# Street Traffic Studies, Ltd.

**TRAFFIC IMPACT ANALYSIS**
**JEFFERSON MEDICAL CENTER**
**RANSON, WEST VIRGINIA**

**Prepared For:**
**Fox & Associates, Inc.**




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## EXECUTIVE SUMMARY

Street Traffic Studies prepared this traffic impact study in support of the proposed redevelopment of the Jefferson Medical Campus. The proposed plan is to remove the existing 9,000 s.f. BB&T Bank with 3 drive-thru lanes and replace it with 80,000 s.f. of medical office space. Access to the site will be provided via the existing access points on East 4th Avenue, South Fairfax Boulevard, East 5th Avenue, South Mildred Street and South Preston Street.

The study followed guidelines established by the WVDOH and discussions with WVDOH staff to establish the scope of the traffic study.

This study utilized data collected at five (5) intersections within the study area defined by WVDOH.

Intersection capacity analyses results were performed using the HCM methodologies within the SYNCHRO software program for the Stop controlled intersections and the SIDRA software program for the Lancaster Circle intersection. The results reveal that the proposed development could proceed as proposed within the existing geometry of the study intersections.

The following report contains the analyses used in this analyses.

## INTRODUCTION

The Jefferson Medical Center is proposing to redevelop a portion of it's existing facility in Ranson, West Virginia. The current proposal is to remove the existing 9,000 s.f. BB&T Bank building with 3 drive-thru lanes and construct 80,000 s.f. of medical office space. Access to the site will be provided via the existing access points on East 4th Avenue, South Fairfax Boulevard, East 5th Avenue, South Mildred Street and South Preston Street.

The objective of the analysis was to evaluate the impact the proposed development will have on the road network in the vicinity of the subject site. The methodology used for the analysis followed guidelines established by Jefferson County and the West Virginia Division of Highways. Materials related to the scoping agreement are enclosed in Appendix A.

The principal scope of services performed as part of this study included:

- Field inspection of the road network in the vicinity of the site to determine the existing pavement widths and traffic controls.
- Peak period turning movement counts were conducted at five (5) intersections in the vicinity of the site.
- Determination of planned developments to be included in the analysis as background traffic.
- Trip generation and distribution analyses for the planned development, as well as the subject site.
- Analysis of the above data to determine the impact of the proposed development on the road network under study.
- Preparation of a report detailing the results of the field studies and analyses performed.

## BASE CONDITIONS

The Jefferson Medical Center is proposing to redevelop a portion of it's existing facility in Ranson, West Virginia. The current proposal is to remove the existing 9,000 s.f. BB&T Bank building with 3 drive-thru lanes and construct 80,000 s.f. of medical office space. Access to the site will be provided via the existing access points on East 4th Avenue, South Fairfax Boulevard, East 5th Avenue, South Mildred Street and South Preston Street. The Site Location is shown on Exhibit 1.

### Existing Road Network

Based on the direction provided by the West Virginia Department of Highways the following intersections were analyzed as part of this study.

- South Mildred Street @ East 5th Avenue
- South Mildred Street @ South Fairfax Boulevard roundabout
- South Mildred Street @ East 3rd Avenue
- East 5th Avenue @ South Fairfax Boulevard
- East 5th Avenue @ South Preston Street

South Mildred Street @ East 5th Avenue is a four leg unsignalized intersection with Stop signs on the East 5th Avenue approaches. The South Mildred Street approaches to this intersection have two (2) approach lanes (an exclusive left turn lane and a shared thru/right turn lane. The East 5th Avenue approaches are both marked with a single approach lane and the westbound East 5th Avenue approach is restricted to right turns only. The posted speed limit on both South Mildred Street and East 5th Avenue is 25 MPH.

South Mildred Street @ South Fairfax Boulevard-East 4th Avenue is a six (6) leg intersection under controlled with a roundabout. All approaches to this roundabout are single lanes and the posted speed limit on all approaches is 25 MPH.






EXHIBIT 1
SITE LOCATION

South Mildred Street @ East 3rd Avenue is a four leg unsignalized intersection controlled with Stop signs on all four approaches. All approaches are marked as single lanes of approach and the posted speed limit on all approaches is 25 MPH.

South Fairfax Boulevard @ East 5th Avenue is a four leg unsignalized intersection controlled with Stop signs on the South Fairfax Boulevard approaches. The south leg of South Fairfax Boulevard has a short (25 foot) right turn lane. All other approaches to this intersection are single approach lanes. The posted speed limit on all approaches is 25 MPH.

East 5th Avenue @ South Preston Street is a four leg unsignalized intersection controlled with Stop signs on the South Preston Street approaches. All approaches to this intersection are single approach lanes. The posted speed limit on all approaches is 25 MPH.

Field inspections reveal the existing lane uses at the study intersections as illustrated in Exhibit 2.

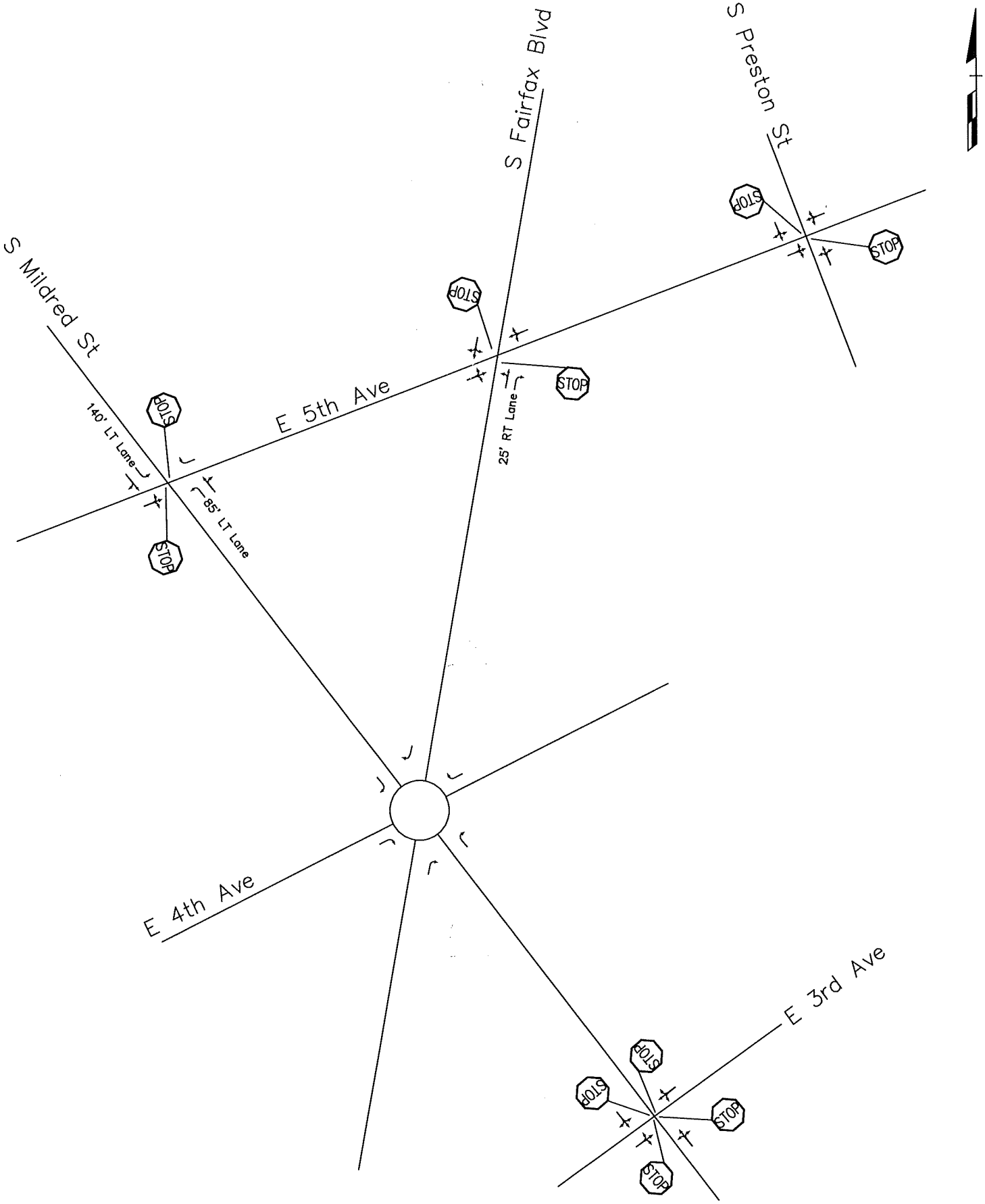
**Existing Traffic Volumes**

Peak period manual turning movement counts were conducted on Friday February 6, 2026 between the hours of 7:00 to 9:00 AM and 3:00 to 6:00 PM.

AADT volume data was taken from the WVDOH website along the road sections included in this analyses.

The AADT volumes along the roadways in the study area are as follows:

| | Roadway | AADT Volume |
|---|---|---|
| o | S Fairfax Blvd south of Lancaster Circle | 6,742 |
| o | E 5th Ave east of S Preston St | 5,339 |




# EXHIBIT 2
# EXISTING LANE USE

NO SCALE

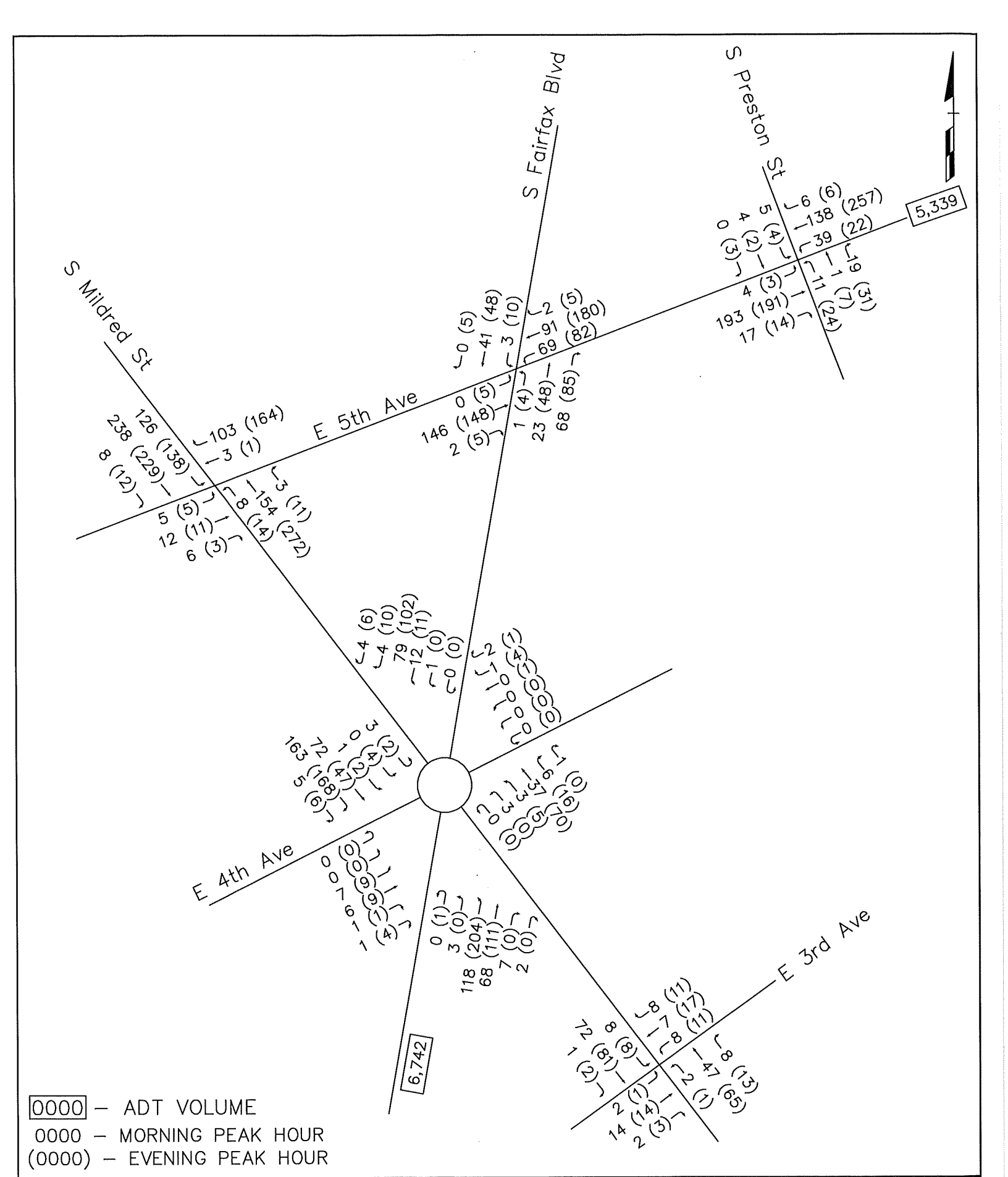
The AADT volumes and existing peak hour volumes are shown in Exhibit 3 and the summarized data sheets showing the total vehicles observed are contained in Appendix B.

**Analysis of Existing Traffic Conditions**

Intersection capacity analyses results were performed using the HCM methodologies within the SYNCHRO software program for the unsignalized intersections and the SIDRA software program for the South Mildred Street/South Fairfax Boulevard-East 4th Avenue roundabout. The results are shown in Tables 1 and 2.

**TABLE 1**
**RESULTS OF HCM CAPACITY ANALYSES**
**EXISTING TRAFFIC CONDITIONS**

| INTERSECTION | MORNING PEAK HOUR | EVENING PEAK HOUR |
|---|---|---|
| S Mildred St @ E 3rd Ave | | |
| NB All | A( 7.5) | A( 7.7) |
| EB All | A( 7.5) | A( 7.6) |
| WB All | A( 7.3) | A( 7.6) |
| SB All | A( 7.7) | A( 7.9) |
| S Mildred St @ E 5th Ave | | |
| NB Left Turn | A( 7.8) | A( 7.9) |
| EB | C(16.9) | D(26.2) |
| WB | B(10.3) | B(12.1) |
| SB Left Turn | A( 7.9) | A( 8.5) |
| E 5th Ave @ S Fairfax Blvd | | |
| NB Left/Thru | B(13.0) | C(16.8) |
| NB Right Turn | A( 9.4) | A( 9.8) |
| EB Left Turn | A( 0.0) | A( 7.7) |
| WB Left Turn | A( 7.7) | A( 7.8) |
| SB | B(13.5) | C(17.7) |




NO SCALE

# EXHIBIT 3
# EXISTING TRAFFIC VOLUMES

**TABLE 1**

**RESULTS OF HCM CAPACITY ANALYSES**

**EXISTING TRAFFIC CONDITIONS**

| INTERSECTION | MORNING PEAK HOUR | EVENING PEAK HOUR |
|---|---|---|
| E 5th Ave @ S Preston St | | |
| NB | B(11.4) | B(12.4) |
| EB Left Turn | A( 7.6) | A( 7.9) |
| WB Left Turn | A( 7.8) | A( 7.7) |
| SB | B(13.4) | B(12.7) |

X(00.0) - Level of Service(Average Vehicle Delay)

**TABLE 2**

**RESULTS OF SIDRA CAPACITY ANALYSES**

**EXISTING TRAFFIC CONDITIONS**

| INTERSECTION | MORNING PEAK HOUR | EVENING PEAK HOUR |
|---|---|---|
| S Mildred St @ S Fairfax Blvd | | |
| South Leg | A( 4.5) | A( 4.8) |
| Southeast Leg | A( 6.0) | A( 6.8) |
| East Leg | A( 8.0) | A( 8.6) |
| North Leg | A( 5.9) | A( 6.4) |
| Northwest Leg | A( 7.3) | A( 8.0) |
| West Leg | A( 5.8) | A( 7.5) |
| Intersection | A( 6.0) | A( 6.4) |

X(00.0) - Level of Service(Average Vehicle Delay)

The capacity calculations are contained in Appendix C.

A review of the results shown in Tables 1 and 2 reveal that all of the study intersections are currently operating at acceptable levels of service during both the morning and evening peak hours.

## BACKGROUND TRAFFIC

### Proposed Road Improvements

With the exception of the site access points; there were no proposed road improvements assumed to be in place for this study.

### Growth in Thru Traffic

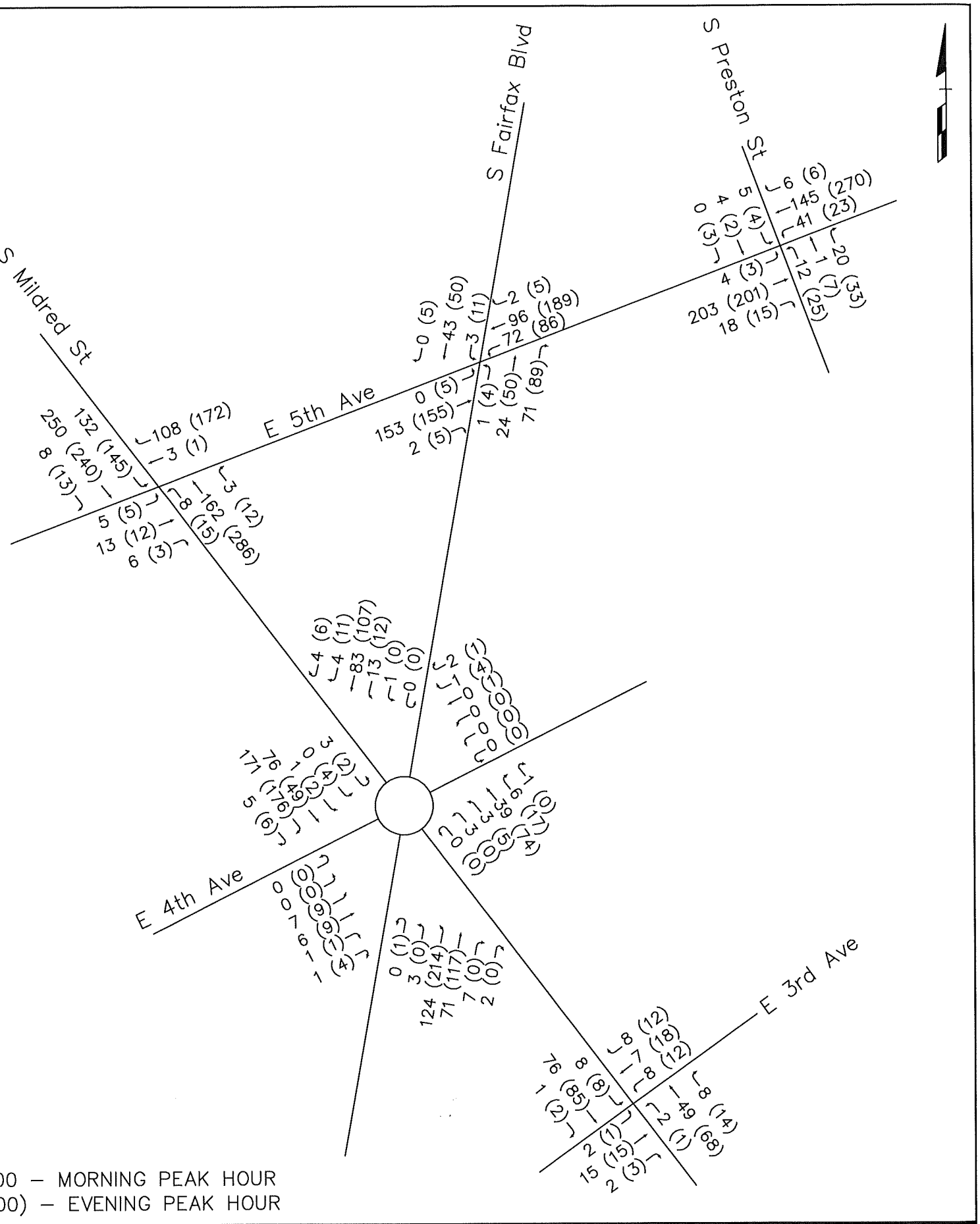
A design year of 2028 was assumed for this project. The WVDOH provided a growth rate of 2.4724% and this rate was applied to the existing traffic volumes and the 2028 Growth Adjusted Volumes are shown on Exhibit 4.

### Planned Developments

To provide an adequate assessment of traffic volumes traffic from approved, but un-built or completed projects within the study area must be included. The City of Ranson did not identify any developments in the vicinity that needed to be included in this study. Therefore the 2028 Growth Adjusted Volumes were used for the 2028 No Build capacity analyses.

### Analysis of 2028 No Build Traffic Conditions

Intersection capacity analyses results were performed using the HCM methodologies within the SYNCHRO software program for the Stop controlled intersections and the SIDRA software program for the roundabout intersection. The results are shown in Tables 3 and 4.




NO SCALE

# EXHIBIT 4
## 2028 GROWTH ADJUSTMENT

**TABLE 3**

**RESULTS OF HCM CAPACITY ANALYSES**

**2028 NO BUILD TRAFFIC CONDITIONS**

| INTERSECTION | MORNING PEAK HOUR | EVENING PEAK HOUR |
|---|---|---|
| S Mildred St @ E 3rd Ave | | |
| NB All | A( 7.5) | A( 7.8) |
| EB All | A( 7.5) | A( 7.6) |
| WB All | A( 7.4) | A( 7.7) |
| SB All | A( 7.7) | A( 8.0) |
| S Mildred St @ E 5th Ave | | |
| NB Left Turn | A( 7.9) | A( 8.0) |
| EB | C(17.9) | D(28.9) |
| WB | B(10.5) | B(12.5) |
| SB Left Turn | A( 7.9) | A( 8.6) |
| E 5th Ave @ S Fairfax Blvd | | |
| NB Left/Thru | B(13.3) | C(17.6) |
| NB Right Turn | A( 9.5) | A( 9.9) |
| EB Left Turn | A( 0.0) | A( 7.7) |
| WB Left Turn | A( 7.7) | A( 7.8) |
| SB | B(13.8) | C(18.8) |
| E 5th Ave @ S Preston St | | |
| NB | B(11.7) | B(12.7) |
| EB Left Turn | A( 7.6) | A( 7.9) |
| WB Left Turn | A( 7.8) | A( 7.8) |
| SB | B(13.7) | B(13.1) |

X(00.0) - Level of Service(Average Vehicle Delay)

**TABLE 4**

**RESULTS OF SIDRA CAPACITY ANALYSES**

**2028 NO BUILD TRAFFIC CONDITIONS**

| INTERSECTION | MORNING PEAK HOUR | EVENING PEAK HOUR |
|---|---|---|
| S Mildred St @ S Fairfax Blvd | | |
| South Leg | A( 4.5) | A( 4.9) |
| Southeast Leg | A( 6.1) | A( 6.9) |
| East Leg | A( 8.1) | A( 8.7) |
| North Leg | A( 6.0) | A( 6.5) |
| Northwest Leg | A( 7.3) | A( 8.1) |
| West Leg | A( 5.9) | A( 7.7) |
| Intersection | A( 6.1) | A( 6.5) |

X(00.0) - Level of Service(Average Vehicle Delay)

The capacity calculations are contained in Appendix D.

A review of the results shown in Tables 3 and 4 reveal that all of the study intersections are projected to operate at acceptable levels of service during both the morning and evening peak hours under 2028 No Build Traffic Conditions.

## SITE TRAFFIC ANALYSIS

The Jefferson Medical Center is proposing to redevelop a portion of it's existing facility in Ranson, West Virginia. The current proposal is to remove the existing 9,000 s.f. BB&T Bank building with 3 drive-thru lanes and construct 80,000 s.f. of medical office space. Access to the site will be provided via the existing access points on East 4th Avenue, South Fairfax Boulevard, East 5th Avenue, South Mildred Street and South Preston Street. A concept plan is shown in Exhibit 5.

### Trip Generation

To determine the traffic associated with the proposed development trip generation rates found in the Institute of Transportation Engineer's publication, Trip Generation, 12th Edition were used.

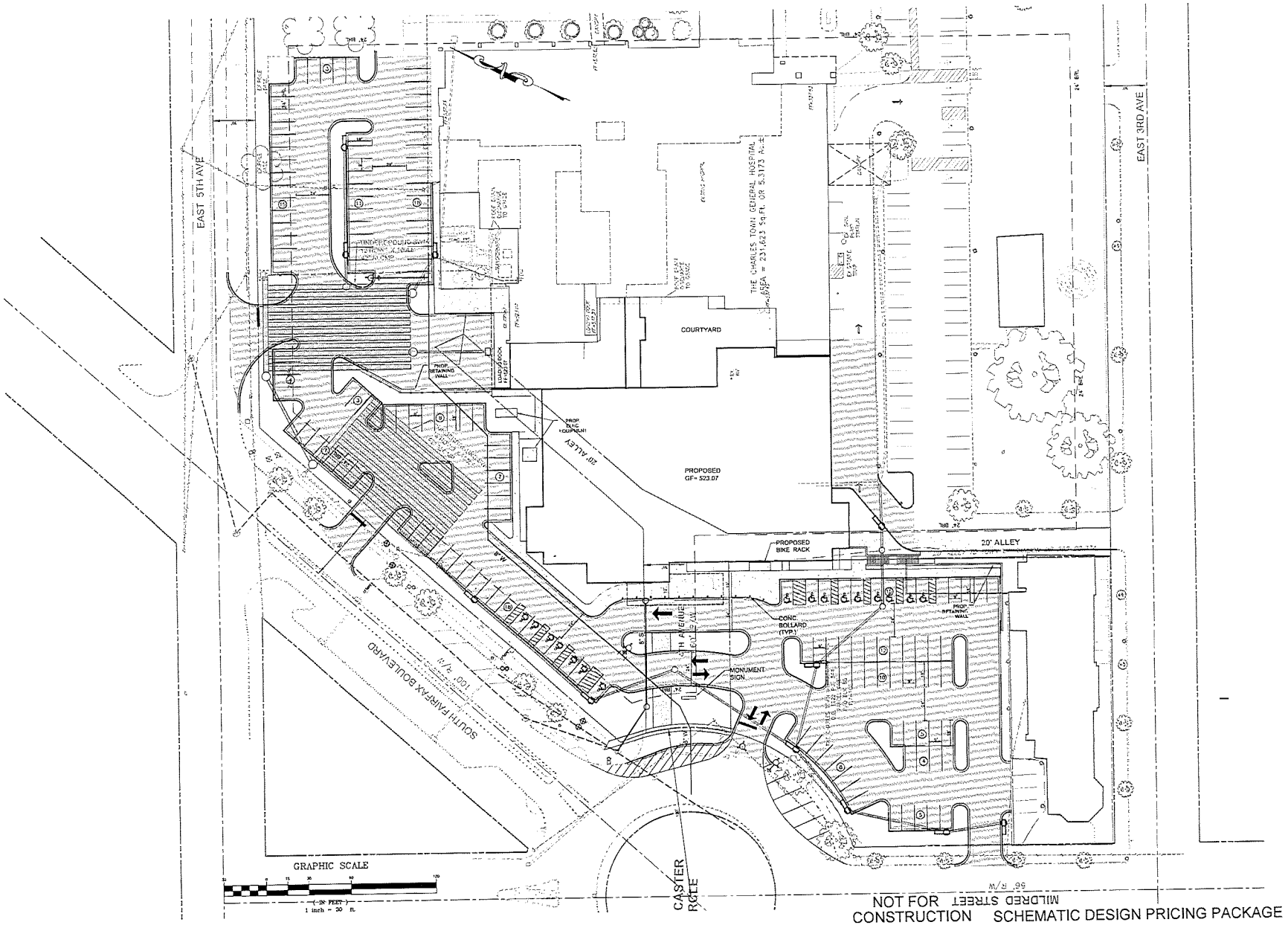
The trip generation rates and trips generated are shown in Table 5.

**TABLE 5**
**TRIP GENERATION**
**JEFFERSON MEDICAL CENTER**

| LAND USE | MORNING PEAK HOUR | | | EVENING PEAK HOUR | | |
|---|---|---|---|---|---|---|
| | IN | OUT | TOTAL | IN | OUT | TOTAL |
| Medical Office (720) | | | | | | |
| Trips/1,000 s.f. | T = 2.44(X) + 5.01 | | | T = 2.26(X) - 2.57 | | |
| Trips/80,000 s.f. | 158 | 42 | 200 | 41 | 137 | 178 |
| Drive-in bank (912) | | | | | | |
| Trips/drive-in lane | T = 8.71(X) - 0.75 | | | 13.26 | 13.81 | 27.07 |
| Trips/3 lanes | 15 | 10 | 25 | 40 | 41 | 81 |
| Net New Trips | 142 | 31 | 173 | 1 | 96 | 97 |

### Trip Distribution

The Site Generated Trips are shown in Exhibit 6 and the 2028 Build Traffic Volumes are shown in Exhibit 7.




15

NO SCALE

# EXHIBIT 5
# CONCEPT PLAN

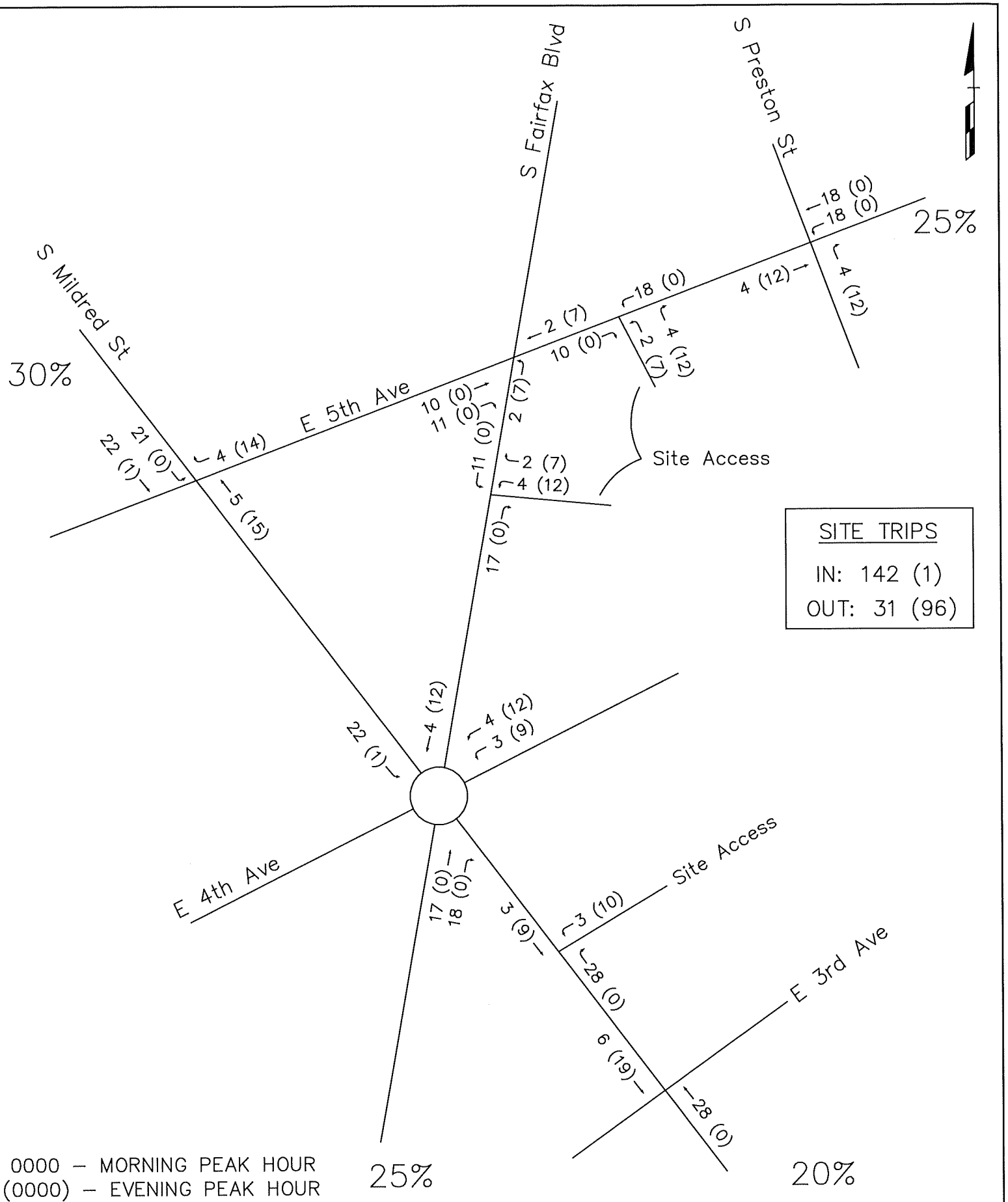
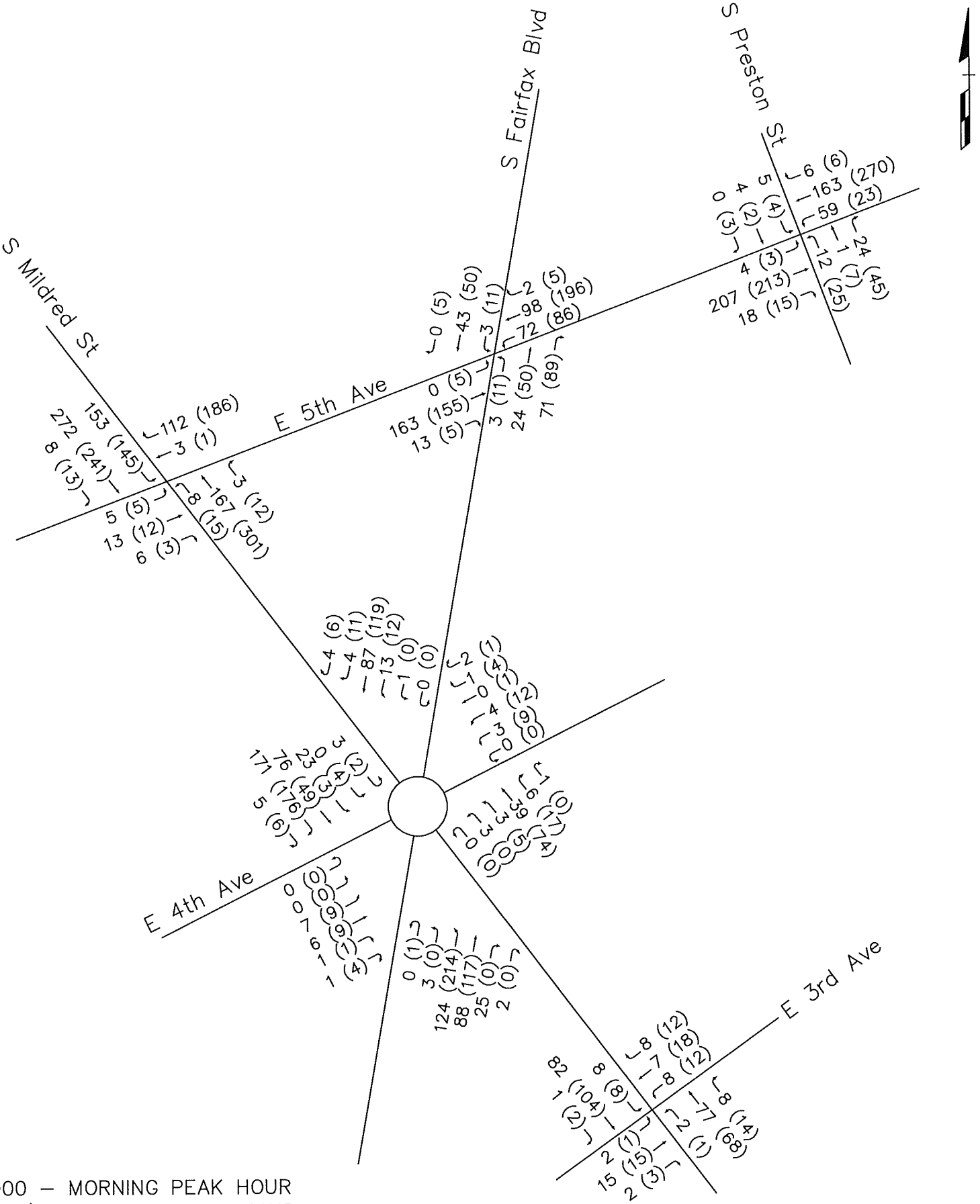





EXHIBIT 6
SITE GENERATED TRIPS

NO SCALE




NO SCALE

# EXHIBIT 7
## 2028 BUILD TRAFFIC VOLUMES

## Analysis of 2028 Build Traffic Conditions

Intersection capacity analyses results were performed using the HCM methodologies within the SYNCHRO software program for the Stop controlled intersections and the SIDRA software program for the roundabout controlled intersection. The results are shown in Tables 6 and 7.

**TABLE 6**
**RESULTS OF HCM CAPACITY ANALYSES**
**2028 BUILD TRAFFIC CONDITIONS**

| INTERSECTION | MORNING PEAK HOUR | EVENING PEAK HOUR |
|---|---|---|
| S Mildred St @ E 3rd Ave | | |
| NB All | A( 7.8) | A( 7.8) |
| EB All | A( 7.6) | A( 7.7) |
| WB All | A( 7.5) | A( 7.7) |
| SB All | A( 7.8) | A( 8.2) |
| S Mildred St @ E 5th Ave | | |
| NB Left Turn | A( 7.9) | A( 8.0) |
| EB | C(19.8) | D(30.3) |
| WB | B(10.6) | B(13.0) |
| SB Left Turn | A( 8.0) | A( 8.6) |
| E 5th Ave @ S Fairfax Blvd | | |
| NB Left/Thru | B(13.7) | C(18.7) |
| NB Right Turn | A( 9.6) | A( 9.9) |
| EB Left Turn | A( 0.0) | A( 7.7) |
| WB Left Turn | A( 7.8) | A( 7.8) |
| SB | B(14.1) | C(19.0) |
| E 5th Ave @ S Preston St | | |
| NB | B(12.1) | B(12.6) |
| EB Left Turn | A( 7.6) | A( 7.9) |
| WB Left Turn | A( 7.9) | A( 7.8) |
| SB | B(14.9) | B(13.3) |

X(00.0) - Level of Service(Average Vehicle Delay)

**TABLE 7**

**RESULTS OF SIDRA CAPACITY ANALYSES**

**2028 BUILD TRAFFIC CONDITIONS**

| INTERSECTION | MORNING PEAK HOUR | EVENING PEAK HOUR |
|---|---|---|
| S Mildred St @ S Fairfax Blvd | | |
| South Leg | A( 4.9) | A( 4.9) |
| Southeast Leg | A( 6.2) | A( 7.2) |
| East Leg | A( 7.1) | A( 7.2) |
| North Leg | A( 6.3) | A( 6.5) |
| Northwest Leg | A( 7.3) | A( 8.1) |
| West Leg | A( 6.1) | A( 7.7) |
| Intersection | A( 6.2) | A( 6.6) |

X(00.0) - Level of Service(Average Vehicle Delay)

The capacity analyses worksheets are contained in Appendix E.

A review of the results shown in Tables 6 and 7 reveal that all of the study intersections are projected to operate at acceptable levels of service during both the morning and evening peak hours under 2028 Build Traffic Conditions.

A summary of the levels of service for Existing, 2028 No Build and 2028 Build Traffic Conditions are shown in Table 8.

# TABLE 8
# HCM/SIDRA
# Level of Service Analysis Summary

| Intersection | Movement | Existing Conditions | | | | 2028 No-Build Conditions | | | | 2028 Build Conditions | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | AM Peak | | PM Peak | | AM Peak | | PM Peak | | AM Peak | | PM Peak | |
| | | LOS | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS | Delay |
| S. Mildred St @ 3rd Ave | NB | A | 7.5 | A | 7.7 | A | 7.5 | A | 7.8 | A | 7.8 | A | 7.8 |
| | EB | A | 7.5 | A | 7.6 | A | 7.5 | A | 7.6 | A | 7.6 | A | 7.7 |
| | WB | A | 7.3 | A | 7.6 | A | 7.4 | A | 7.7 | A | 7.5 | A | 7.7 |
| | SB | A | 7.7 | A | 7.9 | A | 7.7 | A | 8.0 | A | 7.8 | A | 8.2 |
| S. Mildred St @ 5th Ave | NB Left | A | 7.8 | A | 7.9 | A | 7.9 | A | 8.0 | A | 7.9 | A | 8.0 |
| | EB | C | 16.9 | D | 26.2 | C | 17.9 | D | 28.9 | C | 19.8 | D | 30.3 |
| | WB | B | 10.3 | B | 12.1 | B | 10.5 | B | 12.5 | B | 10.6 | B | 13.0 |
| | SB Left | A | 7.9 | A | 8.5 | A | 7.9 | A | 8.6 | A | 8.0 | A | 8.6 |
| S. Fairfax Blvd @ E. 5th Ave | NB Left/Thru | B | 13.0 | C | 16.8 | B | 13.3 | C | 17.6 | B | 13.7 | C | 18.7 |
| | NB Right | A | 9.4 | A | 9.8 | A | 9.5 | A | 9.9 | A | 9.6 | A | 9.9 |
| | EB Left | A | 0.0 | A | 7.7 | A | 0.0 | A | 7.7 | A | 0.0 | A | 7.7 |
| | WB Left | A | 7.7 | A | 7.8 | A | 7.7 | A | 7.8 | A | 7.8 | A | 7.8 |
| | SB | B | 13.5 | C | 17.7 | B | 13.8 | C | 18.8 | B | 14.1 | C | 19.0 |

# TABLE 8
# HCM/SIDRA
## Level of Service Analysis Summary

| Intersection | Movement | Existing Conditions | | | | 2030 No-Build Conditions | | | | 2030 Build Conditions | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | AM Peak | | PM Peak | | AM Peak | | PM Peak | | AM Peak | | PM Peak | |
| | | LOS | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS | Delay |
| E. 5th Ave @ S. Preston St | NB | B | 11.4 | B | 12.4 | B | 11.7 | B | 12.7 | B | 12.1 | B | 12.6 |
| | EB Left | A | 7.6 | A | 7.9 | A | 7.6 | A | 7.9 | A | 7.6 | A | 7.9 |
| | WB Left | A | 7.8 | A | 7.7 | A | 7.8 | A | 7.8 | A | 7.9 | A | 7.8 |
| | SB | B | 13.4 | B | 12.7 | B | 13.7 | B | 13.1 | B | 14.9 | B | 13.3 |
| S. Mildred St @ S. Fairfax Blvd | South | A | 4.5 | A | 4.8 | A | 4.5 | A | 4.9 | A | 4.9 | A | 4.9 |
| | Southeast | A | 6.0 | A | 6.8 | A | 6.1 | A | 6.9 | A | 6.2 | A | 7.2 |
| | East | A | 8.0 | A | 8.6 | A | 8.1 | A | 8.7 | A | 7.1 | A | 7.2 |
| | North | A | 5.9 | A | 6.4 | A | 6.0 | A | 6.5 | A | 6.3 | A | 6.5 |
| | Northwest | A | 7.3 | A | 8.0 | A | 7.3 | A | 8.1 | A | 7.3 | A | 8.1 |
| | West | A | 5.8 | A | 7.5 | A | 5.9 | A | 7.7 | A | 6.1 | A | 7.7 |
| | Intersection | A | 6.0 | A | 6.4 | A | 6.1 | A | 6.5 | A | 6.2 | A | 6.6 |

## Queuing Analyses

Queuing data was taken from the SimTraffic reports generated by SYNCHRO. The results of these analyses are shown in Table 9.

**TABLE 9**

**HCM 95TH PERCENTILE QUEUE SUMMARY**

| INTERSECTION | EXISTING | | 2028 NO BUILD | | 2028 BUILD | |
|---|---|---|---|---|---|---|
| | AM | PM | AM | PM | AM | PM |
| S Mildred St @ W 5th Ave | | | | | | |
| EB | 47' | 42' | 41' | 36' | 50' | 44' |
| WB | 57' | 73' | 59' | 83' | 54' | 88' |
| NB Left (85') | 11' | 19' | 52' | 11' | 16' | 19' |
| SB Left (140') | 43'` | 52' | NA | 65' | 41' | 61' |
| S Fairfax Blvd @ W 5th Ave | | | | | | |
| EB | 5' | 8' | NA | NA | 5' | NA |
| WB | 46' | 56' | 39' | 54' | 40' | 60' |
| NB | 15' | 27' | 23' | 25' | 19' | 26' |
| NB Right (25') | 13' | 29' | 39' | 43' | 9' | 18' |
| SB | 16' | 22' | 31' | 31' | 31' | 32' |
| S Mildred St @ E 3rd Ave | | | | | | |
| EB | 30' | 32' | 39' | 43' | 38' | 43' |
| WB | 32' | 48' | 43' | 44' | 45' | 45' |
| NB | 48' | 49' | 53' | 48' | 49' | 49' |
| SB | 45' | 57' | 51' | 57' | 49' | 55' |
| S Preston St @ E 5th Ave | | | | | | |
| EB | 11' | NA | 11' | NA | NA | 15' |
| WB | 29' | 16' | 26' | 26' | 40' | 19' |
| NB | 45' | 50' | 46' | 47' | 47' | 47' |
| SB | 33' | 27' | 26' | 37' | 24' | 23' |
| S Fairfax Blvd @ S Mildred St | | | | | | |
| EB | 16' | 16' | 20' | 11' | 11' | 11' |
| WB | NA | 11' | NA | 23' | 11' | 23' |
| NB | 34' | 54' | 48' | 38' | 45' | 46' |
| SB | 35' | 46' | 44' | 43' | 34' | 49' |
| SE | 43' | 18' | 32' | 37' | 36' | 60' |
| NW | 16' | 29' | 20' | 31' | 28' | 32' |

The queuing worksheets are contained in Appendix F.

## CONCLUSIONS

The field studies and analyses performed as part of this study reveal that the proposed redevelopment of the Jefferson Medical Center campus to remove the existing BB&T bank and construct 80,000 s.f. of medical office space could proceed as proposed without resulting in any significant adverse traffic impacts.

# APPENDIX A

# CONCEPT PLAN AND SCOPING LETTER

# Street Traffic Studies, Ltd.

February 5, 2026

Mr. Perry Keller
Office of Economic Development
1900 Kanawha Boulevard East
Building Five, Room 110
Charleston, WV 25305

RE: Jefferson Medical Center
STS No.: 7678

Dear Mr. Keller:

This is in reference to a proposed expansion of the Jefferson Medical Center in Ranson, West Virginia. The site is located along the east side of South Fairfax Boulevard in Jefferson County. The proposed expansion will consist of 80,000 s.f. of medical office space and will include the removal of the existing 9,000 s.f. BB&T Bank with 3 drive-thru lanes. Since sending in the initial study scope request, I had the opportunity to talk with Ken Clohan and he indicated that he wanted to add a couple intersections to the study limits and so I am revising this scope request to include those intersections.

It is proposed that the following intersections be included in the study area:

- S. Fairfax Blvd @ S. Mildred St-E. 4th Ave
- S. Fairfax Blvd @ E. 5th Ave
- S. Mildred St @ E. 3rd Ave
- S. Fairfax Blvd @ E. 5th Ave
- E. 5th Ave @ S. Preston St

Manual turning movement counts will be performed at the intersections between the hours of 7:00 to 9:00 AM and 3:00 to 6:00 PM.

The project is proposed to be developed within two (2) years with a Design Year of 2028. A growth rate provided by the WVDOH will be used to adjust the existing volumes.

Trips were generated for the proposed expansion and the existing bank using the trip generation rates from the Institute of Transportation Engineer's publication Trip Generation, 12th Edition. The trip generation results are shown in Table 1.

400 Crain Highway, N.W. • Glen Burnie, Maryland 21061
Telephone 410.590.5500 • FAX 410.590.6637

**TABLE 1**
**TRIP GENERATION**
**JEFFERSON MEDICAL CENTER**

| LAND USE | MORNING PEAK HOUR IN | OUT | TOTAL | EVENING PEAK HOUR IN | OUT | TOTAL |
|---|---|---|---|---|---|---|
| Medical Office (720) | | | | | | |
| Trips/1,000 s.f. | T = 2.44(X) + 5.01 | | | T = 2.26(X) - 2.57 | | |
| Trips/80,000 s.f. | 158 | 42 | 200 | 41 | 137 | 178 |
| Drive-in bank (912) | | | | | | |
| Trips/drive-in lane | T = 8.71(X) - 0.75 | | | 13.26 | 13.81 | 27.07 |
| Trips/3 lanes | 15 | 10 | 25 | 40 | 41 | 81 |
| Net New Trips | 142 | 31 | 173 | 1 | 96 | 97 |

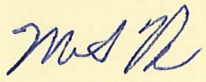
The trip distributions will be based on the existing counts once the data has been collected.

The intersections will be analyzed using the HCM procedures within the SYNCHRO model for the Stop controlled intersections and the SIDRA program for evaluating roundabouts.

A concept plan along with a Site Location exhibit have been included with this request.

Please review the above and let me know if you concur with this scope.

Sincerely,



Mike Nalepa
Senior Traffic Engineer

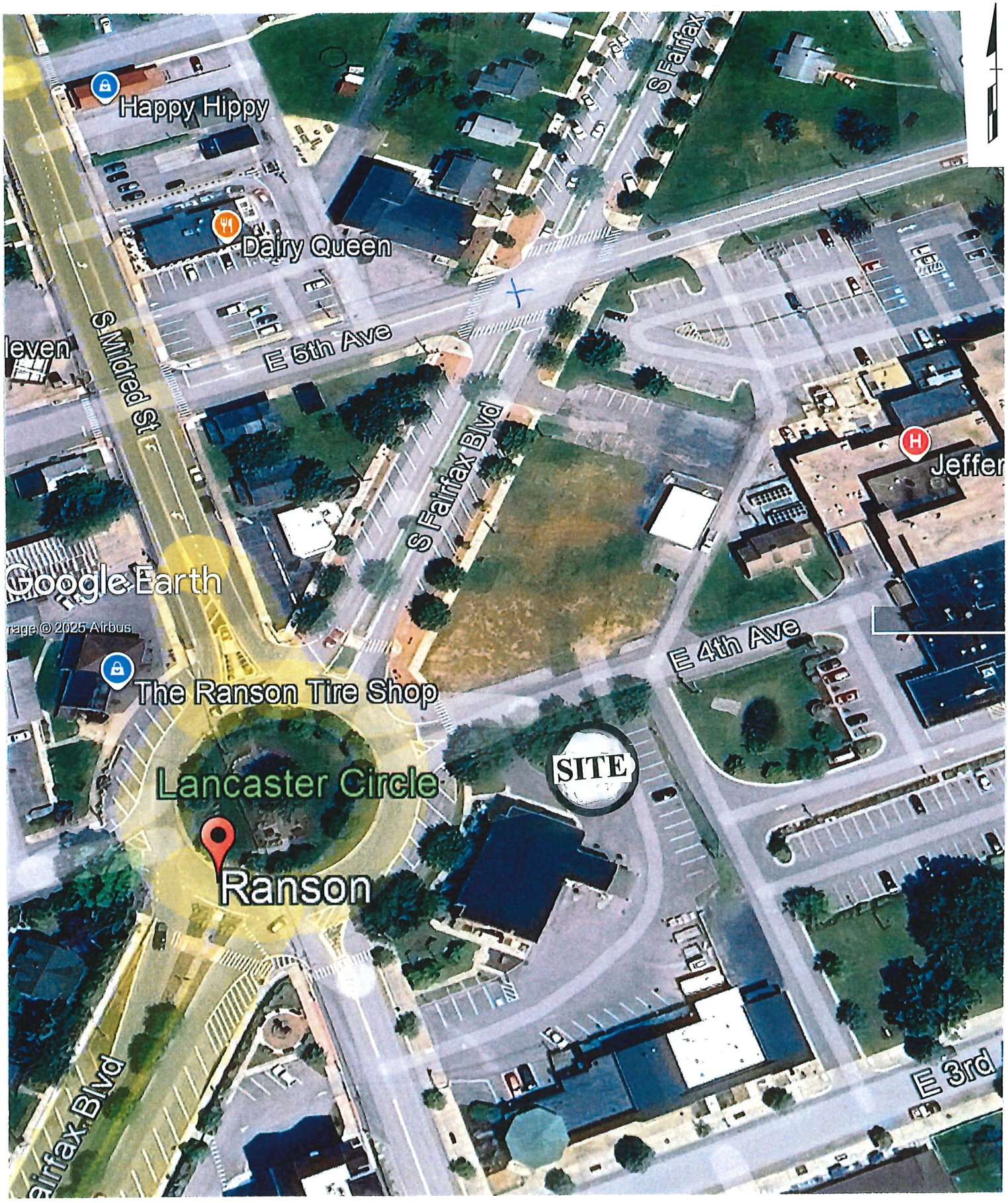
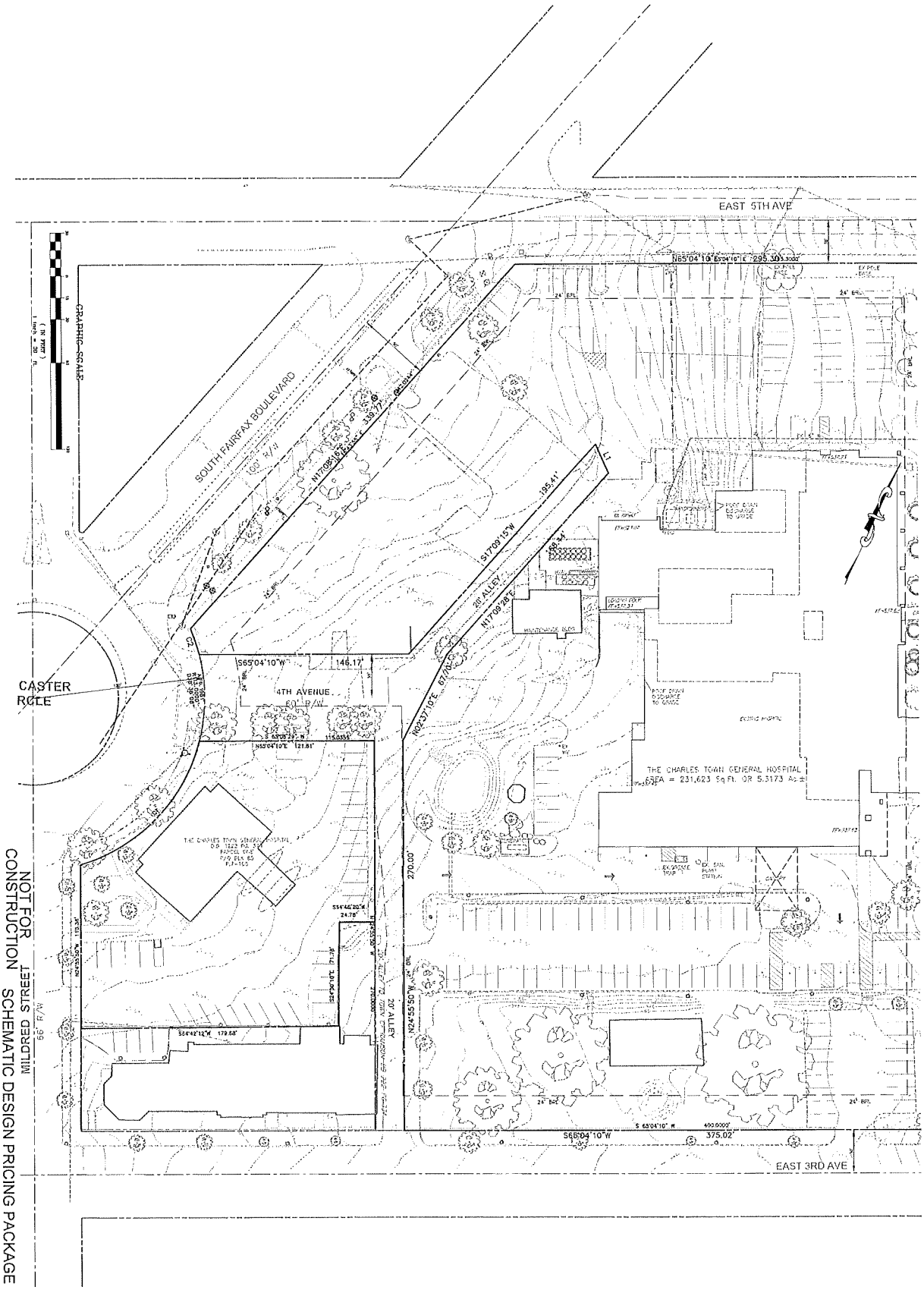



EXHIBIT 1
SITE LOCATION




NOT FOR CONSTRUCTION
SCHEMATIC DESIGN PRICING PACKAGE

SHEET 1 OF 4

PROJECT NO. 24-2256
DRAWING NO. D
DATE: NOVEMBER 2025
DRAWN BY: JHC
CHECKED BY: JHC

SCALE: 1"=30'

EXISTING CONDITIONS PLAN

WEST VIRGINIA UNIVERSITY MEDICINE
JEFFERSON MEDICAL CENTER

SITUATED AT 300 S. PRESTON ST.
CITY OF PARSON, WV 25438
JEFFERSON COUNTY

| DATE | REVISION | DRAWN BY |
|---|---|---|

FOX & ASSOCIATES, INC.
ENGINEERS • SURVEYORS • PLANNERS
651 MT. AETNA ROAD
HAGERSTOWN, MD. 21740
PHONE (301)733-8503
or (301)416-7250
FAX (301)733-1853
82 WORKMANS MILL COURT
SUITE G
FREDERICK, MD. 21701
PHONE (301)695-0550
FAX (301)293-6009
WWW.FOXASSOCIATES.COM E-MAIL INFO@FOXASSOCIATES.COM
FOX & ASSOCIATES, INC. EST. 1966

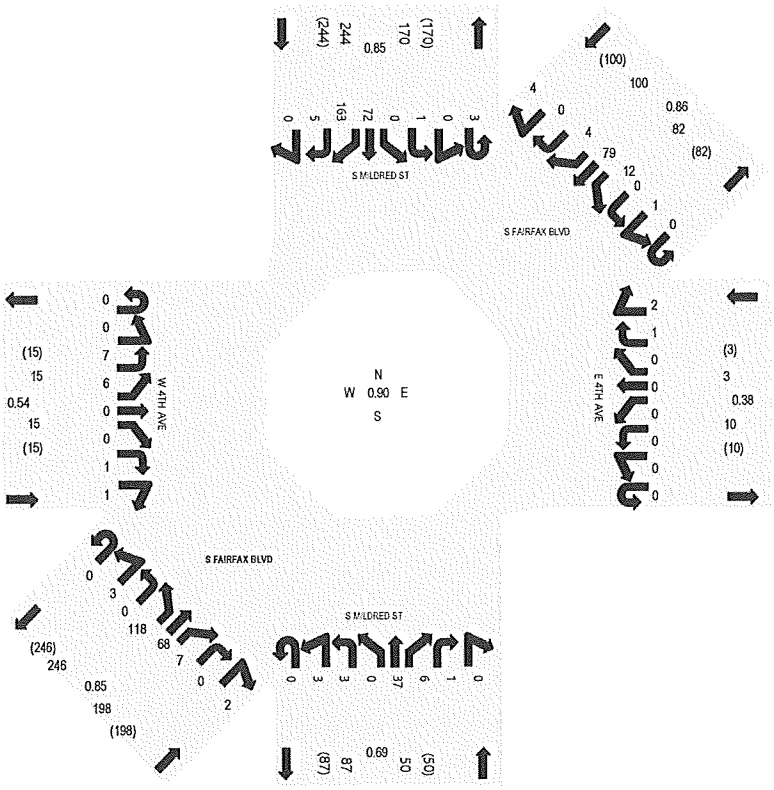
# APPENDIX B

# VEHICLE TURNING MOVEMENT COUNTS

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

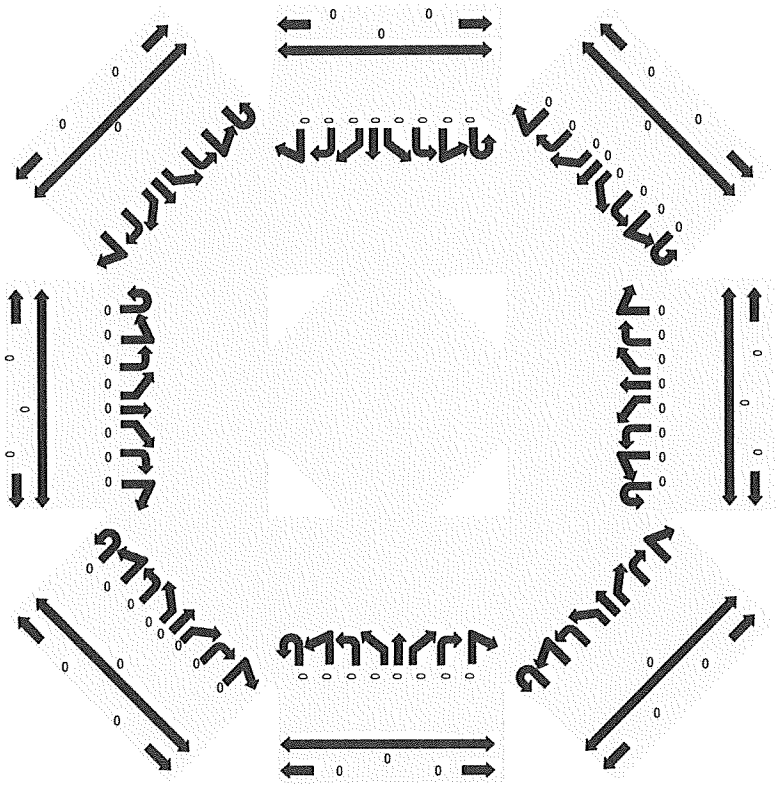
**Location:** 4 S MILDRED ST & E 4TH AVE AM
**Date:** Friday, February 6, 2026
**Peak Hour:** 08:00 AM - 09:00 AM
**Peak 15-Minutes:** 08:30 AM - 08:45 AM

## Peak Hour - Motorized Vehicles

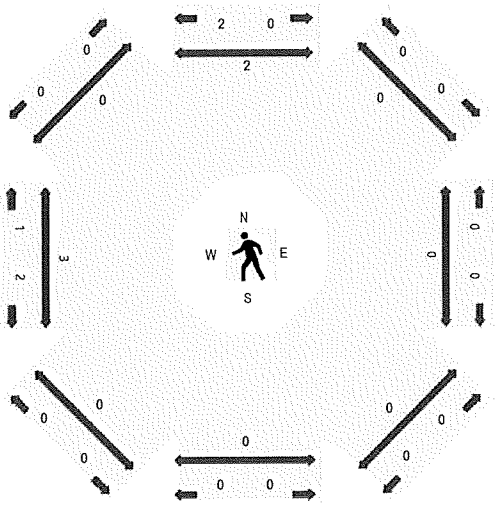



Note: Total study counts contained in parentheses.

Peak Hour - Bicycles



Peak Hour - Pedestrians



## Traffic Counts - Motorized Vehicles

| Interval Start Time | Westbound | | | | | | | | Northwestbound | | | | | | | | Northbound | | | | | | | | Northeastbound | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U | HL | L | BL | T | BR | R | HR | U | HL | L | BL | T | BR | R | HR | U | HL | L | BL | T | BR | R | HR | U | HL | L | BL | T | BR | R | HR |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | | | | | | | | | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 1 | 0 | 37 | 19 | 1 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | | | | | | | | | 0 | 0 | 1 | 0 | 13 | 3 | 1 | 0 | 0 | 0 | 0 | 13 | 18 | 2 | 0 | 1 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 2 | 1 | 0 | 11 | 0 | 0 | 0 | 0 | 2 | 0 | 34 | 15 | 1 | 0 | 1 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 1 | 1 | 0 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 34 | 16 | 3 | 0 | 0 |
| Count Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | | | | | | | | | 0 | 3 | 3 | 0 | 37 | 6 | 1 | 0 | 0 | 3 | 0 | 118 | 68 | 7 | 0 | 2 |
| Peak Hour | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | | | | | | | | | 0 | 3 | 3 | 0 | 37 | 6 | 1 | 0 | 0 | 3 | 0 | 118 | 68 | 7 | 0 | 2 |

| Interval Start Time | Eastbound | | | | | | | | Southeastbound | | | | | | | | Southbound | | | | | | | | Southwestbound | | | | | | | | Total | Rolling Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U | HL | L | BL | T | BR | R | HR | U | HL | L | BL | T | BR | R | HR | U | HL | L | BL | T | BR | R | HR | U | HL | L | BL | T | BR | R | HR | | |
| 8:00 AM | 0 | 0 | 2 | 4 | 0 | 0 | 1 | 0 | | | | | | | | | 0 | 0 | 1 | 0 | 13 | 21 | 2 | 0 | 0 | 1 | 0 | 3 | 17 | 1 | 0 | 0 | 132 | 610 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | | | | | | | | | 0 | 0 | 0 | 0 | 20 | 43 | 0 | 0 | 0 | 0 | 0 | 7 | 17 | 1 | 0 | 1 | 144 | |
| 8:30 AM | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 2 | 0 | 0 | 0 | 18 | 50 | 2 | 0 | 0 | 0 | 0 | 0 | 26 | 1 | 0 | 2 | 170 | |
| 8:45 AM | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | | | | | | | | | 1 | 0 | 0 | 0 | 21 | 49 | 1 | 0 | 0 | 0 | 0 | 2 | 19 | 1 | 0 | 1 | 164 | |
| Count Total | 0 | 0 | 7 | 6 | 0 | 0 | 1 | 1 | | | | | | | | | 3 | 0 | 1 | 0 | 72 | 163 | 5 | 0 | 0 | 1 | 0 | 12 | 79 | 4 | 0 | 4 | 610 | |
| Peak Hour | 0 | 0 | 7 | 6 | 0 | 0 | 1 | 1 | | | | | | | | | 3 | 0 | 1 | 0 | 72 | 163 | 5 | 0 | 0 | 1 | 0 | 12 | 79 | 4 | 0 | 4 | 610 | |

## Peak Rolling Hour Flow Rates

| Vehicle Type | Westbound | | | | | | | | Northwestbound | | | | | | | | Northbound | | | | | | | | Northeastbound | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U | HL | L | BL | T | BR | R | HR | U | HL | L | BL | T | BR | R | HR | U | HL | L | BL | T | BR | R | HR | U | HL | L | BL | T | BR | R | HR |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lights | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | | | | | | | | | 0 | 3 | 2 | 0 | 36 | 6 | 0 | 0 | 0 | 3 | 0 | 114 | 64 | 7 | 0 | 2 |
| Mediums | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 4 | 4 | 0 | 0 | 0 |
| Count Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | | | | | | | | | 0 | 3 | 3 | 0 | 37 | 6 | 1 | 0 | 0 | 3 | 0 | 118 | 68 | 7 | 0 | 2 |

| Vehicle Type | Eastbound | | | | | | | | Southeastbound | | | | | | | | Southbound | | | | | | | | Southwestbound | | | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U | HL | L | BL | T | BR | R | HR | U | HL | L | BL | T | BR | R | HR | U | HL | L | BL | T | BR | R | HR | U | HL | L | BL | T | BR | R | HR | |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Lights | 0 | 0 | 7 | 6 | 0 | 0 | 1 | 1 | | | | | | | | | 3 | 0 | 1 | 0 | 71 | 155 | 5 | 0 | 0 | 1 | 0 | 12 | 79 | 4 | 0 | 4 | 589 |
| Mediums | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0 | 0 | 0 | 1 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| Count Total | 0 | 0 | 7 | 6 | 0 | 0 | 1 | 1 | | | | | | | | | 3 | 0 | 1 | 0 | 72 | 163 | 5 | 0 | 0 | 1 | 0 | 12 | 79 | 4 | 0 | 4 | 610 |

## Heavy Vehicle Percentage and Peak Hour Factor

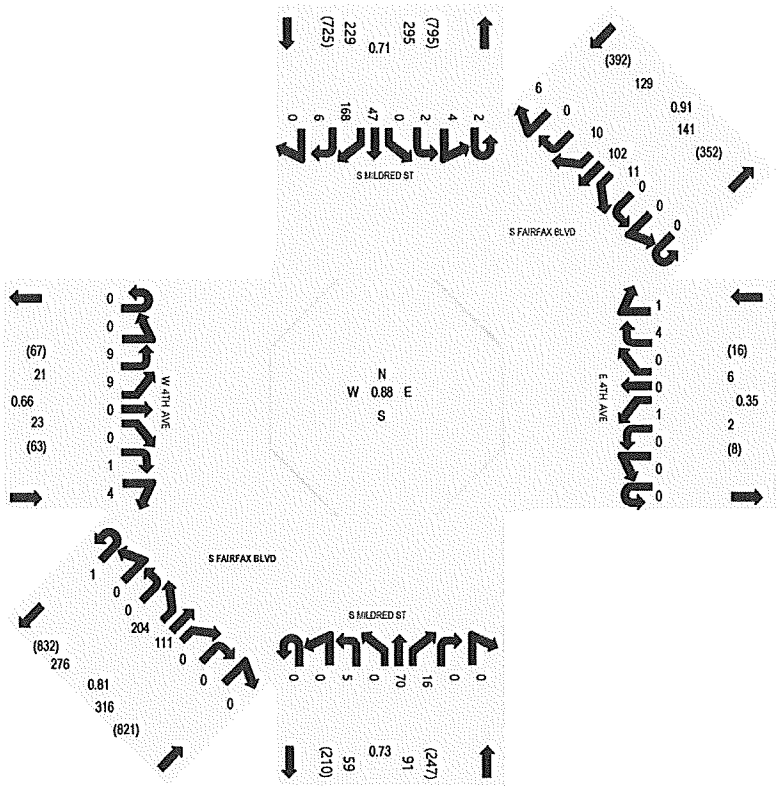
| | Westbound | | | | | | | | Northwestbound | | | | | | | | Northbound | | | | | | | | Northeastbound | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U | HL | L | BL | T | BR | R | HR | U | HL | L | BL | T | BR | R | HR | U | HL | L | BL | T | BR | R | HR | U | HL | L | BL | T | BR | R | HR |
| HV% | | | | 33.3% | | | | | | | | | | | | | | | | 6.0% | | | | | | | | 4.0% | | | | |
| HV% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 50.0% | | | | | | | | | 0.0% | 0.0% | 33.3% | 0.0% | 2.7% | 0.0% | ##### | 0.0% | 0.0% | 0.0% | 0.0% | 3.4% | 5.9% | 0.0% | 0.0% | 0.0% |
| PHF | | | | 0.38 | | | | | | | | | | | | | | | | 0.69 | | | | | | | | 0.85 | | | | |
| PHF | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.25 | 0.25 | | | | | | | | | 0.00 | 0.38 | 0.75 | 0.00 | 0.71 | 0.50 | 0.25 | 0.00 | 0.00 | 0.38 | 0.00 | 0.80 | 0.89 | 0.58 | 0.00 | 0.50 |

| | Eastbound | | | | | | | | Southeastbound | | | | | | | | Southbound | | | | | | | | Southwestbound | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U | HL | L | BL | T | BR | R | HR | U | HL | L | BL | T | BR | R | HR | U | HL | L | BL | T | BR | R | HR | U | HL | L | BL | T | BR | R | HR | Total |
| HV% | | | | 0.0% | | | | | | | | | | | | | | | | 3.7% | | | | | | | | 0.0% | | | | | 3.4% |
| HV% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | | | | | | | | | 0.0% | 0.0% | 0.0% | 0.0% | 1.4% | 4.9% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 3.4% |
| PHF | | | | 0.54 | | | | | | | | | | | | | | | | 0.85 | | | | | | | | 0.86 | | | | | 0.90 |
| PHF | 0.00 | 0.00 | 0.58 | 0.38 | 0.00 | 0.00 | 0.25 | 0.25 | | | | | | | | | 0.38 | 0.00 | 0.25 | 0.00 | 0.86 | 0.82 | 0.63 | 0.00 | 0.00 | 0.25 | 0.00 | 0.43 | 0.76 | 1.00 | 0.00 | 0.50 | 0.90 |

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

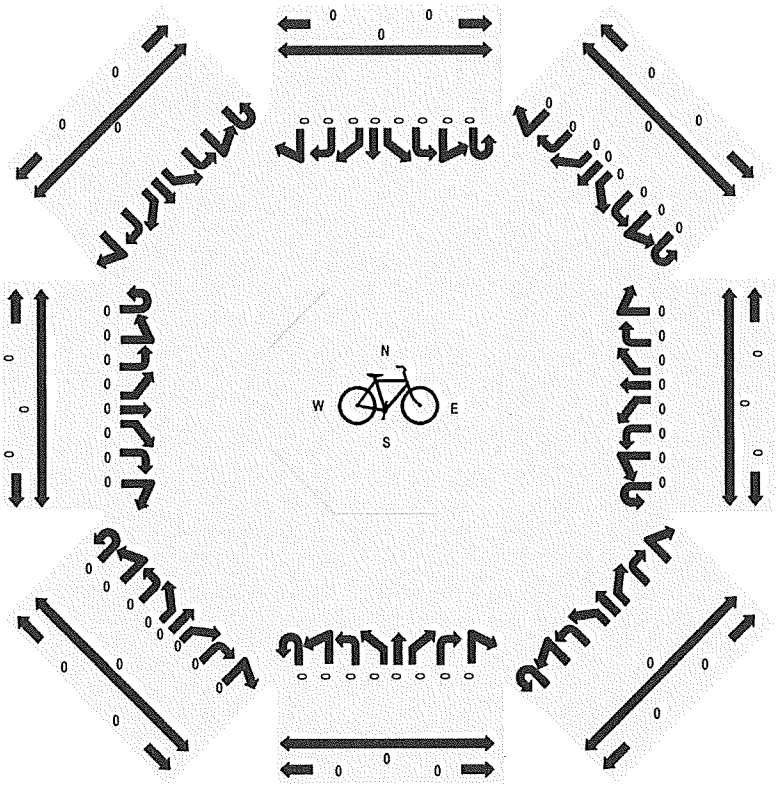
Location: 4 S MILDRED ST & E 4TH AVE PM
Date: Friday, February 6, 2026
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - Motorized Vehicles

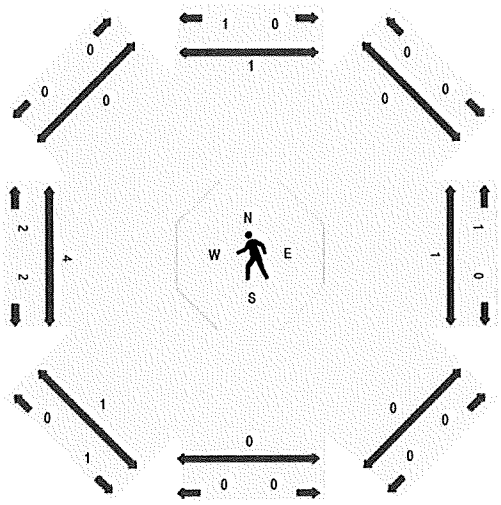



Note: Total study counts contained in parentheses.

Peak Hour - Bicycles




Peak Hour - Pedestrians



## Traffic Counts - Motorized Vehicles

| Interval Start Time | Westbound | | | | | | | | Northwestbound | | | | | | | | Northbound | | | | | | | | Northeastbound | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U | HL | L | BL | T | BR | R | HR | U | HL | L | BL | T | BR | R | HR | U | HL | L | BL | T | BR | R | HR | U | HL | L | BL | T | BR | R | HR |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | | | | | | | | | 0 | 0 | 0 | 0 | 20 | 3 | 0 | 0 | 1 | 0 | 0 | 42 | 15 | 1 | 0 | 0 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0 | 1 | 0 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 36 | 16 | 0 | 0 | 0 |
| 3:30 PM | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | | | | | | | | | 0 | 0 | 3 | 0 | 17 | 1 | 0 | 0 | 0 | 1 | 0 | 46 | 21 | 0 | 0 | 1 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0 | 1 | 0 | 15 | 6 | 0 | 0 | 0 | 0 | 0 | 34 | 30 | 0 | 0 | 1 |
| 4:00 PM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0 | 0 | 0 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 42 | 15 | 0 | 0 | 1 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | | | | | | | | | 0 | 0 | 1 | 0 | 17 | 4 | 0 | 0 | 4 | 0 | 0 | 44 | 22 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | | | | | | | | | 0 | 0 | 0 | 0 | 17 | 5 | 0 | 0 | 0 | 0 | 0 | 51 | 27 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | | | | | | | | | 0 | 0 | 1 | 0 | 11 | 2 | 0 | 0 | 1 | 0 | 0 | 42 | 21 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | | | | | | | | | 0 | 0 | 2 | 0 | 22 | 7 | 0 | 0 | 0 | 0 | 0 | 63 | 34 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | | | | | | | | | 0 | 0 | 2 | 0 | 20 | 2 | 0 | 0 | 0 | 0 | 0 | 48 | 29 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | | | | | | | | | 0 | 0 | 3 | 0 | 13 | 3 | 1 | 0 | 0 | 0 | 0 | 42 | 23 | 0 | 0 | 1 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0 | 1 | 0 | 11 | 2 | 0 | 0 | 1 | 0 | 0 | 44 | 21 | 0 | 0 | 0 |
| Count Total | 0 | 0 | 0 | 3 | 0 | 0 | 9 | 4 | | | | | | | | | 0 | 0 | 15 | 0 | 193 | 38 | 1 | 0 | 7 | 1 | 0 | 534 | 274 | 1 | 0 | 4 |
| Peak Hour | 0 | 0 | 0 | 1 | 0 | 0 | 4 | 1 | | | | | | | | | 0 | 0 | 5 | 0 | 70 | 16 | 0 | 0 | 1 | 0 | 0 | 204 | 111 | 0 | 0 | 0 |

| Interval Start Time | Eastbound | | | | | | | | Southeastbound | | | | | | | | Southbound | | | | | | | | Southwestbound | | | | | | | | Total | Rolling Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U | HL | L | BL | T | BR | R | HR | U | HL | L | BL | T | BR | R | HR | U | HL | L | BL | T | BR | R | HR | U | HL | L | BL | T | BR | R | HR | | |
| 3:00 PM | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | | | | | | | | | 2 | 1 | 1 | 0 | 12 | 51 | 1 | 0 | 0 | 1 | 0 | 3 | 23 | 1 | 0 | 2 | 188 | 725 |
| 3:15 PM | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | | | | | | | | | 0 | 0 | 0 | 0 | 18 | 41 | 3 | 0 | 0 | 1 | 0 | 6 | 31 | 5 | 0 | 0 | 179 | 750 |
| 3:30 PM | 0 | 0 | 2 | 3 | 0 | 0 | 1 | 1 | | | | | | | | | 0 | 0 | 0 | 0 | 15 | 42 | 2 | 0 | 0 | 1 | 0 | 3 | 20 | 2 | 0 | 2 | 186 | 767 |
| 3:45 PM | 0 | 0 | 7 | 4 | 0 | 0 | 0 | 0 | | | | | | | | | 2 | 0 | 0 | 0 | 12 | 40 | 1 | 0 | 0 | 0 | 0 | 3 | 16 | 0 | 0 | 0 | 172 | 770 |
| 4:00 PM | 0 | 0 | 1 | 5 | 0 | 0 | 0 | 0 | | | | | | | | | 3 | 1 | 0 | 0 | 26 | 64 | 1 | 0 | 0 | 0 | 0 | 4 | 27 | 4 | 0 | 3 | 213 | 775 |
| 4:15 PM | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 2 | 0 | 0 | 14 | 42 | 0 | 0 | 0 | 0 | 0 | 3 | 26 | 7 | 0 | 4 | 196 | 787 |
| 4:30 PM | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | | | | | | | | | 1 | 0 | 1 | 0 | 4 | 42 | 1 | 0 | 0 | 0 | 0 | 2 | 28 | 2 | 0 | 2 | 189 | 794 |
| 4:45 PM | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 1 | | | | | | | | | 0 | 3 | 1 | 0 | 9 | 43 | 2 | 0 | 0 | 0 | 0 | 3 | 27 | 1 | 0 | 3 | 177 | 782 |
| 5:00 PM | 0 | 0 | 2 | 2 | 0 | 0 | 1 | 2 | | | | | | | | | 0 | 1 | 0 | 0 | 16 | 43 | 2 | 0 | 0 | 0 | 0 | 3 | 20 | 4 | 0 | 0 | 225 | 764 |
| 5:15 PM | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 1 | | | | | | | | | 1 | 0 | 0 | 0 | 18 | 40 | 1 | 0 | 0 | 0 | 0 | 3 | 27 | 3 | 0 | 1 | 203 | |
| 5:30 PM | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 2 | 0 | 0 | 14 | 41 | 1 | 0 | 0 | 0 | 0 | 0 | 25 | 2 | 0 | 2 | 177 | |
| 5:45 PM | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0 | 0 | 0 | 13 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 5 | 0 | 2 | 159 | |
| Count Total | 0 | 0 | 29 | 26 | 0 | 0 | 2 | 6 | | | | | | | | | 9 | 10 | 3 | 0 | 171 | 517 | 15 | 0 | 0 | 3 | 0 | 33 | 299 | 36 | 0 | 21 | 2,264 | |
| Peak Hour | 0 | 0 | 9 | 9 | 0 | 0 | 1 | 4 | | | | | | | | | 2 | 4 | 2 | 0 | 47 | 168 | 6 | 0 | 0 | 0 | 0 | 11 | 102 | 10 | 0 | 6 | 794 | |

## Peak Rolling Hour Flow Rates

| Vehicle Type | Westbound | | | | | | | | Northwestbound | | | | | | | | Northbound | | | | | | | | Northeastbound | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U | HL | L | BL | T | BR | R | HR | U | HL | L | BL | T | BR | R | HR | U | HL | L | BL | T | BR | R | HR | U | HL | L | BL | T | BR | R | HR |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lights | 0 | 0 | 0 | 1 | 0 | 0 | 4 | 1 | | | | | | | | | 0 | 0 | 5 | 0 | 70 | 16 | 0 | 0 | 1 | 0 | 0 | 200 | 110 | 0 | 0 | 0 | 0 |
| Mediums | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 |
| Count Total | 0 | 0 | 0 | 1 | 0 | 0 | 4 | 1 | | | | | | | | | 0 | 0 | 5 | 0 | 70 | 16 | 0 | 0 | 1 | 0 | 0 | 204 | 111 | 0 | 0 | 0 | 0 |

| Vehicle Type | Eastbound | | | | | | | | Southeastbound | | | | | | | | Southbound | | | | | | | | Southwestbound | | | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U | HL | L | BL | T | BR | R | HR | U | HL | L | BL | T | BR | R | HR | U | HL | L | BL | T | BR | R | HR | U | HL | L | BL | T | BR | R | HR | |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lights | 0 | 0 | 9 | 9 | 0 | 0 | 1 | 4 | | | | | | | | | 2 | 4 | 2 | 0 | 47 | 165 | 6 | 0 | 0 | 0 | 0 | 11 | 101 | 10 | 0 | 6 | 785 |
| Mediums | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 9 |
| Count Total | 0 | 0 | 9 | 9 | 0 | 0 | 1 | 4 | | | | | | | | | 2 | 4 | 2 | 0 | 47 | 168 | 6 | 0 | 0 | 0 | 0 | 11 | 102 | 10 | 0 | 6 | 794 |

## Heavy Vehicle Percentage and Peak Hour Factor

| | Westbound | | | | | | | | Northwestbound | | | | | | | | Northbound | | | | | | | | Northeastbound | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U | HL | L | BL | T | BR | R | HR | U | HL | L | BL | T | BR | R | HR | U | HL | L | BL | T | BR | R | HR | U | HL | L | BL | T | BR | R | HR | |
| HV% | | | | 0.0% | | | | | | | | | | | | | | | | 0.0% | | | | | | | | 1.6% | | | | | |
| HV% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | | | | | | | | | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 2.0% | 0.9% | 0.0% | 0.0% | 0.0% | |
| PHF | | | | 0.35 | | | | | | | | | | | | | | | | 0.73 | | | | | | | | 0.81 | | | | | |
| PHF | 0.00 | 0.00 | 0.00 | 0.50 | 0.00 | 0.00 | 0.33 | 0.25 | | | | | | | | | 0.00 | 0.00 | 0.67 | 0.00 | 0.80 | 0.64 | 0.25 | 0.00 | 0.31 | 0.25 | 0.00 | 0.81 | 0.82 | 0.25 | 0.00 | 0.75 | |

| | Eastbound | | | | | | | | Southeastbound | | | | | | | | Southbound | | | | | | | | Southwestbound | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U | HL | L | BL | T | BR | R | HR | U | HL | L | BL | T | BR | R | HR | U | HL | L | BL | T | BR | R | HR | U | HL | L | BL | T | BR | R | HR | Total |
| HV% | | | | 0.0% | | | | | | | | | | | | | | | | 1.3% | | | | | | | | 0.8% | | | | | 1.1% |
| HV% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | | | | | | | | | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 1.8% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 1.0% | 0.0% | 0.0% | 0.0% | 1.1% |
| PHF | | | | 0.66 | | | | | | | | | | | | | | | | 0.71 | | | | | | | | 0.91 | | | | | 0.88 |
| PHF | 0.00 | 0.00 | 0.50 | 0.65 | 0.00 | 0.00 | 0.25 | 0.50 | | | | | | | | | 0.50 | 0.50 | 0.50 | 0.00 | 0.68 | 0.75 | 0.58 | 0.00 | 0.00 | 0.75 | 0.00 | 0.67 | 0.96 | 0.50 | 0.00 | 0.75 | 0.88 |





NB Fairfax Blvd approaching 4th Ave





SB Fairfax Blvd approaching 4th Ave





NB Mildred St approaching 4th Ave





SB Mildred St approaching 4th Ave







EB 4th Ave approaching Fairfax Blvd



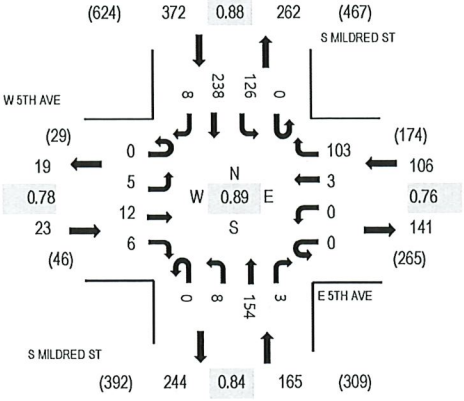


WB 4th Ave approaching Fairfax Blvd

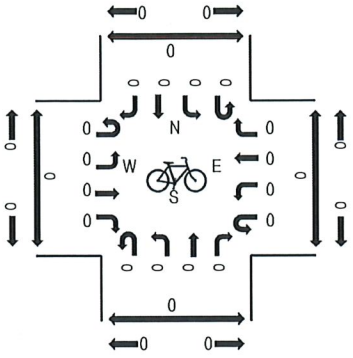
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 S MILDRED ST & E 5TH AVE AM
Date: Friday, February 6, 2026
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

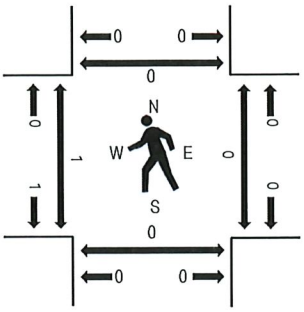
## Peak Hour - Motorized Vehicles




## Peak Hour - Bicycles




## Peak Hour - Pedestrians




Note: Total study counts contained in parentheses.

## Traffic Counts - Motorized Vehicles

| Interval Start Time | W 5TH AVE Eastbound | | | | E 5TH AVE Westbound | | | | S MILDRED ST Northbound | | | | S MILDRED ST Southbound | | | | | Rolling Hour | Pedestrian Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | Total | | West | East | South | North |
| 7:00 AM | 0 | 0 | 5 | 1 | 0 | 0 | 0 | 12 | 0 | 2 | 21 | 1 | 0 | 18 | 22 | 0 | 82 | 487 | 1 | 0 | 0 | 0 |
| 7:15 AM | 0 | 1 | 3 | 3 | 0 | 0 | 0 | 15 | 0 | 2 | 29 | 0 | 0 | 30 | 41 | 1 | 125 | 544 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 22 | 0 | 0 | 37 | 1 | 0 | 23 | 36 | 0 | 124 | 573 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 1 | 2 | 2 | 0 | 0 | 0 | 19 | 0 | 4 | 47 | 0 | 0 | 37 | 43 | 1 | 156 | 635 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 2 | 6 | 0 | 0 | 0 | 0 | 18 | 0 | 1 | 45 | 0 | 0 | 29 | 37 | 1 | 139 | 666 | 1 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 28 | 0 | 1 | 25 | 1 | 0 | 34 | 60 | 2 | 154 | | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 2 | 3 | 3 | 0 | 0 | 1 | 24 | 0 | 3 | 43 | 1 | 0 | 35 | 68 | 3 | 186 | | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 1 | 2 | 1 | 0 | 0 | 2 | 33 | 0 | 3 | 41 | 1 | 0 | 28 | 73 | 2 | 187 | | 0 | 0 | 0 | 0 |

## Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lights | 0 | 5 | 11 | 5 | 0 | 0 | 2 | 99 | 0 | 8 | 149 | 3 | 0 | 121 | 230 | 8 | 641 |
| Mediums | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 4 | 0 | 0 | 5 | 0 | 0 | 5 | 8 | 0 | 25 |
| Total | 0 | 5 | 12 | 6 | 0 | 0 | 3 | 103 | 0 | 8 | 154 | 3 | 0 | 126 | 238 | 8 | 666 |

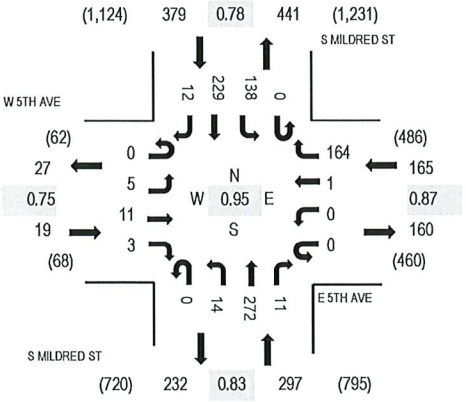
## Heavy Vehicle Percentage and Peak Hour Factor

| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Heavy Vehicle % | | 8.7% | | | | 4.7% | | | | 3.0% | | | | 3.5% | | | 3.8% |
| Heavy Vehicle % | 0.0% | 0.0% | 8.3% | 16.7% | 0.0% | 0.0% | 33.3% | 3.9% | 0.0% | 0.0% | 3.2% | 0.0% | 0.0% | 4.0% | 3.4% | 0.0% | 3.8% |
| Peak Hour Factor | | 0.78 | | | | 0.76 | | | | 0.84 | | | | 0.88 | | | 0.89 |
| Peak Hour Factor | 0.00 | 0.63 | 0.63 | 0.58 | 0.00 | 0.00 | 0.38 | 0.78 | 0.00 | 0.56 | 0.85 | 0.75 | 0.00 | 0.91 | 0.82 | 0.67 | 0.89 |

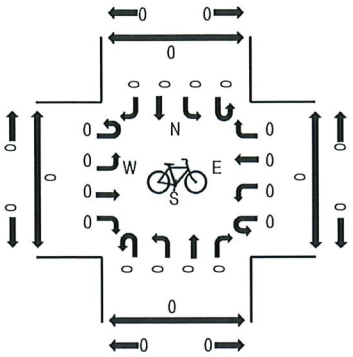
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 S MILDRED ST & E 5TH AVE PM
Date: Friday, February 6, 2026
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

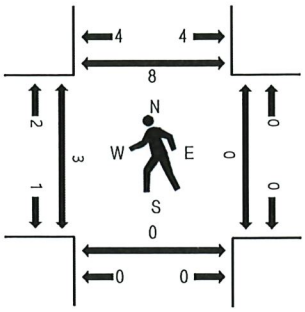
## Peak Hour - Motorized Vehicles




## Peak Hour - Bicycles




## Peak Hour - Pedestrians




Note: Total study counts contained in parentheses.

## Traffic Counts - Motorized Vehicles

| Interval Start Time | W 5TH AVE Eastbound | | | | E 5TH AVE Westbound | | | | S MILDRED ST Northbound | | | | S MILDRED ST Southbound | | | | | Rolling Hour | Pedestrian Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | Total | | West | East | South | North |
| 3:00 PM | 0 | 3 | 1 | 2 | 0 | 0 | 1 | 54 | 0 | 5 | 67 | 1 | 0 | 28 | 66 | 0 | 228 | 823 | 5 | 0 | 0 | 0 |
| 3:15 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 39 | 0 | 1 | 52 | 2 | 0 | 39 | 61 | 0 | 196 | 816 | 0 | 0 | 0 | 0 |
| 3:30 PM | 0 | 0 | 4 | 1 | 0 | 1 | 1 | 43 | 0 | 2 | 65 | 1 | 0 | 31 | 56 | 1 | 206 | 809 | 0 | 1 | 0 | 0 |
| 3:45 PM | 0 | 2 | 3 | 1 | 0 | 1 | 0 | 51 | 0 | 1 | 55 | 0 | 0 | 28 | 51 | 0 | 193 | 820 | 0 | 1 | 0 | 2 |
| 4:00 PM | 0 | 0 | 1 | 5 | 0 | 0 | 0 | 24 | 0 | 4 | 58 | 1 | 0 | 35 | 91 | 2 | 221 | 830 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 3 | 5 | 2 | 0 | 0 | 0 | 32 | 0 | 4 | 63 | 3 | 0 | 22 | 53 | 2 | 189 | 835 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 4 | 2 | 2 | 0 | 0 | 1 | 47 | 0 | 7 | 66 | 2 | 0 | 34 | 49 | 3 | 217 | 860 | 0 | 0 | 0 | 1 |
| 4:45 PM | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 33 | 0 | 2 | 54 | 4 | 0 | 43 | 58 | 6 | 203 | 843 | 0 | 0 | 0 | 5 |
| 5:00 PM | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 41 | 0 | 1 | 86 | 3 | 0 | 31 | 60 | 2 | 226 | 820 | 2 | 0 | 0 | 0 |
| 5:15 PM | 0 | 1 | 5 | 0 | 0 | 0 | 0 | 43 | 0 | 4 | 66 | 2 | 0 | 30 | 62 | 1 | 214 | | 1 | 0 | 0 | 2 |
| 5:30 PM | 0 | 3 | 4 | 2 | 0 | 1 | 0 | 37 | 0 | 7 | 50 | 1 | 0 | 40 | 55 | 0 | 200 | | 0 | 0 | 0 | 6 |
| 5:45 PM | 0 | 1 | 4 | 0 | 0 | 0 | 1 | 35 | 0 | 3 | 51 | 1 | 0 | 45 | 39 | 0 | 180 | | 2 | 0 | 0 | 0 |

## Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lights | 0 | 5 | 11 | 3 | 0 | 0 | 1 | 162 | 0 | 14 | 268 | 11 | 0 | 135 | 226 | 12 | 848 |
| Mediums | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 4 | 0 | 0 | 3 | 3 | 0 | 12 |
| Total | 0 | 5 | 11 | 3 | 0 | 0 | 1 | 164 | 0 | 14 | 272 | 11 | 0 | 138 | 229 | 12 | 860 |

## Heavy Vehicle Percentage and Peak Hour Factor

| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Heavy Vehicle % | | 0.0% | | | | 1.2% | | | | 1.3% | | | | 1.6% | | | 1.4% |
| Heavy Vehicle % | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 1.2% | 0.0% | 0.0% | 1.5% | 0.0% | 0.0% | 2.2% | 1.3% | 0.0% | 1.4% |
| Peak Hour Factor | | 0.75 | | | | 0.87 | | | | 0.83 | | | | 0.78 | | | 0.95 |
| Peak Hour Factor | 0.00 | 0.56 | 0.75 | 0.50 | 0.00 | 0.50 | 0.50 | 0.87 | 0.00 | 0.61 | 0.79 | 0.75 | 0.00 | 0.81 | 0.71 | 0.54 | 0.95 |







NB Mildred St approaching 5th Ave







SB Mildred St approaching 5th Ave







EB 5th Ave approaching Mildred St





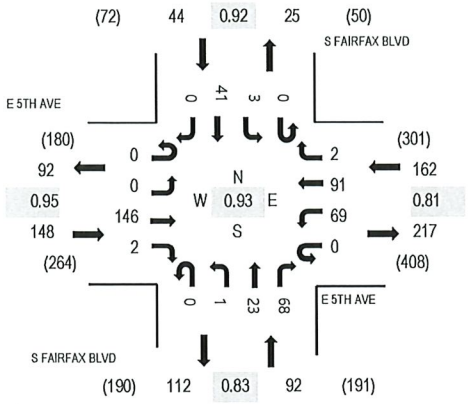


WB 5th Ave approaching Mildred St

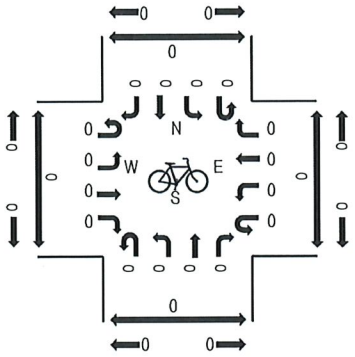
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 S FAIRFAX BLVD & E 5TH AVE AM
Date: Friday, February 6, 2026
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

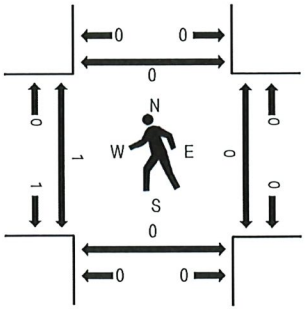
## Peak Hour - Motorized Vehicles




## Peak Hour - Bicycles




## Peak Hour - Pedestrians




Note: Total study counts contained in parentheses.

## Traffic Counts - Motorized Vehicles

| Interval Start Time | E 5TH AVE Eastbound | | | | E 5TH AVE Westbound | | | | S FAIRFAX BLVD Northbound | | | | S FAIRFAX BLVD Southbound | | | | | Rolling Hour | Pedestrian Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | Total | | West | East | South | North |
| 7:00 AM | 0 | 1 | 23 | 0 | 0 | 4 | 10 | 1 | 0 | 1 | 5 | 17 | 0 | 0 | 5 | 0 | 67 | 390 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 33 | 0 | 0 | 16 | 18 | 0 | 0 | 0 | 5 | 27 | 0 | 0 | 8 | 0 | 107 | 424 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 27 | 1 | 0 | 15 | 21 | 1 | 0 | 1 | 7 | 15 | 0 | 2 | 6 | 0 | 96 | 433 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 38 | 0 | 0 | 23 | 20 | 0 | 0 | 0 | 9 | 19 | 0 | 1 | 10 | 0 | 120 | 446 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 35 | 0 | 0 | 12 | 18 | 1 | 0 | 0 | 7 | 16 | 0 | 1 | 11 | 0 | 101 | 438 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 34 | 2 | 0 | 19 | 28 | 0 | 0 | 1 | 4 | 19 | 0 | 1 | 8 | 0 | 116 | | 1 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 39 | 0 | 0 | 15 | 25 | 1 | 0 | 0 | 3 | 14 | 0 | 0 | 12 | 0 | 109 | | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 31 | 0 | 0 | 19 | 34 | 0 | 0 | 1 | 5 | 15 | 0 | 1 | 4 | 2 | 112 | | 1 | 0 | 0 | 0 |

## Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| Lights | 0 | 0 | 138 | 2 | 0 | 69 | 85 | 2 | 0 | 1 | 21 | 63 | 0 | 3 | 41 | 0 | 425 |
| Mediums | 0 | 0 | 8 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 20 |
| Total | 0 | 0 | 146 | 2 | 0 | 69 | 91 | 2 | 0 | 1 | 23 | 68 | 0 | 3 | 41 | 0 | 446 |

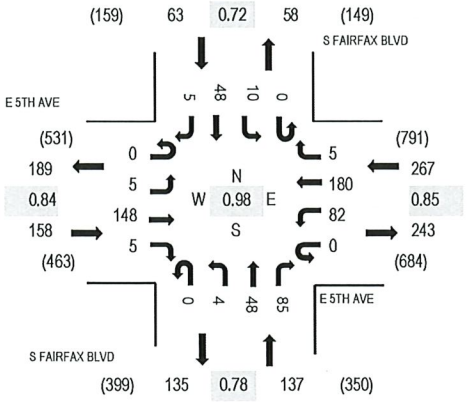
## Heavy Vehicle Percentage and Peak Hour Factor

| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Heavy Vehicle % | | 5.4% | | | | 3.7% | | | | 7.6% | | | | 0.0% | | | 4.7% |
| Heavy Vehicle % | 0.0% | 0.0% | 5.5% | 0.0% | 0.0% | 0.0% | 6.6% | 0.0% | 0.0% | 0.0% | 8.7% | 7.4% | 0.0% | 0.0% | 0.0% | 0.0% | 4.7% |
| Peak Hour Factor | | 0.95 | | | | 0.81 | | | | 0.83 | | | | 0.92 | | | 0.93 |
| Peak Hour Factor | 0.00 | 0.25 | 0.94 | 0.38 | 0.00 | 0.75 | 0.77 | 0.50 | 0.00 | 0.50 | 0.78 | 0.72 | 0.00 | 0.63 | 0.85 | 0.25 | 0.93 |

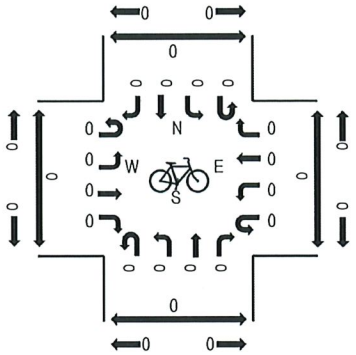
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 S FAIRFAX BLVD & E 5TH AVE PM
Date: Friday, February 6, 2026
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 04:30 PM - 04:45 PM

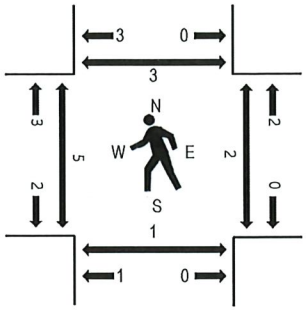
## Peak Hour - Motorized Vehicles




## Peak Hour - Bicycles




## Peak Hour - Pedestrians




Note: Total study counts contained in parentheses.

## Traffic Counts - Motorized Vehicles

| Interval Start Time | E 5TH AVE Eastbound | | | | E 5TH AVE Westbound | | | | S FAIRFAX BLVD Northbound | | | | S FAIRFAX BLVD Southbound | | | | | Rolling Hour | Pedestrian Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | Total | | West | East | South | North |
| 3:00 PM | 0 | 0 | 34 | 2 | 0 | 26 | 58 | 0 | 0 | 0 | 8 | 14 | 0 | 0 | 6 | 0 | 148 | 575 | 0 | 1 | 0 | 0 |
| 3:15 PM | 0 | 1 | 40 | 1 | 0 | 28 | 40 | 3 | 0 | 1 | 4 | 10 | 0 | 2 | 13 | 1 | 144 | 549 | 0 | 0 | 0 | 0 |
| 3:30 PM | 0 | 0 | 35 | 0 | 0 | 18 | 45 | 2 | 0 | 1 | 12 | 13 | 0 | 2 | 10 | 0 | 138 | 542 | 0 | 0 | 0 | 0 |
| 3:45 PM | 0 | 2 | 29 | 0 | 0 | 12 | 55 | 0 | 0 | 0 | 13 | 26 | 0 | 1 | 7 | 0 | 145 | 564 | 0 | 0 | 0 | 0 |
| 4:00 PM | 0 | 0 | 36 | 0 | 0 | 27 | 26 | 0 | 0 | 0 | 5 | 17 | 0 | 1 | 10 | 0 | 122 | 568 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 1 | 28 | 0 | 0 | 26 | 36 | 0 | 0 | 0 | 13 | 17 | 0 | 3 | 13 | 0 | 137 | 605 | 0 | 1 | 0 | 0 |
| 4:30 PM | 0 | 1 | 36 | 1 | 0 | 16 | 53 | 0 | 0 | 1 | 10 | 23 | 0 | 2 | 17 | 0 | 160 | 625 | 1 | 0 | 0 | 0 |
| 4:45 PM | 0 | 1 | 45 | 2 | 0 | 27 | 36 | 3 | 0 | 0 | 8 | 17 | 0 | 2 | 5 | 3 | 149 | 616 | 0 | 0 | 0 | 1 |
| 5:00 PM | 0 | 2 | 32 | 0 | 0 | 21 | 46 | 2 | 0 | 1 | 14 | 29 | 0 | 3 | 8 | 1 | 159 | 620 | 4 | 0 | 0 | 1 |
| 5:15 PM | 0 | 1 | 35 | 2 | 0 | 18 | 45 | 0 | 0 | 2 | 16 | 16 | 0 | 3 | 18 | 1 | 157 | | 0 | 2 | 1 | 1 |
| 5:30 PM | 0 | 2 | 43 | 1 | 0 | 18 | 38 | 3 | 0 | 3 | 8 | 22 | 0 | 1 | 9 | 3 | 151 | | 0 | 1 | 0 | 4 |
| 5:45 PM | 0 | 1 | 47 | 2 | 0 | 29 | 32 | 2 | 0 | 1 | 11 | 14 | 0 | 6 | 6 | 2 | 153 | | 1 | 0 | 0 | 2 |

## Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lights | 0 | 5 | 145 | 5 | 0 | 81 | 178 | 5 | 0 | 4 | 48 | 84 | 0 | 10 | 48 | 5 | 618 |
| Mediums | 0 | 0 | 3 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 7 |
| Total | 0 | 5 | 148 | 5 | 0 | 82 | 180 | 5 | 0 | 4 | 48 | 85 | 0 | 10 | 48 | 5 | 625 |

## Heavy Vehicle Percentage and Peak Hour Factor

| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Heavy Vehicle % | | | 1.9% | | | | 1.1% | | | | 0.7% | | | | 0.0% | | 1.1% |
| Heavy Vehicle % | 0.0% | 0.0% | 2.0% | 0.0% | 0.0% | 1.2% | 1.1% | 0.0% | 0.0% | 0.0% | 0.0% | 1.2% | 0.0% | 0.0% | 0.0% | 0.0% | 1.1% |
| Peak Hour Factor | | | 0.84 | | | | 0.85 | | | | 0.78 | | | | 0.72 | | 0.98 |
| Peak Hour Factor | 0.00 | 0.75 | 0.84 | 0.63 | 0.00 | 0.89 | 0.85 | 0.67 | 0.00 | 0.58 | 0.77 | 0.74 | 0.00 | 0.54 | 0.67 | 0.67 | 0.98 |







NB Fairfax Blvd approach 5th Ave







SB Fairfax Blvd approaching 5th Ave





EB 5th Ave approaching Fairfax Blvd



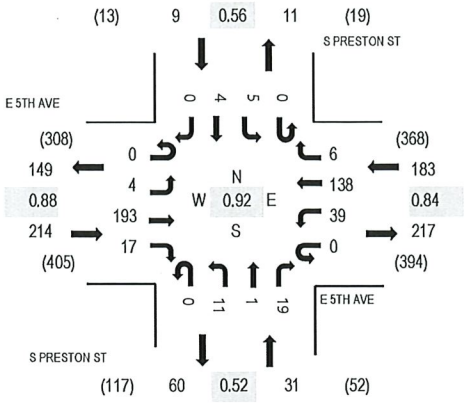


WB 5th Ave approaching Fairfax Blvd

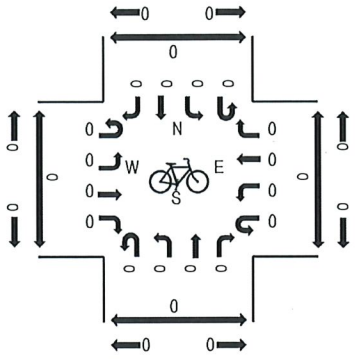
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 3 S PRESTON ST & E 5TH AVE AM
Date: Friday, February 6, 2026
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:15 AM - 07:30 AM

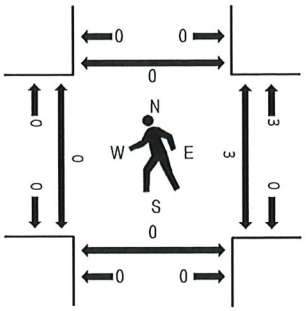
## Peak Hour - Motorized Vehicles




## Peak Hour - Bicycles




## Peak Hour - Pedestrians




Note: Total study counts contained in parentheses.

## Traffic Counts - Motorized Vehicles

| Interval Start Time | E 5TH AVE Eastbound | | | | E 5TH AVE Westbound | | | | S PRESTON ST Northbound | | | | S PRESTON ST Southbound | | | | Total | Rolling Hour | Pedestrian Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 7:00 AM | 0 | 0 | 35 | 6 | 0 | 6 | 16 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 65 | 404 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 1 | 56 | 4 | 0 | 9 | 30 | 0 | 0 | 5 | 0 | 10 | 0 | 2 | 2 | 0 | 119 | 437 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 3 | 39 | 2 | 0 | 12 | 38 | 1 | 0 | 0 | 1 | 5 | 0 | 1 | 1 | 0 | 103 | 434 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 53 | 4 | 0 | 8 | 44 | 2 | 0 | 2 | 0 | 2 | 0 | 1 | 1 | 0 | 117 | 435 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 45 | 7 | 0 | 10 | 26 | 3 | 0 | 4 | 0 | 2 | 0 | 1 | 0 | 0 | 98 | 434 | 0 | 3 | 0 | 0 |
| 8:15 AM | 0 | 1 | 47 | 3 | 0 | 9 | 47 | 2 | 0 | 1 | 0 | 5 | 0 | 1 | 0 | 0 | 116 | | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 1 | 41 | 10 | 0 | 7 | 38 | 0 | 0 | 1 | 1 | 3 | 0 | 0 | 1 | 1 | 104 | | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 1 | 41 | 5 | 0 | 9 | 49 | 2 | 0 | 6 | 0 | 2 | 0 | 0 | 1 | 0 | 116 | | 0 | 0 | 0 | 0 |

## Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Lights | 0 | 4 | 183 | 17 | 0 | 39 | 130 | 6 | 0 | 11 | 1 | 19 | 0 | 5 | 4 | 0 | 419 |
| Mediums | 0 | 0 | 9 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| Total | 0 | 4 | 193 | 17 | 0 | 39 | 138 | 6 | 0 | 11 | 1 | 19 | 0 | 5 | 4 | 0 | 437 |

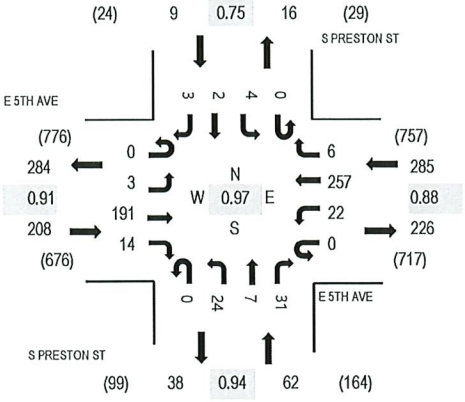
## Heavy Vehicle Percentage and Peak Hour Factor

| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Heavy Vehicle % | | | 4.7% | | | | 4.4% | | | | 0.0% | | | | 0.0% | | 4.1% |
| Heavy Vehicle % | 0.0% | 0.0% | 5.2% | 0.0% | 0.0% | 0.0% | 5.8% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 4.1% |
| Peak Hour Factor | | | 0.88 | | | | 0.84 | | | | 0.52 | | | | 0.56 | | 0.92 |
| Peak Hour Factor | 0.00 | 0.33 | 0.86 | 0.63 | 0.00 | 0.81 | 0.82 | 0.67 | 0.00 | 0.50 | 0.25 | 0.48 | 0.00 | 0.63 | 0.50 | 0.25 | 0.92 |

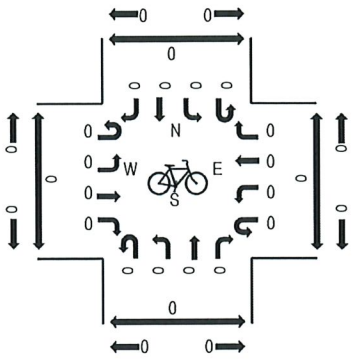
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 3 S PRESTON ST & E 5TH AVE PM
Date: Friday, February 6, 2026
Peak Hour: 03:00 PM - 04:00 PM
Peak 15-Minutes: 03:45 PM - 04:00 PM

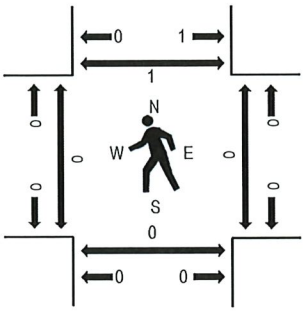
## Peak Hour - Motorized Vehicles




## Peak Hour - Bicycles




## Peak Hour - Pedestrians




Note: Total study counts contained in parentheses.

## Traffic Counts - Motorized Vehicles

| Interval Start Time | E 5TH AVE Eastbound | | | | E 5TH AVE Westbound | | | | S PRESTON ST Northbound | | | | S PRESTON ST Southbound | | | | | Rolling Hour | Pedestrian Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | Total | | West | East | South | North |
| 3:00 PM | 0 | 1 | 44 | 3 | 0 | 5 | 75 | 1 | 0 | 7 | 2 | 5 | 0 | 0 | 0 | 0 | 143 | 564 | 0 | 0 | 0 | 0 |
| 3:15 PM | 0 | 1 | 51 | 2 | 0 | 2 | 64 | 3 | 0 | 9 | 0 | 5 | 0 | 1 | 2 | 0 | 140 | 541 | 0 | 0 | 0 | 1 |
| 3:30 PM | 0 | 0 | 49 | 1 | 0 | 6 | 57 | 1 | 0 | 4 | 3 | 10 | 0 | 2 | 0 | 2 | 135 | 528 | 0 | 0 | 0 | 0 |
| 3:45 PM | 0 | 1 | 47 | 8 | 0 | 9 | 61 | 1 | 0 | 4 | 2 | 11 | 0 | 1 | 0 | 1 | 146 | 530 | 0 | 0 | 0 | 0 |
| 4:00 PM | 0 | 0 | 50 | 3 | 0 | 3 | 45 | 2 | 0 | 7 | 2 | 5 | 0 | 2 | 1 | 0 | 120 | 524 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 1 | 44 | 6 | 0 | 5 | 52 | 0 | 0 | 7 | 0 | 9 | 0 | 2 | 0 | 1 | 127 | 546 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 1 | 53 | 6 | 0 | 2 | 60 | 0 | 0 | 9 | 0 | 5 | 0 | 0 | 1 | 0 | 137 | 547 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 55 | 6 | 0 | 4 | 62 | 0 | 0 | 3 | 1 | 9 | 0 | 0 | 0 | 0 | 140 | 553 | 1 | 1 | 0 | 1 |
| 5:00 PM | 0 | 1 | 56 | 5 | 0 | 2 | 59 | 2 | 0 | 7 | 0 | 7 | 0 | 2 | 0 | 1 | 142 | 533 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 51 | 2 | 0 | 4 | 57 | 0 | 0 | 4 | 0 | 6 | 0 | 2 | 0 | 2 | 128 | | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 63 | 4 | 0 | 4 | 59 | 2 | 0 | 2 | 1 | 7 | 0 | 1 | 0 | 0 | 143 | | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 59 | 2 | 0 | 1 | 47 | 0 | 0 | 8 | 0 | 3 | 0 | 0 | 0 | 0 | 120 | | 0 | 0 | 0 | 0 |

## Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lights | 0 | 3 | 189 | 14 | 0 | 21 | 256 | 6 | 0 | 24 | 7 | 31 | 0 | 4 | 2 | 3 | 560 |
| Mediums | 0 | 0 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| Total | 0 | 3 | 191 | 14 | 0 | 22 | 257 | 6 | 0 | 24 | 7 | 31 | 0 | 4 | 2 | 3 | 564 |

## Heavy Vehicle Percentage and Peak Hour Factor

| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Heavy Vehicle % | | | 1.0% | | | | 0.7% | | | | 0.0% | | | | 0.0% | | 0.7% |
| Heavy Vehicle % | 0.0% | 0.0% | 1.0% | 0.0% | 0.0% | 4.5% | 0.4% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.7% |
| Peak Hour Factor | | | 0.91 | | | | 0.88 | | | | 0.94 | | | | 0.75 | | 0.97 |
| Peak Hour Factor | 0.00 | 0.75 | 0.91 | 0.72 | 0.00 | 0.64 | 0.86 | 0.58 | 0.00 | 0.75 | 0.58 | 0.80 | 0.00 | 0.88 | 0.38 | 0.50 | 0.97 |







NB Preston St approaching 5th Ave







SB Preston St approaching 5th Ave





EB 5th Ave approaching Preston St



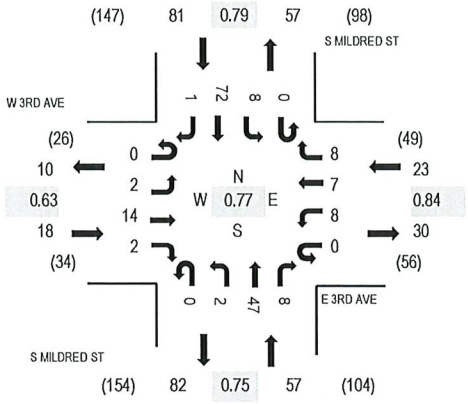


WB 5th Ave approaching Preston St

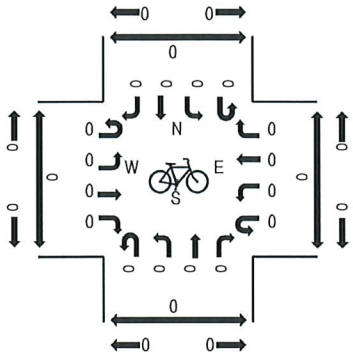
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 5 S MILDRED ST & E 3RD AVE AM
Date: Friday, February 6, 2026
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:15 AM - 08:30 AM

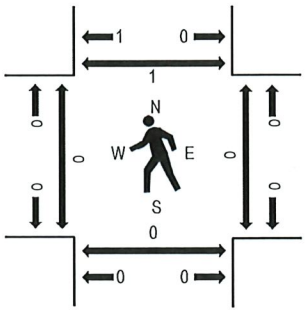
## Peak Hour - Motorized Vehicles




## Peak Hour - Bicycles




## Peak Hour - Pedestrians




Note: Total study counts contained in parentheses.

## Traffic Counts - Motorized Vehicles

| Interval Start Time | W 3RD AVE Eastbound | | | | E 3RD AVE Westbound | | | | S MILDRED ST Northbound | | | | S MILDRED ST Southbound | | | | | Rolling Hour | Pedestrian Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | Total | | West | East | South | North |
| 7:00 AM | 0 | 0 | 3 | 0 | 0 | 2 | 2 | 0 | 0 | 1 | 8 | 0 | 0 | 0 | 8 | 0 | 24 | 158 | 1 | 0 | 1 | 0 |
| 7:15 AM | 0 | 0 | 8 | 0 | 0 | 0 | 5 | 3 | 0 | 0 | 7 | 3 | 0 | 3 | 16 | 0 | 45 | 161 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 3 | 0 | 0 | 2 | 3 | 2 | 0 | 1 | 9 | 1 | 0 | 1 | 15 | 0 | 37 | 174 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 1 | 5 | 0 | 0 | 3 | 2 | 3 | 0 | 1 | 14 | 4 | 0 | 1 | 18 | 0 | 52 | 179 | 0 | 0 | 0 | 1 |
| 8:00 AM | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 1 | 15 | 0 | 27 | 176 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 4 | 1 | 0 | 2 | 2 | 4 | 0 | 0 | 14 | 4 | 0 | 3 | 23 | 1 | 58 | | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 1 | 2 | 1 | 0 | 2 | 3 | 1 | 0 | 1 | 12 | 0 | 0 | 3 | 16 | 0 | 42 | | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 1 | 1 | 0 | 5 | 2 | 0 | 0 | 2 | 12 | 3 | 0 | 0 | 23 | 0 | 49 | | 1 | 0 | 0 | 0 |

## Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lights | 0 | 2 | 14 | 2 | 0 | 8 | 7 | 7 | 0 | 2 | 44 | 8 | 0 | 8 | 71 | 1 | 174 |
| Mediums | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 5 |
| Total | 0 | 2 | 14 | 2 | 0 | 8 | 7 | 8 | 0 | 2 | 47 | 8 | 0 | 8 | 72 | 1 | 179 |

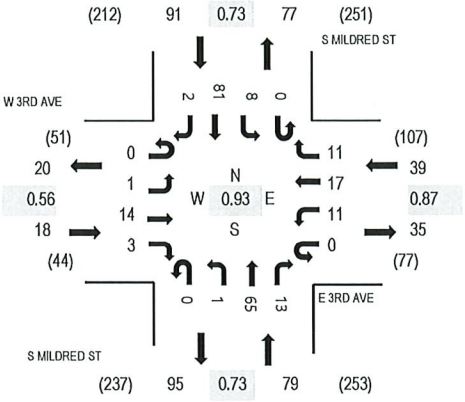
## Heavy Vehicle Percentage and Peak Hour Factor

| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Heavy Vehicle % | | 0.0% | | | | 4.3% | | | | 5.3% | | | | 1.2% | | | 2.8% |
| Heavy Vehicle % | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 12.5% | 0.0% | 0.0% | 6.4% | 0.0% | 0.0% | 0.0% | 1.4% | 0.0% | 2.8% |
| Peak Hour Factor | | 0.63 | | | | 0.84 | | | | 0.75 | | | | 0.79 | | | 0.77 |
| Peak Hour Factor | 0.00 | 0.50 | 0.59 | 0.75 | 0.00 | 0.50 | 0.60 | 0.56 | 0.00 | 0.38 | 0.84 | 0.56 | 0.00 | 0.67 | 0.84 | 0.25 | 0.77 |

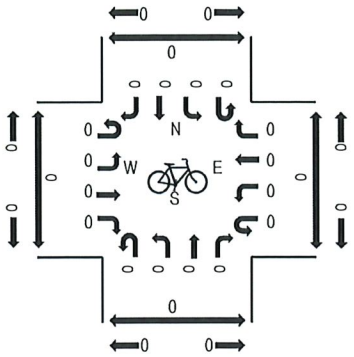
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 5 S MILDRED ST & E 3RD AVE PM
Date: Friday, February 6, 2026
Peak Hour: 03:15 PM - 04:15 PM
Peak 15-Minutes: 04:00 PM - 04:15 PM

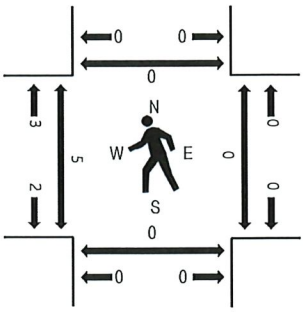
## Peak Hour - Motorized Vehicles




## Peak Hour - Bicycles




## Peak Hour - Pedestrians




Note: Total study counts contained in parentheses.

## Traffic Counts - Motorized Vehicles

| Interval Start Time | W 3RD AVE Eastbound | | | | E 3RD AVE Westbound | | | | S MILDRED ST Northbound | | | | S MILDRED ST Southbound | | | | | Rolling Hour | Pedestrian Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | Total | | West | East | South | North |
| 3:00 PM | 0 | 1 | 2 | 0 | 0 | 4 | 7 | 2 | 0 | 0 | 19 | 3 | 0 | 1 | 15 | 0 | 54 | 220 | 2 | 0 | 0 | 0 |
| 3:15 PM | 0 | 0 | 4 | 0 | 0 | 1 | 5 | 2 | 0 | 1 | 17 | 5 | 0 | 1 | 23 | 0 | 59 | 227 | 0 | 0 | 0 | 0 |
| 3:30 PM | 0 | 0 | 1 | 2 | 0 | 5 | 3 | 4 | 0 | 0 | 17 | 3 | 0 | 2 | 17 | 1 | 55 | 215 | 0 | 0 | 0 | 0 |
| 3:45 PM | 0 | 0 | 2 | 1 | 0 | 3 | 5 | 4 | 0 | 0 | 17 | 4 | 0 | 1 | 15 | 0 | 52 | 202 | 1 | 0 | 0 | 0 |
| 4:00 PM | 0 | 1 | 7 | 0 | 0 | 2 | 4 | 1 | 0 | 0 | 14 | 1 | 0 | 4 | 26 | 1 | 61 | 192 | 4 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 3 | 0 | 0 | 1 | 1 | 2 | 0 | 1 | 21 | 2 | 0 | 2 | 14 | 0 | 47 | 192 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 3 | 1 | 0 | 3 | 3 | 3 | 0 | 1 | 19 | 1 | 0 | 1 | 7 | 0 | 42 | 203 | 1 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 1 | 2 | 0 | 6 | 3 | 0 | 0 | 0 | 13 | 4 | 0 | 0 | 13 | 0 | 42 | 205 | 0 | 1 | 0 | 0 |
| 5:00 PM | 0 | 0 | 2 | 0 | 0 | 2 | 4 | 1 | 0 | 1 | 30 | 2 | 0 | 0 | 18 | 1 | 61 | 204 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 2 | 0 | 0 | 5 | 3 | 2 | 0 | 0 | 23 | 2 | 0 | 0 | 21 | 0 | 58 | | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 3 | 2 | 0 | 0 | 1 | 3 | 0 | 0 | 18 | 1 | 0 | 4 | 12 | 0 | 44 | | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 1 | 2 | 1 | 0 | 3 | 5 | 4 | 0 | 0 | 12 | 1 | 0 | 0 | 12 | 0 | 41 | | 0 | 0 | 0 | 0 |

## Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lights | 0 | 1 | 14 | 3 | 0 | 11 | 17 | 11 | 0 | 1 | 65 | 13 | 0 | 8 | 81 | 2 | 227 |
| Mediums | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 1 | 14 | 3 | 0 | 11 | 17 | 11 | 0 | 1 | 65 | 13 | 0 | 8 | 81 | 2 | 227 |

## Heavy Vehicle Percentage and Peak Hour Factor

| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Heavy Vehicle % | | | 0.0% | | | | 0.0% | | | | 0.0% | | | | 0.0% | | 0.0% |
| Heavy Vehicle % | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| Peak Hour Factor | | | 0.56 | | | | 0.87 | | | | 0.73 | | | | 0.73 | | 0.93 |
| Peak Hour Factor | 0.00 | 0.25 | 0.54 | 0.50 | 0.00 | 0.67 | 0.71 | 0.75 | 0.00 | 0.75 | 0.71 | 0.75 | 0.00 | 0.56 | 0.78 | 0.50 | 0.93 |







NB Mildred St approaching 3rd Ave







SB Mildred St approaching 3rd Ave







EB 3rd Ave approaching Mildred St







WB 3rd Ave approaching Mildred St

# APPENDIX C

# CAPACITY CALCULATIONS - EXISTING CONDITIONS

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 7.6 |
| Intersection LOS | A |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 2 | 14 | 2 | 8 | 7 | 8 | 2 | 47 | 8 | 8 | 72 | 1 |
| Future Vol, veh/h | 2 | 14 | 2 | 8 | 7 | 8 | 2 | 47 | 8 | 8 | 72 | 1 |
| Peak Hour Factor | 0.63 | 0.63 | 0.63 | 0.84 | 0.84 | 0.84 | 0.75 | 0.75 | 0.75 | 0.79 | 0.79 | 0.79 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 3 | 22 | 3 | 10 | 8 | 10 | 3 | 63 | 11 | 10 | 91 | 1 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 1 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 1 | 1 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 1 | 1 | 1 | 1 |
| HCM Control Delay, s/veh | 7.5 | 7.3 | 7.5 | 7.7 |
| HCM LOS | A | A | A | A |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|---|---|---|---|---|
| Vol Left, % | 4% | 11% | 35% | 10% |
| Vol Thru, % | 82% | 78% | 30% | 89% |
| Vol Right, % | 14% | 11% | 35% | 1% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 57 | 18 | 23 | 81 |
| LT Vol | 2 | 2 | 8 | 8 |
| Through Vol | 47 | 14 | 7 | 72 |
| RT Vol | 8 | 2 | 8 | 1 |
| Lane Flow Rate | 76 | 29 | 27 | 103 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.085 | 0.033 | 0.031 | 0.117 |
| Departure Headway (Hd) | 4.03 | 4.219 | 4.125 | 4.1 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 883 | 836 | 855 | 870 |
| Service Time | 2.082 | 2.307 | 2.214 | 2.144 |
| HCM Lane V/C Ratio | 0.086 | 0.035 | 0.032 | 0.118 |
| HCM Control Delay, s/veh | 7.5 | 7.5 | 7.3 | 7.7 |
| HCM Lane LOS | A | A | A | A |
| HCM 95th-tile Q | 0.3 | 0.1 | 0.1 | 0.4 |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 7.8 |
| Intersection LOS | A |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 1 | 14 | 3 | 11 | 17 | 11 | 1 | 65 | 13 | 8 | 81 | 2 |
| Future Vol, veh/h | 1 | 14 | 3 | 11 | 17 | 11 | 1 | 65 | 13 | 8 | 81 | 2 |
| Peak Hour Factor | 0.56 | 0.56 | 0.56 | 0.87 | 0.87 | 0.87 | 0.73 | 0.73 | 0.73 | 0.73 | 0.73 | 0.73 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 2 | 25 | 5 | 13 | 20 | 13 | 1 | 89 | 18 | 11 | 111 | 3 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 1 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 1 | 1 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 1 | 1 | 1 | 1 |
| HCM Control Delay, s/veh | 7.6 | 7.6 | 7.7 | 7.9 |
| HCM LOS | A | A | A | A |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|---|---|---|---|---|
| Vol Left, % | 1% | 6% | 28% | 9% |
| Vol Thru, % | 82% | 78% | 44% | 89% |
| Vol Right, % | 16% | 17% | 28% | 2% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 79 | 18 | 39 | 91 |
| LT Vol | 1 | 1 | 11 | 8 |
| Through Vol | 65 | 14 | 17 | 81 |
| RT Vol | 13 | 3 | 11 | 2 |
| Lane Flow Rate | 108 | 32 | 45 | 125 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.122 | 0.039 | 0.054 | 0.144 |
| Departure Headway (Hd) | 4.068 | 4.405 | 4.367 | 4.156 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 870 | 817 | 825 | 854 |
| Service Time | 2.144 | 2.406 | 2.368 | 2.226 |
| HCM Lane V/C Ratio | 0.124 | 0.039 | 0.055 | 0.146 |
| HCM Control Delay, s/veh | 7.7 | 7.6 | 7.6 | 7.9 |
| HCM Lane LOS | A | A | A | A |
| HCM 95th-tile Q | 0.4 | 0.1 | 0.2 | 0.5 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 4 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↔ | | | ↔ | | | ↑ | | | ↑ | |
| Traffic Vol, veh/h | 5 | 12 | 6 | 0 | 3 | 103 | 8 | 154 | 3 | 126 | 238 | 8 |
| Future Vol, veh/h | 5 | 12 | 6 | 0 | 3 | 103 | 8 | 154 | 3 | 126 | 238 | 8 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | 85 | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 78 | 78 | 78 | 76 | 76 | 76 | 84 | 84 | 84 | 88 | 88 | 88 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 6 | 15 | 8 | 0 | 4 | 136 | 10 | 183 | 4 | 143 | 270 | 9 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 766 | 767 | 275 | 769 | 770 | 185 | 280 | 0 | 0 | 187 | 0 | 0 |
| Stage 1 | 561 | 561 | - | 204 | 204 | - | - | - | - | - | - | - |
| Stage 2 | 204 | 206 | - | 565 | 566 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 320 | 332 | 764 | 318 | 331 | 857 | 1283 | - | - | 1387 | - | - |
| Stage 1 | 512 | 510 | - | 798 | 733 | - | - | - | - | - | - | - |
| Stage 2 | 798 | 731 | - | 510 | 507 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 237 | 296 | 764 | 267 | 295 | 857 | 1283 | - | - | 1387 | - | - |
| Mov Cap-2 Maneuver | 237 | 296 | - | 267 | 295 | - | - | - | - | - | - | - |
| Stage 1 | 459 | 457 | - | 792 | 727 | - | - | - | - | - | - | - |
| Stage 2 | 663 | 726 | - | 437 | 455 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 16.95 | 10.34 | 0.38 | 2.67 |
| HCM LOS | C | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1283 | - | - | 331 | 813 | 1387 | - | - |
| HCM Lane V/C Ratio | 0.007 | - | - | 0.089 | 0.172 | 0.103 | - | - |
| HCM Ctrl Dly (s/v) | 7.8 | - | - | 16.9 | 10.3 | 7.9 | - | - |
| HCM Lane LOS | A | - | - | C | B | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.3 | 0.6 | 0.3 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.3 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↱ | | | ↱ | |
| Traffic Vol, veh/h | 5 | 11 | 3 | 0 | 1 | 164 | 14 | 272 | 11 | 138 | 229 | 12 |
| Future Vol, veh/h | 5 | 11 | 3 | 0 | 1 | 164 | 14 | 272 | 11 | 138 | 229 | 12 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | 85 | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 75 | 75 | 75 | 87 | 87 | 87 | 83 | 83 | 83 | 78 | 78 | 78 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 7 | 15 | 4 | 0 | 1 | 189 | 17 | 328 | 13 | 177 | 294 | 15 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1017 | 1030 | 301 | 1023 | 1031 | 334 | 309 | 0 | 0 | 341 | 0 | 0 |
| Stage 1 | 655 | 655 | - | 368 | 368 | - | - | - | - | - | - | - |
| Stage 2 | 362 | 375 | - | 655 | 663 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 216 | 233 | 738 | 214 | 233 | 708 | 1252 | - | - | 1218 | - | - |
| Stage 1 | 455 | 463 | - | 652 | 621 | - | - | - | - | - | - | - |
| Stage 2 | 657 | 617 | - | 455 | 459 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 133 | 197 | 738 | 168 | 197 | 708 | 1252 | - | - | 1218 | - | - |
| Mov Cap-2 Maneuver | 133 | 197 | - | 168 | 197 | - | - | - | - | - | - | - |
| Stage 1 | 389 | 395 | - | 643 | 613 | - | - | - | - | - | - | - |
| Stage 2 | 474 | 609 | - | 373 | 392 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 26.23 | 12.09 | 0.37 | 3.08 |
| HCM LOS | D | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1252 | - | - | 195 | 697 | 1218 | - | - |
| HCM Lane V/C Ratio | 0.013 | - | - | 0.13 | 0.272 | 0.145 | - | - |
| HCM Ctrl Dly (s/v) | 7.9 | - | - | 26.2 | 12.1 | 8.5 | - | - |
| HCM Lane LOS | A | - | - | D | B | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.4 | 1.1 | 0.5 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.8 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↑ | ↱ | | ↕ | |
| Traffic Vol, veh/h | 0 | 146 | 2 | 69 | 91 | 2 | 1 | 23 | 68 | 3 | 41 | 0 |
| Future Vol, veh/h | 0 | 146 | 2 | 69 | 91 | 2 | 1 | 23 | 68 | 3 | 41 | 0 |
| 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 | - | - | - | - | - | - | - | - | 50 | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 81 | 81 | 81 | 83 | 83 | 83 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 154 | 2 | 85 | 112 | 2 | 1 | 28 | 82 | 3 | 45 | 0 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 115 | 0 | 0 | 156 | 0 | 0 | 460 | 440 | 155 | 451 | 440 | 114 |
| Stage 1 | - | - | - | - | - | - | 155 | 155 | - | 284 | 284 | - |
| Stage 2 | - | - | - | - | - | - | 305 | 285 | - | 168 | 156 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 1474 | - | - | 1424 | - | - | 512 | 511 | 891 | 518 | 511 | 939 |
| Stage 1 | - | - | - | - | - | - | 848 | 770 | - | 723 | 676 | - |
| Stage 2 | - | - | - | - | - | - | 705 | 676 | - | 834 | 769 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1474 | - | - | 1424 | - | - | 437 | 478 | 891 | 417 | 479 | 939 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 437 | 478 | - | 417 | 479 | - |
| Stage 1 | - | - | - | - | - | - | 848 | 770 | - | 677 | 633 | - |
| Stage 2 | - | - | - | - | - | - | 613 | 632 | - | 730 | 769 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 3.27 | 10.39 | 13.45 |
| HCM LOS | | | B | B |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 477 | 891 | 1474 | - | - | 763 | - | - | 474 |
| HCM Lane V/C Ratio | 0.061 | 0.092 | - | - | - | 0.06 | - | - | 0.101 |
| HCM Ctrl Dly (s/v) | 13 | 9.4 | 0 | - | - | 7.7 | 0 | - | 13.5 |
| HCM Lane LOS | B | A | A | - | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0.2 | 0.3 | 0 | - | - | 0.2 | - | - | 0.3 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 5.9 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↰ | ↱ | | ↕ | |
| Traffic Vol, veh/h | 5 | 148 | 5 | 82 | 180 | 5 | 4 | 48 | 85 | 10 | 48 | 5 |
| Future Vol, veh/h | 5 | 148 | 5 | 82 | 180 | 5 | 4 | 48 | 85 | 10 | 48 | 5 |
| 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 | - | - | - | - | - | - | - | - | 50 | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 84 | 84 | 84 | 85 | 85 | 85 | 78 | 78 | 78 | 72 | 72 | 72 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 6 | 176 | 6 | 96 | 212 | 6 | 5 | 62 | 109 | 14 | 67 | 7 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 218 | 0 | 0 | 182 | 0 | 0 | 629 | 602 | 179 | 627 | 602 | 215 |
| Stage 1 | - | - | - | - | - | - | 191 | 191 | - | 408 | 408 | - |
| Stage 2 | - | - | - | - | - | - | 438 | 411 | - | 219 | 194 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 1352 | - | - | 1393 | - | - | 395 | 414 | 864 | 396 | 414 | 825 |
| Stage 1 | - | - | - | - | - | - | 811 | 742 | - | 620 | 597 | - |
| Stage 2 | - | - | - | - | - | - | 597 | 595 | - | 783 | 740 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1352 | - | - | 1393 | - | - | 300 | 379 | 864 | 270 | 379 | 825 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 300 | 379 | - | 270 | 379 | - |
| Stage 1 | - | - | - | - | - | - | 807 | 739 | - | 571 | 550 | - |
| Stage 2 | - | - | - | - | - | - | 479 | 548 | - | 625 | 736 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.24 | 2.39 | 12.43 | 17.66 |
| HCM LOS | | | B | C |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 372 | 864 | 57 | - | - | 550 | - | - | 371 |
| HCM Lane V/C Ratio | 0.179 | 0.126 | 0.004 | - | - | 0.069 | - | - | 0.236 |
| HCM Ctrl Dly (s/v) | 16.8 | 9.8 | 7.7 | 0 | - | 7.8 | 0 | - | 17.7 |
| HCM Lane LOS | C | A | A | A | - | A | A | - | C |
| HCM 95th %tile Q(veh) | 0.6 | 0.4 | 0 | - | - | 0.2 | - | - | 0.9 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.4 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 4 | 193 | 17 | 39 | 138 | 6 | 11 | 1 | 19 | 5 | 4 | 0 |
| Future Vol, veh/h | 4 | 193 | 17 | 39 | 138 | 6 | 11 | 1 | 19 | 5 | 4 | 0 |
| 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 | 88 | 88 | 88 | 84 | 84 | 84 | 52 | 52 | 52 | 56 | 56 | 56 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 5 | 219 | 19 | 46 | 164 | 7 | 21 | 2 | 37 | 9 | 7 | 0 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 171 | 0 | 0 | 239 | 0 | 0 | 499 | 502 | 229 | 490 | 508 | 168 |
| Stage 1 | - | - | - | - | - | - | 238 | 238 | - | 261 | 261 | - |
| Stage 2 | - | - | - | - | - | - | 261 | 264 | - | 229 | 248 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 1406 | - | - | 1328 | - | - | 482 | 471 | 810 | 489 | 468 | 876 |
| Stage 1 | - | - | - | - | - | - | 765 | 708 | - | 744 | 692 | - |
| Stage 2 | - | - | - | - | - | - | 744 | 690 | - | 773 | 701 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1406 | - | - | 1328 | - | - | 455 | 451 | 810 | 445 | 448 | 876 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 455 | 451 | - | 445 | 448 | - |
| Stage 1 | - | - | - | - | - | - | 762 | 706 | - | 715 | 666 | - |
| Stage 2 | - | - | - | - | - | - | 708 | 663 | - | 734 | 699 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.14 | 1.66 | 11.4 | 13.37 |
| HCM LOS | | | B | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 622 | 33 | - | - | 380 | - | - | 446 |
| HCM Lane V/C Ratio | 0.096 | 0.003 | - | - | 0.035 | - | - | 0.036 |
| HCM Ctrl Dly (s/v) | 11.4 | 7.6 | 0 | - | 7.8 | 0 | - | 13.4 |
| HCM Lane LOS | B | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0.3 | 0 | - | - | 0.1 | - | - | 0.1 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.9 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 3 | 191 | 14 | 22 | 257 | 6 | 24 | 7 | 31 | 4 | 2 | 3 |
| Future Vol, veh/h | 3 | 191 | 14 | 22 | 257 | 6 | 24 | 7 | 31 | 4 | 2 | 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 | 91 | 91 | 91 | 88 | 88 | 88 | 94 | 94 | 94 | 75 | 75 | 75 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 3 | 210 | 15 | 25 | 292 | 7 | 26 | 7 | 33 | 5 | 3 | 4 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 299 | 0 | 0 | 225 | 0 | 0 | 568 | 573 | 218 | 566 | 577 | 295 |
| Stage 1 | - | - | - | - | - | - | 224 | 224 | - | 345 | 345 | - |
| Stage 2 | - | - | - | - | - | - | 343 | 349 | - | 220 | 232 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 1262 | - | - | 1343 | - | - | 434 | 430 | 822 | 435 | 427 | 744 |
| Stage 1 | - | - | - | - | - | - | 778 | 718 | - | 670 | 636 | - |
| Stage 2 | - | - | - | - | - | - | 672 | 634 | - | 782 | 713 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1262 | - | - | 1343 | - | - | 418 | 419 | 822 | 400 | 416 | 744 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 418 | 419 | - | 400 | 416 | - |
| Stage 1 | - | - | - | - | - | - | 776 | 716 | - | 655 | 622 | - |
| Stage 2 | - | - | - | - | - | - | 651 | 619 | - | 741 | 711 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.11 | 0.6 | 12.37 | 12.73 |
| HCM LOS | | | B | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 554 | 26 | - | - | 138 | - | - | 478 |
| HCM Lane V/C Ratio | 0.119 | 0.003 | - | - | 0.019 | - | - | 0.025 |
| HCM Ctrl Dly (s/v) | 12.4 | 7.9 | 0 | - | 7.7 | 0 | - | 12.7 |
| HCM Lane LOS | B | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0.4 | 0 | - | - | 0.1 | - | - | 0.1 |

# DEGREE OF SATURATION

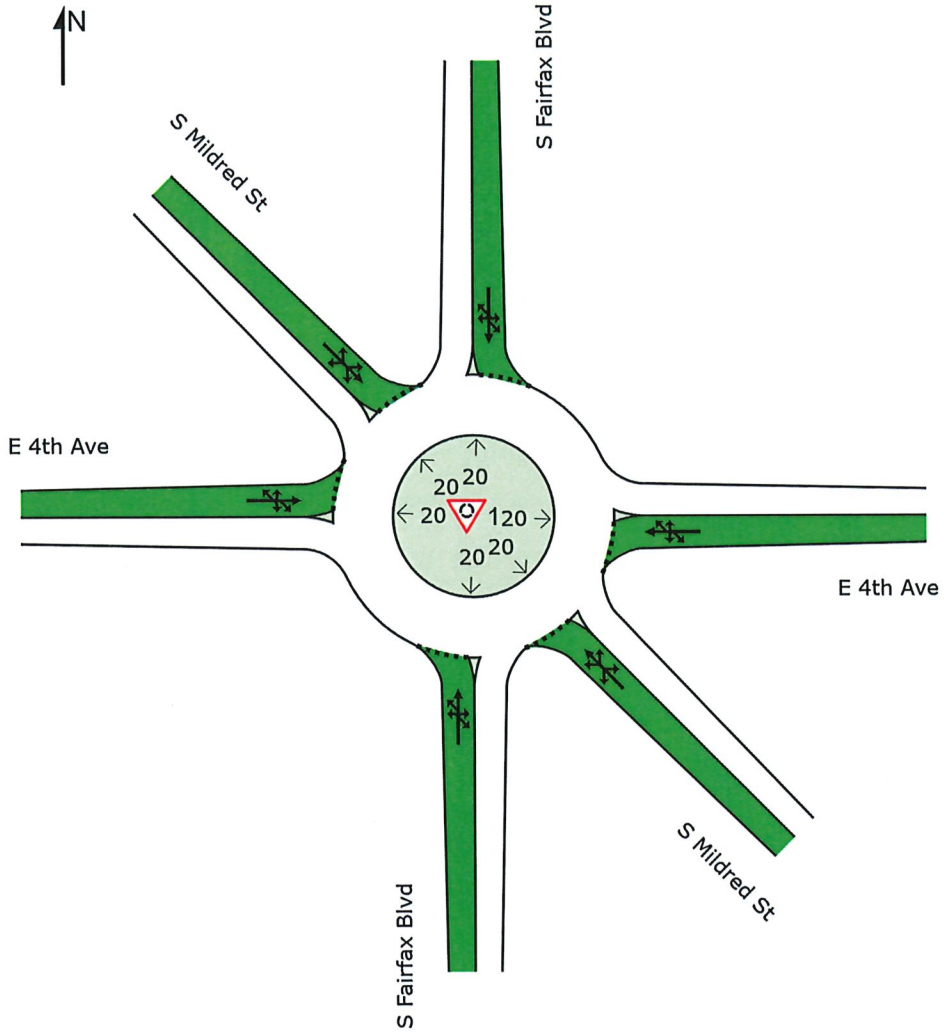
**Ratio of Arrival Flow to Capacity, v/c ratio per lane**

**Site: [1] Jefferson Medical Center** (Folder1)

Output produced by SIDRA INTERSECTION Version: 10.0.9.250

Existing Traffic Volumes
Morning Peak Hour
Site Category: (None)
Roundabout
**Site Scenario: 1 | Local Volumes**

| | Approaches | | | | | | Intersection |
|---|---|---|---|---|---|---|---|
| | South | Southeast | East | North | Northwest | West | |
| Degree of Saturation | 0.18 | 0.07 | 0.02 | 0.11 | 0.23 | 0.03 | 0.23 |




Colour code based on Degree of Saturation

[ < 0.6 ] [ 0.6 – 0.7 ] [ 0.7 – 0.8 ] [ 0.8 – 0.9 ] [ 0.9 – 1.0 ] [ > 1.0 ]

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# MOVEMENT SUMMARY

**Site: [1] Jefferson Medical Center** (Folder1)
Output produced by SIDRA INTERSECTION Version: 10.0.9.250

Existing Traffic Volumes
Morning Peak Hour
Site Category: (None)
Roundabout
**Site Scenario: 1 | Local Volumes**

**Vehicle Movement Performance**

| Mov ID | Turn | Mov Class | Demand Flows [ Total veh/h | HV ] % | Arrival Flows [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% Back Of Queue [ Veh. veh | Dist ] m | Prop. Queued | Eff. Stop Rate | Number of Cycles to Depart | Aver. Speed km/h |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: S Fairfax Blvd | | | | | | | | | | | | | | | |
| 1 | L2 | All MCs | 4 | 0.0 | 4 | 0.0 | 0.176 | 4.3 | LOS A | 1.0 | 7.0 | 0.27 | 0.43 | 0.27 | 53.7 |
| 1a | L1 | All MCs | 139 | 0.0 | 139 | 0.0 | 0.176 | 4.1 | LOS A | 1.0 | 7.0 | 0.27 | 0.43 | 0.27 | 54.1 |
| 2 | T1 | All MCs | 80 | 0.0 | 80 | 0.0 | 0.176 | 4.5 | LOS A | 1.0 | 7.0 | 0.27 | 0.43 | 0.27 | 54.1 |
| 3 | R2 | All MCs | 8 | 0.0 | 8 | 0.0 | 0.176 | 9.1 | LOS A | 1.0 | 7.0 | 0.27 | 0.43 | 0.27 | 53.2 |
| 3b | R3 | All MCs | 2 | 0.0 | 2 | 0.0 | 0.176 | 10.2 | LOS B | 1.0 | 7.0 | 0.27 | 0.43 | 0.27 | 53.2 |
| Approach | | | 233 | 0.0 | 233 | 0.0 | 0.176 | 4.5 | LOS A | 1.0 | 7.0 | 0.27 | 0.43 | 0.27 | 54.1 |
| SouthEast: S Mildred St | | | | | | | | | | | | | | | |
| 21b | L3 | All MCs | 4 | 0.0 | 4 | 0.0 | 0.068 | 5.6 | LOS A | 0.3 | 2.4 | 0.45 | 0.53 | 0.45 | 52.4 |
| 21a | L1 | All MCs | 4 | 0.0 | 4 | 0.0 | 0.068 | 5.1 | LOS A | 0.3 | 2.4 | 0.45 | 0.53 | 0.45 | 53.0 |
| 22 | T1 | All MCs | 54 | 0.0 | 54 | 0.0 | 0.068 | 5.5 | LOS A | 0.3 | 2.4 | 0.45 | 0.53 | 0.45 | 53.0 |
| 23a | R1 | All MCs | 9 | 0.0 | 9 | 0.0 | 0.068 | 9.1 | LOS A | 0.3 | 2.4 | 0.45 | 0.53 | 0.45 | 52.1 |
| 23b | R3 | All MCs | 1 | 0.0 | 1 | 0.0 | 0.068 | 11.2 | LOS B | 0.3 | 2.4 | 0.45 | 0.53 | 0.45 | 52.1 |
| Approach | | | 72 | 0.0 | 72 | 0.0 | 0.068 | 6.0 | LOS A | 0.3 | 2.4 | 0.45 | 0.53 | 0.45 | 52.8 |
| East: E 4th Ave | | | | | | | | | | | | | | | |
| 4b | L3 | All MCs | 3 | 0.0 | 3 | 0.0 | 0.016 | 5.9 | LOS A | 0.1 | 0.6 | 0.49 | 0.59 | 0.49 | 51.5 |
| 4 | L2 | All MCs | 3 | 0.0 | 3 | 0.0 | 0.016 | 5.7 | LOS A | 0.1 | 0.6 | 0.49 | 0.59 | 0.49 | 51.7 |
| 5 | T1 | All MCs | 3 | 0.0 | 3 | 0.0 | 0.016 | 5.9 | LOS A | 0.1 | 0.6 | 0.49 | 0.59 | 0.49 | 52.1 |
| 6a | R1 | All MCs | 3 | 0.0 | 3 | 0.0 | 0.016 | 9.5 | LOS A | 0.1 | 0.6 | 0.49 | 0.59 | 0.49 | 51.2 |
| 6 | R2 | All MCs | 5 | 0.0 | 5 | 0.0 | 0.016 | 10.5 | LOS B | 0.1 | 0.6 | 0.49 | 0.59 | 0.49 | 51.2 |
| Approach | | | 16 | 0.0 | 16 | 0.0 | 0.016 | 8.0 | LOS A | 0.1 | 0.6 | 0.49 | 0.59 | 0.49 | 51.5 |
| North: S Fairfax Blvd | | | | | | | | | | | | | | | |
| 7 | L2 | All MCs | 1 | 0.0 | 1 | 0.0 | 0.110 | 5.4 | LOS A | 0.6 | 4.1 | 0.47 | 0.53 | 0.47 | 52.6 |
| 7a | L1 | All MCs | 14 | 0.0 | 14 | 0.0 | 0.110 | 5.2 | LOS A | 0.6 | 4.1 | 0.47 | 0.53 | 0.47 | 52.9 |
| 8 | T1 | All MCs | 92 | 0.0 | 92 | 0.0 | 0.110 | 5.6 | LOS A | 0.6 | 4.1 | 0.47 | 0.53 | 0.47 | 52.9 |
| 9 | R2 | All MCs | 5 | 0.0 | 5 | 0.0 | 0.110 | 10.2 | LOS B | 0.6 | 4.1 | 0.47 | 0.53 | 0.47 | 52.1 |
| 9b | R3 | All MCs | 5 | 0.0 | 5 | 0.0 | 0.110 | 11.2 | LOS B | 0.6 | 4.1 | 0.47 | 0.53 | 0.47 | 52.1 |
| Approach | | | 116 | 0.0 | 116 | 0.0 | 0.110 | 5.9 | LOS A | 0.6 | 4.1 | 0.47 | 0.53 | 0.47 | 52.9 |
| NorthWest: S Mildred St | | | | | | | | | | | | | | | |
| 27b | L3 | All MCs | 4 | 0.0 | 4 | 0.0 | 0.226 | 4.8 | LOS A | 1.3 | 9.0 | 0.33 | 0.56 | 0.33 | 51.6 |
| 27a | L1 | All MCs | 1 | 0.0 | 1 | 0.0 | 0.226 | 4.4 | LOS A | 1.3 | 9.0 | 0.33 | 0.56 | 0.33 | 52.2 |
| 28 | T1 | All MCs | 85 | 0.0 | 85 | 0.0 | 0.226 | 4.7 | LOS A | 1.3 | 9.0 | 0.33 | 0.56 | 0.33 | 52.2 |
| 29a | R1 | All MCs | 192 | 0.0 | 192 | 0.0 | 0.226 | 8.3 | LOS A | 1.3 | 9.0 | 0.33 | 0.56 | 0.33 | 51.4 |
| 29b | R3 | All MCs | 6 | 0.0 | 6 | 0.0 | 0.226 | 10.4 | LOS B | 1.3 | 9.0 | 0.33 | 0.56 | 0.33 | 51.4 |
| Approach | | | 287 | 0.0 | 287 | 0.0 | 0.226 | 7.3 | LOS A | 1.3 | 9.0 | 0.33 | 0.56 | 0.33 | 51.6 |
| West: E 4th Ave | | | | | | | | | | | | | | | |
| 10b | L3 | All MCs | 2 | 0.0 | 2 | 0.0 | 0.028 | 5.5 | LOS A | 0.1 | 0.9 | 0.43 | 0.53 | 0.43 | 52.7 |

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10 | L2 | All MCs | 13 | 0.0 | 13 | 0.0 | 0.028 | 5.2 | LOS A | 0.1 | 0.9 | 0.43 | 0.53 | 0.43 | 52.9 |
| 11 | T1 | All MCs | 11 | 0.0 | 11 | 0.0 | 0.028 | 5.4 | LOS A | 0.1 | 0.9 | 0.43 | 0.53 | 0.43 | 53.3 |
| 12a | R1 | All MCs | 2 | 0.0 | 2 | 0.0 | 0.028 | 9.0 | LOS A | 0.1 | 0.9 | 0.43 | 0.53 | 0.43 | 52.4 |
| 12 | R2 | All MCs | 2 | 0.0 | 2 | 0.0 | 0.028 | 10.0 | LOS B | 0.1 | 0.9 | 0.43 | 0.53 | 0.43 | 52.4 |
| Approach | | | 30 | 0.0 | 30 | 0.0 | 0.028 | 5.8 | LOS A | 0.1 | 0.9 | 0.43 | 0.53 | 0.43 | 53.0 |
| All Vehicles | | | 754 | 0.0 | 754 | 0.0 | 0.226 | 6.0 | LOS A | 1.3 | 9.0 | 0.35 | 0.51 | 0.35 | 52.7 |

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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Organisation: STREET TRAFFIC STUDIES | Licence: PLUS / 1PC | Processed: Thursday, February 19, 2026 1:12:48 PM
Project: Q:\mike\sidra\S Mildred St @ Fairfax Blvd AM Existing.sipx

# DEGREE OF SATURATION

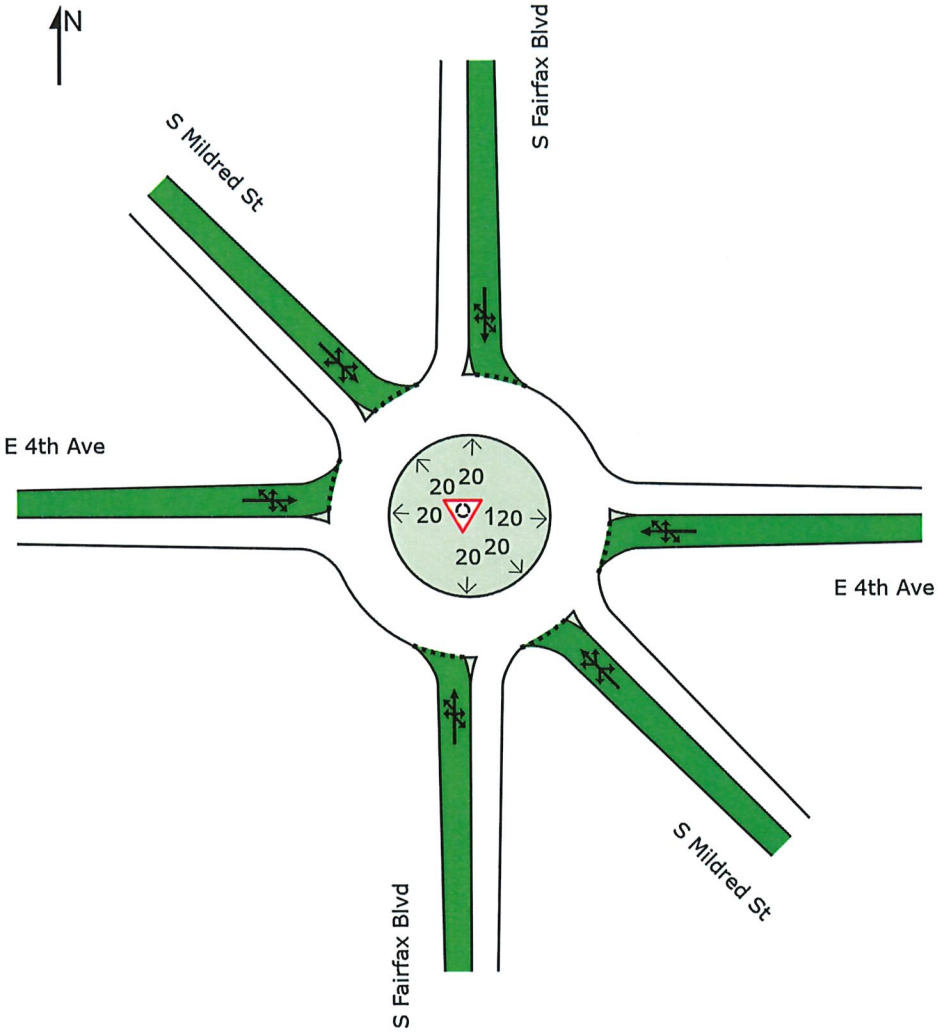
**Ratio of Arrival Flow to Capacity, v/c ratio per lane**

**Site: [1] Jefferson Medical Center** (Folder1)

Output produced by SIDRA INTERSECTION Version: 10.0.9.250

Existing Traffic Volumes
Evening Peak Hour
Site Category: (None)
Roundabout
**Site Scenario: 1 | Local Volumes**

| | Approaches | | | | | | Intersection |
|---|---|---|---|---|---|---|---|
| | South | Southeast | East | North | Northwest | West | |
| Degree of Saturation | 0.32 | 0.13 | 0.02 | 0.14 | 0.28 | 0.05 | 0.32 |




Colour code based on Degree of Saturation

[ < 0.6 ] [ 0.6 – 0.7 ] [ 0.7 – 0.8 ] [ 0.8 – 0.9 ] [ 0.9 – 1.0 ] [ > 1.0 ]

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# MOVEMENT SUMMARY

**Site: [1] Jefferson Medical Center** (Folder1)
Output produced by SIDRA INTERSECTION Version: 10.0.9.250

Existing Traffic Volumes
Evening Peak Hour
Site Category: (None)
Roundabout
**Site Scenario: 1 | Local Volumes**

**Vehicle Movement Performance**

| Mov ID | Turn | Mov Class | Demand Flows [ Total veh/h | HV ] % | Arrival Flows [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% Back Of Queue [ Veh. veh | Dist ] m | Prop. Queued | Eff. Stop Rate | Number of Cycles to Depart | Aver. Speed km/h |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: S Fairfax Blvd | | | | | | | | | | | | | | | |
| 1 | L2 | All MCs | 1 | 0.0 | 1 | 0.0 | 0.319 | 4.8 | LOS A | 2.1 | 14.5 | 0.42 | 0.47 | 0.42 | 53.2 |
| 1a | L1 | All MCs | 252 | 0.0 | 252 | 0.0 | 0.319 | 4.6 | LOS A | 2.1 | 14.5 | 0.42 | 0.47 | 0.42 | 53.6 |
| 2 | T1 | All MCs | 137 | 0.0 | 137 | 0.0 | 0.319 | 5.0 | LOS A | 2.1 | 14.5 | 0.42 | 0.47 | 0.42 | 53.6 |
| 3 | R2 | All MCs | 1 | 0.0 | 1 | 0.0 | 0.319 | 9.7 | LOS A | 2.1 | 14.5 | 0.42 | 0.47 | 0.42 | 52.7 |
| 3b | R3 | All MCs | 1 | 0.0 | 1 | 0.0 | 0.319 | 10.7 | LOS B | 2.1 | 14.5 | 0.42 | 0.47 | 0.42 | 52.7 |
| Approach | | | 393 | 0.0 | 393 | 0.0 | 0.319 | 4.8 | LOS A | 2.1 | 14.5 | 0.42 | 0.47 | 0.42 | 53.6 |
| SouthEast: S Mildred St | | | | | | | | | | | | | | | |
| 21b | L3 | All MCs | 1 | 0.0 | 1 | 0.0 | 0.128 | 6.2 | LOS A | 0.7 | 4.9 | 0.53 | 0.58 | 0.53 | 51.9 |
| 21a | L1 | All MCs | 7 | 0.0 | 7 | 0.0 | 0.128 | 5.7 | LOS A | 0.7 | 4.9 | 0.53 | 0.58 | 0.53 | 52.5 |
| 22 | T1 | All MCs | 96 | 0.0 | 96 | 0.0 | 0.128 | 6.1 | LOS A | 0.7 | 4.9 | 0.53 | 0.58 | 0.53 | 52.5 |
| 23a | R1 | All MCs | 22 | 0.0 | 22 | 0.0 | 0.128 | 9.7 | LOS A | 0.7 | 4.9 | 0.53 | 0.58 | 0.53 | 51.7 |
| 23b | R3 | All MCs | 1 | 0.0 | 1 | 0.0 | 0.128 | 11.8 | LOS B | 0.7 | 4.9 | 0.53 | 0.58 | 0.53 | 51.7 |
| Approach | | | 127 | 0.0 | 127 | 0.0 | 0.128 | 6.8 | LOS A | 0.7 | 4.9 | 0.53 | 0.58 | 0.53 | 52.3 |
| East: E 4th Ave | | | | | | | | | | | | | | | |
| 4b | L3 | All MCs | 3 | 0.0 | 3 | 0.0 | 0.024 | 6.3 | LOS A | 0.1 | 0.9 | 0.54 | 0.62 | 0.54 | 51.1 |
| 4 | L2 | All MCs | 3 | 0.0 | 3 | 0.0 | 0.024 | 6.0 | LOS A | 0.1 | 0.9 | 0.54 | 0.62 | 0.54 | 51.4 |
| 5 | T1 | All MCs | 3 | 0.0 | 3 | 0.0 | 0.024 | 6.2 | LOS A | 0.1 | 0.9 | 0.54 | 0.62 | 0.54 | 51.7 |
| 6a | R1 | All MCs | 11 | 0.0 | 11 | 0.0 | 0.024 | 9.8 | LOS A | 0.1 | 0.9 | 0.54 | 0.62 | 0.54 | 50.9 |
| 6 | R2 | All MCs | 3 | 0.0 | 3 | 0.0 | 0.024 | 10.8 | LOS B | 0.1 | 0.9 | 0.54 | 0.62 | 0.54 | 50.9 |
| Approach | | | 23 | 0.0 | 23 | 0.0 | 0.024 | 8.6 | LOS A | 0.1 | 0.9 | 0.54 | 0.62 | 0.54 | 51.1 |
| North: S Fairfax Blvd | | | | | | | | | | | | | | | |
| 7 | L2 | All MCs | 1 | 0.0 | 1 | 0.0 | 0.139 | 5.6 | LOS A | 0.8 | 5.4 | 0.51 | 0.55 | 0.51 | 52.3 |
| 7a | L1 | All MCs | 12 | 0.0 | 12 | 0.0 | 0.139 | 5.4 | LOS A | 0.8 | 5.4 | 0.51 | 0.55 | 0.51 | 52.6 |
| 8 | T1 | All MCs | 112 | 0.0 | 112 | 0.0 | 0.139 | 5.8 | LOS A | 0.8 | 5.4 | 0.51 | 0.55 | 0.51 | 52.6 |
| 9 | R2 | All MCs | 11 | 0.0 | 11 | 0.0 | 0.139 | 10.4 | LOS B | 0.8 | 5.4 | 0.51 | 0.55 | 0.51 | 51.8 |
| 9b | R3 | All MCs | 7 | 0.0 | 7 | 0.0 | 0.139 | 11.5 | LOS B | 0.8 | 5.4 | 0.51 | 0.55 | 0.51 | 51.8 |
| Approach | | | 143 | 0.0 | 143 | 0.0 | 0.139 | 6.4 | LOS A | 0.8 | 5.4 | 0.51 | 0.55 | 0.51 | 52.5 |
| NorthWest: S Mildred St | | | | | | | | | | | | | | | |
| 27b | L3 | All MCs | 8 | 0.0 | 8 | 0.0 | 0.276 | 5.3 | LOS A | 1.7 | 11.6 | 0.44 | 0.59 | 0.44 | 51.1 |
| 27a | L1 | All MCs | 3 | 0.0 | 3 | 0.0 | 0.276 | 4.9 | LOS A | 1.7 | 11.6 | 0.44 | 0.59 | 0.44 | 51.7 |
| 28 | T1 | All MCs | 66 | 0.0 | 66 | 0.0 | 0.276 | 5.2 | LOS A | 1.7 | 11.6 | 0.44 | 0.59 | 0.44 | 51.7 |
| 29a | R1 | All MCs | 237 | 0.0 | 237 | 0.0 | 0.276 | 8.8 | LOS A | 1.7 | 11.6 | 0.44 | 0.59 | 0.44 | 50.9 |
| 29b | R3 | All MCs | 8 | 0.0 | 8 | 0.0 | 0.276 | 10.9 | LOS B | 1.7 | 11.6 | 0.44 | 0.59 | 0.44 | 50.9 |
| Approach | | | 323 | 0.0 | 323 | 0.0 | 0.276 | 8.0 | LOS A | 1.7 | 11.6 | 0.44 | 0.59 | 0.44 | 51.1 |
| West: E 4th Ave | | | | | | | | | | | | | | | |
| 10b | L3 | All MCs | 2 | 0.0 | 2 | 0.0 | 0.050 | 6.8 | LOS A | 0.3 | 1.9 | 0.59 | 0.63 | 0.59 | 51.7 |

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10 | L2 | All MCs | 17 | 0.0 | 17 | 0.0 | 0.050 | 6.5 | LOS A | 0.3 | 1.9 | 0.59 | 0.63 | 0.59 | 51.9 |
| 11 | T1 | All MCs | 17 | 0.0 | 17 | 0.0 | 0.050 | 6.7 | LOS A | 0.3 | 1.9 | 0.59 | 0.63 | 0.59 | 52.3 |
| 12a | R1 | All MCs | 2 | 0.0 | 2 | 0.0 | 0.050 | 10.3 | LOS B | 0.3 | 1.9 | 0.59 | 0.63 | 0.59 | 51.4 |
| 12 | R2 | All MCs | 7 | 0.0 | 7 | 0.0 | 0.050 | 11.3 | LOS B | 0.3 | 1.9 | 0.59 | 0.63 | 0.59 | 51.4 |
| Approach | | | 44 | 0.0 | 44 | 0.0 | 0.050 | 7.5 | LOS A | 0.3 | 1.9 | 0.59 | 0.63 | 0.59 | 51.9 |
| All Vehicles | | | 1053 | 0.0 | 1053 | 0.0 | 0.319 | 6.4 | LOS A | 2.1 | 14.5 | 0.46 | 0.54 | 0.46 | 52.4 |

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

**SIDRA INTERSECTION 10.0 | Copyright © 2000-2026 Akcelik and Associates Pty Ltd | sidrasolutions.com**
Organisation: STREET TRAFFIC STUDIES | Licence: PLUS / 1PC | Processed: Thursday, February 19, 2026 1:19:09 PM
Project: Q:\mike\sidra\S Mildred St @ Fairfax Blvd PM Existing.sipx

# APPENDIX D

# CAPACITY CALCULATIONS - 2028 NO BUILD CONDITIONS

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 7.6 |
| Intersection LOS | A |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 2 | 15 | 2 | 8 | 7 | 8 | 2 | 49 | 8 | 8 | 76 | 1 |
| Future Vol, veh/h | 2 | 15 | 2 | 8 | 7 | 8 | 2 | 49 | 8 | 8 | 76 | 1 |
| Peak Hour Factor | 0.63 | 0.63 | 0.63 | 0.84 | 0.84 | 0.84 | 0.75 | 0.75 | 0.75 | 0.79 | 0.79 | 0.79 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 3 | 24 | 3 | 10 | 8 | 10 | 3 | 65 | 11 | 10 | 96 | 1 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 1 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 1 | 1 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 1 | 1 | 1 | 1 |
| HCM Control Delay, s/veh | 7.5 | 7.4 | 7.5 | 7.7 |
| HCM LOS | A | A | A | A |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|---|---|---|---|---|
| Vol Left, % | 3% | 11% | 35% | 9% |
| Vol Thru, % | 83% | 79% | 30% | 89% |
| Vol Right, % | 14% | 11% | 35% | 1% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 59 | 19 | 23 | 85 |
| LT Vol | 2 | 2 | 8 | 8 |
| Through Vol | 49 | 15 | 7 | 76 |
| RT Vol | 8 | 2 | 8 | 1 |
| Lane Flow Rate | 79 | 30 | 27 | 108 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.088 | 0.035 | 0.031 | 0.123 |
| Departure Headway (Hd) | 4.041 | 4.234 | 4.14 | 4.105 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 880 | 832 | 851 | 869 |
| Service Time | 2.094 | 2.327 | 2.233 | 2.15 |
| HCM Lane V/C Ratio | 0.09 | 0.036 | 0.032 | 0.124 |
| HCM Control Delay, s/veh | 7.5 | 7.5 | 7.4 | 7.7 |
| HCM Lane LOS | A | A | A | A |
| HCM 95th-tile Q | 0.3 | 0.1 | 0.1 | 0.4 |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 7.8 |
| Intersection LOS | A |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 1 | 15 | 3 | 12 | 18 | 12 | 1 | 68 | 14 | 8 | 85 | 2 |
| Future Vol, veh/h | 1 | 15 | 3 | 12 | 18 | 12 | 1 | 68 | 14 | 8 | 85 | 2 |
| Peak Hour Factor | 0.56 | 0.56 | 0.56 | 0.87 | 0.87 | 0.87 | 0.73 | 0.73 | 0.73 | 0.73 | 0.73 | 0.73 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 2 | 27 | 5 | 14 | 21 | 14 | 1 | 93 | 19 | 11 | 116 | 3 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 1 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 1 | 1 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 1 | 1 | 1 | 1 |
| HCM Control Delay, s/veh | 7.6 | 7.7 | 7.8 | 8 |
| HCM LOS | A | A | A | A |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|---|---|---|---|---|
| Vol Left, % | 1% | 5% | 29% | 8% |
| Vol Thru, % | 82% | 79% | 43% | 89% |
| Vol Right, % | 17% | 16% | 29% | 2% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 83 | 19 | 42 | 95 |
| LT Vol | 1 | 1 | 12 | 8 |
| Through Vol | 68 | 15 | 18 | 85 |
| RT Vol | 14 | 3 | 12 | 2 |
| Lane Flow Rate | 114 | 34 | 48 | 130 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.129 | 0.042 | 0.059 | 0.151 |
| Departure Headway (Hd) | 4.078 | 4.44 | 4.395 | 4.168 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 866 | 811 | 820 | 850 |
| Service Time | 2.164 | 2.442 | 2.396 | 2.248 |
| HCM Lane V/C Ratio | 0.132 | 0.042 | 0.059 | 0.153 |
| HCM Control Delay, s/veh | 7.8 | 7.6 | 7.7 | 8 |
| HCM Lane LOS | A | A | A | A |
| HCM 95th-tile Q | 0.4 | 0.1 | 0.2 | 0.5 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.1 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↔ | | | ↔ | | | ↑ | | | ↑ | |
| Traffic Vol, veh/h | 5 | 13 | 6 | 0 | 3 | 108 | 8 | 162 | 3 | 132 | 250 | 8 |
| Future Vol, veh/h | 5 | 13 | 6 | 0 | 3 | 108 | 8 | 162 | 3 | 132 | 250 | 8 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | 85 | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 78 | 78 | 78 | 76 | 76 | 76 | 84 | 84 | 84 | 88 | 88 | 88 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 6 | 17 | 8 | 0 | 4 | 142 | 10 | 193 | 4 | 150 | 284 | 9 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 803 | 804 | 289 | 806 | 807 | 195 | 293 | 0 | 0 | 196 | 0 | 0 |
| Stage 1 | 589 | 589 | - | 214 | 214 | - | - | - | - | - | - | - |
| Stage 2 | 214 | 215 | - | 592 | 593 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 302 | 316 | 750 | 300 | 315 | 847 | 1268 | - | - | 1376 | - | - |
| Stage 1 | 495 | 496 | - | 788 | 726 | - | - | - | - | - | - | - |
| Stage 2 | 788 | 724 | - | 492 | 493 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 219 | 280 | 750 | 249 | 279 | 847 | 1268 | - | - | 1376 | - | - |
| Mov Cap-2 Maneuver | 219 | 280 | - | 249 | 279 | - | - | - | - | - | - | - |
| Stage 1 | 441 | 442 | - | 783 | 720 | - | - | - | - | - | - | - |
| Stage 2 | 648 | 719 | - | 418 | 440 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 17.86 | 10.48 | 0.36 | 2.69 |
| HCM LOS | C | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1268 | - | - | 311 | 803 | 1376 | - | - |
| HCM Lane V/C Ratio | 0.008 | - | - | 0.099 | 0.182 | 0.109 | - | - |
| HCM Ctrl Dly (s/v) | 7.9 | - | - | 17.9 | 10.5 | 7.9 | - | - |
| HCM Lane LOS | A | - | - | C | B | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.3 | 0.7 | 0.4 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.5 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↑ | | | ↑ | |
| Traffic Vol, veh/h | 5 | 12 | 3 | 0 | 1 | 172 | 15 | 286 | 12 | 145 | 240 | 13 |
| Future Vol, veh/h | 5 | 12 | 3 | 0 | 1 | 172 | 15 | 286 | 12 | 145 | 240 | 13 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | 85 | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 75 | 75 | 75 | 87 | 87 | 87 | 83 | 83 | 83 | 78 | 78 | 78 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 7 | 16 | 4 | 0 | 1 | 198 | 18 | 345 | 14 | 186 | 308 | 17 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1069 | 1083 | 316 | 1075 | 1084 | 352 | 324 | 0 | 0 | 359 | 0 | 0 |
| Stage 1 | 688 | 688 | - | 388 | 388 | - | - | - | - | - | - | - |
| Stage 2 | 381 | 395 | - | 687 | 696 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 199 | 217 | 724 | 197 | 217 | 692 | 1235 | - | - | 1200 | - | - |
| Stage 1 | 437 | 447 | - | 636 | 609 | - | - | - | - | - | - | - |
| Stage 2 | 641 | 604 | - | 437 | 443 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 118 | 181 | 724 | 151 | 181 | 692 | 1235 | - | - | 1200 | - | - |
| Mov Cap-2 Maneuver | 118 | 181 | - | 151 | 181 | - | - | - | - | - | - | - |
| Stage 1 | 369 | 378 | - | 626 | 600 | - | - | - | - | - | - | - |
| Stage 2 | 450 | 596 | - | 351 | 374 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 28.91 | 12.46 | 0.38 | 3.12 |
| HCM LOS | D | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1235 | - | - | 177 | 681 | 1200 | - | - |
| HCM Lane V/C Ratio | 0.015 | - | - | 0.151 | 0.292 | 0.155 | - | - |
| HCM Ctrl Dly (s/v) | 8 | - | - | 28.9 | 12.5 | 8.6 | - | - |
| HCM Lane LOS | A | - | - | D | B | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.5 | 1.2 | 0.5 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.8 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↰ | ↱ | | ↕ | |
| Traffic Vol, veh/h | 0 | 153 | 2 | 72 | 96 | 2 | 1 | 24 | 71 | 3 | 43 | 0 |
| Future Vol, veh/h | 0 | 153 | 2 | 72 | 96 | 2 | 1 | 24 | 71 | 3 | 43 | 0 |
| 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 | - | - | - | - | - | - | - | - | 50 | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 81 | 81 | 81 | 83 | 83 | 83 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 161 | 2 | 89 | 119 | 2 | 1 | 29 | 86 | 3 | 47 | 0 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 121 | 0 | 0 | 163 | 0 | 0 | 482 | 461 | 162 | 473 | 461 | 120 |
| Stage 1 | - | - | - | - | - | - | 162 | 162 | - | 298 | 298 | - |
| Stage 2 | - | - | - | - | - | - | 320 | 299 | - | 176 | 163 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 1467 | - | - | 1415 | - | - | 495 | 497 | 883 | 501 | 498 | 932 |
| Stage 1 | - | - | - | - | - | - | 840 | 764 | - | 711 | 667 | - |
| Stage 2 | - | - | - | - | - | - | 692 | 666 | - | 826 | 763 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1467 | - | - | 1415 | - | - | 418 | 464 | 883 | 398 | 464 | 932 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 418 | 464 | - | 398 | 464 | - |
| Stage 1 | - | - | - | - | - | - | 840 | 764 | - | 663 | 622 | - |
| Stage 2 | - | - | - | - | - | - | 597 | 622 | - | 718 | 763 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 3.27 | 10.51 | 13.8 |
| HCM LOS | | | B | B |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 462 | 883 | 1467 | - | - | 759 | - | - | 459 |
| HCM Lane V/C Ratio | 0.065 | 0.097 | - | - | - | 0.063 | - | - | 0.109 |
| HCM Ctrl Dly (s/v) | 13.3 | 9.5 | 0 | - | - | 7.7 | 0 | - | 13.8 |
| HCM Lane LOS | B | A | A | - | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0.2 | 0.3 | 0 | - | - | 0.2 | - | - | 0.4 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 6.1 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↰ | ↱ | | ↕ | |
| Traffic Vol, veh/h | 5 | 155 | 5 | 86 | 189 | 5 | 4 | 50 | 89 | 11 | 50 | 5 |
| Future Vol, veh/h | 5 | 155 | 5 | 86 | 189 | 5 | 4 | 50 | 89 | 11 | 50 | 5 |
| 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 | - | - | - | - | - | - | - | - | 50 | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 84 | 84 | 84 | 85 | 85 | 85 | 78 | 78 | 78 | 72 | 72 | 72 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 6 | 185 | 6 | 101 | 222 | 6 | 5 | 64 | 114 | 15 | 69 | 7 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 228 | 0 | 0 | 190 | 0 | 0 | 659 | 630 | 188 | 656 | 630 | 225 |
| Stage 1 | - | - | - | - | - | - | 199 | 199 | - | 428 | 428 | - |
| Stage 2 | - | - | - | - | - | - | 459 | 431 | - | 228 | 202 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 1340 | - | - | 1383 | - | - | 377 | 399 | 855 | 379 | 399 | 814 |
| Stage 1 | - | - | - | - | - | - | 802 | 736 | - | 605 | 585 | - |
| Stage 2 | - | - | - | - | - | - | 582 | 583 | - | 774 | 734 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1340 | - | - | 1383 | - | - | 280 | 363 | 855 | 250 | 363 | 814 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 280 | 363 | - | 250 | 363 | - |
| Stage 1 | - | - | - | - | - | - | 798 | 732 | - | 554 | 536 | - |
| Stage 2 | - | - | - | - | - | - | 460 | 534 | - | 609 | 730 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.23 | 2.4 | 12.77 | 18.81 |
| HCM LOS | | | B | C |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 356 | 855 | 54 | - | - | 550 | - | - | 352 |
| HCM Lane V/C Ratio | 0.195 | 0.134 | 0.004 | - | - | 0.073 | - | - | 0.261 |
| HCM Ctrl Dly (s/v) | 17.6 | 9.9 | 7.7 | 0 | - | 7.8 | 0 | - | 18.8 |
| HCM Lane LOS | C | A | A | A | - | A | A | - | C |
| HCM 95th %tile Q(veh) | 0.7 | 0.5 | 0 | - | - | 0.2 | - | - | 1 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.4 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 4 | 203 | 18 | 41 | 145 | 6 | 12 | 1 | 20 | 5 | 4 | 0 |
| Future Vol, veh/h | 4 | 203 | 18 | 41 | 145 | 6 | 12 | 1 | 20 | 5 | 4 | 0 |
| 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 | 88 | 88 | 88 | 84 | 84 | 84 | 52 | 52 | 52 | 56 | 56 | 56 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 5 | 231 | 20 | 49 | 173 | 7 | 23 | 2 | 38 | 9 | 7 | 0 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 180 | 0 | 0 | 251 | 0 | 0 | 524 | 527 | 241 | 515 | 534 | 176 |
| Stage 1 | - | - | - | - | - | - | 250 | 250 | - | 274 | 274 | - |
| Stage 2 | - | - | - | - | - | - | 274 | 277 | - | 241 | 260 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 1396 | - | - | 1314 | - | - | 464 | 456 | 798 | 471 | 452 | 867 |
| Stage 1 | - | - | - | - | - | - | 754 | 700 | - | 732 | 683 | - |
| Stage 2 | - | - | - | - | - | - | 732 | 681 | - | 763 | 693 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1396 | - | - | 1314 | - | - | 436 | 436 | 798 | 426 | 432 | 867 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 436 | 436 | - | 426 | 432 | - |
| Stage 1 | - | - | - | - | - | - | 751 | 697 | - | 702 | 655 | - |
| Stage 2 | - | - | - | - | - | - | 694 | 653 | - | 721 | 690 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.13 | 1.68 | 11.69 | 13.73 |
| HCM LOS | | | B | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 601 | 31 | - | - | 381 | - | - | 429 |
| HCM Lane V/C Ratio | 0.106 | 0.003 | - | - | 0.037 | - | - | 0.038 |
| HCM Ctrl Dly (s/v) | 11.7 | 7.6 | 0 | - | 7.8 | 0 | - | 13.7 |
| HCM Lane LOS | B | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0.4 | 0 | - | - | 0.1 | - | - | 0.1 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.9 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 3 | 201 | 15 | 23 | 270 | 6 | 25 | 7 | 33 | 4 | 2 | 3 |
| Future Vol, veh/h | 3 | 201 | 15 | 23 | 270 | 6 | 25 | 7 | 33 | 4 | 2 | 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 | 91 | 91 | 91 | 88 | 88 | 88 | 94 | 94 | 94 | 75 | 75 | 75 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 3 | 221 | 16 | 26 | 307 | 7 | 27 | 7 | 35 | 5 | 3 | 4 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 314 | 0 | 0 | 237 | 0 | 0 | 596 | 602 | 229 | 594 | 606 | 310 |
| Stage 1 | - | - | - | - | - | - | 236 | 236 | - | 363 | 363 | - |
| Stage 2 | - | - | - | - | - | - | 360 | 366 | - | 231 | 244 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 1247 | - | - | 1330 | - | - | 415 | 414 | 810 | 417 | 411 | 730 |
| Stage 1 | - | - | - | - | - | - | 767 | 710 | - | 656 | 625 | - |
| Stage 2 | - | - | - | - | - | - | 658 | 623 | - | 772 | 704 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1247 | - | - | 1330 | - | - | 399 | 403 | 810 | 381 | 400 | 730 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 399 | 403 | - | 381 | 400 | - |
| Stage 1 | - | - | - | - | - | - | 765 | 708 | - | 641 | 610 | - |
| Stage 2 | - | - | - | - | - | - | 636 | 608 | - | 728 | 702 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.11 | 0.6 | 12.67 | 13.05 |
| HCM LOS | | | B | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 538 | 24 | - | - | 138 | - | - | 459 |
| HCM Lane V/C Ratio | 0.128 | 0.003 | - | - | 0.02 | - | - | 0.026 |
| HCM Ctrl Dly (s/v) | 12.7 | 7.9 | 0 | - | 7.8 | 0 | - | 13.1 |
| HCM Lane LOS | B | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0.4 | 0 | - | - | 0.1 | - | - | 0.1 |

# DEGREE OF SATURATION

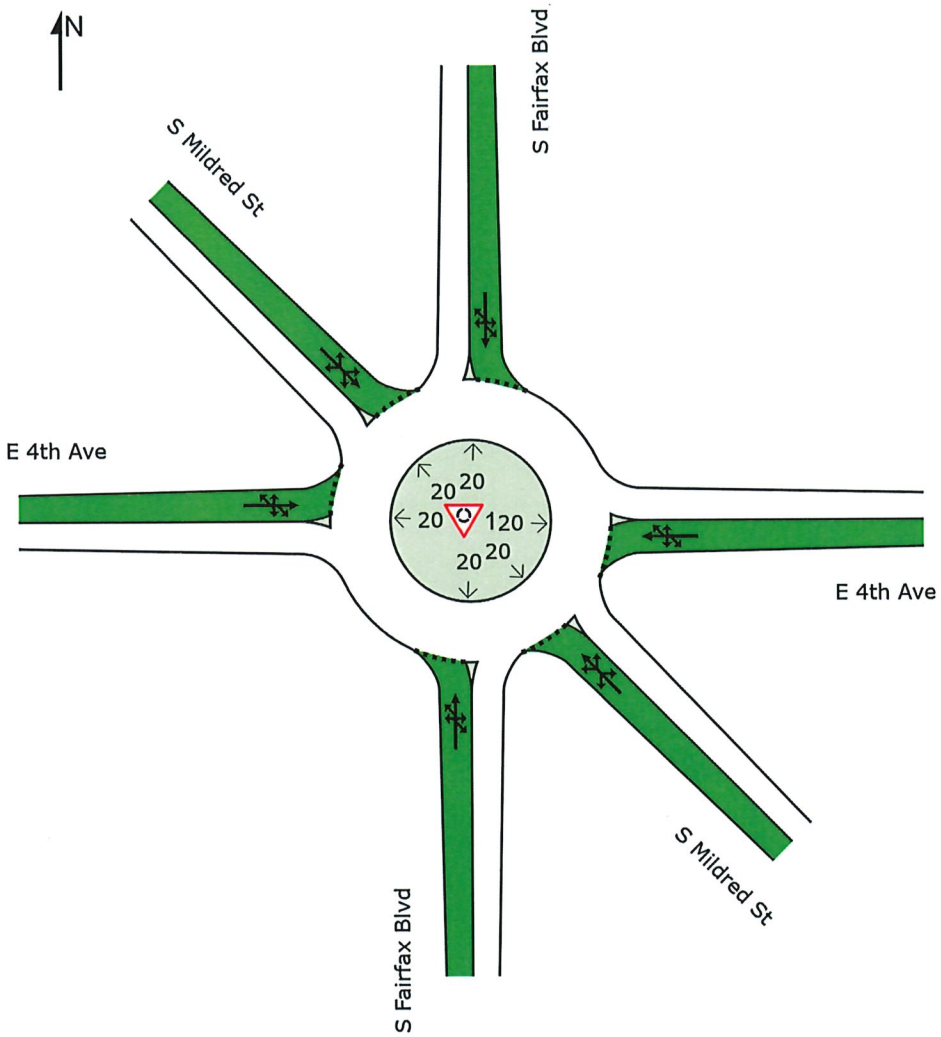
**Ratio of Arrival Flow to Capacity, v/c ratio per lane**

**Site: [1] Jefferson Medical Center** (Folder1)

Output produced by SIDRA INTERSECTION Version: 10.0.9.250

2028 No Build Traffic Volumes
Morning Peak Hour
Site Category: (None)
Roundabout
**Site Scenario: 1 | Local Volumes**

| | Approaches | | | | | | Intersection |
|---|---|---|---|---|---|---|---|
| | South | Southeast | East | North | Northwest | West | |
| Degree of Saturation | 0.18 | 0.07 | 0.02 | 0.12 | 0.24 | 0.03 | 0.24 |




Colour code based on Degree of Saturation

[ < 0.6 ] [ 0.6 – 0.7 ] [ 0.7 – 0.8 ] [ 0.8 – 0.9 ] [ 0.9 – 1.0 ] [ > 1.0 ]

**SIDRA INTERSECTION 10.0 | Copyright © 2000-2026 Akcelik and Associates Pty Ltd | sidrasolutions.com**
Organisation: STREET TRAFFIC STUDIES | Licence: PLUS / 1PC | Processed: Thursday, February 19, 2026 1:10:35 PM
Project: Q:\mike\sidra\S Mildred St @ Fairfax Blvd AM Existing.sipx

# MOVEMENT SUMMARY

**Site: [1] Jefferson Medical Center** (Folder1)
Output produced by SIDRA INTERSECTION Version: 10.0.9.250

2028 No Build Traffic Volumes
Morning Peak Hour
Site Category: (None)
Roundabout
**Site Scenario: 1 | Local Volumes**

**Vehicle Movement Performance**

| Mov ID | Turn | Mov Class | Demand Flows [ Total veh/h | HV ] % | Arrival Flows [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% Back Of Queue [ Veh. veh | Dist ] m | Prop. Queued | Eff. Stop Rate | Number of Cycles to Depart | Aver. Speed km/h |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: S Fairfax Blvd | | | | | | | | | | | | | | | |
| 1 | L2 | All MCs | 4 | 0.0 | 4 | 0.0 | 0.185 | 4.3 | LOS A | 1.1 | 7.4 | 0.28 | 0.43 | 0.28 | 53.7 |
| 1a | L1 | All MCs | 146 | 0.0 | 146 | 0.0 | 0.185 | 4.1 | LOS A | 1.1 | 7.4 | 0.28 | 0.43 | 0.28 | 54.1 |
| 2 | T1 | All MCs | 84 | 0.0 | 84 | 0.0 | 0.185 | 4.5 | LOS A | 1.1 | 7.4 | 0.28 | 0.43 | 0.28 | 54.1 |
| 3 | R2 | All MCs | 8 | 0.0 | 8 | 0.0 | 0.185 | 9.2 | LOS A | 1.1 | 7.4 | 0.28 | 0.43 | 0.28 | 53.2 |
| 3b | R3 | All MCs | 2 | 0.0 | 2 | 0.0 | 0.185 | 10.2 | LOS B | 1.1 | 7.4 | 0.28 | 0.43 | 0.28 | 53.2 |
| Approach | | | 244 | 0.0 | 244 | 0.0 | 0.185 | 4.5 | LOS A | 1.1 | 7.4 | 0.28 | 0.43 | 0.28 | 54.0 |
| SouthEast: S Mildred St | | | | | | | | | | | | | | | |
| 21b | L3 | All MCs | 4 | 0.0 | 4 | 0.0 | 0.071 | 5.7 | LOS A | 0.4 | 2.5 | 0.46 | 0.54 | 0.46 | 52.3 |
| 21a | L1 | All MCs | 4 | 0.0 | 4 | 0.0 | 0.071 | 5.2 | LOS A | 0.4 | 2.5 | 0.46 | 0.54 | 0.46 | 52.9 |
| 22 | T1 | All MCs | 57 | 0.0 | 57 | 0.0 | 0.071 | 5.6 | LOS A | 0.4 | 2.5 | 0.46 | 0.54 | 0.46 | 52.9 |
| 23a | R1 | All MCs | 9 | 0.0 | 9 | 0.0 | 0.071 | 9.2 | LOS A | 0.4 | 2.5 | 0.46 | 0.54 | 0.46 | 52.1 |
| 23b | R3 | All MCs | 1 | 0.0 | 1 | 0.0 | 0.071 | 11.3 | LOS B | 0.4 | 2.5 | 0.46 | 0.54 | 0.46 | 52.1 |
| Approach | | | 75 | 0.0 | 75 | 0.0 | 0.071 | 6.1 | LOS A | 0.4 | 2.5 | 0.46 | 0.54 | 0.46 | 52.8 |
| East: E 4th Ave | | | | | | | | | | | | | | | |
| 4b | L3 | All MCs | 3 | 0.0 | 3 | 0.0 | 0.016 | 6.0 | LOS A | 0.1 | 0.6 | 0.50 | 0.59 | 0.50 | 51.4 |
| 4 | L2 | All MCs | 3 | 0.0 | 3 | 0.0 | 0.016 | 5.8 | LOS A | 0.1 | 0.6 | 0.50 | 0.59 | 0.50 | 51.7 |
| 5 | T1 | All MCs | 3 | 0.0 | 3 | 0.0 | 0.016 | 6.0 | LOS A | 0.1 | 0.6 | 0.50 | 0.59 | 0.50 | 52.0 |
| 6a | R1 | All MCs | 3 | 0.0 | 3 | 0.0 | 0.016 | 9.6 | LOS A | 0.1 | 0.6 | 0.50 | 0.59 | 0.50 | 51.2 |
| 6 | R2 | All MCs | 5 | 0.0 | 5 | 0.0 | 0.016 | 10.6 | LOS B | 0.1 | 0.6 | 0.50 | 0.59 | 0.50 | 51.2 |
| Approach | | | 16 | 0.0 | 16 | 0.0 | 0.016 | 8.1 | LOS A | 0.1 | 0.6 | 0.50 | 0.59 | 0.50 | 51.4 |
| North: S Fairfax Blvd | | | | | | | | | | | | | | | |
| 7 | L2 | All MCs | 1 | 0.0 | 1 | 0.0 | 0.116 | 5.5 | LOS A | 0.6 | 4.4 | 0.48 | 0.53 | 0.48 | 52.6 |
| 7a | L1 | All MCs | 15 | 0.0 | 15 | 0.0 | 0.116 | 5.3 | LOS A | 0.6 | 4.4 | 0.48 | 0.53 | 0.48 | 52.9 |
| 8 | T1 | All MCs | 97 | 0.0 | 97 | 0.0 | 0.116 | 5.6 | LOS A | 0.6 | 4.4 | 0.48 | 0.53 | 0.48 | 52.9 |
| 9 | R2 | All MCs | 5 | 0.0 | 5 | 0.0 | 0.116 | 10.3 | LOS B | 0.6 | 4.4 | 0.48 | 0.53 | 0.48 | 52.1 |
| 9b | R3 | All MCs | 5 | 0.0 | 5 | 0.0 | 0.116 | 11.3 | LOS B | 0.6 | 4.4 | 0.48 | 0.53 | 0.48 | 52.1 |
| Approach | | | 122 | 0.0 | 122 | 0.0 | 0.116 | 6.0 | LOS A | 0.6 | 4.4 | 0.48 | 0.53 | 0.48 | 52.8 |
| NorthWest: S Mildred St | | | | | | | | | | | | | | | |
| 27b | L3 | All MCs | 4 | 0.0 | 4 | 0.0 | 0.237 | 4.8 | LOS A | 1.4 | 9.5 | 0.33 | 0.56 | 0.33 | 51.6 |
| 27a | L1 | All MCs | 1 | 0.0 | 1 | 0.0 | 0.237 | 4.4 | LOS A | 1.4 | 9.5 | 0.33 | 0.56 | 0.33 | 52.2 |
| 28 | T1 | All MCs | 89 | 0.0 | 89 | 0.0 | 0.237 | 4.8 | LOS A | 1.4 | 9.5 | 0.33 | 0.56 | 0.33 | 52.2 |
| 29a | R1 | All MCs | 201 | 0.0 | 201 | 0.0 | 0.237 | 8.4 | LOS A | 1.4 | 9.5 | 0.33 | 0.56 | 0.33 | 51.4 |
| 29b | R3 | All MCs | 6 | 0.0 | 6 | 0.0 | 0.237 | 10.4 | LOS B | 1.4 | 9.5 | 0.33 | 0.56 | 0.33 | 51.4 |
| Approach | | | 301 | 0.0 | 301 | 0.0 | 0.237 | 7.3 | LOS A | 1.4 | 9.5 | 0.33 | 0.56 | 0.33 | 51.6 |
| West: E 4th Ave | | | | | | | | | | | | | | | |
| 10b | L3 | All MCs | 2 | 0.0 | 2 | 0.0 | 0.028 | 5.5 | LOS A | 0.1 | 1.0 | 0.44 | 0.53 | 0.44 | 52.6 |

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10 | L2 | All MCs | 13 | 0.0 | 13 | 0.0 | 0.028 | 5.3 | LOS A | 0.1 | 1.0 | 0.44 | 0.53 | 0.44 | 52.9 |
| 11 | T1 | All MCs | 11 | 0.0 | 11 | 0.0 | 0.028 | 5.5 | LOS A | 0.1 | 1.0 | 0.44 | 0.53 | 0.44 | 53.3 |
| 12a | R1 | All MCs | 2 | 0.0 | 2 | 0.0 | 0.028 | 9.1 | LOS A | 0.1 | 1.0 | 0.44 | 0.53 | 0.44 | 52.4 |
| 12 | R2 | All MCs | 2 | 0.0 | 2 | 0.0 | 0.028 | 10.1 | LOS B | 0.1 | 1.0 | 0.44 | 0.53 | 0.44 | 52.4 |
| Approach | | | 30 | 0.0 | 30 | 0.0 | 0.028 | 5.9 | LOS A | 0.1 | 1.0 | 0.44 | 0.53 | 0.44 | 53.0 |
| All Vehicles | | | 788 | 0.0 | 788 | 0.0 | 0.237 | 6.1 | LOS A | 1.4 | 9.5 | 0.36 | 0.51 | 0.36 | 52.7 |

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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# DEGREE OF SATURATION

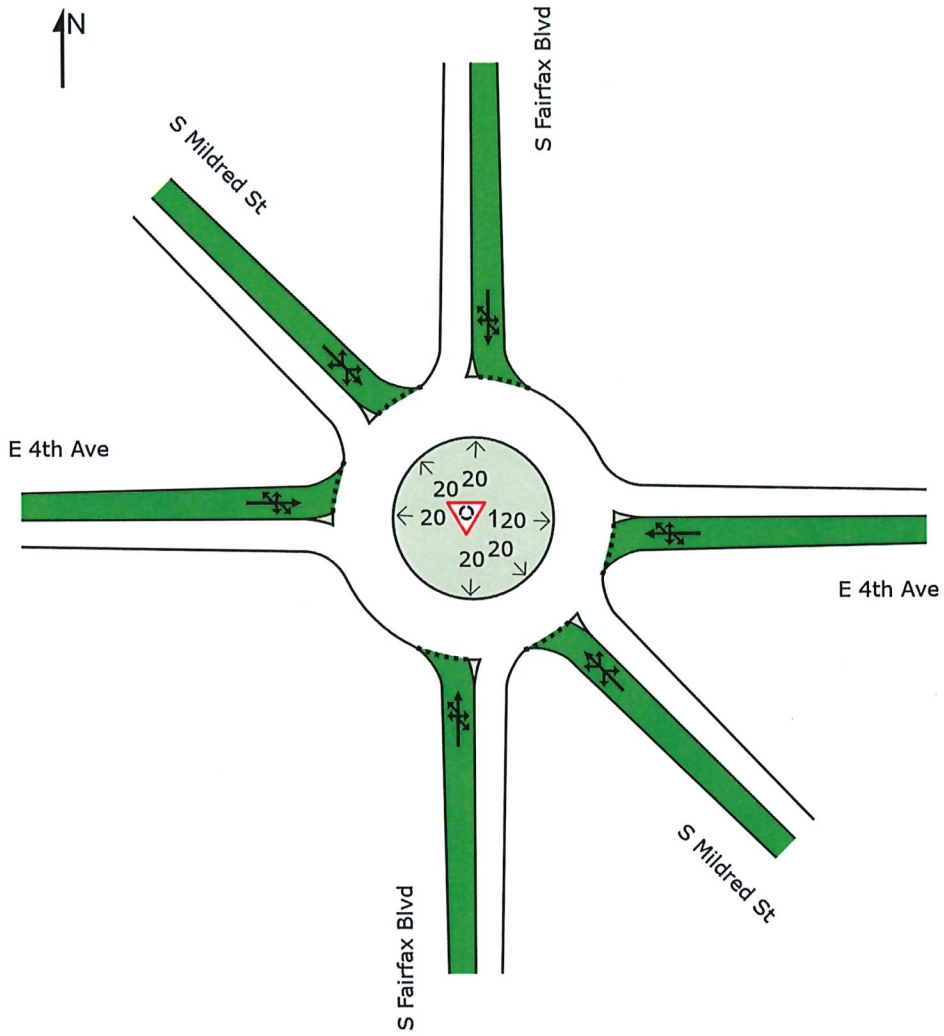
**Ratio of Arrival Flow to Capacity, v/c ratio per lane**

**Site: [1] Jefferson Medical Center** (Folder1)

Output produced by SIDRA INTERSECTION Version: 10.0.9.250

2028 No Build Traffic Volumes
Evening Peak Hour
Site Category: (None)
Roundabout
**Site Scenario: 1 | Local Volumes**

| | Approaches | | | | | | Intersection |
|---|---|---|---|---|---|---|---|
| | South | Southeast | East | North | Northwest | West | |
| Degree of Saturation | 0.34 | 0.14 | 0.02 | 0.15 | 0.29 | 0.05 | 0.34 |




Colour code based on Degree of Saturation

[ < 0.6 ] [ 0.6 – 0.7 ] [ 0.7 – 0.8 ] [ 0.8 – 0.9 ] [ 0.9 – 1.0 ] [ > 1.0 ]

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Organisation: STREET TRAFFIC STUDIES | Licence: PLUS / 1PC | Processed: Thursday, February 19, 2026 1:21:24 PM
Project: Q:\mike\sidra\S Mildred St @ Fairfax Blvd PM No Build.sipx

# MOVEMENT SUMMARY

**Site: [1] Jefferson Medical Center** (Folder1)
Output produced by SIDRA INTERSECTION Version: 10.0.9.250

2028 No Build Traffic Volumes
Evening Peak Hour
Site Category: (None)
Roundabout
**Site Scenario: 1 | Local Volumes**

**Vehicle Movement Performance**

| Mov ID | Turn | Mov Class | Demand Flows [ Total veh/h | HV ] % | Arrival Flows [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% Back Of Queue [ Veh. veh | Dist ] m | Prop. Queued | Eff. Stop Rate | Number of Cycles to Depart | Aver. Speed km/h |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: S Fairfax Blvd | | | | | | | | | | | | | | | |
| 1 | L2 | All MCs | 1 | 0.0 | 1 | 0.0 | 0.338 | 4.9 | LOS A | 2.2 | 15.7 | 0.44 | 0.47 | 0.44 | 53.2 |
| 1a | L1 | All MCs | 264 | 0.0 | 264 | 0.0 | 0.338 | 4.7 | LOS A | 2.2 | 15.7 | 0.44 | 0.47 | 0.44 | 53.5 |
| 2 | T1 | All MCs | 144 | 0.0 | 144 | 0.0 | 0.338 | 5.1 | LOS A | 2.2 | 15.7 | 0.44 | 0.47 | 0.44 | 53.5 |
| 3 | R2 | All MCs | 1 | 0.0 | 1 | 0.0 | 0.338 | 9.7 | LOS A | 2.2 | 15.7 | 0.44 | 0.47 | 0.44 | 52.7 |
| 3b | R3 | All MCs | 1 | 0.0 | 1 | 0.0 | 0.338 | 10.8 | LOS B | 2.2 | 15.7 | 0.44 | 0.47 | 0.44 | 52.7 |
| Approach | | | 412 | 0.0 | 412 | 0.0 | 0.338 | 4.9 | LOS A | 2.2 | 15.7 | 0.44 | 0.47 | 0.44 | 53.5 |
| SouthEast: S Mildred St | | | | | | | | | | | | | | | |
| 21b | L3 | All MCs | 1 | 0.0 | 1 | 0.0 | 0.137 | 6.3 | LOS A | 0.8 | 5.3 | 0.54 | 0.58 | 0.54 | 51.8 |
| 21a | L1 | All MCs | 7 | 0.0 | 7 | 0.0 | 0.137 | 5.8 | LOS A | 0.8 | 5.3 | 0.54 | 0.58 | 0.54 | 52.4 |
| 22 | T1 | All MCs | 101 | 0.0 | 101 | 0.0 | 0.137 | 6.2 | LOS A | 0.8 | 5.3 | 0.54 | 0.58 | 0.54 | 52.4 |
| 23a | R1 | All MCs | 23 | 0.0 | 23 | 0.0 | 0.137 | 9.8 | LOS A | 0.8 | 5.3 | 0.54 | 0.58 | 0.54 | 51.6 |
| 23b | R3 | All MCs | 1 | 0.0 | 1 | 0.0 | 0.137 | 11.9 | LOS B | 0.8 | 5.3 | 0.54 | 0.58 | 0.54 | 51.6 |
| Approach | | | 134 | 0.0 | 134 | 0.0 | 0.137 | 6.9 | LOS A | 0.8 | 5.3 | 0.54 | 0.58 | 0.54 | 52.3 |
| East: E 4th Ave | | | | | | | | | | | | | | | |
| 4b | L3 | All MCs | 3 | 0.0 | 3 | 0.0 | 0.025 | 6.4 | LOS A | 0.1 | 0.9 | 0.55 | 0.62 | 0.55 | 51.0 |
| 4 | L2 | All MCs | 3 | 0.0 | 3 | 0.0 | 0.025 | 6.1 | LOS A | 0.1 | 0.9 | 0.55 | 0.62 | 0.55 | 51.3 |
| 5 | T1 | All MCs | 3 | 0.0 | 3 | 0.0 | 0.025 | 6.3 | LOS A | 0.1 | 0.9 | 0.55 | 0.62 | 0.55 | 51.6 |
| 6a | R1 | All MCs | 11 | 0.0 | 11 | 0.0 | 0.025 | 9.9 | LOS A | 0.1 | 0.9 | 0.55 | 0.62 | 0.55 | 50.8 |
| 6 | R2 | All MCs | 3 | 0.0 | 3 | 0.0 | 0.025 | 11.0 | LOS B | 0.1 | 0.9 | 0.55 | 0.62 | 0.55 | 50.8 |
| Approach | | | 23 | 0.0 | 23 | 0.0 | 0.025 | 8.7 | LOS A | 0.1 | 0.9 | 0.55 | 0.62 | 0.55 | 51.0 |
| North: S Fairfax Blvd | | | | | | | | | | | | | | | |
| 7 | L2 | All MCs | 1 | 0.0 | 1 | 0.0 | 0.149 | 5.7 | LOS A | 0.8 | 5.8 | 0.52 | 0.56 | 0.52 | 52.2 |
| 7a | L1 | All MCs | 13 | 0.0 | 13 | 0.0 | 0.149 | 5.5 | LOS A | 0.8 | 5.8 | 0.52 | 0.56 | 0.52 | 52.6 |
| 8 | T1 | All MCs | 118 | 0.0 | 118 | 0.0 | 0.149 | 5.9 | LOS A | 0.8 | 5.8 | 0.52 | 0.56 | 0.52 | 52.6 |
| 9 | R2 | All MCs | 12 | 0.0 | 12 | 0.0 | 0.149 | 10.5 | LOS B | 0.8 | 5.8 | 0.52 | 0.56 | 0.52 | 51.7 |
| 9b | R3 | All MCs | 7 | 0.0 | 7 | 0.0 | 0.149 | 11.5 | LOS B | 0.8 | 5.8 | 0.52 | 0.56 | 0.52 | 51.7 |
| Approach | | | 151 | 0.0 | 151 | 0.0 | 0.149 | 6.5 | LOS A | 0.8 | 5.8 | 0.52 | 0.56 | 0.52 | 52.5 |
| NorthWest: S Mildred St | | | | | | | | | | | | | | | |
| 27b | L3 | All MCs | 8 | 0.0 | 8 | 0.0 | 0.290 | 5.4 | LOS A | 1.8 | 12.4 | 0.45 | 0.59 | 0.45 | 51.1 |
| 27a | L1 | All MCs | 3 | 0.0 | 3 | 0.0 | 0.290 | 4.9 | LOS A | 1.8 | 12.4 | 0.45 | 0.59 | 0.45 | 51.7 |
| 28 | T1 | All MCs | 69 | 0.0 | 69 | 0.0 | 0.290 | 5.3 | LOS A | 1.8 | 12.4 | 0.45 | 0.59 | 0.45 | 51.7 |
| 29a | R1 | All MCs | 248 | 0.0 | 248 | 0.0 | 0.290 | 8.9 | LOS A | 1.8 | 12.4 | 0.45 | 0.59 | 0.45 | 50.8 |
| 29b | R3 | All MCs | 8 | 0.0 | 8 | 0.0 | 0.290 | 11.0 | LOS B | 1.8 | 12.4 | 0.45 | 0.59 | 0.45 | 50.8 |
| Approach | | | 337 | 0.0 | 337 | 0.0 | 0.290 | 8.1 | LOS A | 1.8 | 12.4 | 0.45 | 0.59 | 0.45 | 51.0 |
| West: E 4th Ave | | | | | | | | | | | | | | | |
| 10b | L3 | All MCs | 2 | 0.0 | 2 | 0.0 | 0.051 | 6.9 | LOS A | 0.3 | 2.0 | 0.60 | 0.64 | 0.60 | 51.6 |

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10 | L2 | All MCs | 17 | 0.0 | 17 | 0.0 | 0.051 | 6.7 | LOS A | 0.3 | 2.0 | 0.60 | 0.64 | 0.60 | 51.8 |
| 11 | T1 | All MCs | 17 | 0.0 | 17 | 0.0 | 0.051 | 6.9 | LOS A | 0.3 | 2.0 | 0.60 | 0.64 | 0.60 | 52.2 |
| 12a | R1 | All MCs | 2 | 0.0 | 2 | 0.0 | 0.051 | 10.5 | LOS B | 0.3 | 2.0 | 0.60 | 0.64 | 0.60 | 51.3 |
| 12 | R2 | All MCs | 7 | 0.0 | 7 | 0.0 | 0.051 | 11.5 | LOS B | 0.3 | 2.0 | 0.60 | 0.64 | 0.60 | 51.3 |
| Approach | | | 44 | 0.0 | 44 | 0.0 | 0.051 | 7.7 | LOS A | 0.3 | 2.0 | 0.60 | 0.64 | 0.60 | 51.8 |
| All Vehicles | | | 1101 | 0.0 | 1101 | 0.0 | 0.338 | 6.5 | LOS A | 2.2 | 15.7 | 0.48 | 0.54 | 0.48 | 52.3 |

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

**SIDRA INTERSECTION 10.0 | Copyright © 2000-2026 Akcelik and Associates Pty Ltd | sidrasolutions.com**
Organisation: STREET TRAFFIC STUDIES | Licence: PLUS / 1PC | Processed: Thursday, February 19, 2026 1:21:24 PM
Project: Q:\mike\sidra\S Mildred St @ Fairfax Blvd PM No Build.sipx

# APPENDIX E

# CAPACITY CALCULATIONS - 2028 BUILD CONDITIONS

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 7.8 |
| Intersection LOS | A |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 2 | 15 | 2 | 8 | 7 | 8 | 2 | 77 | 8 | 8 | 82 | 1 |
| Future Vol, veh/h | 2 | 15 | 2 | 8 | 7 | 8 | 2 | 77 | 8 | 8 | 82 | 1 |
| Peak Hour Factor | 0.63 | 0.63 | 0.63 | 0.84 | 0.84 | 0.84 | 0.75 | 0.75 | 0.75 | 0.79 | 0.79 | 0.79 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 3 | 24 | 3 | 10 | 8 | 10 | 3 | 103 | 11 | 10 | 104 | 1 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 1 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 1 | 1 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 1 | 1 | 1 | 1 |
| HCM Control Delay, s/veh | 7.6 | 7.5 | 7.8 | 7.8 |
| HCM LOS | A | A | A | A |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|---|---|---|---|---|
| Vol Left, % | 2% | 11% | 35% | 9% |
| Vol Thru, % | 89% | 79% | 30% | 90% |
| Vol Right, % | 9% | 11% | 35% | 1% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 87 | 19 | 23 | 91 |
| LT Vol | 2 | 2 | 8 | 8 |
| Through Vol | 77 | 15 | 7 | 82 |
| RT Vol | 8 | 2 | 8 | 1 |
| Lane Flow Rate | 116 | 30 | 27 | 115 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.131 | 0.037 | 0.033 | 0.132 |
| Departure Headway (Hd) | 4.07 | 4.426 | 4.333 | 4.133 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 872 | 814 | 831 | 859 |
| Service Time | 2.134 | 2.427 | 2.334 | 2.195 |
| HCM Lane V/C Ratio | 0.133 | 0.037 | 0.032 | 0.134 |
| HCM Control Delay, s/veh | 7.8 | 7.6 | 7.5 | 7.8 |
| HCM Lane LOS | A | A | A | A |
| HCM 95th-tile Q | 0.5 | 0.1 | 0.1 | 0.5 |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 8 |
| Intersection LOS | A |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 1 | 15 | 3 | 12 | 18 | 12 | 1 | 68 | 14 | 8 | 104 | 2 |
| Future Vol, veh/h | 1 | 15 | 3 | 12 | 18 | 12 | 1 | 68 | 14 | 8 | 104 | 2 |
| Peak Hour Factor | 0.56 | 0.56 | 0.56 | 0.87 | 0.87 | 0.87 | 0.73 | 0.73 | 0.73 | 0.73 | 0.73 | 0.73 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 2 | 27 | 5 | 14 | 21 | 14 | 1 | 93 | 19 | 11 | 142 | 3 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 1 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 1 | 1 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 1 | 1 | 1 | 1 |
| HCM Control Delay, s/veh | 7.7 | 7.7 | 7.8 | 8.2 |
| HCM LOS | A | A | A | A |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|---|---|---|---|---|
| Vol Left, % | 1% | 5% | 29% | 7% |
| Vol Thru, % | 82% | 79% | 43% | 91% |
| Vol Right, % | 17% | 16% | 29% | 2% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 83 | 19 | 42 | 114 |
| LT Vol | 1 | 1 | 12 | 8 |
| Through Vol | 68 | 15 | 18 | 104 |
| RT Vol | 14 | 3 | 12 | 2 |
| Lane Flow Rate | 114 | 34 | 48 | 156 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.129 | 0.042 | 0.06 | 0.181 |
| Departure Headway (Hd) | 4.098 | 4.498 | 4.451 | 4.167 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 861 | 800 | 810 | 850 |
| Service Time | 2.192 | 2.5 | 2.452 | 2.249 |
| HCM Lane V/C Ratio | 0.132 | 0.043 | 0.059 | 0.184 |
| HCM Control Delay, s/veh | 7.8 | 7.7 | 7.7 | 8.2 |
| HCM Lane LOS | A | A | A | A |
| HCM 95th-tile Q | 0.4 | 0.1 | 0.2 | 0.7 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.2 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↑ | | | ↑ | |
| Traffic Vol, veh/h | 5 | 13 | 6 | 0 | 3 | 112 | 8 | 167 | 3 | 153 | 272 | 8 |
| Future Vol, veh/h | 5 | 13 | 6 | 0 | 3 | 112 | 8 | 167 | 3 | 153 | 272 | 8 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | 85 | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 78 | 78 | 78 | 76 | 76 | 76 | 84 | 84 | 84 | 88 | 88 | 88 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 6 | 17 | 8 | 0 | 4 | 147 | 10 | 199 | 4 | 174 | 309 | 9 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 881 | 883 | 314 | 885 | 886 | 201 | 318 | 0 | 0 | 202 | 0 | 0 |
| Stage 1 | 661 | 661 | - | 220 | 220 | - | - | - | - | - | - | - |
| Stage 2 | 220 | 221 | - | 665 | 666 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 267 | 285 | 727 | 266 | 284 | 840 | 1242 | - | - | 1369 | - | - |
| Stage 1 | 451 | 460 | - | 783 | 721 | - | - | - | - | - | - | - |
| Stage 2 | 783 | 720 | - | 449 | 457 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 188 | 247 | 727 | 214 | 246 | 840 | 1242 | - | - | 1369 | - | - |
| Mov Cap-2 Maneuver | 188 | 247 | - | 214 | 246 | - | - | - | - | - | - | - |
| Stage 1 | 394 | 401 | - | 777 | 716 | - | - | - | - | - | - | - |
| Stage 2 | 637 | 715 | - | 372 | 399 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 19.78 | 10.63 | 0.36 | 2.83 |
| HCM LOS | C | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1242 | - | - | 274 | 790 | 1369 | - | - |
| HCM Lane V/C Ratio | 0.008 | - | - | 0.112 | 0.191 | 0.127 | - | - |
| HCM Ctrl Dly (s/v) | 7.9 | - | - | 19.8 | 10.6 | 8 | - | - |
| HCM Lane LOS | A | - | - | C | B | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.4 | 0.7 | 0.4 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.6 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↑ | | | ↑ | |
| Traffic Vol, veh/h | 5 | 12 | 3 | 0 | 1 | 186 | 15 | 301 | 12 | 145 | 241 | 13 |
| Future Vol, veh/h | 5 | 12 | 3 | 0 | 1 | 186 | 15 | 301 | 12 | 145 | 241 | 13 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | 85 | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 75 | 75 | 75 | 87 | 87 | 87 | 83 | 83 | 83 | 78 | 78 | 78 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 7 | 16 | 4 | 0 | 1 | 214 | 18 | 363 | 14 | 186 | 309 | 17 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1088 | 1102 | 317 | 1095 | 1103 | 370 | 326 | 0 | 0 | 377 | 0 | 0 |
| Stage 1 | 689 | 689 | - | 406 | 406 | - | - | - | - | - | - | - |
| Stage 2 | 399 | 413 | - | 689 | 697 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 193 | 212 | 723 | 191 | 211 | 676 | 1234 | - | - | 1181 | - | - |
| Stage 1 | 436 | 446 | - | 622 | 598 | - | - | - | - | - | - | - |
| Stage 2 | 627 | 593 | - | 436 | 443 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 109 | 176 | 723 | 146 | 175 | 676 | 1234 | - | - | 1181 | - | - |
| Mov Cap-2 Maneuver | 109 | 176 | - | 146 | 175 | - | - | - | - | - | - | - |
| Stage 1 | 367 | 376 | - | 613 | 589 | - | - | - | - | - | - | - |
| Stage 2 | 421 | 585 | - | 350 | 373 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 30.25 | 12.97 | 0.36 | 3.13 |
| HCM LOS | D | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1234 | - | - | 169 | 666 | 1181 | - | - |
| HCM Lane V/C Ratio | 0.015 | - | - | 0.158 | 0.323 | 0.157 | - | - |
| HCM Ctrl Dly (s/v) | 8 | - | - | 30.3 | 13 | 8.6 | - | - |
| HCM Lane LOS | A | - | - | D | B | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.5 | 1.4 | 0.6 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.7 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↰ | ↱ | | ↕ | |
| Traffic Vol, veh/h | 0 | 163 | 13 | 72 | 98 | 2 | 3 | 24 | 71 | 3 | 43 | 0 |
| Future Vol, veh/h | 0 | 163 | 13 | 72 | 98 | 2 | 3 | 24 | 71 | 3 | 43 | 0 |
| 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 | - | - | - | - | - | - | - | - | 50 | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 81 | 81 | 81 | 83 | 83 | 83 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 172 | 14 | 89 | 121 | 2 | 4 | 29 | 86 | 3 | 47 | 0 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 123 | 0 | 0 | 185 | 0 | 0 | 501 | 480 | 178 | 486 | 485 | 122 |
| Stage 1 | - | - | - | - | - | - | 178 | 178 | - | 300 | 300 | - |
| Stage 2 | - | - | - | - | - | - | 322 | 301 | - | 186 | 185 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 1463 | - | - | 1389 | - | - | 481 | 485 | 864 | 492 | 482 | 929 |
| Stage 1 | - | - | - | - | - | - | 823 | 752 | - | 709 | 666 | - |
| Stage 2 | - | - | - | - | - | - | 690 | 665 | - | 816 | 747 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1463 | - | - | 1389 | - | - | 404 | 452 | 864 | 388 | 449 | 929 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 404 | 452 | - | 388 | 449 | - |
| Stage 1 | - | - | - | - | - | - | 823 | 752 | - | 660 | 620 | - |
| Stage 2 | - | - | - | - | - | - | 594 | 619 | - | 707 | 747 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 3.25 | 10.75 | 14.13 |
| HCM LOS | | | B | B |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 446 | 864 | 1463 | - | - | 750 | - | - | 444 |
| HCM Lane V/C Ratio | 0.073 | 0.099 | - | - | - | 0.064 | - | - | 0.113 |
| HCM Ctrl Dly (s/v) | 13.7 | 9.6 | 0 | - | - | 7.8 | 0 | - | 14.1 |
| HCM Lane LOS | B | A | A | - | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0.2 | 0.3 | 0 | - | - | 0.2 | - | - | 0.4 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 6.3 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↑ | ↱ | | ↕ | |
| Traffic Vol, veh/h | 5 | 155 | 5 | 86 | 196 | 5 | 11 | 50 | 89 | 11 | 50 | 5 |
| Future Vol, veh/h | 5 | 155 | 5 | 86 | 196 | 5 | 11 | 50 | 89 | 11 | 50 | 5 |
| 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 | - | - | - | - | - | - | - | - | 50 | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 84 | 84 | 84 | 85 | 85 | 85 | 78 | 78 | 78 | 72 | 72 | 72 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 6 | 185 | 6 | 101 | 231 | 6 | 14 | 64 | 114 | 15 | 69 | 7 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 236 | 0 | 0 | 190 | 0 | 0 | 667 | 638 | 188 | 664 | 638 | 234 |
| Stage 1 | - | - | - | - | - | - | 199 | 199 | - | 436 | 436 | - |
| Stage 2 | - | - | - | - | - | - | 468 | 439 | - | 228 | 202 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 1331 | - | - | 1383 | - | - | 372 | 394 | 855 | 374 | 394 | 806 |
| Stage 1 | - | - | - | - | - | - | 802 | 736 | - | 599 | 580 | - |
| Stage 2 | - | - | - | - | - | - | 576 | 578 | - | 774 | 734 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1331 | - | - | 1383 | - | - | 276 | 359 | 855 | 246 | 359 | 806 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 276 | 359 | - | 246 | 359 | - |
| Stage 1 | - | - | - | - | - | - | 798 | 732 | - | 549 | 531 | - |
| Stage 2 | - | - | - | - | - | - | 454 | 529 | - | 609 | 730 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.23 | 2.34 | 13.45 | 19.04 |
| HCM LOS | | | B | C |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 341 | 855 | 54 | - | - | 537 | - | - | 347 |
| HCM Lane V/C Ratio | 0.23 | 0.134 | 0.004 | - | - | 0.073 | - | - | 0.264 |
| HCM Ctrl Dly (s/v) | 18.7 | 9.9 | 7.7 | 0 | - | 7.8 | 0 | - | 19 |
| HCM Lane LOS | C | A | A | A | - | A | A | - | C |
| HCM 95th %tile Q(veh) | 0.9 | 0.5 | 0 | - | - | 0.2 | - | - | 1 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.7 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 4 | 207 | 18 | 59 | 163 | 6 | 12 | 1 | 24 | 5 | 4 | 0 |
| Future Vol, veh/h | 4 | 207 | 18 | 59 | 163 | 6 | 12 | 1 | 24 | 5 | 4 | 0 |
| 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 | 88 | 88 | 88 | 84 | 84 | 84 | 52 | 52 | 52 | 56 | 56 | 56 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 5 | 235 | 20 | 70 | 194 | 7 | 23 | 2 | 46 | 9 | 7 | 0 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 201 | 0 | 0 | 256 | 0 | 0 | 593 | 596 | 245 | 583 | 603 | 198 |
| Stage 1 | - | - | - | - | - | - | 255 | 255 | - | 338 | 338 | - |
| Stage 2 | - | - | - | - | - | - | 338 | 342 | - | 245 | 265 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 1371 | - | - | 1309 | - | - | 418 | 417 | 793 | 423 | 413 | 844 |
| Stage 1 | - | - | - | - | - | - | 750 | 697 | - | 676 | 640 | - |
| Stage 2 | - | - | - | - | - | - | 676 | 638 | - | 758 | 690 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1371 | - | - | 1309 | - | - | 384 | 390 | 793 | 372 | 387 | 844 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 384 | 390 | - | 372 | 387 | - |
| Stage 1 | - | - | - | - | - | - | 747 | 694 | - | 635 | 602 | - |
| Stage 2 | - | - | - | - | - | - | 628 | 600 | - | 710 | 687 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.13 | 2.05 | 12.11 | 14.94 |
| HCM LOS | | | B | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 578 | 31 | - | - | 463 | - | - | 378 |
| HCM Lane V/C Ratio | 0.123 | 0.003 | - | - | 0.054 | - | - | 0.043 |
| HCM Ctrl Dly (s/v) | 12.1 | 7.6 | 0 | - | 7.9 | 0 | - | 14.9 |
| HCM Lane LOS | B | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0.4 | 0 | - | - | 0.2 | - | - | 0.1 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.1 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 3 | 213 | 15 | 23 | 270 | 6 | 25 | 7 | 45 | 4 | 2 | 3 |
| Future Vol, veh/h | 3 | 213 | 15 | 23 | 270 | 6 | 25 | 7 | 45 | 4 | 2 | 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 | 91 | 91 | 91 | 88 | 88 | 88 | 94 | 94 | 94 | 75 | 75 | 75 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 3 | 234 | 16 | 26 | 307 | 7 | 27 | 7 | 48 | 5 | 3 | 4 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 314 | 0 | 0 | 251 | 0 | 0 | 609 | 615 | 242 | 607 | 620 | 310 |
| Stage 1 | - | - | - | - | - | - | 249 | 249 | - | 363 | 363 | - |
| Stage 2 | - | - | - | - | - | - | 360 | 366 | - | 244 | 257 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 1247 | - | - | 1315 | - | - | 407 | 407 | 797 | 408 | 404 | 730 |
| Stage 1 | - | - | - | - | - | - | 755 | 701 | - | 656 | 625 | - |
| Stage 2 | - | - | - | - | - | - | 658 | 623 | - | 759 | 695 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1247 | - | - | 1315 | - | - | 391 | 396 | 797 | 367 | 393 | 730 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 391 | 396 | - | 367 | 393 | - |
| Stage 1 | - | - | - | - | - | - | 753 | 698 | - | 640 | 610 | - |
| Stage 2 | - | - | - | - | - | - | 636 | 608 | - | 704 | 693 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.1 | 0.6 | 12.57 | 13.26 |
| HCM LOS | | | B | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 558 | 23 | - | - | 138 | - | - | 448 |
| HCM Lane V/C Ratio | 0.147 | 0.003 | - | - | 0.02 | - | - | 0.027 |
| HCM Ctrl Dly (s/v) | 12.6 | 7.9 | 0 | - | 7.8 | 0 | - | 13.3 |
| HCM Lane LOS | B | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0.5 | 0 | - | - | 0.1 | - | - | 0.1 |

# DEGREE OF SATURATION

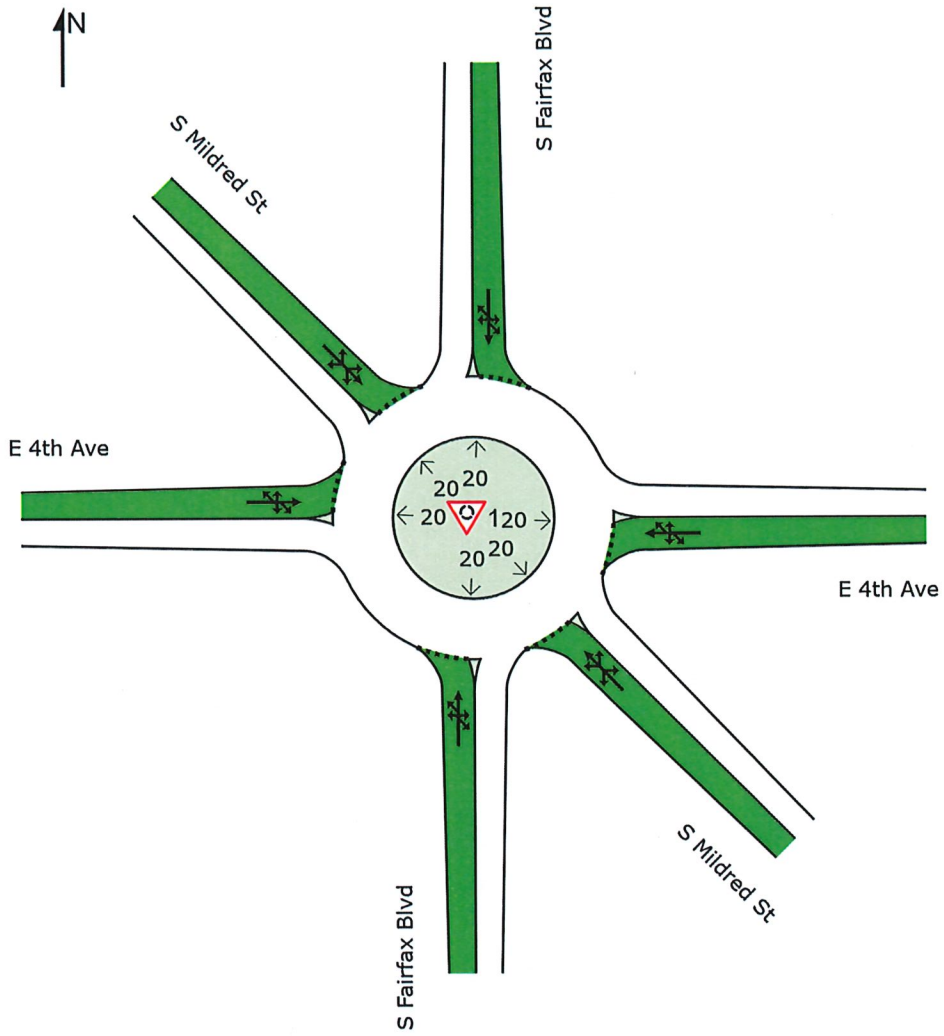
**Ratio of Arrival Flow to Capacity, v/c ratio per lane**

**Site: [1] Jefferson Medical Center** (Folder1)

Output produced by SIDRA INTERSECTION Version: 10.0.9.250

2028 Build Traffic Volumes
Morning Peak Hour
Site Category: (None)
Roundabout
**Site Scenario: 1 | Local Volumes**

| | Approaches | | | | | | Intersection |
|---|---|---|---|---|---|---|---|
| | South | Southeast | East | North | Northwest | West | |
| Degree of Saturation | 0.21 | 0.07 | 0.03 | 0.13 | 0.27 | 0.03 | 0.27 |




Colour code based on Degree of Saturation

[ < 0.6 ] [ 0.6 – 0.7 ] [ 0.7 – 0.8 ] [ 0.8 – 0.9 ] [ 0.9 – 1.0 ] [ > 1.0 ]

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# MOVEMENT SUMMARY

**Site: [1] Jefferson Medical Center** (Folder1)
Output produced by SIDRA INTERSECTION Version: 10.0.9.250

2028 Build Traffic Volumes
Morning Peak Hour
Site Category: (None)
Roundabout
**Site Scenario: 1 | Local Volumes**

**Vehicle Movement Performance**

| Mov ID | Turn | Mov Class | Demand Flows [ Total veh/h | HV ] % | Arrival Flows [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% Back Of Queue [ Veh. veh | Dist ] m | Prop. Queued | Eff. Stop Rate | Number of Cycles to Depart | Aver. Speed km/h |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: S Fairfax Blvd | | | | | | | | | | | | | | | |
| 1 | L2 | All MCs | 4 | 0.0 | 4 | 0.0 | 0.214 | 4.3 | LOS A | 1.3 | 8.8 | 0.28 | 0.45 | 0.28 | 53.5 |
| 1a | L1 | All MCs | 146 | 0.0 | 146 | 0.0 | 0.214 | 4.2 | LOS A | 1.3 | 8.8 | 0.28 | 0.45 | 0.28 | 53.8 |
| 2 | T1 | All MCs | 104 | 0.0 | 104 | 0.0 | 0.214 | 4.5 | LOS A | 1.3 | 8.8 | 0.28 | 0.45 | 0.28 | 53.8 |
| 3 | R2 | All MCs | 29 | 0.0 | 29 | 0.0 | 0.214 | 9.2 | LOS A | 1.3 | 8.8 | 0.28 | 0.45 | 0.28 | 52.9 |
| 3b | R3 | All MCs | 2 | 0.0 | 2 | 0.0 | 0.214 | 10.2 | LOS B | 1.3 | 8.8 | 0.28 | 0.45 | 0.28 | 52.9 |
| Approach | | | 285 | 0.0 | 285 | 0.0 | 0.214 | 4.9 | LOS A | 1.3 | 8.8 | 0.28 | 0.45 | 0.28 | 53.7 |
| SouthEast: S Mildred St | | | | | | | | | | | | | | | |
| 21b | L3 | All MCs | 4 | 0.0 | 4 | 0.0 | 0.072 | 5.7 | LOS A | 0.4 | 2.6 | 0.47 | 0.54 | 0.47 | 52.3 |
| 21a | L1 | All MCs | 4 | 0.0 | 4 | 0.0 | 0.072 | 5.3 | LOS A | 0.4 | 2.6 | 0.47 | 0.54 | 0.47 | 52.9 |
| 22 | T1 | All MCs | 57 | 0.0 | 57 | 0.0 | 0.072 | 5.7 | LOS A | 0.4 | 2.6 | 0.47 | 0.54 | 0.47 | 52.9 |
| 23a | R1 | All MCs | 9 | 0.0 | 9 | 0.0 | 0.072 | 9.3 | LOS A | 0.4 | 2.6 | 0.47 | 0.54 | 0.47 | 52.0 |
| 23b | R3 | All MCs | 1 | 0.0 | 1 | 0.0 | 0.072 | 11.3 | LOS B | 0.4 | 2.6 | 0.47 | 0.54 | 0.47 | 52.0 |
| Approach | | | 75 | 0.0 | 75 | 0.0 | 0.072 | 6.2 | LOS A | 0.4 | 2.6 | 0.47 | 0.54 | 0.47 | 52.7 |
| East: E 4th Ave | | | | | | | | | | | | | | | |
| 4b | L3 | All MCs | 8 | 0.0 | 8 | 0.0 | 0.030 | 6.1 | LOS A | 0.2 | 1.1 | 0.52 | 0.60 | 0.52 | 52.1 |
| 4 | L2 | All MCs | 11 | 0.0 | 11 | 0.0 | 0.030 | 5.8 | LOS A | 0.2 | 1.1 | 0.52 | 0.60 | 0.52 | 52.3 |
| 5 | T1 | All MCs | 3 | 0.0 | 3 | 0.0 | 0.030 | 6.0 | LOS A | 0.2 | 1.1 | 0.52 | 0.60 | 0.52 | 52.7 |
| 6a | R1 | All MCs | 3 | 0.0 | 3 | 0.0 | 0.030 | 9.6 | LOS A | 0.2 | 1.1 | 0.52 | 0.60 | 0.52 | 51.8 |
| 6 | R2 | All MCs | 5 | 0.0 | 5 | 0.0 | 0.030 | 10.7 | LOS B | 0.2 | 1.1 | 0.52 | 0.60 | 0.52 | 51.8 |
| Approach | | | 29 | 0.0 | 29 | 0.0 | 0.030 | 7.1 | LOS A | 0.2 | 1.1 | 0.52 | 0.60 | 0.52 | 52.1 |
| North: S Fairfax Blvd | | | | | | | | | | | | | | | |
| 7 | L2 | All MCs | 1 | 0.0 | 1 | 0.0 | 0.126 | 5.7 | LOS A | 0.7 | 4.8 | 0.52 | 0.55 | 0.52 | 52.4 |
| 7a | L1 | All MCs | 15 | 0.0 | 15 | 0.0 | 0.126 | 5.5 | LOS A | 0.7 | 4.8 | 0.52 | 0.55 | 0.52 | 52.7 |
| 8 | T1 | All MCs | 101 | 0.0 | 101 | 0.0 | 0.126 | 5.9 | LOS A | 0.7 | 4.8 | 0.52 | 0.55 | 0.52 | 52.7 |
| 9 | R2 | All MCs | 5 | 0.0 | 5 | 0.0 | 0.126 | 10.6 | LOS B | 0.7 | 4.8 | 0.52 | 0.55 | 0.52 | 51.9 |
| 9b | R3 | All MCs | 5 | 0.0 | 5 | 0.0 | 0.126 | 11.6 | LOS B | 0.7 | 4.8 | 0.52 | 0.55 | 0.52 | 51.9 |
| Approach | | | 127 | 0.0 | 127 | 0.0 | 0.126 | 6.3 | LOS A | 0.7 | 4.8 | 0.52 | 0.55 | 0.52 | 52.7 |
| NorthWest: S Mildred St | | | | | | | | | | | | | | | |
| 27b | L3 | All MCs | 4 | 0.0 | 4 | 0.0 | 0.269 | 5.1 | LOS A | 1.6 | 11.2 | 0.40 | 0.56 | 0.40 | 51.6 |
| 27a | L1 | All MCs | 27 | 0.0 | 27 | 0.0 | 0.269 | 4.7 | LOS A | 1.6 | 11.2 | 0.40 | 0.56 | 0.40 | 52.2 |
| 28 | T1 | All MCs | 89 | 0.0 | 89 | 0.0 | 0.269 | 5.0 | LOS A | 1.6 | 11.2 | 0.40 | 0.56 | 0.40 | 52.2 |
| 29a | R1 | All MCs | 201 | 0.0 | 201 | 0.0 | 0.269 | 8.6 | LOS A | 1.6 | 11.2 | 0.40 | 0.56 | 0.40 | 51.3 |
| 29b | R3 | All MCs | 6 | 0.0 | 6 | 0.0 | 0.269 | 10.7 | LOS B | 1.6 | 11.2 | 0.40 | 0.56 | 0.40 | 51.3 |
| Approach | | | 327 | 0.0 | 327 | 0.0 | 0.269 | 7.3 | LOS A | 1.6 | 11.2 | 0.40 | 0.56 | 0.40 | 51.6 |
| West: E 4th Ave | | | | | | | | | | | | | | | |
| 10b | L3 | All MCs | 2 | 0.0 | 2 | 0.0 | 0.029 | 5.7 | LOS A | 0.1 | 1.0 | 0.47 | 0.54 | 0.47 | 52.5 |

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10 | L2 | All MCs | 13 | 0.0 | 13 | 0.0 | 0.029 | 5.5 | LOS A | 0.1 | 1.0 | 0.47 | 0.54 | 0.47 | 52.8 |
| 11 | T1 | All MCs | 11 | 0.0 | 11 | 0.0 | 0.029 | 5.7 | LOS A | 0.1 | 1.0 | 0.47 | 0.54 | 0.47 | 53.2 |
| 12a | R1 | All MCs | 2 | 0.0 | 2 | 0.0 | 0.029 | 9.3 | LOS A | 0.1 | 1.0 | 0.47 | 0.54 | 0.47 | 52.3 |
| 12 | R2 | All MCs | 2 | 0.0 | 2 | 0.0 | 0.029 | 10.3 | LOS B | 0.1 | 1.0 | 0.47 | 0.54 | 0.47 | 52.3 |
| Approach | | | 30 | 0.0 | 30 | 0.0 | 0.029 | 6.1 | LOS A | 0.1 | 1.0 | 0.47 | 0.54 | 0.47 | 52.8 |
| All Vehicles | | | 872 | 0.0 | 872 | 0.0 | 0.269 | 6.2 | LOS A | 1.6 | 11.2 | 0.39 | 0.52 | 0.39 | 52.6 |

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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Organisation: STREET TRAFFIC STUDIES | Licence: PLUS / 1PC | Processed: Friday, February 20, 2026 10:08:51 AM
Project: Q:\mike\sidra\S Mildred St @ Fairfax Blvd AM Build.sipx

# DEGREE OF SATURATION

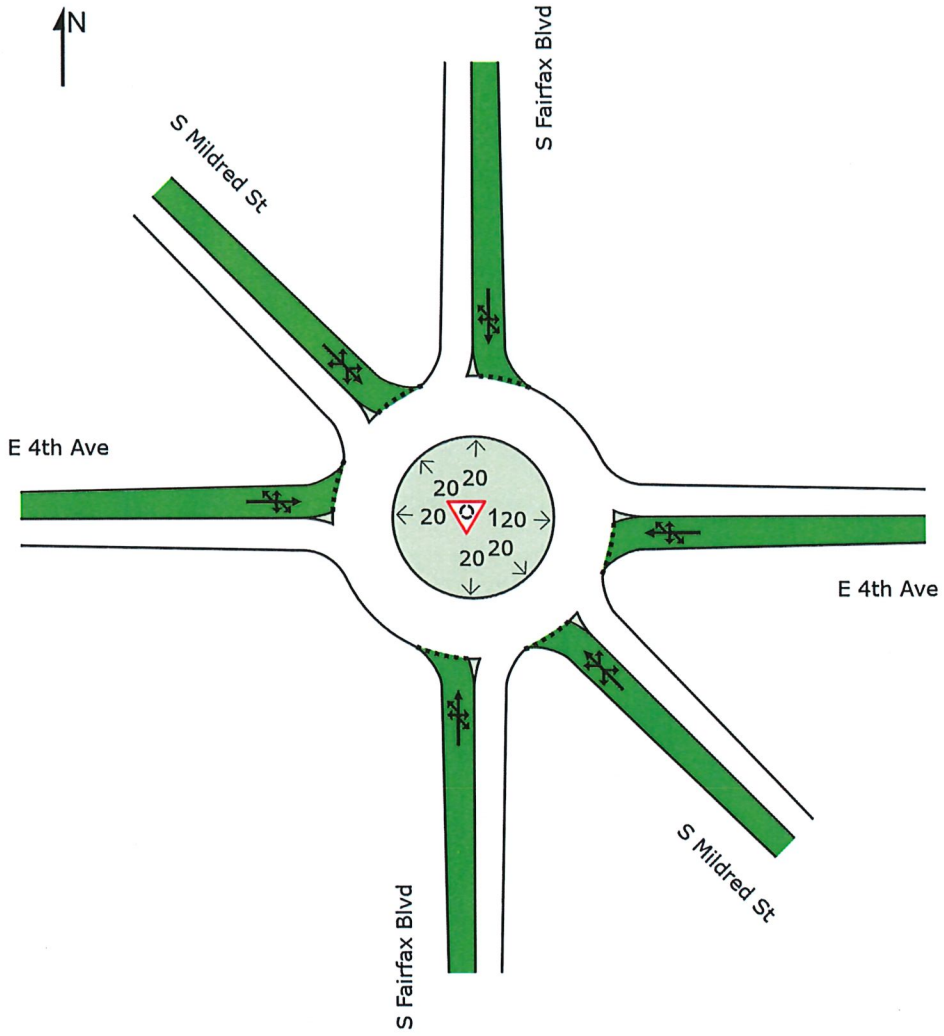
**Ratio of Arrival Flow to Capacity, v/c ratio per lane**

**Site: [1] Jefferson Medical Center** (Folder1)

Output produced by SIDRA INTERSECTION Version: 10.0.9.250

2028 Build Traffic Volumes
Evening Peak Hour
Site Category: (None)
Roundabout
**Site Scenario: 1 | Local Volumes**

| | Approaches | | | | | | Intersection |
|---|---|---|---|---|---|---|---|
| | South | Southeast | East | North | Northwest | West | |
| Degree of Saturation | 0.34 | 0.14 | 0.08 | 0.16 | 0.29 | 0.05 | 0.34 |




Colour code based on Degree of Saturation

[ < 0.6 ] [ 0.6 – 0.7 ] [ 0.7 – 0.8 ] [ 0.8 – 0.9 ] [ 0.9 – 1.0 ] [ > 1.0 ]

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# MOVEMENT SUMMARY

**Site: [1] Jefferson Medical Center** (Folder1)
Output produced by SIDRA INTERSECTION Version: 10.0.9.250

2028 Build Traffic Volumes
Evening Peak Hour
Site Category: (None)
Roundabout
**Site Scenario: 1 | Local Volumes**

**Vehicle Movement Performance**

| Mov ID | Turn | Mov Class | Demand Flows [ Total veh/h | HV ] % | Arrival Flows [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% Back Of Queue [ Veh. veh | Dist ] m | Prop. Queued | Eff. Stop Rate | Number of Cycles to Depart | Aver. Speed km/h |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: S Fairfax Blvd | | | | | | | | | | | | | | | |
| 1 | L2 | All MCs | 1 | 0.0 | 1 | 0.0 | 0.338 | 4.9 | LOS A | 2.3 | 15.8 | 0.44 | 0.47 | 0.44 | 53.2 |
| 1a | L1 | All MCs | 264 | 0.0 | 264 | 0.0 | 0.338 | 4.7 | LOS A | 2.3 | 15.8 | 0.44 | 0.47 | 0.44 | 53.5 |
| 2 | T1 | All MCs | 144 | 0.0 | 144 | 0.0 | 0.338 | 5.1 | LOS A | 2.3 | 15.8 | 0.44 | 0.47 | 0.44 | 53.5 |
| 3 | R2 | All MCs | 1 | 0.0 | 1 | 0.0 | 0.338 | 9.7 | LOS A | 2.3 | 15.8 | 0.44 | 0.47 | 0.44 | 52.7 |
| 3b | R3 | All MCs | 1 | 0.0 | 1 | 0.0 | 0.338 | 10.8 | LOS B | 2.3 | 15.8 | 0.44 | 0.47 | 0.44 | 52.7 |
| Approach | | | 412 | 0.0 | 412 | 0.0 | 0.338 | 4.9 | LOS A | 2.3 | 15.8 | 0.44 | 0.47 | 0.44 | 53.5 |
| SouthEast: S Mildred St | | | | | | | | | | | | | | | |
| 21b | L3 | All MCs | 1 | 0.0 | 1 | 0.0 | 0.142 | 6.6 | LOS A | 0.8 | 5.5 | 0.57 | 0.60 | 0.57 | 51.7 |
| 21a | L1 | All MCs | 7 | 0.0 | 7 | 0.0 | 0.142 | 6.1 | LOS A | 0.8 | 5.5 | 0.57 | 0.60 | 0.57 | 52.3 |
| 22 | T1 | All MCs | 101 | 0.0 | 101 | 0.0 | 0.142 | 6.5 | LOS A | 0.8 | 5.5 | 0.57 | 0.60 | 0.57 | 52.3 |
| 23a | R1 | All MCs | 23 | 0.0 | 23 | 0.0 | 0.142 | 10.1 | LOS B | 0.8 | 5.5 | 0.57 | 0.60 | 0.57 | 51.5 |
| 23b | R3 | All MCs | 1 | 0.0 | 1 | 0.0 | 0.142 | 12.2 | LOS B | 0.8 | 5.5 | 0.57 | 0.60 | 0.57 | 51.5 |
| Approach | | | 134 | 0.0 | 134 | 0.0 | 0.142 | 7.2 | LOS A | 0.8 | 5.5 | 0.57 | 0.60 | 0.57 | 52.1 |
| East: E 4th Ave | | | | | | | | | | | | | | | |
| 4b | L3 | All MCs | 26 | 0.0 | 26 | 0.0 | 0.084 | 6.6 | LOS A | 0.5 | 3.2 | 0.58 | 0.63 | 0.58 | 52.0 |
| 4 | L2 | All MCs | 34 | 0.0 | 34 | 0.0 | 0.084 | 6.4 | LOS A | 0.5 | 3.2 | 0.58 | 0.63 | 0.58 | 52.3 |
| 5 | T1 | All MCs | 3 | 0.0 | 3 | 0.0 | 0.084 | 6.6 | LOS A | 0.5 | 3.2 | 0.58 | 0.63 | 0.58 | 52.7 |
| 6a | R1 | All MCs | 11 | 0.0 | 11 | 0.0 | 0.084 | 10.2 | LOS B | 0.5 | 3.2 | 0.58 | 0.63 | 0.58 | 51.8 |
| 6 | R2 | All MCs | 3 | 0.0 | 3 | 0.0 | 0.084 | 11.2 | LOS B | 0.5 | 3.2 | 0.58 | 0.63 | 0.58 | 51.8 |
| Approach | | | 77 | 0.0 | 77 | 0.0 | 0.084 | 7.2 | LOS A | 0.5 | 3.2 | 0.58 | 0.63 | 0.58 | 52.1 |
| North: S Fairfax Blvd | | | | | | | | | | | | | | | |
| 7 | L2 | All MCs | 1 | 0.0 | 1 | 0.0 | 0.162 | 5.7 | LOS A | 0.9 | 6.4 | 0.53 | 0.56 | 0.53 | 52.2 |
| 7a | L1 | All MCs | 13 | 0.0 | 13 | 0.0 | 0.162 | 5.5 | LOS A | 0.9 | 6.4 | 0.53 | 0.56 | 0.53 | 52.6 |
| 8 | T1 | All MCs | 131 | 0.0 | 131 | 0.0 | 0.162 | 5.9 | LOS A | 0.9 | 6.4 | 0.53 | 0.56 | 0.53 | 52.6 |
| 9 | R2 | All MCs | 12 | 0.0 | 12 | 0.0 | 0.162 | 10.5 | LOS B | 0.9 | 6.4 | 0.53 | 0.56 | 0.53 | 51.7 |
| 9b | R3 | All MCs | 7 | 0.0 | 7 | 0.0 | 0.162 | 11.6 | LOS B | 0.9 | 6.4 | 0.53 | 0.56 | 0.53 | 51.7 |
| Approach | | | 164 | 0.0 | 164 | 0.0 | 0.162 | 6.5 | LOS A | 0.9 | 6.4 | 0.53 | 0.56 | 0.53 | 52.5 |
| NorthWest: S Mildred St | | | | | | | | | | | | | | | |
| 27b | L3 | All MCs | 8 | 0.0 | 8 | 0.0 | 0.291 | 5.4 | LOS A | 1.8 | 12.5 | 0.45 | 0.59 | 0.45 | 51.1 |
| 27a | L1 | All MCs | 4 | 0.0 | 4 | 0.0 | 0.291 | 4.9 | LOS A | 1.8 | 12.5 | 0.45 | 0.59 | 0.45 | 51.7 |
| 28 | T1 | All MCs | 69 | 0.0 | 69 | 0.0 | 0.291 | 5.3 | LOS A | 1.8 | 12.5 | 0.45 | 0.59 | 0.45 | 51.7 |
| 29a | R1 | All MCs | 248 | 0.0 | 248 | 0.0 | 0.291 | 8.9 | LOS A | 1.8 | 12.5 | 0.45 | 0.59 | 0.45 | 50.9 |
| 29b | R3 | All MCs | 8 | 0.0 | 8 | 0.0 | 0.291 | 11.0 | LOS B | 1.8 | 12.5 | 0.45 | 0.59 | 0.45 | 50.9 |
| Approach | | | 338 | 0.0 | 338 | 0.0 | 0.291 | 8.1 | LOS A | 1.8 | 12.5 | 0.45 | 0.59 | 0.45 | 51.0 |
| West: E 4th Ave | | | | | | | | | | | | | | | |
| 10b | L3 | All MCs | 2 | 0.0 | 2 | 0.0 | 0.051 | 6.9 | LOS A | 0.3 | 2.0 | 0.60 | 0.64 | 0.60 | 51.6 |

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10 | L2 | All MCs | 17 | 0.0 | 17 | 0.0 | 0.051 | 6.7 | LOS A | 0.3 | 2.0 | 0.60 | 0.64 | 0.60 | 51.8 |
| 11 | T1 | All MCs | 17 | 0.0 | 17 | 0.0 | 0.051 | 6.9 | LOS A | 0.3 | 2.0 | 0.60 | 0.64 | 0.60 | 52.2 |
| 12a | R1 | All MCs | 2 | 0.0 | 2 | 0.0 | 0.051 | 10.5 | LOS B | 0.3 | 2.0 | 0.60 | 0.64 | 0.60 | 51.3 |
| 12 | R2 | All MCs | 7 | 0.0 | 7 | 0.0 | 0.051 | 11.5 | LOS B | 0.3 | 2.0 | 0.60 | 0.64 | 0.60 | 51.3 |
| Approach | | | 44 | 0.0 | 44 | 0.0 | 0.051 | 7.7 | LOS A | 0.3 | 2.0 | 0.60 | 0.64 | 0.60 | 51.8 |
| All Vehicles | | | 1170 | 0.0 | 1170 | 0.0 | 0.338 | 6.6 | LOS A | 2.3 | 15.8 | 0.49 | 0.55 | 0.49 | 52.3 |

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

**SIDRA INTERSECTION 10.0 | Copyright © 2000-2026 Akcelik and Associates Pty Ltd | sidrasolutions.com**
Organisation: STREET TRAFFIC STUDIES | Licence: PLUS / 1PC | Processed: Friday, February 20, 2026 10:10:55 AM
Project: Q:\mike\sidra\S Mildred St @ Fairfax Blvd PM Build.sipx

# APPENDIX F
# QUEUING WORKSHEETS

## Intersection: 3: S Milldred St & W 5th Ave

| Movement | EB | WB | NB | SB |
|---|---|---|---|---|
| Directions Served | LTR | LTR | L | L |
| Maximum Queue (ft) | 35 | 57 | 6 | 29 |
| Average Queue (ft) | 21 | 35 | 1 | 14 |
| 95th Queue (ft) | 47 | 57 | 11 | 43 |
| Link Distance (ft) | 440 | 221 | | |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | 85 | 140 |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

## Intersection: 6: S Fairfax Blvd & W 5th Ave/E 5th Ave

| Movement | EB | WB | NB | NB | SB |
|---|---|---|---|---|---|
| Directions Served | LTR | LTR | LT | R | LTR |
| Maximum Queue (ft) | 3 | 40 | 13 | 10 | 13 |
| Average Queue (ft) | 1 | 17 | 5 | 3 | 6 |
| 95th Queue (ft) | 5 | 46 | 15 | 13 | 16 |
| Link Distance (ft) | 221 | 274 | 354 | | 611 |
| Upstream Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |
| Storage Bay Dist (ft) | | | | 50 | |
| Storage Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |

## Intersection: 7: S Fairfax Blvd & S Milldred St & E 4th Ave

| Movement | EB | NB | SB | SE | NW |
|---|---|---|---|---|---|
| Directions Served | LTR> | <LTR> | <LTR> | <LTR> | <LTR> |
| Maximum Queue (ft) | 12 | 29 | 28 | 27 | 12 |
| Average Queue (ft) | 2 | 8 | 9 | 12 | 2 |
| 95th Queue (ft) | 16 | 34 | 35 | 43 | 16 |
| Link Distance (ft) | 485 | 583 | 354 | 271 | 240 |
| Upstream Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |
| Storage Bay Dist (ft) | | | | | |
| Storage Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |

## Intersection: 10: S Mildred St & E 3rd Ave

| Movement | EB | WB | NB | SB |
|---|---|---|---|---|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 24 | 19 | 36 | 32 |
| Average Queue (ft) | 8 | 9 | 30 | 26 |
| 95th Queue (ft) | 30 | 32 | 48 | 45 |
| Link Distance (ft) | 184 | 369 | 530 | 240 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

## Intersection: 13: S Preston St & E 5th Ave

| Movement | EB | WB | NB | SB |
|---|---|---|---|---|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 6 | 23 | 35 | 25 |
| Average Queue (ft) | 1 | 6 | 19 | 10 |
| 95th Queue (ft) | 11 | 29 | 45 | 33 |
| Link Distance (ft) | 274 | 333 | 318 | 215 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

## Network Summary

Network wide Queuing Penalty: 0

## Intersection: 3: S Milldred St & W 5th Ave

| Movement | EB | WB | NB | SB |
|---|---|---|---|---|
| Directions Served | LTR | LTR | L | L |
| Maximum Queue (ft) | 35 | 70 | 17 | 40 |
| Average Queue (ft) | 16 | 44 | 3 | 25 |
| 95th Queue (ft) | 42 | 73 | 19 | 52 |
| Link Distance (ft) | 440 | 221 | | |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | 85 | 140 |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

## Intersection: 6: S Fairfax Blvd & W 5th Ave/E 5th Ave

| Movement | EB | WB | NB | NB | SB |
|---|---|---|---|---|---|
| Directions Served | LTR | LTR | LT | R | LTR |
| Maximum Queue (ft) | 4 | 45 | 23 | 25 | 17 |
| Average Queue (ft) | 1 | 23 | 11 | 8 | 10 |
| 95th Queue (ft) | 8 | 56 | 27 | 29 | 22 |
| Link Distance (ft) | 221 | 274 | 354 | | 611 |
| Upstream Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |
| Storage Bay Dist (ft) | | | | 50 | |
| Storage Blk Time (%) | | | 0 | 0 | |
| Queuing Penalty (veh) | | | 0 | 0 | |

## Intersection: 7: S Fairfax Blvd & S Milldred St & E 4th Ave

| Movement | EB | WB | NB | SB | SE | NW |
|---|---|---|---|---|---|---|
| Directions Served | LTR> | LTR> | <LTR | LTR> | <LTR> | LTR |
| Maximum Queue (ft) | 12 | 6 | 40 | 35 | 17 | 24 |
| Average Queue (ft) | 2 | 1 | 20 | 20 | 3 | 7 |
| 95th Queue (ft) | 16 | 11 | 54 | 46 | 18 | 29 |
| Link Distance (ft) | 485 | 274 | 583 | 354 | 271 | 240 |
| Upstream Blk Time (%) | | | | | | |
| Queuing Penalty (veh) | | | | | | |
| Storage Bay Dist (ft) | | | | | | |
| Storage Blk Time (%) | | | | | | |
| Queuing Penalty (veh) | | | | | | |

## Intersection: 10: S Mildred St & E 3rd Ave

| Movement | EB | WB | NB | SB |
|---|---|---|---|---|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 30 | 36 | 41 | 59 |
| Average Queue (ft) | 9 | 24 | 31 | 37 |
| 95th Queue (ft) | 32 | 48 | 49 | 57 |
| Link Distance (ft) | 184 | 369 | 530 | 240 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

## Intersection: 13: S Preston St & E 5th Ave

| Movement | WB | NB | SB |
|---|---|---|---|
| Directions Served | LTR | LTR | LTR |
| Maximum Queue (ft) | 6 | 40 | 18 |
| Average Queue (ft) | 2 | 26 | 7 |
| 95th Queue (ft) | 16 | 50 | 27 |
| Link Distance (ft) | 333 | 318 | 215 |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

## Network Summary

Network wide Queuing Penalty: 0

## Intersection: 3: S Milldred St & W 5th Ave

| Movement | EB | WB | SB |
|---|---|---|---|
| Directions Served | LTR | LTR | L |
| Maximum Queue (ft) | 34 | 54 | 44 |
| Average Queue (ft) | 15 | 35 | 18 |
| 95th Queue (ft) | 41 | 59 | 52 |
| Link Distance (ft) | 440 | 221 | |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | | | 140 |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

## Intersection: 6: S Fairfax Blvd & W 5th Ave/E 5th Ave

| Movement | WB | NB | NB | SB |
|---|---|---|---|---|
| Directions Served | LTR | LT | R | LTR |
| Maximum Queue (ft) | 30 | 18 | 39 | 27 |
| Average Queue (ft) | 13 | 9 | 10 | 12 |
| 95th Queue (ft) | 39 | 23 | 39 | 31 |
| Link Distance (ft) | 274 | 354 | | 611 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | 50 | |
| Storage Blk Time (%) | | 0 | 0 | |
| Queuing Penalty (veh) | | 0 | 0 | |

## Intersection: 7: S Fairfax Blvd & S Milldred St & E 4th Ave

| Movement | EB | NB | SB | SE | NW |
|---|---|---|---|---|---|
| Directions Served | LTR> | <LTR> | <LTR> | <LTR> | <LTR> |
| Maximum Queue (ft) | 12 | 39 | 39 | 34 | 18 |
| Average Queue (ft) | 4 | 15 | 15 | 8 | 4 |
| 95th Queue (ft) | 20 | 48 | 44 | 32 | 20 |
| Link Distance (ft) | 485 | 583 | 354 | 271 | 240 |
| Upstream Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |
| Storage Bay Dist (ft) | | | | | |
| Storage Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |

## Intersection: 10: S Mildred St & E 3rd Ave

| Movement | EB | WB | NB | SB |
|---|---|---|---|---|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 24 | 31 | 41 | 47 |
| Average Queue (ft) | 14 | 18 | 27 | 35 |
| 95th Queue (ft) | 39 | 43 | 53 | 51 |
| Link Distance (ft) | 184 | 369 | 530 | 240 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

## Intersection: 13: S Preston St & E 5th Ave

| Movement | EB | WB | NB | SB |
|---|---|---|---|---|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 6 | 24 | 35 | 24 |
| Average Queue (ft) | 1 | 6 | 20 | 6 |
| 95th Queue (ft) | 11 | 26 | 46 | 26 |
| Link Distance (ft) | 274 | 333 | 318 | 215 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

## Network Summary

Network wide Queuing Penalty: 0

## Intersection: 3: S MIldred St & W 5th Ave

| Movement | EB | WB | NB | NB | SB |
|---|---|---|---|---|---|
| Directions Served | LTR | LTR | L | TR | L |
| Maximum Queue (ft) | 30 | 74 | 6 | 4 | 55 |
| Average Queue (ft) | 12 | 46 | 1 | 1 | 34 |
| 95th Queue (ft) | 36 | 83 | 11 | 8 | 65 |
| Link Distance (ft) | 440 | 221 | | 271 | |
| Upstream Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |
| Storage Bay Dist (ft) | | | 85 | | 140 |
| Storage Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |

## Intersection: 6: S Fairfax Blvd & W 5th Ave/E 5th Ave

| Movement | WB | NB | NB | SB |
|---|---|---|---|---|
| Directions Served | LTR | LT | R | LTR |
| Maximum Queue (ft) | 45 | 22 | 38 | 30 |
| Average Queue (ft) | 18 | 13 | 12 | 13 |
| 95th Queue (ft) | 54 | 25 | 43 | 31 |
| Link Distance (ft) | 274 | 354 | | 611 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | 50 | |
| Storage Blk Time (%) | | 0 | 0 | |
| Queuing Penalty (veh) | | 0 | 0 | |

## Intersection: 7: S Fairfax Blvd & S MIldred St & E 4th Ave

| Movement | EB | WB | NB | SB | SE | NW |
|---|---|---|---|---|---|---|
| Directions Served | LTR> | LTR> | <LTR | LTR> | <LTR> | LTR |
| Maximum Queue (ft) | 6 | 11 | 34 | 35 | 33 | 24 |
| Average Queue (ft) | 1 | 3 | 9 | 15 | 8 | 8 |
| 95th Queue (ft) | 11 | 23 | 38 | 43 | 37 | 31 |
| Link Distance (ft) | 485 | 274 | 583 | 354 | 271 | 240 |
| Upstream Blk Time (%) | | | | | | |
| Queuing Penalty (veh) | | | | | | |
| Storage Bay Dist (ft) | | | | | | |
| Storage Blk Time (%) | | | | | | |
| Queuing Penalty (veh) | | | | | | |

## Intersection: 10: S Mildred St & E 3rd Ave

| Movement | EB | WB | NB | SB |
|---|---|---|---|---|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 34 | 31 | 40 | 55 |
| Average Queue (ft) | 17 | 23 | 35 | 36 |
| 95th Queue (ft) | 43 | 44 | 48 | 57 |
| Link Distance (ft) | 184 | 369 | 530 | 240 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

## Intersection: 13: S Preston St & E 5th Ave

| Movement | WB | NB | SB |
|---|---|---|---|
| Directions Served | LTR | LTR | LTR |
| Maximum Queue (ft) | 23 | 41 | 31 |
| Average Queue (ft) | 5 | 32 | 12 |
| 95th Queue (ft) | 26 | 47 | 37 |
| Link Distance (ft) | 333 | 318 | 215 |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

## Network Summary

Network wide Queuing Penalty: 0

## Intersection: 3: S MIldred St & W 5th Ave

| Movement | EB | WB | NB | SB |
|---|---|---|---|---|
| Directions Served | LTR | LTR | L | L |
| Maximum Queue (ft) | 44 | 50 | 12 | 30 |
| Average Queue (ft) | 19 | 35 | 2 | 17 |
| 95th Queue (ft) | 50 | 54 | 16 | 41 |
| Link Distance (ft) | 440 | 221 | | |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | 85 | 140 |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

## Intersection: 6: S Fairfax Blvd & W 5th Ave/E 5th Ave

| Movement | EB | WB | NB | NB | SB |
|---|---|---|---|---|---|
| Directions Served | LTR | LTR | LT | R | LTR |
| Maximum Queue (ft) | 3 | 30 | 13 | 6 | 29 |
| Average Queue (ft) | 1 | 14 | 8 | 2 | 11 |
| 95th Queue (ft) | 5 | 40 | 19 | 9 | 31 |
| Link Distance (ft) | 221 | 274 | 354 | | 611 |
| Upstream Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |
| Storage Bay Dist (ft) | | | | 50 | |
| Storage Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |

## Intersection: 7: S Fairfax Blvd & S MIldred St & E 4th Ave

| Movement | EB | WB | NB | SB | SE | NW |
|---|---|---|---|---|---|---|
| Directions Served | LTR> | <LTR> | <LTR> | <LTR> | <LTR> | <LTR> |
| Maximum Queue (ft) | 6 | 6 | 34 | 24 | 34 | 28 |
| Average Queue (ft) | 1 | 1 | 15 | 11 | 11 | 6 |
| 95th Queue (ft) | 11 | 11 | 45 | 34 | 36 | 28 |
| Link Distance (ft) | 485 | 274 | 583 | 354 | 271 | 240 |
| Upstream Blk Time (%) | | | | | | |
| Queuing Penalty (veh) | | | | | | |
| Storage Bay Dist (ft) | | | | | | |
| Storage Blk Time (%) | | | | | | |
| Queuing Penalty (veh) | | | | | | |

## Intersection: 10: S Mildred St & E 3rd Ave

| Movement | EB | WB | NB | SB |
|---|---|---|---|---|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 24 | 31 | 46 | 41 |
| Average Queue (ft) | 13 | 23 | 35 | 30 |
| 95th Queue (ft) | 38 | 45 | 49 | 49 |
| Link Distance (ft) | 184 | 369 | 530 | 240 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

## Intersection: 13: S Preston St & E 5th Ave

| Movement | WB | NB | SB |
|---|---|---|---|
| Directions Served | LTR | LTR | LTR |
| Maximum Queue (ft) | 38 | 36 | 18 |
| Average Queue (ft) | 11 | 20 | 6 |
| 95th Queue (ft) | 40 | 47 | 24 |
| Link Distance (ft) | 333 | 318 | 215 |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

## Network Summary

Network wide Queuing Penalty: 0

## Intersection: 3: S MIldred St & W 5th Ave

| Movement | EB | WB | NB | SB |
|---|---|---|---|---|
| Directions Served | LTR | LTR | L | L |
| Maximum Queue (ft) | 35 | 83 | 12 | 54 |
| Average Queue (ft) | 17 | 54 | 3 | 29 |
| 95th Queue (ft) | 44 | 88 | 19 | 61 |
| Link Distance (ft) | 440 | 221 | | |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | 85 | 140 |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

## Intersection: 6: S Fairfax Blvd & W 5th Ave/E 5th Ave

| Movement | WB | NB | NB | SB |
|---|---|---|---|---|
| Directions Served | LTR | LT | R | LTR |
| Maximum Queue (ft) | 57 | 18 | 17 | 27 |
| Average Queue (ft) | 23 | 13 | 5 | 15 |
| 95th Queue (ft) | 60 | 26 | 18 | 32 |
| Link Distance (ft) | 274 | 354 | | 611 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | 50 | |
| Storage Blk Time (%) | | 0 | | |
| Queuing Penalty (veh) | | 0 | | |

## Intersection: 7: S Fairfax Blvd & S MIldred St & E 4th Ave

| Movement | EB | WB | NB | SB | SE | NW |
|---|---|---|---|---|---|---|
| Directions Served | LTR> | <LTR> | <LTR | LTR> | <LTR> | LTR |
| Maximum Queue (ft) | 6 | 18 | 34 | 38 | 49 | 30 |
| Average Queue (ft) | 1 | 5 | 14 | 23 | 24 | 9 |
| 95th Queue (ft) | 11 | 23 | 46 | 49 | 60 | 32 |
| Link Distance (ft) | 485 | 274 | 583 | 354 | 271 | 240 |
| Upstream Blk Time (%) | | | | | | |
| Queuing Penalty (veh) | | | | | | |
| Storage Bay Dist (ft) | | | | | | |
| Storage Blk Time (%) | | | | | | |
| Queuing Penalty (veh) | | | | | | |

## Intersection: 10: S Mildred St & E 3rd Ave

| Movement | EB | WB | NB | SB |
|---|---|---|---|---|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 30 | 31 | 36 | 51 |
| Average Queue (ft) | 21 | 23 | 30 | 38 |
| 95th Queue (ft) | 43 | 45 | 49 | 55 |
| Link Distance (ft) | 184 | 369 | 530 | 240 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

## Intersection: 13: S Preston St & E 5th Ave

| Movement | EB | WB | NB | SB |
|---|---|---|---|---|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 12 | 12 | 36 | 12 |
| Average Queue (ft) | 2 | 4 | 28 | 5 |
| 95th Queue (ft) | 15 | 19 | 47 | 23 |
| Link Distance (ft) | 274 | 333 | 318 | 215 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

## Network Summary

Network wide Queuing Penalty: 0