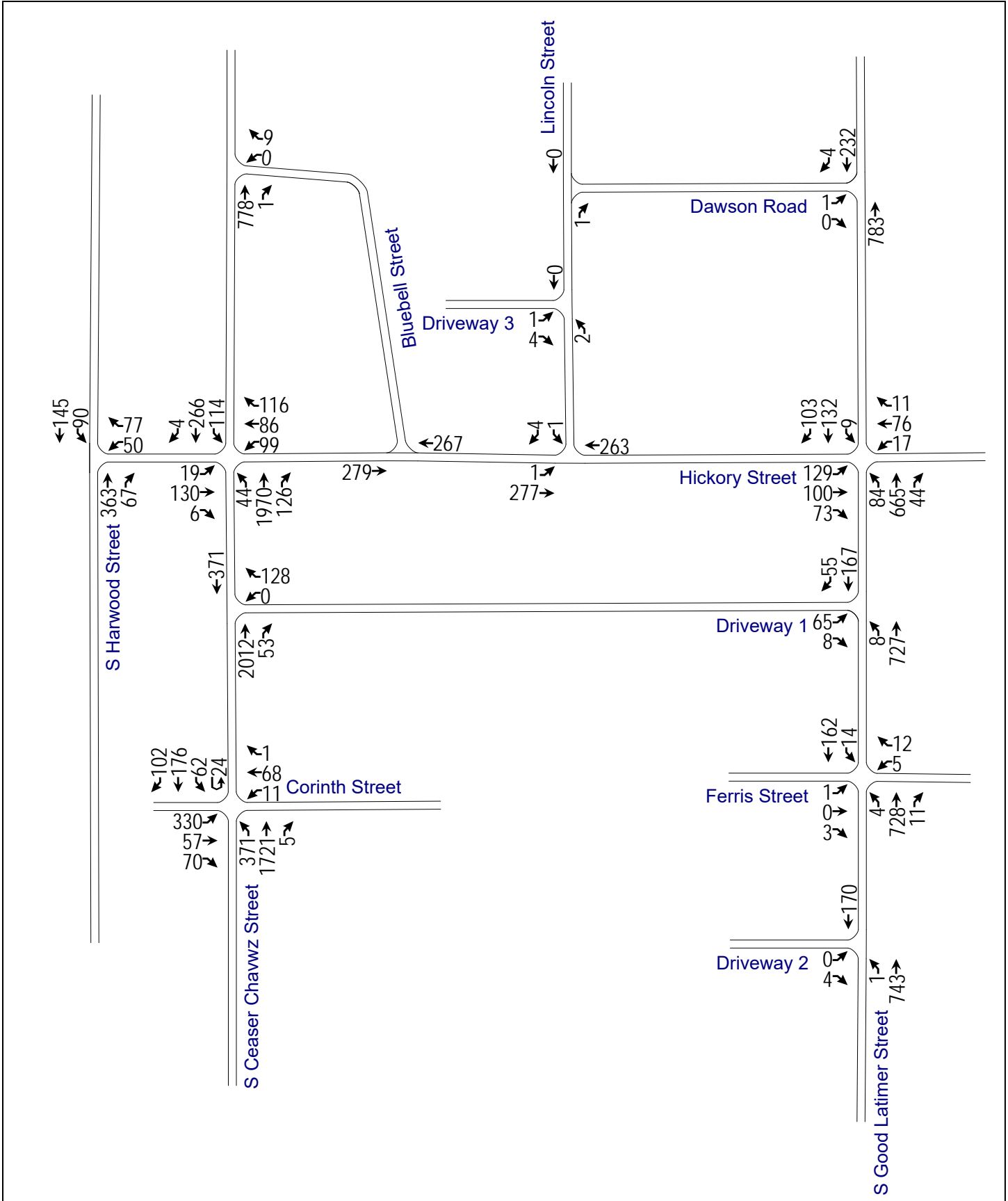
A22. 2029 Horizon PM Peak Hour Traffic Volumes

North ^
Not to Scale



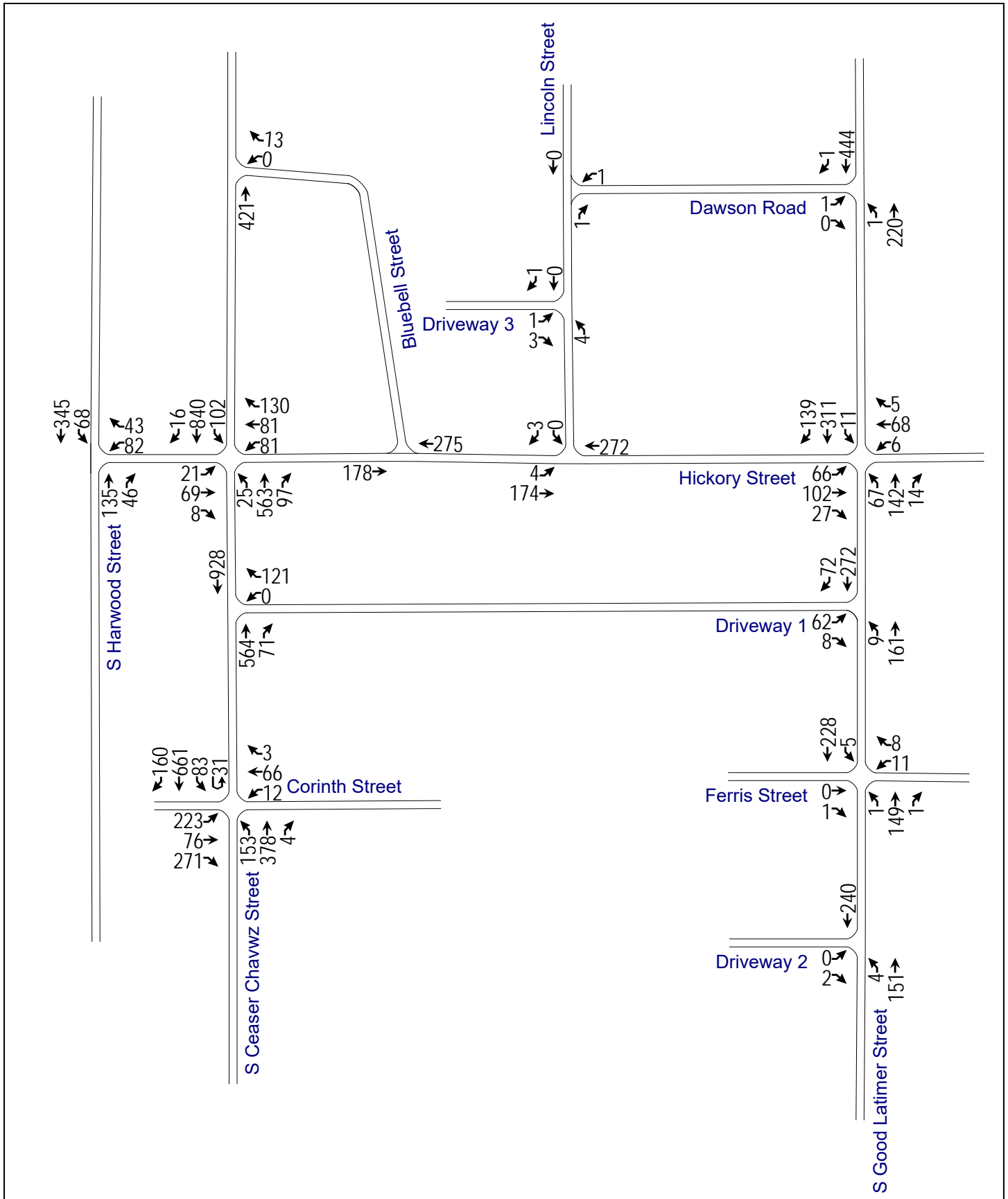
A23. 2029 Horizon Plus Site Generated AM Peak Hour Traffic Volumes

North ^
Not to Scale



A24. 2029 Horizon Plus Site Generated PM Peak Hour Traffic Volumes

North ^
Not to Scale



Appendix B. Existing Traffic Count Data

Intersection Traffic Movements *DeShazo Group, Inc.*

Location: **S Cesar Chavez Blvd and Bluebell Street**
 City/State: **Dallas, Texas**
 Day/Date: **Wednesday, December 12, 2018**
 Project-ID #: **18149**
 Data Source: **CJ Hensch**
 Data Collector(s): **Camera**
 Weather Conditions: **Mild/Normal Conditions**
 Traffic Control: **Unsignalized**
 Description: **Minor-Street STOP Controlled**

Time of Count		Northbound on S Cesar Chavez Blvd				Southbound on S Cesar Chavez Blvd				Eastbound on Bluebell Street				Westbound on Bluebell Street			
Begin	End	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
7:00 AM	7:15 AM	0	0	142	0	-	-	-	-	-	-	-	-	-	-	-	2
7:15 AM	7:30 AM	0	0	163	0	-	-	-	-	-	-	-	-	-	-	-	0
7:30 AM	7:45 AM	0	0	167	1	-	-	-	-	-	-	-	-	-	-	-	4
7:45 AM	8:00 AM	0	0	133	0	-	-	-	-	-	-	-	-	-	-	-	1
8:00 AM	8:15 AM	0	0	136	2	-	-	-	-	-	-	-	-	-	-	-	1
8:15 AM	8:30 AM	0	0	101	3	-	-	-	-	-	-	-	-	-	-	-	1
8:30 AM	8:45 AM	0	0	64	0	-	-	-	-	-	-	-	-	-	-	-	4
8:45 AM	9:00 AM	0	0	54	3	-	-	-	-	-	-	-	-	-	-	-	0
<i>Intersection PHV:</i>		0	0	605	1	0	0	0	0	0	0	0	0	0	0	0	7
<i>PHF:</i>		0.00	0.00	0.91	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.44

Intersection Peak Hour: 7:00 AM - 8:00 AM *Intersection PHF: 0.89*

Study Area PHV:	0	0	605	1	0	0	0	0	0	0	0	0	0	0	0	0	7
PHF:	0.00	0.00	0.91	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.44

Study Peak Hour: 7:00 AM - 8:00 AM **Study Area PHF: 0.89**

4:30 PM	4:45 PM	0	0	79	0	-	-	-	-	-	-	-	-	-	-	-	6
4:45 PM	5:00 PM	0	0	48	0	-	-	-	-	-	-	-	-	-	-	-	7
5:00 PM	5:15 PM	0	0	67	1	-	-	-	-	-	-	-	-	-	-	-	1
5:15 PM	5:30 PM	0	0	83	0	-	-	-	-	-	-	-	-	-	-	-	3
5:30 PM	5:45 PM	0	0	82	0	-	-	-	-	-	-	-	-	-	-	-	4
5:45 PM	6:00 PM	0	0	81	0	-	-	-	-	-	-	-	-	-	-	-	2
6:00 PM	6:15 PM	0	0	76	0	-	-	-	-	-	-	-	-	-	-	-	1
6:15 PM	6:30 PM	0	0	62	0	-	-	-	-	-	-	-	-	-	-	-	1
<i>Intersection PHV:</i>		0	0	322	0	0	0	0	0	0	0	0	0	0	0	0	10
<i>PHF:</i>		0.00	0.00	0.97	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.63

Intersection Peak Hour: 5:15 PM - 6:15 PM *Intersection PHF: 0.97*

Study Area PHV:	0	0	322	0	0	0	0	0	0	0	0	0	0	0	0	0	10
PHF:	0.00	0.00	0.97	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.63

Study Peak Hour: 5:15 PM - 6:15 PM **Study Area PHF: 0.97**

Observations:

Intersection Traffic Movements													DeShazo Group, Inc.				
Location: S Cesar Chavez Blvd and Hickory Street City/State: Dallas, Texas Day/Date: Wednesday, December 12, 2018 Project-ID #: 18149 Data Source: CJ Hensch													Data Collector(s): Camera Weather Conditions: Mild/Normal Conditions Traffic Control: Signalized				
Time of Count		Northbound on S Cesar Chavez Blvd				Southbound on S Cesar Chavez Blvd				Eastbound on Hickory Street				Westbound on Hickory Street			
Begin	End	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
7:00 AM	7:15 AM	0	3	368	19	0	14	35	0	0	4	25	1	0	15	11	14
7:15 AM	7:30 AM	0	6	423	17	0	19	34	1	0	3	16	2	0	13	14	15
7:30 AM	7:45 AM	0	8	378	28	0	13	37	1	0	3	19	1	0	24	14	20
7:45 AM	8:00 AM	0	7	310	24	0	14	39	1	0	5	22	1	0	16	15	13
8:00 AM	8:15 AM	0	7	279	35	0	29	47	1	0	2	26	1	0	18	11	19
8:15 AM	8:30 AM	0	5	247	27	0	26	42	1	0	5	14	2	0	16	10	10
8:30 AM	8:45 AM	0	3	167	12	0	30	34	0	0	6	16	1	0	16	13	15
8:45 AM	9:00 AM	0	4	122	28	0	30	43	0	0	8	12	2	0	21	10	12
Intersection PHV:		0	24	1,479	88	0	60	145	3	0	15	82	5	0	68	54	62
PHF:		0.00	0.75	0.87	0.79	0.00	0.79	0.93	0.75	0.00	0.75	0.82	0.63	0.00	0.71	0.90	0.78
Intersection Peak Hour: 7:00 AM - 8:00 AM													Intersection PHF: 0.93				
Study Area PHV:		0	24	1,479	88	0	60	145	3	0	15	82	5	0	68	54	62
PHF:		0.00	0.75	0.87	0.79	0.00	0.79	0.93	0.75	0.00	0.75	0.82	0.63	0.00	0.71	0.90	0.78
Study Peak Hour: 7:00 AM - 8:00 AM													Study Area PHF: 0.93				
4:30 PM	4:45 PM	0	0	76	18	0	13	161	2	0	0	22	4	0	21	11	32
4:45 PM	5:00 PM	0	3	55	15	0	10	158	1	0	1	12	3	0	16	15	16
5:00 PM	5:15 PM	0	0	47	15	0	22	138	1	0	1	7	3	0	16	10	35
5:15 PM	5:30 PM	0	1	79	19	0	17	158	5	0	7	3	2	0	20	13	21
5:30 PM	5:45 PM	0	3	100	15	0	14	135	3	0	3	8	2	0	11	19	21
5:45 PM	6:00 PM	0	3	109	15	0	6	140	4	0	3	8	2	0	11	8	12
6:00 PM	6:15 PM	0	2	75	14	0	9	149	1	0	4	12	0	0	14	13	25
6:15 PM	6:30 PM	0	3	68	8	0	6	132	1	0	2	9	3	0	9	10	14
Intersection PHV:		0	9	363	63	0	46	582	13	0	17	31	6	0	56	53	79
PHF:		0.00	0.75	0.83	0.83	0.00	0.68	0.92	0.65	0.00	0.61	0.65	0.75	0.00	0.70	0.70	0.79
Intersection Peak Hour: 5:15 PM - 6:15 PM													Intersection PHF: 0.96				
Study Area PHV:		0	9	363	63	0	46	582	13	0	17	31	6	0	56	53	79
PHF:		0.00	0.75	0.83	0.83	0.00	0.68	0.92	0.65	0.00	0.61	0.65	0.75	0.00	0.70	0.70	0.79
Study Peak Hour: 5:15 PM - 6:15 PM													Study Area PHF: 0.96				
Observations:																	

Intersection Traffic Movements DeShazo Group, Inc.

Location: **Hickory Street and S Harwood Street**
 City/State: **Dallas, Texas**
 Day/Date: **Wednesday, December 12, 2018**
 Project-ID #: **18149**
 Data Source: **CJ Hensch**
 Data Collector(s): **Camera**
 Weather Conditions: **Mild/Normal Conditions**
 Traffic Control: **Unsignalized**
 Description: **Minor-Street STOP Controlled**

Time of Count		Northbound on S Harwood Street				Southbound on S Harwood Street				Eastbound on Hickory Street				Westbound on Hickory Street			
Begin	End	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
7:00 AM	7:15 AM	0	1	63	7	0	21	16	1	0	1	2	0	0	4	3	6
7:15 AM	7:30 AM	0	1	71	7	0	13	18	0	0	0	3	1	0	6	4	13
7:30 AM	7:45 AM	0	5	75	13	0	9	20	1	0	0	4	3	0	9	2	10
7:45 AM	8:00 AM	0	4	52	12	0	9	16	2	0	0	4	2	0	7	3	8
8:00 AM	8:15 AM	0	0	46	11	0	13	25	0	0	0	7	2	0	5	6	9
8:15 AM	8:30 AM	0	1	41	4	0	16	23	2	0	1	2	3	0	4	4	4
8:30 AM	8:45 AM	0	2	39	2	0	13	25	1	0	2	5	3	0	6	5	8
8:45 AM	9:00 AM	0	0	30	7	0	10	27	2	0	1	6	6	0	4	2	10
Intersection PHV:		0	11	261	39	0	52	70	4	0	1	13	6	0	26	12	37
PHF:		0.00	0.55	0.87	0.75	0.00	0.62	0.88	0.50	0.00	0.25	0.81	0.50	0.00	0.72	0.75	0.71

Intersection Peak Hour: 7:00 AM - 8:00 AM

Intersection PHF: 0.88

Study Area PHV:	0	11	261	39	0	52	70	4	0	1	13	6	0	26	12	37
PHF:	0.00	0.55	0.87	0.75	0.00	0.62	0.88	0.50	0.00	0.25	0.81	0.50	0.00	0.72	0.75	0.71

Study Peak Hour: 7:00 AM - 8:00 AM

Study Area PHF: 0.88

4:30 PM	4:45 PM	0	2	24	5	0	14	54	1	0	0	5	3	0	10	2	1
4:45 PM	5:00 PM	0	2	16	3	0	12	65	2	0	1	8	0	0	9	6	4
5:00 PM	5:15 PM	0	3	19	5	0	5	76	3	0	1	2	0	0	9	2	1
5:15 PM	5:30 PM	0	2	15	8	0	4	55	7	0	2	1	4	0	12	5	1
5:30 PM	5:45 PM	0	3	16	6	0	7	60	1	0	0	7	1	0	11	6	7
5:45 PM	6:00 PM	0	0	24	6	0	9	42	2	0	1	3	3	0	5	10	1
6:00 PM	6:15 PM	0	3	24	4	0	12	52	1	0	0	3	2	0	5	10	4
6:15 PM	6:30 PM	0	0	16	3	0	6	48	1	0	3	5	3	0	9	4	5
Intersection PHV:		0	10	66	22	0	28	256	13	0	4	18	5	0	41	19	13
PHF:		0.00	0.83	0.87	0.69	0.00	0.58	0.84	0.46	0.00	0.50	0.56	0.31	0.00	0.85	0.79	0.46

Intersection Peak Hour: 4:45 PM - 5:45 PM

Intersection PHF: 0.97

Study Area PHV:	0	8	79	24	0	32	209	11	0	3	14	10	0	33	31	13
PHF:	0.00	0.67	0.82	0.75	0.00	0.67	0.87	0.39	0.00	0.38	0.50	0.63	0.00	0.69	0.78	0.46

Study Peak Hour: 5:15 PM - 6:15 PM

Study Area PHF: 0.93

Observations:

Intersection Traffic Movements													DeShazo Group, Inc.				
Location: S Cesar Chavez Blvd and Corinth Street City/State: Dallas, Texas Day/Date: Wednesday, December 12, 2018 Project-ID #: 18149 Data Source: CJ Hensch													Data Collector(s): Camera Weather Conditions: Mild/Normal Conditions Traffic Control: Signalized				
Time of Count		Northbound on S Cesar Chavez Blvd				Southbound on S Cesar Chavez Blvd				Eastbound on Corinth Street				Westbound on Corinth Street			
Begin	End	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
7:00 AM	7:15 AM	0	71	362	0	0	0	35	15	0	47	0	8	0	0	0	0
7:15 AM	7:30 AM	0	74	375	0	0	0	32	17	0	58	0	6	0	0	0	0
7:30 AM	7:45 AM	0	79	343	0	0	0	34	23	0	63	0	18	0	0	0	0
7:45 AM	8:00 AM	0	72	283	1	0	2	36	19	0	67	0	24	0	0	0	1
8:00 AM	8:15 AM	0	65	245	0	0	1	36	33	0	81	0	9	0	0	0	0
8:15 AM	8:30 AM	0	64	228	1	0	0	39	21	0	55	0	14	0	0	0	0
8:30 AM	8:45 AM	0	45	152	0	0	1	29	19	0	29	0	16	0	1	0	1
8:45 AM	9:00 AM	0	30	103	1	0	1	37	23	0	49	0	15	0	0	0	2
Intersection PHV:		0	296	1,363	1	0	2	137	74	0	235	0	56	0	0	0	1
PHF:		0.00	0.94	0.91	0.25	0.00	0.25	0.95	0.80	0.00	0.88	0.00	0.58	0.00	0.00	0.00	0.25
Intersection Peak Hour: 7:00 AM - 8:00 AM													Intersection PHF: 0.96				
Study Area PHV:		0	296	1,363	1	0	2	137	74	0	235	0	56	0	0	0	1
PHF:		0.00	0.94	0.91	0.25	0.00	0.25	0.95	0.80	0.00	0.88	0.00	0.58	0.00	0.00	0.00	0.25
Study Peak Hour: 7:00 AM - 8:00 AM													Study Area PHF: 0.96				
4:30 PM	4:45 PM	0	12	57	0	0	3	151	31	0	35	0	43	0	0	0	0
4:45 PM	5:00 PM	0	24	45	2	0	1	142	32	0	24	0	53	0	1	0	0
5:00 PM	5:15 PM	0	27	37	0	0	0	138	25	0	27	0	42	0	0	0	1
5:15 PM	5:30 PM	0	31	57	0	0	1	152	28	0	42	0	55	0	0	0	1
5:30 PM	5:45 PM	0	27	85	0	0	2	110	37	0	30	1	64	0	0	0	0
5:45 PM	6:00 PM	0	33	88	0	0	1	131	26	0	37	0	40	0	1	1	1
6:00 PM	6:15 PM	0	31	60	0	0	0	131	30	0	34	0	57	0	0	0	0
6:15 PM	6:30 PM	0	17	57	0	0	1	123	22	0	18	0	56	0	0	0	0
Intersection PHV:		0	122	290	0	0	4	524	121	0	143	1	216	0	1	1	2
PHF:		0.00	0.92	0.82	0.00	0.00	0.50	0.86	0.82	0.00	0.85	0.25	0.84	0.00	0.25	0.25	0.50
Intersection Peak Hour: 5:15 PM - 6:15 PM													Intersection PHF: 0.97				
Study Area PHV:		0	122	290	0	0	4	524	121	0	143	1	216	0	1	1	2
PHF:		0.00	0.92	0.82	0.00	0.00	0.50	0.86	0.82	0.00	0.85	0.25	0.84	0.00	0.25	0.25	0.50
Study Peak Hour: 5:15 PM - 6:15 PM													Study Area PHF: 0.97				
Observations:																	

Intersection Traffic Movements DeShazo Group, Inc.

Location: **S Good Latimer Expressway and Ferris Street**
 City/State: **Dallas, Texas** Data Collector(s): **Camera**
 Day/Date: **Wednesday, December 12, 2018** Weather Conditions: **Mild/Normal Conditions**
 Project-ID #: **18149** Traffic Control: **Unsignalized**
 Data Source: **CJ Hensch** Description: **Minor-Street STOP Controlled**

Time of Count		Northbound on S Good Latimer Express				Southbound on S Good Latimer Express				Eastbound on Ferris Street				Westbound on Ferris Street			
Begin	End	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
7:00 AM	7:15 AM	0	1	101	1	0	4	35	0	0	0	0	0	0	0	0	0
7:15 AM	7:30 AM	0	1	156	0	0	4	35	0	0	0	0	1	0	0	0	0
7:30 AM	7:45 AM	0	0	204	5	0	0	26	0	0	1	0	1	0	1	0	3
7:45 AM	8:00 AM	0	1	112	3	0	0	27	0	0	0	0	0	0	3	0	4
8:00 AM	8:15 AM	0	0	102	3	0	2	47	0	0	0	0	0	0	2	0	2
8:15 AM	8:30 AM	0	0	90	4	0	0	24	0	0	0	0	1	0	1	0	1
8:30 AM	8:45 AM	0	0	69	6	0	1	34	0	0	0	0	0	0	3	0	5
8:45 AM	9:00 AM	0	0	67	4	0	4	39	0	0	0	0	0	0	2	0	4
Intersection PHV:		0	2	574	11	0	6	135	0	0	1	0	2	0	6	0	9
PHF:		0.00	0.50	0.70	0.55	0.00	0.38	0.72	0.00	0.00	0.25	0.00	0.50	0.00	0.50	0.00	0.56

Intersection Peak Hour: 7:15 AM - 8:15 AM

Intersection PHF: 0.77

Study Area PHV:	0	3	573	9	0	8	123	0	0	1	0	2	0	4	0	7
PHF:	0.00	0.75	0.70	0.45	0.00	0.50	0.88	0.00	0.00	0.25	0.00	0.50	0.00	0.33	0.00	0.44

Study Peak Hour: 7:00 AM - 8:00 AM

Study Area PHF: 0.76

4:30 PM	4:45 PM	0	0	44	0	0	1	75	0	0	0	0	1	0	6	0	12
4:45 PM	5:00 PM	0	0	45	1	0	0	64	0	0	0	0	0	0	1	0	1
5:00 PM	5:15 PM	0	0	32	0	0	0	55	0	0	0	0	0	0	0	0	0
5:15 PM	5:30 PM	0	1	26	0	0	1	62	0	0	0	0	0	0	2	0	1
5:30 PM	5:45 PM	0	0	31	1	0	0	44	0	0	0	0	1	0	1	0	1
5:45 PM	6:00 PM	0	0	18	0	0	0	38	0	0	0	0	0	0	2	0	0
6:00 PM	6:15 PM	0	0	36	0	0	0	31	0	0	0	0	0	0	4	0	1
6:15 PM	6:30 PM	0	0	20	1	0	0	33	0	0	0	0	0	0	0	0	0
Intersection PHV:		0	1	147	1	0	2	256	0	0	0	0	1	0	9	0	14
PHF:		0.00	0.25	0.82	0.25	0.00	0.50	0.85	0.00	0.00	0.00	0.00	0.25	0.00	0.38	0.00	0.29

Intersection Peak Hour: 4:30 PM - 5:30 PM

Intersection PHF: 0.78

Study Area PHV:	0	1	111	1	0	1	175	0	0	0	0	1	0	9	0	3
PHF:	0.00	0.25	0.77	0.25	0.00	0.25	0.71	0.00	0.00	0.00	0.00	0.25	0.00	0.56	0.00	0.75

Study Peak Hour: 5:15 PM - 6:15 PM

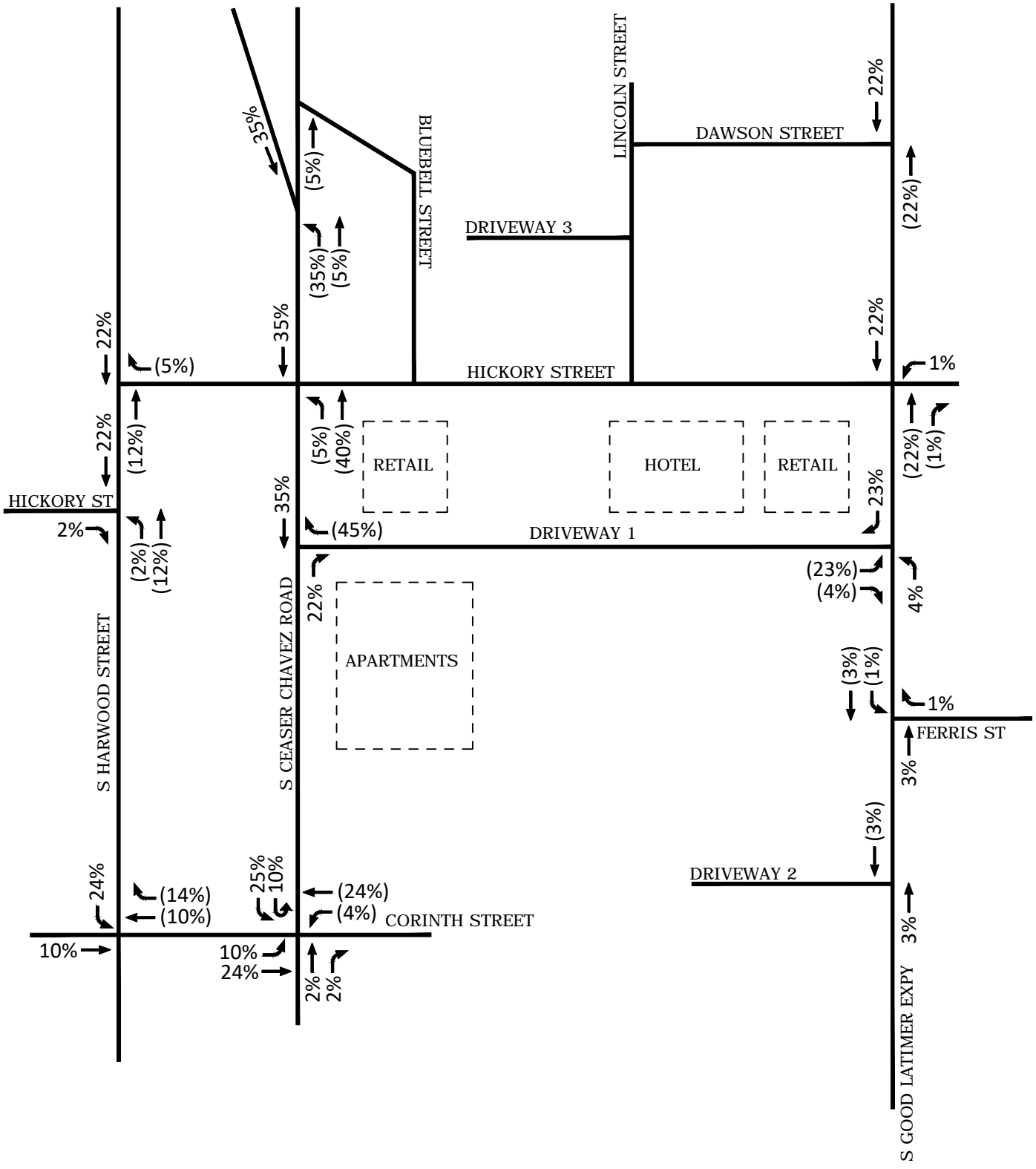
Study Area PHF: 0.81

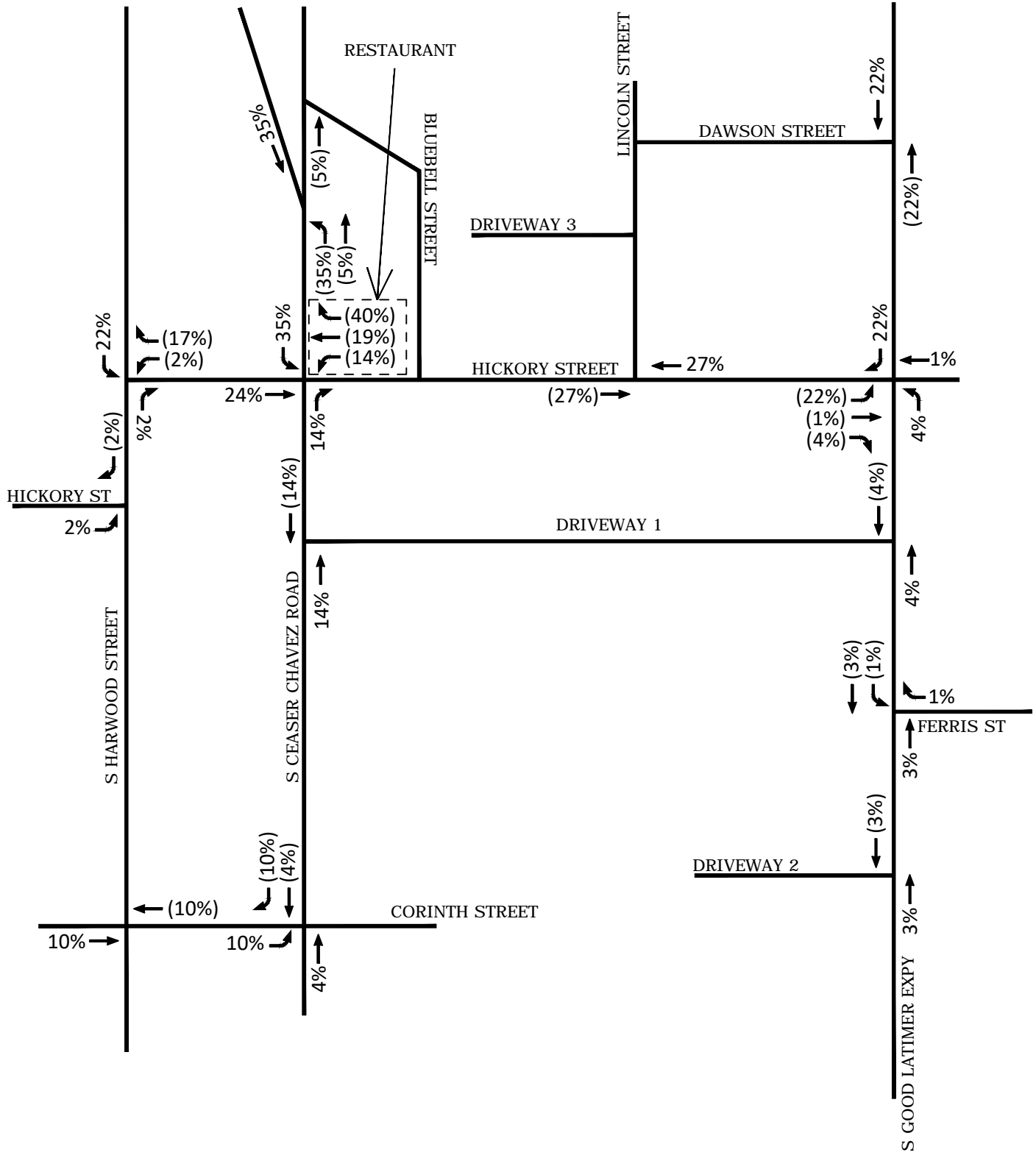
Observations:

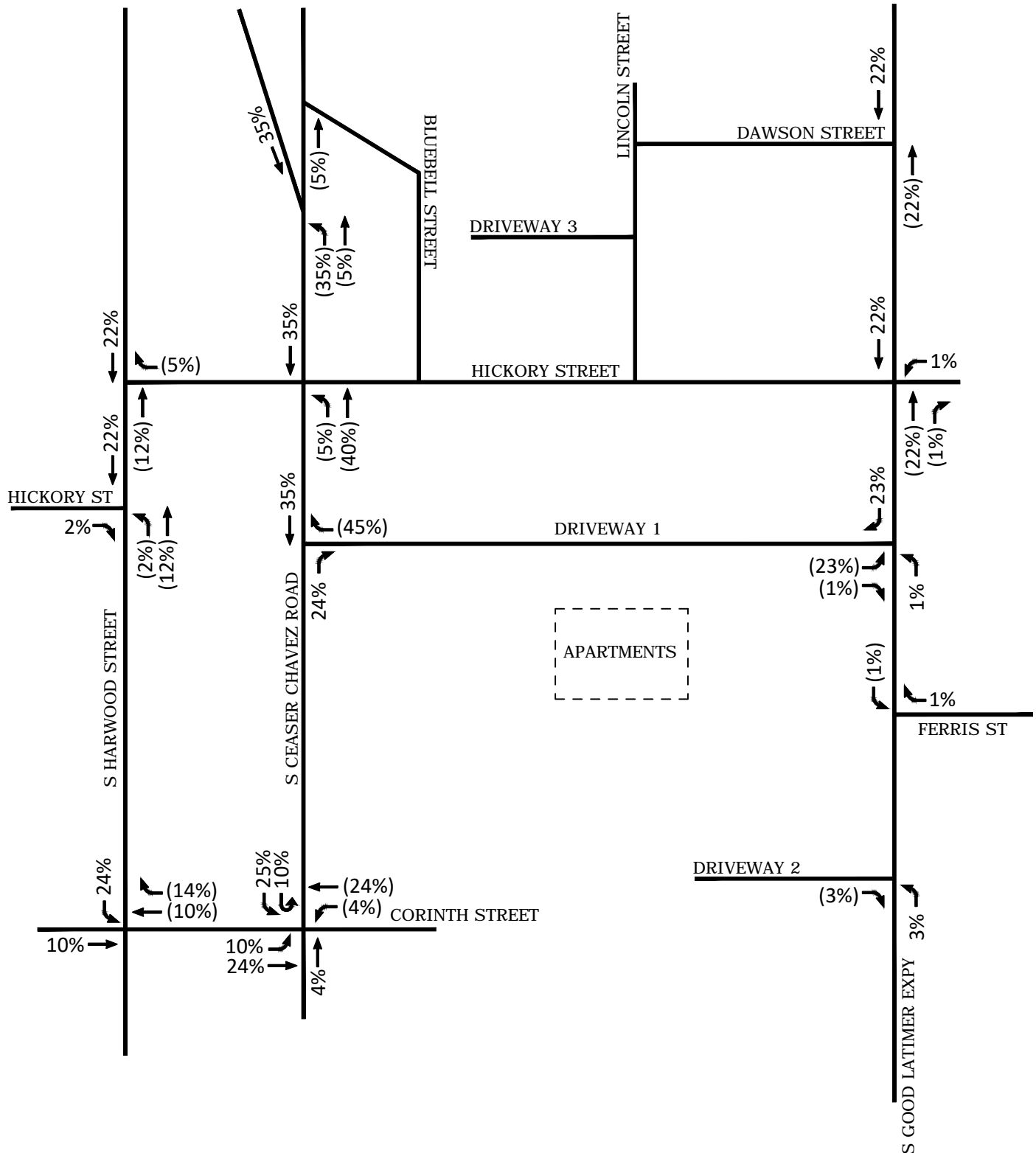
Intersection Traffic Movements													DeShazo Group, Inc.				
Location: S Good Latimer Expressway at Hickory Street City/State: Dallas, Texas Day/Date: Wednesday, December 12, 2018 Project-ID #: 18149 Data Source: CJ Hensch													Data Collector(s): Camera Weather Conditions: Mild/Normal Conditions Traffic Control: Unsignalized Description: Minor-Street STOP Controlled				
Time of Count		Northbound on S Good Latimer Expressway				Southbound on S Good Latimer Expressway				Eastbound on Hickory Street				Westbound on Hickory Street			
Begin	End	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
7:00 AM	7:15 AM	0	13	76	5	0	4	15	17	0	13	19	21	0	3	13	2
7:15 AM	7:30 AM	0	14	128	5	0	2	21	10	0	17	18	14	0	4	15	1
7:30 AM	7:45 AM	0	24	177	9	0	1	12	18	0	34	19	9	0	4	17	4
7:45 AM	8:00 AM	0	12	99	14	0	0	15	18	0	23	23	11	0	1	15	2
8:00 AM	8:15 AM	0	16	77	8	0	1	26	20	0	34	28	20	0	3	16	1
8:15 AM	8:30 AM	0	14	69	6	0	3	9	11	0	25	27	11	0	3	13	3
8:30 AM	8:45 AM	0	17	54	5	0	0	20	12	0	15	21	16	0	0	16	2
8:45 AM	9:00 AM	0	19	47	2	0	0	19	6	0	27	28	19	0	4	16	2
Intersection PHV:		0	66	481	36	0	4	74	66	0	108	88	54	0	12	63	8
PHF:		0.00	0.69	0.68	0.64	0.00	0.50	0.71	0.83	0.00	0.79	0.79	0.68	0.00	0.75	0.93	0.50
Intersection Peak Hour: 7:15 AM - 8:15 AM													Intersection PHF: 0.81				
Study Area PHV:		0	63	480	33	0	7	63	63	0	87	79	55	0	12	60	9
PHF:		0.00	0.66	0.68	0.59	0.00	0.44	0.75	0.88	0.00	0.64	0.86	0.65	0.00	0.75	0.88	0.56
Study Peak Hour: 7:00 AM - 8:00 AM													Study Area PHF: 0.77				
4:30 PM	4:45 PM	0	28	15	2	0	1	54	20	0	10	24	16	0	3	17	1
4:45 PM	5:00 PM	0	14	20	8	0	0	49	28	0	13	21	5	0	1	12	7
5:00 PM	5:15 PM	0	11	16	6	0	1	48	31	0	7	22	14	0	2	21	0
5:15 PM	5:30 PM	0	16	20	3	0	1	53	27	0	9	24	5	0	0	10	2
5:30 PM	5:45 PM	0	9	19	1	0	0	61	29	0	11	20	6	0	1	18	0
5:45 PM	6:00 PM	0	4	13	0	0	3	51	17	0	12	14	1	0	1	13	2
6:00 PM	6:15 PM	0	20	14	5	0	5	28	16	0	7	23	7	0	0	12	0
6:15 PM	6:30 PM	0	11	9	1	0	2	45	14	0	7	8	6	0	0	11	0
Intersection PHV:		0	69	71	19	0	3	204	106	0	39	91	40	0	6	60	10
PHF:		0.00	0.62	0.89	0.59	0.00	0.75	0.94	0.85	0.00	0.75	0.95	0.63	0.00	0.50	0.71	0.36
Intersection Peak Hour: 4:30 PM - 5:30 PM													Intersection PHF: 0.94				
Study Area PHV:		0	49	66	9	0	9	193	89	0	39	81	19	0	2	53	4
PHF:		0.00	0.61	0.83	0.45	0.00	0.45	0.79	0.77	0.00	0.81	0.84	0.68	0.00	0.50	0.74	0.50
Study Peak Hour: 5:15 PM - 6:15 PM													Study Area PHF: 0.88				
Observations:																	

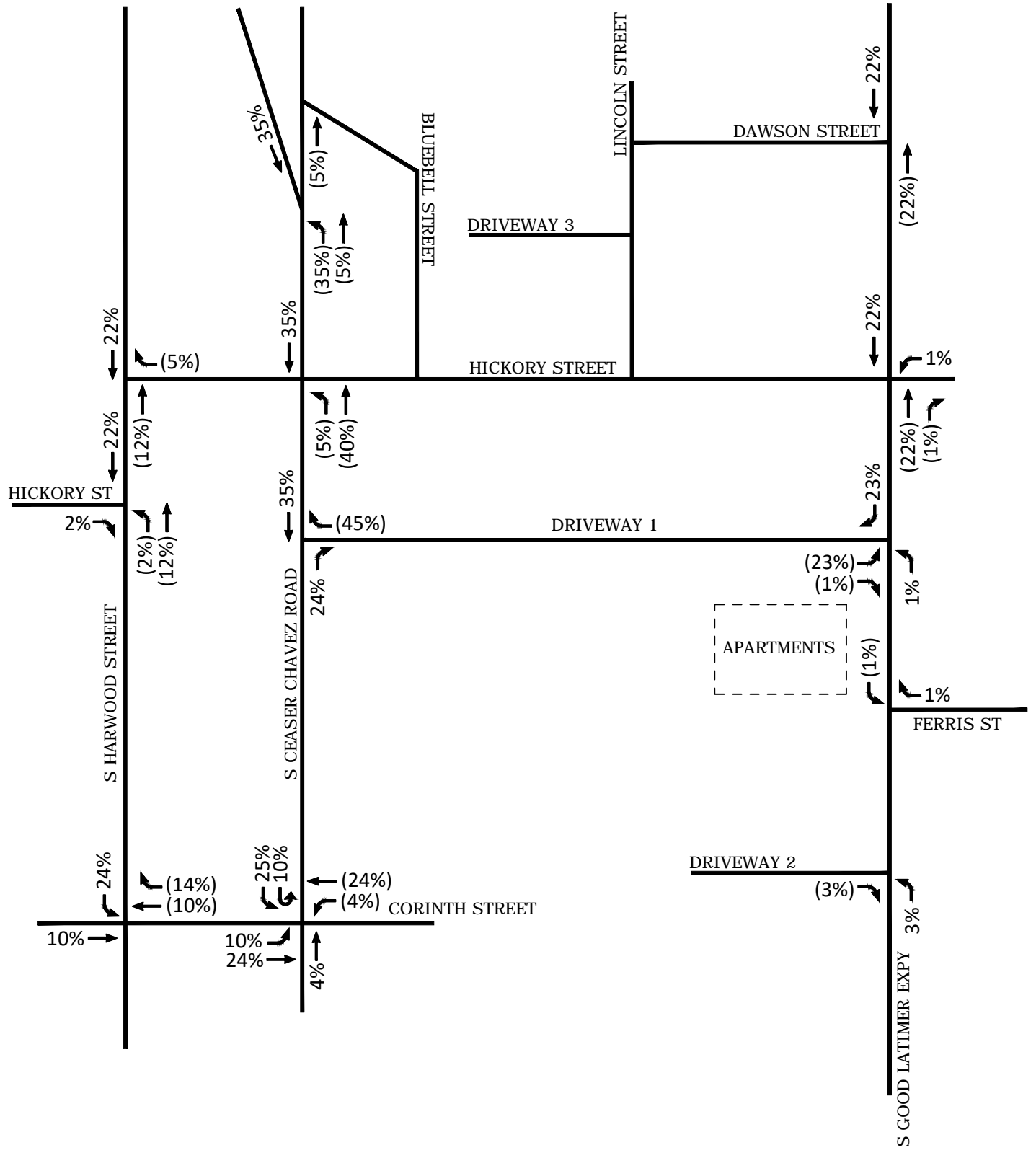
Intersection Traffic Movements										DeShazo Group, Inc.								
Location: Good Latimer Expressway at Dawson Street City/State: Dallas, Texas Day/Date: Wednesday, December 12, 2018 Project-ID #: 18149 Data Source: CJ Hensch										Data Collector(s): Camera Weather Conditions: Mild/Normal Conditions Traffic Control: Unsignalized Description: Minor-Street STOP Controlled								
Time of Count		Northbound on <i>S Good Latimer Expressway</i>				Southbound on <i>S Good Latimer Expressway</i>				Eastbound on <i>Dawson Street</i>				Westbound on <i>Dawson Street</i>				
Begin	End	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
7:00 AM	7:15 AM	0	0	87	1	0	1	34	2	0	0	0	0	0	3	0	0	0
7:15 AM	7:30 AM	0	0	141	2	0	0	33	1	0	0	0	0	0	3	0	1	1
7:30 AM	7:45 AM	0	0	202	3	0	0	27	0	0	0	0	0	0	3	0	4	4
7:45 AM	8:00 AM	0	0	128	1	0	3	30	0	0	0	0	0	0	3	0	1	1
8:00 AM	8:15 AM	0	0	107	0	0	1	44	0	0	0	0	0	0	3	0	1	1
8:15 AM	8:30 AM	0	0	95	3	0	0	28	0	0	0	0	0	0	3	0	3	3
8:30 AM	8:45 AM	0	0	68	1	0	2	30	2	0	0	0	1	0	5	0	2	2
8:45 AM	9:00 AM	0	1	71	5	0	1	20	1	0	2	0	0	0	4	0	0	0
<i>Intersection PHV:</i>		0	0	578	6	0	4	134	1	0	0	0	0	0	12	0	7	7
<i>PHF:</i>		0.00	0.00	0.72	0.50	0.00	0.33	0.76	0.25	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.44
<i>Intersection Peak Hour: 7:15 AM - 8:15 AM</i>										<i>Intersection PHF: 0.78</i>								
Study Area PHV:		0	0	558	7	0	4	124	3	0	0	0	0	0	12	0	6	6
PHF:		0.00	0.00	0.69	0.58	0.00	0.33	0.91	0.38	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.38
Study Peak Hour: 7:00 AM - 8:00 AM										Study Area PHF: 0.75								
4:30 PM	4:45 PM	0	0	28	0	0	2	67	0	0	1	0	1	0	1	0	0	0
4:45 PM	5:00 PM	0	0	38	2	0	1	73	0	0	0	0	0	0	4	0	1	1
5:00 PM	5:15 PM	0	0	24	0	0	0	82	0	0	1	0	0	0	2	0	3	3
5:15 PM	5:30 PM	0	1	34	0	0	0	76	0	0	0	0	0	0	1	0	0	0
5:30 PM	5:45 PM	0	0	31	1	0	2	81	0	0	0	1	0	0	1	0	0	0
5:45 PM	6:00 PM	0	0	27	0	0	0	71	0	0	0	0	0	0	0	0	1	1
6:00 PM	6:15 PM	0	0	23	1	0	3	50	0	0	0	0	0	0	1	0	2	2
6:15 PM	6:30 PM	0	0	21	1	0	0	64	1	0	0	0	0	0	1	0	2	2
<i>Intersection PHV:</i>		0	1	127	3	0	3	312	0	0	1	1	0	0	8	0	4	4
<i>PHF:</i>		0.00	0.25	0.84	0.38	0.00	0.38	0.95	0.00	0.00	0.25	0.25	0.00	0.00	0.00	0.50	0.00	0.33
<i>Intersection Peak Hour: 4:45 PM - 5:45 PM</i>										<i>Intersection PHF: 0.97</i>								
Study Area PHV:		0	1	115	2	0	5	278	0	0	0	1	0	0	3	0	3	3
PHF:		0.00	0.25	0.85	0.50	0.00	0.42	0.86	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.75	0.00	0.38
Study Peak Hour: 5:15 PM - 6:15 PM										Study Area PHF: 0.87								
Observations:																		
Empty space for observations																		

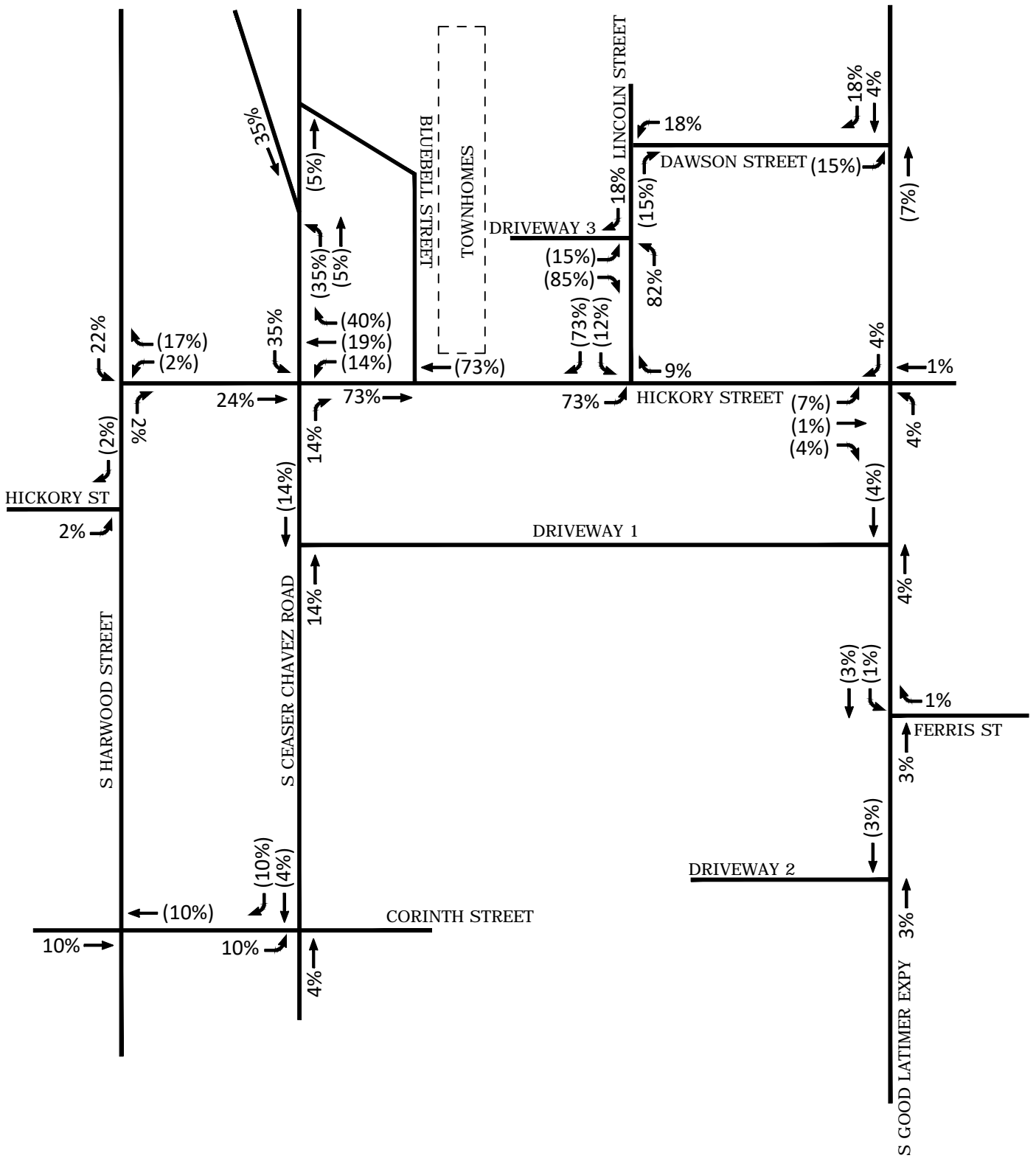
Appendix C. Site-Generated Traffic Supplement











Appendix D. Detailed Intersection Capacity Analysis Results

HCM 2010 Intersection Capacity Analysis

2018 Existing

2: S Good Latimer Expy W & Hickory St

Timing Plan: AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↕↔			↔↕↔			↕↔	↕↔		↕↔	↕↔
Traffic Volume (vph)	7	63	63	63	480	33	87	79	55	12	60	9
Future Volume (vph)	7	63	63	63	480	33	87	79	55	12	60	9
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Adj. Flow (vph)	9	82	82	82	623	43	113	103	71	16	78	12
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	173	0	0	748	0	0	216	71	0	94	12
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		6			2			4		4	8	
Permitted Phases	6			2			4		4	8		8
Detector Phase	6	6		2	2		4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	42.0	42.0		42.0	42.0		38.0	38.0	38.0	38.0	38.0	38.0
Total Split (%)	52.5%	52.5%		52.5%	52.5%		47.5%	47.5%	47.5%	47.5%	47.5%	47.5%
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0			0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)		4.5			4.5			4.5	4.5		4.5	4.5
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Max	Max		Max	Max		None	None	None	None	None	None
Act Effct Green (s)		39.7			39.7		14.3	14.3		14.3	14.3	14.3
Actuated g/C Ratio		0.63			0.63		0.23	0.23		0.23	0.23	0.23
v/c Ratio		0.06			0.27		0.65	0.17		0.24	0.03	0.03
Control Delay		3.3			5.9		31.0	6.2		20.0	6.2	6.2
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Delay		3.3			5.9		31.0	6.2		20.0	6.2	6.2
LOS		A			A		C	A		B	A	A
Approach Delay		3.3			5.9		24.9			18.4		
Approach LOS		A			A		C			B		
Queue Length 50th (ft)		4			36		71	0		28	0	0
Queue Length 95th (ft)		10			60		108	18		50	6	6
Internal Link Dist (ft)		372			162		236			123		
Turn Bay Length (ft)												
Base Capacity (vph)		2740			2814		781	878		924	854	
Starvation Cap Reductn		0			0		0	0		0	0	0
Spillback Cap Reductn		0			0		0	0		0	0	0
Storage Cap Reductn		0			0		0	0		0	0	0
Reduced v/c Ratio		0.06			0.27		0.28	0.08		0.10	0.01	

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 63
Natural Cycle: 45
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.65
Intersection Signal Delay: 10.7
Intersection LOS: B

HCM 2010 Intersection Capacity Analysis

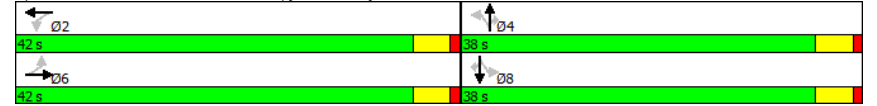
2018 Existing

2: S Good Latimer Expy W & Hickory St

Timing Plan: AM

Intersection Capacity Utilization 42.3% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 2: S Good Latimer Expy W & Hickory St



HCM 2010 Intersection Capacity Analysis
6: Corinth St & S Cesar Chavez Blvd

2018 Existing
Timing Plan: AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕↕	↔	↔	↕↕	↔	↔	↕↕	↔	↔	↕↕	↔
Traffic Volume (vph)	2	137	74	296	1363	1	235	0	56	0	0	1
Future Volume (vph)	2	137	74	296	1363	1	235	0	56	0	0	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	2	143	77	308	1420	1	245	0	58	0	0	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	2	220	0	308	1421	0	0	303	0	0	1	0
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	NA	NA	NA	NA	NA	NA
Protected Phases		6		5	2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	6	6		5	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		9.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	36.0	36.0		16.0	52.0		28.0	28.0		28.0	28.0	
Total Split (%)	45.0%	45.0%		20.0%	65.0%		35.0%	35.0%		35.0%	35.0%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?	Yes	Yes		Yes								
Recall Mode	Max	Max		None	Max		None	None		None	None	
Act Effct Green (s)	33.6	33.6		47.6	47.6		11.1	11.1		11.1	11.1	
Actuated g/C Ratio	0.50	0.50		0.70	0.70		0.16	0.16		0.16	0.16	
v/c Ratio	0.01	0.09		0.38	0.40		0.60	0.60		0.60	0.00	
Control Delay	11.5	6.9		5.6	4.9		24.0	24.0		24.0	0.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	11.5	6.9		5.6	4.9		24.0	24.0		24.0	0.0	
LOS	B	A		A	A		C	C		C	A	
Approach Delay		6.9			5.0			24.0				
Approach LOS		A			A			C				
Queue Length 50th (ft)	0	10		37	70		44	44		44	0	
Queue Length 95th (ft)	4	25		81	117		81	81		81	0	
Internal Link Dist (ft)		225			638			284			200	
Turn Bay Length (ft)		75			150							
Base Capacity (vph)	162	2425		833	3572		975	975		975	613	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.01	0.09		0.37	0.40		0.31	0.31		0.31	0.00	

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 67.7
Natural Cycle: 55
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.60
Intersection Signal Delay: 7.7
Intersection LOS: A

HCM 2010 Intersection Capacity Analysis
6: Corinth St & S Cesar Chavez Blvd

2018 Existing
Timing Plan: AM

Intersection Capacity Utilization 61.5%
Analysis Period (min) 15
ICU Level of Service B

Splits and Phases: 6: Corinth St & S Cesar Chavez Blvd



HCM 2010 Intersection Capacity Analysis
9: Hickory St & S Cesar Chavez Blvd

2018 Existing
Timing Plan: AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔↔	↔	↔	↔↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	60	145	3	24	1479	88	15	82	5	68	54	62
Future Volume (vph)	60	145	3	24	1479	88	15	82	5	68	54	62
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	65	156	3	26	1590	95	16	88	5	73	58	67
Shared Lane Traffic (%)												
Lane Group Flow (vph)	65	159	0	26	1685	0	16	93	0	73	125	0
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	1	6			2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		2	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	10.0	54.0		44.0	44.0		26.0	26.0		26.0	26.0	
Total Split (%)	12.5%	67.5%		55.0%	55.0%		32.5%	32.5%		32.5%	32.5%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Recall Mode	None	Max		Max	Max		None	None		None	None	
Act Effct Green (s)	52.5	53.4		47.5	47.5		9.2	9.2		9.2	9.2	
Actuated g/C Ratio	0.76	0.78		0.69	0.69		0.13	0.13		0.13	0.13	
v/c Ratio	0.24	0.04		0.03	0.48		0.10	0.37		0.42	0.44	
Control Delay	5.2	2.8		6.9	7.9		26.3	29.9		34.4	18.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	5.2	2.8		6.9	7.9		26.3	29.9		34.4	18.9	
LOS	A	A		A	A		C	C		C	B	
Approach Delay		3.5			7.8			29.4			24.6	
Approach LOS		A			A			C			C	
Queue Length 50th (ft)	6	4		4	140		6	35		28	22	
Queue Length 95th (ft)	18	11		15	209		22	74		65	66	
Internal Link Dist (ft)		272			196			300			188	
Turn Bay Length (ft)	150			150			75			100		
Base Capacity (vph)	267	3943		832	3492		383	580		406	582	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.24	0.04		0.03	0.48		0.04	0.16		0.18	0.21	

Intersection Summary

Cycle Length: 80	
Actuated Cycle Length: 68.7	
Natural Cycle: 60	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.48	
Intersection Signal Delay: 9.9	Intersection LOS: A

HCM 2010 Intersection Capacity Analysis
9: Hickory St & S Cesar Chavez Blvd

2018 Existing
Timing Plan: AM

Intersection Capacity Utilization 56.4%
Analysis Period (min) 15

ICU Level of Service B

Splits and Phases: 9: Hickory St & S Cesar Chavez Blvd



HCM 2010 Intersection Capacity Analysis
1: Dawson St & S Good Latimer Expy W

2018 Existing
Timing Plan: AM

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔↔			↔↔↔				↔			↔	
Traffic Vol, veh/h	4	124	3	0	558	7	0	0	0	12	0	6
Future Vol, veh/h	4	124	3	0	558	7	0	0	0	12	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	0	-	0	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	75	75	75	75	75	75	75	75	75
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	165	4	0	744	9	0	0	0	16	0	8

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	753	0	0	169
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	5.34	-	-	5.34
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.12	-	-	3.12
Pot Cap-1 Maneuver	514	-	-	965
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	514	-	-	965
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0	0	15.4
HCM LOS			A	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	514	-	-	965	-	-	369
HCM Lane V/C Ratio	-	0.01	-	-	-	-	-	0.065
HCM Control Delay (s)	0	12.1	0	0	0	-	-	15.4
HCM Lane LOS	A	B	A	-	A	-	-	C
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0.2

HCM 2010 Intersection Capacity Analysis
3: Driveway 1 & S Good Latimer Expy W

2018 Existing
Timing Plan: AM

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔↔↔			↔↔↔		↔
Traffic Vol, veh/h	130	0	0	576	0	0
Future Vol, veh/h	130	0	0	576	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	141	0	0	626	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	141
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	5.34
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	3.12
Pot Cap-1 Maneuver	-	-	994
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	994
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	994	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

HCM 2010 Intersection Capacity Analysis
 4: S Good Latimer Expy W/S Good Latimer Expy & Ferris St

2018 Existing
 Timing Plan: AM

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations	↔↔↔↔↔↔				↔↔	
Traffic Vol, veh/h	8	123	573	9	0	0
Future Vol, veh/h	8	123	573	9	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	76	76	76	76	76	76
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	162	754	12	0	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	766	0	0	847	383
Stage 1	-	-	-	760	-
Stage 2	-	-	-	87	-
Critical Hdwy	5.34	-	-	5.74	7.14
Critical Hdwy Stg 1	-	-	-	6.64	-
Critical Hdwy Stg 2	-	-	-	6.04	-
Follow-up Hdwy	3.12	-	-	3.82	3.92
Pot Cap-1 Maneuver	507	-	-	370	525
Stage 1	-	-	-	338	-
Stage 2	-	-	-	853	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	507	-	-	361	525
Mov Cap-2 Maneuver	-	-	-	361	-
Stage 1	-	-	-	330	-
Stage 2	-	-	-	853	-

Approach	EB	WB	SW
HCM Control Delay, s	0.8	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SWLn1
Capacity (veh/h)	507	-	-	-	-
HCM Lane V/C Ratio	0.021	-	-	-	-
HCM Control Delay (s)	12.3	0.1	-	-	0
HCM Lane LOS	B	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	-

HCM 2010 Intersection Capacity Analysis
 5: Driveway 2 & S Good Latimer Expy/S Good Latimer Expy W

2018 Existing
 Timing Plan: AM

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔↔↔		↔↔↔		↔↔	
Traffic Vol, veh/h	129	0	0	585	0	0
Future Vol, veh/h	129	0	0	585	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	140	0	0	636	0	0

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	140	0	394	70
Stage 1	-	-	-	-	140	-
Stage 2	-	-	-	-	254	-
Critical Hdwy	-	-	5.34	-	5.74	7.14
Critical Hdwy Stg 1	-	-	-	-	6.64	-
Critical Hdwy Stg 2	-	-	-	-	6.04	-
Follow-up Hdwy	-	-	3.12	-	3.82	3.92
Pot Cap-1 Maneuver	-	-	995	-	615	830
Stage 1	-	-	-	-	783	-
Stage 2	-	-	-	-	702	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	995	-	615	830
Mov Cap-2 Maneuver	-	-	-	-	615	-
Stage 1	-	-	-	-	783	-
Stage 2	-	-	-	-	702	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	995	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

HCM 2010 Intersection Capacity Analysis
7: S Cesar Chavez Blvd & Driveway 1

2018 Existing
Timing Plan: AM

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↑↑↑	↑↑↑	↑↑↑	↑	↑	↑
Traffic Vol, veh/h	0	218	1591	0	0	0
Future Vol, veh/h	0	218	1591	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	237	1729	0	0	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	- 0 - 865
Stage 1	-	-	- - -
Stage 2	-	-	- - -
Critical Hdwy	-	-	- - 7.14
Critical Hdwy Stg 1	-	-	- - -
Critical Hdwy Stg 2	-	-	- - -
Follow-up Hdwy	-	-	- - 3.92
Pot Cap-1 Maneuver	0	-	- 0 255
Stage 1	0	-	- 0 -
Stage 2	0	-	- 0 -
Platoon blocked, %	-	-	- - -
Mov Cap-1 Maneuver	-	-	- - 255
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	-	0
HCM Lane LOS	-	-	-	A
HCM 95th %tile Q(veh)	-	-	-	-

HCM 2010 Intersection Capacity Analysis
8: S Harwood St & Hickory St

2018 Existing
Timing Plan: AM

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations	↑↑	↑↑	↑↑	↑	↑	↑
Traffic Vol, veh/h	52	74	262	52	0	0
Future Vol, veh/h	52	74	262	52	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	59	84	298	59	0	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	357	0	- 0 488 179
Stage 1	-	-	- - 328 -
Stage 2	-	-	- - - 160 -
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	1198	-	- 509 833
Stage 1	-	-	- - 702 -
Stage 2	-	-	- - 852 -
Platoon blocked, %	-	-	- - -
Mov Cap-1 Maneuver	1198	-	- 483 833
Mov Cap-2 Maneuver	-	-	- 483 -
Stage 1	-	-	- 665 -
Stage 2	-	-	- 852 -

Approach	EB	WB	SW
HCM Control Delay, s	3.4	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SWLn1
Capacity (veh/h)	1198	-	-	-	-
HCM Lane V/C Ratio	0.049	-	-	-	-
HCM Control Delay (s)	8.2	0.1	-	-	0
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.2	-	-	-	-

HCM 2010 Intersection Capacity Analysis
10: Chavez/ I 30 FR & Bluebell St

2018 Existing
Timing Plan: AM

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↕			↕
Traffic Vol, veh/h	0	0	605	1	0	7
Future Vol, veh/h	0	0	605	1	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	-	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	680	1	0	8

Major/Minor	Major2	Minor2
Conflicting Flow All	-	0 - 681
Stage 1	-	- - -
Stage 2	-	- - -
Critical Hdwy	-	- - 6.22
Critical Hdwy Stg 1	-	- - -
Critical Hdwy Stg 2	-	- - -
Follow-up Hdwy	-	- - 3.318
Pot Cap-1 Maneuver	-	- 0 450
Stage 1	-	- 0 -
Stage 2	-	- 0 -
Platoon blocked, %	-	- - -
Mov Cap-1 Maneuver	-	- - 450
Mov Cap-2 Maneuver	-	- - -
Stage 1	-	- - -
Stage 2	-	- - -

Approach	WB	SB
HCM Control Delay, s	0	13.1
HCM LOS		B

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	450
HCM Lane V/C Ratio	-	-	0.017
HCM Control Delay (s)	-	-	13.1
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.1

HCM 2010 Intersection Capacity Analysis
11: Bluebell St & Hickory St

2018 Existing
Timing Plan: AM

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↕			↕	↕	↕
Traffic Vol, veh/h	0	0	0	221	186	0
Future Vol, veh/h	0	0	0	221	186	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	240	202	0

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	442 202	202 0	0 - 0
Stage 1	202 - -	- - -	- - -
Stage 2	240 - -	- - -	- - -
Critical Hdwy	6.42 6.22	4.12 - -	- - -
Critical Hdwy Stg 1	5.42 - -	- - -	- - -
Critical Hdwy Stg 2	5.42 - -	- - -	- - -
Follow-up Hdwy	3.518 3.318	2.218 - -	- - -
Pot Cap-1 Maneuver	573 839	1370 - -	- - -
Stage 1	832 - -	- - -	- - -
Stage 2	800 - -	- - -	- - -
Platoon blocked, %	- - -	- - -	- - -
Mov Cap-1 Maneuver	573 839	1370 - -	- - -
Mov Cap-2 Maneuver	573 - -	- - -	- - -
Stage 1	832 - -	- - -	- - -
Stage 2	800 - -	- - -	- - -

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1370	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

HCM 2010 Intersection Capacity Analysis
12: Hickory St & Lincoln St

2018 Existing
Timing Plan: AM

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			Y	Y	
Traffic Vol, veh/h	0	0	0	221	186	0
Future Vol, veh/h	0	0	0	221	186	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	240	202	0

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	442	202	202	0	0
Stage 1	202	-	-	-	-
Stage 2	240	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	573	839	1370	-	-
Stage 1	832	-	-	-	-
Stage 2	800	-	-	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	573	839	1370	-	-
Mov Cap-2 Maneuver	573	-	-	-	-
Stage 1	832	-	-	-	-
Stage 2	800	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1370	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

HCM 2010 Intersection Capacity Analysis
13: Driveway 3 & Lincoln St

2018 Existing
Timing Plan: AM

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	Y			Y	Y	
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	1	0	2
Stage 1	-	-	-	-	1
Stage 2	-	-	-	-	1
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1622	-	1021
Stage 1	-	-	-	-	1022
Stage 2	-	-	-	-	1022
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1622	-	1021
Mov Cap-2 Maneuver	-	-	-	-	1021
Stage 1	-	-	-	-	1022
Stage 2	-	-	-	-	1022

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1622	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

HCM 2010 Intersection Capacity Analysis
2: S Good Latimer Expy W & Hickory St

2018 Existing
Timing Plan: PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↑↔			↔↑↔				↑	↑		↑	↑
Traffic Volume (vph)	9	193	89	49	66	9	39	81	19	2	53	4
Future Volume (vph)	9	193	89	49	66	9	39	81	19	2	53	4
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	10	219	101	56	75	10	44	92	22	2	60	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	330	0	0	141	0	0	136	22	0	62	5
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases	6		2		2		4		4		8	
Permitted Phases	6		2		2		4		4		8	
Detector Phase	6	6		2	2		4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	43.0	43.0		43.0	43.0		37.0	37.0	37.0	37.0	37.0	37.0
Total Split (%)	53.8%	53.8%		53.8%	53.8%		46.3%	46.3%	46.3%	46.3%	46.3%	46.3%
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0		0.0		0.0		0.0		0.0	
Total Lost Time (s)	4.5		4.5		4.5		4.5		4.5		4.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Max	Max		Max	Max		None	None	None	None	None	None
Act Effct Green (s)	43.4		43.4		43.4		10.0		10.0		9.7	
Actuated g/C Ratio	0.73		0.73		0.73		0.17		0.17		0.16	
v/c Ratio	0.10		0.05		0.05		0.50		0.08		0.21	
Control Delay	2.6		3.4		3.4		28.4		9.8		21.9	
Queue Delay	0.0		0.0		0.0		0.0		0.0		0.0	
Total Delay	2.6		3.4		3.4		28.4		9.8		21.9	
LOS	A		A		A		C		A		C	
Approach Delay	2.6		3.4		3.4		25.8		25.8		20.5	
Approach LOS	A		A		A		C		C		C	
Queue Length 50th (ft)	8		4		4		43		0		18	
Queue Length 95th (ft)	17		10		10		85		15		44	
Internal Link Dist (ft)	372		159		159		236		236		123	
Turn Bay Length (ft)												
Base Capacity (vph)	3349		2979		2979		887		878		1010	
Starvation Cap Reductn	0		0		0		0		0		0	
Spillback Cap Reductn	0		0		0		0		0		0	
Storage Cap Reductn	0		0		0		0		0		0	
Reduced v/c Ratio	0.10		0.05		0.05		0.15		0.03		0.06	

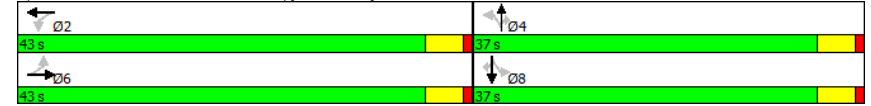
Intersection Summary	
Cycle Length:	80
Actuated Cycle Length:	59.2
Natural Cycle:	45
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.50
Intersection Signal Delay:	9.8
Intersection LOS: A	

HCM 2010 Intersection Capacity Analysis
2: S Good Latimer Expy W & Hickory St

2018 Existing
Timing Plan: PM

Intersection Capacity Utilization 34.4%
Analysis Period (min) 15
ICU Level of Service A

Splits and Phases: 2: S Good Latimer Expy W & Hickory St



HCM 2010 Intersection Capacity Analysis
6: Corinth St & S Cesar Chavez Blvd

2018 Existing
Timing Plan: PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕↕	↔	↔	↕↕	↔	↔	↕↕	↔	↔	↕↕	↔
Traffic Volume (vph)	4	524	121	122	290	0	143	1	216	1	1	2
Future Volume (vph)	4	524	121	122	290	0	143	1	216	1	1	2
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	4	540	125	126	299	0	147	1	223	1	1	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	4	665	0	126	299	0	0	371	0	0	4	0
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		6		5	2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	6	6		5	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		9.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	40.0	40.0		16.0	56.0		24.0	24.0		24.0	24.0	
Total Split (%)	50.0%	50.0%		20.0%	70.0%		30.0%	30.0%		30.0%	30.0%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?	Yes	Yes		Yes								
Recall Mode	Max	Max		None	Max		None	None		None	None	
Act Effct Green (s)	42.2	42.2		51.6	51.6		9.8	9.8		9.8	9.8	
Actuated g/C Ratio	0.60	0.60		0.73	0.73		0.14	0.14		0.14	0.14	
v/c Ratio	0.01	0.22		0.21	0.08		0.65	0.02		0.02	0.02	
Control Delay	8.8	7.0		4.2	3.1		17.1	21.0		21.0	21.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	8.8	7.0		4.2	3.1		17.1	21.0		21.0	21.0	
LOS	A	A		A	A		B	C		C	C	
Approach Delay		7.1			3.5		17.1	21.0			21.0	
Approach LOS		A			A		B	C			C	
Queue Length 50th (ft)	1	39		12	10		31	1		1	1	
Queue Length 95th (ft)	6	75		34	23		70	8		8	8	
Internal Link Dist (ft)		225			638			284			200	
Turn Bay Length (ft)		75			150							
Base Capacity (vph)	627	2997		660	3726		916	429		429	429	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.01	0.22		0.19	0.08		0.41	0.01		0.01	0.01	

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 70.4
Natural Cycle: 55
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.65
Intersection Signal Delay: 8.6
Intersection LOS: A

HCM 2010 Intersection Capacity Analysis
6: Corinth St & S Cesar Chavez Blvd

2018 Existing
Timing Plan: PM

Intersection Capacity Utilization 45.5%
Analysis Period (min) 15

ICU Level of Service A

Splits and Phases: 6: Corinth St & S Cesar Chavez Blvd



HCM 2010 Intersection Capacity Analysis
9: Hickory St & S Cesar Chavez Blvd

2018 Existing
Timing Plan: PM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖ ↗	↖ ↗	↖ ↗	↖ ↗	↖ ↗	↖ ↗	↖ ↗	↖ ↗	↖ ↗	↖ ↗	↖ ↗	↖ ↗
Traffic Volume (vph)	46	582	13	9	363	63	17	31	6	56	53	79
Future Volume (vph)	46	582	13	9	363	63	17	31	6	56	53	79
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	48	606	14	9	378	66	18	32	6	58	55	82
Shared Lane Traffic (%)												
Lane Group Flow (vph)	48	620	0	9	444	0	18	38	0	58	137	0
Turn Type	pm+pt	NA	Perm	NA	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases	1	6		2	2		4	4		8	8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		2	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	10.0	55.0		45.0	45.0		25.0	25.0		25.0	25.0	
Total Split (%)	12.5%	68.8%		56.3%	56.3%		31.3%	31.3%		31.3%	31.3%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag	Lead		Lag	Lag								
Lead-Lag Optimize?	Yes		Yes	Yes								
Recall Mode	None	Max	Max	Max		None	None		None	None		
Act Effct Green (s)	53.9	54.8		48.8	48.8		8.4	8.4		8.4	8.4	
Actuated g/C Ratio	0.78	0.79		0.70	0.70		0.12	0.12		0.12	0.12	
v/c Ratio	0.07	0.15		0.02	0.13		0.13	0.17		0.35	0.49	
Control Delay	3.0	2.6		6.7	4.7		28.4	24.9		33.1	19.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	3.0	2.6		6.7	4.7		28.4	24.9		33.1	19.2	
LOS	A	A		A	A		C	C		C	B	
Approach Delay		2.6			4.7			26.0			23.3	
Approach LOS		A			A			C			C	
Queue Length 50th (ft)	4	19		1	22		7	12		23	21	
Queue Length 95th (ft)	13	37		7	40		24	37		54	68	
Internal Link Dist (ft)		313			219			300			188	
Turn Bay Length (ft)	150			150			75			100		
Base Capacity (vph)	717	4006		532	3516		326	541		403	558	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.07	0.15		0.02	0.13		0.06	0.07		0.14	0.25	

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 69.4
Natural Cycle: 55
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.49
Intersection Signal Delay: 7.2
Intersection LOS: A

HCM 2010 Intersection Capacity Analysis
9: Hickory St & S Cesar Chavez Blvd

2018 Existing
Timing Plan: PM

Intersection Capacity Utilization 41.1%
Analysis Period (min) 15

ICU Level of Service A

Splits and Phases: 9: Hickory St & S Cesar Chavez Blvd



HCM 2010 Intersection Capacity Analysis
1: Dawson St & S Good Latimer Expy W

2018 Existing
Timing Plan: PM

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔↔			↔↔↔				↔			↔	
Traffic Vol, veh/h	5	278	0	1	115	2	0	1	0	3	0	3
Future Vol, veh/h	5	278	0	1	115	2	0	1	0	3	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	320	0	1	132	2	0	1	0	3	0	3

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	134	0	0	320
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	5.34	-	-	5.34
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.12	-	-	3.12
Pot Cap-1 Maneuver	1002	-	-	822
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	1002	-	-	822
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.1	12.4	9.9
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	487	1002	-	-	822	-	-	736
HCM Lane V/C Ratio	0.002	0.006	-	-	0.001	-	-	0.009
HCM Control Delay (s)	12.4	8.6	0	-	9.4	0	-	9.9
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

HCM 2010 Intersection Capacity Analysis
3: Driveway 1 & S Good Latimer Expy W

2018 Existing
Timing Plan: PM

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔↔↔			↔↔↔		↔
Traffic Vol, veh/h	214	0	0	124	0	0
Future Vol, veh/h	214	0	0	124	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	233	0	0	135	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	233
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	5.34
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	3.12
Pot Cap-1 Maneuver	-	-	902
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	902
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	902	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

HCM 2010 Intersection Capacity Analysis
4: S Good Latimer Expy W & Ferris St

2018 Existing
Timing Plan: PM

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↔↔↔↔↔↔				↔	
Traffic Vol, veh/h	1	175	111	1	9	3
Future Vol, veh/h	1	175	111	1	9	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	216	137	1	11	4

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	138	0	0	226	69
Stage 1	-	-	-	138	-
Stage 2	-	-	-	88	-
Critical Hdwy	5.34	-	-	5.74	7.14
Critical Hdwy Stg 1	-	-	-	6.64	-
Critical Hdwy Stg 2	-	-	-	6.04	-
Follow-up Hdwy	3.12	-	-	3.82	3.92
Pot Cap-1 Maneuver	998	-	-	739	831
Stage 1	-	-	-	785	-
Stage 2	-	-	-	852	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	998	-	-	738	831
Mov Cap-2 Maneuver	-	-	-	738	-
Stage 1	-	-	-	784	-
Stage 2	-	-	-	852	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	9.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	998	-	-	-	759
HCM Lane V/C Ratio	0.001	-	-	-	0.02
HCM Control Delay (s)	8.6	0	-	-	9.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

HCM 2010 Intersection Capacity Analysis
5: Driveway 2 & S Good Latimer Expy W

2018 Existing
Timing Plan: PM

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔↔↔		↔↔↔		↔	
Traffic Vol, veh/h	185	0	0	113	0	0
Future Vol, veh/h	185	0	0	113	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	201	0	0	123	0	0

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	201	0	250	101
Stage 1	-	-	-	-	201	-
Stage 2	-	-	-	-	49	-
Critical Hdwy	-	-	5.34	-	5.74	7.14
Critical Hdwy Stg 1	-	-	-	-	6.64	-
Critical Hdwy Stg 2	-	-	-	-	6.04	-
Follow-up Hdwy	-	-	3.12	-	3.82	3.92
Pot Cap-1 Maneuver	-	-	933	-	720	794
Stage 1	-	-	-	-	722	-
Stage 2	-	-	-	-	891	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	933	-	720	794
Mov Cap-2 Maneuver	-	-	-	-	720	-
Stage 1	-	-	-	-	722	-
Stage 2	-	-	-	-	891	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	933	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

HCM 2010 Intersection Capacity Analysis
7: S Cesar Chavez Blvd & Driveway 1

2018 Existing
Timing Plan: PM

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑	↑		↑
Traffic Vol, veh/h	0	644	435	0	0	0
Future Vol, veh/h	0	644	435	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	700	473	0	0	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	- 0 - 237
Stage 1	-	-	- - -
Stage 2	-	-	- - -
Critical Hdwy	-	-	- - 7.14
Critical Hdwy Stg 1	-	-	- - -
Critical Hdwy Stg 2	-	-	- - -
Follow-up Hdwy	-	-	- - 3.92
Pot Cap-1 Maneuver	0	-	- 0 651
Stage 1	0	-	- 0 -
Stage 2	0	-	- 0 -
Platoon blocked, %	-	-	- - -
Mov Cap-1 Maneuver	-	-	- - 651
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	-	0
HCM Lane LOS	-	-	-	A
HCM 95th %tile Q(veh)	-	-	-	-

HCM 2010 Intersection Capacity Analysis
8: S Harwood St & Hickory St

2018 Existing
Timing Plan: PM

Intersection						
Int Delay, s/veh	2.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑	↑
Traffic Vol, veh/h	32	220	82	35	64	13
Future Vol, veh/h	32	220	82	35	64	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	34	237	88	38	69	14

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	126	0	- 0 294 63
Stage 1	-	-	- - 107 -
Stage 2	-	-	- - 187 -
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	1458	-	- - 673 988
Stage 1	-	-	- - 906 -
Stage 2	-	-	- - 826 -
Platoon blocked, %	-	-	- - -
Mov Cap-1 Maneuver	1458	-	- - 655 988
Mov Cap-2 Maneuver	-	-	- - 655 -
Stage 1	-	-	- - 882 -
Stage 2	-	-	- - 826 -

Approach	EB	WB	SB
HCM Control Delay, s	1	0	10.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1458	-	-	-	695
HCM Lane V/C Ratio	0.024	-	-	-	0.119
HCM Control Delay (s)	7.5	0.1	-	-	10.9
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.4

HCM 2010 Intersection Capacity Analysis
10: Bluebell St

2018 Existing
Timing Plan: PM

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↕			↕
Traffic Vol, veh/h	0	0	322	0	0	10
Future Vol, veh/h	0	0	322	0	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	-	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	332	0	0	10

Major/Minor	Major2	Minor2
Conflicting Flow All	-	0 - 332
Stage 1	-	-
Stage 2	-	-
Critical Hdwy	-	- 6.22
Critical Hdwy Stg 1	-	-
Critical Hdwy Stg 2	-	-
Follow-up Hdwy	-	- 3.318
Pot Cap-1 Maneuver	-	0 710
Stage 1	-	0 -
Stage 2	-	0 -
Platoon blocked, %	-	-
Mov Cap-1 Maneuver	-	- 710
Mov Cap-2 Maneuver	-	-
Stage 1	-	-
Stage 2	-	-

Approach	WB	SB
HCM Control Delay, s	0	10.1
HCM LOS		B

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	710
HCM Lane V/C Ratio	-	-	0.015
HCM Control Delay (s)	-	-	10.1
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0

HCM 2010 Intersection Capacity Analysis
11: Bluebell St & Hickory St

2018 Existing
Timing Plan: PM

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↕			↕	↕	↕
Traffic Vol, veh/h	0	0	0	139	191	0
Future Vol, veh/h	0	0	0	139	191	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	151	208	0

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	359 208 208	0 - 0	- -
Stage 1	208 - -	- -	- -
Stage 2	151 - -	- -	- -
Critical Hdwy	6.42 6.22 4.12	- -	- -
Critical Hdwy Stg 1	5.42 - -	- -	- -
Critical Hdwy Stg 2	5.42 - -	- -	- -
Follow-up Hdwy	3.518 3.318 2.218	- -	- -
Pot Cap-1 Maneuver	640 832 1363	- -	- -
Stage 1	827 - -	- -	- -
Stage 2	877 - -	- -	- -
Platoon blocked, %	- -	- -	- -
Mov Cap-1 Maneuver	640 832 1363	- -	- -
Mov Cap-2 Maneuver	640 - -	- -	- -
Stage 1	827 - -	- -	- -
Stage 2	877 - -	- -	- -

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1363	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

HCM 2010 Intersection Capacity Analysis
12: Hickory St & Lincoln St

2018 Existing
Timing Plan: PM

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	0	0	0	139	191	0
Future Vol, veh/h	0	0	0	139	191	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	151	208	0

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	359	208	208	0	0
Stage 1	208	-	-	-	-
Stage 2	151	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	640	832	1363	-	-
Stage 1	827	-	-	-	-
Stage 2	877	-	-	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	640	832	1363	-	-
Mov Cap-2 Maneuver	640	-	-	-	-
Stage 1	827	-	-	-	-
Stage 2	877	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1363	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

HCM 2010 Intersection Capacity Analysis
13: Driveway 3 & Lincoln St

2018 Existing
Timing Plan: PM

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	1	0	2
Stage 1	-	-	-	-	1
Stage 2	-	-	-	-	1
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1622	-	1021
Stage 1	-	-	-	-	1022
Stage 2	-	-	-	-	1022
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1622	-	1021
Mov Cap-2 Maneuver	-	-	-	-	1021
Stage 1	-	-	-	-	1022
Stage 2	-	-	-	-	1022

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1622	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

HCM 2010 Intersection Capacity Analysis
 14: Lincoln St & Dawson St

2018 Existing
 Timing Plan: PM

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	↕
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1	0	0	1	1
Stage 1	-	-	-	1	-
Stage 2	-	-	-	0	-
Critical Hdwy	4.12	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	3.518	3.318
Pot Cap-1 Maneuver	1622	-	-	1022	1084
Stage 1	-	-	-	1022	-
Stage 2	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1622	-	-	1022	1084
Mov Cap-2 Maneuver	-	-	-	1022	-
Stage 1	-	-	-	1022	-
Stage 2	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1622	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

HCM 2010 Intersection Capacity Analysis
2: S Good Latimer Expy W & Hickory St

2020 Background
Timing Plan: AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑			↑↑↑			↑	↑		↑	↑
Traffic Volume (vph)	7	67	67	67	509	35	92	84	58	13	64	10
Future Volume (vph)	7	67	67	67	509	35	92	84	58	13	64	10
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Adj. Flow (vph)	9	87	87	87	661	45	119	109	75	17	83	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	183	0	0	793	0	0	228	75	0	100	13
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4		4	8		8
Detector Phase	6	6		2	2		4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	42.0	42.0		42.0	42.0		38.0	38.0	38.0	38.0	38.0	38.0
Total Split (%)	52.5%	52.5%		52.5%	52.5%		47.5%	47.5%	47.5%	47.5%	47.5%	47.5%
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0			0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)		4.5			4.5			4.5	4.5		4.5	4.5
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Max	Max		Max	Max		None	None	None	None	None	None
Act Effct Green (s)		39.2			39.2		14.8	14.8		14.8	14.8	14.8
Actuated g/C Ratio		0.62			0.62		0.23	0.23		0.23	0.23	0.23
v/c Ratio		0.07			0.29		0.66	0.17		0.25	0.03	0.03
Control Delay		3.4			6.3		31.1	6.0		19.8	6.5	6.5
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Delay		3.4			6.3		31.1	6.0		19.8	6.5	6.5
LOS		A			A		C	A		B	A	A
Approach Delay		3.4			6.3		24.9			18.3		
Approach LOS		A			A		C			B		
Queue Length 50th (ft)		4			41		76	0		30	0	0
Queue Length 95th (ft)		11			67		113	18		53	7	7
Internal Link Dist (ft)		372			162		236			123		
Turn Bay Length (ft)												
Base Capacity (vph)		2708			2769		777	878		921	852	852
Starvation Cap Reductn		0			0		0	0		0	0	0
Spillback Cap Reductn		0			0		0	0		0	0	0
Storage Cap Reductn		0			0		0	0		0	0	0
Reduced v/c Ratio		0.07			0.29		0.29	0.09		0.11	0.02	0.02

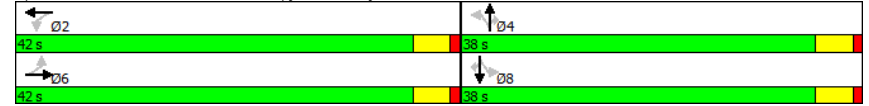
Intersection Summary	
Cycle Length:	80
Actuated Cycle Length:	63.1
Natural Cycle:	45
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.66
Intersection Signal Delay:	11.0
Intersection LOS: B	

HCM 2010 Intersection Capacity Analysis
2: S Good Latimer Expy W & Hickory St

2020 Background
Timing Plan: AM

Intersection Capacity Utilization 43.6%
Analysis Period (min) 15
ICU Level of Service A

Splits and Phases: 2: S Good Latimer Expy W & Hickory St



HCM 2010 Intersection Capacity Analysis
6: Corinth St & S Cesar Chavez Blvd

2020 Background
Timing Plan: AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕↕	↔	↔	↕↕	↔	↔	↕↕	↔	↔	↕↕	↔
Traffic Volume (vph)	2	145	79	314	1446	1	249	0	59	0	0	1
Future Volume (vph)	2	145	79	314	1446	1	249	0	59	0	0	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	2	151	82	327	1506	1	259	0	61	0	0	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	2	233	0	327	1507	0	0	320	0	0	1	0
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	NA	NA	NA	NA	NA	NA
Protected Phases		6		5	2			4			8	
Permitted Phases	6			2				4			8	
Detector Phase	6	6		5	2			4	4		8	8
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0			5.0	5.0		5.0	5.0
Minimum Split (s)	22.5	22.5		9.5	22.5			22.5	22.5		22.5	22.5
Total Split (s)	36.0	36.0		16.0	52.0			28.0	28.0		28.0	28.0
Total Split (%)	45.0%	45.0%		20.0%	65.0%			35.0%	35.0%		35.0%	35.0%
Yellow Time (s)	3.5	3.5		3.5	3.5			3.5	3.5		3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0			1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)	4.5	4.5		4.5	4.5			4.5	4.5		4.5	4.5
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?	Yes	Yes		Yes								
Recall Mode	Max	Max		None	Max		None	None	None		None	None
Act Effct Green (s)	33.3	33.3		47.6	47.6			11.8			11.8	
Actuated g/C Ratio	0.49	0.49		0.70	0.70			0.17			0.17	
v/c Ratio	0.01	0.10		0.41	0.43			0.61			0.00	
Control Delay	12.0	7.2		6.1	5.3			24.3			0.0	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	12.0	7.2		6.1	5.3			24.3			0.0	
LOS	B	A		A	A			C			A	
Approach Delay		7.2			5.5			24.3				
Approach LOS		A			A			C				
Queue Length 50th (ft)	0	11		41	79			48			0	
Queue Length 95th (ft)	4	27		94	138			85			0	
Internal Link Dist (ft)		225			638			284			200	
Turn Bay Length (ft)		75			150							
Base Capacity (vph)	146	2389		817	3538			964			608	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.01	0.10		0.40	0.43			0.33			0.00	

Intersection Summary

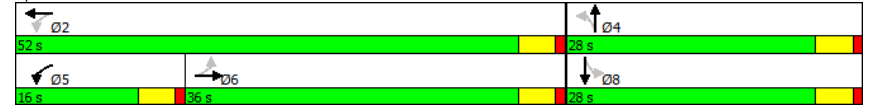
Cycle Length: 80
Actuated Cycle Length: 68.4
Natural Cycle: 60
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.61
Intersection Signal Delay: 8.2
Intersection LOS: A

HCM 2010 Intersection Capacity Analysis
6: Corinth St & S Cesar Chavez Blvd

2020 Background
Timing Plan: AM

Intersection Capacity Utilization 63.8%
Analysis Period (min) 15
ICU Level of Service B

Splits and Phases: 6: Corinth St & S Cesar Chavez Blvd



HCM 2010 Intersection Capacity Analysis
9: Hickory St & S Cesar Chavez Blvd

2020 Background
Timing Plan: AM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔↔	↔	↔	↔↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	64	154	3	25	1569	93	16	87	5	72	57	66
Future Volume (vph)	64	154	3	25	1569	93	16	87	5	72	57	66
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	69	166	3	27	1687	100	17	94	5	77	61	71
Shared Lane Traffic (%)												
Lane Group Flow (vph)	69	169	0	27	1787	0	17	99	0	77	132	0
Turn Type	pm+pt	NA	Perm	NA	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases	1	6		2			4		4		8	
Permitted Phases	6			2			4				8	
Detector Phase	1	6		2	2		4	4			8	8
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	10.0	54.0		44.0	44.0		26.0	26.0		26.0	26.0	
Total Split (%)	12.5%	67.5%		55.0%	55.0%		32.5%	32.5%		32.5%	32.5%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Recall Mode	None	Max		Max	Max		None	None		None	None	
Act Effct Green (s)	52.5	53.4		47.5	47.5		9.4	9.4		9.4	9.4	
Actuated g/C Ratio	0.76	0.78		0.69	0.69		0.14	0.14		0.14	0.14	
v/c Ratio	0.28	0.04		0.03	0.51		0.11	0.39		0.44	0.45	
Control Delay	5.9	2.8		7.0	8.3		26.4	30.1		34.7	18.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	5.9	2.8		7.0	8.3		26.4	30.1		34.7	18.8	
LOS	A	A		A	A		C	C		C	B	
Approach Delay		3.7			8.3			29.6			24.6	
Approach LOS		A			A			C			C	
Queue Length 50th (ft)	6	5		4	155		6	37		30	23	
Queue Length 95th (ft)	19	12		15	231		23	78		67	68	
Internal Link Dist (ft)		272			196			300			188	
Turn Bay Length (ft)	150			150			75			100		
Base Capacity (vph)	250	3931		821	3482		366	579		403	583	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.28	0.04		0.03	0.51		0.05	0.17		0.19	0.23	

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 68.9
Natural Cycle: 60
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.51
Intersection Signal Delay: 10.3
Intersection LOS: B

HCM 2010 Intersection Capacity Analysis
9: Hickory St & S Cesar Chavez Blvd

2020 Background
Timing Plan: AM

Intersection Capacity Utilization 61.1%
Analysis Period (min) 15

ICU Level of Service B

Splits and Phases: 9: Hickory St & S Cesar Chavez Blvd



HCM 2010 Intersection Capacity Analysis
1: Dawson St & S Good Latimer Expy W

2020 Background
Timing Plan: AM

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕↕↕			↕↕↕				↕			↕	
Traffic Vol, veh/h	4	132	3	0	592	7	0	0	0	13	0	6
Future Vol, veh/h	4	132	3	0	592	7	0	0	0	13	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	75	75	75	75	75	75	75	75	75
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	176	4	0	789	9	0	0	0	17	0	8

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	798	0	0	180
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	5.34	-	-	5.34
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.12	-	-	3.12
Pot Cap-1 Maneuver	489	-	-	954
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	489	-	-	954
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0	0	16.2
HCM LOS			A	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	489	-	-	954	-	-	346
HCM Lane V/C Ratio	-	0.011	-	-	-	-	-	0.073
HCM Control Delay (s)	0	12.4	0	0	0	-	-	16.2
HCM Lane LOS	A	B	A	-	A	-	-	C
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0.2

HCM 2010 Intersection Capacity Analysis
3: Driveway 1 & S Good Latimer Expy W

2020 Background
Timing Plan: AM

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↕↕↕			↕↕↕		↕
Traffic Vol, veh/h	138	0	0	611	0	0
Future Vol, veh/h	138	0	0	611	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	150	0	0	664	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	150
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	5.34
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	3.12
Pot Cap-1 Maneuver	-	-	985
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	985
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	985	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

HCM 2010 Intersection Capacity Analysis
 4: S Good Latimer Expy W/S Good Latimer Expy & Ferris St

2020 Background
 Timing Plan: AM

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations	←↑↑↑↑↑				↑	
Traffic Vol, veh/h	8	130	608	10	0	0
Future Vol, veh/h	8	130	608	10	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	76	76	76	76	76	76
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	171	800	13	0	0

Major/Minor	Major1	Major2	Minor2	
Conflicting Flow All	813	0	0	897
Stage 1	-	-	-	807
Stage 2	-	-	-	90
Critical Hdwy	5.34	-	-	5.74
Critical Hdwy Stg 1	-	-	-	6.64
Critical Hdwy Stg 2	-	-	-	6.04
Follow-up Hdwy	3.12	-	-	3.82
Pot Cap-1 Maneuver	481	-	-	350
Stage 1	-	-	-	317
Stage 2	-	-	-	850
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	481	-	-	341
Mov Cap-2 Maneuver	-	-	-	341
Stage 1	-	-	-	309
Stage 2	-	-	-	850

Approach	EB	WB	SW
HCM Control Delay, s	0.8	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SWLn1
Capacity (veh/h)	481	-	-	-	-
HCM Lane V/C Ratio	0.022	-	-	-	-
HCM Control Delay (s)	12.7	0.1	-	-	0
HCM Lane LOS	B	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	-

HCM 2010 Intersection Capacity Analysis
 5: Driveway 2 & S Good Latimer Expy

2020 Background
 Timing Plan: AM

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑			←↑↑↑		↑
Traffic Vol, veh/h	137	0	0	621	0	0
Future Vol, veh/h	137	0	0	621	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	149	0	0	675	0	0

Major/Minor	Major1	Major2	Minor1	
Conflicting Flow All	0	0	149	419
Stage 1	-	-	-	149
Stage 2	-	-	-	270
Critical Hdwy	-	-	5.34	5.74
Critical Hdwy Stg 1	-	-	-	6.64
Critical Hdwy Stg 2	-	-	-	6.04
Follow-up Hdwy	-	-	3.12	3.82
Pot Cap-1 Maneuver	-	-	986	599
Stage 1	-	-	-	774
Stage 2	-	-	-	689
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	-	986	599
Mov Cap-2 Maneuver	-	-	-	599
Stage 1	-	-	-	774
Stage 2	-	-	-	689

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	986	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

HCM 2010 Intersection Capacity Analysis
7: S Cesar Chavez Blvd & Driveway 1

2020 Background
Timing Plan: AM

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↑↑↑	↑↑↑	↑↑↑	↑	↑	↑
Traffic Vol, veh/h	0	231	1688	0	0	0
Future Vol, veh/h	0	231	1688	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	251	1835	0	0	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	- 0 - 918
Stage 1	-	-	- - -
Stage 2	-	-	- - -
Critical Hdwy	-	-	- - 7.14
Critical Hdwy Stg 1	-	-	- - -
Critical Hdwy Stg 2	-	-	- - -
Follow-up Hdwy	-	-	- - 3.92
Pot Cap-1 Maneuver	0	-	- 0 235
Stage 1	0	-	- 0 -
Stage 2	0	-	- 0 -
Platoon blocked, %	-	-	- - -
Mov Cap-1 Maneuver	-	-	- - 235
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	-	0
HCM Lane LOS	-	-	-	A
HCM 95th %tile Q(veh)	-	-	-	-

HCM 2010 Intersection Capacity Analysis
8: S Harwood St & Hickory St

2020 Background
Timing Plan: AM

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations	↑↑	↑↑	↑↑	↑	↑	↑
Traffic Vol, veh/h	55	79	278	55	0	0
Future Vol, veh/h	55	79	278	55	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	63	90	316	63	0	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	379	0	- 0 519 190
Stage 1	-	-	- - 348 -
Stage 2	-	-	- - 171 -
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	1176	-	- - 486 820
Stage 1	-	-	- - 686 -
Stage 2	-	-	- - 842 -
Platoon blocked, %	-	-	- - -
Mov Cap-1 Maneuver	1176	-	- - 459 820
Mov Cap-2 Maneuver	-	-	- - 459 -
Stage 1	-	-	- - 648 -
Stage 2	-	-	- - 842 -

Approach	EB	WB	SW
HCM Control Delay, s	3.4	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SWLn1
Capacity (veh/h)	1176	-	-	-	-
HCM Lane V/C Ratio	0.053	-	-	-	-
HCM Control Delay (s)	8.2	0.1	-	-	0
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.2	-	-	-	-

HCM 2010 Intersection Capacity Analysis
10: Chavez/ I 30 FR & Bluebell St

2020 Background
Timing Plan: AM

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↔			↔
Traffic Vol, veh/h	0	0	642	1	0	7
Future Vol, veh/h	0	0	642	1	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	-	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	721	1	0	8

Major/Minor	Major2	Minor2
Conflicting Flow All	-	0 - 722
Stage 1	-	- - -
Stage 2	-	- - -
Critical Hdwy	-	- - 6.22
Critical Hdwy Stg 1	-	- - -
Critical Hdwy Stg 2	-	- - -
Follow-up Hdwy	-	- - 3.318
Pot Cap-1 Maneuver	-	- 0 427
Stage 1	-	- 0 -
Stage 2	-	- 0 -
Platoon blocked, %	-	- - -
Mov Cap-1 Maneuver	-	- - 427
Mov Cap-2 Maneuver	-	- - -
Stage 1	-	- - -
Stage 2	-	- - -

Approach	WB	SB
HCM Control Delay, s	0	13.6
HCM LOS		B

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	427
HCM Lane V/C Ratio	-	-	0.018
HCM Control Delay (s)	-	-	13.6
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.1

HCM 2010 Intersection Capacity Analysis
11: Bluebell St & Hickory St

2020 Background
Timing Plan: AM

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔
Traffic Vol, veh/h	0	0	0	234	197	0
Future Vol, veh/h	0	0	0	234	197	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	254	214	0

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	468 214 214	0 - 0	- - -
Stage 1	214 - - -	- - -	- - -
Stage 2	254 - - -	- - -	- - -
Critical Hdwy	6.42 6.22 4.12	- - -	- - -
Critical Hdwy Stg 1	5.42 - - -	- - -	- - -
Critical Hdwy Stg 2	5.42 - - -	- - -	- - -
Follow-up Hdwy	3.518 3.318 2.218	- - -	- - -
Pot Cap-1 Maneuver	553 826 1356	- - -	- - -
Stage 1	822 - - -	- - -	- - -
Stage 2	788 - - -	- - -	- - -
Platoon blocked, %	- - -	- - -	- - -
Mov Cap-1 Maneuver	553 826 1356	- - -	- - -
Mov Cap-2 Maneuver	553 - - -	- - -	- - -
Stage 1	822 - - -	- - -	- - -
Stage 2	788 - - -	- - -	- - -

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1356	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

HCM 2010 Intersection Capacity Analysis
12: Hickory St & Lincoln St

2020 Background
Timing Plan: AM

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	0	0	0	234	197	0
Future Vol, veh/h	0	0	0	234	197	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	254	214	0

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	468	214	214	0	0
Stage 1	214	-	-	-	-
Stage 2	254	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	553	826	1356	-	-
Stage 1	822	-	-	-	-
Stage 2	788	-	-	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	553	826	1356	-	-
Mov Cap-2 Maneuver	553	-	-	-	-
Stage 1	822	-	-	-	-
Stage 2	788	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1356	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

HCM 2010 Intersection Capacity Analysis
13: Driveway 3 & Lincoln St

2020 Background
Timing Plan: AM

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	1	0	2
Stage 1	-	-	-	-	1
Stage 2	-	-	-	-	1
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1622	-	1021
Stage 1	-	-	-	-	1022
Stage 2	-	-	-	-	1022
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1622	-	1021
Mov Cap-2 Maneuver	-	-	-	-	1021
Stage 1	-	-	-	-	1022
Stage 2	-	-	-	-	1022

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1622	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

HCM 2010 Intersection Capacity Analysis

2020 Background

2: S Good Latimer Expy W & Hickory St

Timing Plan: PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↕↔			↕↕↔			↕	↕		↕	↕
Traffic Volume (vph)	10	205	94	52	70	10	41	86	20	2	56	4
Future Volume (vph)	10	205	94	52	70	10	41	86	20	2	56	4
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	11	233	107	59	80	11	47	98	23	2	64	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	351	0	0	150	0	0	145	23	0	66	5
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		6			2			4		4	8	
Permitted Phases	6			2			4		4	8		8
Detector Phase	6	6		2	2		4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	43.0	43.0		43.0	43.0		37.0	37.0	37.0	37.0	37.0	37.0
Total Split (%)	53.8%	53.8%		53.8%	53.8%		46.3%	46.3%	46.3%	46.3%	46.3%	46.3%
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0			0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)		4.5			4.5			4.5	4.5		4.5	4.5
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Max	Max		Max	Max		None	None	None	None	None	None
Act Effct Green (s)		43.1			43.1		10.3	10.3		10.0	10.0	
Actuated g/C Ratio		0.73			0.73		0.17	0.17		0.17	0.17	
v/c Ratio		0.11			0.05		0.52	0.08		0.21	0.02	
Control Delay		2.7			3.5		28.6	9.7		21.7	3.0	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		2.7			3.5		28.6	9.7		21.7	3.0	
LOS		A			A		C	A		C	A	
Approach Delay		2.7			3.5		26.0			20.4		
Approach LOS		A			A		C			C		
Queue Length 50th (ft)		8			4		46	0		20	0	
Queue Length 95th (ft)		19			12		89	15		46	3	
Internal Link Dist (ft)		372			159		236			123		
Turn Bay Length (ft)												
Base Capacity (vph)		3329			2938		885	879		1011	878	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.11			0.05		0.16	0.03		0.07	0.01	

Intersection Summary	
Cycle Length:	80
Actuated Cycle Length:	59.2
Natural Cycle:	45
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.52
Intersection Signal Delay:	9.8
Intersection LOS:	A

HCM 2010 Intersection Capacity Analysis

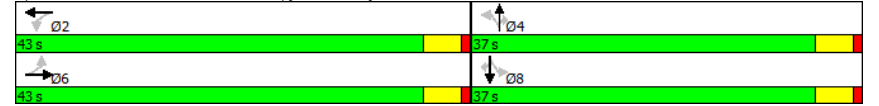
2020 Background

2: S Good Latimer Expy W & Hickory St

Timing Plan: PM

Intersection Capacity Utilization 35.1%
ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 2: S Good Latimer Expy W & Hickory St



HCM 2010 Intersection Capacity Analysis
6: Corinth St & S Cesar Chavez Blvd

2020 Background
Timing Plan: PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔↔	↔	↔	↔↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	4	556	128	129	308	0	152	1	229	1	1	2
Future Volume (vph)	4	556	128	129	308	0	152	1	229	1	1	2
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	4	573	132	133	318	0	157	1	236	1	1	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	4	705	0	133	318	0	0	394	0	0	4	0
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	Perm	NA	Perm	NA	NA	NA
Protected Phases		6		5	2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	6	6		5	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		9.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	40.0	40.0		16.0	56.0		24.0	24.0		24.0	24.0	
Total Split (%)	50.0%	50.0%		20.0%	70.0%		30.0%	30.0%		30.0%	30.0%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?	Yes	Yes		Yes								
Recall Mode	Max	Max		None	Max		None	None		None	None	
Act Effct Green (s)	42.1	42.1		51.6	51.6		10.1	10.1		10.1	10.1	
Actuated g/C Ratio	0.60	0.60		0.73	0.73		0.14	0.14		0.14	0.14	
v/c Ratio	0.01	0.24		0.23	0.09		0.67	0.67		0.02	0.02	
Control Delay	9.0	7.4		4.5	3.2		17.3	17.3		20.8	20.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	9.0	7.4		4.5	3.2		17.3	17.3		20.8	20.8	
LOS	A	A		A	A		B	B		C	C	
Approach Delay		7.4			3.6		17.3	17.3		20.8	20.8	
Approach LOS		A			A		B	B		C	C	
Queue Length 50th (ft)	1	43		13	10		33	33		1	1	
Queue Length 95th (ft)	6	82		36	25		73	73		8	8	
Internal Link Dist (ft)		225			638			284			200	
Turn Bay Length (ft)	75			150								
Base Capacity (vph)	610	2978		638	3711		922	922		427	427	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.01	0.24		0.21	0.09		0.43	0.43		0.01	0.01	

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 70.7
Natural Cycle: 55
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.67
Intersection Signal Delay: 8.8
Intersection LOS: A

HCM 2010 Intersection Capacity Analysis
6: Corinth St & S Cesar Chavez Blvd

2020 Background
Timing Plan: PM

Intersection Capacity Utilization 47.3%
Analysis Period (min) 15

ICU Level of Service A

Splits and Phases: 6: Corinth St & S Cesar Chavez Blvd



HCM 2010 Intersection Capacity Analysis
9: Hickory St & S Cesar Chavez Blvd

2020 Background
Timing Plan: PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔↔	↔	↔	↔↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	49	617	14	10	385	67	18	33	6	59	56	84
Future Volume (vph)	49	617	14	10	385	67	18	33	6	59	56	84
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	51	643	15	10	401	70	19	34	6	61	58	88
Shared Lane Traffic (%)												
Lane Group Flow (vph)	51	658	0	10	471	0	19	40	0	61	146	0
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	1	6			2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		2	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	10.0	55.0		45.0	45.0		25.0	25.0		25.0	25.0	
Total Split (%)	12.5%	68.8%		56.3%	56.3%		31.3%	31.3%		31.3%	31.3%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Recall Mode	None	Max		Max	Max		None	None		None	None	
Act Effct Green (s)	53.6	53.6		47.4	47.4		8.7	8.7		8.7	8.7	
Actuated g/C Ratio	0.75	0.75		0.66	0.66		0.12	0.12		0.12	0.12	
v/c Ratio	0.08	0.17		0.02	0.14		0.15	0.18		0.37	0.51	
Control Delay	3.1	2.8		6.8	4.9		28.6	25.0		33.5	19.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	3.1	2.8		6.8	4.9		28.6	25.0		33.5	19.2	
LOS	A	A		A	A		C	C		C	B	
Approach Delay		2.9			5.0			26.2			23.4	
Approach LOS		A			A			C			C	
Queue Length 50th (ft)	4	21		2	24		7	13		24	22	
Queue Length 95th (ft)	14	40		8	43		25	38		57	70	
Internal Link Dist (ft)		313			219			300			188	
Turn Bay Length (ft)	150			150			75			100		
Base Capacity (vph)	677	3810		482	3328		308	529		393	551	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.08	0.17		0.02	0.14		0.06	0.08		0.16	0.26	

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 71.3
Natural Cycle: 55
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.51
Intersection Signal Delay: 7.4
Intersection LOS: A

HCM 2010 Intersection Capacity Analysis
9: Hickory St & S Cesar Chavez Blvd

2020 Background
Timing Plan: PM

Intersection Capacity Utilization 42.6%
Analysis Period (min) 15

ICU Level of Service A

Splits and Phases: 9: Hickory St & S Cesar Chavez Blvd



HCM 2010 Intersection Capacity Analysis
1: Dawson St & S Good Latimer Expy W

2020 Background
Timing Plan: PM

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔↔			↔↔↔				↔			↔	
Traffic Vol, veh/h	5	295	0	1	122	2	0	1	0	3	0	3
Future Vol, veh/h	5	295	0	1	122	2	0	1	0	3	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	339	0	1	140	2	0	1	0	3	0	3

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	142	0	0	339
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	5.34	-	-	5.34
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.12	-	-	3.12
Pot Cap-1 Maneuver	993	-	-	805
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	993	-	-	805
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.1	12.7	10
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	470	993	-	-	805	-	-	726
HCM Lane V/C Ratio	0.002	0.006	-	-	0.001	-	-	0.009
HCM Control Delay (s)	12.7	8.6	0	-	9.5	0	-	10
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

HCM 2010 Intersection Capacity Analysis
3: Driveway 1 & S Good Latimer Expy W

2020 Background
Timing Plan: PM

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔↔↔			↔↔↔		↔
Traffic Vol, veh/h	227	0	0	132	0	0
Future Vol, veh/h	227	0	0	132	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	247	0	0	143	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	247
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	5.34
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	3.12
Pot Cap-1 Maneuver	-	-	889
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	889
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	889	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

HCM 2010 Intersection Capacity Analysis
4: S Good Latimer Expy W & Ferris St

2020 Background
Timing Plan: PM

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↔↔↔↔↔↔				↔↔	
Traffic Vol, veh/h	1	186	118	1	10	3
Future Vol, veh/h	1	186	118	1	10	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	230	146	1	12	4

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	147	0	0	241	74
Stage 1	-	-	-	147	-
Stage 2	-	-	-	94	-
Critical Hdwy	5.34	-	-	5.74	7.14
Critical Hdwy Stg 1	-	-	-	6.64	-
Critical Hdwy Stg 2	-	-	-	6.04	-
Follow-up Hdwy	3.12	-	-	3.82	3.92
Pot Cap-1 Maneuver	988	-	-	727	825
Stage 1	-	-	-	776	-
Stage 2	-	-	-	846	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	988	-	-	726	825
Mov Cap-2 Maneuver	-	-	-	726	-
Stage 1	-	-	-	775	-
Stage 2	-	-	-	846	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	988	-	-	-	747
HCM Lane V/C Ratio	0.001	-	-	-	0.021
HCM Control Delay (s)	8.6	0	-	-	9.9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

HCM 2010 Intersection Capacity Analysis
5: Driveway 2 & S Good Latimer Expy W

2020 Background
Timing Plan: PM

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔↔↔			↔↔↔		↔↔
Traffic Vol, veh/h	196	0	0	120	0	0
Future Vol, veh/h	196	0	0	120	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	213	0	0	130	0	0

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	213	0	265
Stage 1	-	-	-	213	-
Stage 2	-	-	-	52	-
Critical Hdwy	-	-	5.34	-	5.74
Critical Hdwy Stg 1	-	-	-	-	6.64
Critical Hdwy Stg 2	-	-	-	-	6.04
Follow-up Hdwy	-	-	3.12	-	3.82
Pot Cap-1 Maneuver	-	-	921	-	709
Stage 1	-	-	-	-	711
Stage 2	-	-	-	-	888
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	921	-	709
Mov Cap-2 Maneuver	-	-	-	-	709
Stage 1	-	-	-	-	711
Stage 2	-	-	-	-	888

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	921	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

HCM 2010 Intersection Capacity Analysis
7: S Cesar Chavez Blvd & Driveway 1

2020 Background
Timing Plan: PM

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↑↑↑	↑↑↑	↑↑↑	↑	↑	↑
Traffic Vol, veh/h	0	683	461	0	0	0
Future Vol, veh/h	0	683	461	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	742	501	0	0	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	- 0 - 251
Stage 1	-	-	- - -
Stage 2	-	-	- - -
Critical Hdwy	-	-	- - 7.14
Critical Hdwy Stg 1	-	-	- - -
Critical Hdwy Stg 2	-	-	- - -
Follow-up Hdwy	-	-	- - 3.92
Pot Cap-1 Maneuver	0	-	- 0 638
Stage 1	0	-	- 0 -
Stage 2	0	-	- 0 -
Platoon blocked, %	-	-	- - -
Mov Cap-1 Maneuver	-	-	- - 638
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	-	0
HCM Lane LOS	-	-	-	A
HCM 95th %tile Q(veh)	-	-	-	-

HCM 2010 Intersection Capacity Analysis
8: S Harwood St & Hickory St

2020 Background
Timing Plan: PM

Intersection						
Int Delay, s/veh	2.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↑↑	↑↑	↑↑	↑	↑	↑
Traffic Vol, veh/h	34	233	87	37	68	14
Future Vol, veh/h	34	233	87	37	68	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	37	251	94	40	73	15

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	134	0	- 0 314 67
Stage 1	-	-	- - 114 -
Stage 2	-	-	- - 200 -
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	1448	-	- - 654 983
Stage 1	-	-	- - 898 -
Stage 2	-	-	- - 814 -
Platoon blocked, %	-	-	- - -
Mov Cap-1 Maneuver	1448	-	- - 634 983
Mov Cap-2 Maneuver	-	-	- - 634 -
Stage 1	-	-	- - 871 -
Stage 2	-	-	- - 814 -

Approach	EB	WB	SB
HCM Control Delay, s	1	0	11.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1448	-	-	-	675
HCM Lane V/C Ratio	0.025	-	-	-	0.131
HCM Control Delay (s)	7.6	0.1	-	-	11.1
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.4

HCM 2010 Intersection Capacity Analysis
10: Bluebell St

2020 Background
Timing Plan: PM

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↔			↔
Traffic Vol, veh/h	0	0	342	0	0	11
Future Vol, veh/h	0	0	342	0	0	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	-	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	353	0	0	11

Major/Minor	Major2	Minor2
Conflicting Flow All	-	0 - 353
Stage 1	-	- - -
Stage 2	-	- - -
Critical Hdwy	-	- - 6.22
Critical Hdwy Stg 1	-	- - -
Critical Hdwy Stg 2	-	- - -
Follow-up Hdwy	-	- - 3.318
Pot Cap-1 Maneuver	-	- 0 691
Stage 1	-	- 0 -
Stage 2	-	- 0 -
Platoon blocked, %	-	- - -
Mov Cap-1 Maneuver	-	- - 691
Mov Cap-2 Maneuver	-	- - -
Stage 1	-	- - -
Stage 2	-	- - -

Approach	WB	SB
HCM Control Delay, s	0	10.3
HCM LOS		B

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	691
HCM Lane V/C Ratio	-	-	0.016
HCM Control Delay (s)	-	-	10.3
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.1

HCM 2010 Intersection Capacity Analysis
11: Bluebell St & Hickory St

2020 Background
Timing Plan: PM

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	0	0	0	147	203	0
Future Vol, veh/h	0	0	0	147	203	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	160	221	0

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	381 221 221	0 - 0	- - -
Stage 1	221 - - -	- - -	- - -
Stage 2	160 - - -	- - -	- - -
Critical Hdwy	6.42 6.22 4.12	- - -	- - -
Critical Hdwy Stg 1	5.42 - - -	- - -	- - -
Critical Hdwy Stg 2	5.42 - - -	- - -	- - -
Follow-up Hdwy	3.518 3.318 2.218	- - -	- - -
Pot Cap-1 Maneuver	621 819 1348	- - -	- - -
Stage 1	816 - - -	- - -	- - -
Stage 2	869 - - -	- - -	- - -
Platoon blocked, %	- - -	- - -	- - -
Mov Cap-1 Maneuver	621 819 1348	- - -	- - -
Mov Cap-2 Maneuver	621 - - -	- - -	- - -
Stage 1	816 - - -	- - -	- - -
Stage 2	869 - - -	- - -	- - -

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1348	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

HCM 2010 Intersection Capacity Analysis
12: Hickory St & Lincoln St

2020 Background
Timing Plan: PM

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	0	0	0	147	203	0
Future Vol, veh/h	0	0	0	147	203	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	160	221	0

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	381	221	221	0	0
Stage 1	221	-	-	-	-
Stage 2	160	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	621	819	1348	-	-
Stage 1	816	-	-	-	-
Stage 2	869	-	-	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	621	819	1348	-	-
Mov Cap-2 Maneuver	621	-	-	-	-
Stage 1	816	-	-	-	-
Stage 2	869	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1348	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

HCM 2010 Intersection Capacity Analysis
13: Driveway 3 & Lincoln St

2020 Background
Timing Plan: PM

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	1	0	2
Stage 1	-	-	-	-	1
Stage 2	-	-	-	-	1
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1622	-	1021
Stage 1	-	-	-	-	1022
Stage 2	-	-	-	-	1022
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1622	-	1021
Mov Cap-2 Maneuver	-	-	-	-	1021
Stage 1	-	-	-	-	1022
Stage 2	-	-	-	-	1022

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1622	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

HCM 2010 Intersection Capacity Analysis
 14: Lincoln St & Dawson St

2020 Background
 Timing Plan: PM

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	↕
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	1	0	-	0	1	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	0	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1622	-	-	-	1022	1084
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	1622	-	-	-	1022	1084
Mov Cap-2 Maneuver	-	-	-	-	1022	-
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1622	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

HCM 2010 Intersection Capacity Analysis
2: S Good Latimer Expy W & Hickory St

2020 Background Plus Site
Timing Plan: AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↕↔			↔↕↔			↕	↕			↕
Traffic Volume (vph)	7	110	91	71	544	37	112	85	62	15	65	10
Future Volume (vph)	7	110	91	71	544	37	112	85	62	15	65	10
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Adj. Flow (vph)	9	143	118	92	706	48	145	110	81	19	84	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	270	0	0	846	0	0	255	81	0	103	13
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		6			2			4		8		8
Permitted Phases	6			2			4		4	8		8
Detector Phase	6	6		2	2		4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	42.0	42.0		42.0	42.0		38.0	38.0	38.0	38.0	38.0	38.0
Total Split (%)	52.5%	52.5%		52.5%	52.5%		47.5%	47.5%	47.5%	47.5%	47.5%	47.5%
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0			0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)		4.5			4.5			4.5	4.5		4.5	4.5
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Max	Max		Max	Max		None	None	None	None	None	None
Act Effct Green (s)		38.6			38.6		16.4	16.4		16.4	16.4	
Actuated g/C Ratio		0.60			0.60		0.26	0.26		0.26	0.26	
v/c Ratio		0.10			0.32		0.70	0.17		0.23	0.03	
Control Delay		3.9			7.3		31.7	5.5		19.1	6.1	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		3.9			7.3		31.7	5.5		19.1	6.1	
LOS		A			A		C	A		B	A	
Approach Delay		3.9			7.3		25.4			17.7		
Approach LOS		A			A		C			B		
Queue Length 50th (ft)		7			49		87	0		31	0	
Queue Length 95th (ft)		17			79		126	18		54	6	
Internal Link Dist (ft)		372			162		236			123		
Turn Bay Length (ft)												
Base Capacity (vph)		2670			2637		751	870		901	841	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.10			0.32		0.34	0.09		0.11	0.02	

Intersection Summary

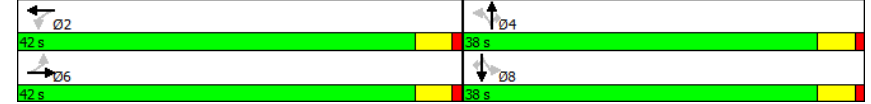
Cycle Length: 80
Actuated Cycle Length: 64
Natural Cycle: 45
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.70
Intersection Signal Delay: 11.4
Intersection LOS: B

HCM 2010 Intersection Capacity Analysis
2: S Good Latimer Expy W & Hickory St

2020 Background Plus Site
Timing Plan: AM

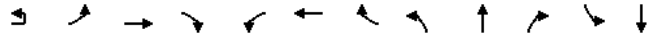
Intersection Capacity Utilization 45.7%
Analysis Period (min) 15
ICU Level of Service A

Splits and Phases: 2: S Good Latimer Expy W & Hickory St



HCM 2010 Intersection Capacity Analysis
6: Corinth St & S Cesar Chavez Blvd

2020 Background Plus Site
Timing Plan: AM



Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations		↵ ↑↑↑	↑↑↑		↵ ↑↑↑	↑↑↑			↵ ↑↑			↵ ↑↑
Traffic Volume (vph)	20	51	149	88	314	1454	5	280	47	59	6	38
Future Volume (vph)	20	51	149	88	314	1454	5	280	47	59	6	38
Peak Hour Factor	0.92	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	22	53	155	92	327	1515	5	292	49	61	6	40
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	75	247	0	327	1520	0	0	402	0	0	47
Turn Type	Perm	Perm	NA	pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases			6		5	2			4			
Permitted Phases	6	6			2			4			8	
Detector Phase	6	6	6		5	2		4	4		8	8
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Minimum Split (s)	22.5	22.5	22.5		9.5	22.5		22.5	22.5		22.5	22.5
Total Split (s)	36.0	36.0	36.0		16.0	52.0		28.0	28.0		28.0	28.0
Total Split (%)	45.0%	45.0%	45.0%		20.0%	65.0%		35.0%	35.0%		35.0%	35.0%
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)		4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5
Lead/Lag	Lag	Lag	Lag		Lead							
Lead-Lag Optimize?	Yes	Yes	Yes		Yes							
Recall Mode	Max	Max	Max		None	Max		None	None		None	None
Act Effct Green (s)		33.0	33.0		47.7	47.7		16.0			16.0	
Actuated g/C Ratio		0.45	0.45		0.66	0.66		0.22			0.22	
v/c Ratio		0.56	0.11		0.44	0.46		0.92dl			0.12	
Control Delay		38.4	8.3		8.1	7.2		30.1			22.3	
Queue Delay		0.0	0.0		0.0	0.0		0.0			0.0	
Total Delay		38.4	8.3		8.1	7.2		30.1			22.3	
LOS		D	A		A	A		C			C	
Approach Delay			15.3			7.4		30.1			22.3	
Approach LOS			B			A		C			C	
Queue Length 50th (ft)		24	13		52	102		81			17	
Queue Length 95th (ft)		#99	32		115	174		125			41	
Internal Link Dist (ft)			225			638		284			200	
Turn Bay Length (ft)		75			150							
Base Capacity (vph)		134	2230		763	3334		865			566	
Starvation Cap Reductn		0	0		0	0		0			0	
Spillback Cap Reductn		0	0		0	0		0			0	
Storage Cap Reductn		0	0		0	0		0			0	
Reduced v/c Ratio		0.56	0.11		0.43	0.46		0.46			0.08	

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 72.7
 Natural Cycle: 60
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.68
 Intersection Signal Delay: 12.1 Intersection LOS: B

HCM 2010 Intersection Capacity Analysis
6: Corinth St & S Cesar Chavez Blvd

2020 Background Plus Site
Timing Plan: AM



Lane Group	SBR
Lane Configurations	↵ ↑↑
Traffic Volume (vph)	1
Future Volume (vph)	1
Peak Hour Factor	0.96
Adj. Flow (vph)	1
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

HCM 2010 Intersection Capacity Analysis
6: Corinth St & S Cesar Chavez Blvd

2020 Background Plus Site
Timing Plan: AM

Intersection Capacity Utilization 65.8%

ICU Level of Service C

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Splits and Phases: 6: Corinth St & S Cesar Chavez Blvd



HCM 2010 Intersection Capacity Analysis
9: Hickory St & S Cesar Chavez Blvd

2020 Background Plus Site
Timing Plan: AM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	←	←	←	←	←	←	←	←	←	←	←	←
Traffic Volume (vph)	102	222	3	33	1633	109	16	113	5	85	74	102
Future Volume (vph)	102	222	3	33	1633	109	16	113	5	85	74	102
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	110	239	3	35	1756	117	17	122	5	91	80	110
Shared Lane Traffic (%)												
Lane Group Flow (vph)	110	242	0	35	1873	0	17	127	0	91	190	0
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	1	6			2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		2	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	10.0	54.0		44.0	44.0		26.0	26.0		26.0	26.0	
Total Split (%)	12.5%	67.5%		55.0%	55.0%		32.5%	32.5%		32.5%	32.5%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Recall Mode	None	Max		Max	Max		None	None		None	None	
Act Effct Green (s)	50.8	50.8		42.8	42.8		10.6	10.6		10.6	10.6	
Actuated g/C Ratio	0.72	0.72		0.61	0.61		0.15	0.15		0.15	0.15	
v/c Ratio	0.46	0.07		0.05	0.61		0.13	0.45		0.49	0.58	
Control Delay	12.4	3.4		8.0	10.8		26.7	31.0		35.5	22.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	12.4	3.4		8.0	10.8		26.7	31.0		35.5	22.5	
LOS	B	A		A	B		C	C		D	C	
Approach Delay		6.2			10.8			30.5			26.7	
Approach LOS		A			B			C			C	
Queue Length 50th (ft)	11	8		6	174		6	49		36	41	
Queue Length 95th (ft)	48	19		21	272		23	94		77	97	
Internal Link Dist (ft)		272			196			300			188	
Turn Bay Length (ft)	150			150			75			100		
Base Capacity (vph)	240	3661		673	3067		271	567		380	578	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.46	0.07		0.05	0.61		0.06	0.22		0.24	0.33	

Intersection Summary

Cycle Length: 80

Actuated Cycle Length: 70.5

Natural Cycle: 60

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.61

Intersection Signal Delay: 12.9

Intersection LOS: B

HCM 2010 Intersection Capacity Analysis
9: Hickory St & S Cesar Chavez Blvd

2020 Background Plus Site
Timing Plan: AM

Intersection Capacity Utilization 64.2%
Analysis Period (min) 15

ICU Level of Service C

Splits and Phases: 9: Hickory St & S Cesar Chavez Blvd



HCM 2010 Intersection Capacity Analysis
1: Dawson St & S Good Latimer Expy W

2020 Background Plus Site
Timing Plan: AM

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕↕↕			↕↕↕				↕			↕	
Traffic Vol, veh/h	4	199	3	0	647	7	0	0	0	13	0	6
Future Vol, veh/h	4	199	3	0	647	7	0	0	0	13	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	75	75	75	75	75	75	75	75	75
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	265	4	0	863	9	0	0	0	17	0	8

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	872	0	0	269
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	5.34	-	-	5.34
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.12	-	-	3.12
Pot Cap-1 Maneuver	451	-	-	868
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	451	-	-	868
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0	0	18
HCM LOS			A	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	451	-	-	868	-	-	303
HCM Lane V/C Ratio	-	0.012	-	-	-	-	-	0.084
HCM Control Delay (s)	0	13.1	0.1	-	0	-	-	18
HCM Lane LOS		A	B	A	-	A	-	C
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0.3

HCM 2010 Intersection Capacity Analysis
3: Driveway 1 & S Good Latimer Expy W

2020 Background Plus Site
Timing Plan: AM

Intersection						
Int Delay, s/veh	0.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↕↕↕			↕↕↕		↕
Traffic Vol, veh/h	142	45	8	615	37	6
Future Vol, veh/h	142	45	8	615	37	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	154	49	9	668	40	7

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	203
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	5.34
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	3.12
Pot Cap-1 Maneuver	-	-	931
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	931
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	11.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	584	-	-	931	-
HCM Lane V/C Ratio	0.08	-	-	0.009	-
HCM Control Delay (s)	11.7	-	-	8.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0	-

HCM 2010 Intersection Capacity Analysis
 4: S Good Latimer Expy W/S Good Latimer Expy & Ferris St

2020 Background Plus Site
 Timing Plan: AM

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations	↔↔↔↔↔↔				↔	
Traffic Vol, veh/h	11	138	617	10	0	0
Future Vol, veh/h	11	138	617	10	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	76	76	76	76	76	76
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	182	812	13	0	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	825	0	0	920	413
Stage 1	-	-	-	819	-
Stage 2	-	-	-	101	-
Critical Hdwy	5.34	-	-	5.74	7.14
Critical Hdwy Stg 1	-	-	-	6.64	-
Critical Hdwy Stg 2	-	-	-	6.04	-
Follow-up Hdwy	3.12	-	-	3.82	3.92
Pot Cap-1 Maneuver	475	-	-	340	503
Stage 1	-	-	-	311	-
Stage 2	-	-	-	839	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	475	-	-	329	503
Mov Cap-2 Maneuver	-	-	-	329	-
Stage 1	-	-	-	301	-
Stage 2	-	-	-	839	-

Approach	EB	WB	SW
HCM Control Delay, s	1	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SWLn1
Capacity (veh/h)	475	-	-	-	-
HCM Lane V/C Ratio	0.03	-	-	-	-
HCM Control Delay (s)	12.8	0.1	-	-	0
HCM Lane LOS	B	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	-

HCM 2010 Intersection Capacity Analysis
 5: Driveway 2 & S Good Latimer Expy

2020 Background Plus Site
 Timing Plan: AM

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔↔↔		↔↔↔		↔	
Traffic Vol, veh/h	144	0	0	630	0	0
Future Vol, veh/h	144	0	0	630	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	157	0	0	685	0	0

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	157	0	431
Stage 1	-	-	-	-	157
Stage 2	-	-	-	-	274
Critical Hdwy	-	-	5.34	-	5.74
Critical Hdwy Stg 1	-	-	-	-	6.64
Critical Hdwy Stg 2	-	-	-	-	6.04
Follow-up Hdwy	-	-	3.12	-	3.82
Pot Cap-1 Maneuver	-	-	978	-	591
Stage 1	-	-	-	-	766
Stage 2	-	-	-	-	686
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	978	-	591
Mov Cap-2 Maneuver	-	-	-	-	591
Stage 1	-	-	-	-	766
Stage 2	-	-	-	-	686

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	978	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

HCM 2010 Intersection Capacity Analysis
7: S Cesar Chavez Blvd & Driveway 1

2020 Background Plus Site
Timing Plan: AM

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑	↑		↑
Traffic Vol, veh/h	0	312	1703	43	0	72
Future Vol, veh/h	0	312	1703	43	0	72
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	339	1851	47	0	78

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	- 0 - 926
Stage 1	-	-	- - -
Stage 2	-	-	- - -
Critical Hdwy	-	-	- - 7.14
Critical Hdwy Stg 1	-	-	- - -
Critical Hdwy Stg 2	-	-	- - -
Follow-up Hdwy	-	-	- - 3.92
Pot Cap-1 Maneuver	0	-	- 0 232
Stage 1	0	-	- 0 -
Stage 2	0	-	- 0 -
Platoon blocked, %	-	-	- - -
Mov Cap-1 Maneuver	-	-	- - 232
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	28.2
HCM LOS			D

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	232
HCM Lane V/C Ratio	-	-	-	0.337
HCM Control Delay (s)	-	-	-	28.2
HCM Lane LOS	-	-	-	D
HCM 95th %tile Q(veh)	-	-	-	1.4

HCM 2010 Intersection Capacity Analysis
8: S Harwood St & Hickory St

2020 Background Plus Site
Timing Plan: AM

Intersection						
Int Delay, s/veh	1.2					
Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations		↑↑	↑↑		↑	↑
Traffic Vol, veh/h	79	122	297	57	0	0
Future Vol, veh/h	79	122	297	57	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	90	139	338	65	0	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	403	0	- 0 621 202
Stage 1	-	-	- - 371 -
Stage 2	-	-	- - 250 -
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	1152	-	- - 419 805
Stage 1	-	-	- - 668 -
Stage 2	-	-	- - 768 -
Platoon blocked, %	-	-	- - -
Mov Cap-1 Maneuver	1152	-	- - 383 805
Mov Cap-2 Maneuver	-	-	- - 383 -
Stage 1	-	-	- - 611 -
Stage 2	-	-	- - 768 -

Approach	EB	WB	SW
HCM Control Delay, s	3.4	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SWLn1
Capacity (veh/h)	1152	-	-	-	-
HCM Lane V/C Ratio	0.078	-	-	-	-
HCM Control Delay (s)	8.4	0.2	-	-	0
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.3	-	-	-	-

HCM 2010 Intersection Capacity Analysis
10: Chavez/ 30 FR & Bluebell St

2020 Background Plus Site
Timing Plan: AM

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↔			↔
Traffic Vol, veh/h	0	0	654	1	0	7
Future Vol, veh/h	0	0	654	1	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	-	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	735	1	0	8

Major/Minor	Major2	Minor2
Conflicting Flow All	-	0 - 736
Stage 1	-	- - -
Stage 2	-	- - -
Critical Hdwy	-	- - 6.22
Critical Hdwy Stg 1	-	- - -
Critical Hdwy Stg 2	-	- - -
Follow-up Hdwy	-	- - 3.318
Pot Cap-1 Maneuver	-	- 0 419
Stage 1	-	- 0 -
Stage 2	-	- 0 -
Platoon blocked, %	-	- - -
Mov Cap-1 Maneuver	-	- - 419
Mov Cap-2 Maneuver	-	- - -
Stage 1	-	- - -
Stage 2	-	- - -

Approach	WB	SB
HCM Control Delay, s	0	13.8
HCM LOS		B

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	419
HCM Lane V/C Ratio	-	-	0.019
HCM Control Delay (s)	-	-	13.8
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.1

HCM 2010 Intersection Capacity Analysis
11: Bluebell St & Hickory St

2020 Background Plus Site
Timing Plan: AM

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	0	0	0	234	227	0
Future Vol, veh/h	0	0	0	234	227	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	254	247	0

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	501 247	247	0 - 0
Stage 1	247	- - -	- - -
Stage 2	254	- - -	- - -
Critical Hdwy	6.42	6.22 4.12	- - -
Critical Hdwy Stg 1	5.42	- - -	- - -
Critical Hdwy Stg 2	5.42	- - -	- - -
Follow-up Hdwy	3.518	3.318 2.218	- - -
Pot Cap-1 Maneuver	530	792 1319	- - -
Stage 1	794	- - -	- - -
Stage 2	788	- - -	- - -
Platoon blocked, %	-	- - -	- - -
Mov Cap-1 Maneuver	530	792 1319	- - -
Mov Cap-2 Maneuver	530	- - -	- - -
Stage 1	794	- - -	- - -
Stage 2	788	- - -	- - -

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1319	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

HCM 2010 Intersection Capacity Analysis
12: Hickory St & Lincoln St

2020 Background Plus Site
Timing Plan: AM

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			Y	Y	
Traffic Vol, veh/h	0	0	0	234	227	0
Future Vol, veh/h	0	0	0	234	227	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	254	247	0

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	501	247	247	0	0
Stage 1	247	-	-	-	-
Stage 2	254	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	530	792	1319	-	-
Stage 1	794	-	-	-	-
Stage 2	788	-	-	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	530	792	1319	-	-
Mov Cap-2 Maneuver	530	-	-	-	-
Stage 1	794	-	-	-	-
Stage 2	788	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1319	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

HCM 2010 Intersection Capacity Analysis
13: Driveway 3 & Lincoln St

2020 Background Plus Site
Timing Plan: AM

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	Y			Y	Y	
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	1	0	2
Stage 1	-	-	-	-	1
Stage 2	-	-	-	-	1
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1622	-	1021
Stage 1	-	-	-	-	1022
Stage 2	-	-	-	-	1022
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1622	-	1021
Mov Cap-2 Maneuver	-	-	-	-	1021
Stage 1	-	-	-	-	1022
Stage 2	-	-	-	-	1022

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1622	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

HCM 2010 Intersection Capacity Analysis

2020 Background Plus Site

2: S Good Latimer Expy W & Hickory St

Timing Plan: PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↕↔			↔↕↔			↕	↕		↕	↕
Traffic Volume (vph)	10	246	121	57	112	11	58	87	23	4	57	4
Future Volume (vph)	10	246	121	57	112	11	58	87	23	4	57	4
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	11	280	138	65	127	13	66	99	26	5	65	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	429	0	0	205	0	0	165	26	0	70	5
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		6			2			4		8		8
Permitted Phases	6			2			4		4	8		8
Detector Phase	6	6		2	2		4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	43.0	43.0		43.0	43.0		37.0	37.0	37.0	37.0	37.0	37.0
Total Split (%)	53.8%	53.8%		53.8%	53.8%		46.3%	46.3%	46.3%	46.3%	46.3%	46.3%
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0			0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)		4.5			4.5			4.5	4.5		4.5	4.5
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Max	Max		Max	Max		None	None	None	None	None	None
Act Effct Green (s)		41.5			41.5		11.5	11.5		11.5	11.5	11.5
Actuated g/C Ratio		0.67			0.67		0.19	0.19		0.19	0.19	0.19
v/c Ratio		0.14			0.08		0.57	0.08		0.21	0.02	0.02
Control Delay		3.0			3.9		30.1	9.0		21.2	2.8	2.8
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Delay		3.0			3.9		30.1	9.0		21.2	2.8	2.8
LOS		A			A		C	A		C	A	A
Approach Delay		3.0			3.9		27.3			20.0		
Approach LOS		A			A		C			B		
Queue Length 50th (ft)		11			7		53	0		21	0	0
Queue Length 95th (ft)		24			16		101	16		48	3	3
Internal Link Dist (ft)		372			159		236			123		
Turn Bay Length (ft)												
Base Capacity (vph)		3072			2683		822	845		957	842	842
Starvation Cap Reductn		0			0		0	0		0	0	0
Spillback Cap Reductn		0			0		0	0		0	0	0
Storage Cap Reductn		0			0		0	0		0	0	0
Reduced v/c Ratio		0.14			0.08		0.20	0.03		0.07	0.01	0.01

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 62
Natural Cycle: 45
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.57
Intersection Signal Delay: 9.8
Intersection LOS: A

HCM 2010 Intersection Capacity Analysis

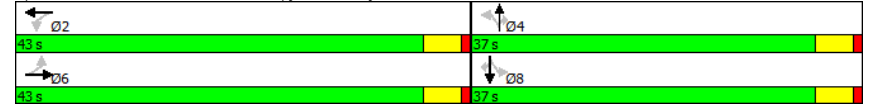
2020 Background Plus Site

2: S Good Latimer Expy W & Hickory St

Timing Plan: PM

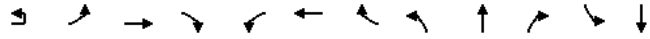
Intersection Capacity Utilization 37.5% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 2: S Good Latimer Expy W & Hickory St



HCM 2010 Intersection Capacity Analysis
6: Corinth St & S Cesar Chavez Blvd

2020 Background Plus Site
Timing Plan: PM



Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations		↔	↑↑↑		↔	↑↑↑			↔			↔
Traffic Volume (vph)	19	51	559	136	129	316	4	183	46	229	9	46
Future Volume (vph)	19	51	559	136	129	316	4	183	46	229	9	46
Peak Hour Factor	0.92	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	21	53	576	140	133	326	4	189	47	236	9	47
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	74	716	0	133	330	0	0	472	0	0	58
Turn Type	Perm	Perm	NA	pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases			6		5	2			4			
Permitted Phases	6	6			2			4			8	
Detector Phase	6	6	6		5	2		4	4		8	8
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Minimum Split (s)	22.5	22.5	22.5		9.5	22.5		22.5	22.5		22.5	22.5
Total Split (s)	40.0	40.0	40.0		16.0	56.0		24.0	24.0		24.0	24.0
Total Split (%)	50.0%	50.0%	50.0%		20.0%	70.0%		30.0%	30.0%		30.0%	30.0%
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)		4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5
Lead/Lag	Lag	Lag	Lag		Lead							
Lead-Lag Optimize?	Yes	Yes	Yes		Yes							
Recall Mode	Max	Max	Max		None	Max		None	None		None	None
Act Effct Green (s)		42.0	42.0		51.7	51.7		12.7				12.7
Actuated g/C Ratio		0.57	0.57		0.70	0.70		0.17				0.17
v/c Ratio		0.13	0.25		0.24	0.09		0.71				0.21
Control Delay		11.1	8.5		5.4	4.0		19.8				26.3
Queue Delay		0.0	0.0		0.0	0.0		0.0				0.0
Total Delay		11.1	8.5		5.4	4.0		19.8				26.3
LOS		B	A		A	A		B				C
Approach Delay			8.7			4.4		19.8				26.3
Approach LOS			A			A		B				C
Queue Length 50th (ft)		15	50		16	14		51				22
Queue Length 95th (ft)		46	91		42	30		98				52
Internal Link Dist (ft)			225			638		284				200
Turn Bay Length (ft)		75			150							
Base Capacity (vph)		581	2867		608	3576		904				430
Starvation Cap Reductn		0	0		0	0		0				0
Spillback Cap Reductn		0	0		0	0		0				0
Storage Cap Reductn		0	0		0	0		0				0
Reduced v/c Ratio		0.13	0.25		0.22	0.09		0.52				0.13

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 73.4
Natural Cycle: 55
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.71
Intersection Signal Delay: 11.1
Intersection LOS: B

HCM 2010 Intersection Capacity Analysis
6: Corinth St & S Cesar Chavez Blvd

2020 Background Plus Site
Timing Plan: PM



Lane Group	SBR
Lane Configurations	↔
Traffic Volume (vph)	2
Future Volume (vph)	2
Peak Hour Factor	0.97
Adj. Flow (vph)	2
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 73.4
Natural Cycle: 55
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.71
Intersection Signal Delay: 11.1
Intersection LOS: B

HCM 2010 Intersection Capacity Analysis
6: Corinth St & S Cesar Chavez Blvd

2020 Background Plus Site
Timing Plan: PM

Intersection Capacity Utilization 49.6%
Analysis Period (min) 15

ICU Level of Service A

Splits and Phases: 6: Corinth St & S Cesar Chavez Blvd



HCM 2010 Intersection Capacity Analysis
9: Hickory St & S Cesar Chavez Blvd

2020 Background Plus Site
Timing Plan: PM

Phase	Duration (s)
Ø1	16
Ø2	16
Ø3	16
Ø4	16
Ø5	16
Ø6	16
Ø7	16
Ø8	16

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕	↔	↔	↕	↔	↔	↕	↔	↔	↕	↔
Traffic Volume (vph)	91	683	14	19	461	84	18	62	6	70	70	113
Future Volume (vph)	91	683	14	19	461	84	18	62	6	70	70	113
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	95	711	15	20	480	88	19	65	6	73	73	118
Shared Lane Traffic (%)												
Lane Group Flow (vph)	95	726	0	20	568	0	19	71	0	73	191	0
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	1	6			2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		2	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	10.0	55.0		45.0	45.0		25.0	25.0		25.0	25.0	
Total Split (%)	12.5%	68.8%		56.3%	56.3%		31.3%	31.3%		31.3%	31.3%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Recall Mode	None	Max		Max	Max		None	None		None	None	
Act Effct Green (s)	53.4	53.4		45.2	45.2		9.8	9.8		9.8	9.8	
Actuated g/C Ratio	0.74	0.74		0.63	0.63		0.14	0.14		0.14	0.14	
v/c Ratio	0.15	0.19		0.05	0.18		0.17	0.28		0.41	0.61	
Control Delay	3.8	3.3		7.7	6.0		29.1	27.1		33.7	22.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	3.8	3.3		7.7	6.0		29.1	27.1		33.7	22.6	
LOS	A	A		A	A		C	C		C	C	
Approach Delay		3.4			6.1			27.5			25.7	
Approach LOS		A			A			C			C	
Queue Length 50th (ft)	9	26		3	31		7	25		29	37	
Queue Length 95th (ft)	26	52		14	57		25	58		65	94	
Internal Link Dist (ft)		313			219			300			188	
Turn Bay Length (ft)	150			150			75			100		
Base Capacity (vph)	615	3749		423	3131		234	528		377	551	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.15	0.19		0.05	0.18		0.08	0.13		0.19	0.35	

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 72.3
Natural Cycle: 55
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.61
Intersection Signal Delay: 8.9

Intersection LOS: A

HCM 2010 Intersection Capacity Analysis
9: Hickory St & S Cesar Chavez Blvd

2020 Background Plus Site
Timing Plan: PM

Intersection Capacity Utilization 43.9%
Analysis Period (min) 15

ICU Level of Service A

Splits and Phases: 9: Hickory St & S Cesar Chavez Blvd



HCM 2010 Intersection Capacity Analysis
1: Dawson St & S Good Latimer Expy W

2020 Background Plus Site
Timing Plan: PM

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕↕↕			↕↕↕				↕			↕	
Traffic Vol, veh/h	5	363	0	1	180	2	0	1	0	3	0	3
Future Vol, veh/h	5	363	0	1	180	2	0	1	0	3	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	0	-	0	-	0	-
Grade, %	-	0	-	-	0	-	0	-	0	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	417	0	1	207	2	0	1	0	3	0	3

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	209	0	0	417
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	5.34	-	-	5.34
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.12	-	-	3.12
Pot Cap-1 Maneuver	925	-	-	741
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	925	-	-	741
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.1	14.3	10.5
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	388	925	-	-	741	-	-	661
HCM Lane V/C Ratio	0.003	0.006	-	-	0.002	-	-	0.01
HCM Control Delay (s)	14.3	8.9	0	-	9.9	0	-	10.5
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

HCM 2010 Intersection Capacity Analysis
3: Driveway 1 & S Good Latimer Expy W

2020 Background Plus Site
Timing Plan: PM

Intersection						
Int Delay, s/veh	1.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↕↕↕			↕↕↕		↕
Traffic Vol, veh/h	230	43	8	136	43	8
Future Vol, veh/h	230	43	8	136	43	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	250	47	9	148	47	9

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	297
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	5.34
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	3.12
Pot Cap-1 Maneuver	-	-	842
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	842
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	11
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	651	-	-	842	-
HCM Lane V/C Ratio	0.085	-	-	0.01	-
HCM Control Delay (s)	11	-	-	9.3	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0	-

HCM 2010 Intersection Capacity Analysis
4: S Good Latimer Expy W & Ferris St

2020 Background Plus Site
Timing Plan: PM

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↔↔↔↔↔↔				↔↔	
Traffic Vol, veh/h	4	194	127	1	10	6
Future Vol, veh/h	4	194	127	1	10	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	240	157	1	12	7

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	158	0	0	264	79
Stage 1	-	-	-	158	-
Stage 2	-	-	-	106	-
Critical Hdwy	5.34	-	-	5.74	7.14
Critical Hdwy Stg 1	-	-	-	6.64	-
Critical Hdwy Stg 2	-	-	-	6.04	-
Follow-up Hdwy	3.12	-	-	3.82	3.92
Pot Cap-1 Maneuver	977	-	-	709	819
Stage 1	-	-	-	765	-
Stage 2	-	-	-	834	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	977	-	-	705	819
Mov Cap-2 Maneuver	-	-	-	705	-
Stage 1	-	-	-	760	-
Stage 2	-	-	-	834	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	10
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	977	-	-	-	744
HCM Lane V/C Ratio	0.005	-	-	-	0.027
HCM Control Delay (s)	8.7	0	-	-	10
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

HCM 2010 Intersection Capacity Analysis
5: Driveway 2 & S Good Latimer Expy W

2020 Background Plus Site
Timing Plan: PM

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔↔↔			↔↔↔		↔↔
Traffic Vol, veh/h	204	0	0	129	0	0
Future Vol, veh/h	204	0	0	129	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	222	0	0	140	0	0

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	222	0	278
Stage 1	-	-	-	222	-
Stage 2	-	-	-	56	-
Critical Hdwy	-	-	5.34	-	5.74
Critical Hdwy Stg 1	-	-	-	-	6.64
Critical Hdwy Stg 2	-	-	-	-	6.04
Follow-up Hdwy	-	-	3.12	-	3.82
Pot Cap-1 Maneuver	-	-	913	-	699
Stage 1	-	-	-	-	702
Stage 2	-	-	-	-	884
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	913	-	699
Mov Cap-2 Maneuver	-	-	-	-	699
Stage 1	-	-	-	-	702
Stage 2	-	-	-	-	884

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	913	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

HCM 2010 Intersection Capacity Analysis
7: S Cesar Chavez Blvd & Driveway 1

2020 Background Plus Site
Timing Plan: PM

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑	↑		↑
Traffic Vol, veh/h	0	759	478	41	0	85
Future Vol, veh/h	0	759	478	41	0	85
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	825	520	45	0	92

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	- 0 - 260
Stage 1	-	-	- - -
Stage 2	-	-	- - -
Critical Hdwy	-	-	- - 7.14
Critical Hdwy Stg 1	-	-	- - -
Critical Hdwy Stg 2	-	-	- - -
Follow-up Hdwy	-	-	- - 3.92
Pot Cap-1 Maneuver	0	-	- 0 630
Stage 1	0	-	- 0 -
Stage 2	0	-	- 0 -
Platoon blocked, %	-	-	- - -
Mov Cap-1 Maneuver	-	-	- - 630
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -

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

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	630
HCM Lane V/C Ratio	-	-	-	0.147
HCM Control Delay (s)	-	-	-	11.7
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.5

HCM 2010 Intersection Capacity Analysis
8: S Harwood St & Hickory St

2020 Background Plus Site
Timing Plan: PM

Intersection						
Int Delay, s/veh	3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑	↑
Traffic Vol, veh/h	61	275	110	40	69	36
Future Vol, veh/h	61	275	110	40	69	36
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	66	296	118	43	74	39

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	161	0	- 0 420 81
Stage 1	-	-	- - 140 -
Stage 2	-	-	- - 280 -
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	1416	-	- - 561 963
Stage 1	-	-	- - 872 -
Stage 2	-	-	- - 742 -
Platoon blocked, %	-	-	- - -
Mov Cap-1 Maneuver	1416	-	- - 530 963
Mov Cap-2 Maneuver	-	-	- - 530 -
Stage 1	-	-	- - 823 -
Stage 2	-	-	- - 742 -

Approach	EB	WB	SB
HCM Control Delay, s	1.5	0	12
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1416	-	-	-	627
HCM Lane V/C Ratio	0.046	-	-	-	0.18
HCM Control Delay (s)	7.7	0.1	-	-	12
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.7

HCM 2010 Intersection Capacity Analysis
10: Bluebell St

2020 Background Plus Site
Timing Plan: PM

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↕			↕
Traffic Vol, veh/h	0	0	355	0	0	11
Future Vol, veh/h	0	0	355	0	0	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	-	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	366	0	0	11

Major/Minor	Major2	Minor2	
Conflicting Flow All	-	0	- 366
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	- 6.22
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	- 3.318
Pot Cap-1 Maneuver	-	-	0 679
Stage 1	-	-	0 -
Stage 2	-	-	0 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	- 679
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	WB	SB
HCM Control Delay, s	0	10.4
HCM LOS		B

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	679
HCM Lane V/C Ratio	-	-	0.017
HCM Control Delay (s)	-	-	10.4
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.1

HCM 2010 Intersection Capacity Analysis
11: Bluebell St & Hickory St

2020 Background Plus Site
Timing Plan: PM

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↕			↕	↕	↕
Traffic Vol, veh/h	0	0	0	147	235	0
Future Vol, veh/h	0	0	0	147	235	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	160	255	0

Major/Minor	Minor2	Major1	Major2	
Conflicting Flow All	415	255	255	0 - 0
Stage 1	255	-	-	- -
Stage 2	160	-	-	- -
Critical Hdwy	6.42	6.22	4.12	- - -
Critical Hdwy Stg 1	5.42	-	-	- - -
Critical Hdwy Stg 2	5.42	-	-	- - -
Follow-up Hdwy	3.518	3.318	2.218	- - -
Pot Cap-1 Maneuver	594	784	1310	- - -
Stage 1	788	-	-	- - -
Stage 2	869	-	-	- - -
Platoon blocked, %	-	-	-	- - -
Mov Cap-1 Maneuver	594	784	1310	- - -
Mov Cap-2 Maneuver	594	-	-	- - -
Stage 1	788	-	-	- - -
Stage 2	869	-	-	- - -

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1310	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

HCM 2010 Intersection Capacity Analysis
12: Hickory St & Lincoln St

2020 Background Plus Site
Timing Plan: PM

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			Y	Y	
Traffic Vol, veh/h	0	0	0	147	235	0
Future Vol, veh/h	0	0	0	147	235	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	160	255	0

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	415	255	255	0	0
Stage 1	255	-	-	-	-
Stage 2	160	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	594	784	1310	-	-
Stage 1	788	-	-	-	-
Stage 2	869	-	-	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	594	784	1310	-	-
Mov Cap-2 Maneuver	594	-	-	-	-
Stage 1	788	-	-	-	-
Stage 2	869	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1310	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

HCM 2010 Intersection Capacity Analysis
13: Driveway 3 & Lincoln St

2020 Background Plus Site
Timing Plan: PM

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	Y			Y	Y	
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	1	0	2
Stage 1	-	-	-	-	1
Stage 2	-	-	-	-	1
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1622	-	1021
Stage 1	-	-	-	-	1022
Stage 2	-	-	-	-	1022
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1622	-	1021
Mov Cap-2 Maneuver	-	-	-	-	1021
Stage 1	-	-	-	-	1022
Stage 2	-	-	-	-	1022

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1622	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

HCM 2010 Intersection Capacity Analysis
 14: Lincoln St & Dawson St

2020 Background Plus Site
 Timing Plan: PM

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	↕
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1	0	0	1	1
Stage 1	-	-	-	1	-
Stage 2	-	-	-	0	-
Critical Hdwy	4.12	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	3.518	3.318
Pot Cap-1 Maneuver	1622	-	-	1022	1084
Stage 1	-	-	-	1022	-
Stage 2	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1622	-	-	1022	1084
Mov Cap-2 Maneuver	-	-	-	1022	-
Stage 1	-	-	-	1022	-
Stage 2	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1622	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

HCM 2010 Intersection Capacity Analysis
2: S Good Latimer Expy W & Hickory St

2022 Background
Timing Plan: AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↕↔			↔↕↔			↕	↕		↕	↕
Traffic Volume (vph)	8	114	95	75	575	39	118	90	66	15	69	10
Future Volume (vph)	8	114	95	75	575	39	118	90	66	15	69	10
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Adj. Flow (vph)	10	148	123	97	747	51	153	117	86	19	90	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	281	0	0	895	0	0	270	86	0	109	13
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		6			2			4		4	8	
Permitted Phases	6			2			4		4	8		8
Detector Phase	6	6		2	2		4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	42.0	42.0		42.0	42.0		38.0	38.0	38.0	38.0	38.0	38.0
Total Split (%)	52.5%	52.5%		52.5%	52.5%		47.5%	47.5%	47.5%	47.5%	47.5%	47.5%
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0			0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)		4.5			4.5			4.5	4.5		4.5	4.5
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Max	Max		Max	Max		None	None	None	None	None	None
Act Effct Green (s)		38.2			38.2		17.2	17.2		17.2	17.2	
Actuated g/C Ratio		0.59			0.59		0.27	0.27		0.27	0.27	
v/c Ratio		0.11			0.35		0.71	0.18		0.24	0.03	
Control Delay		4.1			7.9		31.9	5.3		18.9	6.0	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		4.1			7.9		31.9	5.3		18.9	6.0	
LOS		A			A		C	A		B	A	
Approach Delay		4.1			7.9		25.5			17.5		
Approach LOS		A			A		C			B		
Queue Length 50th (ft)		8			55		94	0		33	0	
Queue Length 95th (ft)		19			89		132	18		56	6	
Internal Link Dist (ft)		372			162		236			123		
Turn Bay Length (ft)												
Base Capacity (vph)		2617			2584		743	867		897	836	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.11			0.35		0.36	0.10		0.12	0.02	

Intersection Summary	
Cycle Length:	80
Actuated Cycle Length:	64.5
Natural Cycle:	45
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.71
Intersection Signal Delay:	11.8
Intersection LOS: B	

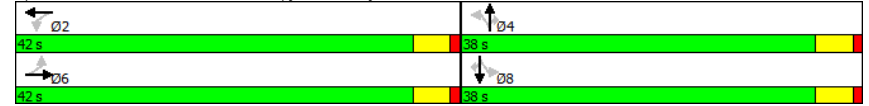
HCM 2010 Intersection Capacity Analysis
2: S Good Latimer Expy W & Hickory St

2022 Background
Timing Plan: AM

Intersection Capacity Utilization 47.2%
Analysis Period (min) 15

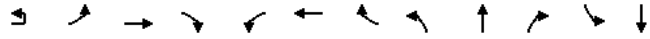
ICU Level of Service A

Splits and Phases: 2: S Good Latimer Expy W & Hickory St



HCM 2010 Intersection Capacity Analysis
6: Corinth St & S Cesar Chavez Blvd

2022 Background
Timing Plan: AM



Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations		↵ ↑↑↑	↑↑↑		↵ ↑↑↑	↑↑↑			↵ ↑↑			↵ ↑↑
Traffic Volume (vph)	20	51	158	92	333	1542	5	295	47	63	6	38
Future Volume (vph)	20	51	158	92	333	1542	5	295	47	63	6	38
Peak Hour Factor	0.92	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	22	53	165	96	347	1606	5	307	49	66	6	40
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	75	261	0	347	1611	0	0	422	0	0	47
Turn Type	Perm	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA
Protected Phases			6		5	2			4			8
Permitted Phases	6	6			2			4			8	
Detector Phase	6	6	6		5	2		4	4		8	8
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Minimum Split (s)	22.5	22.5	22.5		9.5	22.5		22.5	22.5		22.5	22.5
Total Split (s)	36.0	36.0	36.0		16.0	52.0		28.0	28.0		28.0	28.0
Total Split (%)	45.0%	45.0%	45.0%		20.0%	65.0%		35.0%	35.0%		35.0%	35.0%
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)		4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5
Lead/Lag	Lag	Lag	Lag		Lead							
Lead-Lag Optimize?	Yes	Yes	Yes		Yes							
Recall Mode	Max	Max	Max		None	Max		None	None		None	None
Act Effct Green (s)		32.8	32.8		47.7	47.7		16.6			16.6	
Actuated g/C Ratio		0.45	0.45		0.65	0.65		0.23			0.23	
v/c Ratio		0.63	0.12		0.47	0.49		0.94			0.12	
Control Delay		47.3	8.6		8.7	7.7		30.3			22.1	
Queue Delay		0.0	0.0		0.0	0.0		0.0			0.0	
Total Delay		47.3	8.6		8.7	7.7		30.3			22.1	
LOS		D	A		A	A		C			C	
Approach Delay			17.2			7.9		30.3			22.1	
Approach LOS			B			A		C			C	
Queue Length 50th (ft)		26	15		58	115		86			17	
Queue Length 95th (ft)		#107	34		127	195		131			41	
Internal Link Dist (ft)			225			638		284			200	
Turn Bay Length (ft)		75			150							
Base Capacity (vph)		119	2201		750	3307		858			561	
Starvation Cap Reductn		0	0		0	0		0			0	
Spillback Cap Reductn		0	0		0	0		0			0	
Storage Cap Reductn		0	0		0	0		0			0	
Reduced v/c Ratio		0.63	0.12		0.46	0.49		0.49			0.08	

Intersection Summary	
Cycle Length:	80
Actuated Cycle Length:	73.3
Natural Cycle:	60
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.69
Intersection Signal Delay:	12.7
Intersection LOS:	B

HCM 2010 Intersection Capacity Analysis
6: Corinth St & S Cesar Chavez Blvd

2022 Background
Timing Plan: AM



Lane Group	SBR
Lane Configurations	↵ ↑↑
Traffic Volume (vph)	1
Future Volume (vph)	1
Peak Hour Factor	0.96
Adj. Flow (vph)	1
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary	
Cycle Length:	80
Actuated Cycle Length:	73.3
Natural Cycle:	60
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.69
Intersection Signal Delay:	12.7
Intersection LOS:	B

HCM 2010 Intersection Capacity Analysis
6: Corinth St & S Cesar Chavez Blvd

2022 Background
Timing Plan: AM

Intersection Capacity Utilization 68.3% ICU Level of Service C

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Splits and Phases: 6: Corinth St & S Cesar Chavez Blvd



HCM 2010 Intersection Capacity Analysis
9: Hickory St & S Cesar Chavez Blvd

2022 Background
Timing Plan: AM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	106	232	3	35	1728	114	17	118	6	89	78	106
Future Volume (vph)	106	232	3	35	1728	114	17	118	6	89	78	106
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	114	249	3	38	1858	123	18	127	6	96	84	114
Shared Lane Traffic (%)												
Lane Group Flow (vph)	114	252	0	38	1981	0	18	133	0	96	198	0
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	1	6			2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		2	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	10.0	54.0		44.0	44.0		26.0	26.0		26.0	26.0	
Total Split (%)	12.5%	67.5%		55.0%	55.0%		32.5%	32.5%		32.5%	32.5%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Recall Mode	None	Max		Max	Max		None	None		None	None	
Act Effct Green (s)	50.5	50.5		42.5	42.5		10.9	10.9		10.9	10.9	
Actuated g/C Ratio	0.72	0.72		0.60	0.60		0.15	0.15		0.15	0.15	
v/c Ratio	0.48	0.07		0.06	0.65		0.14	0.46		0.51	0.59	
Control Delay	13.2	3.5		8.1	11.6		26.8	31.0		36.4	23.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	13.2	3.5		8.1	11.6		26.8	31.0		36.4	23.2	
LOS	B	A		A	B		C	C		D	C	
Approach Delay		6.5			11.5			30.5			27.5	
Approach LOS		A			B			C			C	
Queue Length 50th (ft)	12	9		6	193		7	51		38	45	
Queue Length 95th (ft)	52	21		22	302		23	98		80	103	
Internal Link Dist (ft)		272			196			300			188	
Turn Bay Length (ft)	150			150			75			100		
Base Capacity (vph)	239	3637		661	3047		262	567		371	578	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.48	0.07		0.06	0.65		0.07	0.23		0.26	0.34	

Intersection Summary

Cycle Length: 80

Actuated Cycle Length: 70.4

Natural Cycle: 65

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.65

Intersection Signal Delay: 13.6

Intersection LOS: B

HCM 2010 Intersection Capacity Analysis
9: Hickory St & S Cesar Chavez Blvd

2022 Background
Timing Plan: AM

Intersection Capacity Utilization 71.6%
Analysis Period (min) 15

ICU Level of Service C

Splits and Phases: 9: Hickory St & S Cesar Chavez Blvd



HCM 2010 Intersection Capacity Analysis
1: Dawson St & S Good Latimer Expy W

2022 Background
Timing Plan: AM

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕↕↕			↕↕↕				↕			↕	
Traffic Vol, veh/h	5	207	3	0	683	8	0	0	0	14	0	7
Future Vol, veh/h	5	207	3	0	683	8	0	0	0	14	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	75	75	75	75	75	75	75	75	75
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	276	4	0	911	11	0	0	0	19	0	9

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	922	0	0	280
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	5.34	-	-	5.34
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.12	-	-	3.12
Pot Cap-1 Maneuver	427	-	-	858
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	427	-	-	858
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0	0	18.9
HCM LOS			A	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	427	-	-	858	-	-	286
HCM Lane V/C Ratio	-	0.016	-	-	-	-	-	0.098
HCM Control Delay (s)	0	13.6	0.1	-	0	-	-	18.9
HCM Lane LOS		A	B	A	-	A	-	C
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0.3

HCM 2010 Intersection Capacity Analysis
3: Driveway 1 & S Good Latimer Expy W

2022 Background
Timing Plan: AM

Intersection						
Int Delay, s/veh	0.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↕↕↕			↕↕↕		↕
Traffic Vol, veh/h	150	45	8	653	37	6
Future Vol, veh/h	150	45	8	653	37	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	163	49	9	710	40	7

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	212
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	5.34
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	3.12
Pot Cap-1 Maneuver	-	-	922
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	922
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	11.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	569	-	-	922	-
HCM Lane V/C Ratio	0.082	-	-	0.009	-
HCM Control Delay (s)	11.9	-	-	8.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0	-

HCM 2010 Intersection Capacity Analysis
 4: S Good Latimer Expy W/S Good Latimer Expy & Ferris St

2022 Background
 Timing Plan: AM

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations	↔↔↔↔↔↔				↔	
Traffic Vol, veh/h	12	146	654	10	0	0
Future Vol, veh/h	12	146	654	10	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	76	76	76	76	76	76
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	192	861	13	0	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	874	0	0	977	437
Stage 1	-	-	-	868	-
Stage 2	-	-	-	109	-
Critical Hdwy	5.34	-	-	5.74	7.14
Critical Hdwy Stg 1	-	-	-	6.64	-
Critical Hdwy Stg 2	-	-	-	6.04	-
Follow-up Hdwy	3.12	-	-	3.82	3.92
Pot Cap-1 Maneuver	450	-	-	319	485
Stage 1	-	-	-	291	-
Stage 2	-	-	-	831	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	450	-	-	306	485
Mov Cap-2 Maneuver	-	-	-	306	-
Stage 1	-	-	-	279	-
Stage 2	-	-	-	831	-

Approach	EB	WB	SW
HCM Control Delay, s	1.1	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SWLn1
Capacity (veh/h)	450	-	-	-	-
HCM Lane V/C Ratio	0.035	-	-	-	-
HCM Control Delay (s)	13.3	0.1	-	-	0
HCM Lane LOS	B	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	-

HCM 2010 Intersection Capacity Analysis
 5: Driveway 2 & S Good Latimer Expy

2022 Background
 Timing Plan: AM

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔↔↔			↔↔↔		↔
Traffic Vol, veh/h	153	0	0	668	0	0
Future Vol, veh/h	153	0	0	668	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	166	0	0	726	0	0

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	166	0	456
Stage 1	-	-	-	166	-
Stage 2	-	-	-	290	-
Critical Hdwy	-	-	5.34	-	5.74
Critical Hdwy Stg 1	-	-	-	6.64	-
Critical Hdwy Stg 2	-	-	-	6.04	-
Follow-up Hdwy	-	-	3.12	-	3.82
Pot Cap-1 Maneuver	-	-	968	-	575
Stage 1	-	-	-	757	-
Stage 2	-	-	-	673	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	968	-	575
Mov Cap-2 Maneuver	-	-	-	575	-
Stage 1	-	-	-	757	-
Stage 2	-	-	-	673	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	968	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

HCM 2010 Intersection Capacity Analysis
7: S Cesar Chavez Blvd & Driveway 1

2022 Background
Timing Plan: AM

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑	↑		↑
Traffic Vol, veh/h	0	327	1806	43	0	72
Future Vol, veh/h	0	327	1806	43	0	72
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	355	1963	47	0	78

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	- 0 - 982
Stage 1	-	-	- - -
Stage 2	-	-	- - -
Critical Hdwy	-	-	- - 7.14
Critical Hdwy Stg 1	-	-	- - -
Critical Hdwy Stg 2	-	-	- - -
Follow-up Hdwy	-	-	- - 3.92
Pot Cap-1 Maneuver	0	-	- 0 213
Stage 1	0	-	- 0 -
Stage 2	0	-	- 0 -
Platoon blocked, %	-	-	- - -
Mov Cap-1 Maneuver	-	-	- - 213
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	31.4
HCM LOS			D

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	213
HCM Lane V/C Ratio	-	-	-	0.367
HCM Control Delay (s)	-	-	-	31.4
HCM Lane LOS	-	-	-	D
HCM 95th %tile Q(veh)	-	-	-	1.6

HCM 2010 Intersection Capacity Analysis
8: S Harwood St & Hickory St

2022 Background
Timing Plan: AM

Intersection						
Int Delay, s/veh	1.3					
Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations		↑↑	↑↑		↑	↑
Traffic Vol, veh/h	83	126	314	61	0	0
Future Vol, veh/h	83	126	314	61	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	94	143	357	69	0	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	426	0	- 0 652 213
Stage 1	-	-	- - 392 -
Stage 2	-	-	- - 260 -
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	1130	-	- - 401 792
Stage 1	-	-	- - 652 -
Stage 2	-	-	- - 760 -
Platoon blocked, %	-	-	- - -
Mov Cap-1 Maneuver	1130	-	- - 365 792
Mov Cap-2 Maneuver	-	-	- - 365 -
Stage 1	-	-	- - 593 -
Stage 2	-	-	- - 760 -

Approach	EB	WB	SW
HCM Control Delay, s	3.5	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SWLn1
Capacity (veh/h)	1130	-	-	-	-
HCM Lane V/C Ratio	0.083	-	-	-	-
HCM Control Delay (s)	8.5	0.2	-	-	0
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.3	-	-	-	-

HCM 2010 Intersection Capacity Analysis
10: Chavez/ I 30 FR & Bluebell St

2022 Background
Timing Plan: AM

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↕			↕
Traffic Vol, veh/h	0	0	693	1	0	8
Future Vol, veh/h	0	0	693	1	0	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	-	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	779	1	0	9

Major/Minor	Major2	Minor2
Conflicting Flow All	-	0 - 780
Stage 1	-	- - -
Stage 2	-	- - -
Critical Hdwy	-	- - 6.22
Critical Hdwy Stg 1	-	- - -
Critical Hdwy Stg 2	-	- - -
Follow-up Hdwy	-	- - 3.318
Pot Cap-1 Maneuver	-	- 0 395
Stage 1	-	- 0 -
Stage 2	-	- 0 -
Platoon blocked, %	-	- - -
Mov Cap-1 Maneuver	-	- - 395
Mov Cap-2 Maneuver	-	- - -
Stage 1	-	- - -
Stage 2	-	- - -

Approach	WB	SB
HCM Control Delay, s	0	14.3
HCM LOS		B

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	395
HCM Lane V/C Ratio	-	-	0.023
HCM Control Delay (s)	-	-	14.3
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.1

HCM 2010 Intersection Capacity Analysis
11: Bluebell St & Hickory St

2022 Background
Timing Plan: AM

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↕			↕	↕	
Traffic Vol, veh/h	0	0	0	249	239	0
Future Vol, veh/h	0	0	0	249	239	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	271	260	0

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	531	260	260
Stage 1	260	-	-
Stage 2	271	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	509	779	1304
Stage 1	783	-	-
Stage 2	775	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	509	779	1304
Mov Cap-2 Maneuver	509	-	-
Stage 1	783	-	-
Stage 2	775	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1304	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

HCM 2010 Intersection Capacity Analysis
12: Hickory St & Lincoln St

2022 Background
Timing Plan: AM

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			Y	Y	
Traffic Vol, veh/h	0	0	0	249	239	0
Future Vol, veh/h	0	0	0	249	239	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	271	260	0

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	531	260	260	0	0
Stage 1	260	-	-	-	-
Stage 2	271	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	509	779	1304	-	-
Stage 1	783	-	-	-	-
Stage 2	775	-	-	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	509	779	1304	-	-
Mov Cap-2 Maneuver	509	-	-	-	-
Stage 1	783	-	-	-	-
Stage 2	775	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1304	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

HCM 2010 Intersection Capacity Analysis
13: Driveway 3 & Lincoln St

2022 Background
Timing Plan: AM

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	Y			Y	Y	
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	1	0	2
Stage 1	-	-	-	-	1
Stage 2	-	-	-	-	1
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1622	-	1021
Stage 1	-	-	-	-	1022
Stage 2	-	-	-	-	1022
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1622	-	1021
Mov Cap-2 Maneuver	-	-	-	-	1021
Stage 1	-	-	-	-	1022
Stage 2	-	-	-	-	1022

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1622	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

HCM 2010 Intersection Capacity Analysis
2: S Good Latimer Expy W & Hickory St

2022 Background
Timing Plan: PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↕↔			↔↕↔			↕	↕		↕	↕
Traffic Volume (vph)	10	259	127	60	116	12	60	92	24	4	61	5
Future Volume (vph)	10	259	127	60	116	12	60	92	24	4	61	5
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	11	294	144	68	132	14	68	105	27	5	69	6
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	449	0	0	214	0	0	173	27	0	74	6
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		6			2			4		4	8	
Permitted Phases	6			2			4		4	8		8
Detector Phase	6	6		2	2		4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	43.0	43.0		43.0	43.0		37.0	37.0	37.0	37.0	37.0	37.0
Total Split (%)	53.8%	53.8%		53.8%	53.8%		46.3%	46.3%	46.3%	46.3%	46.3%	46.3%
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0			0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)		4.5			4.5			4.5	4.5		4.5	4.5
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Max	Max		Max	Max		None	None	None	None	None	None
Act Effct Green (s)		41.4			41.4			11.8	11.8		11.8	11.8
Actuated g/C Ratio		0.67			0.67			0.19	0.19		0.19	0.19
v/c Ratio		0.15			0.08			0.58	0.08		0.21	0.02
Control Delay		3.1			4.1			30.2	8.8		21.1	3.6
Queue Delay		0.0			0.0			0.0	0.0		0.0	0.0
Total Delay		3.1			4.1			30.2	8.8		21.1	3.6
LOS		A			A			C	A		C	A
Approach Delay		3.1			4.1			27.4			19.8	
Approach LOS		A			A			C			B	
Queue Length 50th (ft)		12			7			56	0		22	0
Queue Length 95th (ft)		26			17			105	16		50	4
Internal Link Dist (ft)		372			159			236			123	
Turn Bay Length (ft)												
Base Capacity (vph)		3054			2645			822	844		956	841
Starvation Cap Reductn		0			0			0	0		0	0
Spillback Cap Reductn		0			0			0	0		0	0
Storage Cap Reductn		0			0			0	0		0	0
Reduced v/c Ratio		0.15			0.08			0.21	0.03		0.08	0.01

Intersection Summary

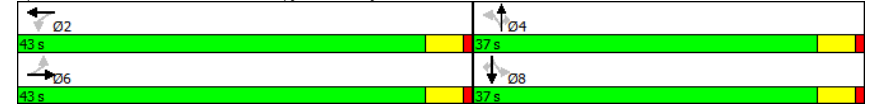
Cycle Length: 80
Actuated Cycle Length: 62.2
Natural Cycle: 45
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.58
Intersection Signal Delay: 9.9
Intersection LOS: A

HCM 2010 Intersection Capacity Analysis
2: S Good Latimer Expy W & Hickory St

2022 Background
Timing Plan: PM

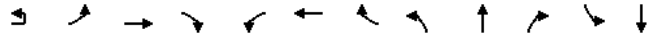
Intersection Capacity Utilization 38.3%
Analysis Period (min) 15
ICU Level of Service A

Splits and Phases: 2: S Good Latimer Expy W & Hickory St



HCM 2010 Intersection Capacity Analysis
6: Corinth St & S Cesar Chavez Blvd

2022 Background
Timing Plan: PM



Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations		↔	↕	↔	↕	↕	↕		↕	↕	↔	↕
Traffic Volume (vph)	19	52	593	144	137	335	4	192	46	243	9	46
Future Volume (vph)	19	52	593	144	137	335	4	192	46	243	9	46
Peak Hour Factor	0.92	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	21	54	611	148	141	345	4	198	47	251	9	47
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	75	759	0	141	349	0	0	496	0	0	58
Turn Type	Perm	Perm	NA	pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases			6		5	2			4			
Permitted Phases	6	6		2				4			8	
Detector Phase	6	6	6		5	2		4	4		8	8
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Minimum Split (s)	22.5	22.5	22.5		9.5	22.5		22.5	22.5		22.5	22.5
Total Split (s)	40.0	40.0	40.0		16.0	56.0		24.0	24.0		24.0	24.0
Total Split (%)	50.0%	50.0%	50.0%		20.0%	70.0%		30.0%	30.0%		30.0%	30.0%
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)		4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5
Lead/Lag	Lag	Lag	Lag		Lead							
Lead-Lag Optimize?	Yes	Yes	Yes		Yes							
Recall Mode	Max	Max	Max		None	Max		None	None		None	None
Act Effct Green (s)	41.9	41.9	41.9		51.7	51.7		13.0	13.0		13.0	13.0
Actuated g/C Ratio	0.57	0.57	0.57		0.70	0.70		0.18	0.18		0.18	0.18
v/c Ratio	0.13	0.27	0.27		0.27	0.10		0.72	0.72		0.21	0.21
Control Delay	11.4	8.9	8.9		5.8	4.1		19.9	19.9		26.2	26.2
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Total Delay	11.4	8.9	8.9		5.8	4.1		19.9	19.9		26.2	26.2
LOS		B	A		A	A		B	B		C	C
Approach Delay			9.1			4.6		19.9	19.9		26.2	26.2
Approach LOS			A			A		B	B		C	C
Queue Length 50th (ft)		16	56		18	15		53	53		22	22
Queue Length 95th (ft)		47	99		45	31		102	102		52	52
Internal Link Dist (ft)			225			638		284	284		200	200
Turn Bay Length (ft)		75			150							
Base Capacity (vph)		565	2841		587	3557		910	910		416	416
Starvation Cap Reductn		0	0		0	0		0	0		0	0
Spillback Cap Reductn		0	0		0	0		0	0		0	0
Storage Cap Reductn		0	0		0	0		0	0		0	0
Reduced v/c Ratio		0.13	0.27		0.24	0.10		0.55	0.55		0.14	0.14

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 73.8
Natural Cycle: 55
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.72
Intersection Signal Delay: 11.3
Intersection LOS: B

HCM 2010 Intersection Capacity Analysis
6: Corinth St & S Cesar Chavez Blvd

2022 Background
Timing Plan: PM



Lane Group	SBR
Lane Configurations	↕
Traffic Volume (vph)	2
Future Volume (vph)	2
Peak Hour Factor	0.97
Adj. Flow (vph)	2
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 73.8
Natural Cycle: 55
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.72
Intersection Signal Delay: 11.3
Intersection LOS: B

HCM 2010 Intersection Capacity Analysis
6: Corinth St & S Cesar Chavez Blvd

2022 Background
Timing Plan: PM

Intersection Capacity Utilization 51.6%
Analysis Period (min) 15

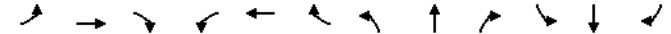
ICU Level of Service A

Splits and Phases: 6: Corinth St & S Cesar Chavez Blvd



HCM 2010 Intersection Capacity Analysis
9: Hickory St & S Cesar Chavez Blvd

2022 Background
Timing Plan: PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕	↔	↔	↕	↔	↔	↕	↔	↔	↕	↔
Traffic Volume (vph)	94	721	15	20	484	88	19	64	7	73	74	119
Future Volume (vph)	94	721	15	20	484	88	19	64	7	73	74	119
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	98	751	16	21	504	92	20	67	7	76	77	124
Shared Lane Traffic (%)												
Lane Group Flow (vph)	98	767	0	21	596	0	20	74	0	76	201	0
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	1	6			2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		2	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	10.0	55.0		45.0	45.0		25.0	25.0		25.0	25.0	
Total Split (%)	12.5%	68.8%		56.3%	56.3%		31.3%	31.3%		31.3%	31.3%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjst (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Recall Mode	None	Max		Max	Max		None	None		None	None	
Act Effct Green (s)	53.2	53.2		45.0	45.0		10.3	10.3		10.3	10.3	
Actuated g/C Ratio	0.73	0.73		0.62	0.62		0.14	0.14		0.14	0.14	
v/c Ratio	0.16	0.21		0.05	0.19		0.18	0.28		0.40	0.62	
Control Delay	4.2	3.6		8.2	6.4		29.1	26.8		33.1	23.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	4.2	3.6		8.2	6.4		29.1	26.8		33.1	23.3	
LOS	A	A		A	A		C	C		C	C	
Approach Delay		3.6			6.4			27.3			26.0	
Approach LOS		A			A			C			C	
Queue Length 50th (ft)	9	29		3	34		8	26		30	41	
Queue Length 95th (ft)	29	59		15	63		26	60		67	100	
Internal Link Dist (ft)		313			219			300			188	
Turn Bay Length (ft)	150			150			75			100		
Base Capacity (vph)	597	3718		403	3106		222	524		374	548	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.16	0.21		0.05	0.19		0.09	0.14		0.20	0.37	

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 72.6
Natural Cycle: 55
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.62
Intersection Signal Delay: 9.1

Intersection LOS: A

HCM 2010 Intersection Capacity Analysis
9: Hickory St & S Cesar Chavez Blvd

2022 Background
Timing Plan: PM

Intersection Capacity Utilization 45.5%
Analysis Period (min) 15

ICU Level of Service A

Splits and Phases: 9: Hickory St & S Cesar Chavez Blvd



HCM 2010 Intersection Capacity Analysis
1: Dawson St & S Good Latimer Expy W

2022 Background
Timing Plan: PM

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔↔			↔↔↔				↔			↔	
Traffic Vol, veh/h	6	381	0	1	187	2	0	1	0	3	0	3
Future Vol, veh/h	6	381	0	1	187	2	0	1	0	3	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	0	-	0	-	0	-
Grade, %	-	0	-	-	0	-	0	-	0	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	438	0	1	215	2	0	1	0	3	0	3

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	217	0	0	438
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	5.34	-	-	5.34
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.12	-	-	3.12
Pot Cap-1 Maneuver	917	-	-	724
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	917	-	-	724
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.1	14.7	10.6
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	371	917	-	-	724	-	-	650
HCM Lane V/C Ratio	0.003	0.008	-	-	0.002	-	-	0.011
HCM Control Delay (s)	14.7	9	0	0	10	0	0	10.6
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

HCM 2010 Intersection Capacity Analysis
3: Driveway 1 & S Good Latimer Expy W

2022 Background
Timing Plan: PM

Intersection						
Int Delay, s/veh	1.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔↔↔			↔↔↔		↔
Traffic Vol, veh/h	244	43	8	144	43	8
Future Vol, veh/h	244	43	8	144	43	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	265	47	9	157	47	9

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	312
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	5.34
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	3.12
Pot Cap-1 Maneuver	-	-	829
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	829
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	11.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	639	-	-	829	-
HCM Lane V/C Ratio	0.087	-	-	0.01	-
HCM Control Delay (s)	11.2	-	-	9.4	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0	-

HCM 2010 Intersection Capacity Analysis
4: S Good Latimer Expy W & Ferris St

2022 Background
Timing Plan: PM

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↔↔↔↔↔↔				↔↔	
Traffic Vol, veh/h	4	205	134	1	10	6
Future Vol, veh/h	4	205	134	1	10	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	253	165	1	12	7

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	166	0	0	277	83
Stage 1	-	-	-	166	-
Stage 2	-	-	-	111	-
Critical Hdwy	5.34	-	-	5.74	7.14
Critical Hdwy Stg 1	-	-	-	6.64	-
Critical Hdwy Stg 2	-	-	-	6.04	-
Follow-up Hdwy	3.12	-	-	3.82	3.92
Pot Cap-1 Maneuver	968	-	-	699	815
Stage 1	-	-	-	757	-
Stage 2	-	-	-	829	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	968	-	-	695	815
Mov Cap-2 Maneuver	-	-	-	695	-
Stage 1	-	-	-	752	-
Stage 2	-	-	-	829	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	10
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	968	-	-	-	736
HCM Lane V/C Ratio	0.005	-	-	-	0.027
HCM Control Delay (s)	8.7	0	-	-	10
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

HCM 2010 Intersection Capacity Analysis
5: Driveway 2 & S Good Latimer Expy W

2022 Background
Timing Plan: PM

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔↔↔			↔↔↔		↔↔
Traffic Vol, veh/h	216	0	0	136	0	0
Future Vol, veh/h	216	0	0	136	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	235	0	0	148	0	0

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	235	0	294 118
Stage 1	-	-	-	-	235 -
Stage 2	-	-	-	-	59 -
Critical Hdwy	-	-	5.34	-	5.74 7.14
Critical Hdwy Stg 1	-	-	-	-	6.64 -
Critical Hdwy Stg 2	-	-	-	-	6.04 -
Follow-up Hdwy	-	-	3.12	-	3.82 3.92
Pot Cap-1 Maneuver	-	-	900	-	686 774
Stage 1	-	-	-	-	690 -
Stage 2	-	-	-	-	881 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	900	-	686 774
Mov Cap-2 Maneuver	-	-	-	-	686 -
Stage 1	-	-	-	-	690 -
Stage 2	-	-	-	-	881 -

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	900	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

HCM 2010 Intersection Capacity Analysis
7: S Cesar Chavez Blvd & Driveway 1

2022 Background
Timing Plan: PM

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↑↑↑	↑↑↑	↑↑↑	↑	↑	↑
Traffic Vol, veh/h	0	801	507	41	0	85
Future Vol, veh/h	0	801	507	41	0	85
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	871	551	45	0	92

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	-	0	-	0	276
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.92
Pot Cap-1 Maneuver	0	-	-	-	615
Stage 1	0	-	-	-	0
Stage 2	0	-	-	-	0
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	615
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	11.9
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	615
HCM Lane V/C Ratio	-	-	-	0.15
HCM Control Delay (s)	-	-	-	11.9
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.5

HCM 2010 Intersection Capacity Analysis
8: S Harwood St & Hickory St

2022 Background
Timing Plan: PM

Intersection						
Int Delay, s/veh	3.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↑↑	↑↑	↑↑		↑	↑
Traffic Vol, veh/h	63	289	115	42	74	37
Future Vol, veh/h	63	289	115	42	74	37
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	68	311	124	45	80	40

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	169	0	-	0	439 85
Stage 1	-	-	-	-	147 -
Stage 2	-	-	-	-	292 -
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	1406	-	-	-	546 957
Stage 1	-	-	-	-	865 -
Stage 2	-	-	-	-	732 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1406	-	-	-	514 957
Mov Cap-2 Maneuver	-	-	-	-	514 -
Stage 1	-	-	-	-	815 -
Stage 2	-	-	-	-	732 -

Approach	EB	WB	SB
HCM Control Delay, s	1.5	0	12.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1406	-	-	-	608
HCM Lane V/C Ratio	0.048	-	-	-	0.196
HCM Control Delay (s)	7.7	0.2	-	-	12.4
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0.7

HCM 2010 Intersection Capacity Analysis
10: Bluebell St

2022 Background
Timing Plan: PM

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↕			↕
Traffic Vol, veh/h	0	0	376	0	0	11
Future Vol, veh/h	0	0	376	0	0	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	-	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	388	0	0	11

Major/Minor	Major2	Minor2
Conflicting Flow All	-	0 - 388
Stage 1	-	- - -
Stage 2	-	- - -
Critical Hdwy	-	- - 6.22
Critical Hdwy Stg 1	-	- - -
Critical Hdwy Stg 2	-	- - -
Follow-up Hdwy	-	- - 3.318
Pot Cap-1 Maneuver	-	- 0 660
Stage 1	-	- 0 -
Stage 2	-	- 0 -
Platoon blocked, %	-	- - -
Mov Cap-1 Maneuver	-	- - 660
Mov Cap-2 Maneuver	-	- - -
Stage 1	-	- - -
Stage 2	-	- - -

Approach	WB	SB
HCM Control Delay, s	0	10.6
HCM LOS		B

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	660
HCM Lane V/C Ratio	-	-	0.017
HCM Control Delay (s)	-	-	10.6
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.1

HCM 2010 Intersection Capacity Analysis
11: Bluebell St & Hickory St

2022 Background
Timing Plan: PM

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↕			↕	↕	
Traffic Vol, veh/h	0	0	0	156	248	0
Future Vol, veh/h	0	0	0	156	248	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	170	270	0

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	440 270 270	0	- 0
Stage 1	270	- - -	- - -
Stage 2	170	- - -	- - -
Critical Hdwy	6.42 6.22 4.12	- - -	- - -
Critical Hdwy Stg 1	5.42	- - -	- - -
Critical Hdwy Stg 2	5.42	- - -	- - -
Follow-up Hdwy	3.518 3.318 2.218	- - -	- - -
Pot Cap-1 Maneuver	574 769 1293	- - -	- - -
Stage 1	775	- - -	- - -
Stage 2	860	- - -	- - -
Platoon blocked, %	- - -	- - -	- - -
Mov Cap-1 Maneuver	574 769 1293	- - -	- - -
Mov Cap-2 Maneuver	574	- - -	- - -
Stage 1	775	- - -	- - -
Stage 2	860	- - -	- - -

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1293	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

HCM 2010 Intersection Capacity Analysis
12: Hickory St & Lincoln St

2022 Background
Timing Plan: PM

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	0	0	0	156	248	0
Future Vol, veh/h	0	0	0	156	248	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	170	270	0

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	440	270	270	0	0
Stage 1	270	-	-	-	-
Stage 2	170	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	574	769	1293	-	-
Stage 1	775	-	-	-	-
Stage 2	860	-	-	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	574	769	1293	-	-
Mov Cap-2 Maneuver	574	-	-	-	-
Stage 1	775	-	-	-	-
Stage 2	860	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1293	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

HCM 2010 Intersection Capacity Analysis
13: Driveway 3 & Lincoln St

2022 Background
Timing Plan: PM

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	1	0	2
Stage 1	-	-	-	-	1
Stage 2	-	-	-	-	1
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1622	-	1021
Stage 1	-	-	-	-	1022
Stage 2	-	-	-	-	1022
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1622	-	1021
Mov Cap-2 Maneuver	-	-	-	-	1021
Stage 1	-	-	-	-	1022
Stage 2	-	-	-	-	1022

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1622	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

HCM 2010 Intersection Capacity Analysis
 14: Lincoln St & Dawson St

2022 Background
 Timing Plan: PM

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	↕
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1	0	-	0	1 1
Stage 1	-	-	-	-	1 -
Stage 2	-	-	-	-	0 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1622	-	-	-	1022 1084
Stage 1	-	-	-	-	1022 -
Stage 2	-	-	-	-	- -
Platoon blocked, %	-	-	-	-	- -
Mov Cap-1 Maneuver	1622	-	-	-	1022 1084
Mov Cap-2 Maneuver	-	-	-	-	1022 -
Stage 1	-	-	-	-	1022 -
Stage 2	-	-	-	-	- -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1622	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

HCM 2010 Intersection Capacity Analysis

2022 Background Plus Site

2: S Good Latimer Expy W & Hickory St

Timing Plan: AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↕↔			↔↕↔			↕	↕		↕	↕
Traffic Volume (vph)	8	118	95	75	586	39	118	90	66	16	69	10
Future Volume (vph)	8	118	95	75	586	39	118	90	66	16	69	10
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Adj. Flow (vph)	10	153	123	97	761	51	153	117	86	21	90	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	286	0	0	909	0	0	270	86	0	111	13
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		6			2			4		4	8	
Permitted Phases	6			2			4		4	8		8
Detector Phase	6	6		2	2		4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	42.0	42.0		42.0	42.0		38.0	38.0	38.0	38.0	38.0	38.0
Total Split (%)	52.5%	52.5%		52.5%	52.5%		47.5%	47.5%	47.5%	47.5%	47.5%	47.5%
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0			0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)		4.5			4.5			4.5	4.5		4.5	4.5
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Max	Max		Max	Max		None	None	None	None	None	None
Act Effct Green (s)		38.2			38.2		17.2	17.2		17.2	17.2	
Actuated g/C Ratio		0.59			0.59		0.27	0.27		0.27	0.27	
v/c Ratio		0.11			0.35		0.71	0.18		0.24	0.03	
Control Delay		4.2			7.9		31.9	5.3		19.0	6.0	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		4.2			7.9		31.9	5.3		19.0	6.0	
LOS		A			A		C	A		B	A	
Approach Delay		4.2			7.9		25.5			17.6		
Approach LOS		A			A		C			B		
Queue Length 50th (ft)		8			56		94	0		33	0	
Queue Length 95th (ft)		19			90		133	18		56	6	
Internal Link Dist (ft)		372			162		236			123		
Turn Bay Length (ft)												
Base Capacity (vph)		2619			2585		742	868		890	837	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.11			0.35		0.36	0.10		0.12	0.02	

Intersection Summary	
Cycle Length:	80
Actuated Cycle Length:	64.4
Natural Cycle:	45
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.71
Intersection Signal Delay:	11.7
Intersection LOS:	B

HCM 2010 Intersection Capacity Analysis

2022 Background Plus Site

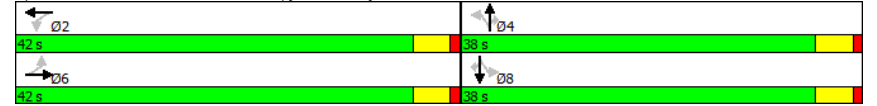
2: S Good Latimer Expy W & Hickory St

Timing Plan: AM

Intersection Capacity Utilization 47.5%
Analysis Period (min) 15

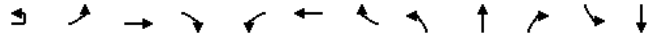
ICU Level of Service A

Splits and Phases: 2: S Good Latimer Expy W & Hickory St



HCM 2010 Intersection Capacity Analysis
6: Corinth St & S Cesar Chavez Blvd

2022 Background Plus Site
Timing Plan: AM



Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations		↵ ↑↑↑	↑↑↑		↵ ↑↑↑	↑↑↑			↵ ↑↑			↵ ↑↑
Traffic Volume (vph)	21	56	158	92	333	1543	5	297	51	63	8	50
Future Volume (vph)	21	56	158	92	333	1543	5	297	51	63	8	50
Peak Hour Factor	0.92	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	23	58	165	96	347	1607	5	309	53	66	8	52
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	81	261	0	347	1612	0	0	428	0	0	61
Turn Type	Perm	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA
Protected Phases			6		5	2			4			8
Permitted Phases	6	6			2			4			8	
Detector Phase	6	6	6		5	2		4	4		8	8
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Minimum Split (s)	22.5	22.5	22.5		9.5	22.5		22.5	22.5		22.5	22.5
Total Split (s)	36.0	36.0	36.0		16.0	52.0		28.0	28.0		28.0	28.0
Total Split (%)	45.0%	45.0%	45.0%		20.0%	65.0%		35.0%	35.0%		35.0%	35.0%
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)		4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5
Lead/Lag	Lag	Lag	Lag		Lead							
Lead-Lag Optimize?	Yes	Yes	Yes		Yes							
Recall Mode	Max	Max	Max		None	Max		None	None		None	None
Act Effct Green (s)		32.8	32.8		47.7	47.7		16.9				16.9
Actuated g/C Ratio		0.45	0.45		0.65	0.65		0.23				0.23
v/c Ratio		0.68	0.12		0.47	0.49		0.95	dl			0.15
Control Delay		53.1	8.7		8.8	7.9		30.7				22.5
Queue Delay		0.0	0.0		0.0	0.0		0.0				0.0
Total Delay		53.1	8.7		8.8	7.9		30.7				22.5
LOS		D	A		A	A		C				C
Approach Delay			19.2			8.0		30.7				22.5
Approach LOS			B			A		C				C
Queue Length 50th (ft)		29	15		59	117		88				22
Queue Length 95th (ft)		#115	34		128	195		134				50
Internal Link Dist (ft)			225			638		284				200
Turn Bay Length (ft)		75			150							
Base Capacity (vph)		119	2194		747	3295		848				556
Starvation Cap Reductn		0	0		0	0		0				0
Spillback Cap Reductn		0	0		0	0		0				0
Storage Cap Reductn		0	0		0	0		0				0
Reduced v/c Ratio		0.68	0.12		0.46	0.49		0.50				0.11

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 73.6
Natural Cycle: 70
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.70
Intersection Signal Delay: 13.2
Intersection LOS: B

HCM 2010 Intersection Capacity Analysis
6: Corinth St & S Cesar Chavez Blvd

2022 Background Plus Site
Timing Plan: AM



Lane Group	SBR
Lane Configurations	↵ ↑↑
Traffic Volume (vph)	1
Future Volume (vph)	1
Peak Hour Factor	0.96
Adj. Flow (vph)	1
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

HCM 2010 Intersection Capacity Analysis
6: Corinth St & S Cesar Chavez Blvd

2022 Background Plus Site
Timing Plan: AM

Intersection Capacity Utilization 68.6% ICU Level of Service C

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Splits and Phases: 6: Corinth St & S Cesar Chavez Blvd



HCM 2010 Intersection Capacity Analysis
9: Hickory St & S Cesar Chavez Blvd

2022 Background Plus Site
Timing Plan: AM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	106	238	3	37	1748	114	17	118	6	89	78	106
Future Volume (vph)	106	238	3	37	1748	114	17	118	6	89	78	106
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	114	256	3	40	1880	123	18	127	6	96	84	114
Shared Lane Traffic (%)												
Lane Group Flow (vph)	114	259	0	40	2003	0	18	133	0	96	198	0
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	1	6			2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		2	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	10.0	54.0		44.0	44.0		26.0	26.0		26.0	26.0	
Total Split (%)	12.5%	67.5%		55.0%	55.0%		32.5%	32.5%		32.5%	32.5%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Recall Mode	None	Max		Max	Max		None	None		None	None	
Act Effct Green (s)	50.5	50.5		42.5	42.5		10.9	10.9		10.9	10.9	
Actuated g/C Ratio	0.72	0.72		0.60	0.60		0.15	0.15		0.15	0.15	
v/c Ratio	0.48	0.07		0.06	0.66		0.14	0.46		0.51	0.59	
Control Delay	13.2	3.5		8.2	11.7		26.8	31.0		36.4	23.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	13.2	3.5		8.2	11.7		26.8	31.0		36.4	23.2	
LOS	B	A		A	B		C	C		D	C	
Approach Delay		6.5			11.6			30.5			27.5	
Approach LOS		A			B			C			C	
Queue Length 50th (ft)	12	9		7	197		7	51		38	45	
Queue Length 95th (ft)	52	21		23	308		23	98		80	103	
Internal Link Dist (ft)		272			196			300			188	
Turn Bay Length (ft)	150			150			75			100		
Base Capacity (vph)	239	3637		657	3047		262	567		371	578	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.48	0.07		0.06	0.66		0.07	0.23		0.26	0.34	

Intersection Summary

Cycle Length: 80

Actuated Cycle Length: 70.4

Natural Cycle: 65

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.66

Intersection Signal Delay: 13.6

Intersection LOS: B

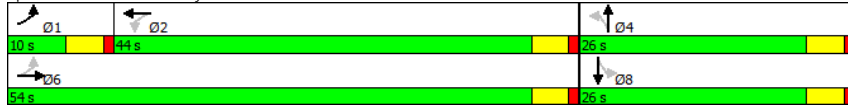
HCM 2010 Intersection Capacity Analysis
9: Hickory St & S Cesar Chavez Blvd

2022 Background Plus Site
Timing Plan: AM

Intersection Capacity Utilization 71.9%
Analysis Period (min) 15

ICU Level of Service C

Splits and Phases: 9: Hickory St & S Cesar Chavez Blvd



HCM 2010 Intersection Capacity Analysis
1: Dawson St & S Good Latimer Expy W

2022 Background Plus Site
Timing Plan: AM

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕↕↕			↕↕↕				↕			↕	
Traffic Vol, veh/h	5	210	3	0	694	8	0	0	0	14	0	7
Future Vol, veh/h	5	210	3	0	694	8	0	0	0	14	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	75	75	75	75	75	75	75	75	75
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	280	4	0	925	11	0	0	0	19	0	9

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	936	0	0	284
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	5.34	-	-	5.34
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.12	-	-	3.12
Pot Cap-1 Maneuver	420	-	-	854
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	420	-	-	854
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0	0	19.3
HCM LOS			A	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	420	-	-	854	-	-	279
HCM Lane V/C Ratio	-	0.016	-	-	-	-	-	0.1
HCM Control Delay (s)	0	13.7	0.1	-	0	-	-	19.3
HCM Lane LOS		A	B	A	-	A	-	C
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0.3

HCM 2010 Intersection Capacity Analysis
3: Driveway 1 & S Good Latimer Expy W

2022 Background Plus Site
Timing Plan: AM

Intersection						
Int Delay, s/veh	0.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↕↕↕			↕↕↕		↕
Traffic Vol, veh/h	150	49	8	653	48	7
Future Vol, veh/h	150	49	8	653	48	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	163	53	9	710	52	8

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	216
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	5.34
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	3.12
Pot Cap-1 Maneuver	-	-	918
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	918
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	12.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	565	-	-	918	-
HCM Lane V/C Ratio	0.106	-	-	0.009	-
HCM Control Delay (s)	12.1	-	-	9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0	-

HCM 2010 Intersection Capacity Analysis
 4: S Good Latimer Expy W/S Good Latimer Expy & Ferris St

2022 Background Plus Site
 Timing Plan: AM

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations	↔↔↔↔↔↔				↔	
Traffic Vol, veh/h	12	146	654	10	0	0
Future Vol, veh/h	12	146	654	10	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	76	76	76	76	76	76
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	192	861	13	0	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	874	0	0	977	437
Stage 1	-	-	-	868	-
Stage 2	-	-	-	109	-
Critical Hdwy	5.34	-	-	5.74	7.14
Critical Hdwy Stg 1	-	-	-	6.64	-
Critical Hdwy Stg 2	-	-	-	6.04	-
Follow-up Hdwy	3.12	-	-	3.82	3.92
Pot Cap-1 Maneuver	450	-	-	319	485
Stage 1	-	-	-	291	-
Stage 2	-	-	-	831	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	450	-	-	306	485
Mov Cap-2 Maneuver	-	-	-	306	-
Stage 1	-	-	-	279	-
Stage 2	-	-	-	831	-

Approach	EB	WB	SW
HCM Control Delay, s	1.1	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SWLn1
Capacity (veh/h)	450	-	-	-	-
HCM Lane V/C Ratio	0.035	-	-	-	-
HCM Control Delay (s)	13.3	0.1	-	-	0
HCM Lane LOS	B	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	-

HCM 2010 Intersection Capacity Analysis
 5: Driveway 2 & S Good Latimer Expy

2022 Background Plus Site
 Timing Plan: AM

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔↔↔			↔↔↔		↔
Traffic Vol, veh/h	153	0	1	668	0	1
Future Vol, veh/h	153	0	1	668	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	166	0	1	726	0	1

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	166	0	458
Stage 1	-	-	-	166	-
Stage 2	-	-	-	292	-
Critical Hdwy	-	-	5.34	-	5.74
Critical Hdwy Stg 1	-	-	-	6.64	-
Critical Hdwy Stg 2	-	-	-	6.04	-
Follow-up Hdwy	-	-	3.12	-	3.82
Pot Cap-1 Maneuver	-	-	968	-	573
Stage 1	-	-	-	757	-
Stage 2	-	-	-	671	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	968	-	572
Mov Cap-2 Maneuver	-	-	-	572	-
Stage 1	-	-	-	757	-
Stage 2	-	-	-	670	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9.4
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	815	-	-	968	-
HCM Lane V/C Ratio	0.001	-	-	0.001	-
HCM Control Delay (s)	9.4	-	-	8.7	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

HCM 2010 Intersection Capacity Analysis
7: S Cesar Chavez Blvd & Driveway 1

2022 Background Plus Site
Timing Plan: AM

Intersection						
Int Delay, s/veh	1.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↑↑↑	↑↑↑	↑↑↑	↑	↑	↑
Traffic Vol, veh/h	0	333	1806	47	0	94
Future Vol, veh/h	0	333	1806	47	0	94
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	362	1963	51	0	102

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	- 0 - 982
Stage 1	-	-	- - -
Stage 2	-	-	- - -
Critical Hdwy	-	-	- - 7.14
Critical Hdwy Stg 1	-	-	- - -
Critical Hdwy Stg 2	-	-	- - -
Follow-up Hdwy	-	-	- - 3.92
Pot Cap-1 Maneuver	0	-	- 0 213
Stage 1	0	-	- 0 -
Stage 2	0	-	- 0 -
Platoon blocked, %	-	-	- - -
Mov Cap-1 Maneuver	-	-	- - 213
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	36.6
HCM LOS			E

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	213
HCM Lane V/C Ratio	-	-	-	0.48
HCM Control Delay (s)	-	-	-	36.6
HCM Lane LOS	-	-	-	E
HCM 95th %tile Q(veh)	-	-	-	2.4

HCM 2010 Intersection Capacity Analysis
8: S Harwood St & Hickory St

2022 Background Plus Site
Timing Plan: AM

Intersection						
Int Delay, s/veh	1.2					
Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations	↑↑	↑↑	↑↑	↑	↑	↑
Traffic Vol, veh/h	83	130	320	61	0	0
Future Vol, veh/h	83	130	320	61	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	94	148	364	69	0	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	433	0	- 0 661 217
Stage 1	-	-	- - 399 -
Stage 2	-	-	- - 262 -
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	1123	-	- - 395 787
Stage 1	-	-	- - 647 -
Stage 2	-	-	- - 758 -
Platoon blocked, %	-	-	- - -
Mov Cap-1 Maneuver	1123	-	- - 359 787
Mov Cap-2 Maneuver	-	-	- - 359 -
Stage 1	-	-	- - 588 -
Stage 2	-	-	- - 758 -

Approach	EB	WB	SW
HCM Control Delay, s	3.4	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SWLn1
Capacity (veh/h)	1123	-	-	-	-
HCM Lane V/C Ratio	0.084	-	-	-	-
HCM Control Delay (s)	8.5	0.2	-	-	0
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.3	-	-	-	-

HCM 2010 Intersection Capacity Analysis
10: Chavez/ I 30 FR & Bluebell St

2022 Background Plus Site
Timing Plan: AM

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↕			↕
Traffic Vol, veh/h	0	0	696	1	0	8
Future Vol, veh/h	0	0	696	1	0	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	-	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	782	1	0	9

Major/Minor	Major2	Minor2
Conflicting Flow All	-	0 - 783
Stage 1	-	- - -
Stage 2	-	- - -
Critical Hdwy	-	- - 6.22
Critical Hdwy Stg 1	-	- - -
Critical Hdwy Stg 2	-	- - -
Follow-up Hdwy	-	- - 3.318
Pot Cap-1 Maneuver	-	- 0 394
Stage 1	-	- 0 -
Stage 2	-	- 0 -
Platoon blocked, %	-	- - -
Mov Cap-1 Maneuver	-	- - 394
Mov Cap-2 Maneuver	-	- - -
Stage 1	-	- - -
Stage 2	-	- - -

Approach	WB	SB
HCM Control Delay, s	0	14.4
HCM LOS		B

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	394
HCM Lane V/C Ratio	-	-	0.023
HCM Control Delay (s)	-	-	14.4
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.1

HCM 2010 Intersection Capacity Analysis
11: Bluebell St & Hickory St

2022 Background Plus Site
Timing Plan: AM

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↕			↕	↕	↕
Traffic Vol, veh/h	0	0	0	249	239	0
Future Vol, veh/h	0	0	0	249	239	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	271	260	0

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	531 260 260	0	- 0
Stage 1	260	- - -	- - -
Stage 2	271	- - -	- - -
Critical Hdwy	6.42 6.22 4.12	- - -	- - -
Critical Hdwy Stg 1	5.42	- - -	- - -
Critical Hdwy Stg 2	5.42	- - -	- - -
Follow-up Hdwy	3.518 3.318 2.218	- - -	- - -
Pot Cap-1 Maneuver	509 779 1304	- - -	- - -
Stage 1	783	- - -	- - -
Stage 2	775	- - -	- - -
Platoon blocked, %	- - -	- - -	- - -
Mov Cap-1 Maneuver	509 779 1304	- - -	- - -
Mov Cap-2 Maneuver	509	- - -	- - -
Stage 1	783	- - -	- - -
Stage 2	775	- - -	- - -

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1304	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

HCM 2010 Intersection Capacity Analysis
12: Hickory St & Lincoln St

2022 Background Plus Site
Timing Plan: AM

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	0	0	0	249	239	0
Future Vol, veh/h	0	0	0	249	239	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	271	260	0

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	531	260	260	0	0
Stage 1	260	-	-	-	-
Stage 2	271	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	509	779	1304	-	-
Stage 1	783	-	-	-	-
Stage 2	775	-	-	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	509	779	1304	-	-
Mov Cap-2 Maneuver	509	-	-	-	-
Stage 1	783	-	-	-	-
Stage 2	775	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1304	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

HCM 2010 Intersection Capacity Analysis
13: Driveway 3 & Lincoln St

2022 Background Plus Site
Timing Plan: AM

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	1	0	2
Stage 1	-	-	-	-	1
Stage 2	-	-	-	-	1
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1622	-	1021
Stage 1	-	-	-	-	1022
Stage 2	-	-	-	-	1022
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1622	-	1021
Mov Cap-2 Maneuver	-	-	-	-	1021
Stage 1	-	-	-	-	1022
Stage 2	-	-	-	-	1022

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1622	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

HCM 2010 Intersection Capacity Analysis

2022 Background Plus Site

2: S Good Latimer Expy W & Hickory St

Timing Plan: PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↕↔			↕↕↔			↕	↕		↕	↕
Traffic Volume (vph)	10	269	127	60	123	12	60	92	24	5	61	5
Future Volume (vph)	10	269	127	60	123	12	60	92	24	5	61	5
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	11	306	144	68	140	14	68	105	27	6	69	6
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	461	0	0	222	0	0	173	27	0	75	6
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4		4	8		8
Detector Phase	6	6		2	2		4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	43.0	43.0		43.0	43.0		37.0	37.0	37.0	37.0	37.0	37.0
Total Split (%)	53.8%	53.8%		53.8%	53.8%		46.3%	46.3%	46.3%	46.3%	46.3%	46.3%
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0			0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)		4.5			4.5			4.5	4.5		4.5	4.5
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Max	Max		Max	Max		None	None	None	None	None	None
Act Effct Green (s)		41.3			41.3		11.8	11.8		11.8	11.8	
Actuated g/C Ratio		0.66			0.66		0.19	0.19		0.19	0.19	
v/c Ratio		0.15			0.08		0.58	0.08		0.22	0.02	
Control Delay		3.1			4.1		30.2	8.8		21.1	3.6	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		3.1			4.1		30.2	8.8		21.1	3.6	
LOS		A			A		C	A		C	A	
Approach Delay		3.1			4.1		27.4			19.8		
Approach LOS		A			A		C			B		
Queue Length 50th (ft)		12			8		56	0		23	0	
Queue Length 95th (ft)		27			18		105	16		51	4	
Internal Link Dist (ft)		372			159		236			123		
Turn Bay Length (ft)												
Base Capacity (vph)		3056			2650		820	844		950	840	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.15			0.08		0.21	0.03		0.08	0.01	

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 62.2
Natural Cycle: 45
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.58
Intersection Signal Delay: 9.8
Intersection LOS: A

HCM 2010 Intersection Capacity Analysis

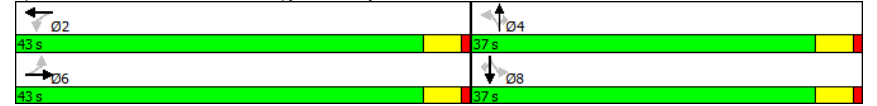
2022 Background Plus Site

2: S Good Latimer Expy W & Hickory St

Timing Plan: PM

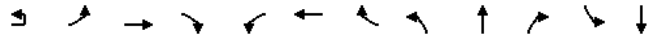
Intersection Capacity Utilization 38.5%
ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 2: S Good Latimer Expy W & Hickory St



HCM 2010 Intersection Capacity Analysis
6: Corinth St & S Cesar Chavez Blvd

2022 Background Plus Site
Timing Plan: PM



Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations		↵ ↑↑↑	↑↑↑		↵ ↑↑↑	↑↑↑			↵ ↑↑			↵ ↑↑
Traffic Volume (vph)	24	64	593	144	137	337	4	197	58	243	10	54
Future Volume (vph)	24	64	593	144	137	337	4	197	58	243	10	54
Peak Hour Factor	0.92	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	26	66	611	148	141	347	4	203	60	251	10	56
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	92	759	0	141	351	0	0	514	0	0	68
Turn Type	Perm	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA
Protected Phases			6		5	2			4			8
Permitted Phases	6	6			2			4			8	
Detector Phase	6	6	6		5	2		4	4		8	8
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Minimum Split (s)	22.5	22.5	22.5		9.5	22.5		22.5	22.5		22.5	22.5
Total Split (s)	40.0	40.0	40.0		16.0	56.0		24.0	24.0		24.0	24.0
Total Split (%)	50.0%	50.0%	50.0%		20.0%	70.0%		30.0%	30.0%		30.0%	30.0%
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)		4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5
Lead/Lag	Lag	Lag	Lag		Lead							
Lead-Lag Optimize?	Yes	Yes	Yes		Yes							
Recall Mode	Max	Max	Max		None	Max		None	None		None	None
Act Effct Green (s)		41.8	41.8		51.7	51.7		13.3			13.3	
Actuated g/C Ratio		0.56	0.56		0.70	0.70		0.18			0.18	
v/c Ratio		0.16	0.27		0.27	0.10		0.73			0.25	
Control Delay		11.8	9.0		5.8	4.2		20.5			27.0	
Queue Delay		0.0	0.0		0.0	0.0		0.0			0.0	
Total Delay		11.8	9.0		5.8	4.2		20.5			27.0	
LOS		B	A		A	A		C			C	
Approach Delay			9.3			4.7		20.5			27.0	
Approach LOS			A			A		C			C	
Queue Length 50th (ft)		20	56		18	16		57			26	
Queue Length 95th (ft)		56	99		45	31		108			59	
Internal Link Dist (ft)			225			638		284			200	
Turn Bay Length (ft)		75			150							
Base Capacity (vph)		561	2831		585	3545		922			402	
Starvation Cap Reductn		0	0		0	0		0			0	
Spillback Cap Reductn		0	0		0	0		0			0	
Storage Cap Reductn		0	0		0	0		0			0	
Reduced v/c Ratio		0.16	0.27		0.24	0.10		0.56			0.17	

Intersection Summary	
Cycle Length:	80
Actuated Cycle Length:	74
Natural Cycle:	55
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.73
Intersection Signal Delay:	11.7
Intersection LOS:	B

HCM 2010 Intersection Capacity Analysis
6: Corinth St & S Cesar Chavez Blvd

2022 Background Plus Site
Timing Plan: PM



Lane Group	SBR
Lane Configurations	↵
Traffic Volume (vph)	2
Future Volume (vph)	2
Peak Hour Factor	0.97
Adj. Flow (vph)	2
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary	
Cycle Length:	80
Actuated Cycle Length:	74
Natural Cycle:	55
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.73
Intersection Signal Delay:	11.7
Intersection LOS:	B

HCM 2010 Intersection Capacity Analysis
6: Corinth St & S Cesar Chavez Blvd

2022 Background Plus Site
Timing Plan: PM

Intersection Capacity Utilization 52.1%
Analysis Period (min) 15

ICU Level of Service A

Splits and Phases: 6: Corinth St & S Cesar Chavez Blvd



HCM 2010 Intersection Capacity Analysis
9: Hickory St & S Cesar Chavez Blvd

2022 Background Plus Site
Timing Plan: PM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕	↔	↔	↕	↔	↔	↕	↔	↔	↕	↔
Traffic Volume (vph)	94	738	15	21	497	88	19	64	7	73	74	119
Future Volume (vph)	94	738	15	21	497	88	19	64	7	73	74	119
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	98	769	16	22	518	92	20	67	7	76	77	124
Shared Lane Traffic (%)												
Lane Group Flow (vph)	98	785	0	22	610	0	20	74	0	76	201	0
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	1	6			2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		2	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	10.0	55.0		45.0	45.0		25.0	25.0		25.0	25.0	
Total Split (%)	12.5%	68.8%		56.3%	56.3%		31.3%	31.3%		31.3%	31.3%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adj (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Recall Mode	None	Max		Max	Max		None	None		None	None	
Act Effct Green (s)	53.2	53.2		45.0	45.0		10.3	10.3		10.3	10.3	
Actuated g/C Ratio	0.73	0.73		0.62	0.62		0.14	0.14		0.14	0.14	
v/c Ratio	0.17	0.21		0.06	0.20		0.18	0.28		0.40	0.62	
Control Delay	4.2	3.6		8.2	6.5		29.1	26.8		33.1	23.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	4.2	3.6		8.2	6.5		29.1	26.8		33.1	23.3	
LOS	A	A		A	A		C	C		C	C	
Approach Delay		3.7			6.5			27.3			26.0	
Approach LOS		A			A			C			C	
Queue Length 50th (ft)	9	30		4	35		8	26		30	41	
Queue Length 95th (ft)	29	61		16	65		26	60		67	100	
Internal Link Dist (ft)		313			219			300			188	
Turn Bay Length (ft)	150			150			75			100		
Base Capacity (vph)	591	3718		396	3105		222	524		374	548	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.17	0.21		0.06	0.20		0.09	0.14		0.20	0.37	

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 72.6
Natural Cycle: 55
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.62
Intersection Signal Delay: 9.1

Intersection LOS: A

HCM 2010 Intersection Capacity Analysis
9: Hickory St & S Cesar Chavez Blvd

2022 Background Plus Site
Timing Plan: PM

Intersection Capacity Utilization 45.8%
Analysis Period (min) 15

ICU Level of Service A

Splits and Phases: 9: Hickory St & S Cesar Chavez Blvd



HCM 2010 Intersection Capacity Analysis
1: Dawson St & S Good Latimer Expy W

2022 Background Plus Site
Timing Plan: PM

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕↕↕			↕↕↕				↕			↕	
Traffic Vol, veh/h	6	392	0	1	194	2	0	1	0	3	0	3
Future Vol, veh/h	6	392	0	1	194	2	0	1	0	3	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	451	0	1	223	2	0	1	0	3	0	3

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	225	0	0	451
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	5.34	-	-	5.34
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.12	-	-	3.12
Pot Cap-1 Maneuver	910	-	-	714
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	910	-	-	714
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.1	15	10.7
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	362	910	-	-	714	-	-	640
HCM Lane V/C Ratio	0.003	0.008	-	-	0.002	-	-	0.011
HCM Control Delay (s)	15	9	0	-	10.1	0	-	10.7
HCM Lane LOS	C	A	A	-	B	A	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

HCM 2010 Intersection Capacity Analysis
3: Driveway 1 & S Good Latimer Expy W

2022 Background Plus Site
Timing Plan: PM

Intersection						
Int Delay, s/veh	1.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↕↕↕			↕↕↕		↕
Traffic Vol, veh/h	244	55	8	144	51	8
Future Vol, veh/h	244	55	8	144	51	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	265	60	9	157	55	9

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	325
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	5.34
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	3.12
Pot Cap-1 Maneuver	-	-	818
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	818
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	11.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	632	-	-	818	-
HCM Lane V/C Ratio	0.101	-	-	0.011	-
HCM Control Delay (s)	11.3	-	-	9.4	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0	-

HCM 2010 Intersection Capacity Analysis
4: S Good Latimer Expy W & Ferris St

2022 Background Plus Site
Timing Plan: PM

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	←↑↑↑↑↑				↑	
Traffic Vol, veh/h	4	205	134	1	10	7
Future Vol, veh/h	4	205	134	1	10	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	253	165	1	12	9

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	166	0	0	277	83
Stage 1	-	-	-	166	-
Stage 2	-	-	-	111	-
Critical Hdwy	5.34	-	-	5.74	7.14
Critical Hdwy Stg 1	-	-	-	6.64	-
Critical Hdwy Stg 2	-	-	-	6.04	-
Follow-up Hdwy	3.12	-	-	3.82	3.92
Pot Cap-1 Maneuver	968	-	-	699	815
Stage 1	-	-	-	757	-
Stage 2	-	-	-	829	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	968	-	-	695	815
Mov Cap-2 Maneuver	-	-	-	695	-
Stage 1	-	-	-	752	-
Stage 2	-	-	-	829	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	10
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	968	-	-	-	740
HCM Lane V/C Ratio	0.005	-	-	-	0.028
HCM Control Delay (s)	8.7	0	-	-	10
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

HCM 2010 Intersection Capacity Analysis
5: Driveway 2 & S Good Latimer Expy W

2022 Background Plus Site
Timing Plan: PM

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑			←↑↑↑		↑
Traffic Vol, veh/h	216	0	1	136	0	1
Future Vol, veh/h	216	0	1	136	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	235	0	1	148	0	1

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	235	0	296	118
Stage 1	-	-	-	-	235	-
Stage 2	-	-	-	-	61	-
Critical Hdwy	-	-	5.34	-	5.74	7.14
Critical Hdwy Stg 1	-	-	-	-	6.64	-
Critical Hdwy Stg 2	-	-	-	-	6.04	-
Follow-up Hdwy	-	-	3.12	-	3.82	3.92
Pot Cap-1 Maneuver	-	-	900	-	685	774
Stage 1	-	-	-	-	690	-
Stage 2	-	-	-	-	879	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	900	-	684	774
Mov Cap-2 Maneuver	-	-	-	-	684	-
Stage 1	-	-	-	-	690	-
Stage 2	-	-	-	-	878	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	9.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	774	-	-	900	-
HCM Lane V/C Ratio	0.001	-	-	0.001	-
HCM Control Delay (s)	9.7	-	-	9	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

HCM 2010 Intersection Capacity Analysis
7: S Cesar Chavez Blvd & Driveway 1

2022 Background Plus Site
Timing Plan: PM

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑	↑		↑
Traffic Vol, veh/h	0	818	507	53	0	99
Future Vol, veh/h	0	818	507	53	0	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	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	889	551	58	0	108

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	- 0 - 276
Stage 1	-	-	- - -
Stage 2	-	-	- - -
Critical Hdwy	-	-	- - 7.14
Critical Hdwy Stg 1	-	-	- - -
Critical Hdwy Stg 2	-	-	- - -
Follow-up Hdwy	-	-	- - 3.92
Pot Cap-1 Maneuver	0	-	- 0 615
Stage 1	0	-	- 0 -
Stage 2	0	-	- 0 -
Platoon blocked, %	-	-	- - -
Mov Cap-1 Maneuver	-	-	- - 615
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	12.1
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	615
HCM Lane V/C Ratio	-	-	-	0.175
HCM Control Delay (s)	-	-	-	12.1
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.6

HCM 2010 Intersection Capacity Analysis
8: S Harwood St & Hickory St

2022 Background Plus Site
Timing Plan: PM

Intersection						
Int Delay, s/veh	3.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑	↑
Traffic Vol, veh/h	63	300	119	42	74	38
Future Vol, veh/h	63	300	119	42	74	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	68	323	128	45	80	41

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	173	0	- 0 449 87
Stage 1	-	-	- - 151 -
Stage 2	-	-	- - 298 -
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	1401	-	- - 538 954
Stage 1	-	-	- - 861 -
Stage 2	-	-	- - 727 -
Platoon blocked, %	-	-	- - -
Mov Cap-1 Maneuver	1401	-	- - 506 954
Mov Cap-2 Maneuver	-	-	- - 506 -
Stage 1	-	-	- - 810 -
Stage 2	-	-	- - 727 -

Approach	EB	WB	SB
HCM Control Delay, s	1.5	0	12.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1401	-	-	-	602
HCM Lane V/C Ratio	0.048	-	-	-	0.2
HCM Control Delay (s)	7.7	0.2	-	-	12.5
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0.7

HCM 2010 Intersection Capacity Analysis
10: Bluebell St

2022 Background Plus Site
Timing Plan: PM

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↕			↕
Traffic Vol, veh/h	0	0	377	0	0	11
Future Vol, veh/h	0	0	377	0	0	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	-	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	389	0	0	11

Major/Minor	Major2	Minor2
Conflicting Flow All	-	0 - 389
Stage 1	-	-
Stage 2	-	-
Critical Hdwy	-	- 6.22
Critical Hdwy Stg 1	-	-
Critical Hdwy Stg 2	-	-
Follow-up Hdwy	-	- 3.318
Pot Cap-1 Maneuver	-	0 659
Stage 1	-	0 -
Stage 2	-	0 -
Platoon blocked, %	-	-
Mov Cap-1 Maneuver	-	- 659
Mov Cap-2 Maneuver	-	-
Stage 1	-	-
Stage 2	-	-

Approach	WB	SB
HCM Control Delay, s	0	10.6
HCM LOS		B

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	659
HCM Lane V/C Ratio	-	-	0.017
HCM Control Delay (s)	-	-	10.6
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.1

HCM 2010 Intersection Capacity Analysis
11: Bluebell St & Hickory St

2022 Background Plus Site
Timing Plan: PM

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↕			↕	↕	
Traffic Vol, veh/h	0	0	0	156	248	0
Future Vol, veh/h	0	0	0	156	248	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	170	270	0

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	440	270	270
Stage 1	270	-	-
Stage 2	170	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	574	769	1293
Stage 1	775	-	-
Stage 2	860	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	574	769	1293
Mov Cap-2 Maneuver	574	-	-
Stage 1	775	-	-
Stage 2	860	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1293	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

HCM 2010 Intersection Capacity Analysis
12: Hickory St & Lincoln St

2022 Background Plus Site
Timing Plan: PM

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	0	0	0	156	248	0
Future Vol, veh/h	0	0	0	156	248	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	170	270	0

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	440	270	270	0	0
Stage 1	270	-	-	-	-
Stage 2	170	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	574	769	1293	-	-
Stage 1	775	-	-	-	-
Stage 2	860	-	-	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	574	769	1293	-	-
Mov Cap-2 Maneuver	574	-	-	-	-
Stage 1	775	-	-	-	-
Stage 2	860	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1293	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

HCM 2010 Intersection Capacity Analysis
13: Driveway 3 & Lincoln St

2022 Background Plus Site
Timing Plan: PM

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	1	0	2
Stage 1	-	-	-	-	1
Stage 2	-	-	-	-	1
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1622	-	1021
Stage 1	-	-	-	-	1022
Stage 2	-	-	-	-	1022
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1622	-	1021
Mov Cap-2 Maneuver	-	-	-	-	1021
Stage 1	-	-	-	-	1022
Stage 2	-	-	-	-	1022

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1622	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

HCM 2010 Intersection Capacity Analysis
 14: Lincoln St & Dawson St

2022 Background Plus Site
 Timing Plan: PM

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1	0	0	1	1
Stage 1	-	-	-	1	-
Stage 2	-	-	-	0	-
Critical Hdwy	4.12	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	3.518	3.318
Pot Cap-1 Maneuver	1622	-	-	1022	1084
Stage 1	-	-	-	1022	-
Stage 2	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1622	-	-	1022	1084
Mov Cap-2 Maneuver	-	-	-	1022	-
Stage 1	-	-	-	1022	-
Stage 2	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1622	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

HCM 2010 Intersection Capacity Analysis

2024 Background

2: S Good Latimer Expy W & Hickory St

Timing Plan: AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↕↔			↔↕↔			↕	↕		↕	↕
Traffic Volume (vph)	8	122	99	80	619	41	124	95	69	16	73	11
Future Volume (vph)	8	122	99	80	619	41	124	95	69	16	73	11
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Adj. Flow (vph)	10	158	129	104	804	53	161	123	90	21	95	14
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	297	0	0	961	0	0	284	90	0	116	14
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		6			2			4		4	8	
Permitted Phases	6			2			4		4	8		8
Detector Phase	6	6		2	2		4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	42.0	42.0		42.0	42.0		38.0	38.0	38.0	38.0	38.0	38.0
Total Split (%)	52.5%	52.5%		52.5%	52.5%		47.5%	47.5%	47.5%	47.5%	47.5%	47.5%
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0			0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)		4.5			4.5			4.5	4.5		4.5	4.5
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Max	Max		Max	Max		None	None	None	None	None	None
Act Effct Green (s)		37.9			37.9		18.0	18.0		18.0	18.0	
Actuated g/C Ratio		0.58			0.58		0.28	0.28		0.28	0.28	
v/c Ratio		0.12			0.38		0.72	0.18		0.25	0.03	
Control Delay		4.4			8.6		32.1	5.1		18.7	6.1	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		4.4			8.6		32.1	5.1		18.7	6.1	
LOS		A			A		C	A		B	A	
Approach Delay		4.4			8.6		25.6			17.3		
Approach LOS		A			A		C			B		
Queue Length 50th (ft)		9			63		100	0		35	0	
Queue Length 95th (ft)		20			101		139	18		58	7	
Internal Link Dist (ft)		372			162		236			123		
Turn Bay Length (ft)												
Base Capacity (vph)		2581			2531		734	864		886	830	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.12			0.38		0.39	0.10		0.13	0.02	

Intersection Summary	
Cycle Length:	80
Actuated Cycle Length:	65
Natural Cycle:	45
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.72
Intersection Signal Delay:	12.1
Intersection LOS:	B

HCM 2010 Intersection Capacity Analysis

2024 Background

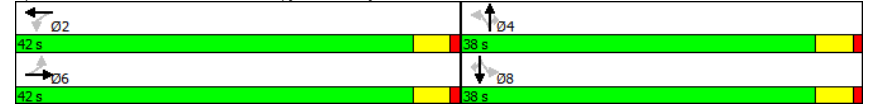
2: S Good Latimer Expy W & Hickory St

Timing Plan: AM

Intersection Capacity Utilization 49.0%
Analysis Period (min) 15

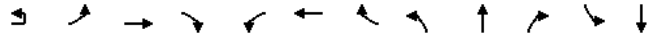
ICU Level of Service A

Splits and Phases: 2: S Good Latimer Expy W & Hickory St



HCM 2010 Intersection Capacity Analysis
6: Corinth St & S Cesar Chavez Blvd

2024 Background
Timing Plan: AM



Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations		↵ ↑↑↑	↑↑↑	↵	↵ ↑↑↑	↑↑↑	↵		↵	↵		↵
Traffic Volume (vph)	21	56	167	97	353	1636	5	313	51	67	8	50
Future Volume (vph)	21	56	167	97	353	1636	5	313	51	67	8	50
Peak Hour Factor	0.92	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	23	58	174	101	368	1704	5	326	53	70	8	52
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	81	275	0	368	1709	0	0	449	0	0	61
Turn Type	Perm	Perm	NA	pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases			6		5	2			4			
Permitted Phases	6	6			2			4			8	
Detector Phase	6	6	6		5	2		4	4		8	8
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Minimum Split (s)	22.5	22.5	22.5		9.5	22.5		22.5	22.5		22.5	22.5
Total Split (s)	36.0	36.0	36.0		16.0	52.0		28.0	28.0		28.0	28.0
Total Split (%)	45.0%	45.0%	45.0%		20.0%	65.0%		35.0%	35.0%		35.0%	35.0%
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)		4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5
Lead/Lag	Lag	Lag	Lag		Lead							
Lead-Lag Optimize?	Yes	Yes	Yes		Yes							
Recall Mode	Max	Max	Max		None	Max		None	None		None	None
Act Effct Green (s)		32.6	32.6		47.7	47.7		17.4			17.4	
Actuated g/C Ratio		0.44	0.44		0.64	0.64		0.23			0.23	
v/c Ratio		0.76	0.13		0.51	0.52		0.98			0.15	
Control Delay		68.3	8.8		9.5	8.4		31.1			22.4	
Queue Delay		0.0	0.0		0.0	0.0		0.0			0.0	
Total Delay		68.3	8.8		9.5	8.4		31.1			22.4	
LOS		E	A		A	A		C			C	
Approach Delay			22.4			8.6		31.1			22.4	
Approach LOS			C			A		C			C	
Queue Length 50th (ft)		31	16		65	132		93			22	
Queue Length 95th (ft)		#121	35		137	212		141			50	
Internal Link Dist (ft)			225			638		284			200	
Turn Bay Length (ft)		75			150							
Base Capacity (vph)		106	2170		735	3271		841			550	
Starvation Cap Reductn		0	0		0	0		0			0	
Spillback Cap Reductn		0	0		0	0		0			0	
Storage Cap Reductn		0	0		0	0		0			0	
Reduced v/c Ratio		0.76	0.13		0.50	0.52		0.53			0.11	

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 74.1
Natural Cycle: 75
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.76
Intersection Signal Delay: 14.0
Intersection LOS: B

HCM 2010 Intersection Capacity Analysis
6: Corinth St & S Cesar Chavez Blvd

2024 Background
Timing Plan: AM



Lane Group	SBR
Lane Configurations	↵
Traffic Volume (vph)	1
Future Volume (vph)	1
Peak Hour Factor	0.96
Adj. Flow (vph)	1
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 74.1
Natural Cycle: 75
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.76
Intersection Signal Delay: 14.0
Intersection LOS: B

HCM 2010 Intersection Capacity Analysis
6: Corinth St & S Cesar Chavez Blvd

2024 Background
Timing Plan: AM

Intersection Capacity Utilization 71.2% ICU Level of Service C

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Splits and Phases: 6: Corinth St & S Cesar Chavez Blvd



HCM 2010 Intersection Capacity Analysis
9: Hickory St & S Cesar Chavez Blvd

2024 Background
Timing Plan: AM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑↑↑			↑↑↑			↑↑↑			↑↑↑		
Traffic Volume (vph)	110	248	4	39	1849	120	18	124	6	94	82	110
Future Volume (vph)	110	248	4	39	1849	120	18	124	6	94	82	110
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	118	267	4	42	1988	129	19	133	6	101	88	118
Shared Lane Traffic (%)												
Lane Group Flow (vph)	118	271	0	42	2117	0	19	139	0	101	206	0
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	1	6			2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		2	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	10.0	54.0		44.0	44.0		26.0	26.0		26.0	26.0	
Total Split (%)	12.5%	67.5%		55.0%	55.0%		32.5%	32.5%		32.5%	32.5%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Recall Mode	None	Max		Max	Max		None	None		None	None	
Act Effct Green (s)	50.2	50.2		42.2	42.2		11.3	11.3		11.3	11.3	
Actuated g/C Ratio	0.71	0.71		0.60	0.60		0.16	0.16		0.16	0.16	
v/c Ratio	0.49	0.08		0.07	0.70		0.14	0.46		0.53	0.60	
Control Delay	13.9	3.6		8.4	12.7		26.8	30.9		37.2	23.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	13.9	3.6		8.4	12.7		26.8	30.9		37.2	23.8	
LOS	B	A		A	B		C	C		D	C	
Approach Delay	6.7			12.6			30.4			28.2		
Approach LOS	A			B			C			C		
Queue Length 50th (ft)	12	9		7	219		7	54		40	48	
Queue Length 95th (ft)	55	23		24	345		24	102		85	108	
Internal Link Dist (ft)	272			196			300			188		
Turn Bay Length (ft)	150			150			75			100		
Base Capacity (vph)	239	3613		645	3026		254	568		362	578	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.49	0.08		0.07	0.70		0.07	0.24		0.28	0.36	

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 70.5
Natural Cycle: 65
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.70
Intersection Signal Delay: 14.4
Intersection LOS: B

HCM 2010 Intersection Capacity Analysis
9: Hickory St & S Cesar Chavez Blvd

2024 Background
Timing Plan: AM

Intersection Capacity Utilization 74.7%
Analysis Period (min) 15

ICU Level of Service D

Splits and Phases: 9: Hickory St & S Cesar Chavez Blvd



HCM 2010 Intersection Capacity Analysis
1: Dawson St & S Good Latimer Expy W

2024 Background
Timing Plan: AM

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕↕↕			↕↕↕				↕			↕	
Traffic Vol, veh/h	5	219	4	0	732	8	0	0	0	14	0	7
Future Vol, veh/h	5	219	4	0	732	8	0	0	0	14	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	75	75	75	75	75	75	75	75	75
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	292	5	0	976	11	0	0	0	19	0	9

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	987	0	0	297
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	5.34	-	-	5.34
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.12	-	-	3.12
Pot Cap-1 Maneuver	397	-	-	842
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	397	-	-	842
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0	0	20.5
HCM LOS			A	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	397	-	-	842	-	-	260
HCM Lane V/C Ratio	-	0.017	-	-	-	-	-	0.108
HCM Control Delay (s)	0	14.2	0.1	-	0	-	-	20.5
HCM Lane LOS		A	B	A	-	A	-	C
HCM 95th %tile Q(veh)	-	0.1	-	-	0	-	-	0.4

HCM 2010 Intersection Capacity Analysis
3: Driveway 1 & S Good Latimer Expy W

2024 Background
Timing Plan: AM

Intersection						
Int Delay, s/veh	0.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↕↕↕			↕↕↕		↕
Traffic Vol, veh/h	159	49	8	692	48	7
Future Vol, veh/h	159	49	8	692	48	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	173	53	9	752	52	8

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	226
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	5.34
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	3.12
Pot Cap-1 Maneuver	-	-	909
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	909
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	12.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	550	-	-	909	-
HCM Lane V/C Ratio	0.109	-	-	0.01	-
HCM Control Delay (s)	12.3	-	-	9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0	-

HCM 2010 Intersection Capacity Analysis
 4: S Good Latimer Expy W/S Good Latimer Expy & Ferris St

2024 Background
 Timing Plan: AM

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations	↔↔↔↔↔↔				↔	
Traffic Vol, veh/h	13	154	693	11	0	0
Future Vol, veh/h	13	154	693	11	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	76	76	76	76	76	76
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	203	912	14	0	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	926	0	0	1034	463
Stage 1	-	-	-	919	-
Stage 2	-	-	-	115	-
Critical Hdwy	5.34	-	-	5.74	7.14
Critical Hdwy Stg 1	-	-	-	6.64	-
Critical Hdwy Stg 2	-	-	-	6.04	-
Follow-up Hdwy	3.12	-	-	3.82	3.92
Pot Cap-1 Maneuver	425	-	-	298	467
Stage 1	-	-	-	271	-
Stage 2	-	-	-	825	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	425	-	-	285	467
Mov Cap-2 Maneuver	-	-	-	285	-
Stage 1	-	-	-	259	-
Stage 2	-	-	-	825	-

Approach	EB	WB	SW
HCM Control Delay, s	1.3	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SWLn1
Capacity (veh/h)	425	-	-	-	-
HCM Lane V/C Ratio	0.04	-	-	-	-
HCM Control Delay (s)	13.8	0.2	-	-	0
HCM Lane LOS	B	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	-

HCM 2010 Intersection Capacity Analysis
 5: Driveway 2 & S Good Latimer Expy

2024 Background
 Timing Plan: AM

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔↔↔		↔↔↔		↔	
Traffic Vol, veh/h	162	0	1	708	0	1
Future Vol, veh/h	162	0	1	708	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	176	0	1	770	0	1

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	176	0	486 88
Stage 1	-	-	-	176	-
Stage 2	-	-	-	310	-
Critical Hdwy	-	-	5.34	5.74	7.14
Critical Hdwy Stg 1	-	-	-	6.64	-
Critical Hdwy Stg 2	-	-	-	6.04	-
Follow-up Hdwy	-	-	3.12	3.82	3.92
Pot Cap-1 Maneuver	-	-	958	556	809
Stage 1	-	-	-	747	-
Stage 2	-	-	-	657	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	958	555	809
Mov Cap-2 Maneuver	-	-	-	555	-
Stage 1	-	-	-	747	-
Stage 2	-	-	-	656	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	809	-	-	958	-
HCM Lane V/C Ratio	0.001	-	-	0.001	-
HCM Control Delay (s)	9.5	-	-	8.8	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

HCM 2010 Intersection Capacity Analysis
7: S Cesar Chavez Blvd & Driveway 1

2024 Background
Timing Plan: AM

Intersection						
Int Delay, s/veh	1.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑	↑		↑
Traffic Vol, veh/h	0	347	1915	47	0	94
Future Vol, veh/h	0	347	1915	47	0	94
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	377	2082	51	0	102

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	- 0 - 1041
Stage 1	-	-	- - -
Stage 2	-	-	- - -
Critical Hdwy	-	-	- - 7.14
Critical Hdwy Stg 1	-	-	- - -
Critical Hdwy Stg 2	-	-	- - -
Follow-up Hdwy	-	-	- - 3.92
Pot Cap-1 Maneuver	0	-	- 0 195
Stage 1	0	-	- 0 -
Stage 2	0	-	- 0 -
Platoon blocked, %	-	-	- - -
Mov Cap-1 Maneuver	-	-	- - 195
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	42.2
HCM LOS			E

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	195
HCM Lane V/C Ratio	-	-	-	0.524
HCM Control Delay (s)	-	-	-	42.2
HCM Lane LOS	-	-	-	E
HCM 95th %tile Q(veh)	-	-	-	2.7

HCM 2010 Intersection Capacity Analysis
8: S Harwood St & Hickory St

2024 Background
Timing Plan: AM

Intersection						
Int Delay, s/veh	1.2					
Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations		↑↑	↑↑		↑	↑
Traffic Vol, veh/h	86	135	338	64	0	0
Future Vol, veh/h	86	135	338	64	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	98	153	384	73	0	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	457	0	- 0 694 229
Stage 1	-	-	- - 421 -
Stage 2	-	-	- - 273 -
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	1100	-	- - 377 774
Stage 1	-	-	- - 630 -
Stage 2	-	-	- - 748 -
Platoon blocked, %	-	-	- - -
Mov Cap-1 Maneuver	1100	-	- - 340 774
Mov Cap-2 Maneuver	-	-	- - 340 -
Stage 1	-	-	- - 569 -
Stage 2	-	-	- - 748 -

Approach	EB	WB	SW
HCM Control Delay, s	3.5	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SWLn1
Capacity (veh/h)	1100	-	-	-	-
HCM Lane V/C Ratio	0.089	-	-	-	-
HCM Control Delay (s)	8.6	0.2	-	-	0
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.3	-	-	-	-

HCM 2010 Intersection Capacity Analysis
10: Chavez/ I 30 FR & Bluebell St

2024 Background
Timing Plan: AM

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↕			↕
Traffic Vol, veh/h	0	0	737	1	0	8
Future Vol, veh/h	0	0	737	1	0	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	-	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	828	1	0	9

Major/Minor	Major2	Minor2
Conflicting Flow All	-	0 - 829
Stage 1	-	- - -
Stage 2	-	- - -
Critical Hdwy	-	- - 6.22
Critical Hdwy Stg 1	-	- - -
Critical Hdwy Stg 2	-	- - -
Follow-up Hdwy	-	- - 3.318
Pot Cap-1 Maneuver	-	- 0 370
Stage 1	-	- 0 -
Stage 2	-	- 0 -
Platoon blocked, %	-	- - -
Mov Cap-1 Maneuver	-	- - 370
Mov Cap-2 Maneuver	-	- - -
Stage 1	-	- - -
Stage 2	-	- - -

Approach	WB	SB
HCM Control Delay, s	0	15
HCM LOS		C

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	370
HCM Lane V/C Ratio	-	-	0.024
HCM Control Delay (s)	-	-	15
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0.1

HCM 2010 Intersection Capacity Analysis
11: Bluebell St & Hickory St

2024 Background
Timing Plan: AM

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↕			↕	↕	
Traffic Vol, veh/h	0	0	0	264	252	0
Future Vol, veh/h	0	0	0	264	252	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	287	274	0

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	561	274	274
Stage 1	274	-	-
Stage 2	287	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	489	765	1289
Stage 1	772	-	-
Stage 2	762	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	489	765	1289
Mov Cap-2 Maneuver	489	-	-
Stage 1	772	-	-
Stage 2	762	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1289	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

HCM 2010 Intersection Capacity Analysis
12: Hickory St & Lincoln St

2024 Background
Timing Plan: AM

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	0	0	0	264	252	0
Future Vol, veh/h	0	0	0	264	252	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	287	274	0

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	561	274	274	0	0
Stage 1	274	-	-	-	-
Stage 2	287	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	489	765	1289	-	-
Stage 1	772	-	-	-	-
Stage 2	762	-	-	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	489	765	1289	-	-
Mov Cap-2 Maneuver	489	-	-	-	-
Stage 1	772	-	-	-	-
Stage 2	762	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1289	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

HCM 2010 Intersection Capacity Analysis
13: Driveway 3 & Lincoln St

2024 Background
Timing Plan: AM

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	1	0	2
Stage 1	-	-	-	-	1
Stage 2	-	-	-	-	1
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1622	-	1021
Stage 1	-	-	-	-	1022
Stage 2	-	-	-	-	1022
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1622	-	1021
Mov Cap-2 Maneuver	-	-	-	-	1021
Stage 1	-	-	-	-	1022
Stage 2	-	-	-	-	1022

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1622	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

HCM 2010 Intersection Capacity Analysis

2024 Background

2: S Good Latimer Expy W & Hickory St

Timing Plan: PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↕↔			↔↕↔			↕	↕		↕	↕
Traffic Volume (vph)	11	283	133	63	127	13	63	97	26	5	64	5
Future Volume (vph)	11	283	133	63	127	13	63	97	26	5	64	5
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	13	322	151	72	144	15	72	110	30	6	73	6
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	486	0	0	231	0	0	182	30	0	79	6
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		6			2			4		4	8	8
Permitted Phases	6			2			4		4	8		8
Detector Phase	6	6		2	2		4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	43.0	43.0		43.0	43.0		37.0	37.0	37.0	37.0	37.0	37.0
Total Split (%)	53.8%	53.8%		53.8%	53.8%		46.3%	46.3%	46.3%	46.3%	46.3%	46.3%
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0			0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)		4.5			4.5			4.5	4.5		4.5	4.5
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Max	Max		Max	Max		None	None	None	None	None	None
Act Effct Green (s)		41.3			41.3		12.2	12.2		12.2	12.2	
Actuated g/C Ratio		0.66			0.66		0.19	0.19		0.19	0.19	
v/c Ratio		0.16			0.09		0.60	0.09		0.22	0.02	
Control Delay		3.2			4.2		30.6	8.5		21.0	3.2	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		3.2			4.2		30.6	8.5		21.0	3.2	
LOS		A			A		C	A		C	A	
Approach Delay		3.2			4.2		27.5			19.8		
Approach LOS		A			A		C			B		
Queue Length 50th (ft)		13			8		59	0		24	0	
Queue Length 95th (ft)		29			19		110	16		52	4	
Internal Link Dist (ft)		372			159		236			123		
Turn Bay Length (ft)												
Base Capacity (vph)		3034			2602		812	840		945	835	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.16			0.09		0.22	0.04		0.08	0.01	

Intersection Summary	
Cycle Length:	80
Actuated Cycle Length:	62.6
Natural Cycle:	45
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.60
Intersection Signal Delay:	9.9
Intersection LOS:	A

HCM 2010 Intersection Capacity Analysis

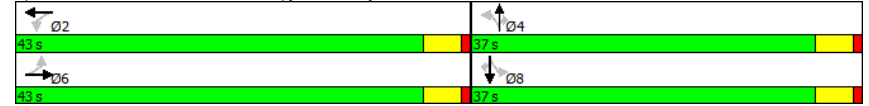
2024 Background

2: S Good Latimer Expy W & Hickory St

Timing Plan: PM

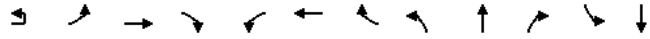
Intersection Capacity Utilization 39.3% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 2: S Good Latimer Expy W & Hickory St



HCM 2010 Intersection Capacity Analysis
6: Corinth St & S Cesar Chavez Blvd

2024 Background
Timing Plan: PM



Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations		↵ ↑↑↑	↑↑↑		↵ ↑↑↑	↑↑↑			↵ ↑↑			↵ ↑↑
Traffic Volume (vph)	24	64	629	152	146	357	4	207	58	258	10	54
Future Volume (vph)	24	64	629	152	146	357	4	207	58	258	10	54
Peak Hour Factor	0.92	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	26	66	648	157	151	368	4	213	60	266	10	56
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	92	805	0	151	372	0	0	539	0	0	68
Turn Type	Perm	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA
Protected Phases			6		5	2			4			8
Permitted Phases	6	6			2			4			8	
Detector Phase	6	6	6		5	2		4	4		8	8
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Minimum Split (s)	22.5	22.5	22.5		9.5	22.5		22.5	22.5		22.5	22.5
Total Split (s)	40.0	40.0	40.0		16.0	56.0		24.0	24.0		24.0	24.0
Total Split (%)	50.0%	50.0%	50.0%		20.0%	70.0%		30.0%	30.0%		30.0%	30.0%
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)		4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5
Lead/Lag	Lag	Lag	Lag		Lead							
Lead-Lag Optimize?	Yes	Yes	Yes		Yes							
Recall Mode	Max	Max	Max		None	Max		None	None		None	None
Act Effct Green (s)		39.4	39.4		51.7	51.7		13.6			13.6	
Actuated g/C Ratio		0.53	0.53		0.70	0.70		0.18			0.18	
v/c Ratio		0.18	0.30		0.30	0.11		0.74			0.25	
Control Delay		12.3	9.8		6.2	4.3		20.7			27.0	
Queue Delay		0.0	0.0		0.0	0.0		0.0			0.0	
Total Delay		12.3	9.8		6.2	4.3		20.7			27.0	
LOS		B	A		A	A		C			C	
Approach Delay			10.0			4.8		20.7			27.0	
Approach LOS			B			A		C			C	
Queue Length 50th (ft)		21	62		20	17		60			26	
Queue Length 95th (ft)		57	107		47	33		113			59	
Internal Link Dist (ft)			225			638		284			200	
Turn Bay Length (ft)		75			150							
Base Capacity (vph)		515	2661		559	3531		928			394	
Starvation Cap Reductn		0	0		0	0		0			0	
Spillback Cap Reductn		0	0		0	0		0			0	
Storage Cap Reductn		0	0		0	0		0			0	
Reduced v/c Ratio		0.18	0.30		0.27	0.11		0.58			0.17	

Intersection Summary	
Cycle Length:	80
Actuated Cycle Length:	74.3
Natural Cycle:	55
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.74
Intersection Signal Delay:	12.1
Intersection LOS:	B

HCM 2010 Intersection Capacity Analysis
6: Corinth St & S Cesar Chavez Blvd

2024 Background
Timing Plan: PM



Lane Group	SBR
Lane Configurations	↵
Traffic Volume (vph)	2
Future Volume (vph)	2
Peak Hour Factor	0.97
Adj. Flow (vph)	2
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary	
Cycle Length:	80
Actuated Cycle Length:	74.3
Natural Cycle:	55
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.74
Intersection Signal Delay:	12.1
Intersection LOS:	B

HCM 2010 Intersection Capacity Analysis
6: Corinth St & S Cesar Chavez Blvd

2024 Background
Timing Plan: PM

Intersection Capacity Utilization 54.3%
Analysis Period (min) 15

ICU Level of Service A

Splits and Phases: 6: Corinth St & S Cesar Chavez Blvd



HCM 2010 Intersection Capacity Analysis
9: Hickory St & S Cesar Chavez Blvd

2024 Background
Timing Plan: PM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕	↔	↔	↕	↔	↔	↕	↔	↔	↕	↔
Traffic Volume (vph)	97	778	16	22	521	92	20	66	7	77	77	124
Future Volume (vph)	97	778	16	22	521	92	20	66	7	77	77	124
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	101	810	17	23	543	96	21	69	7	80	80	129
Shared Lane Traffic (%)												
Lane Group Flow (vph)	101	827	0	23	639	0	21	76	0	80	209	0
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	1	6			2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		2	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	10.0	55.0		45.0	45.0		25.0	25.0		25.0	25.0	
Total Split (%)	12.5%	68.8%		56.3%	56.3%		31.3%	31.3%		31.3%	31.3%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjst (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Recall Mode	None	Max		Max	Max		None	None		None	None	
Act Effct Green (s)	52.7	52.7		44.6	44.6		10.6	10.6		10.6	10.6	
Actuated g/C Ratio	0.73	0.73		0.62	0.62		0.15	0.15		0.15	0.15	
v/c Ratio	0.18	0.22		0.06	0.21		0.19	0.28		0.41	0.63	
Control Delay	4.4	3.8		8.5	6.7		29.4	26.7		33.1	23.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	4.4	3.8		8.5	6.7		29.4	26.7		33.1	23.7	
LOS	A	A		A	A		C	C		C	C	
Approach Delay		3.8			6.7			27.2			26.3	
Approach LOS		A			A			C			C	
Queue Length 50th (ft)	10	32		4	38		8	27		32	44	
Queue Length 95th (ft)	31	66		16	69		27	61		69	105	
Internal Link Dist (ft)		313			219			300			188	
Turn Bay Length (ft)	150			150			75			100		
Base Capacity (vph)	574	3695		376	3085		215	526		374	550	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.18	0.22		0.06	0.21		0.10	0.14		0.21	0.38	

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 72.4
Natural Cycle: 55
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.63
Intersection Signal Delay: 9.2

Intersection LOS: A

HCM 2010 Intersection Capacity Analysis
9: Hickory St & S Cesar Chavez Blvd

2024 Background
Timing Plan: PM

Intersection Capacity Utilization 47.4%
Analysis Period (min) 15

ICU Level of Service A

Splits and Phases: 9: Hickory St & S Cesar Chavez Blvd



HCM 2010 Intersection Capacity Analysis
1: Dawson St & S Good Latimer Expy W

2024 Background
Timing Plan: PM

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔↔			↔↔↔				↔		↔	↔↔	
Traffic Vol, veh/h	6	411	0	1	202	2	0	1	0	4	0	4
Future Vol, veh/h	6	411	0	1	202	2	0	1	0	4	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	472	0	1	232	2	0	1	0	5	0	5

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	234	0	0	472
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	5.34	-	-	5.34
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.12	-	-	3.12
Pot Cap-1 Maneuver	901	-	-	698
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	901	-	-	698
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0	15.4	10.8
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	346	901	-	-	698	-	-	631
HCM Lane V/C Ratio	0.003	0.008	-	-	0.002	-	-	0.015
HCM Control Delay (s)	15.4	9	0	-	10.2	0	-	10.8
HCM Lane LOS	C	A	A	-	B	A	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

HCM 2010 Intersection Capacity Analysis
3: Driveway 1 & S Good Latimer Expy W

2024 Background
Timing Plan: PM

Intersection						
Int Delay, s/veh	1.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔↔↔			↔↔↔		↔
Traffic Vol, veh/h	258	55	8	153	51	8
Future Vol, veh/h	258	55	8	153	51	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	280	60	9	166	55	9

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	340
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	5.34
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	3.12
Pot Cap-1 Maneuver	-	-	805
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	805
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	11.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	621	-	-	805	-
HCM Lane V/C Ratio	0.103	-	-	0.011	-
HCM Control Delay (s)	11.5	-	-	9.5	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0	-

HCM 2010 Intersection Capacity Analysis
4: S Good Latimer Expy W & Ferris St

2024 Background
Timing Plan: PM

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↔↔↔↔↔↔				↔↔	
Traffic Vol, veh/h	4	217	142	1	11	7
Future Vol, veh/h	4	217	142	1	11	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	268	175	1	14	9

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	176	0	0	293	88
Stage 1	-	-	-	176	-
Stage 2	-	-	-	117	-
Critical Hdwy	5.34	-	-	5.74	7.14
Critical Hdwy Stg 1	-	-	-	6.64	-
Critical Hdwy Stg 2	-	-	-	6.04	-
Follow-up Hdwy	3.12	-	-	3.82	3.92
Pot Cap-1 Maneuver	958	-	-	687	809
Stage 1	-	-	-	747	-
Stage 2	-	-	-	824	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	958	-	-	683	809
Mov Cap-2 Maneuver	-	-	-	683	-
Stage 1	-	-	-	743	-
Stage 2	-	-	-	824	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	10.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	958	-	-	-	727
HCM Lane V/C Ratio	0.005	-	-	-	0.031
HCM Control Delay (s)	8.8	0	-	-	10.1
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

HCM 2010 Intersection Capacity Analysis
5: Driveway 2 & S Good Latimer Expy W

2024 Background
Timing Plan: PM

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔↔↔			↔↔↔		↔↔
Traffic Vol, veh/h	229	0	1	144	0	1
Future Vol, veh/h	229	0	1	144	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	249	0	1	157	0	1

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	249	0	314
Stage 1	-	-	-	249	-
Stage 2	-	-	-	65	-
Critical Hdwy	-	-	5.34	-	5.74
Critical Hdwy Stg 1	-	-	-	-	6.64
Critical Hdwy Stg 2	-	-	-	-	6.04
Follow-up Hdwy	-	-	3.12	-	3.82
Pot Cap-1 Maneuver	-	-	887	-	672
Stage 1	-	-	-	-	677
Stage 2	-	-	-	-	875
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	887	-	671
Mov Cap-2 Maneuver	-	-	-	-	671
Stage 1	-	-	-	-	677
Stage 2	-	-	-	-	874

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	9.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	767	-	-	887	-
HCM Lane V/C Ratio	0.001	-	-	0.001	-
HCM Control Delay (s)	9.7	-	-	9.1	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

HCM 2010 Intersection Capacity Analysis
7: S Cesar Chavez Blvd & Driveway 1

2024 Background
Timing Plan: PM

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑	↑		↑
Traffic Vol, veh/h	0	862	536	53	0	99
Future Vol, veh/h	0	862	536	53	0	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	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	937	583	58	0	108

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	- 0 - 292
Stage 1	-	-	- - -
Stage 2	-	-	- - -
Critical Hdwy	-	-	- - 7.14
Critical Hdwy Stg 1	-	-	- - -
Critical Hdwy Stg 2	-	-	- - -
Follow-up Hdwy	-	-	- - 3.92
Pot Cap-1 Maneuver	0	-	- 0 601
Stage 1	0	-	- 0 -
Stage 2	0	-	- 0 -
Platoon blocked, %	-	-	- - -
Mov Cap-1 Maneuver	-	-	- - 601
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	12.3
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	601
HCM Lane V/C Ratio	-	-	-	0.179
HCM Control Delay (s)	-	-	-	12.3
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.6

HCM 2010 Intersection Capacity Analysis
8: S Harwood St & Hickory St

2024 Background
Timing Plan: PM

Intersection						
Int Delay, s/veh	3.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑	↑
Traffic Vol, veh/h	65	315	124	44	78	39
Future Vol, veh/h	65	315	124	44	78	39
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	70	339	133	47	84	42

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	180	0	- 0 467 90
Stage 1	-	-	- - 157 -
Stage 2	-	-	- - 310 -
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	1393	-	- 525 950
Stage 1	-	-	- 855 -
Stage 2	-	-	- 717 -
Platoon blocked, %	-	-	- - -
Mov Cap-1 Maneuver	1393	-	- 492 950
Mov Cap-2 Maneuver	-	-	- 492 -
Stage 1	-	-	- 802 -
Stage 2	-	-	- 717 -

Approach	EB	WB	SB
HCM Control Delay, s	1.5	0	12.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1393	-	-	-	586
HCM Lane V/C Ratio	0.05	-	-	-	0.215
HCM Control Delay (s)	7.7	0.2	-	-	12.8
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0.8

HCM 2010 Intersection Capacity Analysis
10: Bluebell St

2024 Background
Timing Plan: PM

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↕			↕
Traffic Vol, veh/h	0	0	399	0	0	12
Future Vol, veh/h	0	0	399	0	0	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	-	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	411	0	0	12

Major/Minor	Major2	Minor2
Conflicting Flow All	-	0 - 411
Stage 1	-	- - -
Stage 2	-	- - -
Critical Hdwy	-	- - 6.22
Critical Hdwy Stg 1	-	- - -
Critical Hdwy Stg 2	-	- - -
Follow-up Hdwy	-	- - 3.318
Pot Cap-1 Maneuver	-	- 0 641
Stage 1	-	- 0 -
Stage 2	-	- 0 -
Platoon blocked, %	-	- - -
Mov Cap-1 Maneuver	-	- - 641
Mov Cap-2 Maneuver	-	- - -
Stage 1	-	- - -
Stage 2	-	- - -

Approach	WB	SB
HCM Control Delay, s	0	10.7
HCM LOS		B

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	641
HCM Lane V/C Ratio	-	-	0.019
HCM Control Delay (s)	-	-	10.7
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.1

HCM 2010 Intersection Capacity Analysis
11: Bluebell St & Hickory St

2024 Background
Timing Plan: PM

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↕			↕	↕	
Traffic Vol, veh/h	0	0	0	166	261	0
Future Vol, veh/h	0	0	0	166	261	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	180	284	0

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	464	284	284
Stage 1	284	-	-
Stage 2	180	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	556	755	1278
Stage 1	764	-	-
Stage 2	851	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	556	755	1278
Mov Cap-2 Maneuver	556	-	-
Stage 1	764	-	-
Stage 2	851	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1278	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

HCM 2010 Intersection Capacity Analysis
12: Hickory St & Lincoln St

2024 Background
Timing Plan: PM

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	0	0	0	166	261	0
Future Vol, veh/h	0	0	0	166	261	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	180	284	0

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	464	284	284	0	0
Stage 1	284	-	-	-	-
Stage 2	180	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	556	755	1278	-	-
Stage 1	764	-	-	-	-
Stage 2	851	-	-	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	556	755	1278	-	-
Mov Cap-2 Maneuver	556	-	-	-	-
Stage 1	764	-	-	-	-
Stage 2	851	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1278	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

HCM 2010 Intersection Capacity Analysis
13: Driveway 3 & Lincoln St

2024 Background
Timing Plan: PM

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	1	0	2
Stage 1	-	-	-	-	1
Stage 2	-	-	-	-	1
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1622	-	1021
Stage 1	-	-	-	-	1022
Stage 2	-	-	-	-	1022
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1622	-	1021
Mov Cap-2 Maneuver	-	-	-	-	1021
Stage 1	-	-	-	-	1022
Stage 2	-	-	-	-	1022

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1622	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

HCM 2010 Intersection Capacity Analysis
 14: Lincoln St & Dawson St

2024 Background
 Timing Plan: PM

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	1	0	-	0	1	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	0	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1622	-	-	-	1022	1084
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	1622	-	-	-	1022	1084
Mov Cap-2 Maneuver	-	-	-	-	1022	-
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1622	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

HCM 2010 Intersection Capacity Analysis

2024 Background Plus Site

2: S Good Latimer Expy W & Hickory St

Timing Plan: AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↕↔			↔↕↔			↕	↕		↕	↕
Traffic Volume (vph)	8	128	99	80	636	42	124	95	69	17	73	11
Future Volume (vph)	8	128	99	80	636	42	124	95	69	17	73	11
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Adj. Flow (vph)	10	166	129	104	826	55	161	123	90	22	95	14
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	305	0	0	985	0	0	284	90	0	117	14
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		6			2			4		4	8	
Permitted Phases	6			2			4		4	8		8
Detector Phase	6	6		2	2		4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	42.0	42.0		42.0	42.0		38.0	38.0	38.0	38.0	38.0	38.0
Total Split (%)	52.5%	52.5%		52.5%	52.5%		47.5%	47.5%	47.5%	47.5%	47.5%	47.5%
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0			0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)		4.5			4.5			4.5	4.5		4.5	4.5
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Max	Max		Max	Max		None	None	None	None	None	None
Act Effct Green (s)		37.9			37.9		18.0	18.0		18.0	18.0	
Actuated g/C Ratio		0.58			0.58		0.28	0.28		0.28	0.28	
v/c Ratio		0.12			0.39		0.72	0.18		0.25	0.03	
Control Delay		4.4			8.6		32.1	5.1		18.7	6.1	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		4.4			8.6		32.1	5.1		18.7	6.1	
LOS		A			A		C	A		B	A	
Approach Delay		4.4			8.6		25.6			17.4		
Approach LOS		A			A		C			B		
Queue Length 50th (ft)		9			65		100	0		35	0	
Queue Length 95th (ft)		21			104		139	18		59	7	
Internal Link Dist (ft)		372			162		236			123		
Turn Bay Length (ft)												
Base Capacity (vph)		2586			2534		734	864		882	830	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.12			0.39		0.39	0.10		0.13	0.02	

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 65
Natural Cycle: 45
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.72
Intersection Signal Delay: 12.1
Intersection LOS: B

HCM 2010 Intersection Capacity Analysis

2024 Background Plus Site

2: S Good Latimer Expy W & Hickory St

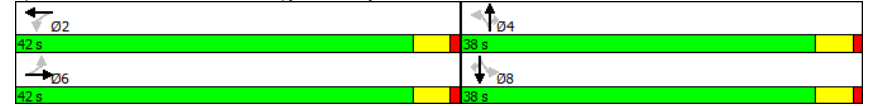
Timing Plan: AM

Intersection Capacity Utilization 49.5%

ICU Level of Service A

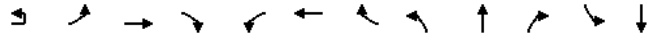
Analysis Period (min) 15

Splits and Phases: 2: S Good Latimer Expy W & Hickory St



HCM 2010 Intersection Capacity Analysis
6: Corinth St & S Cesar Chavez Blvd

2024 Background Plus Site
Timing Plan: AM



Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations		↵ ↑↑↑	↑↑↑		↵ ↑↑↑	↑↑↑			↵ ↑↑			↵ ↑↑
Traffic Volume (vph)	24	62	167	98	353	1638	5	316	57	67	11	68
Future Volume (vph)	24	62	167	98	353	1638	5	316	57	67	11	68
Peak Hour Factor	0.92	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	26	65	174	102	368	1706	5	329	59	70	11	71
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	91	276	0	368	1711	0	0	458	0	0	83
Turn Type	Perm	Perm	NA	pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases			6		5	2			4			
Permitted Phases	6	6			2			4			8	
Detector Phase	6	6	6		5	2		4	4		8	8
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Minimum Split (s)	22.5	22.5	22.5		9.5	22.5		22.5	22.5		22.5	22.5
Total Split (s)	36.0	36.0	36.0		16.0	52.0		28.0	28.0		28.0	28.0
Total Split (%)	45.0%	45.0%	45.0%		20.0%	65.0%		35.0%	35.0%		35.0%	35.0%
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)		4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5
Lead/Lag	Lag	Lag	Lag		Lead							
Lead-Lag Optimize?	Yes	Yes	Yes		Yes							
Recall Mode	Max	Max	Max		None	Max		None	None		None	None
Act Effct Green (s)		32.7	32.7		47.7	47.7		16.6			16.6	
Actuated g/C Ratio		0.45	0.45		0.65	0.65		0.23			0.23	
v/c Ratio		0.86	0.13		0.50	0.52		0.95			0.21	
Control Delay		84.1	8.6		9.1	8.0		30.3			23.6	
Queue Delay		0.0	0.0		0.0	0.0		0.0			0.0	
Total Delay		84.1	8.6		9.1	8.0		30.3			23.6	
LOS		F	A		A	A		C			C	
Approach Delay			27.3			8.2		30.3			23.6	
Approach LOS			C			A		C			C	
Queue Length 50th (ft)		36	16		61	124		94			30	
Queue Length 95th (ft)		#136	35		137	213		141			64	
Internal Link Dist (ft)			225			638		284			200	
Turn Bay Length (ft)		75			150							
Base Capacity (vph)		106	2197		743	3308		924			551	
Starvation Cap Reductn		0	0		0	0		0			0	
Spillback Cap Reductn		0	0		0	0		0			0	
Storage Cap Reductn		0	0		0	0		0			0	
Reduced v/c Ratio		0.86	0.13		0.50	0.52		0.50			0.15	

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 73.3
Natural Cycle: 75
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.86
Intersection Signal Delay: 14.4
Intersection LOS: B

HCM 2010 Intersection Capacity Analysis
6: Corinth St & S Cesar Chavez Blvd

2024 Background Plus Site
Timing Plan: AM



Lane Group	SBR
Lane Configurations	↵ ↑↑
Traffic Volume (vph)	1
Future Volume (vph)	1
Peak Hour Factor	0.96
Adj. Flow (vph)	1
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 73.3
Natural Cycle: 75
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.86
Intersection Signal Delay: 14.4
Intersection LOS: B

HCM 2010 Intersection Capacity Analysis
6: Corinth St & S Cesar Chavez Blvd

2024 Background Plus Site
Timing Plan: AM

Intersection Capacity Utilization 71.9% ICU Level of Service C

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Splits and Phases: 6: Corinth St & S Cesar Chavez Blvd



HCM 2010 Intersection Capacity Analysis
9: Hickory St & S Cesar Chavez Blvd

2024 Background Plus Site
Timing Plan: AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑↑	↑↑↑	↑	↑	↑↑↑	↑	↑	↑	↑	↑	↑	↑
Traffic Volume (vph)	110	257	4	43	1879	121	18	125	6	94	83	112
Future Volume (vph)	110	257	4	43	1879	121	18	125	6	94	83	112
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	118	276	4	46	2020	130	19	134	6	101	89	120
Shared Lane Traffic (%)												
Lane Group Flow (vph)	118	280	0	46	2150	0	19	140	0	101	209	0
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	1	6			2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		2	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	10.0	54.0		44.0	44.0		26.0	26.0		26.0	26.0	
Total Split (%)	12.5%	67.5%		55.0%	55.0%		32.5%	32.5%		32.5%	32.5%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Recall Mode	None	Max		Max	Max		None	None		None	None	
Act Effct Green (s)	50.1	50.1		42.2	42.2		11.3	11.3		11.3	11.3	
Actuated g/C Ratio	0.71	0.71		0.60	0.60		0.16	0.16		0.16	0.16	
v/c Ratio	0.49	0.08		0.07	0.71		0.15	0.47		0.53	0.61	
Control Delay	13.9	3.6		8.5	12.9		26.9	30.9		37.3	24.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	13.9	3.6		8.5	12.9		26.9	30.9		37.3	24.1	
LOS	B	A		A	B		C	C		D	C	
Approach Delay		6.7			12.8			30.4			28.4	
Approach LOS		A			B			C			C	
Queue Length 50th (ft)	12	10		8	227		7	54		40	50	
Queue Length 95th (ft)	55	23		26	356		24	102		85	111	
Internal Link Dist (ft)		272			196			300			188	
Turn Bay Length (ft)	150			150			75			100		
Base Capacity (vph)	239	3611		638	3024		250	568		361	578	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.49	0.08		0.07	0.71		0.08	0.25		0.28	0.36	

Intersection Summary

Cycle Length: 80

Actuated Cycle Length: 70.5

Natural Cycle: 65

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.71

Intersection Signal Delay: 14.5

Intersection LOS: B

HCM 2010 Intersection Capacity Analysis
9: Hickory St & S Cesar Chavez Blvd

2024 Background Plus Site
Timing Plan: AM

Intersection Capacity Utilization 75.5%
Analysis Period (min) 15

ICU Level of Service D

Splits and Phases: 9: Hickory St & S Cesar Chavez Blvd



HCM 2010 Intersection Capacity Analysis
1: Dawson St & S Good Latimer Expy W

2024 Background Plus Site
Timing Plan: AM

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕↕↕			↕↕↕				↕			↕	
Traffic Vol, veh/h	5	225	4	0	749	8	1	0	0	14	0	7
Future Vol, veh/h	5	225	4	0	749	8	1	0	0	14	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	75	75	75	75	75	75	75	75	75
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	300	5	0	999	11	1	0	0	19	0	9

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	1010	0	0	305
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	5.34	-	-	5.34
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.12	-	-	3.12
Pot Cap-1 Maneuver	387	-	-	835
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	387	-	-	835
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0	15.1	21.1
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	359	387	-	-	835	-	-	252
HCM Lane V/C Ratio	0.004	0.017	-	-	-	-	-	0.111
HCM Control Delay (s)	15.1	14.5	0.1	-	0	-	-	21.1
HCM Lane LOS	C	B	A	-	A	-	-	C
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	0.4

HCM 2010 Intersection Capacity Analysis
3: Driveway 1 & S Good Latimer Expy W

2024 Background Plus Site
Timing Plan: AM

Intersection						
Int Delay, s/veh	1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↕↕↕			↕↕↕		↕
Traffic Vol, veh/h	159	55	8	692	65	8
Future Vol, veh/h	159	55	8	692	65	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	173	60	9	752	71	9

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	233
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	5.34
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	3.12
Pot Cap-1 Maneuver	-	-	902
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	902
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	12.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	544	-	-	902	-
HCM Lane V/C Ratio	0.146	-	-	0.01	-
HCM Control Delay (s)	12.7	-	-	9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.5	-	-	0	-

HCM 2010 Intersection Capacity Analysis
 4: S Good Latimer Expy W/S Good Latimer Expy & Ferris St

2024 Background Plus Site
 Timing Plan: AM

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations	↔↔↔↔↔↔				↔	
Traffic Vol, veh/h	13	155	693	11	0	0
Future Vol, veh/h	13	155	693	11	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	76	76	76	76	76	76
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	204	912	14	0	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	926	0	0	1035	463
Stage 1	-	-	-	919	-
Stage 2	-	-	-	116	-
Critical Hdwy	5.34	-	-	5.74	7.14
Critical Hdwy Stg 1	-	-	-	6.64	-
Critical Hdwy Stg 2	-	-	-	6.04	-
Follow-up Hdwy	3.12	-	-	3.82	3.92
Pot Cap-1 Maneuver	425	-	-	298	467
Stage 1	-	-	-	271	-
Stage 2	-	-	-	824	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	425	-	-	285	467
Mov Cap-2 Maneuver	-	-	-	285	-
Stage 1	-	-	-	259	-
Stage 2	-	-	-	824	-

Approach	EB	WB	SW
HCM Control Delay, s	1.3	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SWLn1
Capacity (veh/h)	425	-	-	-	-
HCM Lane V/C Ratio	0.04	-	-	-	-
HCM Control Delay (s)	13.8	0.2	-	-	0
HCM Lane LOS	B	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	-

HCM 2010 Intersection Capacity Analysis
 5: Driveway 2 & S Good Latimer Expy

2024 Background Plus Site
 Timing Plan: AM

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔↔↔		↔↔↔		↔	
Traffic Vol, veh/h	162	0	1	708	0	4
Future Vol, veh/h	162	0	1	708	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	176	0	1	770	0	4

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	176	0	486 88
Stage 1	-	-	-	176	-
Stage 2	-	-	-	310	-
Critical Hdwy	-	-	5.34	5.74	7.14
Critical Hdwy Stg 1	-	-	-	6.64	-
Critical Hdwy Stg 2	-	-	-	6.04	-
Follow-up Hdwy	-	-	3.12	3.82	3.92
Pot Cap-1 Maneuver	-	-	958	556	809
Stage 1	-	-	-	747	-
Stage 2	-	-	-	657	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	958	555	809
Mov Cap-2 Maneuver	-	-	-	555	-
Stage 1	-	-	-	747	-
Stage 2	-	-	-	656	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	809	-	-	958	-
HCM Lane V/C Ratio	0.005	-	-	0.001	-
HCM Control Delay (s)	9.5	-	-	8.8	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

HCM 2010 Intersection Capacity Analysis
7: S Cesar Chavez Blvd & Driveway 1

2024 Background Plus Site
Timing Plan: AM

Intersection						
Int Delay, s/veh	3.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑	↑		↑
Traffic Vol, veh/h	0	357	1915	53	0	128
Future Vol, veh/h	0	357	1915	53	0	128
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	388	2082	58	0	139

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	- 0 - 1041
Stage 1	-	-	- - -
Stage 2	-	-	- - -
Critical Hdwy	-	-	- - 7.14
Critical Hdwy Stg 1	-	-	- - -
Critical Hdwy Stg 2	-	-	- - -
Follow-up Hdwy	-	-	- - 3.92
Pot Cap-1 Maneuver	0	-	- 0 195
Stage 1	0	-	- 0 -
Stage 2	0	-	- 0 -
Platoon blocked, %	-	-	- - -
Mov Cap-1 Maneuver	-	-	- - 195
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	59.4
HCM LOS			F

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	195
HCM Lane V/C Ratio	-	-	-	0.713
HCM Control Delay (s)	-	-	-	59.4
HCM Lane LOS	-	-	-	F
HCM 95th %tile Q(veh)	-	-	-	4.5

HCM 2010 Intersection Capacity Analysis
8: S Harwood St & Hickory St

2024 Background Plus Site
Timing Plan: AM

Intersection						
Int Delay, s/veh	1.2					
Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations		↑↑	↑↑		↑	↑
Traffic Vol, veh/h	87	141	347	64	0	0
Future Vol, veh/h	87	141	347	64	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	99	160	394	73	0	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	467	0	- 0 709 234
Stage 1	-	-	- - 431 -
Stage 2	-	-	- - 278 -
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	1091	-	- - 369 768
Stage 1	-	-	- - 623 -
Stage 2	-	-	- - 744 -
Platoon blocked, %	-	-	- - -
Mov Cap-1 Maneuver	1091	-	- - 332 768
Mov Cap-2 Maneuver	-	-	- - 332 -
Stage 1	-	-	- - 561 -
Stage 2	-	-	- - 744 -

Approach	EB	WB	SW
HCM Control Delay, s	3.4	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SWLn1
Capacity (veh/h)	1091	-	-	-	-
HCM Lane V/C Ratio	0.091	-	-	-	-
HCM Control Delay (s)	8.6	0.2	-	-	0
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.3	-	-	-	-

HCM 2010 Intersection Capacity Analysis
10: Chavez/ I 30 FR & Bluebell St

2024 Background Plus Site
Timing Plan: AM

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↕			↕
Traffic Vol, veh/h	0	0	741	1	0	8
Future Vol, veh/h	0	0	741	1	0	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	-	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	833	1	0	9

Major/Minor	Major2	Minor2
Conflicting Flow All	-	0 - 834
Stage 1	-	- - -
Stage 2	-	- - -
Critical Hdwy	-	- - 6.22
Critical Hdwy Stg 1	-	- - -
Critical Hdwy Stg 2	-	- - -
Follow-up Hdwy	-	- - 3.318
Pot Cap-1 Maneuver	-	- 0 368
Stage 1	-	- 0 -
Stage 2	-	- 0 -
Platoon blocked, %	-	- - -
Mov Cap-1 Maneuver	-	- - 368
Mov Cap-2 Maneuver	-	- - -
Stage 1	-	- - -
Stage 2	-	- - -

Approach	WB	SB
HCM Control Delay, s	0	15
HCM LOS		C

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	368
HCM Lane V/C Ratio	-	-	0.024
HCM Control Delay (s)	-	-	15
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0.1

HCM 2010 Intersection Capacity Analysis
11: Bluebell St & Hickory St

2024 Background Plus Site
Timing Plan: AM

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↕			↕	↕	
Traffic Vol, veh/h	0	0	0	265	255	0
Future Vol, veh/h	0	0	0	265	255	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	288	277	0

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	565	277 277	0 - 0
Stage 1	277	- - -	- - -
Stage 2	288	- - -	- - -
Critical Hdwy	6.42	6.22 4.12	- - -
Critical Hdwy Stg 1	5.42	- - -	- - -
Critical Hdwy Stg 2	5.42	- - -	- - -
Follow-up Hdwy	3.518	3.318 2.218	- - -
Pot Cap-1 Maneuver	486	762 1286	- - -
Stage 1	770	- - -	- - -
Stage 2	761	- - -	- - -
Platoon blocked, %	-	- - -	- - -
Mov Cap-1 Maneuver	486	762 1286	- - -
Mov Cap-2 Maneuver	486	- - -	- - -
Stage 1	770	- - -	- - -
Stage 2	761	- - -	- - -

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1286	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

HCM 2010 Intersection Capacity Analysis
12: Hickory St & Lincoln St

2024 Background Plus Site
Timing Plan: AM

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	1	4	1	264	252	0
Future Vol, veh/h	1	4	1	264	252	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	4	1	287	274	0

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	563	274	274	0	-
Stage 1	274	-	-	-	-
Stage 2	289	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	487	765	1289	-	-
Stage 1	772	-	-	-	-
Stage 2	760	-	-	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	487	765	1289	-	-
Mov Cap-2 Maneuver	487	-	-	-	-
Stage 1	771	-	-	-	-
Stage 2	760	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1289	-	687	-	-
HCM Lane V/C Ratio	0.001	-	0.008	-	-
HCM Control Delay (s)	7.8	0	10.3	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

HCM 2010 Intersection Capacity Analysis
13: Driveway 3 & Lincoln St

2024 Background Plus Site
Timing Plan: AM

Intersection						
Int Delay, s/veh	7.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	0	0	2	0	1	4
Future Vol, veh/h	0	0	2	0	1	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	2	0	1	4

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	1	0	5
Stage 1	-	-	-	-	1
Stage 2	-	-	-	-	4
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1622	-	1017
Stage 1	-	-	-	-	1022
Stage 2	-	-	-	-	1019
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1622	-	1016
Mov Cap-2 Maneuver	-	-	-	-	1016
Stage 1	-	-	-	-	1022
Stage 2	-	-	-	-	1018

Approach	EB	WB	NB
HCM Control Delay, s	0	7.2	8.4
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1070	-	-	1622	-
HCM Lane V/C Ratio	0.005	-	-	0.001	-
HCM Control Delay (s)	8.4	-	-	7.2	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

HCM 2010 Intersection Capacity Analysis

2024 Background Plus Site

2: S Good Latimer Expy W & Hickory St

Timing Plan: PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕↕			↕↕↕			↕	↕		↕	↕
Traffic Volume (vph)	11	299	133	64	138	13	63	97	26	6	65	5
Future Volume (vph)	11	299	133	64	138	13	63	97	26	6	65	5
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	13	340	151	73	157	15	72	110	30	7	74	6
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	504	0	0	245	0	0	182	30	0	81	6
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4		4	8		8
Detector Phase	6	6		2	2		4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	43.0	43.0		43.0	43.0		37.0	37.0	37.0	37.0	37.0	37.0
Total Split (%)	53.8%	53.8%		53.8%	53.8%		46.3%	46.3%	46.3%	46.3%	46.3%	46.3%
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0			0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)		4.5			4.5			4.5	4.5		4.5	4.5
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Max	Max		Max	Max		None	None	None	None	None	None
Act Effct Green (s)		41.3			41.3		12.2	12.2		12.2	12.2	
Actuated g/C Ratio		0.66			0.66		0.19	0.19		0.19	0.19	
v/c Ratio		0.17			0.09		0.60	0.09		0.23	0.02	
Control Delay		3.3			4.2		30.6	8.5		21.1	3.2	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		3.3			4.2		30.6	8.5		21.1	3.2	
LOS		A			A		C	A		C	A	
Approach Delay		3.3			4.2		27.5			19.9		
Approach LOS		A			A		C			B		
Queue Length 50th (ft)		14			9		59	0		24	0	
Queue Length 95th (ft)		30			20		110	16		54	4	
Internal Link Dist (ft)		372			159		236			123		
Turn Bay Length (ft)												
Base Capacity (vph)		3040			2601		811	840		941	835	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.17			0.09		0.22	0.04		0.09	0.01	

Intersection Summary	
Cycle Length:	80
Actuated Cycle Length:	62.6
Natural Cycle:	45
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.60
Intersection Signal Delay:	9.8
Intersection LOS:	A

HCM 2010 Intersection Capacity Analysis

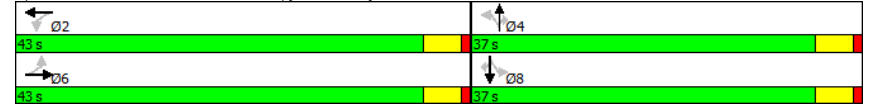
2024 Background Plus Site

2: S Good Latimer Expy W & Hickory St

Timing Plan: PM

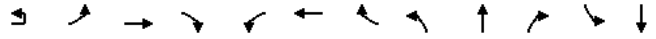
Intersection Capacity Utilization 39.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 2: S Good Latimer Expy W & Hickory St



HCM 2010 Intersection Capacity Analysis
6: Corinth St & S Cesar Chavez Blvd

2024 Background Plus Site
Timing Plan: PM



Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations		↵ ↑↑↑	↑↑↑		↵ ↑↑↑	↑↑↑			↵ ↑↑	↑↑		↵ ↑
Traffic Volume (vph)	31	83	629	152	146	360	4	215	76	258	12	66
Future Volume (vph)	31	83	629	152	146	360	4	215	76	258	12	66
Peak Hour Factor	0.92	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	34	86	648	157	151	371	4	222	78	266	12	68
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	120	805	0	151	375	0	0	566	0	0	82
Turn Type	Perm	Perm	NA	pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases			6		5	2			4			
Permitted Phases	6	6			2			4			8	
Detector Phase	6	6	6		5	2		4	4		8	8
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Minimum Split (s)	22.5	22.5	22.5		9.5	22.5		22.5	22.5		22.5	22.5
Total Split (s)	40.0	40.0	40.0		16.0	56.0		24.0	24.0		24.0	24.0
Total Split (%)	50.0%	50.0%	50.0%		20.0%	70.0%		30.0%	30.0%		30.0%	30.0%
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)		4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5
Lead/Lag	Lag	Lag	Lag		Lead							
Lead-Lag Optimize?	Yes	Yes	Yes		Yes							
Recall Mode	Max	Max	Max		None	Max		None	None		None	None
Act Effct Green (s)		39.3	39.3		51.7	51.7		14.7			14.7	
Actuated g/C Ratio		0.52	0.52		0.69	0.69		0.19			0.19	
v/c Ratio		0.24	0.31		0.31	0.11		0.76			0.29	
Control Delay		13.3	10.2		6.6	4.6		21.7			27.7	
Queue Delay		0.0	0.0		0.0	0.0		0.0			0.0	
Total Delay		13.3	10.2		6.6	4.6		21.7			27.7	
LOS		B	B		A	A		C			C	
Approach Delay			10.6			5.2		21.7			27.7	
Approach LOS			B			A		C			C	
Queue Length 50th (ft)		29	64		21	18		68			33	
Queue Length 95th (ft)		72	107		47	33		123			69	
Internal Link Dist (ft)			225			638		284			200	
Turn Bay Length (ft)		75			150							
Base Capacity (vph)		505	2615		549	3478		909			380	
Starvation Cap Reductn		0	0		0	0		0			0	
Spillback Cap Reductn		0	0		0	0		0			0	
Storage Cap Reductn		0	0		0	0		0			0	
Reduced v/c Ratio		0.24	0.31		0.28	0.11		0.62			0.22	

Intersection Summary	
Cycle Length:	80
Actuated Cycle Length:	75.4
Natural Cycle:	55
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.76
Intersection Signal Delay:	12.9
Intersection LOS:	B

HCM 2010 Intersection Capacity Analysis
6: Corinth St & S Cesar Chavez Blvd

2024 Background Plus Site
Timing Plan: PM



Lane Group	SBR
Lane Configurations	↵ ↑
Traffic Volume (vph)	2
Future Volume (vph)	2
Peak Hour Factor	0.97
Adj. Flow (vph)	2
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary	
Cycle Length:	80
Actuated Cycle Length:	75.4
Natural Cycle:	55
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.76
Intersection Signal Delay:	12.9
Intersection LOS:	B

HCM 2010 Intersection Capacity Analysis
6: Corinth St & S Cesar Chavez Blvd

2024 Background Plus Site
Timing Plan: PM

Intersection Capacity Utilization 55.0%
Analysis Period (min) 15

ICU Level of Service A

Splits and Phases: 6: Corinth St & S Cesar Chavez Blvd



HCM 2010 Intersection Capacity Analysis
9: Hickory St & S Cesar Chavez Blvd

2024 Background Plus Site
Timing Plan: PM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕	↔	↔	↕	↔	↔	↕	↔	↔	↕	↔
Traffic Volume (vph)	99	804	16	24	541	93	20	67	7	78	78	126
Future Volume (vph)	99	804	16	24	541	93	20	67	7	78	78	126
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	103	838	17	25	564	97	21	70	7	81	81	131
Shared Lane Traffic (%)												
Lane Group Flow (vph)	103	855	0	25	661	0	21	77	0	81	212	0
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	1	6			2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		2	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	10.0	55.0		45.0	45.0		25.0	25.0		25.0	25.0	
Total Split (%)	12.5%	68.8%		56.3%	56.3%		31.3%	31.3%		31.3%	31.3%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjst (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Recall Mode	None	Max		Max	Max		None	None		None	None	
Act Effct Green (s)	52.5	52.5		44.4	44.4		10.7	10.7		10.7	10.7	
Actuated g/C Ratio	0.73	0.73		0.61	0.61		0.15	0.15		0.15	0.15	
v/c Ratio	0.18	0.23		0.07	0.21		0.19	0.28		0.42	0.63	
Control Delay	4.5	3.8		8.6	6.8		29.3	26.6		33.1	23.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	4.5	3.8		8.6	6.8		29.3	26.6		33.1	23.9	
LOS	A	A		A	A		C	C		C	C	
Approach Delay		3.9			6.9			27.2			26.5	
Approach LOS		A			A			C			C	
Queue Length 50th (ft)	10	34		4	40		8	27		32	45	
Queue Length 95th (ft)	31	69		18	73		27	62		70	106	
Internal Link Dist (ft)		313			219			300			188	
Turn Bay Length (ft)	150			150			75			100		
Base Capacity (vph)	562	3686		365	3080		212	526		374	550	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.18	0.23		0.07	0.21		0.10	0.15		0.22	0.39	

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 72.3
Natural Cycle: 55
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.63
Intersection Signal Delay: 9.3
Intersection LOS: A

HCM 2010 Intersection Capacity Analysis
9: Hickory St & S Cesar Chavez Blvd

2024 Background Plus Site
Timing Plan: PM

Intersection Capacity Utilization 47.9%
Analysis Period (min) 15

ICU Level of Service A

Splits and Phases: 9: Hickory St & S Cesar Chavez Blvd



HCM 2010 Intersection Capacity Analysis
1: Dawson St & S Good Latimer Expy W

2024 Background Plus Site
Timing Plan: PM

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕↕↕			↕↕↕				↕			↕	
Traffic Vol, veh/h	6	427	1	1	213	2	1	1	0	4	0	4
Future Vol, veh/h	6	427	1	1	213	2	1	1	0	4	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	0	-	0	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	491	1	1	245	2	1	1	0	5	0	5

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	247	0	0	492
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	5.34	-	-	5.34
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.12	-	-	3.12
Pot Cap-1 Maneuver	889	-	-	683
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	889	-	-	683
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0	14.7	10.9
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	373	889	-	-	683	-	-	618
HCM Lane V/C Ratio	0.006	0.008	-	-	0.002	-	-	0.015
HCM Control Delay (s)	14.7	9.1	0	0	10.3	0	0	10.9
HCM Lane LOS	B	A	A	-	B	A	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

HCM 2010 Intersection Capacity Analysis
3: Driveway 1 & S Good Latimer Expy W

2024 Background Plus Site
Timing Plan: PM

Intersection						
Int Delay, s/veh	1.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↕↕↕			↕↕↕		↕
Traffic Vol, veh/h	259	72	9	153	62	8
Future Vol, veh/h	259	72	9	153	62	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	282	78	10	166	67	9

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	360
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	5.34
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	3.12
Pot Cap-1 Maneuver	-	-	787
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	787
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	11.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	609	-	-	787	-
HCM Lane V/C Ratio	0.125	-	-	0.012	-
HCM Control Delay (s)	11.8	-	-	9.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0	-

HCM 2010 Intersection Capacity Analysis
4: S Good Latimer Expy W & Ferris St

2024 Background Plus Site
Timing Plan: PM

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↔↔↔↔↔↔				↔↔	
Traffic Vol, veh/h	5	217	142	1	11	8
Future Vol, veh/h	5	217	142	1	11	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	268	175	1	14	10

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	176	0	0	295	88
Stage 1	-	-	-	176	-
Stage 2	-	-	-	119	-
Critical Hdwy	5.34	-	-	5.74	7.14
Critical Hdwy Stg 1	-	-	-	6.64	-
Critical Hdwy Stg 2	-	-	-	6.04	-
Follow-up Hdwy	3.12	-	-	3.82	3.92
Pot Cap-1 Maneuver	958	-	-	686	809
Stage 1	-	-	-	747	-
Stage 2	-	-	-	822	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	958	-	-	681	809
Mov Cap-2 Maneuver	-	-	-	681	-
Stage 1	-	-	-	742	-
Stage 2	-	-	-	822	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	10.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	958	-	-	-	730
HCM Lane V/C Ratio	0.006	-	-	-	0.032
HCM Control Delay (s)	8.8	0	-	-	10.1
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

HCM 2010 Intersection Capacity Analysis
5: Driveway 2 & S Good Latimer Expy W

2024 Background Plus Site
Timing Plan: PM

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔↔↔		↔↔↔		↔↔	
Traffic Vol, veh/h	229	0	4	144	0	2
Future Vol, veh/h	229	0	4	144	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	249	0	4	157	0	2

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	249	0	320
Stage 1	-	-	-	249	-
Stage 2	-	-	-	71	-
Critical Hdwy	-	-	5.34	-	5.74
Critical Hdwy Stg 1	-	-	-	-	6.64
Critical Hdwy Stg 2	-	-	-	-	6.04
Follow-up Hdwy	-	-	3.12	-	3.82
Pot Cap-1 Maneuver	-	-	887	-	667
Stage 1	-	-	-	-	677
Stage 2	-	-	-	-	868
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	887	-	664
Mov Cap-2 Maneuver	-	-	-	-	664
Stage 1	-	-	-	-	677
Stage 2	-	-	-	-	864

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	9.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	767	-	-	887	-
HCM Lane V/C Ratio	0.003	-	-	0.005	-
HCM Control Delay (s)	9.7	-	-	9.1	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

HCM 2010 Intersection Capacity Analysis
7: S Cesar Chavez Blvd & Driveway 1

2024 Background Plus Site
Timing Plan: PM

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑	↑		↑
Traffic Vol, veh/h	0	889	537	71	0	121
Future Vol, veh/h	0	889	537	71	0	121
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	966	584	77	0	132

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	- 0 - 292
Stage 1	-	-	- - -
Stage 2	-	-	- - -
Critical Hdwy	-	-	- - 7.14
Critical Hdwy Stg 1	-	-	- - -
Critical Hdwy Stg 2	-	-	- - -
Follow-up Hdwy	-	-	- - 3.92
Pot Cap-1 Maneuver	0	-	- 0 601
Stage 1	0	-	- 0 -
Stage 2	0	-	- 0 -
Platoon blocked, %	-	-	- - -
Mov Cap-1 Maneuver	-	-	- - 601
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	12.7
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	601
HCM Lane V/C Ratio	-	-	-	0.219
HCM Control Delay (s)	-	-	-	12.7
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.8

HCM 2010 Intersection Capacity Analysis
8: S Harwood St & Hickory St

2024 Background Plus Site
Timing Plan: PM

Intersection						
Int Delay, s/veh	3.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑	↑
Traffic Vol, veh/h	66	331	130	44	78	42
Future Vol, veh/h	66	331	130	44	78	42
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	71	356	140	47	84	45

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	187	0	- 0 484 94
Stage 1	-	-	- - 164 -
Stage 2	-	-	- - 320 -
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	1385	-	- - 512 944
Stage 1	-	-	- - 848 -
Stage 2	-	-	- - 709 -
Platoon blocked, %	-	-	- - -
Mov Cap-1 Maneuver	1385	-	- - 479 944
Mov Cap-2 Maneuver	-	-	- - 479 -
Stage 1	-	-	- - 794 -
Stage 2	-	-	- - 709 -

Approach	EB	WB	SB
HCM Control Delay, s	1.5	0	13
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1385	-	-	-	579
HCM Lane V/C Ratio	0.051	-	-	-	0.223
HCM Control Delay (s)	7.7	0.2	-	-	13
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0.8

HCM 2010 Intersection Capacity Analysis
10: Bluebell St

2024 Background Plus Site
Timing Plan: PM

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↕			↕
Traffic Vol, veh/h	0	0	402	0	0	12
Future Vol, veh/h	0	0	402	0	0	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	-	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	414	0	0	12

Major/Minor	Major2	Minor2
Conflicting Flow All	-	0 - 414
Stage 1	-	- - -
Stage 2	-	- - -
Critical Hdwy	-	- - 6.22
Critical Hdwy Stg 1	-	- - -
Critical Hdwy Stg 2	-	- - -
Follow-up Hdwy	-	- - 3.318
Pot Cap-1 Maneuver	-	- 0 638
Stage 1	-	- 0 -
Stage 2	-	- 0 -
Platoon blocked, %	-	- - -
Mov Cap-1 Maneuver	-	- - 638
Mov Cap-2 Maneuver	-	- - -
Stage 1	-	- - -
Stage 2	-	- - -

Approach	WB	SB
HCM Control Delay, s	0	10.8
HCM LOS		B

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	638
HCM Lane V/C Ratio	-	-	0.019
HCM Control Delay (s)	-	-	10.8
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.1

HCM 2010 Intersection Capacity Analysis
11: Bluebell St & Hickory St

2024 Background Plus Site
Timing Plan: PM

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↕			↕	↕	
Traffic Vol, veh/h	0	0	0	170	264	0
Future Vol, veh/h	0	0	0	170	264	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	185	287	0

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	472 287 287	0 - 0	- - -
Stage 1	287 - - -	- - -	- - -
Stage 2	185 - - -	- - -	- - -
Critical Hdwy	6.42 6.22 4.12	- - -	- - -
Critical Hdwy Stg 1	5.42 - - -	- - -	- - -
Critical Hdwy Stg 2	5.42 - - -	- - -	- - -
Follow-up Hdwy	3.518 3.318 2.218	- - -	- - -
Pot Cap-1 Maneuver	551 752 1275	- - -	- - -
Stage 1	762 - - -	- - -	- - -
Stage 2	847 - - -	- - -	- - -
Platoon blocked, %	- - -	- - -	- - -
Mov Cap-1 Maneuver	551 752 1275	- - -	- - -
Mov Cap-2 Maneuver	551 - - -	- - -	- - -
Stage 1	762 - - -	- - -	- - -
Stage 2	847 - - -	- - -	- - -

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1275	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

HCM 2010 Intersection Capacity Analysis
12: Hickory St & Lincoln St

2024 Background Plus Site
Timing Plan: PM

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔
Traffic Vol, veh/h	0	3	4	166	261	0
Future Vol, veh/h	0	3	4	166	261	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	3	4	180	284	0

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	472	284	284	0	0
Stage 1	284	-	-	-	-
Stage 2	188	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	551	755	1278	-	-
Stage 1	764	-	-	-	-
Stage 2	844	-	-	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	549	755	1278	-	-
Mov Cap-2 Maneuver	549	-	-	-	-
Stage 1	762	-	-	-	-
Stage 2	844	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.8	0.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1278	-	755	-	-
HCM Lane V/C Ratio	0.003	-	0.004	-	-
HCM Control Delay (s)	7.8	0	9.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

HCM 2010 Intersection Capacity Analysis
13: Driveway 3 & Lincoln St

2024 Background Plus Site
Timing Plan: PM

Intersection						
Int Delay, s/veh	6.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔	↔	↔	↔	↔	↔
Traffic Vol, veh/h	0	1	4	0	1	3
Future Vol, veh/h	0	1	4	0	1	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1	4	0	1	3

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	1	0	9
Stage 1	-	-	-	-	1
Stage 2	-	-	-	-	8
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1622	-	1011
Stage 1	-	-	-	-	1022
Stage 2	-	-	-	-	1015
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1622	-	1009
Mov Cap-2 Maneuver	-	-	-	-	1009
Stage 1	-	-	-	-	1022
Stage 2	-	-	-	-	1013

Approach	EB	WB	NB
HCM Control Delay, s	0	7.2	8.4
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1064	-	-	1622	-
HCM Lane V/C Ratio	0.004	-	-	0.003	-
HCM Control Delay (s)	8.4	-	-	7.2	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

HCM 2010 Intersection Capacity Analysis

2029 Horizon

2: S Good Latimer Expy W & Hickory St

Timing Plan: AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↕↔			↔↕↔			↕	↕		↕	↕
Traffic Volume (vph)	9	79	79	79	602	41	109	99	69	15	75	11
Future Volume (vph)	9	79	79	79	602	41	109	99	69	15	75	11
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Adj. Flow (vph)	12	103	103	103	782	53	142	129	90	19	97	14
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	218	0	0	938	0	0	271	90	0	116	14
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		6			2			4		8		8
Permitted Phases	6			2			4		4	8		8
Detector Phase	6	6		2	2		4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	42.0	42.0		42.0	42.0		38.0	38.0	38.0	38.0	38.0	38.0
Total Split (%)	52.5%	52.5%		52.5%	52.5%		47.5%	47.5%	47.5%	47.5%	47.5%	47.5%
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0			0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)		4.5			4.5			4.5	4.5		4.5	4.5
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Max	Max		Max	Max		None	None	None	None	None	None
Act Effct Green (s)		38.1			38.1		17.0	17.0		17.0	17.0	17.0
Actuated g/C Ratio		0.59			0.59		0.27	0.27		0.27	0.27	0.27
v/c Ratio		0.09			0.36		0.71	0.19		0.25	0.03	0.03
Control Delay		4.0			7.9		31.8	5.3		19.2	6.4	6.4
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Delay		4.0			7.9		31.8	5.3		19.2	6.4	6.4
LOS		A			A		C	A		B	A	A
Approach Delay		4.0			7.9		25.2			17.8		
Approach LOS		A			A		C			B		
Queue Length 50th (ft)		5			58		94	0		35	0	0
Queue Length 95th (ft)		15			92		133	19		59	7	7
Internal Link Dist (ft)		372			162		236			123		
Turn Bay Length (ft)												
Base Capacity (vph)		2559			2616		757	874		906	841	841
Starvation Cap Reductn		0			0		0	0		0	0	0
Spillback Cap Reductn		0			0		0	0		0	0	0
Storage Cap Reductn		0			0		0	0		0	0	0
Reduced v/c Ratio		0.09			0.36		0.36	0.10		0.13	0.02	0.02

Intersection Summary

Cycle Length: 80	
Actuated Cycle Length: 64.1	
Natural Cycle: 45	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.71	
Intersection Signal Delay: 11.9	Intersection LOS: B

HCM 2010 Intersection Capacity Analysis

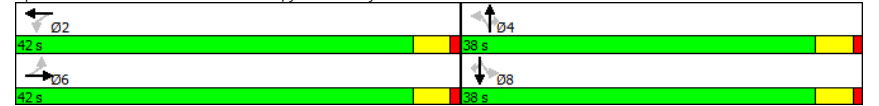
2029 Horizon

2: S Good Latimer Expy W & Hickory St

Timing Plan: AM

Intersection Capacity Utilization 47.5% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 2: S Good Latimer Expy W & Hickory St



HCM 2010 Intersection Capacity Analysis
6: Corinth St & S Cesar Chavez Blvd

2029 Horizon
Timing Plan: AM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔↔	↔	↔	↔↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	3	172	93	371	1711	1	295	0	70	0	0	1
Future Volume (vph)	3	172	93	371	1711	1	295	0	70	0	0	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	3	179	97	386	1782	1	307	0	73	0	0	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	3	276	0	386	1783	0	0	380	0	0	1	0
Turn Type	Perm	NA	pm+pt	NA	Perm	NA						
Protected Phases	6	6	5	2	4	4						
Permitted Phases	6		2		4		8					
Detector Phase	6	6	5	2	4	4	8	8				
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Minimum Split (s)	22.5	22.5	9.5	22.5	22.5	22.5	22.5	22.5				
Total Split (s)	36.0	36.0	16.0	52.0	28.0	28.0	28.0	28.0				
Total Split (%)	45.0%	45.0%	20.0%	65.0%	35.0%	35.0%	35.0%	35.0%				
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5				
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0				
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Lead/Lag	Lag	Lag	Lead									
Lead-Lag Optimize?	Yes	Yes	Yes									
Recall Mode	Max	Max	None	Max	None	None	None	None				
Act Effct Green (s)	32.7	32.7	47.6	47.6	13.5	13.5						
Actuated g/C Ratio	0.47	0.47	0.68	0.68	0.19	0.19						
v/c Ratio	0.03	0.12	0.51	0.52	0.91	dl	0.00					
Control Delay	13.7	7.9	7.9	6.7	26.0	0.0						
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0						
Total Delay	13.7	7.9	7.9	6.7	26.0	0.0						
LOS	B	A	A	A	C	A						
Approach Delay	7.9		6.9	26.0								
Approach LOS	A		A	C								
Queue Length 50th (ft)	1	15	56	113	62	0						
Queue Length 95th (ft)	6	34	126	196	104	0						
Internal Link Dist (ft)		225		638		284					200	
Turn Bay Length (ft)	75		150									
Base Capacity (vph)	105	2295	775	3450	940	595						
Starvation Cap Reductn	0	0	0	0	0	0						
Spillback Cap Reductn	0	0	0	0	0	0						
Storage Cap Reductn	0	0	0	0	0	0						
Reduced v/c Ratio	0.03	0.12	0.50	0.52	0.40	0.00						

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 70.2
Natural Cycle: 60
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.66
Intersection Signal Delay: 9.6
Intersection LOS: A

HCM 2010 Intersection Capacity Analysis
6: Corinth St & S Cesar Chavez Blvd

2029 Horizon
Timing Plan: AM

Intersection Capacity Utilization 71.5% ICU Level of Service C
Analysis Period (min) 15
dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Splits and Phases: 6: Corinth St & S Cesar Chavez Blvd



HCM 2010 Intersection Capacity Analysis
9: Hickory St & S Cesar Chavez Blvd

2029 Horizon
Timing Plan: AM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖ ↗	↖ ↗		↖ ↗	↖ ↗		↖ ↗	↖ ↗		↖ ↗	↖ ↗	
Traffic Volume (vph)	75	182	4	30	1856	110	19	103	6	85	68	78
Future Volume (vph)	75	182	4	30	1856	110	19	103	6	85	68	78
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	81	196	4	32	1996	118	20	111	6	91	73	84
Shared Lane Traffic (%)												
Lane Group Flow (vph)	81	200	0	32	2114	0	20	117	0	91	157	0
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	1	6		2			4			8		
Permitted Phases	6			2			4			8		
Detector Phase	1	6		2	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	10.0	54.0		44.0	44.0		26.0	26.0		26.0	26.0	
Total Split (%)	12.5%	67.5%		55.0%	55.0%		32.5%	32.5%		32.5%	32.5%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Recall Mode	None	Max		Max	Max		None	None		None	None	
Act Effct Green (s)	52.4	52.4		44.2	44.2		10.5	10.5		10.5	10.5	
Actuated g/C Ratio	0.73	0.73		0.61	0.61		0.15	0.15		0.15	0.15	
v/c Ratio	0.34	0.05		0.05	0.68		0.13	0.43		0.49	0.51	
Control Delay	8.1	3.2		7.7	11.7		26.7	30.9		36.2	21.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	8.1	3.2		7.7	11.7		26.7	30.9		36.2	21.0	
LOS	A	A		A	B		C	C		D	C	
Approach Delay		4.6			11.7			30.3			26.6	
Approach LOS		A			B			C			C	
Queue Length 50th (ft)	8	6		5	213		7	44		36	33	
Queue Length 95th (ft)	28	15		18	319		25	88		77	83	
Internal Link Dist (ft)		272			196			300			188	
Turn Bay Length (ft)	150			150			75			100		
Base Capacity (vph)	235	3695		710	3104		316	556		381	564	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.34	0.05		0.05	0.68		0.06	0.21		0.24	0.28	

Intersection Summary

Cycle Length: 80	
Actuated Cycle Length: 71.9	
Natural Cycle: 65	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.68	
Intersection Signal Delay: 13.2	Intersection LOS: B

HCM 2010 Intersection Capacity Analysis
9: Hickory St & S Cesar Chavez Blvd

2029 Horizon
Timing Plan: AM

Intersection Capacity Utilization 69.5%
Analysis Period (min) 15

ICU Level of Service C

Splits and Phases: 9: Hickory St & S Cesar Chavez Blvd



HCM 2010 Intersection Capacity Analysis
1: Dawson St & S Good Latimer Expy W

2029 Horizon
Timing Plan: AM

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕↕↕			↕↕↕				↕			↕	
Traffic Vol, veh/h	5	156	4	0	700	9	0	0	0	15	0	8
Future Vol, veh/h	5	156	4	0	700	9	0	0	0	15	0	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	0	-	0	-	0	-
Grade, %	-	0	-	-	0	-	0	-	0	-	0	-
Peak Hour Factor	75	75	75	75	75	75	75	75	75	75	75	75
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	208	5	0	933	12	0	0	0	20	0	11

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	945	0	0	213
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	5.34	-	-	5.34
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.12	-	-	3.12
Pot Cap-1 Maneuver	416	-	-	921
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	416	-	-	921
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0	0	19
HCM LOS			A	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	416	-	-	921	-	-	288
HCM Lane V/C Ratio	-	0.016	-	-	-	-	-	0.106
HCM Control Delay (s)	0	13.8	0.1	-	0	-	-	19
HCM Lane LOS	A	B	A	-	A	-	-	C
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0.4

HCM 2010 Intersection Capacity Analysis
3: Driveway 1 & S Good Latimer Expy W

2029 Horizon
Timing Plan: AM

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↕↕↕			↕↕↕		↕
Traffic Vol, veh/h	163	0	0	723	0	0
Future Vol, veh/h	163	0	0	723	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	177	0	0	786	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	177
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	5.34
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	3.12
Pot Cap-1 Maneuver	-	-	957
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	957
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	957	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

HCM 2010 Intersection Capacity Analysis
 4: S Good Latimer Expy W/S Good Latimer Expy & Ferris St

2029 Horizon
 Timing Plan: AM

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations	↔↔↔↔↔↔				↔	
Traffic Vol, veh/h	10	154	719	11	0	0
Future Vol, veh/h	10	154	719	11	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	76	76	76	76	76	76
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	203	946	14	0	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	960	0	0	1060	480
Stage 1	-	-	-	953	-
Stage 2	-	-	-	107	-
Critical Hdwy	5.34	-	-	5.74	7.14
Critical Hdwy Stg 1	-	-	-	6.64	-
Critical Hdwy Stg 2	-	-	-	6.04	-
Follow-up Hdwy	3.12	-	-	3.82	3.92
Pot Cap-1 Maneuver	409	-	-	290	455
Stage 1	-	-	-	258	-
Stage 2	-	-	-	833	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	409	-	-	280	455
Mov Cap-2 Maneuver	-	-	-	280	-
Stage 1	-	-	-	249	-
Stage 2	-	-	-	833	-

Approach	EB	WB	SW
HCM Control Delay, s	1	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SWLn1
Capacity (veh/h)	409	-	-	-	-
HCM Lane V/C Ratio	0.032	-	-	-	-
HCM Control Delay (s)	14.1	0.1	-	-	0
HCM Lane LOS	B	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	-

HCM 2010 Intersection Capacity Analysis
 5: Driveway 2 & S Good Latimer Expy

2029 Horizon
 Timing Plan: AM

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔↔↔		↔↔↔		↔	
Traffic Vol, veh/h	162	0	0	734	0	0
Future Vol, veh/h	162	0	0	734	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	176	0	0	798	0	0

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	176	0	495 88
Stage 1	-	-	-	-	176 -
Stage 2	-	-	-	-	319 -
Critical Hdwy	-	-	5.34	-	5.74 7.14
Critical Hdwy Stg 1	-	-	-	-	6.64 -
Critical Hdwy Stg 2	-	-	-	-	6.04 -
Follow-up Hdwy	-	-	3.12	-	3.82 3.92
Pot Cap-1 Maneuver	-	-	958	-	550 809
Stage 1	-	-	-	-	747 -
Stage 2	-	-	-	-	650 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	958	-	550 809
Mov Cap-2 Maneuver	-	-	-	-	550 -
Stage 1	-	-	-	-	747 -
Stage 2	-	-	-	-	650 -

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	958	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

HCM 2010 Intersection Capacity Analysis
7: S Cesar Chavez Blvd & Driveway 1

2029 Horizon
Timing Plan: AM

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑	↑		↑
Traffic Vol, veh/h	0	274	1997	0	0	0
Future Vol, veh/h	0	274	1997	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	298	2171	0	0	0

Major/Minor	Major1	Major2	Minor2	
Conflicting Flow All	-	0	-	0 - 1086
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	-	- 7.14
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	-	- 3.92
Pot Cap-1 Maneuver	0	-	-	0 182
Stage 1	0	-	-	0 -
Stage 2	0	-	-	0 -
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	- 182
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	-	0
HCM Lane LOS	-	-	-	A
HCM 95th %tile Q(veh)	-	-	-	-

HCM 2010 Intersection Capacity Analysis
8: S Harwood St & Hickory St

2029 Horizon
Timing Plan: AM

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations		↑↑	↑↑		↑	↑
Traffic Vol, veh/h	65	93	329	65	0	0
Future Vol, veh/h	65	93	329	65	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	74	106	374	74	0	0

Major/Minor	Major1	Major2	Minor2	
Conflicting Flow All	448	0	-	0 612 224
Stage 1	-	-	-	- 411 -
Stage 2	-	-	-	- 201 -
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	1109	-	-	- 425 779
Stage 1	-	-	-	- 638 -
Stage 2	-	-	-	- 813 -
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	1109	-	-	- 395 779
Mov Cap-2 Maneuver	-	-	-	- 395 -
Stage 1	-	-	-	- 593 -
Stage 2	-	-	-	- 813 -

Approach	EB	WB	SW
HCM Control Delay, s	3.5	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SWLn1
Capacity (veh/h)	1109	-	-	-	-
HCM Lane V/C Ratio	0.067	-	-	-	-
HCM Control Delay (s)	8.5	0.1	-	-	0
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.2	-	-	-	-

HCM 2010 Intersection Capacity Analysis
10: Chavez/ I 30 FR & Bluebell St

2029 Horizon
Timing Plan: AM

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↕			↕
Traffic Vol, veh/h	0	0	759	1	0	9
Future Vol, veh/h	0	0	759	1	0	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	-	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	853	1	0	10

Major/Minor	Major2	Minor2
Conflicting Flow All	-	0 - 854
Stage 1	-	- - -
Stage 2	-	- - -
Critical Hdwy	-	- - 6.22
Critical Hdwy Stg 1	-	- - -
Critical Hdwy Stg 2	-	- - -
Follow-up Hdwy	-	- - 3.318
Pot Cap-1 Maneuver	-	- 0 358
Stage 1	-	- 0 -
Stage 2	-	- 0 -
Platoon blocked, %	-	- - -
Mov Cap-1 Maneuver	-	- - 358
Mov Cap-2 Maneuver	-	- - -
Stage 1	-	- - -
Stage 2	-	- - -

Approach	WB	SB
HCM Control Delay, s	0	15.3
HCM LOS		C

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	358
HCM Lane V/C Ratio	-	-	0.028
HCM Control Delay (s)	-	-	15.3
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0.1

HCM 2010 Intersection Capacity Analysis
11: Bluebell St & Hickory St

2029 Horizon
Timing Plan: AM

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↕			↕	↕	↕
Traffic Vol, veh/h	0	0	0	277	233	0
Future Vol, veh/h	0	0	0	277	233	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	301	253	0

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	554 253 253	0 - 0	- - -
Stage 1	253 - - -	- - -	- - -
Stage 2	301 - - -	- - -	- - -
Critical Hdwy	6.42 6.22 4.12	- - -	- - -
Critical Hdwy Stg 1	5.42 - - -	- - -	- - -
Critical Hdwy Stg 2	5.42 - - -	- - -	- - -
Follow-up Hdwy	3.518 3.318 2.218	- - -	- - -
Pot Cap-1 Maneuver	493 786 1312	- - -	- - -
Stage 1	789 - - -	- - -	- - -
Stage 2	751 - - -	- - -	- - -
Platoon blocked, %	- - -	- - -	- - -
Mov Cap-1 Maneuver	493 786 1312	- - -	- - -
Mov Cap-2 Maneuver	493 - - -	- - -	- - -
Stage 1	789 - - -	- - -	- - -
Stage 2	751 - - -	- - -	- - -

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1312	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

HCM 2010 Intersection Capacity Analysis
12: Hickory St & Lincoln St

2029 Horizon
Timing Plan: AM

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	0	0	0	277	233	0
Future Vol, veh/h	0	0	0	277	233	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	301	253	0

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	554	253	253	0	0
Stage 1	253	-	-	-	-
Stage 2	301	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	493	786	1312	-	-
Stage 1	789	-	-	-	-
Stage 2	751	-	-	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	493	786	1312	-	-
Mov Cap-2 Maneuver	493	-	-	-	-
Stage 1	789	-	-	-	-
Stage 2	751	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1312	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

HCM 2010 Intersection Capacity Analysis
13: Driveway 3 & Lincoln St

2029 Horizon
Timing Plan: AM

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	1	0	2
Stage 1	-	-	-	-	1
Stage 2	-	-	-	-	1
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1622	-	1021
Stage 1	-	-	-	-	1022
Stage 2	-	-	-	-	1022
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1622	-	1021
Mov Cap-2 Maneuver	-	-	-	-	1021
Stage 1	-	-	-	-	1022
Stage 2	-	-	-	-	1022

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1622	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

HCM 2010 Intersection Capacity Analysis

2029 Horizon

2: S Good Latimer Expy W & Hickory St

Timing Plan: PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↕↔			↔↕↔			↕↔	↕↔		↕↔	↕↔
Traffic Volume (vph)	11	242	112	61	83	11	49	102	24	3	67	5
Future Volume (vph)	11	242	112	61	83	11	49	102	24	3	67	5
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	13	275	127	69	94	13	56	116	27	3	76	6
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	415	0	0	176	0	0	172	27	0	79	6
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		6			2			4		4		8
Permitted Phases	6			2			4		4	8		8
Detector Phase	6	6		2	2		4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	43.0	43.0		43.0	43.0		37.0	37.0	37.0	37.0	37.0	37.0
Total Split (%)	53.8%	53.8%		53.8%	53.8%		46.3%	46.3%	46.3%	46.3%	46.3%	46.3%
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0			0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)		4.5			4.5			4.5	4.5		4.5	4.5
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Max	Max		Max	Max		None	None	None	None	None	None
Act Effct Green (s)		41.4			41.4			11.6	11.6		11.6	11.6
Actuated g/C Ratio		0.67			0.67			0.19	0.19		0.19	0.19
v/c Ratio		0.14			0.07			0.57	0.09		0.23	0.02
Control Delay		3.1			3.9			29.7	8.9		21.4	3.6
Queue Delay		0.0			0.0			0.0	0.0		0.0	0.0
Total Delay		3.1			3.9			29.7	8.9		21.4	3.6
LOS		A			A			C	A		C	A
Approach Delay		3.1			3.9			26.9			20.1	
Approach LOS		A			A			C			C	
Queue Length 50th (ft)		11			6			56	0		24	0
Queue Length 95th (ft)		24			14			104	16		53	4
Internal Link Dist (ft)		372			159			236			123	
Turn Bay Length (ft)												
Base Capacity (vph)		3059			2625			851	847		970	844
Starvation Cap Reductn		0			0			0	0		0	0
Spillback Cap Reductn		0			0			0	0		0	0
Storage Cap Reductn		0			0			0	0		0	0
Reduced v/c Ratio		0.14			0.07			0.20	0.03		0.08	0.01

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 62
Natural Cycle: 45
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.57
Intersection Signal Delay: 10.3
Intersection LOS: B

HCM 2010 Intersection Capacity Analysis

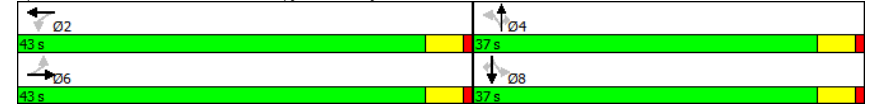
2029 Horizon

2: S Good Latimer Expy W & Hickory St

Timing Plan: PM

Intersection Capacity Utilization 37.6% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 2: S Good Latimer Expy W & Hickory St



HCM 2010 Intersection Capacity Analysis
6: Corinth St & S Cesar Chavez Blvd

2029 Horizon
Timing Plan: PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙	↕	↘	↙	↕	↘	↙	↕	↘	↙	↕	↘
Traffic Volume (vph)	5	658	152	153	364	0	179	1	271	1	1	3
Future Volume (vph)	5	658	152	153	364	0	179	1	271	1	1	3
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	5	678	157	158	375	0	185	1	279	1	1	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	5	835	0	158	375	0	0	465	0	0	5	0
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		6		5	2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	6	6		5	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		9.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	40.0	40.0		16.0	56.0		24.0	24.0		24.0	24.0	
Total Split (%)	50.0%	50.0%		20.0%	70.0%		30.0%	30.0%		30.0%	30.0%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?	Yes	Yes		Yes								
Recall Mode	Max	Max		None	Max		None	None		None	None	
Act Effct Green (s)	39.5	39.5		51.7	51.7		11.3	11.3		11.3	11.3	
Actuated g/C Ratio	0.55	0.55		0.72	0.72		0.16	0.16		0.16	0.16	
v/c Ratio	0.01	0.30		0.31	0.10		0.70			0.02		
Control Delay	10.4	9.1		5.7	3.7		17.3			19.0		
Queue Delay	0.0	0.0		0.0	0.0		0.0			0.0		
Total Delay	10.4	9.1		5.7	3.7		17.3			19.0		
LOS	B	A		A	A		B			B		
Approach Delay		9.1			4.3		17.3			19.0		
Approach LOS		A			A		B			B		
Queue Length 50th (ft)	1	57		17	13		40			1		
Queue Length 95th (ft)	7	111		48	32		84			9		
Internal Link Dist (ft)		225			638		284			200		
Turn Bay Length (ft)		75			150							
Base Capacity (vph)	531	2748		570	3650		940			423		
Starvation Cap Reductn	0	0		0	0		0			0		
Spillback Cap Reductn	0	0		0	0		0			0		
Storage Cap Reductn	0	0		0	0		0			0		
Reduced v/c Ratio	0.01	0.30		0.28	0.10		0.49			0.01		

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 72
Natural Cycle: 55
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.70
Intersection Signal Delay: 9.8
Intersection LOS: A

HCM 2010 Intersection Capacity Analysis
6: Corinth St & S Cesar Chavez Blvd

2029 Horizon
Timing Plan: PM

Intersection Capacity Utilization 53.3%
Analysis Period (min) 15

ICU Level of Service A

Splits and Phases: 6: Corinth St & S Cesar Chavez Blvd



HCM 2010 Intersection Capacity Analysis
9: Hickory St & S Cesar Chavez Blvd

2029 Horizon
Timing Plan: PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕↕	↔	↔	↕↕	↔	↔	↕	↔	↔	↕	↔
Traffic Volume (vph)	58	730	16	11	456	79	21	39	8	70	67	99
Future Volume (vph)	58	730	16	11	456	79	21	39	8	70	67	99
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	60	760	17	11	475	82	22	41	8	73	70	103
Shared Lane Traffic (%)												
Lane Group Flow (vph)	60	777	0	11	557	0	22	49	0	73	173	0
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	1	6			2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		2	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	10.0	55.0		45.0	45.0		25.0	25.0		25.0	25.0	
Total Split (%)	12.5%	68.8%		56.3%	56.3%		31.3%	31.3%		31.3%	31.3%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Recall Mode	None	Max		Max	Max		None	None		None	None	
Act Effct Green (s)	53.4	53.4		47.3	47.3		9.5	9.5		9.5	9.5	
Actuated g/C Ratio	0.74	0.74		0.66	0.66		0.13	0.13		0.13	0.13	
v/c Ratio	0.10	0.21		0.03	0.17		0.18	0.20		0.41	0.58	
Control Delay	3.5	3.2		7.3	5.4		29.5	24.5		34.1	22.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	3.5	3.2		7.3	5.4		29.5	24.5		34.1	22.1	
LOS	A	A		A	A		C	C		C	C	
Approach Delay		3.2			5.5			26.0			25.6	
Approach LOS		A			A			C			C	
Queue Length 50th (ft)	5	27		2	30		8	16		29	33	
Queue Length 95th (ft)	17	53		9	54		27	43		65	87	
Internal Link Dist (ft)		313			219			300			188	
Turn Bay Length (ft)	150			150			75			100		
Base Capacity (vph)	625	3767		424	3292		260	526		386	549	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.10	0.21		0.03	0.17		0.08	0.09		0.19	0.32	

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 71.9
Natural Cycle: 55
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.58
Intersection Signal Delay: 8.1
Intersection LOS: A

HCM 2010 Intersection Capacity Analysis
9: Hickory St & S Cesar Chavez Blvd

2029 Horizon
Timing Plan: PM

Intersection Capacity Utilization 47.3%
Analysis Period (min) 15

ICU Level of Service A

Splits and Phases: 9: Hickory St & S Cesar Chavez Blvd



HCM 2010 Intersection Capacity Analysis
1: Dawson St & S Good Latimer Expy W

2029 Horizon
Timing Plan: PM

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕↕↕			↕↕↕				↕			↕	
Traffic Vol, veh/h	6	349	0	1	144	3	0	1	0	4	0	4
Future Vol, veh/h	6	349	0	1	144	3	0	1	0	4	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	0	-	0	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	401	0	1	166	3	0	1	0	5	0	5

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	169	0	0	401
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	5.34	-	-	5.34
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.12	-	-	3.12
Pot Cap-1 Maneuver	965	-	-	754
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	965	-	-	754
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.1	13.7	10.3
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	417	965	-	-	754	-	-	691
HCM Lane V/C Ratio	0.003	0.007	-	-	0.002	-	-	0.013
HCM Control Delay (s)	13.7	8.8	0	-	9.8	0	-	10.3
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

HCM 2010 Intersection Capacity Analysis
3: Driveway 1 & S Good Latimer Expy W

2029 Horizon
Timing Plan: PM

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↕↕↕			↕↕↕		↕
Traffic Vol, veh/h	269	0	0	156	0	0
Future Vol, veh/h	269	0	0	156	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	292	0	0	170	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	292
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	5.34
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	3.12
Pot Cap-1 Maneuver	-	-	847
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	847
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	847	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

HCM 2010 Intersection Capacity Analysis
4: S Good Latimer Expy W & Ferris St

2029 Horizon
Timing Plan: PM

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↔↔↔↔↔↔		↔↔↔↔		↔↔	
Traffic Vol, veh/h	1	220	139	1	11	4
Future Vol, veh/h	1	220	139	1	11	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	272	172	1	14	5

Major/Minor	Major1	Major2	Minor2	
Conflicting Flow All	173	0	0	284
Stage 1	-	-	-	173
Stage 2	-	-	-	111
Critical Hdwy	5.34	-	-	5.74
Critical Hdwy Stg 1	-	-	-	6.64
Critical Hdwy Stg 2	-	-	-	6.04
Follow-up Hdwy	3.12	-	-	3.82
Pot Cap-1 Maneuver	961	-	-	694
Stage 1	-	-	-	750
Stage 2	-	-	-	829
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	961	-	-	693
Mov Cap-2 Maneuver	-	-	-	693
Stage 1	-	-	-	749
Stage 2	-	-	-	829

Approach	EB	WB	SB
HCM Control Delay, s	0	0	10.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	961	-	-	-	721
HCM Lane V/C Ratio	0.001	-	-	-	0.026
HCM Control Delay (s)	8.8	0	-	-	10.1
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

HCM 2010 Intersection Capacity Analysis
5: Driveway 2 & S Good Latimer Expy W

2029 Horizon
Timing Plan: PM

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔↔↔		↔↔↔		↔↔	
Traffic Vol, veh/h	232	0	0	142	0	0
Future Vol, veh/h	232	0	0	142	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	252	0	0	154	0	0

Major/Minor	Major1	Major2	Minor1	
Conflicting Flow All	0	0	252	314
Stage 1	-	-	-	252
Stage 2	-	-	-	62
Critical Hdwy	-	-	5.34	5.74
Critical Hdwy Stg 1	-	-	-	6.64
Critical Hdwy Stg 2	-	-	-	6.04
Follow-up Hdwy	-	-	3.12	3.82
Pot Cap-1 Maneuver	-	-	884	672
Stage 1	-	-	-	675
Stage 2	-	-	-	878
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	-	884	672
Mov Cap-2 Maneuver	-	-	-	672
Stage 1	-	-	-	675
Stage 2	-	-	-	878

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	884	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

HCM 2010 Intersection Capacity Analysis
7: S Cesar Chavez Blvd & Driveway 1

2029 Horizon
Timing Plan: PM

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↑↑↑	↑↑↑	↑↑↑	↑	↑	↑
Traffic Vol, veh/h	0	808	546	0	0	0
Future Vol, veh/h	0	808	546	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	878	593	0	0	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	- 0 - 297
Stage 1	-	-	- - -
Stage 2	-	-	- - -
Critical Hdwy	-	-	- - 7.14
Critical Hdwy Stg 1	-	-	- - -
Critical Hdwy Stg 2	-	-	- - -
Follow-up Hdwy	-	-	- - 3.92
Pot Cap-1 Maneuver	0	-	- 0 596
Stage 1	0	-	- 0 -
Stage 2	0	-	- 0 -
Platoon blocked, %	-	-	- - -
Mov Cap-1 Maneuver	-	-	- - 596
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	-	0
HCM Lane LOS	-	-	-	A
HCM 95th %tile Q(veh)	-	-	-	-

HCM 2010 Intersection Capacity Analysis
8: S Harwood St & Hickory St

2029 Horizon
Timing Plan: PM

Intersection						
Int Delay, s/veh	2.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↑↑	↑↑	↑↑	↑	↑	↑
Traffic Vol, veh/h	40	276	103	44	80	16
Future Vol, veh/h	40	276	103	44	80	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	43	297	111	47	86	17

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	158	0	- 0 370 79
Stage 1	-	-	- - 135 -
Stage 2	-	-	- - 235 -
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	1419	-	- - 603 965
Stage 1	-	-	- - 877 -
Stage 2	-	-	- - 782 -
Platoon blocked, %	-	-	- - -
Mov Cap-1 Maneuver	1419	-	- - 581 965
Mov Cap-2 Maneuver	-	-	- - 581 -
Stage 1	-	-	- - 845 -
Stage 2	-	-	- - 782 -

Approach	EB	WB	SB
HCM Control Delay, s	1.1	0	11.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1419	-	-	-	622
HCM Lane V/C Ratio	0.03	-	-	-	0.166
HCM Control Delay (s)	7.6	0.1	-	-	11.9
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.6

HCM 2010 Intersection Capacity Analysis
10: Bluebell St

2029 Horizon
Timing Plan: PM

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↕			↕
Traffic Vol, veh/h	0	0	404	0	0	13
Future Vol, veh/h	0	0	404	0	0	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	-	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	416	0	0	13

Major/Minor	Major2	Minor2
Conflicting Flow All	-	0 - 416
Stage 1	-	- - -
Stage 2	-	- - -
Critical Hdwy	-	- - 6.22
Critical Hdwy Stg 1	-	- - -
Critical Hdwy Stg 2	-	- - -
Follow-up Hdwy	-	- - 3.318
Pot Cap-1 Maneuver	-	- 0 637
Stage 1	-	- 0 -
Stage 2	-	- 0 -
Platoon blocked, %	-	- - -
Mov Cap-1 Maneuver	-	- - 637
Mov Cap-2 Maneuver	-	- - -
Stage 1	-	- - -
Stage 2	-	- - -

Approach	WB	SB
HCM Control Delay, s	0	10.8
HCM LOS		B

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	637
HCM Lane V/C Ratio	-	-	0.021
HCM Control Delay (s)	-	-	10.8
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.1

HCM 2010 Intersection Capacity Analysis
11: Bluebell St & Hickory St

2029 Horizon
Timing Plan: PM

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↕			↕	↕	↕
Traffic Vol, veh/h	0	0	0	174	240	0
Future Vol, veh/h	0	0	0	174	240	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	189	261	0

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	450 261 261	0 - 0	- - -
Stage 1	261 - - -	- - -	- - -
Stage 2	189 - - -	- - -	- - -
Critical Hdwy	6.42 6.22 4.12	- - -	- - -
Critical Hdwy Stg 1	5.42 - - -	- - -	- - -
Critical Hdwy Stg 2	5.42 - - -	- - -	- - -
Follow-up Hdwy	3.518 3.318 2.218	- - -	- - -
Pot Cap-1 Maneuver	567 778 1303	- - -	- - -
Stage 1	783 - - -	- - -	- - -
Stage 2	843 - - -	- - -	- - -
Platoon blocked, %	- - -	- - -	- - -
Mov Cap-1 Maneuver	567 778 1303	- - -	- - -
Mov Cap-2 Maneuver	567 - - -	- - -	- - -
Stage 1	783 - - -	- - -	- - -
Stage 2	843 - - -	- - -	- - -

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1303	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

HCM 2010 Intersection Capacity Analysis
12: Hickory St & Lincoln St

2029 Horizon
Timing Plan: PM

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	0	0	0	174	240	0
Future Vol, veh/h	0	0	0	174	240	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	189	261	0

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	450	261	261	0	0
Stage 1	261	-	-	-	-
Stage 2	189	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	567	778	1303	-	-
Stage 1	783	-	-	-	-
Stage 2	843	-	-	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	567	778	1303	-	-
Mov Cap-2 Maneuver	567	-	-	-	-
Stage 1	783	-	-	-	-
Stage 2	843	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1303	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

HCM 2010 Intersection Capacity Analysis
13: Driveway 3 & Lincoln St

2029 Horizon
Timing Plan: PM

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	1	0	2
Stage 1	-	-	-	-	1
Stage 2	-	-	-	-	1
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1622	-	1021
Stage 1	-	-	-	-	1022
Stage 2	-	-	-	-	1022
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1622	-	1021
Mov Cap-2 Maneuver	-	-	-	-	1021
Stage 1	-	-	-	-	1022
Stage 2	-	-	-	-	1022

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1622	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

HCM 2010 Intersection Capacity Analysis
2: S Good Latimer Expy W & Hickory St

2029 Horizon Plus Site
Timing Plan: AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↕↔			↔↕↔			↕	↕		↕	↕
Traffic Volume (vph)	9	132	103	84	665	44	129	100	73	17	76	11
Future Volume (vph)	9	132	103	84	665	44	129	100	73	17	76	11
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Adj. Flow (vph)	12	171	134	109	864	57	168	130	95	22	99	14
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	317	0	0	1030	0	0	298	95	0	121	14
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		6			2			4		8		8
Permitted Phases	6			2			4		4	8		8
Detector Phase	6	6		2	2		4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	42.0	42.0		42.0	42.0		38.0	38.0	38.0	38.0	38.0	38.0
Total Split (%)	52.5%	52.5%		52.5%	52.5%		47.5%	47.5%	47.5%	47.5%	47.5%	47.5%
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0			0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)		4.5			4.5			4.5	4.5		4.5	4.5
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Max	Max		Max	Max		None	None	None	None	None	None
Act Effct Green (s)		37.8			37.8		19.0	19.0		19.0	19.0	19.0
Actuated g/C Ratio		0.57			0.57		0.29	0.29		0.29	0.29	0.29
v/c Ratio		0.13			0.42		0.73	0.18		0.25	0.03	0.03
Control Delay		4.7			9.4		31.9	4.8		18.4	5.9	5.9
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Delay		4.7			9.4		31.9	4.8		18.4	5.9	5.9
LOS		A			A		C	A		B	A	A
Approach Delay		4.7			9.4		25.3			17.1		
Approach LOS		A			A		C			B		
Queue Length 50th (ft)		10			72		106	0		37	0	0
Queue Length 95th (ft)		23			114		146	19		60	7	7
Internal Link Dist (ft)		372			162		236			123		
Turn Bay Length (ft)												
Base Capacity (vph)		2525			2480		724	857		873	820	820
Starvation Cap Reductn		0			0		0	0		0	0	0
Spillback Cap Reductn		0			0		0	0		0	0	0
Storage Cap Reductn		0			0		0	0		0	0	0
Reduced v/c Ratio		0.13			0.42		0.41	0.11		0.14	0.02	0.02

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 65.9
Natural Cycle: 45
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.73
Intersection Signal Delay: 12.5
Intersection LOS: B

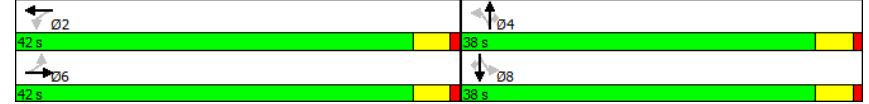
HCM 2010 Intersection Capacity Analysis
2: S Good Latimer Expy W & Hickory St

2029 Horizon Plus Site
Timing Plan: AM

Intersection Capacity Utilization 50.9%
Analysis Period (min) 15

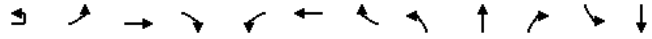
ICU Level of Service A

Splits and Phases: 2: S Good Latimer Expy W & Hickory St



HCM 2010 Intersection Capacity Analysis
6: Corinth St & S Cesar Chavez Blvd

2029 Horizon Plus Site
Timing Plan: AM



Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations		↵	↑↑↑		↵	↑↑↑			↵			↵
Traffic Volume (vph)	24	62	176	102	371	1721	5	330	57	70	11	68
Future Volume (vph)	24	62	176	102	371	1721	5	330	57	70	11	68
Peak Hour Factor	0.92	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	26	65	183	106	386	1793	5	344	59	73	11	71
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	91	289	0	386	1798	0	0	476	0	0	83
Turn Type	Perm	Perm	NA	pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases			6		5	2			4			
Permitted Phases	6	6			2			4			8	
Detector Phase	6	6	6		5	2		4	4		8	8
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Minimum Split (s)	22.5	22.5	22.5		9.5	22.5		22.5	22.5		22.5	22.5
Total Split (s)	36.0	36.0	36.0		16.0	52.0		28.0	28.0		28.0	28.0
Total Split (%)	45.0%	45.0%	45.0%		20.0%	65.0%		35.0%	35.0%		35.0%	35.0%
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)		4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5
Lead/Lag	Lag	Lag	Lag		Lead							
Lead-Lag Optimize?	Yes	Yes	Yes		Yes							
Recall Mode	Max	Max	Max		None	Max		None	None		None	None
Act Effct Green (s)		32.5	32.5		47.6	47.6		17.1				17.1
Actuated g/C Ratio		0.44	0.44		0.64	0.64		0.23				0.23
v/c Ratio		0.91	0.13		0.54	0.55		0.97				0.21
Control Delay		97.8	8.8		9.8	8.5		30.5				23.4
Queue Delay		0.0	0.0		0.0	0.0		0.0				0.0
Total Delay		97.8	8.8		9.8	8.5		30.5				23.4
LOS		F	A		A	A		C				C
Approach Delay			30.1			8.8		30.5				23.4
Approach LOS			C			A		C				C
Queue Length 50th (ft)		38	17		70	144		99				30
Queue Length 95th (ft)		#138	37		145	229		147				64
Internal Link Dist (ft)			225			638		284				200
Turn Bay Length (ft)		75			150							
Base Capacity (vph)		100	2173		731	3282		917				546
Starvation Cap Reductn		0	0		0	0		0				0
Spillback Cap Reductn		0	0		0	0		0				0
Storage Cap Reductn		0	0		0	0		0				0
Reduced v/c Ratio		0.91	0.13		0.53	0.55		0.52				0.15

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 73.8
Natural Cycle: 70
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.91
Intersection Signal Delay: 15.1
Intersection LOS: B

HCM 2010 Intersection Capacity Analysis
6: Corinth St & S Cesar Chavez Blvd

2029 Horizon Plus Site
Timing Plan: AM



Lane Group	SBR
Lane Configurations	↵
Traffic Volume (vph)	1
Future Volume (vph)	1
Peak Hour Factor	0.96
Adj. Flow (vph)	1
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 73.8
Natural Cycle: 70
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.91
Intersection Signal Delay: 15.1
Intersection LOS: B

HCM 2010 Intersection Capacity Analysis
6: Corinth St & S Cesar Chavez Blvd

2029 Horizon Plus Site
Timing Plan: AM

Intersection Capacity Utilization 74.3% ICU Level of Service D

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Splits and Phases: 6: Corinth St & S Cesar Chavez Blvd



HCM 2010 Intersection Capacity Analysis
9: Hickory St & S Cesar Chavez Blvd

2029 Horizon Plus Site
Timing Plan: AM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑↑↑	↑↑↑	↑	↑↑↑	↑↑↑	↑	↑	↑	↑	↑	↑	↑
Traffic Volume (vph)	114	266	4	44	1970	126	19	130	6	99	86	116
Future Volume (vph)	114	266	4	44	1970	126	19	130	6	99	86	116
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	123	286	4	47	2118	135	20	140	6	106	92	125
Shared Lane Traffic (%)												
Lane Group Flow (vph)	123	290	0	47	2253	0	20	146	0	106	217	0
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	1	6			2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		2	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	10.0	54.0		44.0	44.0		26.0	26.0		26.0	26.0	
Total Split (%)	12.5%	67.5%		55.0%	55.0%		32.5%	32.5%		32.5%	32.5%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Recall Mode	None	Max		Max	Max		None	None		None	None	
Act Effct Green (s)	49.9	49.9		42.0	42.0		11.7	11.7		11.7	11.7	
Actuated g/C Ratio	0.71	0.71		0.59	0.59		0.17	0.17		0.17	0.17	
v/c Ratio	0.52	0.08		0.07	0.75		0.15	0.47		0.55	0.62	
Control Delay	15.2	3.8		8.7	14.1		26.9	30.9		38.1	24.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	15.2	3.8		8.7	14.1		26.9	30.9		38.1	24.2	
LOS	B	A		A	B		C	C		D	C	
Approach Delay		7.2			14.0			30.4			28.8	
Approach LOS		A			B			C			C	
Queue Length 50th (ft)	13	10		8	250		8	57		43	53	
Queue Length 95th (ft)	#63	25		27	394		25	106		88	115	
Internal Link Dist (ft)		272			196			300			188	
Turn Bay Length (ft)	150			150			75			100		
Base Capacity (vph)	238	3587		628	3004		242	567		352	577	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.52	0.08		0.07	0.75		0.08	0.26		0.30	0.38	

Intersection Summary

Cycle Length: 80

Actuated Cycle Length: 70.6

Natural Cycle: 70

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.75

Intersection Signal Delay: 15.5

Intersection LOS: B

HCM 2010 Intersection Capacity Analysis
9: Hickory St & S Cesar Chavez Blvd

2029 Horizon Plus Site
Timing Plan: AM

Intersection Capacity Utilization 78.0%

ICU Level of Service D

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 9: Hickory St & S Cesar Chavez Blvd



HCM 2010 Intersection Capacity Analysis
1: Dawson St & S Good Latimer Expy W

2029 Horizon Plus Site
Timing Plan: AM

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔↔			↔↔↔				↔			↔	
Traffic Vol, veh/h	5	232	4	0	783	9	1	0	0	15	0	8
Future Vol, veh/h	5	232	4	0	783	9	1	0	0	15	0	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	75	75	75	75	75	75	75	75	75
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	309	5	0	1044	12	1	0	0	20	0	11

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	1056	0	0	314
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	5.34	-	-	5.34
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.12	-	-	3.12
Pot Cap-1 Maneuver	368	-	-	827
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	368	-	-	827
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0	15.5	22.3
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	345	368	-	-	827	-	-	239
HCM Lane V/C Ratio	0.004	0.018	-	-	-	-	-	0.128
HCM Control Delay (s)	15.5	15	0.1	-	0	-	-	22.3
HCM Lane LOS	C	B	A	-	A	-	-	C
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	0.4

HCM 2010 Intersection Capacity Analysis
3: Driveway 1 & S Good Latimer Expy W

2029 Horizon Plus Site
Timing Plan: AM

Intersection						
Int Delay, s/veh	1.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔↔↔			↔↔↔		↔
Traffic Vol, veh/h	167	55	8	727	65	8
Future Vol, veh/h	167	55	8	727	65	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	182	60	9	790	71	9

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	242
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	5.34
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	3.12
Pot Cap-1 Maneuver	-	-	893
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	893
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	13
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	531	-	-	893	-
HCM Lane V/C Ratio	0.149	-	-	0.01	-
HCM Control Delay (s)	13	-	-	9.1	0.1
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.5	-	-	0	-

HCM 2010 Intersection Capacity Analysis
4: S Good Latimer Expy W/S Good Latimer Expy & Ferris St

2029 Horizon Plus Site
Timing Plan: AM

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations	↔↔↔↔↔↔				↔	
Traffic Vol, veh/h	14	162	728	11	0	0
Future Vol, veh/h	14	162	728	11	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	76	76	76	76	76	76
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	213	958	14	0	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	972	0	0	1086	486
Stage 1	-	-	-	965	-
Stage 2	-	-	-	121	-
Critical Hdwy	5.34	-	-	5.74	7.14
Critical Hdwy Stg 1	-	-	-	6.64	-
Critical Hdwy Stg 2	-	-	-	6.04	-
Follow-up Hdwy	3.12	-	-	3.82	3.92
Pot Cap-1 Maneuver	404	-	-	281	451
Stage 1	-	-	-	254	-
Stage 2	-	-	-	820	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	404	-	-	267	451
Mov Cap-2 Maneuver	-	-	-	267	-
Stage 1	-	-	-	241	-
Stage 2	-	-	-	820	-

Approach	EB	WB	SW
HCM Control Delay, s	1.3	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SWLn1
Capacity (veh/h)	404	-	-	-	-
HCM Lane V/C Ratio	0.046	-	-	-	-
HCM Control Delay (s)	14.3	0.2	-	-	0
HCM Lane LOS	B	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	-

HCM 2010 Intersection Capacity Analysis
5: Driveway 2 & S Good Latimer Expy

2029 Horizon Plus Site
Timing Plan: AM

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔↔↔		↔↔↔		↔	
Traffic Vol, veh/h	170	0	1	743	0	4
Future Vol, veh/h	170	0	1	743	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	185	0	1	808	0	4

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	185	510	93
Stage 1	-	-	-	185	-
Stage 2	-	-	-	325	-
Critical Hdwy	-	-	5.34	5.74	7.14
Critical Hdwy Stg 1	-	-	-	6.64	-
Critical Hdwy Stg 2	-	-	-	6.04	-
Follow-up Hdwy	-	-	3.12	3.82	3.92
Pot Cap-1 Maneuver	-	-	949	541	803
Stage 1	-	-	-	738	-
Stage 2	-	-	-	646	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	949	540	803
Mov Cap-2 Maneuver	-	-	-	540	-
Stage 1	-	-	-	738	-
Stage 2	-	-	-	645	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	803	-	-	949	-
HCM Lane V/C Ratio	0.005	-	-	0.001	-
HCM Control Delay (s)	9.5	-	-	8.8	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

HCM 2010 Intersection Capacity Analysis
7: S Cesar Chavez Blvd & Driveway 1

2029 Horizon Plus Site
Timing Plan: AM

Intersection						
Int Delay, s/veh	3.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↑↑↑	↑↑↑	↑↑↑	↑	↑	↑
Traffic Vol, veh/h	0	371	2012	53	0	128
Future Vol, veh/h	0	371	2012	53	0	128
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	403	2187	58	0	139

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	- 0 - 1094
Stage 1	-	-	- - -
Stage 2	-	-	- - -
Critical Hdwy	-	-	- - 7.14
Critical Hdwy Stg 1	-	-	- - -
Critical Hdwy Stg 2	-	-	- - -
Follow-up Hdwy	-	-	- - 3.92
Pot Cap-1 Maneuver	0	-	- 0 179
Stage 1	0	-	- 0 -
Stage 2	0	-	- 0 -
Platoon blocked, %	-	-	- - -
Mov Cap-1 Maneuver	-	-	- - 179
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	72.7
HCM LOS			F

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	179
HCM Lane V/C Ratio	-	-	-	0.777
HCM Control Delay (s)	-	-	-	72.7
HCM Lane LOS	-	-	-	F
HCM 95th %tile Q(veh)	-	-	-	5.1

HCM 2010 Intersection Capacity Analysis
8: S Harwood St & Hickory St

2029 Horizon Plus Site
Timing Plan: AM

Intersection						
Int Delay, s/veh	1.2					
Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations	↑↑	↑↑	↑↑	↑	↑	↑
Traffic Vol, veh/h	90	145	363	67	0	0
Future Vol, veh/h	90	145	363	67	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	102	165	413	76	0	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	489	0	- 0 738 245
Stage 1	-	-	- - 451 -
Stage 2	-	-	- - 287 -
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	1070	-	- - 353 755
Stage 1	-	-	- - 609 -
Stage 2	-	-	- - 736 -
Platoon blocked, %	-	-	- - -
Mov Cap-1 Maneuver	1070	-	- - 316 755
Mov Cap-2 Maneuver	-	-	- - 316 -
Stage 1	-	-	- - 545 -
Stage 2	-	-	- - 736 -

Approach	EB	WB	SW
HCM Control Delay, s	3.5	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SWLn1
Capacity (veh/h)	1070	-	-	-	-
HCM Lane V/C Ratio	0.096	-	-	-	-
HCM Control Delay (s)	8.7	0.2	-	-	0
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.3	-	-	-	-

HCM 2010 Intersection Capacity Analysis
10: Chavez/ 30 FR & Bluebell St

2029 Horizon Plus Site
Timing Plan: AM

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑			↑
Traffic Vol, veh/h	0	0	778	1	0	9
Future Vol, veh/h	0	0	778	1	0	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	-	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	874	1	0	10

Major/Minor	Major2	Minor2
Conflicting Flow All	-	0 - 875
Stage 1	-	- - -
Stage 2	-	- - -
Critical Hdwy	-	- - 6.22
Critical Hdwy Stg 1	-	- - -
Critical Hdwy Stg 2	-	- - -
Follow-up Hdwy	-	- - 3.318
Pot Cap-1 Maneuver	-	- 0 349
Stage 1	-	- 0 -
Stage 2	-	- 0 -
Platoon blocked, %	-	- - -
Mov Cap-1 Maneuver	-	- - 349
Mov Cap-2 Maneuver	-	- - -
Stage 1	-	- - -
Stage 2	-	- - -

Approach	WB	SB
HCM Control Delay, s	0	15.6
HCM LOS		C

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	349
HCM Lane V/C Ratio	-	-	0.029
HCM Control Delay (s)	-	-	15.6
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0.1

HCM 2010 Intersection Capacity Analysis
11: Bluebell St & Hickory St

2029 Horizon Plus Site
Timing Plan: AM

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↑			↑	↑	
Traffic Vol, veh/h	0	0	0	279	267	0
Future Vol, veh/h	0	0	0	279	267	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	303	290	0

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	593	290	290
Stage 1	290	-	-
Stage 2	303	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	468	749	1272
Stage 1	759	-	-
Stage 2	749	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	468	749	1272
Mov Cap-2 Maneuver	468	-	-
Stage 1	759	-	-
Stage 2	749	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1272	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

HCM 2010 Intersection Capacity Analysis
12: Hickory St & Lincoln St

2029 Horizon Plus Site
Timing Plan: AM

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	1	4	1	277	263	0
Future Vol, veh/h	1	4	1	277	263	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	4	1	301	286	0

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	589	286	286	0	0
Stage 1	286	-	-	-	-
Stage 2	303	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	471	753	1276	-	-
Stage 1	763	-	-	-	-
Stage 2	749	-	-	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	471	753	1276	-	-
Mov Cap-2 Maneuver	471	-	-	-	-
Stage 1	762	-	-	-	-
Stage 2	749	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.4	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1276	-	672	-	-
HCM Lane V/C Ratio	0.001	-	0.008	-	-
HCM Control Delay (s)	7.8	0	10.4	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

HCM 2010 Intersection Capacity Analysis
13: Driveway 3 & Lincoln St

2029 Horizon Plus Site
Timing Plan: AM

Intersection						
Int Delay, s/veh	7.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	0	0	2	0	1	4
Future Vol, veh/h	0	0	2	0	1	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	2	0	1	4

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	1	0	5
Stage 1	-	-	-	-	1
Stage 2	-	-	-	-	4
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1622	-	1017
Stage 1	-	-	-	-	1022
Stage 2	-	-	-	-	1019
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1622	-	1016
Mov Cap-2 Maneuver	-	-	-	-	1016
Stage 1	-	-	-	-	1022
Stage 2	-	-	-	-	1018

Approach	EB	WB	NB
HCM Control Delay, s	0	7.2	8.4
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1070	-	-	1622	-
HCM Lane V/C Ratio	0.005	-	-	0.001	-
HCM Control Delay (s)	8.4	-	-	7.2	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

HCM 2010 Intersection Capacity Analysis
2: S Good Latimer Expy W & Hickory St

2029 Horizon Plus Site
Timing Plan: PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕↕			↕↕↕			↕	↕		↕	↕
Traffic Volume (vph)	11	311	139	67	142	14	66	102	27	6	68	5
Future Volume (vph)	11	311	139	67	142	14	66	102	27	6	68	5
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	13	353	158	76	161	16	75	116	31	7	77	6
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	524	0	0	253	0	0	191	31	0	84	6
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		6			2			4		4	8	
Permitted Phases	6			2			4		4	8		8
Detector Phase	6	6		2	2		4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	43.0	43.0		43.0	43.0		37.0	37.0	37.0	37.0	37.0	37.0
Total Split (%)	53.8%	53.8%		53.8%	53.8%		46.3%	46.3%	46.3%	46.3%	46.3%	46.3%
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0			0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)		4.5			4.5			4.5	4.5		4.5	4.5
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Max	Max		Max	Max		None	None	None	None	None	None
Act Effct Green (s)		41.3			41.3		12.6	12.6		12.6	12.6	
Actuated g/C Ratio		0.66			0.66		0.20	0.20		0.20	0.20	
v/c Ratio		0.17			0.10		0.61	0.09		0.23	0.02	
Control Delay		3.4			4.4		31.0	8.3		21.0	3.2	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		3.4			4.4		31.0	8.3		21.0	3.2	
LOS		A			A		C	A		C	A	
Approach Delay		3.4			4.4		27.8			19.8		
Approach LOS		A			A		C			B		
Queue Length 50th (ft)		15			9		63	0		25	0	
Queue Length 95th (ft)		32			21		115	17		55	4	
Internal Link Dist (ft)		372			159		236			123		
Turn Bay Length (ft)												
Base Capacity (vph)		3024			2565		806	835		936	830	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.17			0.10		0.24	0.04		0.09	0.01	

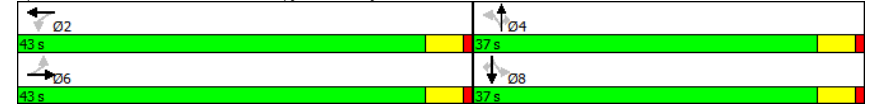
Intersection Summary	
Cycle Length:	80
Actuated Cycle Length:	63
Natural Cycle:	45
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.61
Intersection Signal Delay:	10.0
Intersection LOS:	A

HCM 2010 Intersection Capacity Analysis
2: S Good Latimer Expy W & Hickory St

2029 Horizon Plus Site
Timing Plan: PM

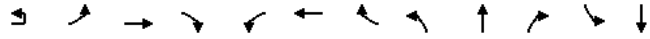
Intersection Capacity Utilization 40.7%
Analysis Period (min) 15
ICU Level of Service A

Splits and Phases: 2: S Good Latimer Expy W & Hickory St



HCM 2010 Intersection Capacity Analysis
6: Corinth St & S Cesar Chavez Blvd

2029 Horizon Plus Site
Timing Plan: PM



Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations		↵ ↑↑↑	↑↑↑		↵ ↑↑↑	↑↑↑			↵ ↑↑			↵ ↑↑
Traffic Volume (vph)	31	83	661	160	153	378	4	223	76	271	12	66
Future Volume (vph)	31	83	661	160	153	378	4	223	76	271	12	66
Peak Hour Factor	0.92	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	34	86	681	165	158	390	4	230	78	279	12	68
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	120	846	0	158	394	0	0	587	0	0	83
Turn Type	Perm	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA
Protected Phases			6		5	2			4			8
Permitted Phases	6	6			2			4			8	
Detector Phase	6	6	6		5	2		4	4		8	8
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Minimum Split (s)	22.5	22.5	22.5		9.5	22.5		22.5	22.5		22.5	22.5
Total Split (s)	40.0	40.0	40.0		16.0	56.0		24.0	24.0		24.0	24.0
Total Split (%)	50.0%	50.0%	50.0%		20.0%	70.0%		30.0%	30.0%		30.0%	30.0%
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)		4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5
Lead/Lag	Lag	Lag	Lag		Lead							
Lead-Lag Optimize?	Yes	Yes	Yes		Yes							
Recall Mode	Max	Max	Max		None	Max		None	None		None	None
Act Effct Green (s)	39.1	39.1	39.1		51.7	51.7		15.0	15.0		15.0	15.0
Actuated g/C Ratio	0.52	0.52	0.52		0.68	0.68		0.20	0.20		0.20	0.20
v/c Ratio	0.24	0.33	0.33		0.33	0.11		0.77	0.77		0.29	0.29
Control Delay	13.7	10.6	10.6		6.9	4.7		22.3	22.3		27.5	27.5
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Total Delay	13.7	10.6	10.6		6.9	4.7		22.3	22.3		27.5	27.5
LOS	B	B	B		A	A		C	C		C	C
Approach Delay			11.0			5.3		22.3	22.3			27.5
Approach LOS			B			A		C	C			C
Queue Length 50th (ft)		30	70		23	20		72	72			32
Queue Length 95th (ft)		73	114		49	35		129	129			70
Internal Link Dist (ft)			225			638		284	284			200
Turn Bay Length (ft)		75			150							
Base Capacity (vph)	491	2594	2594		531	3464		910	910			371
Starvation Cap Reductn	0	0	0		0	0		0	0		0	0
Spillback Cap Reductn	0	0	0		0	0		0	0		0	0
Storage Cap Reductn	0	0	0		0	0		0	0		0	0
Reduced v/c Ratio	0.24	0.33	0.33		0.30	0.11		0.65	0.65		0.22	0.22

Intersection Summary	
Cycle Length:	80
Actuated Cycle Length:	75.7
Natural Cycle:	55
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.77
Intersection Signal Delay:	13.2
Intersection LOS:	B

HCM 2010 Intersection Capacity Analysis
6: Corinth St & S Cesar Chavez Blvd

2029 Horizon Plus Site
Timing Plan: PM



Lane Group	SBR
Lane Configurations	↵ ↑↑
Traffic Volume (vph)	3
Future Volume (vph)	3
Peak Hour Factor	0.97
Adj. Flow (vph)	3
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary	
Cycle Length:	80
Actuated Cycle Length:	75.7
Natural Cycle:	55
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.77
Intersection Signal Delay:	13.2
Intersection LOS:	B

HCM 2010 Intersection Capacity Analysis
6: Corinth St & S Cesar Chavez Blvd

2029 Horizon Plus Site
Timing Plan: PM

Intersection Capacity Utilization 56.8%
Analysis Period (min) 15

ICU Level of Service B

Splits and Phases: 6: Corinth St & S Cesar Chavez Blvd



HCM 2010 Intersection Capacity Analysis
9: Hickory St & S Cesar Chavez Blvd

2029 Horizon Plus Site
Timing Plan: PM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑↑↑			↑↑↑			↑↑↑			↑↑↑		
Traffic Volume (vph)	102	840	16	25	563	97	21	69	8	81	81	130
Future Volume (vph)	102	840	16	25	563	97	21	69	8	81	81	130
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	106	875	17	26	586	101	22	72	8	84	84	135
Shared Lane Traffic (%)												
Lane Group Flow (vph)	106	892	0	26	687	0	22	80	0	84	219	0
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	1	6			2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		2	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	10.0	55.0		45.0	45.0		25.0	25.0		25.0	25.0	
Total Split (%)	12.5%	68.8%		56.3%	56.3%		31.3%	31.3%		31.3%	31.3%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjst (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Recall Mode	None	Max		Max	Max		None	None		None	None	
Act Effct Green (s)	52.3	52.3		44.2	44.2		11.0	11.0		11.0	11.0	
Actuated g/C Ratio	0.72	0.72		0.61	0.61		0.15	0.15		0.15	0.15	
v/c Ratio	0.19	0.24		0.07	0.22		0.20	0.28		0.42	0.65	
Control Delay	4.6	4.0		8.9	7.0		29.5	26.3		33.0	24.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	4.6	4.0		8.9	7.0		29.5	26.3		33.0	24.5	
LOS	A	A		A	A		C	C		C	C	
Approach Delay		4.0			7.1			27.0			26.9	
Approach LOS		A			A			C			C	
Queue Length 50th (ft)	11	37		4	43		8	28		33	49	
Queue Length 95th (ft)	33	74		19	77		28	63		72	112	
Internal Link Dist (ft)		313			219			300			188	
Turn Bay Length (ft)	150			150			75			100		
Base Capacity (vph)	546	3667		349	3064		206	526		372	549	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.19	0.24		0.07	0.22		0.11	0.15		0.23	0.40	

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 72.3
Natural Cycle: 55
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.65
Intersection Signal Delay: 9.4

Intersection LOS: A

HCM 2010 Intersection Capacity Analysis
9: Hickory St & S Cesar Chavez Blvd

2029 Horizon Plus Site
Timing Plan: PM

Intersection Capacity Utilization 49.5%
Analysis Period (min) 15

ICU Level of Service A

Splits and Phases: 9: Hickory St & S Cesar Chavez Blvd



HCM 2010 Intersection Capacity Analysis
1: Dawson St & S Good Latimer Expy W

2029 Horizon Plus Site
Timing Plan: PM

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕↕↕			↕↕↕				↕			↕	
Traffic Vol, veh/h	6	444	1	1	220	3	1	1	0	4	0	4
Future Vol, veh/h	6	444	1	1	220	3	1	1	0	4	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	510	1	1	253	3	1	1	0	5	0	5

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	256	0	0	511
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	5.34	-	-	5.34
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.12	-	-	3.12
Pot Cap-1 Maneuver	880	-	-	669
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	880	-	-	669
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0	15	11
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	361	880	-	-	669	-	-	608
HCM Lane V/C Ratio	0.006	0.008	-	-	0.002	-	-	0.015
HCM Control Delay (s)	15	9.1	0	-	10.4	0	-	11
HCM Lane LOS	C	A	A	-	B	A	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

HCM 2010 Intersection Capacity Analysis
3: Driveway 1 & S Good Latimer Expy W

2029 Horizon Plus Site
Timing Plan: PM

Intersection						
Int Delay, s/veh	1.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↕↕↕			↕↕↕		↕
Traffic Vol, veh/h	272	72	9	161	62	8
Future Vol, veh/h	272	72	9	161	62	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	296	78	10	175	67	9

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	374
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	5.34
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	3.12
Pot Cap-1 Maneuver	-	-	776
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	776
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	11.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	598	-	-	776	-
HCM Lane V/C Ratio	0.127	-	-	0.013	-
HCM Control Delay (s)	11.9	-	-	9.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0	-

HCM 2010 Intersection Capacity Analysis
4: S Good Latimer Expy W & Ferris St

2029 Horizon Plus Site
Timing Plan: PM

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↔↔↔↔↔↔				↔↔	
Traffic Vol, veh/h	5	228	149	1	11	8
Future Vol, veh/h	5	228	149	1	11	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	281	184	1	14	10

Major/Minor	Major1	Major2	Minor2	
Conflicting Flow All	185	0	0	309
Stage 1	-	-	-	185
Stage 2	-	-	-	124
Critical Hdwy	5.34	-	-	5.74
Critical Hdwy Stg 1	-	-	-	6.64
Critical Hdwy Stg 2	-	-	-	6.04
Follow-up Hdwy	3.12	-	-	3.82
Pot Cap-1 Maneuver	949	-	-	675
Stage 1	-	-	-	738
Stage 2	-	-	-	817
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	949	-	-	670
Mov Cap-2 Maneuver	-	-	-	670
Stage 1	-	-	-	733
Stage 2	-	-	-	817

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	10.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	949	-	-	-	720
HCM Lane V/C Ratio	0.007	-	-	-	0.033
HCM Control Delay (s)	8.8	0	-	-	10.2
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

HCM 2010 Intersection Capacity Analysis
5: Driveway 2 & S Good Latimer Expy W

2029 Horizon Plus Site
Timing Plan: PM

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔↔↔			↔↔↔		↔↔
Traffic Vol, veh/h	240	0	4	151	0	2
Future Vol, veh/h	240	0	4	151	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	261	0	4	164	0	2

Major/Minor	Major1	Major2	Minor1	
Conflicting Flow All	0	0	261	335
Stage 1	-	-	-	261
Stage 2	-	-	-	74
Critical Hdwy	-	-	5.34	5.74
Critical Hdwy Stg 1	-	-	-	6.64
Critical Hdwy Stg 2	-	-	-	6.04
Follow-up Hdwy	-	-	3.12	3.82
Pot Cap-1 Maneuver	-	-	875	656
Stage 1	-	-	-	667
Stage 2	-	-	-	865
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	-	875	653
Mov Cap-2 Maneuver	-	-	-	653
Stage 1	-	-	-	667
Stage 2	-	-	-	861

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	9.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	760	-	-	875	-
HCM Lane V/C Ratio	0.003	-	-	0.005	-
HCM Control Delay (s)	9.8	-	-	9.1	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

HCM 2010 Intersection Capacity Analysis
7: S Cesar Chavez Blvd & Driveway 1

2029 Horizon Plus Site
Timing Plan: PM

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑	↑		↑
Traffic Vol, veh/h	0	928	564	71	0	121
Future Vol, veh/h	0	928	564	71	0	121
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1009	613	77	0	132

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	- 0 - 307
Stage 1	-	-	- - -
Stage 2	-	-	- - -
Critical Hdwy	-	-	- - 7.14
Critical Hdwy Stg 1	-	-	- - -
Critical Hdwy Stg 2	-	-	- - -
Follow-up Hdwy	-	-	- - 3.92
Pot Cap-1 Maneuver	0	-	- - 0 588
Stage 1	0	-	- - 0 -
Stage 2	0	-	- - 0 -
Platoon blocked, %	-	-	- - -
Mov Cap-1 Maneuver	-	-	- - 588
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	12.9
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	588
HCM Lane V/C Ratio	-	-	-	0.224
HCM Control Delay (s)	-	-	-	12.9
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.9

HCM 2010 Intersection Capacity Analysis
8: S Harwood St & Hickory St

2029 Horizon Plus Site
Timing Plan: PM

Intersection						
Int Delay, s/veh	3.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑	↑
Traffic Vol, veh/h	68	345	135	46	82	43
Future Vol, veh/h	68	345	135	46	82	43
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	73	371	145	49	88	46

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	194	0	- 0 502 97
Stage 1	-	-	- - 170 -
Stage 2	-	-	- - 332 -
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	1377	-	- - 499 940
Stage 1	-	-	- - 843 -
Stage 2	-	-	- - 699 -
Platoon blocked, %	-	-	- - -
Mov Cap-1 Maneuver	1377	-	- - 466 940
Mov Cap-2 Maneuver	-	-	- - 466 -
Stage 1	-	-	- - 787 -
Stage 2	-	-	- - 699 -

Approach	EB	WB	SB
HCM Control Delay, s	1.4	0	13.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1377	-	-	-	564
HCM Lane V/C Ratio	0.053	-	-	-	0.238
HCM Control Delay (s)	7.8	0.2	-	-	13.4
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0.9

HCM 2010 Intersection Capacity Analysis
10: Bluebell St

2029 Horizon Plus Site
Timing Plan: PM

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↕			↕
Traffic Vol, veh/h	0	0	421	0	0	13
Future Vol, veh/h	0	0	421	0	0	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	-	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	434	0	0	13

Major/Minor	Major2	Minor2
Conflicting Flow All	-	0 - 434
Stage 1	-	- - -
Stage 2	-	- - -
Critical Hdwy	-	- - 6.22
Critical Hdwy Stg 1	-	- - -
Critical Hdwy Stg 2	-	- - -
Follow-up Hdwy	-	- - 3.318
Pot Cap-1 Maneuver	-	- 0 622
Stage 1	-	- - 0 -
Stage 2	-	- - 0 -
Platoon blocked, %	-	- - -
Mov Cap-1 Maneuver	-	- - 622
Mov Cap-2 Maneuver	-	- - -
Stage 1	-	- - -
Stage 2	-	- - -

Approach	WB	SB
HCM Control Delay, s	0	10.9
HCM LOS		B

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	622
HCM Lane V/C Ratio	-	-	0.022
HCM Control Delay (s)	-	-	10.9
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.1

HCM 2010 Intersection Capacity Analysis
11: Bluebell St & Hickory St

2029 Horizon Plus Site
Timing Plan: PM

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↕			↕	↕	↕
Traffic Vol, veh/h	0	0	0	178	275	0
Future Vol, veh/h	0	0	0	178	275	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	193	299	0

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	492 299 299	0 - 0	- - -
Stage 1	299 - - -	- - -	- - -
Stage 2	193 - - -	- - -	- - -
Critical Hdwy	6.42 6.22 4.12	- - -	- - -
Critical Hdwy Stg 1	5.42 - - -	- - -	- - -
Critical Hdwy Stg 2	5.42 - - -	- - -	- - -
Follow-up Hdwy	3.518 3.318 2.218	- - -	- - -
Pot Cap-1 Maneuver	536 741 1262	- - -	- - -
Stage 1	752 - - -	- - -	- - -
Stage 2	840 - - -	- - -	- - -
Platoon blocked, %	- - -	- - -	- - -
Mov Cap-1 Maneuver	536 741 1262	- - -	- - -
Mov Cap-2 Maneuver	536 - - -	- - -	- - -
Stage 1	752 - - -	- - -	- - -
Stage 2	840 - - -	- - -	- - -

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1262	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

HCM 2010 Intersection Capacity Analysis
12: Hickory St & Lincoln St

2029 Horizon Plus Site
Timing Plan: PM

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔
Traffic Vol, veh/h	0	3	4	174	272	0
Future Vol, veh/h	0	3	4	174	272	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	3	4	189	296	0

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	493	296	296	0	0
Stage 1	296	-	-	-	-
Stage 2	197	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	535	743	1265	-	-
Stage 1	755	-	-	-	-
Stage 2	836	-	-	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	533	743	1265	-	-
Mov Cap-2 Maneuver	533	-	-	-	-
Stage 1	752	-	-	-	-
Stage 2	836	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.9	0.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1265	-	743	-	-
HCM Lane V/C Ratio	0.003	-	0.004	-	-
HCM Control Delay (s)	7.9	0	9.9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

HCM 2010 Intersection Capacity Analysis
13: Driveway 3 & Lincoln St

2029 Horizon Plus Site
Timing Plan: PM

Intersection						
Int Delay, s/veh	6.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔	↔	↔	↔	↔	↔
Traffic Vol, veh/h	0	1	4	0	1	3
Future Vol, veh/h	0	1	4	0	1	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1	4	0	1	3

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	1	0	9
Stage 1	-	-	-	-	1
Stage 2	-	-	-	-	8
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1622	-	1011
Stage 1	-	-	-	-	1022
Stage 2	-	-	-	-	1015
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1622	-	1009
Mov Cap-2 Maneuver	-	-	-	-	1009
Stage 1	-	-	-	-	1022
Stage 2	-	-	-	-	1013

Approach	EB	WB	NB
HCM Control Delay, s	0	7.2	8.4
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1064	-	-	1622	-
HCM Lane V/C Ratio	0.004	-	-	0.003	-
HCM Control Delay (s)	8.4	-	-	7.2	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-