

**North**

**Vicinity Map**



**PLANNED UNIT DEVELOPMENT PERMIT  
2022-001  
1700 North Main Street**

**Exhibit A**

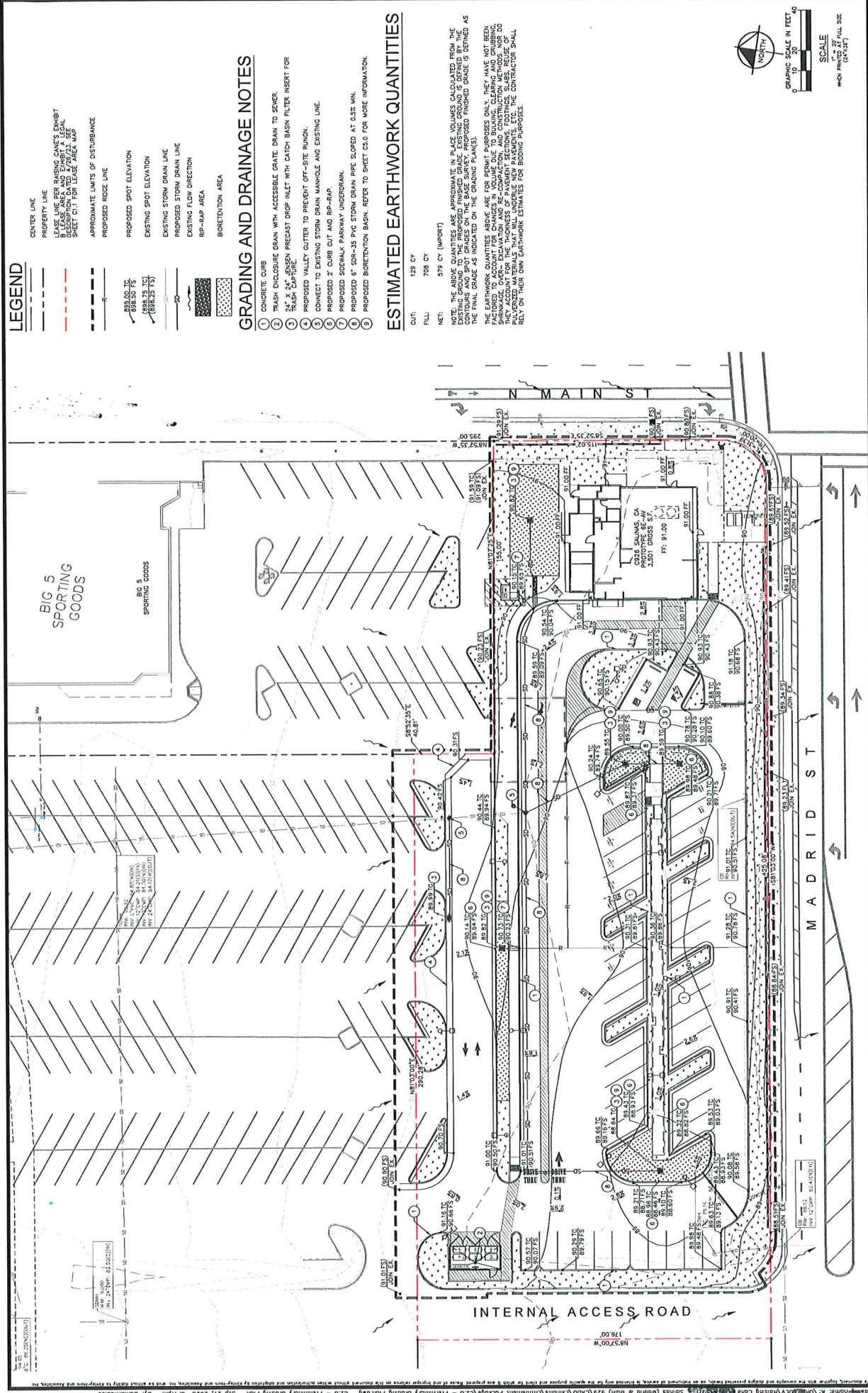












- LEGEND**
- CENTER LINE
  - PROPERTY LINE
  - LEASE LINE PER RAINING CANES EXHIBIT
  - EXISTING STORM DRAIN LINE
  - EXISTING FLOW DIRECTION
  - RIP-RAP AREA
  - BIURETATION AREA
  - APPROXIMATE LIMITS OF DISTURBANCE
  - PROPOSED RIDGE LINE
  - PROPOSED SPOT ELEVATION (889.00 TC)
  - EXISTING SPOT ELEVATION (888.78 TC)
  - EXISTING STORM DRAIN LINE
  - EXISTING FLOW DIRECTION
  - RIP-RAP AREA
  - BIURETATION AREA

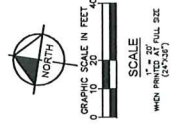
- GRADING AND DRAINAGE NOTES**
- 1 CONCRETE CURB
  - 2 TRASH ENCLOSURE DRAIN WITH ACCESSIBLE GRATE DRAIN TO SEWER
  - 3 18" X 18" CONCRETE PRECAST DRAIN INLET WITH CATCH BASIN FILTER INSERT FOR TRASH CAPTURE
  - 4 PROPOSED VALLEY GUTTER TO PREVENT OFF-SITE RUNOFF
  - 5 CONNECT TO EXISTING STORM DRAIN MANHOLE AND EXISTING LINE
  - 6 PROPOSED 2" CURB CUT AND RIP-RAP
  - 7 PROPOSED SIDEWALK PARKWAY UNDERDRAIN
  - 8 PROPOSED 8" SDR-35 PVC STORM DRAIN PIPE SLOPED AT 0.5% MIN.
  - 9 PROPOSED BIURETATION BASIN. REFER TO SHEET C5.0 FOR MORE INFORMATION.

**ESTIMATED EARTHWORK QUANTITIES**

CUT: 129 CY  
 FILL: 788 CY (IMPORT)  
 NET: 579 CY (IMPORT)

NOTE: THE ABOVE QUANTITIES ARE APPROXIMATE IN PLACE VOLUMES CALCULATED FROM THE EXISTING AND PROPOSED FINISHED GRADES ON THE BASE SURVEY. PROPOSED FINISHED GRADE IS DEFINED AS THE FINAL GRADE AS INDICATED ON THE GRADING PLANS.

THE EARTHWORK QUANTITIES ABOVE ARE FOR PERMIT PURPOSES ONLY. THEY HAVE NOT BEEN ENGINEERED, OVERSIGHTED, AND RE-COMPACTION AND RE-CONSTRUCTION METHODS NOR DO THEY ACCOUNT FOR THE THICKNESS OF PAVEMENT SECTIONS, FOOTING SLABS, REUSE OF EXISTING MATERIALS, OR OTHER CONSTRUCTION METHODS. THE CONTRACTOR SHALL RELY ON THEIR OWN EARTHWORK ESTIMATES FOR BIDDING PURPOSES.



|  |  |  |  |
|--|--|--|--|
| <br>CITY OF SALINAS<br>1700 N MAIN STREET<br>SALINAS, CA 93906           | <b>PRELIMINARY GRADING PLAN</b><br>C2.0  | <b>Kimley-Horn</b><br>REGISTERED PROFESSIONAL ENGINEERS<br>SACRAMENTO, CALIFORNIA<br>PREPARED UNDER THE DIRECT SUPERVISION OF<br>DATE: 08/12/2024<br>DWP: 22777224 | CITY OF SALINAS<br>APPROVED BY: _____ DATE: _____<br>CITY ENGINEER: _____<br>DWP: 22777224 |
| ENGINEER SEAL<br>BA<br>DRAWN BY<br>NC<br>CHECKED BY<br>JP<br>RECOMMENDED | DATE: 08/12/2024<br>REVISION: 1ST ENTIREMENT SUBMITTAL<br>DATE: 08/12/2024<br>REVISION: 2ND ENTIREMENT SUBMITTAL | <br>Know what's below.<br>Call before you dig.   |  |

Exhibit D



**LEGEND**

- PROPERTY LINE
- EASEMENT LINE
- LEASE LINE PER BAKING CANES EXHIBIT B LEASE 4/26/21 SEE SHEET C.1 FOR LEASE AREA MAP
- APPROXIMATE UNIT OF WORK LINE
- EXISTING WATER LINE
- EXISTING SANITARY SEWER LINE
- EXISTING UNDERGROUND ELECTRICAL LINE
- EXISTING STORM DRAIN LINE
- PROPOSED WATER LINE
- PROPOSED SANITARY SEWER LINE
- PROPOSED GAS LINE
- PROPOSED STORM DRAIN LINE
- GREASE WASTE INTERCEPTOR
- EXISTING UTILITY TO BE REMOVED

**WATER NOTES**

- (1) PROPOSED METER FOR 2" DOMESTIC WATER SERVICE.
- (2) PROPOSED METER FOR 1" IRRIGATION WATER SERVICE.
- (3) PROPOSED DOMESTIC WATER BACKFLOW PREVENTER.
- (4) PROPOSED IRRIGATION WATER BACKFLOW PREVENTER.
- (5) PROPOSED FIRE WATER BACKFLOW PREVENTER.
- (6) 1" PVC SCH. 80 IRRIGATION WATER LINE.
- (7) 2" PVC SCH. 80 DOMESTIC WATER LINE.
- (8) 6" PVC C-900 CLASS 150 FIRE WATER LINE.
- (9) BUILDING POINT OF CONNECTION (5-FT FROM BUILDING FACE).
- (10) HOT / COLD WATER TO HOSE BIB IN TRASH ENCLOSURE.
- (11) CONNECT TO EXISTING WATER MAIN.
- (12) PROPOSED FIRE HYDRANT.

**SANITARY SEWER NOTES**

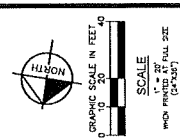
- (1) CONNECT TO EXISTING SEWER MAIN
- (2) 8" SDR-35 PVC SEWER PIPE AT MINIMUM 2% SLOPE
- (3) SEWER CLEAN-OUT
- (4) BLDG PRECAST 1500 GAL GREASE INTERCEPTOR AND SAMPLE BOX
- (5) 4" SDR-35 PVC SEWER PIPE AT MINIMUM 2% SLOPE
- (6) GREASE WASTE LINE POINT OF CONNECTION AT TRASH ENCLOSURE
- (7) DRAIN IN TRASH ENCLOSURE, DRAIN TO SEWER.
- (8) SEWER LIFT STATION (SUMP PUMP) TO BE PROVIDED DURING FINAL CONSTRUCTION AND OPERATIONAL PERIOD.

**STORM DRAIN NOTES**

- (1) REFER TO SHEETS C2.0 FOR MORE INFORMATION FOR ON-SITE STORM DRAIN SYSTEM.

**GENERAL NOTES**

- 1. THE EXISTING UTILITIES SHOWN ON THE PLAN ARE BASED ON AVAILABLE RECORDS. A GEOTECHNICAL AND UNDERGROUND UTILITY LOCATIONS OF ALL EXISTING AND PROPOSED UTILITIES.
- 2. TO OBTAIN THE FINAL LOCATION OF ALL PROPOSED CONNECTIONS TO PUBLIC MAIN LINES.



CITY OF SALINAS  
PRELIMINARY  
UTILITY PLAN  
C3.0

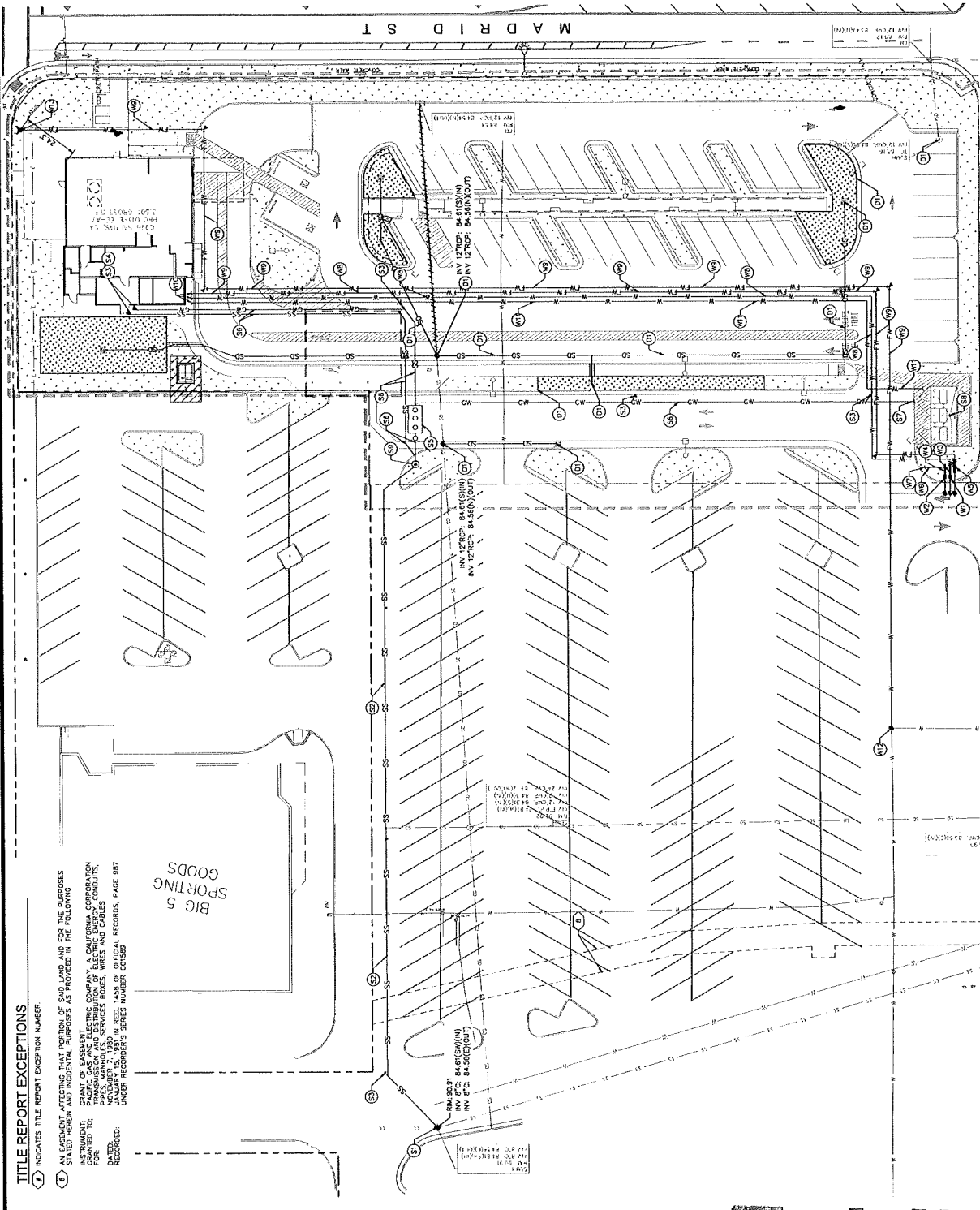


CITY OF SALINAS  
APPROVED BY: \_\_\_\_\_ DATE: \_\_\_\_\_  
CITY ENGINEER: \_\_\_\_\_  
CITY MANAGER: \_\_\_\_\_

**Kimley-Horn**  
SALICATED MAIL SITE USE  
SALINAS, CA 93901  
PREPARED UNDER THE DIRECT SUPERVISION OF:  
DATE: \_\_\_\_\_ DDP: 2/27/2021

BA: \_\_\_\_\_  
DRAWN BY: \_\_\_\_\_  
INC: \_\_\_\_\_  
CHECKED BY: \_\_\_\_\_  
RECOMMENDED: \_\_\_\_\_

| DATE      | REVISION                   |
|-----------|----------------------------|
| 1/11/2021 | 1ST DUTY/UTILITY SUBMITTAL |
| 1/11/2021 | 2ND DUTY/UTILITY SUBMITTAL |



**TITLE REPORT EXCEPTIONS**

(1) INDICATES TITLE REPORT EXCEPTION NUMBER.

(2) AN EASEMENT AFFECTING THAT PORTION OF SAID LAND AND FOR THE PURPOSES STATED HEREIN AND INCIDENTAL PURPOSES AS PROVIDED IN THE FOLLOWING INSTRUMENT:

GRANT OF EASEMENT TO BAKING CANES COMPANY, A CALIFORNIA CORPORATION, FOR THE TRANSMISSION AND DISTRIBUTION OF ELECTRIC ENERGY, CONDUITS, WIRES AND CABLES, DATED: NOVEMBER 7, 1989, AND AS AMENDED BY INSTRUMENT NO. 2018010001, UNDER RECORDER'S SERIES NUMBER 02182.

BIG 5  
SPORTING  
GOODS





**LEGEND:**

- PROPERTY LINE
- LEASE LINE PER PARKING AREA EXHIBIT A LOCAL ORDER 2/28/23 SITE SHEET MAP FOR LEASE AREA
- PARKING STALLS

- (1) EXISTING PARKING COUNT IS PROVIDED BY IN-N-OUT PARKING EXHIBIT DATED 10/7/22. PARKING COUNT SHOWN IS BASED ON A COUNT OF INDIVIDUAL STALLS IN THE ELECTRONIC CAD VERSION OF ALTA SURVEY DATED 4/18/23. THE TOTAL NUMBER OF STALLS PRINTED ON COVER OF ALTA IS 5,732. THE DIFFERENCE OF 97 STALLS CANNOT BE ACCOUNTED FOR. THE INFORMATION SHOWN IN THE TABLE REFLECTS A MANUAL CALCULATION.
- (2) PARKING STALLS WHICH STRADDLE PROPERTY LINES WERE APPLIED TO THE PARCEL IN WHICH THE MAJORITY OF THE STALL RESIDES.
- (3) EXISTING AND PROPOSED GROSS LEASABLE AREA (GLA) PER IN-N-OUT PARKING EXHIBIT DATED 10/7/22.
- (4) ONLY 5,224 SPACES, INCLUDING 82 ADA SPACES, ARE REQUIRED PER CONDITION 12 OF PLANNED UNIT DEVELOPMENT PERMIT 2014-001.
- (5) COUNT HAS BEEN ADJUSTED FOR AN APPROXIMATE STORMWATER REQUIREMENT.

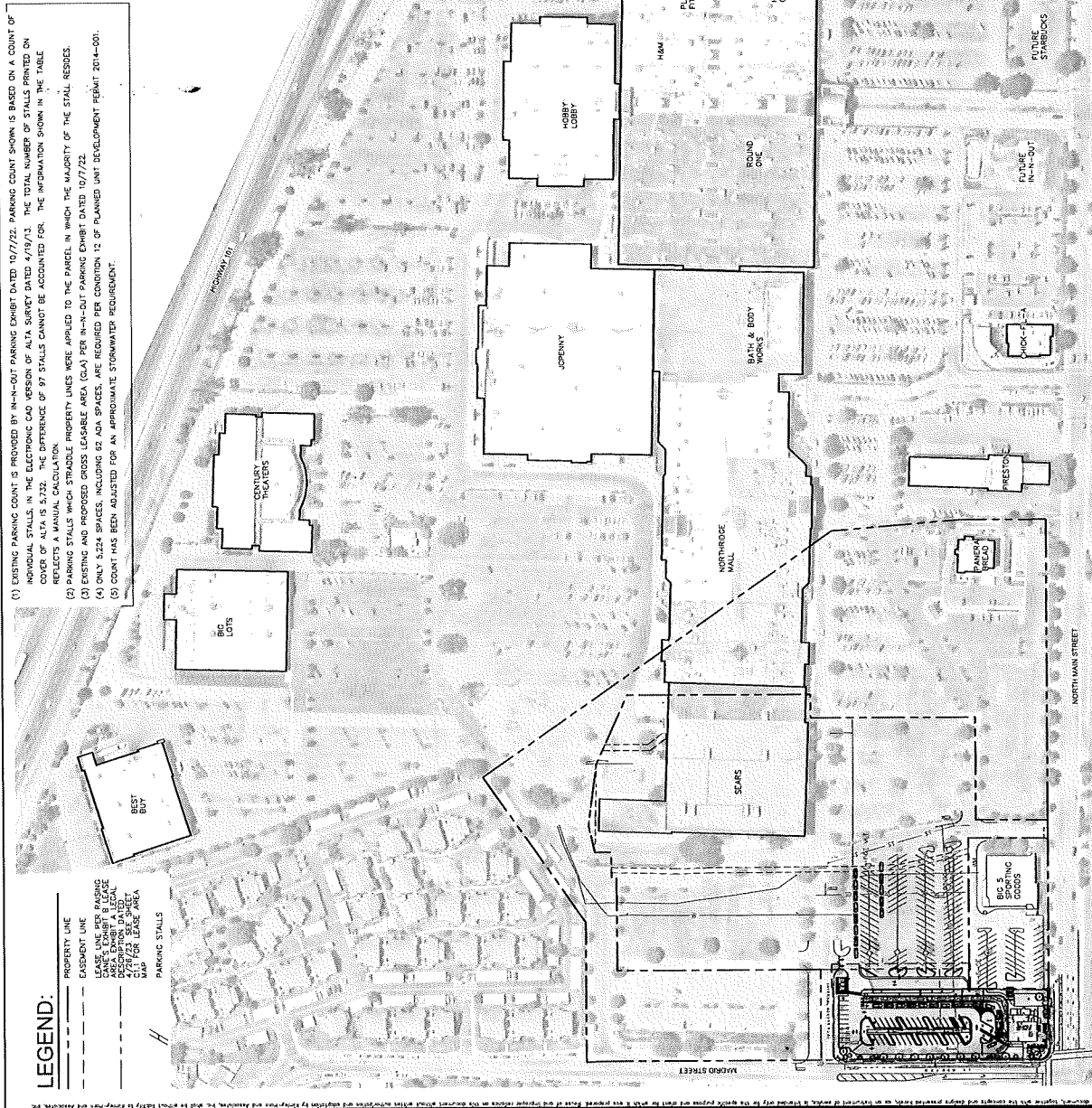
**PROPOSED PARKING SUMMARY**

| PARCEL NUMBER                    | INITIAL PLANNED FLOOR AREA (SF) | PROPOSED ADJ. PARKING (PARKING/500 SF) | REQUIRED PARKING (PARKING/500 SF) | CHANGE FROM EXISTING | RATIO (PARKING SPACES/1000 SF) |
|----------------------------------|---------------------------------|--|-----------------------------------|----------------------|--------------------------------|
| SEARS                            | 135,690                         | 723                                    | 14                                | -47                  | 5.3                            |
| MACYS & PBA                      | 177,334                         | 39                                     | 2                                 | +41                  | 4.4                            |
| CAL WATER                        | 177,334                         | 767                                    | 14                                | 0                    | 4.2                            |
| BIG WATER                        | 0                               | 0                                      | 0                                 | 0                    | 0                              |
| BANK OF AMERICA                  | 8,674                           | 50                                     | 3                                 | 0                    | 6.1                            |
| BEST BUY                         | 9,690                           | 55                                     | 1                                 | 0                    | 5.8                            |
| JOHNNY + BPAF                    | 30,000                          | 277                                    | 4                                 | 0                    | 6.4                            |
| TOYS R US                        | 43,000                          | 277                                    | 4                                 | 0                    | 6.4                            |
| NORTHROSE MALL                   | 240,569                         | 691                                    | 27                                | 0                    | 3.0                            |
| NORTHROSE MALL + PBA #2 + PBA #4 | 107,275                         | 639                                    | 7                                 | 0                    | 6.0                            |
| CENTURY THEATERS                 | 44,291                          | 131                                    | 7                                 | 0                    | 3.1                            |
| NORTHROSE MALL + PBA #2 + PBA #4 | 334,676                         | 1,706                                  | 28                                | 0                    | 5.2                            |
| WELLS FARGO                      | 2,460                           | 12                                     | 1                                 | 0                    | 3.8                            |
| TOTAL                            | 1,135,099                       | 5,288                                  | 112                               | -1                   | -                              |

**EXISTING PARKING SUMMARY**

| PARCEL NUMBER                    | INITIAL PLANNED FLOOR AREA (SF) | STANDARD STALLS | ADA STALLS | EXISTING PARKING (PARKING/500 SF) | REQUIRED PARKING (PARKING/500 SF) | PARKING SURPLUS |
|----------------------------------|---------------------------------|-----------------|------------|-----------------------------------|-----------------------------------|-----------------|
| MACYS & PBA                      | 177,334                         | 267             | 14         | 761                               | 0                                 | +72             |
| CAL WATER                        | 0                               | 0               | 0          | 0                                 | 0                                 | -               |
| BANK OF AMERICA                  | 8,674                           | 50              | 3          | 53                                | 0                                 | -               |
| BIG 5                            | 9,690                           | 55              | 1          | 56                                | 0                                 | -               |
| BEST BUY                         | 30,000                          | 271             | 4          | 103                               | 0                                 | -               |
| BIG LOTS                         | 43,000                          | 271             | 6          | 277                               | 0                                 | -               |
| JOHNNY + BPAF                    | 240,569                         | 691             | 27         | 718                               | 0                                 | -               |
| SEARS                            | 135,690                         | 726             | 14         | 770                               | 0                                 | -               |
| NORTHROSE MALL                   | 107,275                         | 639             | 7          | 646                               | 0                                 | -               |
| CENTURY THEATERS                 | 44,291                          | 131             | 7          | 138                               | 0                                 | -               |
| NORTHROSE MALL + PBA #2 + PBA #4 | 334,676                         | 1,706           | 28         | 1,734                             | 0                                 | -               |
| WELLS FARGO                      | 2,460                           | 12              | 1          | 13                                | 0                                 | -               |
| TOTAL                            | 1,135,099                       | 5,177           | 112        | 105,289                           | 105,224                           | 65              |

(4) ONLY 5,224 SPACES, INCLUDING 82 ADA SPACES, ARE REQUIRED PER CONDITION 12 OF PLANNED UNIT DEVELOPMENT PERMIT 2014-001.



**811**  
Know what's below. Call before you dig.

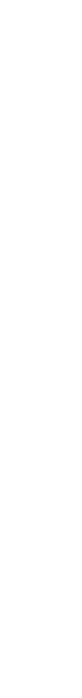
**Kimley-Horn**  
1500 CALIFORNIA STREET  
SALINAS, CA 95060  
PH: 520.770.2828

DATE: \_\_\_\_\_  
SCALE: \_\_\_\_\_  
DRAWN BY: \_\_\_\_\_  
CHECKED BY: \_\_\_\_\_  
RECOMMENDED: \_\_\_\_\_

CITY OF SALINAS  
APPROVED BY: \_\_\_\_\_ DATE: \_\_\_\_\_  
BY: \_\_\_\_\_ DP: \_\_\_\_\_

CITY OF SALINAS  
PRELIMINARY  
PARKING EXHIBIT

C4.0





### Threshold Determination Worksheet

Project Name: 1102212-001 - Salinas City, 2021 Salinas  
 Street Address: 1700 Main Street  
 APN: 233-001-024-007  
 Project Type: Commercial

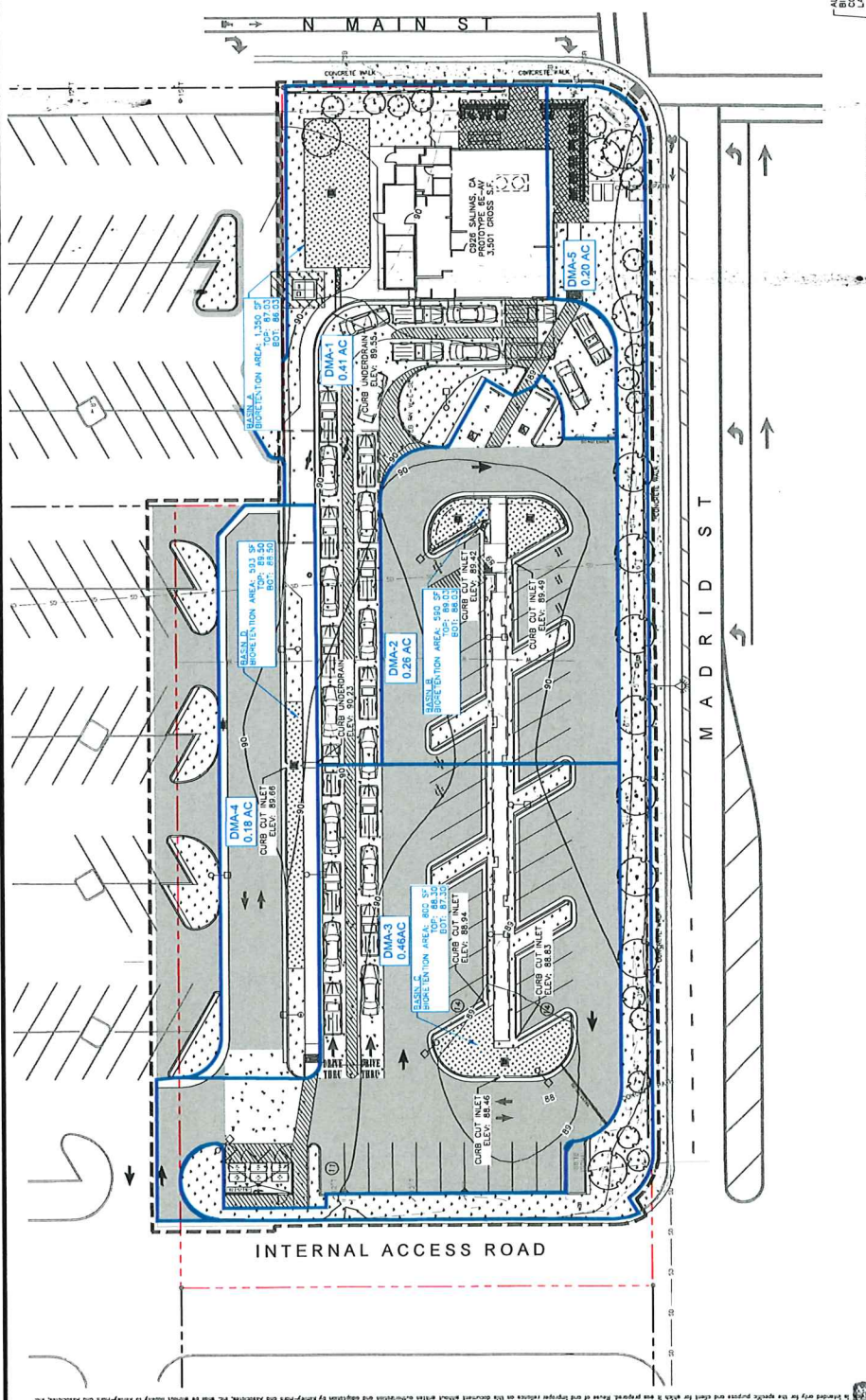
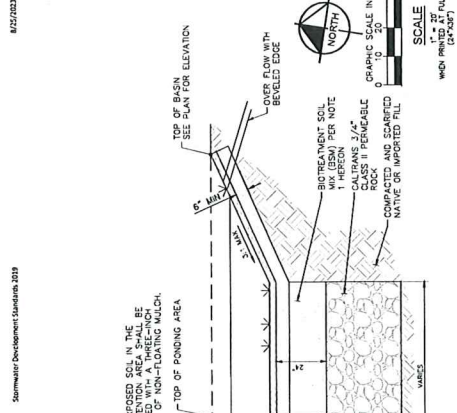
| Category                    | Area (sq ft)   | Area (sq ft) | Area (sq ft) |
|-----------------------------|----------------|--------------|--------------|
| Unexcavated Impervious Area | 38,372         | 11'          | 11'          |
| Excavated Impervious Area   | 48,553         | 11'          | 11'          |
| Permeable Area              | 3,202          | 11'          | 11'          |
| Building Footprint          | 13,357         | 11'          | 11'          |
| Roofs & Pavements           | 5,495          | 11'          | 11'          |
| Driveways                   | 39,355         | 11'          | 11'          |
| Other                       | 48,553         | 11'          | 11'          |
| <b>Total</b>                | <b>100,077</b> | <b>11'</b>   | <b>11'</b>   |

**Permeable Area**  
 New permeable area: 13,357 sq ft  
 Existing permeable area: 5,495 sq ft  
 Total permeable area: 18,852 sq ft

**Impervious Area**  
 New impervious area: 48,553 sq ft  
 Existing impervious area: 38,372 sq ft  
 Total impervious area: 86,925 sq ft

**Conclusion:** Is the project in an Urban Sustainability Area? **No**  
 Is there existing detention on the site? **No**  
 Reduced Impervious Area Credit: **17,254** sq ft  
 Applicable Requirements: **48,553** sq ft  
 Impervious Area for Runoff Reduction: **24,276.5** sq ft  
 Impervious Area for Peak Management: **N/A** sq ft  
 100-Year Peak Flow Management Required: **No**

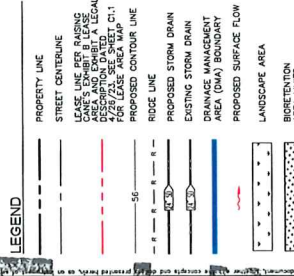
Area Check: 11' (C) 11' (S) 11' (E) 11' (W)  
 Land disturbance requirements: **SWPPP Required, provide for review prior to submitting MDL.**



#### STORMWATER CONTROL DMA CALCULATIONS

| AREA ID | BASIN NAME | TOTAL AREA (SF) | IMPERVIOUS AREA (SF) | PROPOSED PERVIOUS AREA (SF) | EXISTING IMPERVIOUS AREA (SF) | BIOTREATMENT VOLUME PROVIDED (CF) | BSM MINIMUM REQUIRED VOLUME (CF) | BIOTREATMENT VOLUME PROVIDED (CF) | MINIMUM AREA PROVIDED (SF) | GRAVEL DEPTH (IN) |
|---------|------------|-----------------|----------------------|-----------------------------|-------------------------------|-----------------------------------|----------------------------------|-----------------------------------|----------------------------|-------------------|
| DMA-1   | 1          | 17,850          | 6,411                | 5,815                       | 16,849                        | 540                               | 540                              | 1,350                             | 1,350                      | 12                |
| DMA-2   | 2          | 11,336          | 10,098               | 1,239                       | 10,879                        | 387                               | 387                              | 500                               | 500                        | 20                |
| DMA-3   | 3          | 20,038          | 6,646                | 13,750                      | 13,851                        | 507                               | 507                              | 500                               | 500                        | 12                |
| DMA-4   | 4          | 7,281           | 6,630                | 1,653                       | 7,189                         | 227                               | 227                              | 500                               | 500                        | 12                |
| DMA-5   | 5          | 17,254          | 17,254               | 17,254                      | 17,254                        | 227                               | 227                              | 500                               | 500                        | 12                |
| TOTAL   | TOTAL      | 65,777          | 48,553               | 17,254                      | 55,573                        | 10,204                            | 10,204                           | 10,204                            | 10,204                     |                   |

**BIOTREATMENT NOTES**  
 1. BIOTREATMENT SOIL MIXTURE (BSM) SHALL HAVE AN INfiltration RATE OF AT LEAST 9 INCHES PER HOUR. THE BIOTREATMENT SOIL SHALL BE COVERED WITH A THREE-INCH LAYER OF NON-FLAMING MULCH.  
 2. ALL BIOTREATMENT AREAS SHALL BE COVERED WITH A THREE-INCH LAYER OF NON-FLAMING MULCH.  
 3. THE BIOTREATMENT AREAS SHALL BE COVERED WITH A THREE-INCH LAYER OF NON-FLAMING MULCH.  
 4. THE BIOTREATMENT AREAS SHALL BE COVERED WITH A THREE-INCH LAYER OF NON-FLAMING MULCH.  
 5. THE BIOTREATMENT AREAS SHALL BE COVERED WITH A THREE-INCH LAYER OF NON-FLAMING MULCH.



City of Salinas  
**PRELIMINARY STORM CONTROL PLAN**

1700 N MAIN STREET  
 SALINAS, CA 93905

APPROVED BY: \_\_\_\_\_ DATE: \_\_\_\_\_  
 CITY ENGINEER: \_\_\_\_\_  
 PROJECT NO.: \_\_\_\_\_

C5.0

**Kimley-Horn**  
 515 CAPITAL Mall, SUITE 300  
 SACRAMENTO, CA 95814  
 PREPARED UNDER THE DIRECT SUPERVISION OF:  
 JOHN FOLLOMEY, P.E., No. 81818    Exp. 12/31/2024

811  
 Know what's below.  
 Call before you dig.

SCALE: 1" = 20'-0"

MOPT PRINTED AT FULL SIZE (A3/24x36)





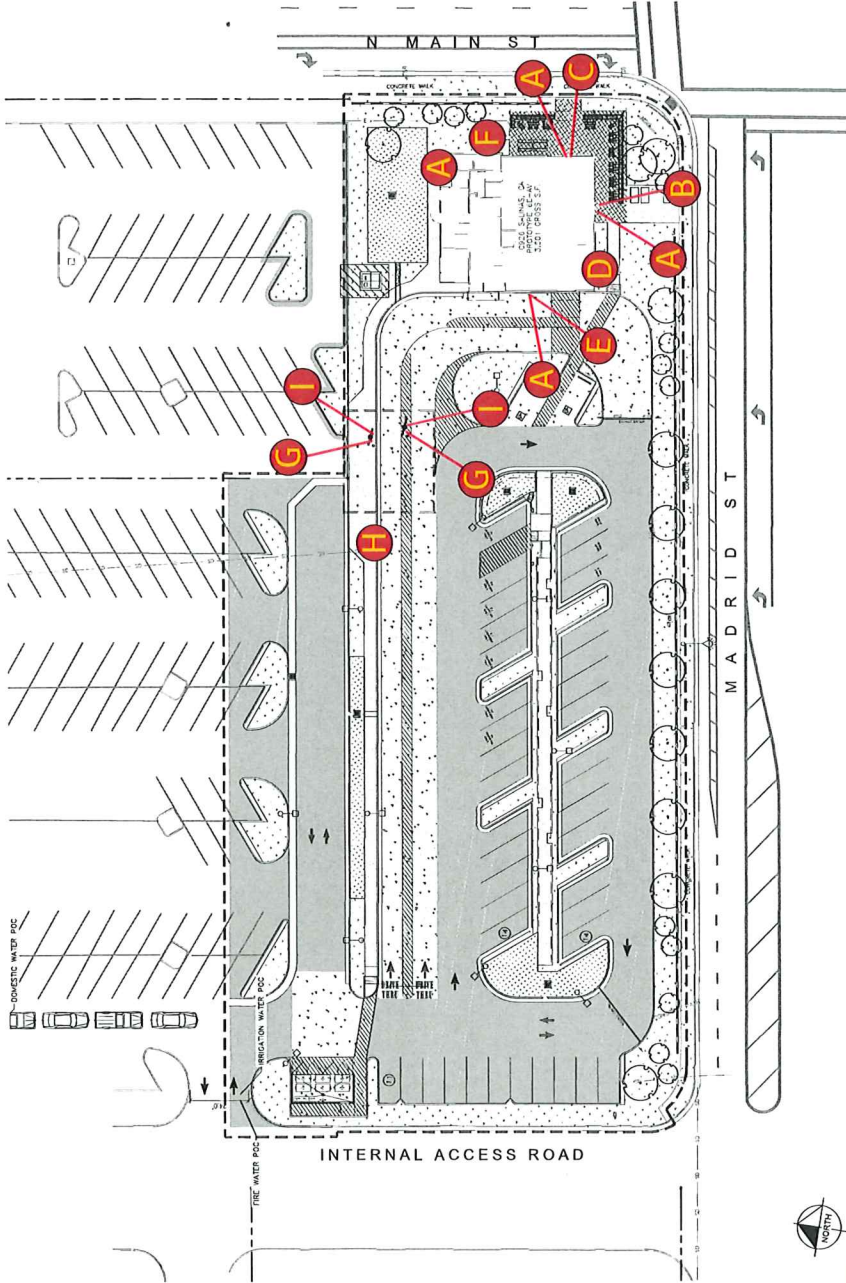




# SITEMAP

| QTY. | CODE   | DESCRIPTION               |
|------|--------|---------------------------|
| 4    | WS-6FT | 3x6 Wall Sign             |
| 1    | ONS    | Open Sign                 |
| 1    | CFNS   | Chicken Fingers Neon Sign |
| 1    | OLH    | One Love Heart            |
| 1    | PAMRL  | Painted Arrow Mural       |
| 1    | CUSA   | Custom Artwork            |
| 2    | DTMB   | DT Menuboard              |
| 1    | DTPS   | Pre Sell Board            |
| 2    | DTSP   | Speaker Post              |

| YES                                 | NO                                  |
|-------------------------------------|-------------------------------------|
| <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| <input checked="" type="checkbox"/> | <input type="checkbox"/>            |



Within Northridge Wall MSP. No further restrictions noted as of 2/15/22.

Freestanding sign would require MSP amendment (No other out parcels have signage)

Wall signs allowed 1 primary/identification sign per elevation at 1.25 SF/LF of building frontage. Logo requires LL approval

Mural/ artwork works of art containing no advertising are exempt, requires LL approval

Neon Window signs not permitted unless approved by the owner and the city of Salinas community development department

Cove Lighting not permitted exceptions can be made upon approval of the city director

Drive thru allowed 2 boards at 50 SF each @ 8 ft OAH, Pre sell not in code.



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Date: 03/04/2022

Location: Salinas, CA

AGI PM: Joe Guglielmucci

Site ID: RC0929

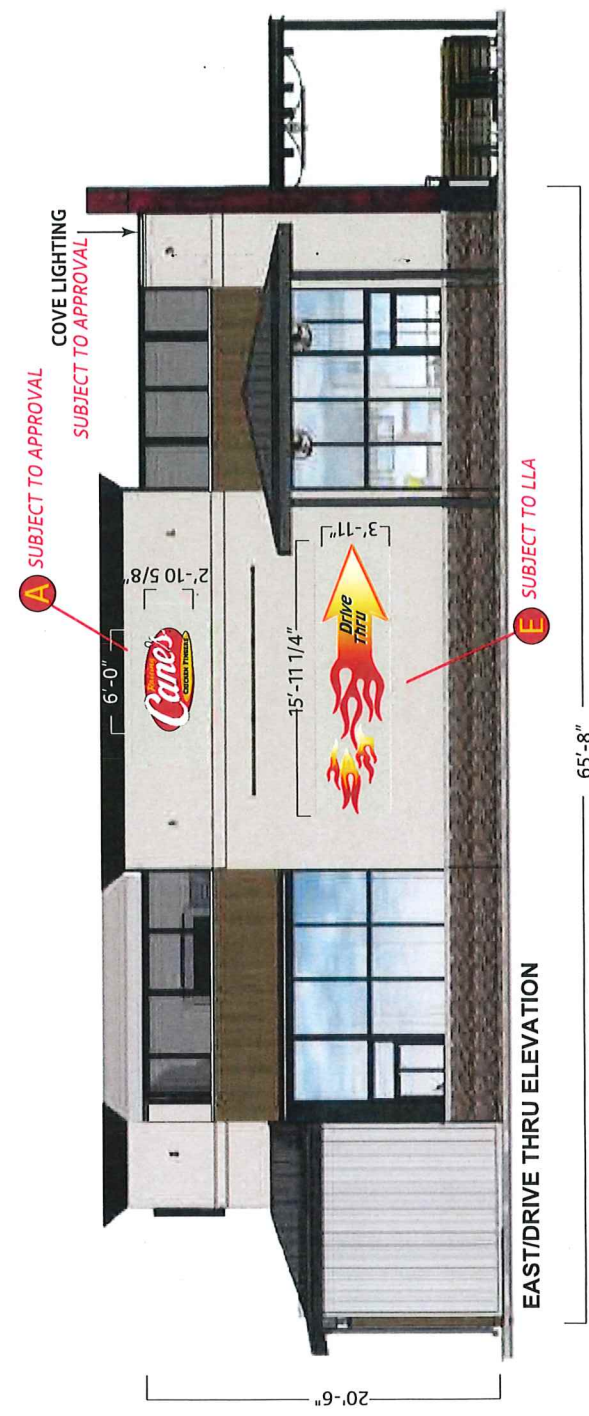


Exhibit J

# ELEVATIONS

QTY. CODE DESCRIPTION

- A** 4 WS-6FT 3x6 Wall Sign
- B** 1 ONS Open Sign
- C** 1 CFNS Chicken Fingers Neon Sign
- D** 1 OLH One Love Heart
- E** 1 PAMRL Painted Arrow Mural
- F** 1 CUSA Custom Artwork
- G** 2 DTMB DT Menuboard
- H** 1 DTPS Pre Sell Board
- I** 2 DTSP Speaker Post



Scale: 3/32"=1'



Location: Salinas, CA

Date: 03/04/2022

Site ID: RC0929

AGI PM: Joe Guglielmucci

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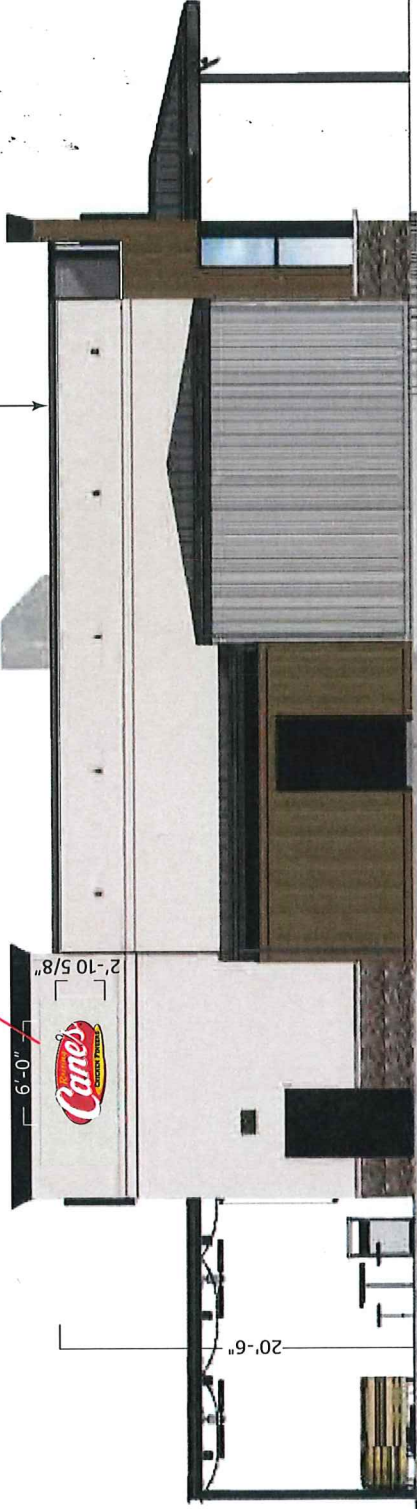
# ELEVATIONS

QTY. CODE DESCRIPTION

- A** 4 WS-6FT 3x6 Wall Sign
- B** 1 ONS Open Sign
- C** 1 CFNS Chicken Fingers Neon Sign
- D** 1 OLH One Love Heart
- E** 1 PAMRL Painted Arrow Mural
- F** 1 CUSA Custom Artwork
- G** 2 DTMB DT Menuboard
- H** 1 DTPS Pre Sell Board
- I** 2 DTSP Speaker Post

**A** SUBJECT TO APPROVAL

COVE LIGHTING  
SUBJECT TO APPROVAL

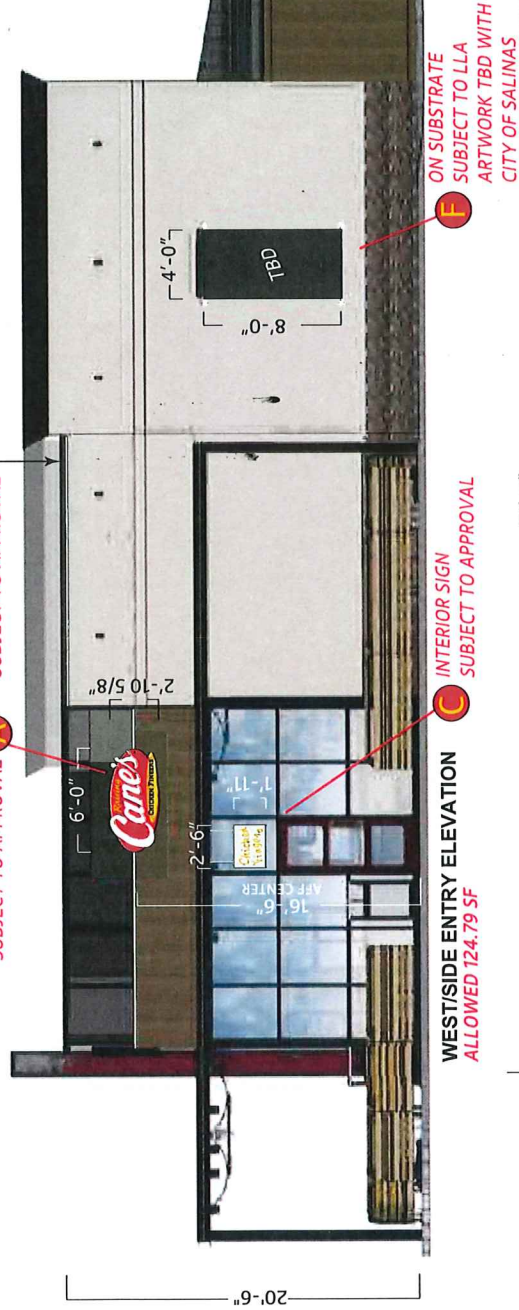


NORTH/REAR ELEVATION

56'-2"

COVE LIGHTING  
SUBJECT TO APPROVAL

**A**



**F** ON SUBSTRATE  
SUBJECT TO LLA  
ARTWORK TBD WITH  
CITY OF SALINAS

INTERIOR SIGN  
SUBJECT TO APPROVAL

WEST/SIDE ENTRY ELEVATION  
ALLOWED 124.79 SF

62'-9"

Scale: 3/32"=1'



Location: Salinas, CA

Date: 03/04/2022

Site ID: RC0929

AGI PM: Joe Guglielmucci

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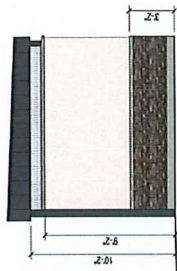




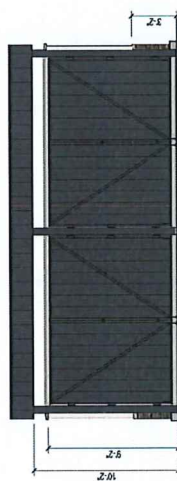




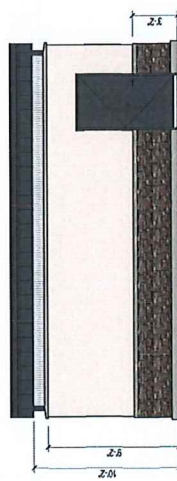
DUMPSTER ENCLOSURE ELEVATIONS  
C929 - Main & Madrid - Salinas, CA | August 24, 2023



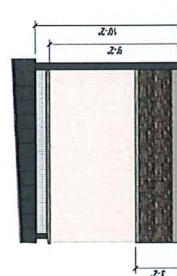
DUMPSTER ENCLOSURE RIGHT ELEVATION  
N 1/4



DUMPSTER ENCLOSURE FRONT ELEVATION  
N 1/4

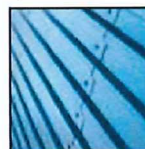


DUMPSTER ENCLOSURE REAR ELEVATION  
N 1/4



DUMPSTER ENCLOSURE LEFT ELEVATION  
N 1/4

MATERIAL FINISHES



Metal Panel 1



Cement Stucco: 456 Oyster Shell  
Sherwin Williams



Culture Stone: 'Country Ledgestone', Grand Mesa



Cast Stone Ledge:  
Marston, 6658 Architect's Grey

Exhibit

Colored Dumpster Enclosure Elevations (For Reference Only)





**CHAPPELL**  
GEOMATICS, INC.

**EXHIBIT "A"**  
**LEGAL DESCRIPTION**  
**LEASE AREA**

All that certain real property situate in the City of Salinas, County of Monterey, State of California being a portion of Parcel 10 as shown on the Parcel Map filed for Record May 30<sup>th</sup>, 1979 in Book 13 of Parcel Maps at Page 71, Monterey County Records and being more particularly described as follows:

**BEGINNING** at the Southwest corner of said Parcel 10 coincident with the northerly line of Parcel 21 as shown on said Map, thence North 08°57'00" West, along the Westerly line of said Parcel 10, a distance of 176.00 feet to a common corner of said Parcel 10 and Parcel 18 as shown on said map; thence North 81°03'00" East, 290.28 feet to a point on the Easterly line of said Parcel 10 coincident with the Westerly line Parcel 9 as shown on said map; thence South 08°52'35" East along said line, 40.81 feet to the Southwest corner of said Parcel 9 common with a corner of said Parcel 10; thence North 81°07'25" East, along the Southerly line of said Parcel 9 coincident with a Parcel 10 line, 155.00 feet to the Southeast corner of said Parcel 9 and a corner of said Parcel 10 being a point coincident with the Westerly line of said Parcel 21; thence South 08°52'35" East along the Easterly line of said Parcel 10 coincident with said the Westerly line of said Parcel 21, a distance of 115.02 feet to the beginning of a Tangent curve to the right having a radius of 20.00 feet; thence along said curve through a central angle of 89°55'35", an arc length of 31.39 feet to the Southerly line of said Parcel 10 being coincident with the Northerly line of said Parcel 21; thence South 81°03'00" West, along said line 425.08 feet to the **POINT OF BEGINNING**.

Containing 1.651 Acres, More or Less.

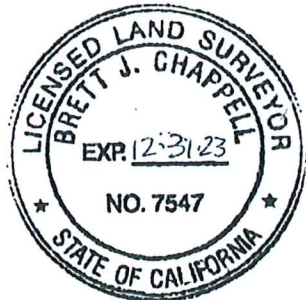
**END OF DESCRIPTION**

All the above-described Lease Area is shown on EXHIBIT "B", attached hereto and by this reference made a part hereof.

This real property description was prepared by me or under my direction in conformance with the Professional Land Surveyors' Act.

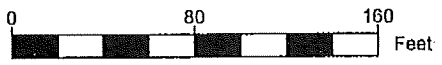
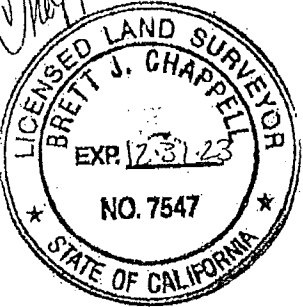
  
Brett J. Chappell, PLS/7547

4-26-2023  
Date





4/26/23  
Brett Chappell



LEGEND

|  |               |
|--|---------------|
|  | BOUNDARY LINE |
|  | LEASE LINE    |
|  | LEASE AREA    |

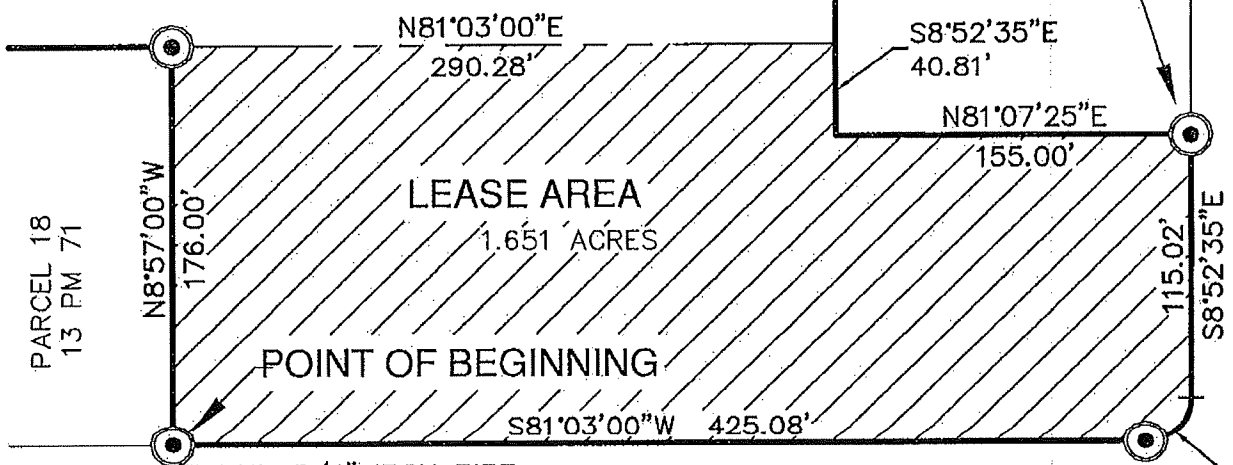
FOUND 3/4" IRON PIPE  
OPEN, ACCEPTED AS  
MONUMENT FROM MAP  
13 PM 71.  
S8°52'35"E, 0.23' FROM  
BOUNDARY CORNER

FOUND P&K NAIL WITH  
BRASS TAG. ILLEGIBLE.  
ACCEPTED AS  
PURPORTED CORNER OF  
13 PM 71

PARCEL 10  
13 PM 71

PARCEL 9  
13 PM 71

NORTH MAIN STREET



FOUND 3/4" IRON PIPE  
OPEN, ACCEPTED AS  
MONUMENT FROM MAP  
13 PM 71

FOUND 3/4" IRON PIPE  
OPEN, ACCEPTED AS  
MONUMENT FROM MAP  
13 PM 71

R=20.00'  
L=31.39'  
Δ=89°55'35"

MADRID STREET

|              |           |
|--------------|-----------|
| SHEET        | 1 OF 1    |
| SCALE:       | 1"=80'    |
| DATE:        | 4/26/2023 |
| PREPARED BY: | BJC       |
| Job. No.:    | 2022027   |

EXHIBIT "B"  
LEASE AREA  
RAISING CANE'S  
CITY OF SALINAS  
COUNTY OF MONTEREY STATE OF CALIFORNIA

**CHAPPELL  
GEOMATICS, INC.**  
147 N 1st Avenue  
OAKDALE, CA, 95361  
PHONE: (209) 845 9694  
WWW.CHAPGEO.COM

Exhibit P

**CUTSHEET**  
 WS-6FT (Adams Tech)  
 ALLOWED 1 PRIMARY IDENTIFICATION SIGN PER ELEVATION AT 1.25 SF/LF OF BUILDING FRONTAGE  
 LOGO/CAN-TYPE SIGNS NTE 30% OF SIGN AREA  
 LL APPROVAL REQUIRED

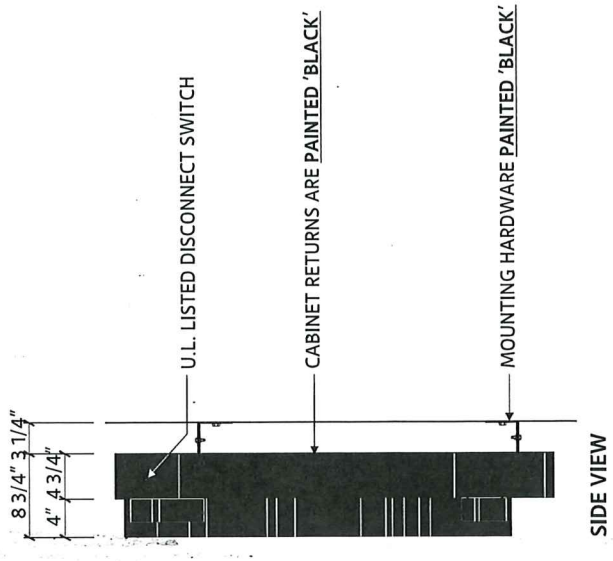


- 'RAISING' ARE ADAM'S TECH CHANNEL LETTERS W/ -FACES ARE FIRST SURFACE APPLIED 3M #3630-0T5 'YELLOW'
- RETURNS ARE PAINTED 'BLACK'
- ALUM BACKGROUND IS PAINTED TO MATCH 3M #3630-73 'RED'
- REGISTER MARK IS 'BLACK' VINYL
- CHANNEL LETTERS W/ 1/8" #7328 'WHITE' ACRYLIC FACES
- LETTER RETURNS IS PAINTED 'BLACK' VINYL
- 'CHICKEN FINGERS' ARE ADAM'S TECH CHANNEL LETTERS W/ 3M #3635-222 'DUAL COLOR PERFORATED BLACK' FACES AND RETURNS ARE PAINTED 'BLACK'
- 'SURFBOARD' IS FIRST SURFACE APPLIED DIGITAL PRINT

DOOR FOR POWER SUPPLY ACCESS

FRONT ELEVATION

**17.31**  
 Square Footage



SIDE VIEW

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|                       |                          |
|-----------------------|--------------------------|
| Location: Salinas, CA | Date: 03/04/2022         |
| Site ID: RC0929       | AGI PM: Joe Guglielmucci |

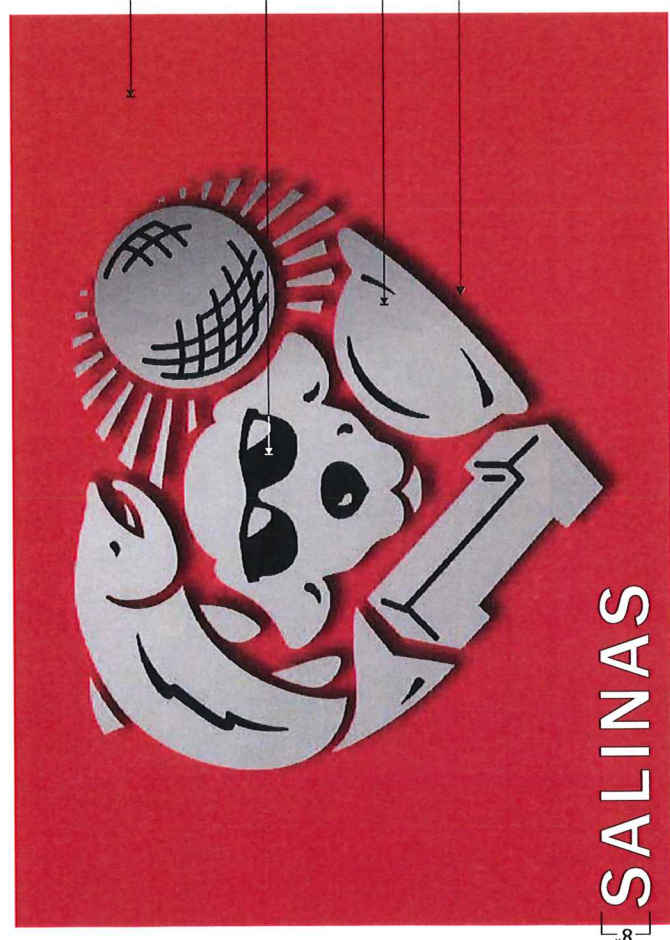
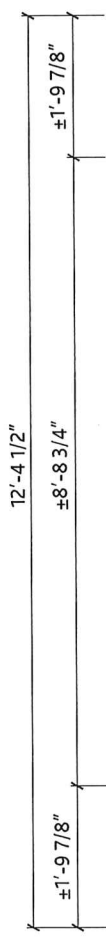


Exhibit





**CUTSHEET**  
 One Love Heart (XL)  
 WORKS OF ART WITH NO ADVERTISING ARE EXEMPT  
 SUBJECT TO LL APPROVAL



WALL IS PAINTED 'RED'  
 (CLIENT TO SPECIFY COLOR)

DETAIL IS SURFACE APPLIED OPAQUE  
 VINYL 'BLACK' (CLIENT TO SPECIFY COLOR)

MAP BRUSHED ALUM.

1/8" PRECISION  
 ROUTED ALUM.

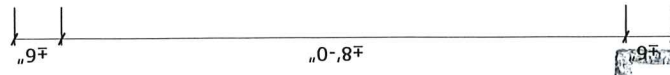
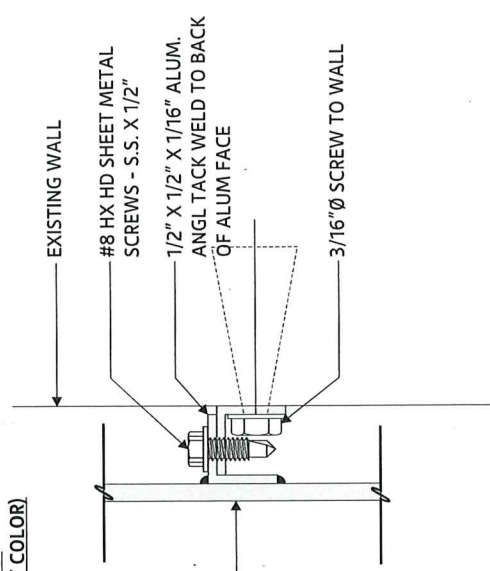


Exhibit R



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|                       |                          |
|-----------------------|--------------------------|
| Location: Salinas, CA | Date: 03/04/2022         |
| Site ID: RC0929       | AGI PM: Joe Guglielmucci |





# CUTSHEET PAMRL

WORKS OF ART WITH NO ADVERTISING ARE EXEMPT  
SUBJECT TO LL APPROVAL



62.42

Square Footage

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Location: Salinas, CA

Site ID: RC0929

Date: 03/04/2022

AGI PM: Joe Guglielmucci

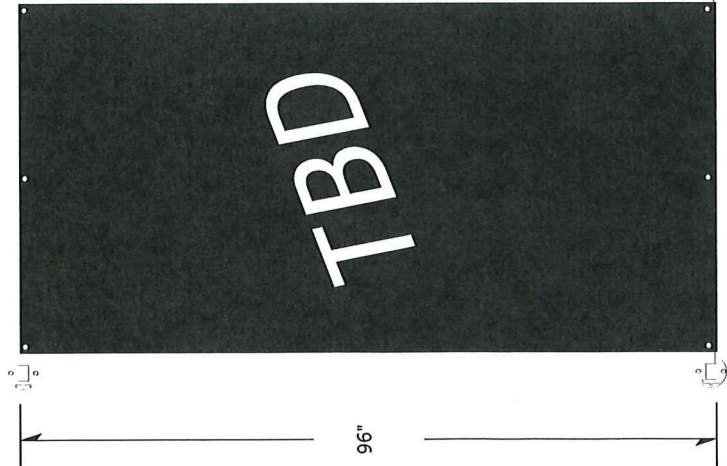
# Exhibit







48"



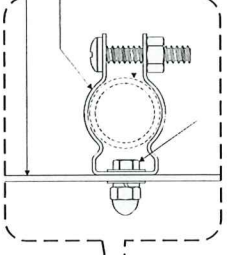
96"

# CUTSHEET

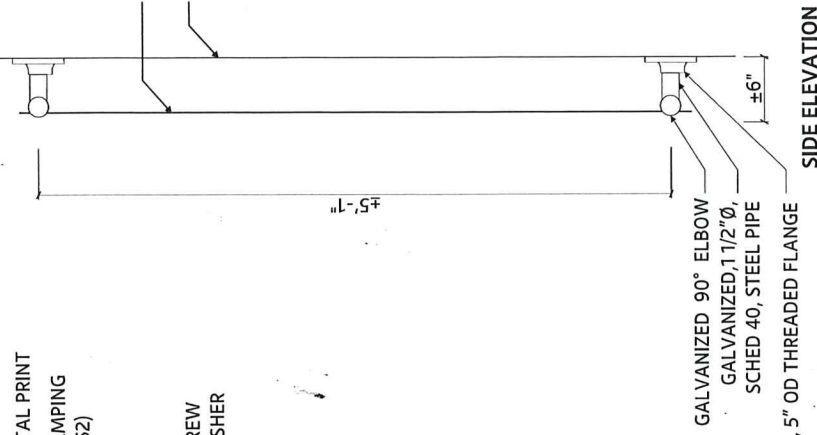
Custom Artwork on Substrate  
**WORKS OF ART WITH NO ADVERTISING ARE EXEMPT  
SUBJECT TO LL APPROVAL  
ARTWORK TBD WITH CITY OF SALINAS**

.090" ALUM. PANEL W/ DIGITAL PRINT  
THREADED-ROD MOUNT CLAMPING  
HANGER (MCM CARR: 3006T52)  
AT 24" O.C.  
EXISTING 1" Ø S. S. TUBE  
#12 X 1/2" LONG S.S. CAP SCREW  
W/ LOCK WASHER, FLAT WASHER  
& ACORN NUT

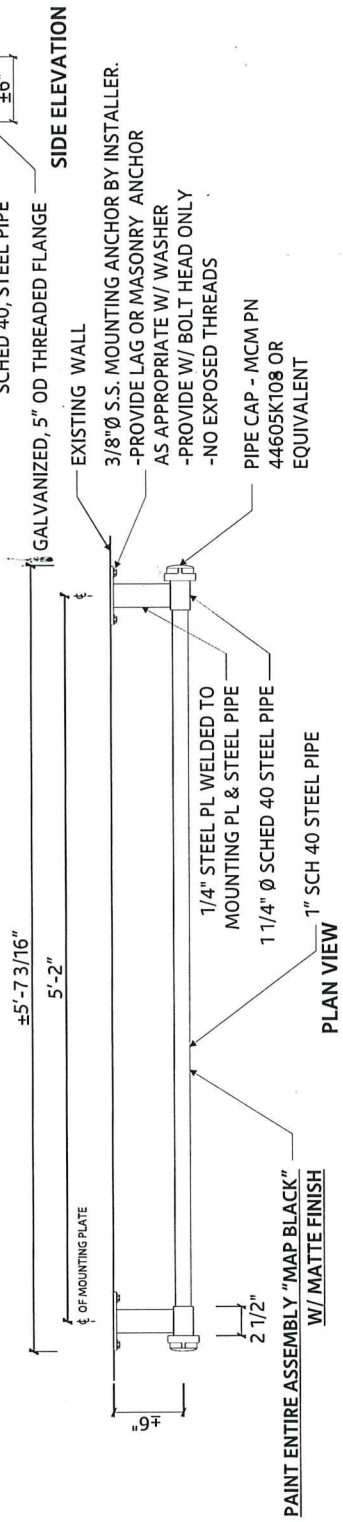
### BLOW-UP DETAIL



### SIDE VIEW



THIS IS A DIGITAL PRINT ON ALUMINIUM SUBSTRATE AND RIGID.



PAINT ENTIRE ASSEMBLY "MAP BLACK"  
W/ MATTE FINISH

### PLAN VIEW

GALVANIZED 90° ELBOW  
GALVANIZED, 1 1/2" Ø,  
SCHD 40, STEEL PIPE  
±6"  
SIDE ELEVATION  
EXISTING WALL  
3/8" Ø S.S. MOUNTING ANCHOR BY INSTALLER.  
-PROVIDE LAG OR MASONRY ANCHOR  
AS APPROPRIATE W/ WASHER  
-PROVIDE W/ BOLT HEAD ONLY  
-NO EXPOSED THREADS  
PIPE CAP - MCM PN  
44605K108 OR  
EQUIVALENT

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Location: Salinas, CA

Date: 03/04/2022

Site ID: RC0929

AGI PM: Joe Guglielmucci





**CUTSHEET**  
 Drive Thru Menu Board  
 2 BOARDS ALLOWED AT 50 SF @ 8' OAH



**28.63**  
 Square Footage



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**Date:** 03/04/2022

**Location:** Salinas, CA

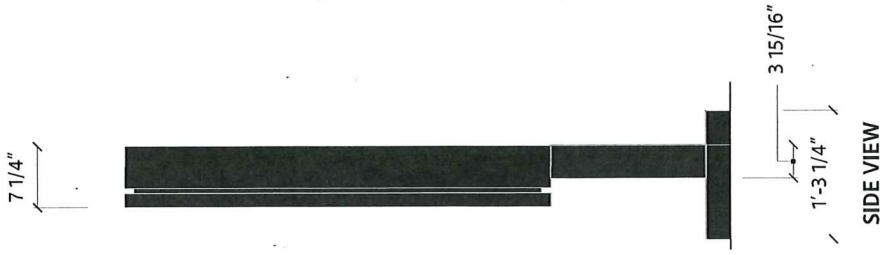


**AGI PM:** Joe Guglielmucci

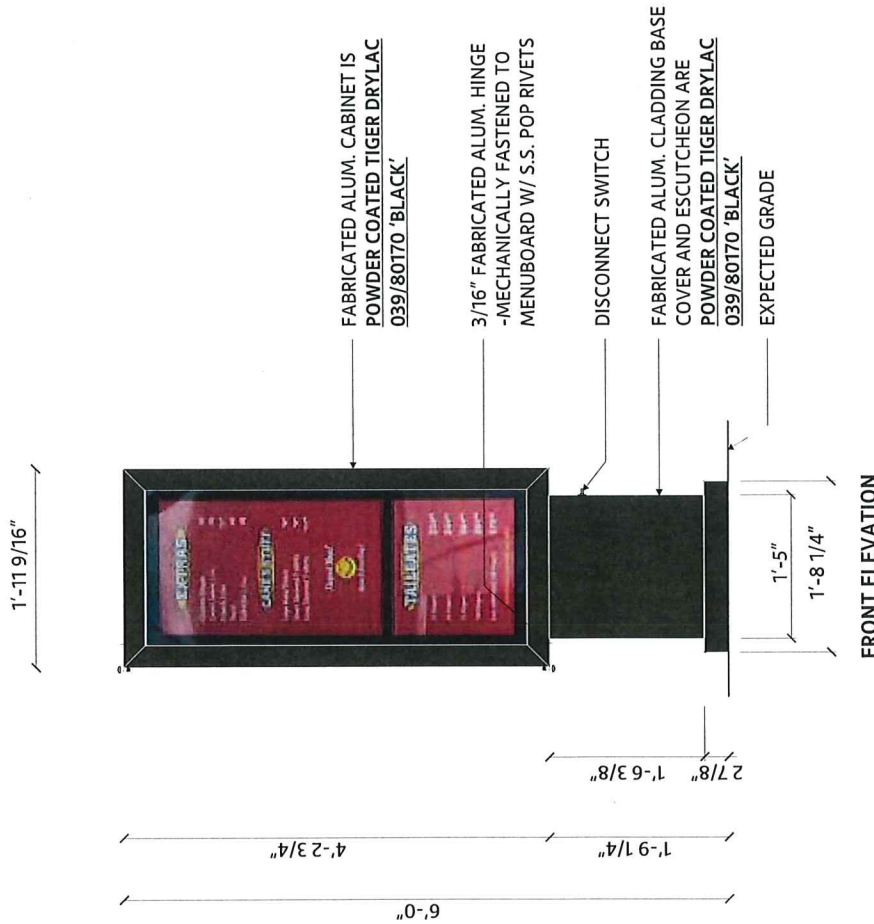
**Site ID:** RC0929



**CUTSHEET**  
Pre Sell Board  
*NOT IN CODE*



**SIDE VIEW**



**FRONT ELEVATION**

**8.31**  
Square Footage

FABRICATED ALUM. CABINET IS  
POWDER COATED TIGER DRYLAC  
039/80T70 'BLACK'

3/16" FABRICATED ALUM. HINGE  
-MECHANICALLY FASTENED TO  
MENUBOARD W/ S.S. POP RIVETS

DISCONNECT SWITCH

FABRICATED ALUM. CLADDING BASE  
COVER AND ESCUTCHEON ARE  
POWDER COATED TIGER DRYLAC  
039/80T70 'BLACK'

EXPECTED GRADE

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Location: Salinas, CA

Date: 03/04/2022

Site ID: RC0929

AGI PM: Joe Guglielmucci



**Exhibit**



**KIESEL DESIGN**  
 Kiesel Landscape  
 Architecture Inc.  
 375 E Main Street  
 Ventura, CA 93001  
 805.233.8888  
 info@kiesel-design.com  
 CA # 8206

**RC#929**  
**Raising Cane's**  
**Salinas**  
 1700 N Main Street,  
 Salinas, CA 93906

| Submittal # | DATE | NAME          |
|-------------|------|---------------|
| 07.01.22    | 14   | CUP Submittal |
| 08.01.22    | 26   | CUP Submittal |
| 04.21.23    | 34   | CUP Submittal |
| 04.21.23    | 46   | CUP Submittal |
| 08.01.23    | 58   | CUP Submittal |
| 08.23.23    | 61   | CUP Submittal |



Type: Conceptual

Initial Setback Date:  
 June 2022

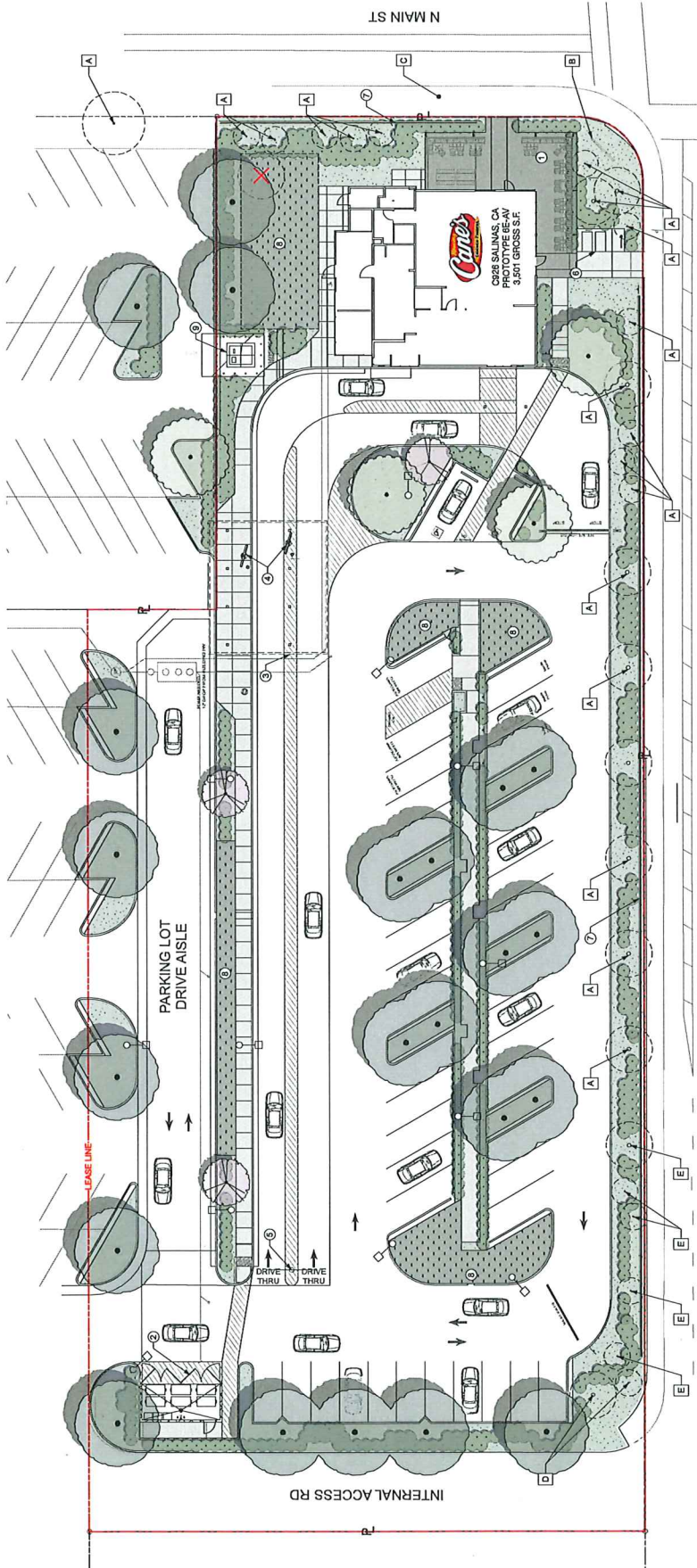
Drawn By: DATE  
 NAME: B. Perez 06/2023

Scale: 1/16" = 1'-0"

Title:  
**Conceptual Landscape Plan**

Sheet Number:

**L0.1**



**Materials Legend**

| Material  | Size | Area     |
|---|------|----------|
| Direct Colored Smoothcast, Gray 02 -<br>Finish: TOPCAST 8 RD            | N/A  | 1,265 SF |
| Natural colored concrete W/ 3/8" sawcut joints.<br>Finish: TOPCAST 8 RD | N/A  | 3,904 SF |

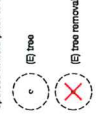
\*Integral Colored Concrete Supplier: Direct Colors <https://www.directcolors.com/>

**Proposed Notes**

- 1) P/ patio furniture per Architect
- 2) P/ trash enclosure per Architect
- 3) P/ overhead structure per Architect
- 4) P/ menu order board per Architect
- 5) P/ drive-thru clearance bar per Architect
- 6) P/ bike storage per Architect
- 7) P/ screen wall per Civil
- 8) P/ bio-retention area per Civil
- 9) P/ transformer per architect

**Existing Tree Protection & Removal Notes**

All existing plant material to remain and be protected unless otherwise noted. Contractor shall verify all existing tree location and species in field prior to demolition.



**Conceptual Native Plant List**

| Species Name                  | Common Name            | Size    |
|-------------------------------|------------------------|---------|
| <i>Marina Strawberry Tree</i> | Marina Strawberry Tree | 38" box |
| <i>Coast Live Oak</i>         | Coast Live Oak         | 38" box |
| <i>Western Redbud</i>         | Western Redbud         | 38" box |
| <i>Little Olive</i>           | Little Olive           | 15 gal  |
| <i>Dwarf Yucca Hawthorn</i>   | Dwarf Yucca Hawthorn   | 15 gal  |
| <i>Evergreen Currant</i>      | Evergreen Currant      | 15 gal  |
| <i>Blue Glow Agave</i>        | Blue Glow Agave        | 15 gal  |
| <i>White Agave</i>            | White Agave            | 15 gal  |
| <i>'Moonshine' Yarrow</i>     | 'Moonshine' Yarrow     | 5 gal   |
| <i>Blue Elf Aloe</i>          | Blue Elf Aloe          | 5 gal   |
| <i>Little Red Yucca Lily</i>  | Little Red Yucca Lily  | 5 gal   |
| <i>Parrotia Green-Abe</i>     | Parrotia Green-Abe     | 5 gal   |
| <i>Prostrate Grayella</i>     | Prostrate Grayella     | 5 gal   |
| <i>Red Rock Lantana</i>       | Red Rock Lantana       | 5 gal   |
| <i>New Gold Lantana</i>       | New Gold Lantana       | 5 gal   |
| <i>Sticky Monkey Mar-Rush</i> | Sticky Monkey Mar-Rush | 5 gal   |
| <i>Myoporum</i>               | Myoporum               | 1 gal   |
| <i>Culm repens</i>            | Culm repens            | 1 gal   |
| <i>'Angelina' stonecrop</i>   | 'Angelina' stonecrop   | 1 gal   |
| <i>European Grey Sedge</i>    | European Grey Sedge    | 5 gal   |
| <i>Small Cape Rush</i>        | Small Cape Rush        | 5 gal   |
| <i>California Gray Rush</i>   | California Gray Rush   | 5 gal   |

**Tree Requirement Calculations per Predevelopment Findings**

- 1. 1 tree per 5 parking spaces shall be required in landscaping islands measuring a MIN. of 5 feet, exclusive of curbs, in the parking area.
- 40 spaces provided = 8 trees required (10 trees provided)
- 2. MIN. 5% of the parking area shall be landscaped.
- 3. MIN. 10% landscaping required.
- 4. All landscaping shall comply with Article V, Division 4; Landscaping and Impervious of Salinas Zoning Code.
- 5. At maturity, trees shall be able to be trimmed 10 feet above ground and maintained at a height of approximately 3 feet, when visibility is a factor.

**TOTAL LANDSCAPE AREA: 15,880 SF (22.9% of lot area)**  
**PROJECT TYPE: Commercial**  
**WATER SUPPLY: Potable**





# City of Salinas

DEVELOPMENT ENGINEERING (PW) • 65 West Alisal Street • Salinas, California

Phone: (831) 758-7251 • [www.cityofsalinas.org](http://www.cityofsalinas.org)

## ENGINEER'S REPORT

**PURPOSE:** PUD2022-001

**DATE:** 12/15/2023

**LOCATION:** 1700 Main St

**PLANNER:** Thomas Wiles

**OWNER/APPLICANT:** Gregg McMillon (Kimley -Horn) c/o Raising Canes

**DEVELOPMENT PROPOSAL:** Development will include the demolition of existing pavement and the construction of a new 3,316 square feet Raising Cane's restaurant with drive thru service, parking, and corresponding landscape areas.

**RECOMMENDATION:** Approved with Conditions

**SWDS THRESHOLD:** PR-1 through PR-4

**NPDES CATEGORY:** High Priority

**DEVELOPMENT REVIEW:** *Development Review Submittal prepared by Kimley-Horn Engineering dated May 11, 2023, and responses dated April 27, 2023.*

### **COMMENTS TO BE ADDRESSED PRIOR TO BUILDING PERMIT ISSUANCE**

1. Stormwater Control Plan – Provide calculations pertaining to SWDS Requirement 4 and show how Peak Management is satisfied.
2. Stormwater Control Plan – DMA-5 is identified as a self-retaining area (SRA). For the Central Coast region, this includes the rain falling directly on the SRA, but can also include the contributing runoff from a drainage management area for either the 85th or 95th percentile 24-hour storm event (based on the site-specific requirements).
3. Grading and Drainage - Provide grades, top of curb and flowline elevations at proposed curb and gutter along limits of construction nearest N Main St. Curb and gutter is shown to tie in to existing sidewalk, please revise.
4. Boundary Map – Applicant shall provide a map that shows the record boundary and parcel information. Reference shall be made to any record owner(s), title information and easements.
5. SWDS/NPDES Compliance – Prior to issuance of a building/grading permit, applicant shall provide a SWPPP for review. Provide complete information including QSP information, required signatures and construction schedule. Provide completed erosion and sediment control checklist.
6. NPDES Compliance - Northridge Mall redevelopment has an active SWPPP. Provide a SWPPP amendment to incorporate this phase of construction.
7. SWDS/NPDES Compliance – A Stormwater Quality (SWQ) Permit shall be required prior to any land disturbance.
8. SWDS Compliance – Final stormwater control plan shall be submitted containing all exhibits per Appendix B of the City of Salinas Stormwater Design Standards.  
[https://www.cityofsalinas.org/sites/default/files/departments\\_files/public\\_works\\_files/stormwater\\_development\\_standards\\_august\\_2021.pdf](https://www.cityofsalinas.org/sites/default/files/departments_files/public_works_files/stormwater_development_standards_august_2021.pdf)
9. Site Plan – Trash Enclosure shall conform to City of Salinas Standard Plan 57A and 57B. Covered trash enclosure shall provide a drain connected to the proposed grease waste line.



10. Offsite Improvements - Identify any sidewalk damage that may cause someone to trip and fall on the sidewalk along your frontage. In accordance with City Resolution No. 4926 and State Code 5610, maintenance of the sidewalk is the responsibility of the property owner.
11. Offsite Improvements – Any construction, reconstruction, or closure of the right of way shall require an encroachment permit.
12. Addressing – Applicant shall provide a complete address change/assignment application and exhibits for processing.
13. Development Impact Fees – Development impact fees are estimated at \$356,319.79. Trip generation of 691 trips per Focused Traffic Analysis Memo prepared by Kimley-Horn dated May 8, 2023. Fees are assessed and due prior issuance of a building permit.

*Notice: The Conditions of Approval for this Site Plan Review include certain fees and development requirements. Pursuant to Government Code Section 66020 (d)(1), this hereby constitutes written notice stating the amount of said fees and describing the development requirements. The applicant is hereby notified that the 90-day appeal period in which he/she/they may protest these fees and development requirements, pursuant to Government Code Section 66020 (a), begins on the date the office land use permit is approved. If applicant files a written protest within this 90-day period complying with all requirements of Section 66020, he/she/they will be legally barred from challenging such fees and/or requirements at a later date.*

**CITY OF SALINAS**



**Fernando Rizo Gonzalez, QSP/QSD,**  
Interim Senior Development Engineer  
*for*  
**Adriana Robles, PE, CFM,** City Engineer



| <b>DEVELOPMENT FEES</b>                                       |  |                                      |                      |  |
|---|--|--------------------------------------|----------------------|--|
| COMMERCIAL BUILDINGS (2022-2023)                              |  |                                      |                      |  |
| (Including Hotels/Motels/Schools)                             |  |                                      |                      |  |
| Address: 1700 Main St   |  | Permit #: <b>PUD2022-001</b>         |                      |  |
| Date: 10/27/22  |  | Bldg. Area: 3,316 sf                 |                      |  |
| <b>1. STREET TREE FEE:</b>                                    |  |                                      |                      | 2304.00.0000-56.5110   |
| 0   | Street Frontage (LF)                                 | multiplier (per 60' frontage) \$389: | \$ -                 | Not assessed if provided by applicant  |
| TOTAL STREET TREE FEE DUE:                                    |  |                                      | \$ -                 |  |
| <b>2. SANITARY SEWER FEE:</b>                                 |  |                                      |                      | 2301.00.0000-56.5120   |
| First 4,000 sf of building area and first 20 F.U. = \$1,995:  |  |                                      | \$ 1,995.00          | Please complete attached Sanitary Sewer Fixture Table.                       |
| (20)  | Fixture units over 20 x \$21.10 ea:                  |                                      | \$ -                 |  |
| (684)   | sq. ft. of building area over 4,000/100 x \$4.95 ea: |                                      | \$ -                 |  |
| TOTAL SANITARY SEWER FEE DUE:                                 |  |                                      | \$ 1,995.00          |  |
| <b>3. STORM DRAIN FEE:</b>                                    |  |                                      |                      | 2301.00.0000-56.5130   |
| sf property   |  | 43,560 sf/acre:                      | 0.000                |  |
|   |  | @ \$8,211/acre:                      | \$ -                 |  |
|   |  | (School Rate) @ \$6,548/acre:        | \$ -                 |  |
| TOTAL STORM DRAIN FEE DUE:                                    |  |                                      | \$ -                 |  |
| <b>4. TRAFFIC IMPACT FEE:</b>                                 |  |                                      |                      | 2306.00.0000-56.5150   |
|   |  | Building Square Footage:             | 3,316                |  |
| Use:  |  | Divided by 1,000 :                   | 3.316                | 0.000 0.000  |
| Category:   |  | Trip Rate (TFO):                     |                      |  |
|   |  | Trips:                               | 691                  | 0 0  |
|   |  | Total Trips:                         | 691                  |  |
|   |  | @ \$430/trip (\$622/trip in FGA):    | \$ 297,130.00        | Per Focused Traffic Analysis Memo prepared by Kimley-Horn dated May 8, 2023. |
| TOTAL TRAFFIC IMPACT FEE DUE:                                 |  |                                      | \$ 297,130.00        |  |
| <b>5. REGIONAL DEVELOPMENT IMPACT FEE</b>                     |  |                                      |                      | 8809.81.8157-57.8640   |
| Fee assessed by the Transportation Agency for Monterey County |  |                                      | \$ 52,635.29         | Per TAMC fee schedule  |
| <b>6. PUBLIC FACILITIES IMPACT FEE</b>                        |  |                                      |                      |  |
| FIRE IMPACT FEE \$590/ksf (Commercial) =                      |  |                                      | \$ 1,956.44          |  |
| POLICE IMPACT FEE \$785/ksf (Commercial) =                    |  |                                      | \$ 2,603.06          |  |
| TOTAL PUBLIC FACILITIES IMPACT FEE                            |  |                                      | \$ 4,559.50          |  |
| <b>TOTAL DEVELOPMENT FEES DUE:</b>                            |  |                                      | <b>\$ 356,319.79</b> |  |

Effective: July 1, 2022

Valid through: June 30, 2023

**To:** Andrew Easterling, Traffic & Transportation Engineering, City of Salinas, CA.

**From:** Ali Mustafa, PTP, RSP<sub>1</sub>, Shahrzad Rahgozar, Kimley-Horn and Associates, Inc.

**Re:** *Focused Traffic Analysis Memo*  
Raising Cane's (0929) – Northridge Shopping Center – N. Main Street & Madrid Street, Salinas, CA

**Date:** May 8, 2023

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This memorandum presents a focused traffic analysis involving traffic operations, circulation, queuing, and VMT screening for the proposed Raising Cane's restaurant in the north-west quadrant of N. Main Street and Madrid Street within the Northridge Mall in Salinas, California (see **Figure 1**). The purpose of this focused traffic analysis is to address City's concern related to vehicle queues and future operations of the Northridge Mall with the proposed project. The following are discussions on the existing site observations, proposed site layout, level of service (LOS) analysis, queuing analysis, site access and circulation, drive-thru queuing analysis, VMT analysis, and our conclusions.

### Existing Conditions

The proposed project will be in the north-west quadrant of N. Main Street and Madrid Street, within the Northridge Mall. Under existing conditions, the site is currently a surface parking lot bounded by N. Main Street on the east, internal access road on the west, Madrid Street to the south and access/drive aisles on the north. Field observations of the project vicinity during the typical weekday Mid-Day, PM peak period, and on a Saturday afternoon showed typical traffic operations at the study intersections (N. Main St./ Madrid St. / Harden Pkwy. and Northridge Driveway / Madrid St.) without any significant traffic congestion and queuing. Minor queuing with vehicle queues exceeding the existing storage was observed at the intersection of N. Main St. / Madrid St. / Harden Pkwy for the southbound left (SBL) and northbound left (NBL) during the weekday PM peak period and Saturday afternoon.

### Existing Data Collection

In coordination with the City, intersection turning movement counts were collected at the two adjacent intersections during the weekday mid-day peak period (11:00 AM to 2:00 PM), PM peak period (4:00 PM to 7:00 PM), and on a Saturday mid-day peak period (11:00 AM to 2:00 PM). The intersection count locations are summarized below:

- N. Main St. / Madrid St. / Harden Pkwy (Signal)
- Northridge Driveway / Madrid St. (Unsignalized)

Signal timing information for the signalized intersections were obtained from the City. The existing traffic count data is included in **Attachment A**. The study intersections and existing traffic counts are shown in **Figure 2** and **Figure 3**.

### Background Conditions

Fast-Food restaurant pads involving In-N-Out (INO), Chick-fil-A (CFA), and Starbucks store (SBUX) are also proposed within the Northridge Mall. Based on the information provided by the City staff (*Source: Keith Higgins traffic memo for 'Northridge Shopping Center Fast Food Restaurant Pads Circulation Plan' dated November 8, 2022*), these Fast-Food restaurants are located on the north end of the Northridge Mall. CFA is proposed on the northwest corner of N. Main St./San Juan Road intersection and its primary access is



proposed via a single driveway 200 feet north of the San Juan driveway. The INO driveway is located about 100 feet north of the CFA driveway and about 90 feet south of the Northridge Mall Main Driveway. The SBUX is proposed north of the INO, immediately north of the Northridge Main Driveway and its driveway is located approximately 240 feet north of the Northridge Main Driveway.

All proposed Fast-Food restaurant pads are located on the north end of the Northridge Mall and is not expected to cause any circulation and queueing issues for the proposed Raising Cane's site which is in the south end of the Northridge Mall.

## Project Description and Proposed Site Layout

The proposed project site is in the north-west quadrant of N. Main Street and Madrid Street, within the Northridge Mall in Salinas, California. The project site is currently a surface parking lot bounded by N. Main Street on the east, internal access road on the west, Madrid Street to the south and access/drive aisles on the north. Raising Cane's proposes to redevelop the site into a 2,899-square foot Raising Cane's drive-thru restaurant building with associated on-site parking and drive-thru facilities.

Under existing conditions, access to Northridge Mall is provided via three-signalized driveways and two-unsignalized driveways along N. Main Street and two-unsignalized driveways along Madrid Street. Access to the proposed Raising Cane site within the parking lot will be provided via access/drive aisle frontage.

The opening to the drive-thru lane is located at the northwest corner of the project site and turns 90 degrees in front of the building in a clockwise direction. The drive-thru consists of two lanes from the entrance into the drive-thru lanes to the pick-up window, each equipped with an order board, which allows Raising Cane's to take orders from two customers at the same time thereby reducing the overall processing time. During off-peak periods the two lanes can merge into a single lane prior to the pay and pick-up window. Consistent with other sites' operations, an employee will be stationed at the outer lane to take orders and payment during peak periods. Vehicles in the outer lane when ordering are then directed to remain queued in the outer lane when waiting for their order which is brought to their car by restaurant staff. Raising Cane's employee stationed outside will direct the customers in respectively lanes for queueing when waiting for their order. The end of drive-thru lanes leads to drive aisle frontage to the proposed parking area. A total of 40 parking spaces are proposed within the parking area.

The proposed site plan is shown in **Figure 4**. As shown in the site plan and conservatively assuming 25-foot per vehicle (inclusive of typical passenger vehicles and reasonable spacing), the total queueing capacity provided on-site is approximately:

- Drive-Thru Lane (between lane entrance and pick-up window): 34 vehicles

Beyond the pick-up window, two to three additional vehicles can be accommodated during peak times. In summary, the project site provides drive-thru storage for 34 vehicles, which can be extended to 37 vehicles.

## Trip Generation Estimates

The Institute of Transportation Engineers (ITE) Trip Generation 11th Edition (2021) was used to develop weekday and Saturday trip estimates from the proposed project site. **Table 1** shows the preliminary trip estimates of the weekday daily, AM peak hour, PM peak hour and Saturday Peak Hour of Generation trips generated by the proposed project assuming a fast-food restaurant with drive-thru land use (with pass-by adjustments).

## Trip Distribution and Trip Assignment

The trip distribution and assignment assumptions for the proposed project were based on the project driveway location, existing traffic counts, community characteristics, and professional engineering

judgement. The proposed project trip distribution and trip assignment are shown in **Figure 5** and **Figure 6**. The site can be primarily accessed via existing driveways along N. Main St and Madrid St. For worst-case scenario, it was assumed that all the project traffic enters and exits using the driveway along Madrid St.

**Table 1 : Estimated Project Trip Generation**

| LAND USE / DESCRIPTION  | PROJECT SIZE      | WEEKDAY           |                           |           |           |               |           | SATURDAY  |                   |                        |           |           |
|---|-------------------|-------------------|---------------------------|-----------|-----------|---------------|-----------|-----------|-------------------|------------------------|-----------|-----------|
|   |                   | TOTAL DAILY TRIPS | AM PEAK HOUR OF GENERATOR |           |           | PM PEAK TRIPS |           |           | TOTAL DAILY TRIPS | PEAK HOUR OF GENERATOR |           |           |
|   |                   |                   | TOTAL                     | IN        | OUT       | TOTAL         | IN        | OUT       |                   | TOTAL                  | IN        | OUT       |
| <b>Trip Generation Rates (ITE)</b>  |                   |                   |                           |           |           |               |           |           |                   |                        |           |           |
| Fast-Food Restaurant With Drive Thru Windows [ITE 934]  | Per 1,000 Sq Ft   | 467.48            | 50.57                     | 52%       | 48%       | 33.03         | 52%       | 48%       | 616.12            | 55.25                  | 51%       | 49%       |
| <b>1. Baseline Vehicle-Trips</b>  |                   |                   |                           |           |           |               |           |           |                   |                        |           |           |
| RC_0929 (Main & Madrid)   | 2.899 1,000 Sq Ft | 1,355             | 147                       | 76        | 71        | 96            | 50        | 46        | 1,786             | 160                    | 82        | 78        |
| <b>Baseline Project Vehicle-Trips</b>   |                   | <b>1,355</b>      | <b>147</b>                | <b>76</b> | <b>71</b> | <b>96</b>     | <b>50</b> | <b>46</b> | <b>1,786</b>      | <b>160</b>             | <b>82</b> | <b>78</b> |
| <b>Trip Adjustments</b>   |                   |                   |                           |           |           |               |           |           |                   |                        |           |           |
| Pass-by (AM-49%, PM-50%, Daily-49%)   |                   | 664               | 72                        | 37        | 35        | 48            | 25        | 23        | 875               | 80                     | 41        | 39        |
| <b>Net Project Vehicle-Trips</b>  |                   | <b>691</b>        | <b>75</b>                 | <b>39</b> | <b>36</b> | <b>48</b>     | <b>25</b> | <b>23</b> | <b>911</b>        | <b>80</b>              | <b>41</b> | <b>39</b> |
| <b>Notes:</b>   |                   |                   |                           |           |           |               |           |           |                   |                        |           |           |
| Land Use assumed based on proposed site plan from Raising Cane (October 5, 2022)  |                   |                   |                           |           |           |               |           |           |                   |                        |           |           |
| Daily, AM Peak Hour of Generator, PM Peak trips, and Saturday Peak Hour of Generator based on average land use rates from the Institute of Traffic Engineers Trip Generation 11th Edition |                   |                   |                           |           |           |               |           |           |                   |                        |           |           |
| Pass-by (AM-49%, PM-50%, Daily-49%) percentages based on ITE Trip Generation Handbook, 3rd Edition.   |                   |                   |                           |           |           |               |           |           |                   |                        |           |           |

During typical weekday, the proposed project is estimated to generate a net total of 691 daily, 75 AM peak hour and 80 PM peak hour base trips without pass-by adjustments. On a Saturday, the proposed project is estimated to generate a net total of 911 daily and 80 peak hour base trips with pass-by adjustments.

### Intersection Level of Service

The 2010 HCM includes procedures for analyzing side-street stop-controlled (SSSC), all-way stop-controlled (AWSC), and signalized intersections. For AWSC and signalized intersections, LOS is defined as a function of average control delay for the intersection as a whole. For SSSC intersections, LOS is defined as a function of average control delay for each minor street approach movement. **Table 2** relates the operational characteristics associated with each LOS category for signalized and unsignalized intersections.

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

| Level of Service | Description  | Average Control Delay (Sec/Veh) |              |
|------------------|--|---------------------------------|--------------|
|                  |  | Signalized                      | Unsignalized |
| A                | Free flow with no delays. Users are virtually unaffected by others in the traffic stream             | ≤ 10                            | ≤ 10         |
| B                | Stable traffic. Traffic flows smoothly with few delays.  | > 10 - 20                       | > 10 - 15    |
| C                | Stable flow but the operation of individual users becomes affected by other vehicles. Modest delays. | > 20 - 35                       | > 15 - 25    |



| Level of Service | Description   | Average Control Delay (Sec/Veh) |              |
|------------------|---|---------------------------------|--------------|
|                  |   | Signalized                      | Unsignalized |
| D                | Approaching unstable flow. Operation of individual users becomes significantly affected by other vehicles. Delays may be more than one cycle during peak hours. | > 35 - 55                       | > 25 - 35    |
| E                | Unstable flow with operating conditions at or near the capacity level. Long delays and vehicle queuing.   | > 55 - 80                       | > 35 - 50    |
| F                | Forced or breakdown flow that causes reduced capacity. Stop and go traffic conditions. Excessive long delays and vehicle queuing.                               | > 80                            | > 50         |

Source: Transportation Research Board, Highway Capacity Manual (HCM) 2010.

Project impacts were determined by comparing conditions with the proposed project to those without the proposed project. Significant impacts for signalized intersections are created when traffic from the proposed project causes the LOS to fall below a specific threshold. For unsignalized intersections, deficient LOS suggests recommendations for improvements to the type of traffic control, such as signalization. A peak hour signal warrant is evaluated to determine if an intersection meets the volume requirements for a traffic signal.

### Significance Criteria

Consistent with the significance impact criteria documented in the 2002 City of Salinas General Plan<sup>1</sup>, the City states a goal to maintain an LOS D or better for all intersections. Therefore, the following conditions would result in a significant impact at a City intersection:

1. If the intersection operates at an acceptable LOS (i.e. LOS A, B, C, or D) without the project and degrades to an unacceptable LOS (i.e. LOS E or worse) with the project, then it is a significant impact.
2. If the intersection operates at an unacceptable LOS (i.e. LOS E or worse) without the project and the project increases the average control delay (or highest control delay for SSSC intersections) then it is a significant impact.

Mitigation for intersections with a significant impact must improve the LOS back to or better than without Project conditions.

### Intersection Level of Service (LOS) Analysis Results

A LOS analysis results for the study intersections using the traffic count data collected and with the proposed site plan are documented in **Table 3** below.

<sup>1</sup> City of Salinas 2002 General Plan, September 2002, Policy C1.2.

**Table 3 - Intersection Level of Service Results**

| #                                       | Intersection                           | Control Type       | Weekday MD Peak |     | Weekday PM Peak |     | Saturday MD Peak |     |
|---|--|--------------------|-----------------|-----|-----------------|-----|------------------|-----|
|   |  |                    | Delay           | LOS | Delay           | LOS | Delay            | LOS |
| <b>Existing Conditions</b>              |  |                    |                 |     |                 |     |                  |     |
| 1                                       | N. Main St. / Madrid St. / Harden Pkwy | Signal             | 34.3            | C   | 38.3            | D   | 40.2             | D   |
| 2                                       | Northridge Driveway / Madrid St.       | TWSC (SB Approach) | 12.4            | B   | 17.2            | C   | 14.6             | B   |
| <b>Existing Plus Project Conditions</b> |  |                    |                 |     |                 |     |                  |     |
| 1                                       | N. Main St. / Madrid St. / Harden Pkwy | Signal             | 35.9            | D   | 39.4            | D   | 42.3             | D   |
| 2                                       | Northridge Driveway / Madrid St.       | TWSC (SB Approach) | 14.6            | B   | 21.0            | C   | 20.7             | C   |

Notes:

1. Analysis performed using Highway Capacity Manual (HCM) 2010 methodologies.
2. Delay indicated in seconds/vehicle.
3. TWSC – Two-Way Stop Controlled. For TWSC intersection, the worst approach delay is reported.
4. The 2002 City of Salinas General Plan indicates the goal is to maintain a LOS D or better for all intersections. Intersections operating below the LOS D threshold are shown in **bold**.

As shown in **Table 3** above, the study intersections operate at acceptable LOS D or better under both Existing and Existing Plus Project conditions. LOS outputs are attached in **Appendix B**.

### Queue Length Results

Queue lengths at the study intersections were also analyzed to determine whether the available storage lengths for the left and right turn pockets are sufficient with the addition of proposed project traffic. The queue lengths for the study intersections are summarized in **Table 4** below:

**Table 4 – Queue Length Results**

| #                          | Intersection                           | MVMT | Available Storage (ft) | Weekday MD Peak                        |                     | Weekday PM Peak                        |                     | Saturday MD Peak                       |                     |
|----------------------------|--|------|------------------------|--|---------------------|--|---------------------|--|---------------------|
|                            |  |      |                        | 95 <sup>th</sup> Percentile Queue (ft) | Sufficient Storage? | 95 <sup>th</sup> Percentile Queue (ft) | Sufficient Storage? | 95 <sup>th</sup> Percentile Queue (ft) | Sufficient Storage? |
| <b>Existing Conditions</b> |  |      |                        |  |                     |  |                     |  |                     |
| 1                          | N. Main St. / Madrid St. / Harden Pkwy | NBL  | 245                    | 174                                    | YES                 | 214                                    | YES                 | <b>247</b>                             | <b>NO</b>           |
|                            |  | NBR  | 145                    | 92                                     | YES                 | 100                                    | YES                 | 125                                    | YES                 |
|                            |  | SBL  | 265                    | 237                                    | YES                 | <b>#387</b>                            | <b>NO</b>           | <b>325</b>                             | <b>NO</b>           |
|                            |  | SBR  | 145                    | 0                                      | YES                 | 27                                     | YES                 | 30                                     | YES                 |
|                            |  | EBL  | 225                    | 122                                    | YES                 | 115                                    | YES                 | 151                                    | YES                 |
|                            |  | EBR  | 130                    | 55                                     | YES                 | 59                                     | YES                 | 67                                     | YES                 |
|                            |  | WBR  | 430                    | 63                                     | YES                 | 64                                     | YES                 | 70                                     | YES                 |
| 2                          |  | SBL  | 345                    | 25                                     | YES                 | 25                                     | YES                 | 25                                     | YES                 |



| #                                       | Intersection                           | MVT | Available Storage (ft) | Weekday MD Peak                        |                     | Weekday PM Peak                        |                     | Saturday MD Peak                       |                     |
|---|--|-----|------------------------|--|---------------------|--|---------------------|--|---------------------|
|   |  |     |                        | 95 <sup>th</sup> Percentile Queue (ft) | Sufficient Storage? | 95 <sup>th</sup> Percentile Queue (ft) | Sufficient Storage? | 95 <sup>th</sup> Percentile Queue (ft) | Sufficient Storage? |
|   | Northridge Driveway / Madrid St.       | EBL | 135                    | 25                                     | YES                 | 25                                     | YES                 | 25                                     | YES                 |
| <b>Existing Plus Project Conditions</b> |  |     |                        |  |                     |  |                     |  |                     |
| 1                                       | N. Main St. / Madrid St. / Harden Pkwy | NBL | 245                    | 211                                    | YES                 | 233                                    | YES                 | <b>286</b>                             | <b>NO</b>           |
|   |  | NBR | 145                    | 91                                     | YES                 | 98                                     | YES                 | 123                                    | YES                 |
|   |  | SBL | 265                    | 241                                    | YES                 | <b>#386</b>                            | <b>NO</b>           | <b>322</b>                             | <b>NO</b>           |
|   |  | SBR | 145                    | 5                                      | YES                 | 44                                     | YES                 | 25                                     | YES                 |
|   |  | EBL | 225                    | 154                                    | YES                 | 135                                    | YES                 | 186                                    | YES                 |
|   |  | EBR | 130                    | 58                                     | YES                 | 62                                     | YES                 | 72                                     | YES                 |
|   |  | WBR | 430                    | 64                                     | YES                 | 64                                     | YES                 | 71                                     | YES                 |
| 2                                       | Northridge Driveway / Madrid St.       | SBL | 345                    | 50                                     | YES                 | 50                                     | YES                 | 75                                     | YES                 |
|   |  | EBL | 135                    | 25                                     | YES                 | 25                                     | YES                 | 25                                     | YES                 |

**Notes:**

MVMT – Movement; ft – feet; NBL-Northbound Left, NBR – Northbound Right; SBL – Southbound Left; SBR – Southbound Right; EBL – Eastbound Left; EBR – Eastbound Right; WBR – Westbound Right

# 95<sup>th</sup> percentile volume exceeds capacity; queue may be longer

95<sup>th</sup> percentile queues exceeding storage are shown in **Bold**.

As shown in **Table 4** above, under existing conditions, the NBL and SBL queues exceed the storage at the intersection of N. Main St. / Madrid St. / Harden Pkwy and continues to exceed with the addition of the project trips. The addition of project trips does not create any new queuing impacts at the study intersections. As noted above, for worst-case scenario, all project trips were assumed to use the Northridge Mall driveway along Madrid St. to access and exit the project site. However, it is likely that some customers will use the driveway along N. Main St. and others who are already in the mall use the drive aisles to access the project site and therefore the queue lengths will be in fact be less significant than shown in **Table 4** above. Queue length report are attached in **Appendix B**.

## Site Access and Circulation

### Vehicle

As depicted in **Figure 4**, vehicles may access the site using existing driveways along N. Main St. and Madrid St. Once within the Northridge Mall site, vehicles may enter the proposed project site using drive aisles to access either the drive-thru lanes or to park. One-way circulation in the clockwise direction is proposed to access the on-site parking spaces. Designated parking spaces for handicap parking, mobile orders, clean air/vanpool/EV are provided.

### Pedestrian

As depicted in **Figure 4**, pedestrians may enter the site using the existing sidewalks along N. Main St. and Madrid St. A designated openings are provided for pedestrians to access the building from the sidewalks. Pedestrian crosswalks are provided along all approaches at the intersection of N. Main St./Madrid St./Harden Pkwy. for customers preferring to walk to the site. For customers opting to park and walk, accessible pathways are provided from the parking area to the building.

## Bicycle

Bicyclists may utilize the Class II bicycle lanes along N. Main St., Madrid St., and Harden Pkwy. to access the site. The Project will provide a short-term and long-term bicycle parking. There will be one bicycle rack located north of the drive-thru lanes, just west of the restaurant building for up to three short-term bicycle parking. In addition, there is two long-term bicycle lockers located on south side of the building.

## **Drive-Thru Queuing Analysis**

A drive-thru queuing analysis was conducted to determine if the anticipated drive-thru queue exceeds the available storage length and, therefore has the potential to adversely affect traffic operations of near-by access/drive aisles and land uses. The queuing analysis evaluated empirical data collected at three (3) existing Raising Cane's sites and calculations based on Institute of Transportation Engineers' (ITE) queuing methodology.

### *Post-COVID-19 Empirical Queuing Data Collection and Observations*

Drive-thru queuing observations and counts were collected at the following existing northern California Raising Cane's sites after the ongoing effects of COVID-19 pandemic are assumed to have stabilized:

- **Vacaville:** 160 Nut Tree Parkway (August 2022)
- **Elk Grove:** 9164 E Stockton Boulevard (August/September 2022)
- **Manteca:** 1311 E Yosemite Avenue (August 2022)

These sites were selected for queuing data collection because of their characteristics similar to the Proposed Project (e.g., located adjacent to development or within a larger commercial center, located in northern California, located proximate to a major highway). Each selected location features a dual order board configuration similar to the Proposed Project. This operational aspect is discussed in detail later in this memorandum.

This data was collected after the global economic disruption created by the COVID-19 pandemic is widely accepted as having stabilized. The drive-thru activity was observed from 11 AM to 10 PM on a typical weekday and Saturday to comprehensively capture maximum queueing at each site. The data was subsequently broken into traditional lunch and commute/dinner period observation windows as follows:

- 11:00 AM – 2:00 PM (lunch)
- 4:00 PM – 7:00 PM (commute peak hour/dinner)

The observed weekday lunch and dinner peak operations are summarized in **Table 5**. Saturday lunch and dinner peak operations are summarized in **Table 5**. Data collection summary tables are provided in **Appendix C**.

**Table 5 - Weekday Lunch and Dinner Peak Queuing Summary (post-COVID-19)**

| Site Location | Weekday Lunch Peak |                         |                         | Weekday Dinner Peak |                         |                         | Maximum Observed Queue (vehicle) |
|---------------|--------------------|-------------------------|-------------------------|---------------------|-------------------------|-------------------------|----------------------------------|
|               | Peak Period        | Average Queue (vehicle) | Maximum Queue (vehicle) | Peak Period         | Average Queue (vehicle) | Maximum Queue (vehicle) |                                  |
| Vacaville     | 12:30 PM-12:45 PM  | 14                      | 17                      | 6:15 PM-6:30PM      | 12                      | 17                      | 22                               |
| Elk Grove     | 12:00 PM-12:15 PM  | 10                      | 14                      | 4:30 PM-4:45 PM     | 15                      | 18                      | 23                               |
| Manteca       | 12:30 PM-12:45 PM  | 12                      | 16                      | 6:15 PM-6:30 PM     | 13                      | 17                      | 17                               |

All three sites have dual order boards, similar to the proposed project.  
Queues that exceed drive-thru queuing capacity are bolded. Queuing capacity at each location are:  
Vacaville = 510 feet (21-23 vehicles)  
Elk Grove = 750 feet (30-33 vehicles)  
Manteca = 360 feet (19-21 vehicles)

**Table 6 - Saturday Lunch and Dinner Peak Queuing Summary (post-COVID-19)**

| Site Location | Saturday Lunch Peak |                         |                         | Saturday Dinner Peak |                         |                         | Maximum Observed Queue (vehicle) |
|---------------|---------------------|-------------------------|-------------------------|----------------------|-------------------------|-------------------------|----------------------------------|
|               | Peak Period         | Average Queue (vehicle) | Maximum Queue (vehicle) | Peak Period          | Average Queue (vehicle) | Maximum Queue (vehicle) |                                  |
| Vacaville     | 1:15 PM-1:30 PM     | 16                      | 22                      | 6:30 PM-6:45 PM      | 18                      | 20                      | 22                               |
| Elk Grove     | 1:15 PM-1:30 PM     | 5                       | 11                      | 4:00 PM-4:15 PM      | 17                      | 18                      | 19                               |
| Manteca       | 1:45 PM-2:00 PM     | 18                      | 21                      | 5:30 PM-5:45 PM      | 13                      | 22                      | <b>25</b>                        |

All three sites have dual order boards, similar to the proposed project.  
Queues that exceed drive-thru queuing capacity are bolded. Queuing capacity at each location are:  
Vacaville = 510 feet (21-23 vehicles)  
Elk Grove = 750 feet (30-33 vehicles)  
Manteca = 360 feet (19-21 vehicles)

During the peak periods, average queue length ranged from 5- to 18-vehicles and the maximum queue ranged from 11- to 22-vehicles. The maximum observed queue from all data collected on both weekday and weekend periods was 25 vehicles. The observed levels of queuing are noted as being almost entirely accommodated by the Proposed Project’s 34-37 vehicle queuing capacity. Should demand exceed capacity, the Proposed Project will implement the Traffic Management Plan outlined in **Appendix D**.

It is important to note that, outside of the defined drive-thru lanes, the Proposed Project site would be able to accommodate 2 additional vehicles on-site for additional drive-thru queuing capacity before spilling into the adjacent drive aisles. Nevertheless, while the COVID-19 pandemic has resulted in increased drive-thru queuing due to the restriction of indoor dining and modified customer preferences, it should be noted that these current conditions are certainly not typical and, in fact, have already begun to revert back to their pre-COVID-19 conditions. Under the more typical conditions, if there is a back-up of vehicles in the drive-thru lane, a portion of the customers have been observed to elect to park and go into the building rather than join the standing drive-thru queue. Accordingly, as conditions normalize, it is recommended that Raising Cane’s coordinate with City staff to monitor the peak operating conditions.

*Drive-thru Queue Length Calculation*

To supplement the empirical data collected at the existing Raising Cane’s restaurants in Laguna Hills, Orange, and Riverside (all of which have a single drive-thru lane), the anticipated drive-thru queuing was



also analyzed using queuing analysis formulas contained in the *Transportation Planning Handbook, 3<sup>rd</sup> Edition*, published by ITE.

As specified by the applicant, Raising Cane's typical, non-peak total drive-thru (order board to pick-up) service time is 150-seconds. However, during peak periods, the desired efficiency is measured at the pick-up window with an order/vehicle processing every 35- to 40-seconds. For worst-case scenario, trips generated during Saturday 'Peak Hour of Generator' were used for queuing analysis. Assuming 90-percent of the customers use the drive-thru and a more conservative (longer) peak processing time of 40 seconds, the ITE queuing analysis indicates that the average queue length is estimated to be 5 vehicles, and the probability that the queue would be exactly 34 vehicles would be 0.05-percent. The probability of exceeding 34 vehicles during peak drive-thru conditions is estimated to be 0.3-percent. The queuing calculation worksheet and formulas are provided as **Attachment E**.

It should be noted that the ITE queuing analysis assumes a single-lane drive-thru for a more conservative approach. The occurrence of the drive-thru queue extending beyond the opening of the drive-thru lane is expected to be an infrequent occurrence, and of short duration. The use of dual, side-by-side drive-thru lanes with dual order boards significantly improves the service rate and reduces the number of vehicles queuing in the drive-thru, as described in the following section.

#### *Side-by-Side Drive-Thru (dual order boards) Operational Features*

While regular customers who are familiar with Raising Cane's menu choices typically would complete the order part of the process is less than the average time, infrequent or new customers are more likely to dwell at the order board before making their choices, thereby slowing down the process for everyone behind them. As a result, the order board is the most significant bottleneck in the drive-thru process.

The side-by-side ordering configuration, as proposed by Raising Cane's including this proposed site in Salinas, would provide two lanes with a separate order board for each lane. This doubling of ordering capacity will increase the number of customers processed through the order board portion of the drive-thru and has been shown to "keep the line moving" even if one customer takes longer than average to order (allowing the restaurant to continue to take and complete orders from the other order lane). Furthermore, it is reasonable to expect that the next customer to arrive at the drive-thru entrance will naturally choose the empty lane or the shorter line, so that one customer who takes a longer time to order at one order board can be by-passed, thereby not holding up the entire drive-thru line.

With the added efficiency of having two order boards and the ability to by-pass customers taking longer than average to order at the other order board, the service rate increase, compared to a single drive-thru lane as more orders can be processed. Under these favorable conditions, the cooks receive the orders at a more efficient rate which allows them to continue cooking the food, rather than waiting for a slower customer to finish ordering. Because of added efficiency in the cooking area, the efficiency at the pick-up window also increases compared to a single drive-thru lane because the food is processed by the cooking area at a more efficient rate. The proposed dual pay and pick-up stations also improve the service rate under peak drive-thru conditions as they service more drive-thru vehicles than a single pick-up area of the drive-thru.

The Salinas site will include additional features that will improve efficiency. These kitchen features are designed to increase cooking efficiency and decrease time needed to prepare orders. As mentioned previously, during peak periods staff will be deployed to take orders and payment on mobile tablets. This enhancement will allow Raising Cane's to take more orders and payments since staff can walk along the queue line.

## VMT Screening

Senate Bill 743 (SB 743) was approved by California legislature in September 2013. SB 743 requires changes to California Environmental Quality Act (CEQA), specifically directing the Governor’s Office of Planning and Research (OPR) to develop alternative metrics to the use of vehicular “Level of Service” (LOS) for evaluating transportation projects. OPR has prepared a technical advisory (“OPR Technical Advisory”) for evaluating transportation impacts in CEQA and has recommended that Vehicle Miles Traveled (VMT) replace LOS as the primary measure of transportation impacts. The Natural Resources Agency has adopted updates to CEQA Guidelines to incorporate SB 743 that requires VMT for the purposes of determining a significant transportation impact under CEQA. The City of Salinas now relies on VMT as the measure for determining a project significant transportation impact under the CEQA process.

Based on the nature and size of the Project, majority of the trips to the project site are anticipated to be pass-by trips (i.e., trips already on road network). Additionally, the project falls under the local serving retail with less than 50,000 sq.ft. gross floor area resulting in less-than significant transportation impact under CEQA and is exempt from further VMT analysis.

## Conclusions

The proposed Raising Cane’s drive-thru would provide drive-thru queuing capacity for 34 vehicles from the beginning of the drive-thru lanes to the pick-up window. This capacity is easily expanded to 37 total queued vehicles by accounting for vehicles beyond the pick-up window (see **Figure 4**). The study intersections analyzed also operate at acceptable LOS D or better with the addition of Project trips. Based on the drive-thru queuing data collection and analysis contained herein, the maximum number of queued vehicles is anticipated to be 25-vehicles. As such, the site is considered to have adequate drive-thru queuing capacity to accommodate the anticipated demand. Additionally, the proposed project falls under the local serving retail (< 50,000 sq. ft.) and will be screened out and exempt from further VMT screening.

## Attachments

**Figure 1** – Project Location Map

Figure 2 – Existing Lane Geometry and Signal Control

Figure 3 – Existing Volumes – Weekday MD, Weekday PM, & Saturday MD

Figure 4 – Project Site Plan

Figure 5 – Project Trip Distribution

Figure 6 – Project Trip Assignment

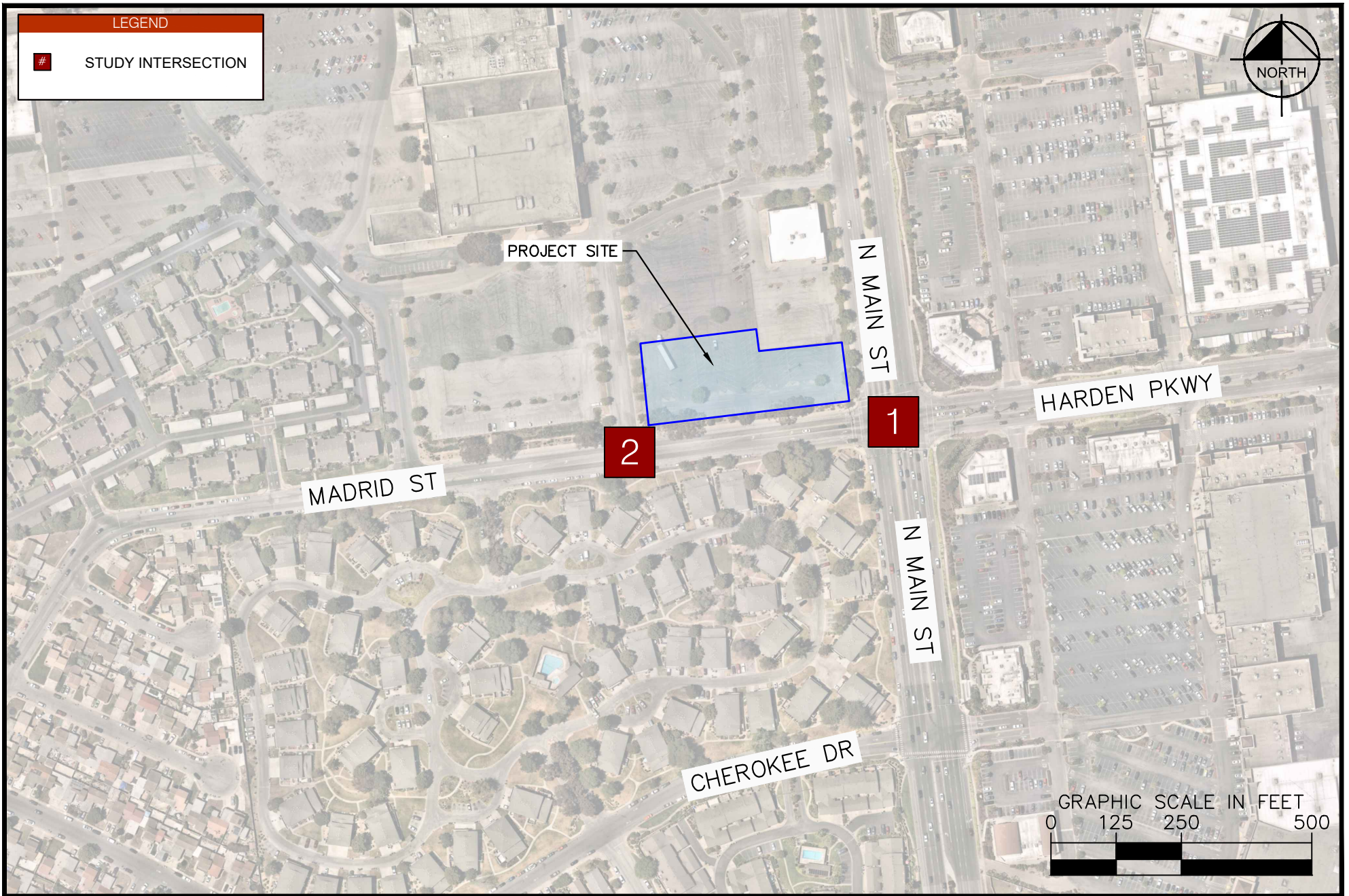
**Appendix A** – Existing Traffic Counts

**Appendix B** – LOS and Queue Outputs

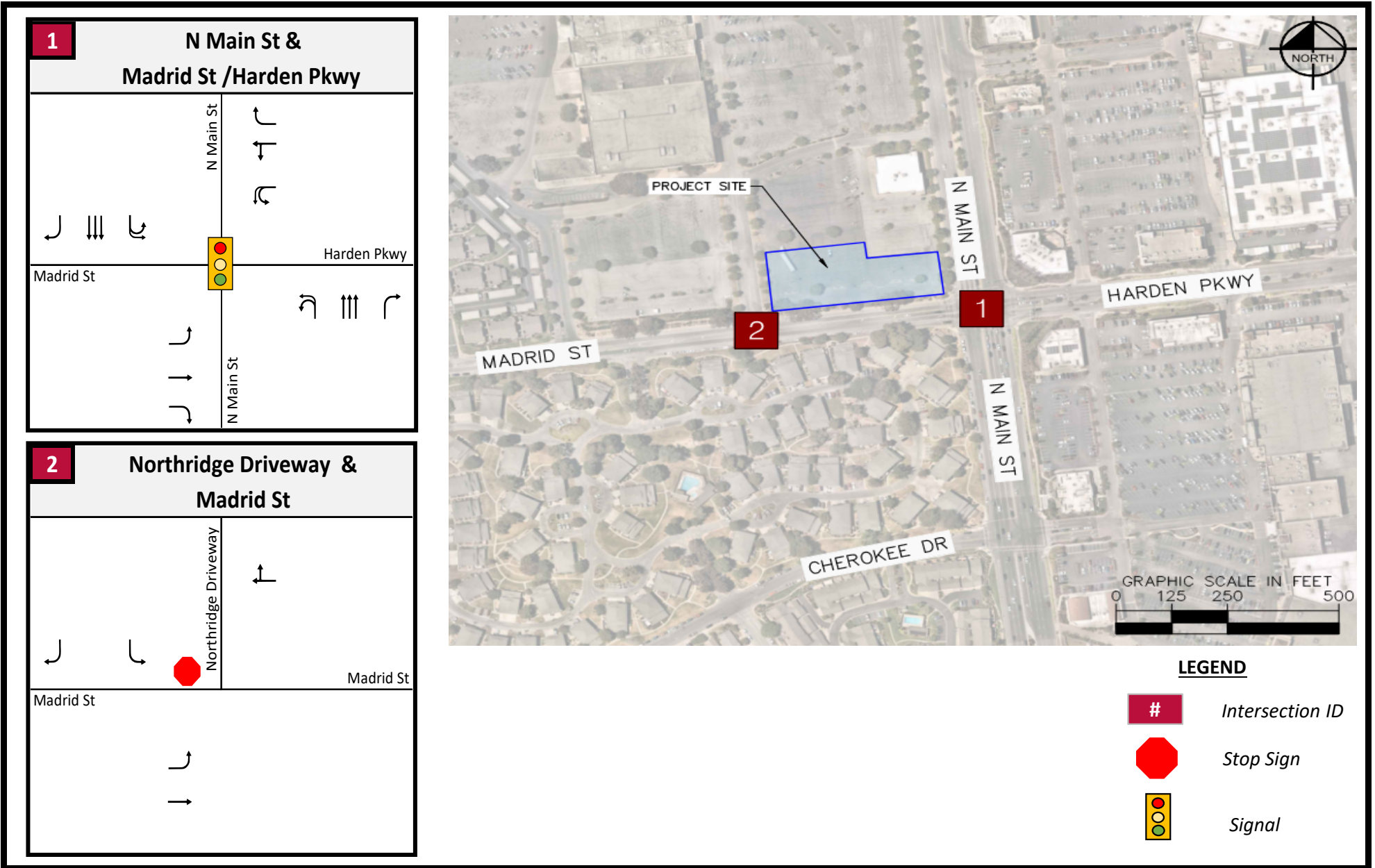
**Appendix C** – Sample Sites’ Drive-Thru Queue Data (post COVID)


**Appendix D** – Traffic Management Plan


**Appendix E** – Queuing Calculations

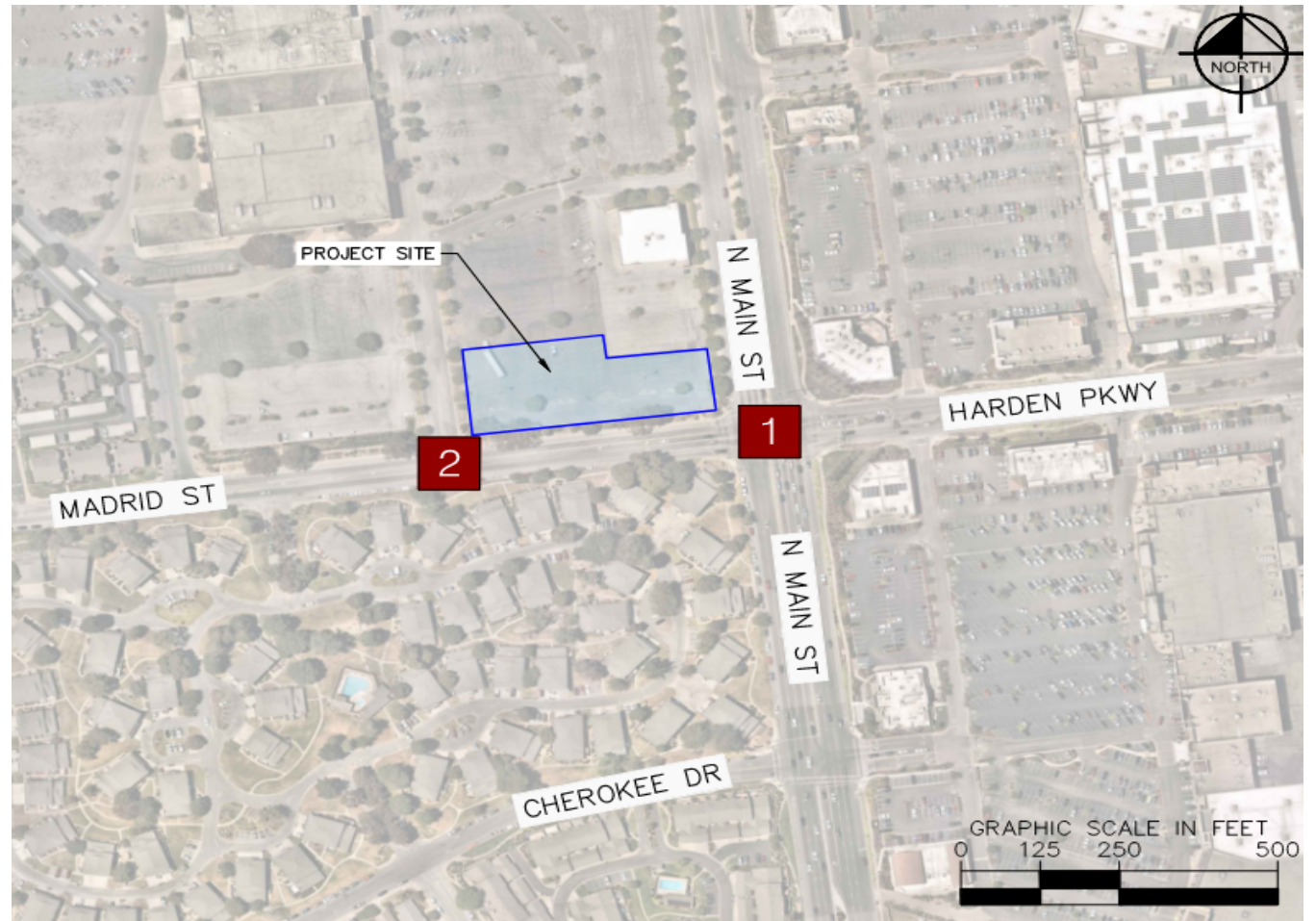









| 1   |                 | N Main St & Madrid St /Harden Pkwy |                 |
|---|-----------------|------------------------------------|-----------------|
| 40 (90) [92]  | 693 (824) [853] | 180 (266) [235]                    | 4 (9) [8]       |
|  |                 | N Main St                          |                 |
|   |                 | 167 (170) [202]                    | 83 (134) [100]  |
| Madrid St   |                 | Harden Pkwy                        |                 |
| 81 (80) [106]   | 90 (132) [143]  | 138 (133) [172]                    | 3 (2) [2]       |
|   |                 |                                    | 120 (154) [184] |
|   |                 |                                    | 708 (741) [900] |
|   |                 |                                    | 204 (197) [201] |
| <b>Overall:</b>   |                 | <b>2778 (3226) [3511]</b>          |                 |

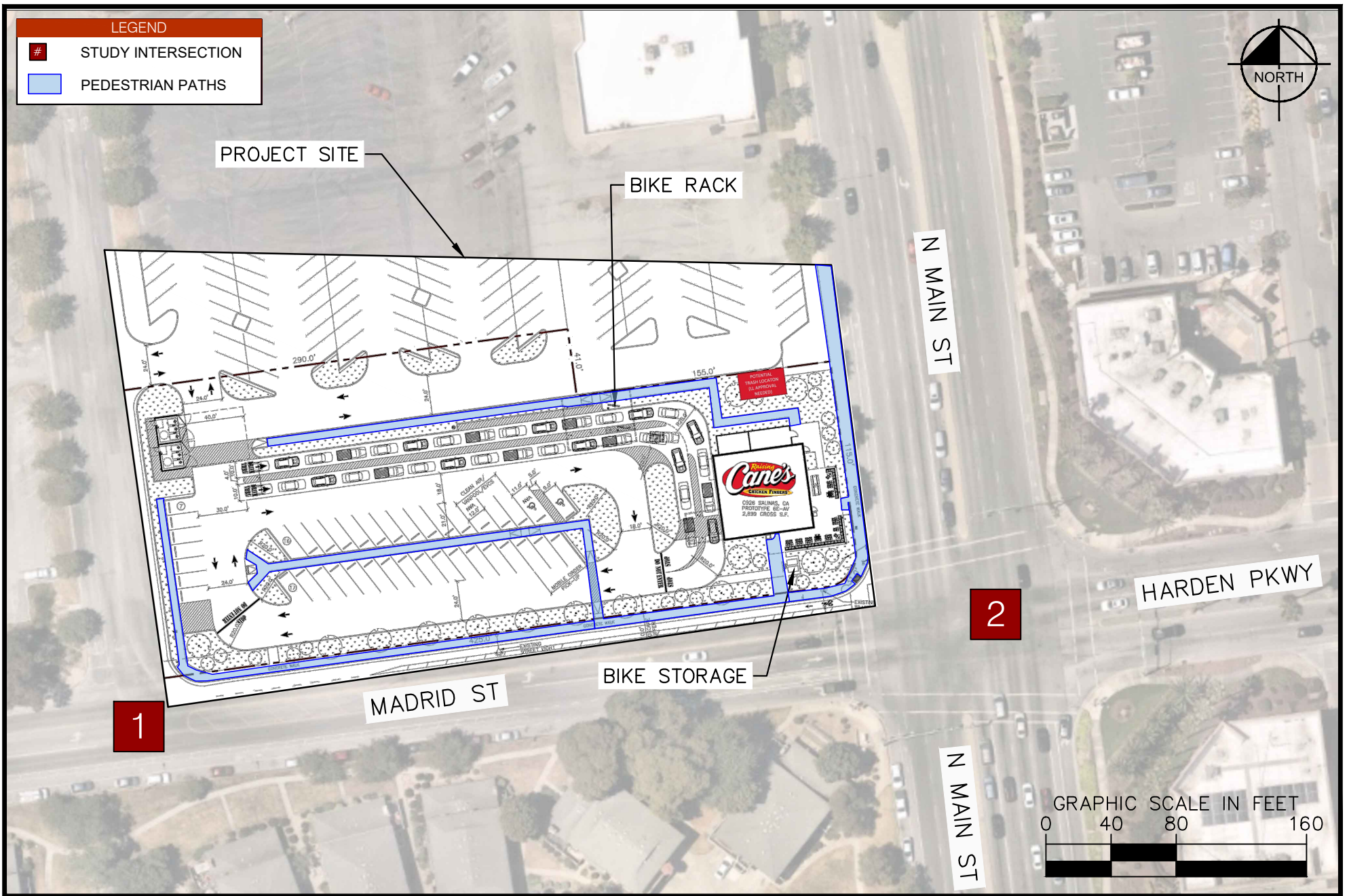
| 2   |                 | Northridge Driveway & Madrid St |                 |
|---|-----------------|---------------------------------|-----------------|
| 20 (21) [24]  | 53 (65) [93]    | 97 (99) [117]                   | 145 (307) [260] |
|  |                 | Northridge Driveway             |                 |
|   |                 | Madrid St                       |                 |
| Madrid St   |                 | Madrid St                       |                 |
| 12 (22) [9]   | 255 (302) [334] |                                 |                 |
| <b>Overall:</b>   |                 | <b>582 (816) [837]</b>          |                 |



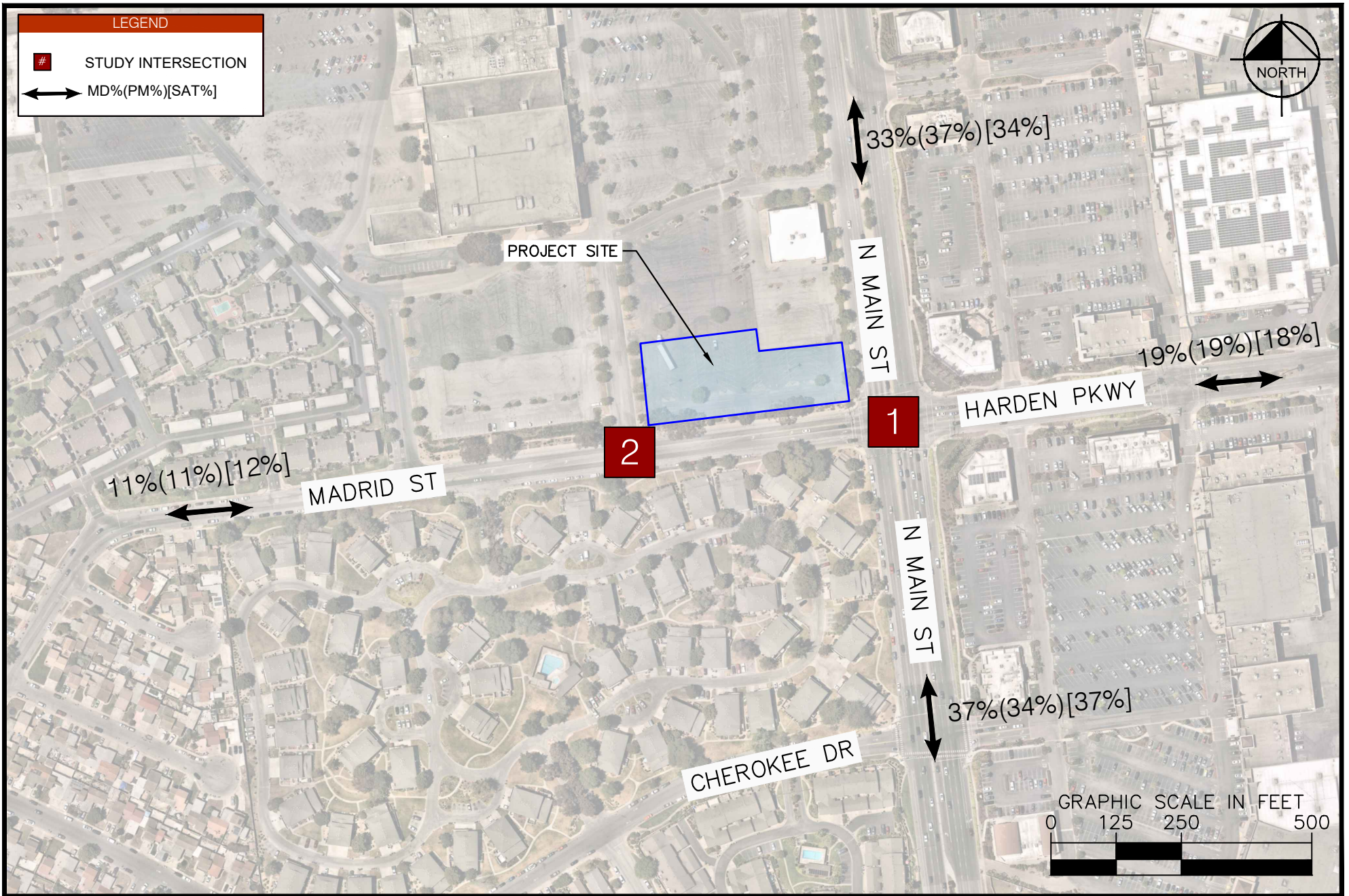
**LEGEND**

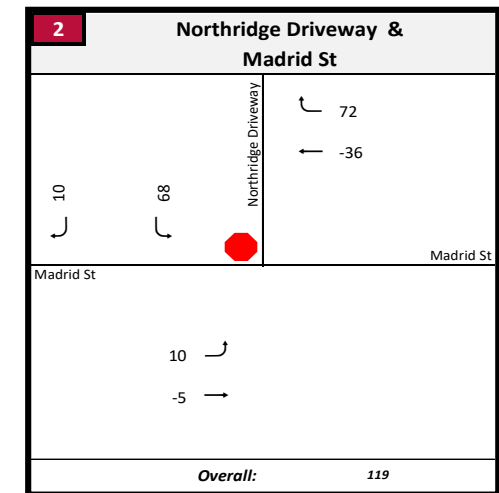
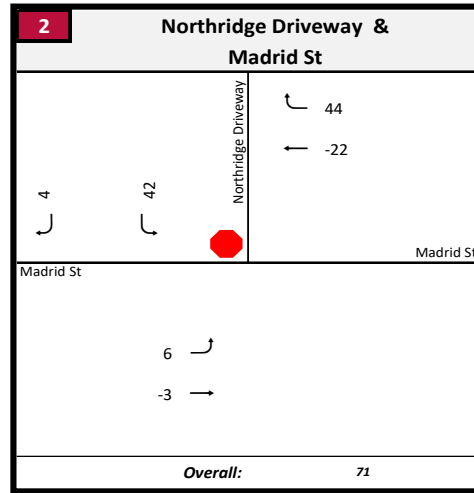
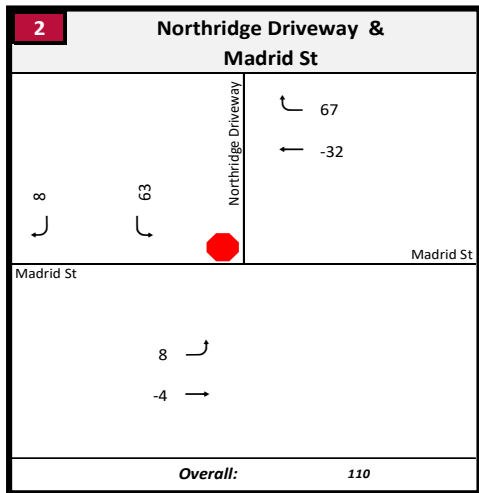
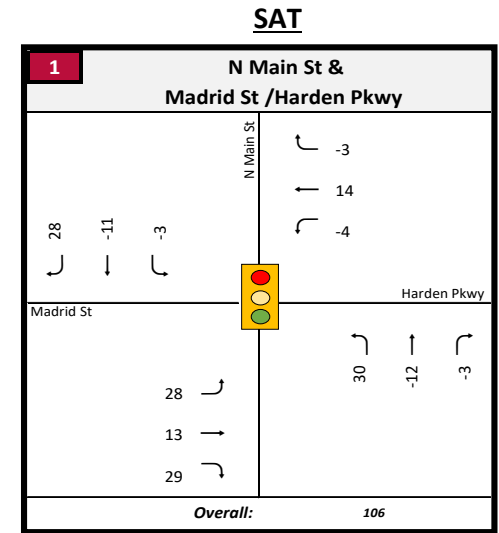
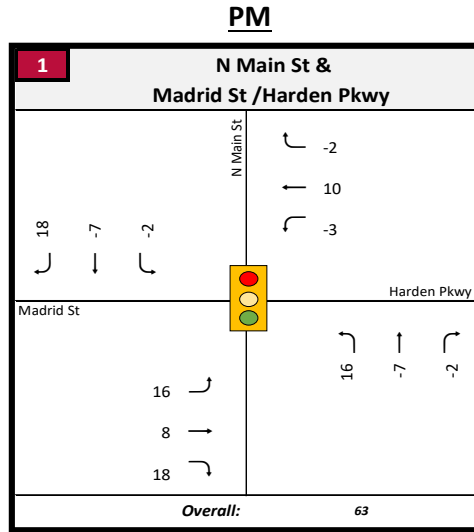
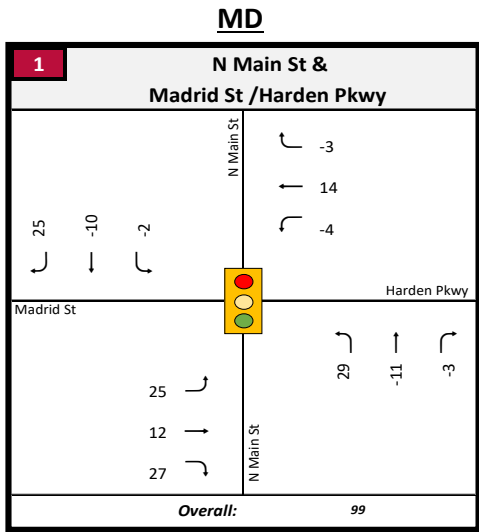
-  Intersection ID
-  Stop Sign
-  Signal
- XX (XX)[XX] MD (PM) [SAT] Volumes
- MD - Midday Lunch
- PM - Evening Dinner
- SAT - Saturday Dinner











**LEGEND**



Signal



Intersection ID



Stop Sign

XX (XX) [xx] MD (PM) [SAT] Volumes

MD - Midday Lunch  
 PM - Evening Dinner  
 SAT - Saturday Dinner

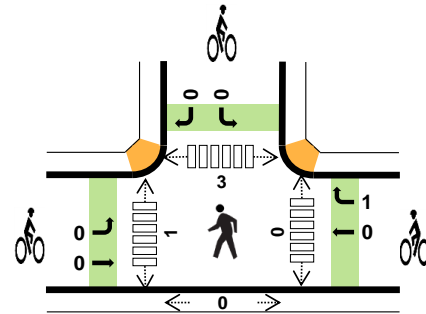
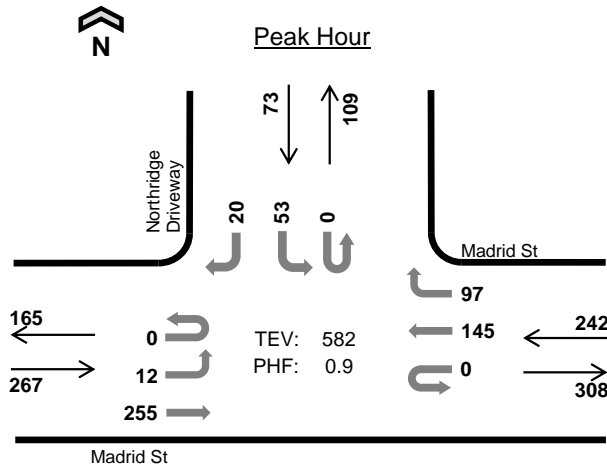
Appendix A  
Existing Traffic Counts



### Northridge Driveway Madrid St



Date: 04/11/2023  
 Count Period: 11:00 AM to 2:00 PM  
 Peak Hour: 12:00 PM to 1:00 PM



|       | HV %: | PHF  |
|-------|-------|------|
| EB    | 2.6%  | 0.84 |
| WB    | 3.7%  | 0.95 |
| NB    | -     | -    |
| SB    | 8.2%  | 0.83 |
| TOTAL | 3.8%  | 0.90 |

#### Three-Hour Count Summaries

| Interval Start | Madrid St Eastbound |    |    |     | Madrid St Westbound |    |    |     | N/A Northbound |    |    |    | Northridge Driveway Southbound |    |     |    | 15-min Total | Rolling One Hour |   |
|----------------|---------------------|----|----|-----|---------------------|----|----|-----|----------------|----|----|----|--------------------------------|----|-----|----|--------------|------------------|---|
|                | UT                  | LT | TH | RT  | UT                  | LT | TH | RT  | UT             | LT | TH | RT | UT                             | LT | TH  | RT |              |                  |   |
|                | 12:00 PM            | 0  | 0  | 68  | 0                   | 0  | 0  | 31  | 29             | 0  | 0  | 0  | 0                              | 0  | 11  | 0  |              |                  | 4 |
| 12:15 PM       | 0                   | 4  | 75 | 0   | 0                   | 0  | 30 | 27  | 0              | 0  | 0  | 0  | 0                              | 14 | 0   | 2  | 152          | 0                |   |
| 12:30 PM       | 0                   | 3  | 42 | 0   | 0                   | 0  | 44 | 17  | 0              | 0  | 0  | 0  | 0                              | 13 | 0   | 7  | 126          | 0                |   |
| 12:45 PM       | 0                   | 5  | 70 | 0   | 0                   | 0  | 40 | 24  | 0              | 0  | 0  | 0  | 0                              | 15 | 0   | 7  | 161          | 582              |   |
| Peak Hour      | All                 | 0  | 12 | 255 | 0                   | 0  | 0  | 145 | 97             | 0  | 0  | 0  | 0                              | 0  | 53  | 0  | 20           | 582              | 0 |
|                | HV                  | 0  | 1  | 6   | 0                   | 0  | 0  | 8   | 1              | 0  | 0  | 0  | 0                              | 0  | 6   | 0  | 0            | 22               | 0 |
|                | HV%                 | -  | 8% | 2%  | -                   | -  | -  | 6%  | 1%             | -  | -  | -  | -                              | -  | 11% | -  | 0%           | 4%               | 0 |

Note: For all three-hour count summary, see next page.

| Interval Start | Heavy Vehicle Totals |    |    |    |       | Bicycles |    |    |    |       | Pedestrians (Crossing Leg) |      |       |       |       |   |   |   |
|----------------|----------------------|----|----|----|-------|----------|----|----|----|-------|----------------------------|------|-------|-------|-------|---|---|---|
|                | EB                   | WB | NB | SB | Total | EB       | WB | NB | SB | Total | East                       | West | North | South | Total |   |   |   |
| 12:00 PM       | 1                    | 1  | 0  | 1  | 3     | 0        | 0  | 0  | 0  | 0     | 0                          | 0    | 0     | 0     | 0     | 0 | 0 | 0 |
| 12:15 PM       | 2                    | 2  | 0  | 2  | 6     | 0        | 0  | 0  | 0  | 0     | 0                          | 0    | 2     | 0     | 2     | 0 | 0 | 2 |
| 12:30 PM       | 2                    | 1  | 0  | 2  | 5     | 0        | 1  | 0  | 0  | 1     | 0                          | 0    | 0     | 0     | 0     | 0 | 0 | 0 |
| 12:45 PM       | 2                    | 5  | 0  | 1  | 8     | 0        | 0  | 0  | 0  | 0     | 0                          | 1    | 1     | 0     | 2     | 0 | 0 | 2 |
| Peak Hour      | 7                    | 9  | 0  | 6  | 22    | 0        | 1  | 0  | 0  | 1     | 0                          | 1    | 3     | 0     | 4     | 0 | 0 | 4 |

| Three-Hour Count Summaries |           |          |           |          |           |          |           |           |            |          |          |          |                     |           |          |          |              |                  |   |
|----------------------------|-----------|----------|-----------|----------|-----------|----------|-----------|-----------|------------|----------|----------|----------|---------------------|-----------|----------|----------|--------------|------------------|---|
| Interval Start             | Madrid St |          |           |          | Madrid St |          |           |           | N/A        |          |          |          | Northridge Driveway |           |          |          | 15-min Total | Rolling One Hour |   |
|                            | Eastbound |          |           |          | Westbound |          |           |           | Northbound |          |          |          | Southbound          |           |          |          |              |                  |   |
|                            | UT        | LT       | TH        | RT       | UT        | LT       | TH        | RT        | UT         | LT       | TH       | RT       | UT                  | LT        | TH       | RT       |              |                  |   |
| 11:00 AM                   | 0         | 2        | 41        | 0        | 0         | 0        | 53        | 16        | 0          | 0        | 0        | 0        | 0                   | 5         | 0        | 3        | 120          | 0                |   |
| 11:15 AM                   | 0         | 0        | 38        | 0        | 0         | 0        | 44        | 21        | 0          | 0        | 0        | 0        | 0                   | 8         | 0        | 2        | 113          | 0                |   |
| 11:30 AM                   | 0         | 6        | 49        | 0        | 0         | 0        | 42        | 12        | 0          | 0        | 0        | 0        | 0                   | 8         | 0        | 2        | 119          | 0                |   |
| 11:45 AM                   | 0         | 6        | 42        | 0        | 0         | 0        | 46        | 35        | 0          | 0        | 0        | 0        | 0                   | 13        | 0        | 5        | 147          | 499              |   |
| <b>12:00 PM</b>            | <b>0</b>  | <b>0</b> | <b>68</b> | <b>0</b> | <b>0</b>  | <b>0</b> | <b>31</b> | <b>29</b> | <b>0</b>   | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b>            | <b>11</b> | <b>0</b> | <b>4</b> | <b>143</b>   | <b>522</b>       |   |
| 12:15 PM                   | 0         | 4        | 75        | 0        | 0         | 0        | 30        | 27        | 0          | 0        | 0        | 0        | 0                   | 14        | 0        | 2        | 152          | 561              |   |
| 12:30 PM                   | 0         | 3        | 42        | 0        | 0         | 0        | 44        | 17        | 0          | 0        | 0        | 0        | 0                   | 13        | 0        | 7        | 126          | 568              |   |
| <b>12:45 PM</b>            | <b>0</b>  | <b>5</b> | <b>70</b> | <b>0</b> | <b>0</b>  | <b>0</b> | <b>40</b> | <b>24</b> | <b>0</b>   | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b>            | <b>15</b> | <b>0</b> | <b>7</b> | <b>161</b>   | <b>582</b>       |   |
| 1:00 PM                    | 0         | 3        | 45        | 0        | 0         | 0        | 40        | 28        | 0          | 0        | 0        | 0        | 0                   | 15        | 0        | 4        | 135          | 574              |   |
| 1:15 PM                    | 0         | 3        | 53        | 0        | 0         | 0        | 36        | 27        | 0          | 0        | 0        | 0        | 0                   | 20        | 0        | 1        | 140          | 562              |   |
| 1:30 PM                    | 0         | 5        | 51        | 0        | 0         | 0        | 47        | 22        | 0          | 0        | 0        | 0        | 0                   | 13        | 0        | 3        | 141          | 577              |   |
| 1:45 PM                    | 0         | 4        | 62        | 0        | 0         | 0        | 34        | 16        | 0          | 0        | 0        | 0        | 0                   | 13        | 0        | 2        | 131          | 547              |   |
| Count Total                | 0         | 41       | 636       | 0        | 0         | 0        | 487       | 274       | 0          | 0        | 0        | 0        | 0                   | 148       | 0        | 42       | 1,628        | 0                |   |
| Peak Hour                  | All       | 0        | 12        | 255      | 0         | 0        | 0         | 145       | 97         | 0        | 0        | 0        | 0                   | 0         | 53       | 0        | 20           | 582              | 0 |
|                            | HV        | 0        | 1         | 6        | 0         | 0        | 0         | 8         | 1          | 0        | 0        | 0        | 0                   | 0         | 6        | 0        | 0            | 22               | 0 |
|                            | HV%       | -        | 8%        | 2%       | -         | -        | -         | 6%        | 1%         | -        | -        | -        | -                   | -         | 11%      | -        | 0%           | 4%               | 0 |

Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

| Interval Start  | Heavy Vehicle Totals |          |          |          |          | Bicycles |          |          |          |          | Pedestrians (Crossing Leg) |          |          |          |          |
|-----------------|----------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------------------------|----------|----------|----------|----------|
|                 | EB                   | WB       | NB       | SB       | Total    | EB       | WB       | NB       | SB       | Total    | East                       | West     | North    | South    | Total    |
| 11:00 AM        | 0                    | 2        | 0        | 1        | 3        | 0        | 0        | 0        | 1        | 1        | 0                          | 1        | 0        | 0        | 1        |
| 11:15 AM        | 0                    | 1        | 0        | 1        | 2        | 0        | 0        | 0        | 1        | 1        | 0                          | 0        | 0        | 0        | 0        |
| 11:30 AM        | 1                    | 1        | 0        | 1        | 3        | 0        | 0        | 0        | 0        | 0        | 0                          | 0        | 1        | 0        | 1        |
| 11:45 AM        | 0                    | 2        | 0        | 1        | 3        | 0        | 0        | 0        | 1        | 1        | 0                          | 0        | 0        | 0        | 0        |
| <b>12:00 PM</b> | <b>1</b>             | <b>1</b> | <b>0</b> | <b>1</b> | <b>3</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b>                   | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> |
| 12:15 PM        | 2                    | 2        | 0        | 2        | 6        | 0        | 0        | 0        | 0        | 0        | 0                          | 0        | 2        | 0        | 2        |
| 12:30 PM        | 2                    | 1        | 0        | 2        | 5        | 0        | 1        | 0        | 0        | 1        | 0                          | 0        | 0        | 0        | 0        |
| <b>12:45 PM</b> | <b>2</b>             | <b>5</b> | <b>0</b> | <b>1</b> | <b>8</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b>                   | <b>1</b> | <b>1</b> | <b>0</b> | <b>2</b> |
| 1:00 PM         | 0                    | 1        | 0        | 1        | 2        | 0        | 0        | 0        | 0        | 0        | 0                          | 1        | 1        | 0        | 2        |
| 1:15 PM         | 1                    | 2        | 0        | 2        | 5        | 0        | 0        | 0        | 0        | 0        | 0                          | 0        | 1        | 0        | 1        |
| 1:30 PM         | 0                    | 1        | 0        | 1        | 2        | 0        | 0        | 0        | 0        | 0        | 0                          | 0        | 0        | 0        | 0        |
| 1:45 PM         | 3                    | 1        | 0        | 2        | 6        | 0        | 0        | 0        | 0        | 0        | 0                          | 1        | 0        | 1        | 2        |
| Count Total     | 12                   | 20       | 0        | 16       | 48       | 0        | 1        | 0        | 3        | 4        | 0                          | 4        | 6        | 1        | 11       |
| Peak Hr         | 7                    | 9        | 0        | 6        | 22       | 0        | 1        | 0        | 0        | 1        | 0                          | 1        | 3        | 0        | 4        |

| <b>Three-Hour Count Summaries - Heavy Vehicles</b> |           |          |          |          |           |          |          |          |            |          |          |          |                     |          |          |          |              |                  |
|--|-----------|----------|----------|----------|-----------|----------|----------|----------|------------|----------|----------|----------|---------------------|----------|----------|----------|--------------|------------------|
| Interval Start                                     | Madrid St |          |          |          | Madrid St |          |          |          | N/A        |          |          |          | Northridge Driveway |          |          |          | 15-min Total | Rolling One Hour |
|  | Eastbound |          |          |          | Westbound |          |          |          | Northbound |          |          |          | Southbound          |          |          |          |              |                  |
|  | UT        | LT       | TH       | RT       | UT        | LT       | TH       | RT       | UT         | LT       | TH       | RT       | UT                  | LT       | TH       | RT       |              |                  |
| 11:00 AM   | 0         | 0        | 0        | 0        | 0         | 0        | 2        | 0        | 0          | 0        | 0        | 0        | 0                   | 1        | 0        | 0        | 3            | 0                |
| 11:15 AM   | 0         | 0        | 0        | 0        | 0         | 0        | 1        | 0        | 0          | 0        | 0        | 0        | 0                   | 1        | 0        | 0        | 2            | 0                |
| 11:30 AM   | 0         | 1        | 0        | 0        | 0         | 0        | 1        | 0        | 0          | 0        | 0        | 0        | 0                   | 1        | 0        | 0        | 3            | 0                |
| 11:45 AM   | 0         | 0        | 0        | 0        | 0         | 0        | 2        | 0        | 0          | 0        | 0        | 0        | 0                   | 1        | 0        | 0        | 3            | 11               |
| <b>12:00 PM</b>                                    | <b>0</b>  | <b>0</b> | <b>1</b> | <b>0</b> | <b>0</b>  | <b>0</b> | <b>1</b> | <b>0</b> | <b>0</b>   | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b>            | <b>1</b> | <b>0</b> | <b>0</b> | <b>3</b>     | <b>11</b>        |
| 12:15 PM   | 0         | 0        | 2        | 0        | 0         | 0        | 2        | 0        | 0          | 0        | 0        | 0        | 0                   | 2        | 0        | 0        | 6            | 15               |
| 12:30 PM   | 0         | 1        | 1        | 0        | 0         | 0        | 1        | 0        | 0          | 0        | 0        | 0        | 0                   | 2        | 0        | 0        | 5            | 17               |
| <b>12:45 PM</b>                                    | <b>0</b>  | <b>0</b> | <b>2</b> | <b>0</b> | <b>0</b>  | <b>0</b> | <b>4</b> | <b>1</b> | <b>0</b>   | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b>            | <b>1</b> | <b>0</b> | <b>0</b> | <b>8</b>     | <b>22</b>        |
| 1:00 PM  | 0         | 0        | 0        | 0        | 0         | 0        | 1        | 0        | 0          | 0        | 0        | 0        | 0                   | 1        | 0        | 0        | 2            | 21               |
| 1:15 PM  | 0         | 0        | 1        | 0        | 0         | 0        | 2        | 0        | 0          | 0        | 0        | 0        | 0                   | 2        | 0        | 0        | 5            | 20               |
| 1:30 PM  | 0         | 0        | 0        | 0        | 0         | 0        | 1        | 0        | 0          | 0        | 0        | 0        | 0                   | 1        | 0        | 0        | 2            | 17               |
| 1:45 PM  | 0         | 0        | 3        | 0        | 0         | 0        | 1        | 0        | 0          | 0        | 0        | 0        | 0                   | 2        | 0        | 0        | 6            | 15               |
| Count Total  | 0         | 2        | 10       | 0        | 0         | 0        | 19       | 1        | 0          | 0        | 0        | 0        | 0                   | 16       | 0        | 0        | 48           | 0                |
| <b>Peak Hour</b>                                   | <b>0</b>  | <b>1</b> | <b>6</b> | <b>0</b> | <b>0</b>  | <b>0</b> | <b>8</b> | <b>1</b> | <b>0</b>   | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b>            | <b>6</b> | <b>0</b> | <b>0</b> | <b>22</b>    | <b>0</b>         |

| <b>Three-Hour Count Summaries - Bikes</b> |           |          |          |           |          |          |            |          |          |                     |          |          |              |                  |          |          |          |          |
|---|-----------|----------|----------|-----------|----------|----------|------------|----------|----------|---------------------|----------|----------|--------------|------------------|----------|----------|----------|----------|
| Interval Start                            | Madrid St |          |          | Madrid St |          |          | N/A        |          |          | Northridge Driveway |          |          | 15-min Total | Rolling One Hour |          |          |          |          |
|   | Eastbound |          |          | Westbound |          |          | Northbound |          |          | Southbound          |          |          |              |                  |          |          |          |          |
|   | LT        | TH       | RT       | LT        | TH       | RT       | LT         | TH       | RT       | LT                  | TH       | RT       |              |                  |          |          |          |          |
| 11:00 AM                                  | 0         | 0        | 0        | 0         | 0        | 0        | 0          | 0        | 0        | 0                   | 0        | 1        | 0            | 0                | 1        | 0        |          |          |
| 11:15 AM                                  | 0         | 0        | 0        | 0         | 0        | 0        | 0          | 0        | 0        | 0                   | 0        | 1        | 0            | 0                | 1        | 0        |          |          |
| 11:30 AM                                  | 0         | 0        | 0        | 0         | 0        | 0        | 0          | 0        | 0        | 0                   | 0        | 0        | 0            | 0                | 0        | 0        |          |          |
| 11:45 AM                                  | 0         | 0        | 0        | 0         | 0        | 0        | 0          | 0        | 0        | 0                   | 0        | 1        | 0            | 0                | 1        | 3        |          |          |
| <b>12:00 PM</b>                           | <b>0</b>  | <b>0</b> | <b>0</b> | <b>0</b>  | <b>0</b> | <b>0</b> | <b>0</b>   | <b>0</b> | <b>0</b> | <b>0</b>            | <b>0</b> | <b>0</b> | <b>0</b>     | <b>0</b>         | <b>0</b> | <b>0</b> | <b>2</b> | <b>2</b> |
| 12:15 PM                                  | 0         | 0        | 0        | 0         | 0        | 0        | 0          | 0        | 0        | 0                   | 0        | 0        | 0            | 0                | 0        | 0        | 0        | 1        |
| 12:30 PM                                  | 0         | 0        | 0        | 0         | 0        | 0        | 1          | 0        | 0        | 0                   | 0        | 0        | 0            | 0                | 0        | 1        | 2        |          |
| <b>12:45 PM</b>                           | <b>0</b>  | <b>0</b> | <b>0</b> | <b>0</b>  | <b>0</b> | <b>0</b> | <b>0</b>   | <b>0</b> | <b>0</b> | <b>0</b>            | <b>0</b> | <b>0</b> | <b>0</b>     | <b>0</b>         | <b>0</b> | <b>0</b> | <b>0</b> | <b>1</b> |
| 1:00 PM                                   | 0         | 0        | 0        | 0         | 0        | 0        | 0          | 0        | 0        | 0                   | 0        | 0        | 0            | 0                | 0        | 0        | 0        | 1        |
| 1:15 PM                                   | 0         | 0        | 0        | 0         | 0        | 0        | 0          | 0        | 0        | 0                   | 0        | 0        | 0            | 0                | 0        | 0        | 0        | 1        |
| 1:30 PM                                   | 0         | 0        | 0        | 0         | 0        | 0        | 0          | 0        | 0        | 0                   | 0        | 0        | 0            | 0                | 0        | 0        | 0        | 0        |
| 1:45 PM                                   | 0         | 0        | 0        | 0         | 0        | 0        | 0          | 0        | 0        | 0                   | 0        | 0        | 0            | 0                | 0        | 0        | 0        | 0        |
| Count Total                               | 0         | 0        | 0        | 0         | 0        | 0        | 1          | 0        | 0        | 0                   | 0        | 3        | 0            | 0                | 4        | 0        | 0        |          |
| <b>Peak Hour</b>                          | <b>0</b>  | <b>0</b> | <b>0</b> | <b>0</b>  | <b>0</b> | <b>0</b> | <b>1</b>   | <b>0</b> | <b>0</b> | <b>0</b>            | <b>0</b> | <b>0</b> | <b>0</b>     | <b>0</b>         | <b>0</b> | <b>1</b> | <b>0</b> | <b>0</b> |

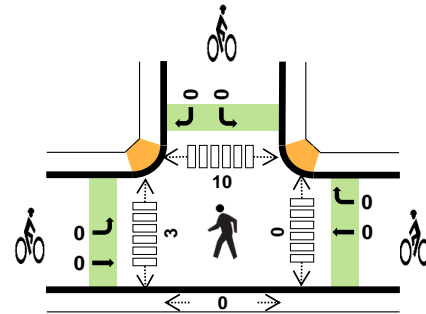
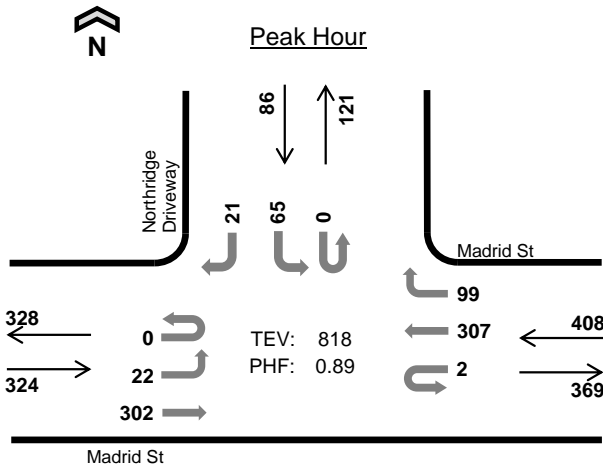
Note: U-Turn volumes for bikes are included in Left-Turn, if any.



### Northridge Driveway Madrid St



Date: 04/11/2023  
 Count Period: 4:00 PM to 7:00 PM  
 Peak Hour: 5:15 PM to 6:15 PM



|       | HV %: | PHF  |
|-------|-------|------|
| EB    | 1.5%  | 0.78 |
| WB    | 1.5%  | 0.96 |
| NB    | -     | -    |
| SB    | 3.5%  | 0.86 |
| TOTAL | 1.7%  | 0.89 |

#### Three-Hour Count Summaries

| Interval Start | Madrid St Eastbound |    |    |     | Madrid St Westbound |    |    |     | N/A Northbound |    |    |    | Northridge Driveway Southbound |    |    |    | 15-min Total | Rolling One Hour |   |
|----------------|---------------------|----|----|-----|---------------------|----|----|-----|----------------|----|----|----|--------------------------------|----|----|----|--------------|------------------|---|
|                | UT                  | LT | TH | RT  | UT                  | LT | TH | RT  | UT             | LT | TH | RT | UT                             | LT | TH | RT |              |                  |   |
| 5:15 PM        | 0                   | 4  | 61 | 0   | 1                   | 0  | 81 | 24  | 0              | 0  | 0  | 0  | 0                              | 23 | 0  | 2  | 196          | 0                |   |
| 5:30 PM        | 0                   | 5  | 69 | 0   | 1                   | 0  | 82 | 21  | 0              | 0  | 0  | 0  | 0                              | 11 | 0  | 8  | 197          | 0                |   |
| 5:45 PM        | 0                   | 7  | 97 | 0   | 0                   | 0  | 76 | 28  | 0              | 0  | 0  | 0  | 0                              | 16 | 0  | 5  | 229          | 0                |   |
| 6:00 PM        | 0                   | 6  | 75 | 0   | 0                   | 0  | 68 | 26  | 0              | 0  | 0  | 0  | 0                              | 15 | 0  | 6  | 196          | 818              |   |
| Peak Hour      | All                 | 0  | 22 | 302 | 0                   | 2  | 0  | 307 | 99             | 0  | 0  | 0  | 0                              | 0  | 65 | 0  | 21           | 818              | 0 |
|                | HV                  | 0  | 0  | 5   | 0                   | 0  | 0  | 6   | 0              | 0  | 0  | 0  | 0                              | 0  | 3  | 0  | 0            | 14               | 0 |
|                | HV%                 | -  | 0% | 2%  | -                   | 0% | -  | 2%  | 0%             | -  | -  | -  | -                              | -  | 5% | -  | 0%           | 2%               | 0 |

Note: For all three-hour count summary, see next page.

| Interval Start | Heavy Vehicle Totals |    |    |    |       | Bicycles |    |    |    |       | Pedestrians (Crossing Leg) |      |       |       |       |
|----------------|----------------------|----|----|----|-------|----------|----|----|----|-------|----------------------------|------|-------|-------|-------|
|                | EB                   | WB | NB | SB | Total | EB       | WB | NB | SB | Total | East                       | West | North | South | Total |
| 5:15 PM        | 0                    | 2  | 0  | 0  | 2     | 0        | 0  | 0  | 0  | 0     | 0                          | 0    | 0     | 0     | 0     |
| 5:30 PM        | 0                    | 1  | 0  | 2  | 3     | 0        | 0  | 0  | 0  | 0     | 0                          | 0    | 5     | 0     | 5     |
| 5:45 PM        | 3                    | 2  | 0  | 1  | 6     | 0        | 0  | 0  | 0  | 0     | 0                          | 0    | 2     | 0     | 2     |
| 6:00 PM        | 2                    | 1  | 0  | 0  | 3     | 0        | 0  | 0  | 0  | 0     | 0                          | 3    | 3     | 0     | 6     |
| Peak Hour      | 5                    | 6  | 0  | 3  | 14    | 0        | 0  | 0  | 0  | 0     | 0                          | 3    | 10    | 0     | 13    |

| Three-Hour Count Summaries |           |    |           |     |            |    |            |     |     |    |    |    |                     |     |    |    |              |                  |   |
|----------------------------|-----------|----|-----------|-----|------------|----|------------|-----|-----|----|----|----|---------------------|-----|----|----|--------------|------------------|---|
| Interval Start             | Madrid St |    |           |     | Madrid St  |    |            |     | N/A |    |    |    | Northridge Driveway |     |    |    | 15-min Total | Rolling One Hour |   |
|                            | Eastbound |    | Westbound |     | Northbound |    | Southbound |     | UT  | LT | TH | RT | UT                  | LT  | TH | RT |              |                  |   |
| 4:00 PM                    | 0         | 3  | 65        | 0   | 0          | 0  | 71         | 27  | 0   | 0  | 0  | 0  | 0                   | 15  | 0  | 5  | 186          | 0                |   |
| 4:15 PM                    | 0         | 5  | 69        | 0   | 0          | 0  | 59         | 19  | 0   | 0  | 0  | 0  | 0                   | 12  | 0  | 4  | 168          | 0                |   |
| 4:30 PM                    | 0         | 5  | 73        | 0   | 0          | 0  | 74         | 16  | 0   | 0  | 0  | 0  | 0                   | 13  | 0  | 4  | 185          | 0                |   |
| 4:45 PM                    | 0         | 6  | 63        | 0   | 0          | 0  | 70         | 29  | 0   | 0  | 0  | 0  | 0                   | 17  | 0  | 9  | 194          | 733              |   |
| 5:00 PM                    | 0         | 3  | 86        | 0   | 0          | 0  | 56         | 24  | 0   | 0  | 0  | 0  | 0                   | 12  | 0  | 4  | 185          | 732              |   |
| 5:15 PM                    | 0         | 4  | 61        | 0   | 1          | 0  | 81         | 24  | 0   | 0  | 0  | 0  | 0                   | 23  | 0  | 2  | 196          | 760              |   |
| 5:30 PM                    | 0         | 5  | 69        | 0   | 1          | 0  | 82         | 21  | 0   | 0  | 0  | 0  | 0                   | 11  | 0  | 8  | 197          | 772              |   |
| 5:45 PM                    | 0         | 7  | 97        | 0   | 0          | 0  | 76         | 28  | 0   | 0  | 0  | 0  | 0                   | 16  | 0  | 5  | 229          | 807              |   |
| 6:00 PM                    | 0         | 6  | 75        | 0   | 0          | 0  | 68         | 26  | 0   | 0  | 0  | 0  | 0                   | 15  | 0  | 6  | 196          | 818              |   |
| 6:15 PM                    | 0         | 2  | 71        | 0   | 0          | 0  | 64         | 18  | 0   | 0  | 0  | 0  | 0                   | 13  | 0  | 8  | 176          | 798              |   |
| 6:30 PM                    | 0         | 5  | 69        | 0   | 1          | 0  | 62         | 16  | 0   | 0  | 0  | 0  | 0                   | 18  | 0  | 8  | 179          | 780              |   |
| 6:45 PM                    | 0         | 4  | 81        | 0   | 0          | 0  | 66         | 14  | 0   | 0  | 0  | 0  | 0                   | 18  | 0  | 5  | 188          | 739              |   |
| Count Total                | 0         | 55 | 879       | 0   | 3          | 0  | 829        | 262 | 0   | 0  | 0  | 0  | 0                   | 183 | 0  | 68 | 2,279        | 0                |   |
| Peak Hour                  | All       | 0  | 22        | 302 | 0          | 2  | 0          | 307 | 99  | 0  | 0  | 0  | 0                   | 0   | 65 | 0  | 21           | 818              | 0 |
|                            | HV        | 0  | 0         | 5   | 0          | 0  | 0          | 6   | 0   | 0  | 0  | 0  | 0                   | 0   | 3  | 0  | 0            | 14               | 0 |
|                            | HV%       | -  | 0%        | 2%  | -          | 0% | -          | 2%  | 0%  | -  | -  | -  | -                   | -   | 5% | -  | 0%           | 2%               | 0 |

Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

| Interval Start | Heavy Vehicle Totals |    |    |    |       | Bicycles |    |    |    |       | Pedestrians (Crossing Leg) |      |       |       |       |
|----------------|----------------------|----|----|----|-------|----------|----|----|----|-------|----------------------------|------|-------|-------|-------|
|                | EB                   | WB | NB | SB | Total | EB       | WB | NB | SB | Total | East                       | West | North | South | Total |
| 4:00 PM        | 1                    | 1  | 0  | 1  | 3     | 0        | 0  | 0  | 0  | 0     | 0                          | 3    | 1     | 0     | 4     |
| 4:15 PM        | 1                    | 1  | 0  | 2  | 4     | 0        | 0  | 0  | 0  | 0     | 0                          | 0    | 0     | 0     | 0     |
| 4:30 PM        | 0                    | 2  | 0  | 2  | 4     | 0        | 0  | 0  | 0  | 0     | 0                          | 1    | 5     | 0     | 6     |
| 4:45 PM        | 0                    | 1  | 0  | 1  | 2     | 0        | 0  | 0  | 0  | 0     | 3                          | 0    | 2     | 0     | 5     |
| 5:00 PM        | 1                    | 0  | 0  | 0  | 1     | 0        | 0  | 0  | 0  | 0     | 0                          | 1    | 1     | 0     | 2     |
| 5:15 PM        | 0                    | 2  | 0  | 0  | 2     | 0        | 0  | 0  | 0  | 0     | 0                          | 0    | 0     | 0     | 0     |
| 5:30 PM        | 0                    | 1  | 0  | 2  | 3     | 0        | 0  | 0  | 0  | 0     | 0                          | 0    | 5     | 0     | 5     |
| 5:45 PM        | 3                    | 2  | 0  | 1  | 6     | 0        | 0  | 0  | 0  | 0     | 0                          | 0    | 2     | 0     | 2     |
| 6:00 PM        | 2                    | 1  | 0  | 0  | 3     | 0        | 0  | 0  | 0  | 0     | 0                          | 3    | 3     | 0     | 6     |
| 6:15 PM        | 1                    | 2  | 0  | 2  | 5     | 0        | 0  | 0  | 0  | 0     | 0                          | 0    | 0     | 0     | 0     |
| 6:30 PM        | 1                    | 0  | 0  | 1  | 2     | 0        | 0  | 0  | 0  | 0     | 0                          | 0    | 7     | 0     | 7     |
| 6:45 PM        | 0                    | 0  | 0  | 0  | 0     | 0        | 0  | 0  | 0  | 0     | 0                          | 0    | 1     | 0     | 1     |
| Count Total    | 10                   | 13 | 0  | 12 | 35    | 0        | 0  | 0  | 0  | 0     | 3                          | 8    | 27    | 0     | 38    |
| Peak Hr        | 5                    | 6  | 0  | 3  | 14    | 0        | 0  | 0  | 0  | 0     | 0                          | 3    | 10    | 0     | 13    |

| <b>Three-Hour Count Summaries - Heavy Vehicles</b> |           |    |    |    |           |    |    |    |            |    |    |    |                     |    |    |    |              |                  |
|--|-----------|----|----|----|-----------|----|----|----|------------|----|----|----|---------------------|----|----|----|--------------|------------------|
| Interval Start                                     | Madrid St |    |    |    | Madrid St |    |    |    | N/A        |    |    |    | Northridge Driveway |    |    |    | 15-min Total | Rolling One Hour |
|  | Eastbound |    |    |    | Westbound |    |    |    | Northbound |    |    |    | Southbound          |    |    |    |              |                  |
|  | UT        | LT | TH | RT | UT        | LT | TH | RT | UT         | LT | TH | RT | UT                  | LT | TH | RT |              |                  |
| 4:00 PM  | 0         | 0  | 1  | 0  | 0         | 0  | 1  | 0  | 0          | 0  | 0  | 0  | 0                   | 1  | 0  | 0  | 3            | 0                |
| 4:15 PM  | 0         | 0  | 1  | 0  | 0         | 0  | 1  | 0  | 0          | 0  | 0  | 0  | 0                   | 2  | 0  | 0  | 4            | 0                |
| 4:30 PM  | 0         | 0  | 0  | 0  | 0         | 0  | 2  | 0  | 0          | 0  | 0  | 0  | 0                   | 2  | 0  | 0  | 4            | 0                |
| 4:45 PM  | 0         | 0  | 0  | 0  | 0         | 0  | 1  | 0  | 0          | 0  | 0  | 0  | 0                   | 1  | 0  | 0  | 2            | 13               |
| 5:00 PM  | 0         | 0  | 1  | 0  | 0         | 0  | 0  | 0  | 0          | 0  | 0  | 0  | 0                   | 0  | 0  | 0  | 1            | 11               |
| 5:15 PM  | 0         | 0  | 0  | 0  | 0         | 0  | 2  | 0  | 0          | 0  | 0  | 0  | 0                   | 0  | 0  | 0  | 2            | 9                |
| 5:30 PM  | 0         | 0  | 0  | 0  | 0         | 0  | 1  | 0  | 0          | 0  | 0  | 0  | 0                   | 2  | 0  | 0  | 3            | 8                |
| 5:45 PM  | 0         | 0  | 3  | 0  | 0         | 0  | 2  | 0  | 0          | 0  | 0  | 0  | 0                   | 1  | 0  | 0  | 6            | 12               |
| 6:00 PM  | 0         | 0  | 2  | 0  | 0         | 0  | 1  | 0  | 0          | 0  | 0  | 0  | 0                   | 0  | 0  | 0  | 3            | 14               |
| 6:15 PM  | 0         | 0  | 1  | 0  | 0         | 0  | 2  | 0  | 0          | 0  | 0  | 0  | 0                   | 2  | 0  | 0  | 5            | 17               |
| 6:30 PM  | 0         | 0  | 1  | 0  | 0         | 0  | 0  | 0  | 0          | 0  | 0  | 0  | 0                   | 1  | 0  | 0  | 2            | 16               |
| 6:45 PM  | 0         | 0  | 0  | 0  | 0         | 0  | 0  | 0  | 0          | 0  | 0  | 0  | 0                   | 0  | 0  | 0  | 0            | 10               |
| Count Total  | 0         | 0  | 10 | 0  | 0         | 0  | 13 | 0  | 0          | 0  | 0  | 0  | 0                   | 12 | 0  | 0  | 35           | 0                |
| Peak Hour  | 0         | 0  | 5  | 0  | 0         | 0  | 6  | 0  | 0          | 0  | 0  | 0  | 0                   | 3  | 0  | 0  | 14           | 0                |

| <b>Three-Hour Count Summaries - Bikes</b> |           |    |    |           |    |    |            |    |    |                     |    |    |              |                  |   |   |   |   |
|---|-----------|----|----|-----------|----|----|------------|----|----|---------------------|----|----|--------------|------------------|---|---|---|---|
| Interval Start                            | Madrid St |    |    | Madrid St |    |    | N/A        |    |    | Northridge Driveway |    |    | 15-min Total | Rolling One Hour |   |   |   |   |
|   | Eastbound |    |    | Westbound |    |    | Northbound |    |    | Southbound          |    |    |              |                  |   |   |   |   |
|   | LT        | TH | RT | LT        | TH | RT | LT         | TH | RT | LT                  | TH | RT |              |                  |   |   |   |   |
| 4:00 PM                                   | 0         | 0  | 0  | 0         | 0  | 0  | 0          | 0  | 0  | 0                   | 0  | 0  | 0            | 0                | 0 | 0 | 0 | 0 |
| 4:15 PM                                   | 0         | 0  | 0  | 0         | 0  | 0  | 0          | 0  | 0  | 0                   | 0  | 0  | 0            | 0                | 0 | 0 | 0 | 0 |
| 4:30 PM                                   | 0         | 0  | 0  | 0         | 0  | 0  | 0          | 0  | 0  | 0                   | 0  | 0  | 0            | 0                | 0 | 0 | 0 | 0 |
| 4:45 PM                                   | 0         | 0  | 0  | 0         | 0  | 0  | 0          | 0  | 0  | 0                   | 0  | 0  | 0            | 0                | 0 | 0 | 0 | 0 |
| 5:00 PM                                   | 0         | 0  | 0  | 0         | 0  | 0  | 0          | 0  | 0  | 0                   | 0  | 0  | 0            | 0                | 0 | 0 | 0 | 0 |
| 5:15 PM                                   | 0         | 0  | 0  | 0         | 0  | 0  | 0          | 0  | 0  | 0                   | 0  | 0  | 0            | 0                | 0 | 0 | 0 | 0 |
| 5:30 PM                                   | 0         | 0  | 0  | 0         | 0  | 0  | 0          | 0  | 0  | 0                   | 0  | 0  | 0            | 0                | 0 | 0 | 0 | 0 |
| 5:45 PM                                   | 0         | 0  | 0  | 0         | 0  | 0  | 0          | 0  | 0  | 0                   | 0  | 0  | 0            | 0                | 0 | 0 | 0 | 0 |
| 6:00 PM                                   | 0         | 0  | 0  | 0         | 0  | 0  | 0          | 0  | 0  | 0                   | 0  | 0  | 0            | 0                | 0 | 0 | 0 | 0 |
| 6:15 PM                                   | 0         | 0  | 0  | 0         | 0  | 0  | 0          | 0  | 0  | 0                   | 0  | 0  | 0            | 0                | 0 | 0 | 0 | 0 |
| 6:30 PM                                   | 0         | 0  | 0  | 0         | 0  | 0  | 0          | 0  | 0  | 0                   | 0  | 0  | 0            | 0                | 0 | 0 | 0 | 0 |
| 6:45 PM                                   | 0         | 0  | 0  | 0         | 0  | 0  | 0          | 0  | 0  | 0                   | 0  | 0  | 0            | 0                | 0 | 0 | 0 | 0 |
| Count Total                               | 0         | 0  | 0  | 0         | 0  | 0  | 0          | 0  | 0  | 0                   | 0  | 0  | 0            | 0                | 0 | 0 | 0 | 0 |
| Peak Hour                                 | 0         | 0  | 0  | 0         | 0  | 0  | 0          | 0  | 0  | 0                   | 0  | 0  | 0            | 0                | 0 | 0 | 0 | 0 |

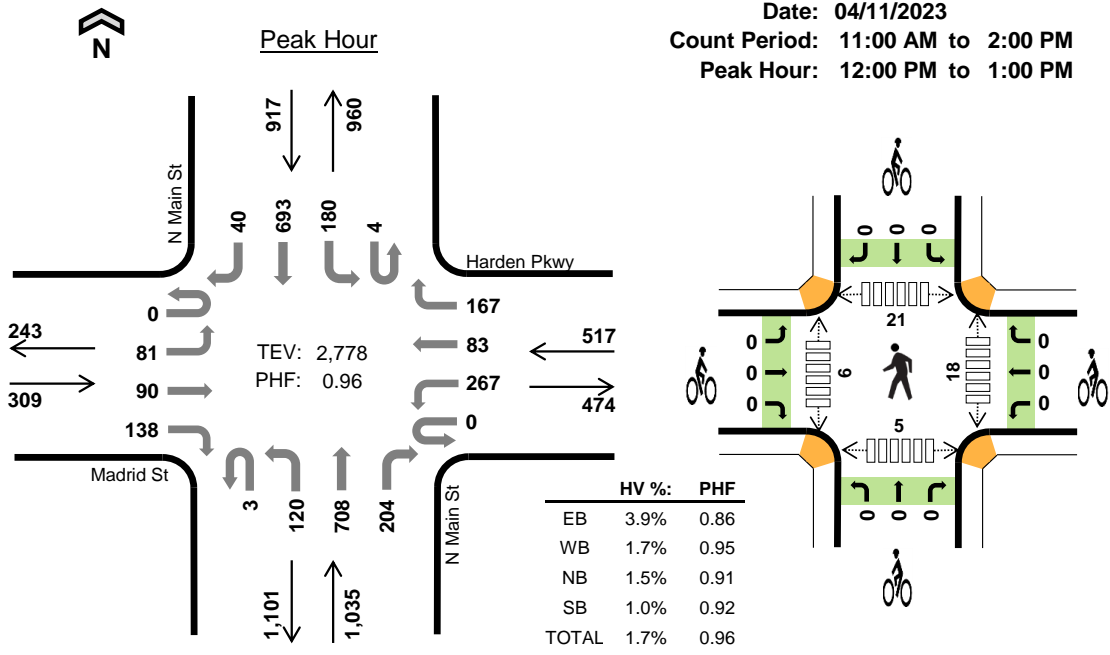
Note: U-Turn volumes for bikes are included in Left-Turn, if any.



### N Main St Madrid St



Date: 04/11/2023  
 Count Period: 11:00 AM to 2:00 PM  
 Peak Hour: 12:00 PM to 1:00 PM



#### Three-Hour Count Summaries

| Interval Start | Madrid St |    |           |    | Harden Pkwy |    |            |    | N Main St |    |     |     | N Main St |    |     |     | 15-min Total | Rolling One Hour |   |
|----------------|-----------|----|-----------|----|-------------|----|------------|----|-----------|----|-----|-----|-----------|----|-----|-----|--------------|------------------|---|
|                | Eastbound |    | Westbound |    | Northbound  |    | Southbound |    | UT        | LT | TH  | RT  | UT        | LT | TH  | RT  |              |                  |   |
| 12:00 PM       | 0         | 21 | 21        | 36 | 0           | 54 | 23         | 46 | 0         | 32 | 177 | 51  | 0         | 45 | 188 | 5   | 699          | 0                |   |
| 12:15 PM       | 0         | 23 | 26        | 41 | 0           | 70 | 19         | 47 | 1         | 31 | 205 | 46  | 0         | 40 | 164 | 8   | 721          | 0                |   |
| 12:30 PM       | 0         | 19 | 13        | 20 | 0           | 74 | 19         | 30 | 1         | 25 | 179 | 61  | 1         | 56 | 175 | 17  | 690          | 0                |   |
| 12:45 PM       | 0         | 18 | 30        | 41 | 0           | 69 | 22         | 44 | 1         | 32 | 147 | 46  | 3         | 39 | 166 | 10  | 668          | 2,778            |   |
| Peak Hour      | All       | 0  | 81        | 90 | 138         | 0  | 267        | 83 | 167       | 3  | 120 | 708 | 204       | 4  | 180 | 693 | 40           | 2,778            | 0 |
|                | HV        | 0  | 3         | 4  | 5           | 0  | 3          | 2  | 4         | 0  | 5   | 9   | 2         | 0  | 3   | 4   | 2            | 46               | 0 |
|                | HV%       | -  | 4%        | 4% | 4%          | -  | 1%         | 2% | 2%        | 0% | 4%  | 1%  | 1%        | 0% | 2%  | 1%  | 5%           | 2%               | 0 |

Note: For all three-hour count summary, see next page.

| Interval Start | Heavy Vehicle Totals |    |    |    |       | Bicycles |    |    |    |       | Pedestrians (Crossing Leg) |      |       |       |       |
|----------------|----------------------|----|----|----|-------|----------|----|----|----|-------|----------------------------|------|-------|-------|-------|
|                | EB                   | WB | NB | SB | Total | EB       | WB | NB | SB | Total | East                       | West | North | South | Total |
| 12:00 PM       | 2                    | 1  | 4  | 3  | 10    | 0        | 0  | 0  | 0  | 0     | 5                          | 1    | 3     | 0     | 9     |
| 12:15 PM       | 4                    | 3  | 4  | 3  | 14    | 0        | 0  | 0  | 0  | 0     | 6                          | 3    | 7     | 2     | 18    |
| 12:30 PM       | 3                    | 2  | 3  | 1  | 9     | 0        | 0  | 0  | 0  | 0     | 4                          | 0    | 3     | 2     | 9     |
| 12:45 PM       | 3                    | 3  | 5  | 2  | 13    | 0        | 0  | 0  | 0  | 0     | 3                          | 2    | 8     | 1     | 14    |
| Peak Hour      | 12                   | 9  | 16 | 9  | 46    | 0        | 0  | 0  | 0  | 0     | 18                         | 6    | 21    | 5     | 50    |

| Three-Hour Count Summaries |           |     |           |     |             |     |            |     |           |     |       |     |           |     |       |     |              |                  |   |
|----------------------------|-----------|-----|-----------|-----|-------------|-----|------------|-----|-----------|-----|-------|-----|-----------|-----|-------|-----|--------------|------------------|---|
| Interval Start             | Madrid St |     |           |     | Harden Pkwy |     |            |     | N Main St |     |       |     | N Main St |     |       |     | 15-min Total | Rolling One Hour |   |
|                            | Eastbound |     | Westbound |     | Northbound  |     | Southbound |     | UT        | LT  | TH    | RT  | UT        | LT  | TH    | RT  |              |                  |   |
| 11:00 AM                   | 0         | 18  | 14        | 19  | 1           | 52  | 23         | 30  | 0         | 35  | 172   | 42  | 0         | 26  | 123   | 11  | 566          | 0                |   |
| 11:15 AM                   | 0         | 12  | 16        | 18  | 1           | 61  | 24         | 34  | 1         | 27  | 187   | 40  | 0         | 49  | 129   | 14  | 613          | 0                |   |
| 11:30 AM                   | 0         | 14  | 12        | 26  | 0           | 54  | 12         | 35  | 1         | 32  | 199   | 40  | 1         | 32  | 123   | 12  | 593          | 0                |   |
| 11:45 AM                   | 0         | 15  | 21        | 23  | 1           | 64  | 26         | 45  | 2         | 46  | 150   | 39  | 4         | 47  | 136   | 7   | 626          | 2,398            |   |
| 12:00 PM                   | 0         | 21  | 21        | 36  | 0           | 54  | 23         | 46  | 0         | 32  | 177   | 51  | 0         | 45  | 188   | 5   | 699          | 2,531            |   |
| 12:15 PM                   | 0         | 23  | 26        | 41  | 0           | 70  | 19         | 47  | 1         | 31  | 205   | 46  | 0         | 40  | 164   | 8   | 721          | 2,639            |   |
| 12:30 PM                   | 0         | 19  | 13        | 20  | 0           | 74  | 19         | 30  | 1         | 25  | 179   | 61  | 1         | 56  | 175   | 17  | 690          | 2,736            |   |
| 12:45 PM                   | 0         | 18  | 30        | 41  | 0           | 69  | 22         | 44  | 1         | 32  | 147   | 46  | 3         | 39  | 166   | 10  | 668          | 2,778            |   |
| 1:00 PM                    | 0         | 12  | 16        | 27  | 0           | 61  | 20         | 34  | 1         | 34  | 187   | 31  | 0         | 54  | 178   | 13  | 668          | 2,747            |   |
| 1:15 PM                    | 0         | 18  | 24        | 32  | 0           | 76  | 20         | 40  | 0         | 35  | 211   | 53  | 0         | 53  | 147   | 10  | 719          | 2,745            |   |
| 1:30 PM                    | 0         | 20  | 21        | 26  | 0           | 68  | 21         | 41  | 2         | 31  | 151   | 46  | 2         | 49  | 176   | 16  | 670          | 2,725            |   |
| 1:45 PM                    | 0         | 16  | 29        | 29  | 0           | 69  | 10         | 47  | 0         | 34  | 206   | 48  | 0         | 49  | 170   | 10  | 717          | 2,774            |   |
| Count Total                | 0         | 206 | 243       | 338 | 3           | 772 | 239        | 473 | 10        | 394 | 2,171 | 543 | 11        | 539 | 1,875 | 133 | 7,950        | 0                |   |
| Peak Hour                  | All       | 0   | 81        | 90  | 138         | 0   | 267        | 83  | 167       | 3   | 120   | 708 | 204       | 4   | 180   | 693 | 40           | 2,778            | 0 |
|                            | HV        | 0   | 3         | 4   | 5           | 0   | 3          | 2   | 4         | 0   | 5     | 9   | 2         | 0   | 3     | 4   | 2            | 46               | 0 |
|                            | HV%       | -   | 4%        | 4%  | 4%          | -   | 1%         | 2%  | 2%        | 0%  | 4%    | 1%  | 1%        | 0%  | 2%    | 1%  | 5%           | 2%               | 0 |

Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

| Interval Start | Heavy Vehicle Totals |    |    |    |       | Bicycles |    |    |    |       | Pedestrians (Crossing Leg) |      |       |       |       |
|----------------|----------------------|----|----|----|-------|----------|----|----|----|-------|----------------------------|------|-------|-------|-------|
|                | EB                   | WB | NB | SB | Total | EB       | WB | NB | SB | Total | East                       | West | North | South | Total |
| 11:00 AM       | 1                    | 3  | 7  | 4  | 15    | 2        | 0  | 0  | 0  | 2     | 2                          | 5    | 2     | 0     | 9     |
| 11:15 AM       | 1                    | 2  | 4  | 2  | 9     | 0        | 0  | 0  | 0  | 0     | 1                          | 2    | 1     | 1     | 5     |
| 11:30 AM       | 1                    | 2  | 6  | 0  | 9     | 0        | 0  | 0  | 0  | 0     | 1                          | 2    | 8     | 2     | 13    |
| 11:45 AM       | 1                    | 1  | 4  | 2  | 8     | 1        | 0  | 0  | 0  | 1     | 0                          | 0    | 3     | 1     | 4     |
| 12:00 PM       | 2                    | 1  | 4  | 3  | 10    | 0        | 0  | 0  | 0  | 0     | 5                          | 1    | 3     | 0     | 9     |
| 12:15 PM       | 4                    | 3  | 4  | 3  | 14    | 0        | 0  | 0  | 0  | 0     | 6                          | 3    | 7     | 2     | 18    |
| 12:30 PM       | 3                    | 2  | 3  | 1  | 9     | 0        | 0  | 0  | 0  | 0     | 4                          | 0    | 3     | 2     | 9     |
| 12:45 PM       | 3                    | 3  | 5  | 2  | 13    | 0        | 0  | 0  | 0  | 0     | 3                          | 2    | 8     | 1     | 14    |
| 1:00 PM        | 1                    | 2  | 1  | 1  | 5     | 0        | 0  | 0  | 0  | 0     | 1                          | 5    | 3     | 4     | 13    |
| 1:15 PM        | 3                    | 6  | 7  | 3  | 19    | 0        | 0  | 0  | 0  | 0     | 2                          | 3    | 3     | 1     | 9     |
| 1:30 PM        | 1                    | 1  | 3  | 1  | 6     | 0        | 0  | 0  | 0  | 0     | 1                          | 2    | 1     | 6     | 10    |
| 1:45 PM        | 5                    | 1  | 4  | 5  | 15    | 0        | 0  | 0  | 1  | 1     | 1                          | 0    | 2     | 5     | 8     |
| Count Total    | 26                   | 27 | 52 | 27 | 132   | 3        | 0  | 0  | 1  | 4     | 27                         | 25   | 44    | 25    | 121   |
| Peak Hour      | 12                   | 9  | 16 | 9  | 46    | 0        | 0  | 0  | 0  | 0     | 18                         | 6    | 21    | 5     | 50    |

| Three-Hour Count Summaries - Heavy Vehicles |           |    |    |    |             |    |    |    |            |    |    |    |            |    |    |    |              |                  |
|---|-----------|----|----|----|-------------|----|----|----|------------|----|----|----|------------|----|----|----|--------------|------------------|
| Interval Start                              | Madrid St |    |    |    | Harden Pkwy |    |    |    | N Main St  |    |    |    | N Main St  |    |    |    | 15-min Total | Rolling One Hour |
|   | Eastbound |    |    |    | Westbound   |    |    |    | Northbound |    |    |    | Southbound |    |    |    |              |                  |
|   | UT        | LT | TH | RT | UT          | LT | TH | RT | UT         | LT | TH | RT | UT         | LT | TH | RT |              |                  |
| 11:00 AM                                    | 0         | 0  | 0  | 1  | 0           | 1  | 1  | 1  | 0          | 1  | 3  | 3  | 0          | 2  | 2  | 0  | 15           | 0                |
| 11:15 AM                                    | 0         | 0  | 1  | 0  | 0           | 0  | 1  | 1  | 0          | 0  | 4  | 0  | 0          | 0  | 2  | 0  | 9            | 0                |
| 11:30 AM                                    | 0         | 0  | 0  | 1  | 0           | 0  | 0  | 2  | 0          | 1  | 5  | 0  | 0          | 0  | 0  | 0  | 9            | 0                |
| 11:45 AM                                    | 0         | 0  | 1  | 0  | 0           | 0  | 1  | 0  | 0          | 1  | 2  | 1  | 0          | 1  | 1  | 0  | 8            | 41               |
| 12:00 PM                                    | 0         | 1  | 0  | 1  | 0           | 0  | 0  | 1  | 0          | 0  | 2  | 2  | 0          | 0  | 2  | 1  | 10           | 36               |
| 12:15 PM                                    | 0         | 0  | 2  | 2  | 0           | 1  | 1  | 1  | 0          | 1  | 3  | 0  | 0          | 2  | 1  | 0  | 14           | 41               |
| 12:30 PM                                    | 0         | 1  | 0  | 2  | 0           | 1  | 0  | 1  | 0          | 1  | 2  | 0  | 0          | 1  | 0  | 0  | 9            | 41               |
| 12:45 PM                                    | 0         | 1  | 2  | 0  | 0           | 1  | 1  | 1  | 0          | 3  | 2  | 0  | 0          | 0  | 1  | 1  | 13           | 46               |
| 1:00 PM                                     | 0         | 0  | 0  | 1  | 0           | 0  | 1  | 1  | 0          | 0  | 1  | 0  | 0          | 0  | 0  | 1  | 5            | 41               |
| 1:15 PM                                     | 0         | 1  | 2  | 0  | 0           | 3  | 1  | 2  | 0          | 1  | 6  | 0  | 0          | 1  | 2  | 0  | 19           | 46               |
| 1:30 PM                                     | 0         | 0  | 0  | 1  | 0           | 1  | 0  | 0  | 0          | 0  | 2  | 1  | 0          | 0  | 0  | 1  | 6            | 43               |
| 1:45 PM                                     | 0         | 3  | 2  | 0  | 0           | 1  | 0  | 0  | 0          | 1  | 3  | 0  | 0          | 2  | 3  | 0  | 15           | 45               |
| Count Total                                 | 0         | 7  | 10 | 9  | 0           | 9  | 7  | 11 | 0          | 10 | 35 | 7  | 0          | 9  | 14 | 4  | 132          | 0                |
| Peak Hour                                   | 0         | 3  | 4  | 5  | 0           | 3  | 2  | 4  | 0          | 5  | 9  | 2  | 0          | 3  | 4  | 2  | 46           | 0                |

| Three-Hour Count Summaries - Bikes |           |    |    |             |    |    |            |    |    |            |    |    |              |                  |   |   |   |
|------------------------------------|-----------|----|----|-------------|----|----|------------|----|----|------------|----|----|--------------|------------------|---|---|---|
| Interval Start                     | Madrid St |    |    | Harden Pkwy |    |    | N Main St  |    |    | N Main St  |    |    | 15-min Total | Rolling One Hour |   |   |   |
|                                    | Eastbound |    |    | Westbound   |    |    | Northbound |    |    | Southbound |    |    |              |                  |   |   |   |
|                                    | LT        | TH | RT | LT          | TH | RT | LT         | TH | RT | LT         | TH | RT |              |                  |   |   |   |
| 11:00 AM                           | 0         | 0  | 2  | 0           | 0  | 0  | 0          | 0  | 0  | 0          | 0  | 0  | 0            | 0                | 0 | 2 | 0 |
| 11:15 AM                           | 0         | 0  | 0  | 0           | 0  | 0  | 0          | 0  | 0  | 0          | 0  | 0  | 0            | 0                | 0 | 0 | 0 |
| 11:30 AM                           | 0         | 0  | 0  | 0           | 0  | 0  | 0          | 0  | 0  | 0          | 0  | 0  | 0            | 0                | 0 | 0 | 0 |
| 11:45 AM                           | 0         | 0  | 1  | 0           | 0  | 0  | 0          | 0  | 0  | 0          | 0  | 0  | 0            | 0                | 0 | 1 | 3 |
| 12:00 PM                           | 0         | 0  | 0  | 0           | 0  | 0  | 0          | 0  | 0  | 0          | 0  | 0  | 0            | 0                | 0 | 0 | 1 |
| 12:15 PM                           | 0         | 0  | 0  | 0           | 0  | 0  | 0          | 0  | 0  | 0          | 0  | 0  | 0            | 0                | 0 | 0 | 1 |
| 12:30 PM                           | 0         | 0  | 0  | 0           | 0  | 0  | 0          | 0  | 0  | 0          | 0  | 0  | 0            | 0                | 0 | 0 | 1 |
| 12:45 PM                           | 0         | 0  | 0  | 0           | 0  | 0  | 0          | 0  | 0  | 0          | 0  | 0  | 0            | 0                | 0 | 0 | 0 |
| 1:00 PM                            | 0         | 0  | 0  | 0           | 0  | 0  | 0          | 0  | 0  | 0          | 0  | 0  | 0            | 0                | 0 | 0 | 0 |
| 1:15 PM                            | 0         | 0  | 0  | 0           | 0  | 0  | 0          | 0  | 0  | 0          | 0  | 0  | 0            | 0                | 0 | 0 | 0 |
| 1:30 PM                            | 0         | 0  | 0  | 0           | 0  | 0  | 0          | 0  | 0  | 0          | 0  | 0  | 0            | 0                | 0 | 0 | 0 |
| 1:45 PM                            | 0         | 0  | 0  | 0           | 0  | 0  | 0          | 0  | 0  | 0          | 0  | 0  | 0            | 1                | 0 | 1 | 1 |
| Count Total                        | 0         | 0  | 3  | 0           | 0  | 0  | 0          | 0  | 0  | 0          | 0  | 0  | 0            | 1                | 0 | 4 | 0 |
| Peak Hour                          | 0         | 0  | 0  | 0           | 0  | 0  | 0          | 0  | 0  | 0          | 0  | 0  | 0            | 0                | 0 | 0 | 0 |

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

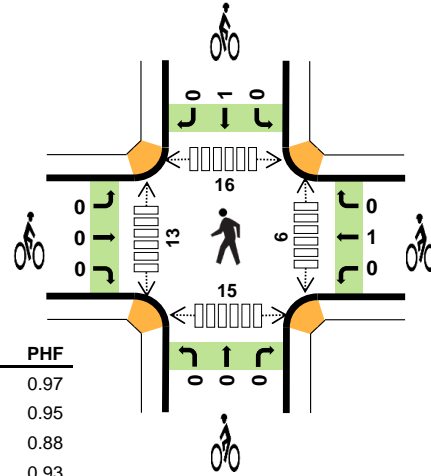
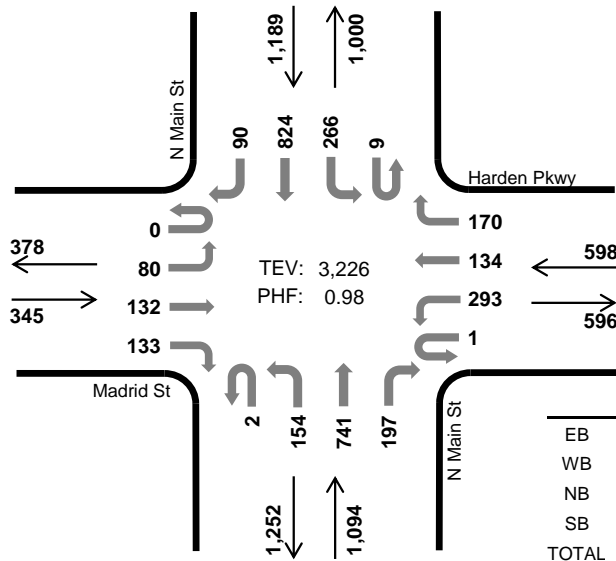


### N Main St Madrid St



Peak Hour

Date: 04/11/2023  
Count Period: 4:00 PM to 7:00 PM  
Peak Hour: 4:30 PM to 5:30 PM



|       | HV %: | PHF  |
|-------|-------|------|
| EB    | 1.2%  | 0.97 |
| WB    | 0.8%  | 0.95 |
| NB    | 0.5%  | 0.88 |
| SB    | 0.6%  | 0.93 |
| TOTAL | 0.7%  | 0.98 |

#### Three-Hour Count Summaries

| Interval Start | Madrid St |    |           |     | Harden Pkwy |    |           |     | N Main St  |    |            |     | N Main St  |    |     |     | 15-min Total | Rolling One Hour |   |
|----------------|-----------|----|-----------|-----|-------------|----|-----------|-----|------------|----|------------|-----|------------|----|-----|-----|--------------|------------------|---|
|                | Eastbound |    | Westbound |     | Westbound   |    | Eastbound |     | Northbound |    | Southbound |     | Southbound |    |     |     |              |                  |   |
|                | UT        | LT | TH        | RT  | UT          | LT | TH        | RT  | UT         | LT | TH         | RT  | UT         | LT | TH  | RT  |              |                  |   |
| 4:30 PM        | 0         | 17 | 24        | 41  | 0           | 70 | 38        | 49  | 0          | 29 | 180        | 46  | 1          | 58 | 229 | 30  | 812          | 0                |   |
| 4:45 PM        | 0         | 20 | 39        | 30  | 0           | 66 | 33        | 44  | 0          | 40 | 209        | 62  | 1          | 77 | 178 | 21  | 820          | 0                |   |
| 5:00 PM        | 0         | 20 | 30        | 37  | 0           | 82 | 31        | 42  | 0          | 33 | 186        | 45  | 6          | 60 | 220 | 16  | 808          | 0                |   |
| 5:15 PM        | 0         | 23 | 39        | 25  | 1           | 75 | 32        | 35  | 2          | 52 | 166        | 44  | 1          | 71 | 197 | 23  | 786          | 3,226            |   |
| Peak Hour      | All       | 0  | 80        | 132 | 133         | 1  | 293       | 134 | 170        | 2  | 154        | 741 | 197        | 9  | 266 | 824 | 90           | 3,226            | 0 |
|                | HV        | 0  | 0         | 2   | 2           | 0  | 2         | 2   | 1          | 0  | 2          | 3   | 0          | 0  | 0   | 6   | 1            | 21               | 0 |
|                | HV%       | -  | 0%        | 2%  | 2%          | 0% | 1%        | 1%  | 1%         | 0% | 1%         | 0%  | 0%         | 0% | 0%  | 1%  | 1%           | 1%               | 0 |

Note: For all three-hour count summary, see next page.

| Interval Start | Heavy Vehicle Totals |    |    |    |       | Bicycles |    |    |    |       | Pedestrians (Crossing Leg) |      |       |       |       |
|----------------|----------------------|----|----|----|-------|----------|----|----|----|-------|----------------------------|------|-------|-------|-------|
|                | EB                   | WB | NB | SB | Total | EB       | WB | NB | SB | Total | East                       | West | North | South | Total |
| 4:30 PM        | 1                    | 3  | 1  | 2  | 7     | 0        | 0  | 0  | 0  | 0     | 0                          | 2    | 7     | 9     | 18    |
| 4:45 PM        | 2                    | 0  | 2  | 2  | 6     | 0        | 1  | 0  | 0  | 1     | 2                          | 5    | 4     | 3     | 14    |
| 5:00 PM        | 1                    | 1  | 1  | 1  | 4     | 0        | 0  | 0  | 0  | 0     | 4                          | 5    | 4     | 3     | 16    |
| 5:15 PM        | 0                    | 1  | 1  | 2  | 4     | 0        | 0  | 0  | 1  | 1     | 0                          | 1    | 1     | 0     | 2     |
| Peak Hour      | 4                    | 5  | 5  | 7  | 21    | 0        | 1  | 0  | 1  | 2     | 6                          | 13   | 16    | 15    | 50    |

| <b>Three-Hour Count Summaries</b> |           |           |           |           |             |           |           |           |            |           |            |           |            |           |            |           |              |                  |   |
|-----------------------------------|-----------|-----------|-----------|-----------|-------------|-----------|-----------|-----------|------------|-----------|------------|-----------|------------|-----------|------------|-----------|--------------|------------------|---|
| Interval Start                    | Madrid St |           |           |           | Harden Pkwy |           |           |           | N Main St  |           |            |           | N Main St  |           |            |           | 15-min Total | Rolling One Hour |   |
|                                   | Eastbound |           | RT        |           | Westbound   |           | RT        |           | Northbound |           | RT         |           | Southbound |           | RT         |           |              |                  |   |
|                                   | UT        | LT        | TH        | RT        | UT          | LT        | TH        | RT        | UT         | LT        | TH         | RT        | UT         | LT        | TH         | RT        |              |                  |   |
| 4:00 PM                           | 0         | 23        | 28        | 29        | 1           | 66        | 23        | 53        | 0          | 35        | 164        | 42        | 0          | 59        | 213        | 34        | 770          | 0                |   |
| 4:15 PM                           | 0         | 23        | 19        | 33        | 0           | 71        | 28        | 26        | 1          | 36        | 204        | 59        | 1          | 58        | 186        | 14        | 759          | 0                |   |
| <b>4:30 PM</b>                    | <b>0</b>  | <b>17</b> | <b>24</b> | <b>41</b> | <b>0</b>    | <b>70</b> | <b>38</b> | <b>49</b> | <b>0</b>   | <b>29</b> | <b>180</b> | <b>46</b> | <b>1</b>   | <b>58</b> | <b>229</b> | <b>30</b> | <b>812</b>   | 0                |   |
| <b>4:45 PM</b>                    | <b>0</b>  | <b>20</b> | <b>39</b> | <b>30</b> | <b>0</b>    | <b>66</b> | <b>33</b> | <b>44</b> | <b>0</b>   | <b>40</b> | <b>209</b> | <b>62</b> | <b>1</b>   | <b>77</b> | <b>178</b> | <b>21</b> | <b>820</b>   | 3,161            |   |
| 5:00 PM                           | 0         | 20        | 30        | 37        | 0           | 82        | 31        | 42        | 0          | 33        | 186        | 45        | 6          | 60        | 220        | 16        | 808          | 3,199            |   |
| 5:15 PM                           | 0         | 23        | 39        | 25        | 1           | 75        | 32        | 35        | 2          | 52        | 166        | 44        | 1          | 71        | 197        | 23        | 786          | 3,226            |   |
| 5:30 PM                           | 0         | 14        | 34        | 34        | 0           | 61        | 34        | 43        | 1          | 49        | 165        | 51        | 0          | 82        | 212        | 22        | 802          | 3,216            |   |
| 5:45 PM                           | 0         | 37        | 31        | 41        | 0           | 58        | 35        | 39        | 4          | 42        | 193        | 33        | 0          | 50        | 182        | 22        | 767          | 3,163            |   |
| 6:00 PM                           | 0         | 32        | 32        | 33        | 0           | 56        | 30        | 44        | 0          | 41        | 170        | 59        | 0          | 68        | 181        | 25        | 771          | 3,126            |   |
| 6:15 PM                           | 0         | 15        | 28        | 36        | 0           | 80        | 31        | 48        | 1          | 32        | 179        | 46        | 2          | 63        | 176        | 18        | 755          | 3,095            |   |
| 6:30 PM                           | 0         | 24        | 23        | 43        | 1           | 48        | 27        | 30        | 2          | 35        | 155        | 42        | 2          | 52        | 175        | 21        | 680          | 2,973            |   |
| 6:45 PM                           | 0         | 18        | 40        | 41        | 0           | 66        | 23        | 51        | 0          | 30        | 49         | 33        | 3          | 61        | 162        | 22        | 599          | 2,805            |   |
| Count Total                       | 0         | 266       | 367       | 423       | 3           | 799       | 365       | 504       | 11         | 454       | 2,020      | 562       | 17         | 759       | 2,311      | 268       | 9,129        | 0                |   |
| Peak Hour                         | All       | 0         | 80        | 132       | 133         | 1         | 293       | 134       | 170        | 2         | 154        | 741       | 197        | 9         | 266        | 824       | 90           | 3,226            | 0 |
|                                   | HV        | 0         | 0         | 2         | 2           | 0         | 2         | 2         | 1          | 0         | 2          | 3         | 0          | 0         | 0          | 6         | 1            | 21               | 0 |
|                                   | HV%       | -         | 0%        | 2%        | 2%          | 0%        | 1%        | 1%        | 1%         | 0%        | 1%         | 0%        | 0%         | 0%        | 0%         | 1%        | 1%           | 1%               | 0 |

Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

| Interval Start | Heavy Vehicle Totals |          |          |          |          | Bicycles |          |          |          |          | Pedestrians (Crossing Leg) |          |          |          |           |
|----------------|----------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------------------------|----------|----------|----------|-----------|
|                | EB                   | WB       | NB       | SB       | Total    | EB       | WB       | NB       | SB       | Total    | East                       | West     | North    | South    | Total     |
| 4:00 PM        | 2                    | 2        | 3        | 1        | 8        | 0        | 0        | 0        | 1        | 1        | 1                          | 7        | 1        | 8        | 17        |
| 4:15 PM        | 3                    | 1        | 3        | 3        | 10       | 0        | 0        | 0        | 0        | 0        | 0                          | 1        | 1        | 2        | 4         |
| 4:30 PM        | 1                    | 3        | 1        | 2        | 7        | 0        | 0        | 0        | 0        | 0        | 0                          | 2        | 7        | 9        | 18        |
| <b>4:45 PM</b> | <b>2</b>             | <b>0</b> | <b>2</b> | <b>2</b> | <b>6</b> | <b>0</b> | <b>1</b> | <b>0</b> | <b>0</b> | <b>1</b> | <b>2</b>                   | <b>5</b> | <b>4</b> | <b>3</b> | <b>14</b> |
| 5:00 PM        | 1                    | 1        | 1        | 1        | 4        | 0        | 0        | 0        | 0        | 0        | 4                          | 5        | 4        | 3        | 16        |
| 5:15 PM        | 0                    | 1        | 1        | 2        | 4        | 0        | 0        | 0        | 1        | 1        | 0                          | 1        | 1        | 2        |           |
| 5:30 PM        | 2                    | 1        | 1        | 1        | 5        | 0        | 0        | 0        | 0        | 0        | 2                          | 3        | 6        | 1        | 12        |
| 5:45 PM        | 3                    | 1        | 2        | 2        | 8        | 0        | 0        | 0        | 0        | 0        | 1                          | 3        | 1        | 4        | 9         |
| 6:00 PM        | 2                    | 1        | 1        | 2        | 6        | 0        | 0        | 0        | 0        | 0        | 1                          | 1        | 2        | 3        | 7         |
| 6:15 PM        | 2                    | 1        | 3        | 1        | 7        | 0        | 0        | 0        | 0        | 0        | 0                          | 8        | 1        | 1        | 10        |
| 6:30 PM        | 2                    | 1        | 0        | 2        | 5        | 0        | 0        | 0        | 0        | 0        | 3                          | 2        | 7        | 4        | 16        |
| 6:45 PM        | 0                    | 0        | 1        | 2        | 3        | 0        | 0        | 0        | 0        | 0        | 2                          | 0        | 0        | 0        | 2         |
| Count Total    | 20                   | 13       | 19       | 21       | 73       | 0        | 1        | 0        | 2        | 3        | 16                         | 38       | 35       | 38       | 127       |
| Peak Hour      | 4                    | 5        | 5        | 7        | 21       | 0        | 1        | 0        | 1        | 2        | 6                          | 13       | 16       | 15       | 50        |

| Three-Hour Count Summaries - Heavy Vehicles |           |    |    |    |             |    |    |    |            |    |    |    |            |    |    |    |              |                  |
|---|-----------|----|----|----|-------------|----|----|----|------------|----|----|----|------------|----|----|----|--------------|------------------|
| Interval Start                              | Madrid St |    |    |    | Harden Pkwy |    |    |    | N Main St  |    |    |    | N Main St  |    |    |    | 15-min Total | Rolling One Hour |
|   | Eastbound |    |    |    | Westbound   |    |    |    | Northbound |    |    |    | Southbound |    |    |    |              |                  |
|   | UT        | LT | TH | RT | UT          | LT | TH | RT | UT         | LT | TH | RT | UT         | LT | TH | RT |              |                  |
| 4:00 PM                                     | 0         | 0  | 0  | 2  | 0           | 1  | 1  | 0  | 0          | 0  | 3  | 0  | 0          | 0  | 1  | 0  | 8            | 0                |
| 4:15 PM                                     | 0         | 2  | 1  | 0  | 0           | 1  | 0  | 0  | 0          | 1  | 2  | 0  | 0          | 0  | 3  | 0  | 10           | 0                |
| 4:30 PM                                     | 0         | 0  | 0  | 1  | 0           | 1  | 1  | 1  | 0          | 0  | 1  | 0  | 0          | 0  | 1  | 1  | 7            | 0                |
| 4:45 PM                                     | 0         | 0  | 2  | 0  | 0           | 0  | 0  | 0  | 0          | 1  | 1  | 0  | 0          | 0  | 2  | 0  | 6            | 31               |
| 5:00 PM                                     | 0         | 0  | 0  | 1  | 0           | 1  | 0  | 0  | 0          | 0  | 1  | 0  | 0          | 0  | 1  | 0  | 4            | 27               |
| 5:15 PM                                     | 0         | 0  | 0  | 0  | 0           | 0  | 1  | 0  | 0          | 1  | 0  | 0  | 0          | 0  | 2  | 0  | 4            | 21               |
| 5:30 PM                                     | 0         | 0  | 1  | 1  | 0           | 0  | 1  | 0  | 0          | 0  | 1  | 0  | 0          | 0  | 1  | 0  | 5            | 19               |
| 5:45 PM                                     | 0         | 2  | 1  | 0  | 0           | 0  | 1  | 0  | 0          | 1  | 1  | 0  | 0          | 1  | 1  | 0  | 8            | 21               |
| 6:00 PM                                     | 0         | 1  | 0  | 1  | 0           | 1  | 0  | 0  | 0          | 0  | 1  | 0  | 0          | 0  | 0  | 2  | 6            | 23               |
| 6:15 PM                                     | 0         | 0  | 2  | 0  | 0           | 0  | 1  | 0  | 0          | 1  | 2  | 0  | 0          | 0  | 1  | 0  | 7            | 26               |
| 6:30 PM                                     | 0         | 1  | 0  | 1  | 0           | 1  | 0  | 0  | 0          | 0  | 0  | 0  | 0          | 0  | 2  | 0  | 5            | 26               |
| 6:45 PM                                     | 0         | 0  | 0  | 0  | 0           | 0  | 0  | 0  | 0          | 0  | 1  | 0  | 0          | 0  | 2  | 0  | 3            | 21               |
| Count Total                                 | 0         | 6  | 7  | 7  | 0           | 6  | 6  | 1  | 0          | 5  | 14 | 0  | 0          | 1  | 17 | 3  | 73           | 0                |
| Peak Hour                                   | 0         | 0  | 2  | 2  | 0           | 2  | 2  | 1  | 0          | 2  | 3  | 0  | 0          | 0  | 6  | 1  | 21           | 0                |

| Three-Hour Count Summaries - Bikes |           |    |    |  |             |    |    |  |            |    |    |  |            |    |    |  |              |                  |
|------------------------------------|-----------|----|----|--|-------------|----|----|--|------------|----|----|--|------------|----|----|--|--------------|------------------|
| Interval Start                     | Madrid St |    |    |  | Harden Pkwy |    |    |  | N Main St  |    |    |  | N Main St  |    |    |  | 15-min Total | Rolling One Hour |
|                                    | Eastbound |    |    |  | Westbound   |    |    |  | Northbound |    |    |  | Southbound |    |    |  |              |                  |
|                                    | LT        | TH | RT |  | LT          | TH | RT |  | LT         | TH | RT |  | LT         | TH | RT |  |              |                  |
| 4:00 PM                            | 0         | 0  | 0  |  | 0           | 0  | 0  |  | 0          | 0  | 0  |  | 0          | 1  | 0  |  | 1            | 0                |
| 4:15 PM                            | 0         | 0  | 0  |  | 0           | 0  | 0  |  | 0          | 0  | 0  |  | 0          | 0  | 0  |  | 0            | 0                |
| 4:30 PM                            | 0         | 0  | 0  |  | 0           | 0  | 0  |  | 0          | 0  | 0  |  | 0          | 0  | 0  |  | 0            | 0                |
| 4:45 PM                            | 0         | 0  | 0  |  | 0           | 1  | 0  |  | 0          | 0  | 0  |  | 0          | 0  | 0  |  | 1            | 2                |
| 5:00 PM                            | 0         | 0  | 0  |  | 0           | 0  | 0  |  | 0          | 0  | 0  |  | 0          | 0  | 0  |  | 0            | 1                |
| 5:15 PM                            | 0         | 0  | 0  |  | 0           | 0  | 0  |  | 0          | 0  | 0  |  | 0          | 1  | 0  |  | 1            | 2                |
| 5:30 PM                            | 0         | 0  | 0  |  | 0           | 0  | 0  |  | 0          | 0  | 0  |  | 0          | 0  | 0  |  | 0            | 2                |
| 5:45 PM                            | 0         | 0  | 0  |  | 0           | 0  | 0  |  | 0          | 0  | 0  |  | 0          | 0  | 0  |  | 0            | 1                |
| 6:00 PM                            | 0         | 0  | 0  |  | 0           | 0  | 0  |  | 0          | 0  | 0  |  | 0          | 0  | 0  |  | 0            | 1                |
| 6:15 PM                            | 0         | 0  | 0  |  | 0           | 0  | 0  |  | 0          | 0  | 0  |  | 0          | 0  | 0  |  | 0            | 0                |
| 6:30 PM                            | 0         | 0  | 0  |  | 0           | 0  | 0  |  | 0          | 0  | 0  |  | 0          | 0  | 0  |  | 0            | 0                |
| 6:45 PM                            | 0         | 0  | 0  |  | 0           | 0  | 0  |  | 0          | 0  | 0  |  | 0          | 0  | 0  |  | 0            | 0                |
| Count Total                        | 0         | 0  | 0  |  | 0           | 1  | 0  |  | 0          | 0  | 0  |  | 0          | 2  | 0  |  | 3            | 0                |
| Peak Hour                          | 0         | 0  | 0  |  | 0           | 1  | 0  |  | 0          | 0  | 0  |  | 0          | 1  | 0  |  | 2            | 0                |

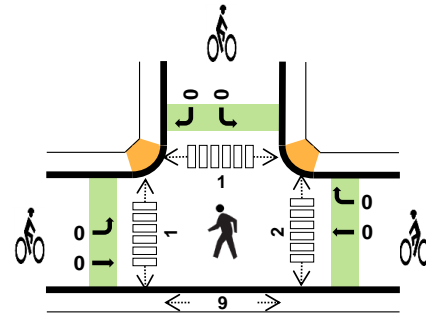
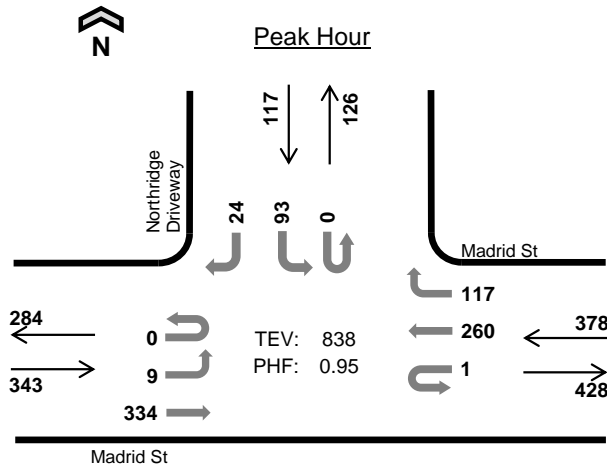
Note: U-Turn volumes for bikes are included in Left-Turn, if any.



## Northridge Driveway Madrid St



Date: **04/08/2023**  
 Count Period: **11:00 AM to 2:00 PM**  
 Peak Hour: **1:00 PM to 2:00 PM**



|       | HV %: | PHF  |
|-------|-------|------|
| EB    | 0.3%  | 0.92 |
| WB    | 0.5%  | 0.91 |
| NB    | -     | -    |
| SB    | 1.7%  | 0.94 |
| TOTAL | 0.6%  | 0.95 |

### Three-Hour Count Summaries

| Interval Start | Madrid St Eastbound |    |    |     | Madrid St Westbound |    |    |     | N/A Northbound |    |    |    | Northridge Driveway Southbound |    |    |    | 15-min Total | Rolling One Hour |   |
|----------------|---------------------|----|----|-----|---------------------|----|----|-----|----------------|----|----|----|--------------------------------|----|----|----|--------------|------------------|---|
|                | UT                  | LT | TH | RT  | UT                  | LT | TH | RT  | UT             | LT | TH | RT | UT                             | LT | TH | RT |              |                  |   |
| 1:00 PM        | 0                   | 6  | 83 | 0   | 0                   | 0  | 72 | 32  | 0              | 0  | 0  | 0  | 0                              | 23 | 0  | 5  | 221          | 0                |   |
| 1:15 PM        | 0                   | 1  | 80 | 0   | 0                   | 0  | 58 | 22  | 0              | 0  | 0  | 0  | 0                              | 25 | 0  | 6  | 192          | 0                |   |
| 1:30 PM        | 0                   | 0  | 93 | 0   | 1                   | 0  | 53 | 39  | 0              | 0  | 0  | 0  | 0                              | 22 | 0  | 8  | 216          | 0                |   |
| 1:45 PM        | 0                   | 2  | 78 | 0   | 0                   | 0  | 77 | 24  | 0              | 0  | 0  | 0  | 0                              | 23 | 0  | 5  | 209          | 838              |   |
| Peak Hour      | All                 | 0  | 9  | 334 | 0                   | 1  | 0  | 260 | 117            | 0  | 0  | 0  | 0                              | 0  | 93 | 0  | 24           | 838              | 0 |
|                | HV                  | 0  | 0  | 1   | 0                   | 0  | 0  | 2   | 0              | 0  | 0  | 0  | 0                              | 0  | 2  | 0  | 0            | 5                | 0 |
|                | HV%                 | -  | 0% | 0%  | -                   | 0% | -  | 1%  | 0%             | -  | -  | -  | -                              | -  | 2% | -  | 0%           | 1%               | 0 |

Note: For all three-hour count summary, see next page.

| Interval Start | Heavy Vehicle Totals |    |    |    |       | Bicycles |    |    |    |       | Pedestrians (Crossing Leg) |      |       |       |       |
|----------------|----------------------|----|----|----|-------|----------|----|----|----|-------|----------------------------|------|-------|-------|-------|
|                | EB                   | WB | NB | SB | Total | EB       | WB | NB | SB | Total | East                       | West | North | South | Total |
| 1:00 PM        | 0                    | 1  | 0  | 0  | 1     | 0        | 0  | 0  | 0  | 0     | 0                          | 1    | 0     | 4     | 5     |
| 1:15 PM        | 0                    | 0  | 0  | 1  | 1     | 0        | 0  | 0  | 0  | 0     | 0                          | 0    | 0     | 2     | 2     |
| 1:30 PM        | 0                    | 1  | 0  | 1  | 2     | 0        | 0  | 0  | 0  | 0     | 2                          | 0    | 0     | 1     | 3     |
| 1:45 PM        | 1                    | 0  | 0  | 0  | 1     | 0        | 0  | 0  | 0  | 0     | 0                          | 0    | 1     | 2     | 3     |
| Peak Hour      | 1                    | 2  | 0  | 2  | 5     | 0        | 0  | 0  | 0  | 0     | 2                          | 1    | 1     | 9     | 13    |

| <b>Three-Hour Count Summaries</b>   |                      |          |           |          |           |          |           |           |            |          |                            |          |                     |           |          |          |              |                  |   |
|---|----------------------|----------|-----------|----------|-----------|----------|-----------|-----------|------------|----------|----------------------------|----------|---------------------|-----------|----------|----------|--------------|------------------|---|
| Interval Start  | Madrid St            |          |           |          | Madrid St |          |           |           | N/A        |          |                            |          | Northridge Driveway |           |          |          | 15-min Total | Rolling One Hour |   |
|   | Eastbound            |          |           |          | Westbound |          |           |           | Northbound |          |                            |          | Southbound          |           |          |          |              |                  |   |
|   | UT                   | LT       | TH        | RT       | UT        | LT       | TH        | RT        | UT         | LT       | TH                         | RT       | UT                  | LT        | TH       | RT       |              |                  |   |
| 11:00 AM  | 0                    | 3        | 57        | 0        | 0         | 0        | 53        | 20        | 0          | 0        | 0                          | 0        | 0                   | 8         | 0        | 3        | 144          | 0                |   |
| 11:15 AM  | 0                    | 7        | 71        | 0        | 0         | 0        | 49        | 30        | 0          | 0        | 0                          | 0        | 0                   | 12        | 0        | 5        | 174          | 0                |   |
| 11:30 AM  | 0                    | 4        | 61        | 0        | 1         | 0        | 54        | 40        | 0          | 0        | 0                          | 0        | 0                   | 22        | 0        | 8        | 190          | 0                |   |
| 11:45 AM  | 0                    | 7        | 60        | 0        | 1         | 0        | 49        | 33        | 0          | 0        | 0                          | 0        | 1                   | 19        | 0        | 4        | 174          | 682              |   |
| 12:00 PM  | 0                    | 3        | 77        | 0        | 0         | 0        | 63        | 32        | 0          | 0        | 0                          | 0        | 0                   | 17        | 0        | 7        | 199          | 737              |   |
| 12:15 PM  | 0                    | 4        | 75        | 0        | 1         | 0        | 72        | 29        | 0          | 0        | 0                          | 0        | 0                   | 19        | 0        | 3        | 203          | 766              |   |
| 12:30 PM  | 0                    | 0        | 78        | 0        | 0         | 0        | 62        | 24        | 0          | 0        | 0                          | 0        | 0                   | 23        | 0        | 3        | 190          | 766              |   |
| 12:45 PM  | 0                    | 6        | 86        | 0        | 0         | 0        | 58        | 38        | 0          | 0        | 0                          | 0        | 0                   | 15        | 0        | 3        | 206          | 798              |   |
| <b>1:00 PM</b>  | <b>0</b>             | <b>6</b> | <b>83</b> | <b>0</b> | <b>0</b>  | <b>0</b> | <b>72</b> | <b>32</b> | <b>0</b>   | <b>0</b> | <b>0</b>                   | <b>0</b> | <b>0</b>            | <b>23</b> | <b>0</b> | <b>5</b> | <b>221</b>   | <b>820</b>       |   |
| 1:15 PM   | 0                    | 1        | 80        | 0        | 0         | 0        | 58        | 22        | 0          | 0        | 0                          | 0        | 0                   | 25        | 0        | 6        | 192          | 809              |   |
| 1:30 PM   | 0                    | 0        | 93        | 0        | 1         | 0        | 53        | 39        | 0          | 0        | 0                          | 0        | 0                   | 22        | 0        | 8        | 216          | 835              |   |
| 1:45 PM   | 0                    | 2        | 78        | 0        | 0         | 0        | 77        | 24        | 0          | 0        | 0                          | 0        | 0                   | 23        | 0        | 5        | 209          | 838              |   |
| Count Total   | 0                    | 43       | 899       | 0        | 4         | 0        | 720       | 363       | 0          | 0        | 0                          | 0        | 1                   | 228       | 0        | 60       | 2,318        | 0                |   |
| Peak Hour   | All                  | 0        | 9         | 334      | 0         | 1        | 0         | 260       | 117        | 0        | 0                          | 0        | 0                   | 0         | 93       | 0        | 24           | 838              | 0 |
|   | HV                   | 0        | 0         | 1        | 0         | 0        | 0         | 2         | 0          | 0        | 0                          | 0        | 0                   | 0         | 2        | 0        | 0            | 5                | 0 |
|   | HV%                  | -        | 0%        | 0%       | -         | 0%       | -         | 1%        | 0%         | -        | -                          | -        | -                   | -         | 2%       | -        | 0%           | 1%               | 0 |
| <i>Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.</i> |                      |          |           |          |           |          |           |           |            |          |                            |          |                     |           |          |          |              |                  |   |
| Interval Start  | Heavy Vehicle Totals |          |           |          |           | Bicycles |           |           |            |          | Pedestrians (Crossing Leg) |          |                     |           |          |          |              |                  |   |
|   | EB                   | WB       | NB        | SB       | Total     | EB       | WB        | NB        | SB         | Total    | East                       | West     | North               | South     | Total    |          |              |                  |   |
| 11:00 AM  | 0                    | 1        | 0         | 0        | 1         | 0        | 0         | 0         | 0          | 0        | 0                          | 0        | 0                   | 1         | 1        |          |              |                  |   |
| 11:15 AM  | 0                    | 1        | 0         | 1        | 2         | 0        | 0         | 0         | 0          | 0        | 0                          | 0        | 0                   | 1         | 1        |          |              |                  |   |
| 11:30 AM  | 0                    | 0        | 0         | 0        | 0         | 0        | 0         | 0         | 0          | 0        | 0                          | 0        | 4                   | 4         |          |          |              |                  |   |
| 11:45 AM  | 1                    | 0        | 0         | 0        | 1         | 0        | 0         | 0         | 0          | 0        | 0                          | 0        | 3                   | 3         |          |          |              |                  |   |
| 12:00 PM  | 0                    | 2        | 0         | 0        | 2         | 0        | 0         | 0         | 0          | 0        | 0                          | 0        | 4                   | 4         |          |          |              |                  |   |
| 12:15 PM  | 0                    | 1        | 0         | 2        | 3         | 0        | 0         | 0         | 0          | 0        | 0                          | 0        | 3                   | 3         |          |          |              |                  |   |
| 12:30 PM  | 0                    | 0        | 0         | 0        | 0         | 0        | 0         | 0         | 0          | 0        | 0                          | 0        | 1                   | 1         |          |          |              |                  |   |
| 12:45 PM  | 0                    | 0        | 0         | 0        | 0         | 0        | 0         | 0         | 0          | 0        | 0                          | 2        | 3                   | 5         |          |          |              |                  |   |
| <b>1:00 PM</b>  | <b>0</b>             | <b>1</b> | <b>0</b>  | <b>0</b> | <b>1</b>  | <b>0</b> | <b>0</b>  | <b>0</b>  | <b>0</b>   | <b>0</b> | <b>0</b>                   | <b>1</b> | <b>4</b>            | <b>5</b>  |          |          |              |                  |   |
| 1:15 PM   | 0                    | 0        | 0         | 1        | 1         | 0        | 0         | 0         | 0          | 0        | 0                          | 0        | 2                   | 2         |          |          |              |                  |   |
| 1:30 PM   | 0                    | 1        | 0         | 1        | 2         | 0        | 0         | 0         | 0          | 0        | 2                          | 0        | 1                   | 3         |          |          |              |                  |   |
| 1:45 PM   | 1                    | 0        | 0         | 0        | 1         | 0        | 0         | 0         | 0          | 0        | 0                          | 0        | 2                   | 3         |          |          |              |                  |   |
| Count Total   | 2                    | 7        | 0         | 5        | 14        | 0        | 0         | 0         | 0          | 0        | 2                          | 3        | 1                   | 29        | 35       |          |              |                  |   |
| Peak Hr   | 1                    | 2        | 0         | 2        | 5         | 0        | 0         | 0         | 0          | 0        | 2                          | 1        | 1                   | 9         | 13       |          |              |                  |   |

| Three-Hour Count Summaries - Heavy Vehicles |           |    |    |    |           |    |    |    |            |    |    |    |                     |    |    |    |              |                  |
|---|-----------|----|----|----|-----------|----|----|----|------------|----|----|----|---------------------|----|----|----|--------------|------------------|
| Interval Start                              | Madrid St |    |    |    | Madrid St |    |    |    | N/A        |    |    |    | Northridge Driveway |    |    |    | 15-min Total | Rolling One Hour |
|   | Eastbound |    |    |    | Westbound |    |    |    | Northbound |    |    |    | Southbound          |    |    |    |              |                  |
|   | UT        | LT | TH | RT | UT        | LT | TH | RT | UT         | LT | TH | RT | UT                  | LT | TH | RT |              |                  |
| 11:00 AM                                    | 0         | 0  | 0  | 0  | 0         | 0  | 1  | 0  | 0          | 0  | 0  | 0  | 0                   | 0  | 0  | 0  | 1            | 0                |
| 11:15 AM                                    | 0         | 0  | 0  | 0  | 0         | 0  | 1  | 0  | 0          | 0  | 0  | 0  | 0                   | 0  | 1  | 0  | 2            | 0                |
| 11:30 AM                                    | 0         | 0  | 0  | 0  | 0         | 0  | 0  | 0  | 0          | 0  | 0  | 0  | 0                   | 0  | 0  | 0  | 0            | 0                |
| 11:45 AM                                    | 0         | 0  | 1  | 0  | 0         | 0  | 0  | 0  | 0          | 0  | 0  | 0  | 0                   | 0  | 0  | 0  | 1            | 4                |
| 12:00 PM                                    | 0         | 0  | 0  | 0  | 0         | 0  | 2  | 0  | 0          | 0  | 0  | 0  | 0                   | 0  | 0  | 0  | 2            | 5                |
| 12:15 PM                                    | 0         | 0  | 0  | 0  | 0         | 0  | 1  | 0  | 0          | 0  | 0  | 0  | 0                   | 2  | 0  | 0  | 3            | 6                |
| 12:30 PM                                    | 0         | 0  | 0  | 0  | 0         | 0  | 0  | 0  | 0          | 0  | 0  | 0  | 0                   | 0  | 0  | 0  | 0            | 6                |
| 12:45 PM                                    | 0         | 0  | 0  | 0  | 0         | 0  | 0  | 0  | 0          | 0  | 0  | 0  | 0                   | 0  | 0  | 0  | 0            | 5                |
| 1:00 PM                                     | 0         | 0  | 0  | 0  | 0         | 0  | 1  | 0  | 0          | 0  | 0  | 0  | 0                   | 0  | 0  | 0  | 1            | 4                |
| 1:15 PM                                     | 0         | 0  | 0  | 0  | 0         | 0  | 0  | 0  | 0          | 0  | 0  | 0  | 0                   | 1  | 0  | 0  | 1            | 2                |
| 1:30 PM                                     | 0         | 0  | 0  | 0  | 0         | 0  | 1  | 0  | 0          | 0  | 0  | 0  | 0                   | 1  | 0  | 0  | 2            | 4                |
| 1:45 PM                                     | 0         | 0  | 1  | 0  | 0         | 0  | 0  | 0  | 0          | 0  | 0  | 0  | 0                   | 0  | 0  | 0  | 1            | 5                |
| Count Total                                 | 0         | 0  | 2  | 0  | 0         | 0  | 7  | 0  | 0          | 0  | 0  | 0  | 0                   | 5  | 0  | 0  | 14           | 0                |
| Peak Hour                                   | 0         | 0  | 1  | 0  | 0         | 0  | 2  | 0  | 0          | 0  | 0  | 0  | 0                   | 2  | 0  | 0  | 5            | 0                |

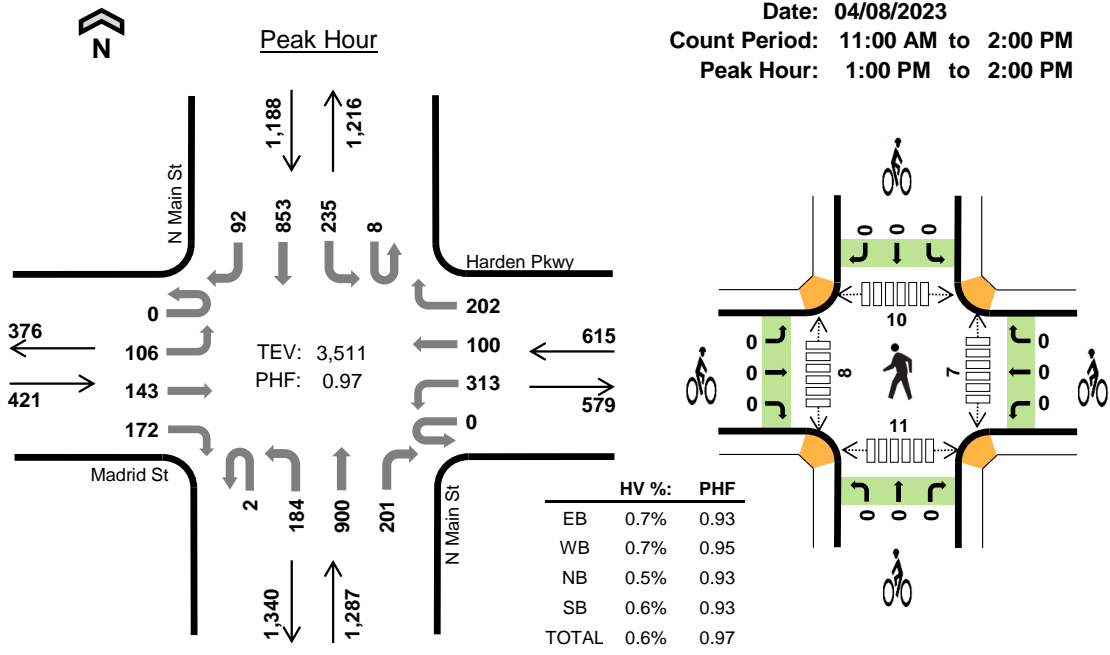
| Three-Hour Count Summaries - Bikes |           |    |    |           |    |    |            |    |    |                     |    |    |              |                  |   |   |   |
|------------------------------------|-----------|----|----|-----------|----|----|------------|----|----|---------------------|----|----|--------------|------------------|---|---|---|
| Interval Start                     | Madrid St |    |    | Madrid St |    |    | N/A        |    |    | Northridge Driveway |    |    | 15-min Total | Rolling One Hour |   |   |   |
|                                    | Eastbound |    |    | Westbound |    |    | Northbound |    |    | Southbound          |    |    |              |                  |   |   |   |
|                                    | LT        | TH | RT | LT        | TH | RT | LT         | TH | RT | LT                  | TH | RT |              |                  |   |   |   |
| 11:00 AM                           | 0         | 0  | 0  | 0         | 0  | 0  | 0          | 0  | 0  | 0                   | 0  | 0  | 0            | 0                | 0 | 0 | 0 |
| 11:15 AM                           | 0         | 0  | 0  | 0         | 0  | 0  | 0          | 0  | 0  | 0                   | 0  | 0  | 0            | 0                | 0 | 0 | 0 |
| 11:30 AM                           | 0         | 0  | 0  | 0         | 0  | 0  | 0          | 0  | 0  | 0                   | 0  | 0  | 0            | 0                | 0 | 0 | 0 |
| 11:45 AM                           | 0         | 0  | 0  | 0         | 0  | 0  | 0          | 0  | 0  | 0                   | 0  | 0  | 0            | 0                | 0 | 0 | 0 |
| 12:00 PM                           | 0         | 0  | 0  | 0         | 0  | 0  | 0          | 0  | 0  | 0                   | 0  | 0  | 0            | 0                | 0 | 0 | 0 |
| 12:15 PM                           | 0         | 0  | 0  | 0         | 0  | 0  | 0          | 0  | 0  | 0                   | 0  | 0  | 0            | 0                | 0 | 0 | 0 |
| 12:30 PM                           | 0         | 0  | 0  | 0         | 0  | 0  | 0          | 0  | 0  | 0                   | 0  | 0  | 0            | 0                | 0 | 0 | 0 |
| 12:45 PM                           | 0         | 0  | 0  | 0         | 0  | 0  | 0          | 0  | 0  | 0                   | 0  | 0  | 0            | 0                | 0 | 0 | 0 |
| 1:00 PM                            | 0         | 0  | 0  | 0         | 0  | 0  | 0          | 0  | 0  | 0                   | 0  | 0  | 0            | 0                | 0 | 0 | 0 |
| 1:15 PM                            | 0         | 0  | 0  | 0         | 0  | 0  | 0          | 0  | 0  | 0                   | 0  | 0  | 0            | 0                | 0 | 0 | 0 |
| 1:30 PM                            | 0         | 0  | 0  | 0         | 0  | 0  | 0          | 0  | 0  | 0                   | 0  | 0  | 0            | 0                | 0 | 0 | 0 |
| 1:45 PM                            | 0         | 0  | 0  | 0         | 0  | 0  | 0          | 0  | 0  | 0                   | 0  | 0  | 0            | 0                | 0 | 0 | 0 |
| Count Total                        | 0         | 0  | 0  | 0         | 0  | 0  | 0          | 0  | 0  | 0                   | 0  | 0  | 0            | 0                | 0 | 0 | 0 |
| Peak Hour                          | 0         | 0  | 0  | 0         | 0  | 0  | 0          | 0  | 0  | 0                   | 0  | 0  | 0            | 0                | 0 | 0 | 0 |

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

### N Main St Madrid St



Date: 04/08/2023  
 Count Period: 11:00 AM to 2:00 PM  
 Peak Hour: 1:00 PM to 2:00 PM



#### Three-Hour Count Summaries

| Interval Start | Madrid St |    |     |     | Harden Pkwy |    |     |     | N Main St  |    |     |     | N Main St  |    |     |     | 15-min Total | Rolling One Hour |   |
|----------------|-----------|----|-----|-----|-------------|----|-----|-----|------------|----|-----|-----|------------|----|-----|-----|--------------|------------------|---|
|                | Eastbound |    | RT  |     | Westbound   |    | RT  |     | Northbound |    | RT  |     | Southbound |    | RT  |     |              |                  |   |
| 1:00 PM        | 0         | 32 | 31  | 46  | 0           | 80 | 24  | 42  | 0          | 48 | 232 | 43  | 1          | 57 | 191 | 23  | 850          | 0                |   |
| 1:15 PM        | 0         | 25 | 31  | 47  | 0           | 79 | 22  | 55  | 1          | 42 | 238 | 47  | 1          | 60 | 233 | 24  | 905          | 0                |   |
| 1:30 PM        | 0         | 23 | 50  | 40  | 0           | 82 | 27  | 53  | 1          | 41 | 194 | 54  | 3          | 63 | 204 | 17  | 852          | 0                |   |
| 1:45 PM        | 0         | 26 | 31  | 39  | 0           | 72 | 27  | 52  | 0          | 53 | 236 | 57  | 3          | 55 | 225 | 28  | 904          | 3,511            |   |
| Peak Hour      | All       | 0  | 106 | 143 | 172         | 0  | 313 | 100 | 202        | 2  | 184 | 900 | 201        | 8  | 235 | 853 | 92           | 3,511            | 0 |
|                | HV        | 0  | 0   | 2   | 1           | 0  | 1   | 1   | 2          | 0  | 0   | 6   | 1          | 0  | 1   | 5   | 1            | 21               | 0 |
|                | HV%       | -  | 0%  | 1%  | 1%          | -  | 0%  | 1%  | 1%         | 0% | 0%  | 1%  | 0%         | 0% | 0%  | 1%  | 1%           | 1%               | 0 |

Note: For all three-hour count summary, see next page.

| Interval Start | Heavy Vehicle Totals |    |    |    |       | Bicycles |    |    |    |       | Pedestrians (Crossing Leg) |      |       |       |       |
|----------------|----------------------|----|----|----|-------|----------|----|----|----|-------|----------------------------|------|-------|-------|-------|
|                | EB                   | WB | NB | SB | Total | EB       | WB | NB | SB | Total | East                       | West | North | South | Total |
| 1:00 PM        | 0                    | 1  | 2  | 1  | 4     | 0        | 0  | 0  | 0  | 0     | 1                          | 2    | 1     | 1     | 5     |
| 1:15 PM        | 1                    | 1  | 1  | 2  | 5     | 0        | 0  | 0  | 0  | 0     | 1                          | 0    | 6     | 2     | 9     |
| 1:30 PM        | 0                    | 0  | 3  | 2  | 5     | 0        | 0  | 0  | 0  | 0     | 2                          | 2    | 0     | 0     | 4     |
| 1:45 PM        | 2                    | 2  | 1  | 2  | 7     | 0        | 0  | 0  | 0  | 0     | 3                          | 4    | 3     | 8     | 18    |
| Peak Hour      | 3                    | 4  | 7  | 7  | 21    | 0        | 0  | 0  | 0  | 0     | 7                          | 8    | 10    | 11    | 36    |



| Three-Hour Count Summaries |           |     |           |     |             |     |            |     |           |     |       |     |           |     |       |     |              |                  |   |
|----------------------------|-----------|-----|-----------|-----|-------------|-----|------------|-----|-----------|-----|-------|-----|-----------|-----|-------|-----|--------------|------------------|---|
| Interval Start             | Madrid St |     |           |     | Harden Pkwy |     |            |     | N Main St |     |       |     | N Main St |     |       |     | 15-min Total | Rolling One Hour |   |
|                            | Eastbound |     | Westbound |     | Northbound  |     | Southbound |     | UT        | LT  | TH    | RT  | UT        | LT  | TH    | RT  |              |                  |   |
| 11:00 AM                   | 0         | 10  | 22        | 28  | 0           | 74  | 30         | 44  | 1         | 39  | 183   | 34  | 1         | 43  | 133   | 12  | 654          | 0                |   |
| 11:15 AM                   | 0         | 28  | 24        | 34  | 0           | 49  | 22         | 54  | 0         | 37  | 219   | 33  | 0         | 60  | 150   | 15  | 725          | 0                |   |
| 11:30 AM                   | 0         | 23  | 30        | 30  | 0           | 62  | 32         | 46  | 2         | 46  | 184   | 54  | 0         | 68  | 162   | 17  | 756          | 0                |   |
| 11:45 AM                   | 0         | 20  | 20        | 33  | 0           | 87  | 25         | 60  | 2         | 47  | 185   | 60  | 4         | 57  | 152   | 11  | 763          | 2,898            |   |
| 12:00 PM                   | 0         | 30  | 36        | 36  | 0           | 63  | 27         | 40  | 1         | 47  | 266   | 59  | 3         | 50  | 185   | 27  | 870          | 3,114            |   |
| 12:15 PM                   | 0         | 25  | 25        | 37  | 0           | 70  | 38         | 38  | 1         | 38  | 201   | 35  | 3         | 53  | 175   | 19  | 758          | 3,147            |   |
| 12:30 PM                   | 0         | 27  | 43        | 38  | 0           | 62  | 37         | 44  | 1         | 38  | 221   | 55  | 1         | 47  | 226   | 13  | 853          | 3,244            |   |
| 12:45 PM                   | 0         | 30  | 31        | 40  | 0           | 88  | 38         | 40  | 1         | 49  | 232   | 53  | 1         | 38  | 198   | 14  | 853          | 3,334            |   |
| 1:00 PM                    | 0         | 32  | 31        | 46  | 0           | 80  | 24         | 42  | 0         | 48  | 232   | 43  | 1         | 57  | 191   | 23  | 850          | 3,314            |   |
| 1:15 PM                    | 0         | 25  | 31        | 47  | 0           | 79  | 22         | 55  | 1         | 42  | 238   | 47  | 1         | 60  | 233   | 24  | 905          | 3,461            |   |
| 1:30 PM                    | 0         | 23  | 50        | 40  | 0           | 82  | 27         | 53  | 1         | 41  | 194   | 54  | 3         | 63  | 204   | 17  | 852          | 3,460            |   |
| 1:45 PM                    | 0         | 26  | 31        | 39  | 0           | 72  | 27         | 52  | 0         | 53  | 236   | 57  | 3         | 55  | 225   | 28  | 904          | 3,511            |   |
| Count Total                | 0         | 299 | 374       | 448 | 0           | 868 | 349        | 568 | 11        | 525 | 2,591 | 584 | 21        | 651 | 2,234 | 220 | 9,743        | 0                |   |
| Peak Hour                  | All       | 0   | 106       | 143 | 172         | 0   | 313        | 100 | 202       | 2   | 184   | 900 | 201       | 8   | 235   | 853 | 92           | 3,511            | 0 |
|                            | HV        | 0   | 0         | 2   | 1           | 0   | 1          | 1   | 2         | 0   | 0     | 6   | 1         | 0   | 1     | 5   | 1            | 21               | 0 |
|                            | HV%       | -   | 0%        | 1%  | 1%          | -   | 0%         | 1%  | 1%        | 0%  | 0%    | 1%  | 0%        | 0%  | 0%    | 1%  | 1%           | 1%               | 0 |

Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

| Interval Start | Heavy Vehicle Totals |    |    |    |       | Bicycles |    |    |    |       | Pedestrians (Crossing Leg) |      |       |       |       |
|----------------|----------------------|----|----|----|-------|----------|----|----|----|-------|----------------------------|------|-------|-------|-------|
|                | EB                   | WB | NB | SB | Total | EB       | WB | NB | SB | Total | East                       | West | North | South | Total |
| 11:00 AM       | 0                    | 2  | 2  | 1  | 5     | 0        | 0  | 0  | 0  | 0     | 2                          | 2    | 1     | 3     | 8     |
| 11:15 AM       | 1                    | 0  | 1  | 1  | 3     | 0        | 0  | 0  | 0  | 0     | 0                          | 8    | 5     | 2     | 15    |
| 11:30 AM       | 0                    | 1  | 4  | 0  | 5     | 0        | 0  | 0  | 0  | 0     | 3                          | 4    | 1     | 3     | 11    |
| 11:45 AM       | 1                    | 2  | 1  | 2  | 6     | 0        | 0  | 0  | 0  | 0     | 0                          | 5    | 1     | 1     | 7     |
| 12:00 PM       | 0                    | 1  | 2  | 1  | 4     | 0        | 0  | 0  | 0  | 0     | 0                          | 3    | 0     | 0     | 3     |
| 12:15 PM       | 2                    | 3  | 3  | 4  | 12    | 0        | 0  | 0  | 0  | 0     | 2                          | 3    | 5     | 1     | 11    |
| 12:30 PM       | 0                    | 0  | 1  | 2  | 3     | 0        | 0  | 0  | 0  | 0     | 2                          | 0    | 8     | 1     | 11    |
| 12:45 PM       | 0                    | 1  | 3  | 3  | 7     | 0        | 0  | 0  | 0  | 0     | 4                          | 2    | 0     | 2     | 8     |
| 1:00 PM        | 0                    | 1  | 2  | 1  | 4     | 0        | 0  | 0  | 0  | 0     | 1                          | 2    | 1     | 1     | 5     |
| 1:15 PM        | 1                    | 1  | 1  | 2  | 5     | 0        | 0  | 0  | 0  | 0     | 1                          | 0    | 6     | 2     | 9     |
| 1:30 PM        | 0                    | 0  | 3  | 2  | 5     | 0        | 0  | 0  | 0  | 0     | 2                          | 2    | 0     | 0     | 4     |
| 1:45 PM        | 2                    | 2  | 1  | 2  | 7     | 0        | 0  | 0  | 0  | 0     | 3                          | 4    | 3     | 8     | 18    |
| Count Total    | 7                    | 14 | 24 | 21 | 66    | 0        | 0  | 0  | 0  | 0     | 20                         | 35   | 31    | 24    | 110   |
| Peak Hour      | 3                    | 4  | 7  | 7  | 21    | 0        | 0  | 0  | 0  | 0     | 7                          | 8    | 10    | 11    | 36    |

| <b>Three-Hour Count Summaries - Heavy Vehicles</b> |           |    |    |             |             |    |            |    |            |            |    |    |              |                  |    |    |              |                  |
|--|-----------|----|----|-------------|-------------|----|------------|----|------------|------------|----|----|--------------|------------------|----|----|--------------|------------------|
| Interval Start                                     | Madrid St |    |    |             | Harden Pkwy |    |            |    | N Main St  |            |    |    | N Main St    |                  |    |    | 15-min Total | Rolling One Hour |
|  | Eastbound |    |    |             | Westbound   |    |            |    | Northbound |            |    |    | Southbound   |                  |    |    |              |                  |
|  | UT        | LT | TH | RT          | UT          | LT | TH         | RT | UT         | LT         | TH | RT | UT           | LT               | TH | RT |              |                  |
| 11:00 AM   | 0         | 0  | 0  | 0           | 0           | 0  | 1          | 1  | 0          | 0          | 2  | 0  | 0            | 1                | 0  | 0  | 5            | 0                |
| 11:15 AM   | 0         | 0  | 1  | 0           | 0           | 0  | 0          | 0  | 0          | 0          | 1  | 0  | 0            | 0                | 1  | 0  | 3            | 0                |
| 11:30 AM   | 0         | 0  | 0  | 0           | 0           | 0  | 0          | 1  | 0          | 0          | 4  | 0  | 0            | 0                | 0  | 0  | 5            | 0                |
| 11:45 AM   | 0         | 1  | 0  | 0           | 0           | 1  | 0          | 1  | 0          | 0          | 0  | 1  | 0            | 0                | 2  | 0  | 6            | 19               |
| 12:00 PM   | 0         | 0  | 0  | 0           | 0           | 0  | 1          | 0  | 0          | 0          | 1  | 1  | 0            | 0                | 0  | 1  | 4            | 18               |
| 12:15 PM   | 0         | 0  | 2  | 0           | 0           | 1  | 1          | 1  | 0          | 0          | 3  | 0  | 0            | 1                | 3  | 0  | 12           | 27               |
| 12:30 PM   | 0         | 0  | 0  | 0           | 0           | 0  | 0          | 0  | 0          | 0          | 1  | 0  | 0            | 0                | 2  | 0  | 3            | 25               |
| 12:45 PM   | 0         | 0  | 0  | 0           | 0           | 1  | 0          | 0  | 0          | 0          | 3  | 0  | 0            | 0                | 3  | 0  | 7            | 26               |
| 1:00 PM  | 0         | 0  | 0  | 0           | 0           | 0  | 1          | 0  | 0          | 0          | 1  | 1  | 0            | 0                | 1  | 0  | 4            | 26               |
| 1:15 PM  | 0         | 0  | 1  | 0           | 0           | 0  | 0          | 1  | 0          | 0          | 1  | 0  | 0            | 0                | 2  | 0  | 5            | 19               |
| 1:30 PM  | 0         | 0  | 0  | 0           | 0           | 0  | 0          | 0  | 0          | 0          | 3  | 0  | 0            | 1                | 0  | 1  | 5            | 21               |
| 1:45 PM  | 0         | 0  | 1  | 1           | 0           | 1  | 0          | 1  | 0          | 0          | 1  | 0  | 0            | 0                | 2  | 0  | 7            | 21               |
| Count Total  | 0         | 1  | 5  | 1           | 0           | 4  | 4          | 6  | 0          | 0          | 21 | 3  | 0            | 3                | 16 | 2  | 66           | 0                |
| Peak Hour  | 0         | 0  | 2  | 1           | 0           | 1  | 1          | 2  | 0          | 0          | 6  | 1  | 0            | 1                | 5  | 1  | 21           | 0                |
| <b>Three-Hour Count Summaries - Bikes</b>          |           |    |    |             |             |    |            |    |            |            |    |    |              |                  |    |    |              |                  |
| Interval Start                                     | Madrid St |    |    | Harden Pkwy |             |    | N Main St  |    |            | N Main St  |    |    | 15-min Total | Rolling One Hour |    |    |              |                  |
|  | Eastbound |    |    | Westbound   |             |    | Northbound |    |            | Southbound |    |    |              |                  |    |    |              |                  |
|  | LT        | TH | RT | LT          | TH          | RT | LT         | TH | RT         | LT         | TH | RT |              |                  |    |    |              |                  |
| 11:00 AM   | 0         | 0  | 0  | 0           | 0           | 0  | 0          | 0  | 0          | 0          | 0  | 0  | 0            | 0                | 0  | 0  | 0            | 0                |
| 11:15 AM   | 0         | 0  | 0  | 0           | 0           | 0  | 0          | 0  | 0          | 0          | 0  | 0  | 0            | 0                | 0  | 0  | 0            | 0                |
| 11:30 AM   | 0         | 0  | 0  | 0           | 0           | 0  | 0          | 0  | 0          | 0          | 0  | 0  | 0            | 0                | 0  | 0  | 0            | 0                |
| 11:45 AM   | 0         | 0  | 0  | 0           | 0           | 0  | 0          | 0  | 0          | 0          | 0  | 0  | 0            | 0                | 0  | 0  | 0            | 0                |
| 12:00 PM   | 0         | 0  | 0  | 0           | 0           | 0  | 0          | 0  | 0          | 0          | 0  | 0  | 0            | 0                | 0  | 0  | 0            | 0                |
| 12:15 PM   | 0         | 0  | 0  | 0           | 0           | 0  | 0          | 0  | 0          | 0          | 0  | 0  | 0            | 0                | 0  | 0  | 0            | 0                |
| 12:30 PM   | 0         | 0  | 0  | 0           | 0           | 0  | 0          | 0  | 0          | 0          | 0  | 0  | 0            | 0                | 0  | 0  | 0            | 0                |
| 12:45 PM   | 0         | 0  | 0  | 0           | 0           | 0  | 0          | 0  | 0          | 0          | 0  | 0  | 0            | 0                | 0  | 0  | 0            | 0                |
| 1:00 PM  | 0         | 0  | 0  | 0           | 0           | 0  | 0          | 0  | 0          | 0          | 0  | 0  | 0            | 0                | 0  | 0  | 0            | 0                |
| 1:15 PM  | 0         | 0  | 0  | 0           | 0           | 0  | 0          | 0  | 0          | 0          | 0  | 0  | 0            | 0                | 0  | 0  | 0            | 0                |
| 1:30 PM  | 0         | 0  | 0  | 0           | 0           | 0  | 0          | 0  | 0          | 0          | 0  | 0  | 0            | 0                | 0  | 0  | 0            | 0                |
| 1:45 PM  | 0         | 0  | 0  | 0           | 0           | 0  | 0          | 0  | 0          | 0          | 0  | 0  | 0            | 0                | 0  | 0  | 0            | 0                |
| Count Total  | 0         | 0  | 0  | 0           | 0           | 0  | 0          | 0  | 0          | 0          | 0  | 0  | 0            | 0                | 0  | 0  | 0            | 0                |
| Peak Hour  | 0         | 0  | 0  | 0           | 0           | 0  | 0          | 0  | 0          | 0          | 0  | 0  | 0            | 0                | 0  | 0  | 0            | 0                |

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

**Appendix B**  
LOS and Queue Outputs

Existing Conditions - Tuesday (MD)  
 1: Madrid St & Northridge Driveway

Existing Condition  
 Timing Plan: Tuesday (MD)

| Intersection             |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh         | 1.8  |      |      |      |      |      |
| Movement                 | EBL  | EBT  | WBT  | WBR  | SBL  | SBR  |
| Lane Configurations      |      |      |      |      |      |      |
| Traffic Vol, veh/h       | 12   | 255  | 145  | 97   | 53   | 20   |
| Future Vol, veh/h        | 12   | 255  | 145  | 97   | 53   | 20   |
| Conflicting Peds, #/hr   | 3    | 0    | 0    | 3    | 0    | 1    |
| Sign Control             | Free | Free | Free | Free | Stop | Stop |
| RT Channelized           | -    | None | -    | None | -    | None |
| Storage Length           | 135  | -    | -    | -    | 0    | 0    |
| Veh in Median Storage, # | -    | 0    | 0    | -    | 0    | -    |
| Grade, %                 | -    | 0    | 0    | -    | 0    | -    |
| Peak Hour Factor         | 84   | 84   | 95   | 95   | 83   | 83   |
| Heavy Vehicles, %        | 1    | 6    | 8    | 1    | 6    | 0    |
| Mvmt Flow                | 14   | 304  | 153  | 102  | 64   | 24   |

| Major/Minor          | Major1 | Major2 | Minor2 |   |           |
|----------------------|--------|--------|--------|---|-----------|
| Conflicting Flow All | 258    | 0      | -      | 0 | 539 208   |
| Stage 1              | -      | -      | -      | - | 207 -     |
| Stage 2              | -      | -      | -      | - | 332 -     |
| Critical Hdwy        | 4.11   | -      | -      | - | 6.46 6.2  |
| Critical Hdwy Stg 1  | -      | -      | -      | - | 5.46 -    |
| Critical Hdwy Stg 2  | -      | -      | -      | - | 5.46 -    |
| Follow-up Hdwy       | 2.209  | -      | -      | - | 3.554 3.3 |
| Pot Cap-1 Maneuver   | 1313   | -      | -      | - | 497 837   |
| Stage 1              | -      | -      | -      | - | 818 -     |
| Stage 2              | -      | -      | -      | - | 718 -     |
| Platoon blocked, %   |        | -      | -      | - |           |
| Mov Cap-1 Maneuver   | 1309   | -      | -      | - | 489 834   |
| Mov Cap-2 Maneuver   | -      | -      | -      | - | 489 -     |
| Stage 1              | -      | -      | -      | - | 807 -     |
| Stage 2              | -      | -      | -      | - | 716 -     |

| Approach             | EB  | WB | SB   |
|----------------------|-----|----|------|
| HCM Control Delay, s | 0.3 | 0  | 12.4 |
| HCM LOS              |     |    | B    |

| Minor Lane/Major Mvmt | EBL   | EBT | WBT | WBR | SBLn1 | SBLn2 |
|-----------------------|-------|-----|-----|-----|-------|-------|
| Capacity (veh/h)      | 1309  | -   | -   | -   | 489   | 834   |
| HCM Lane V/C Ratio    | 0.011 | -   | -   | -   | 0.131 | 0.029 |
| HCM Control Delay (s) | 7.8   | -   | -   | -   | 13.5  | 9.4   |
| HCM Lane LOS          | A     | -   | -   | -   | B     | A     |
| HCM 95th %tile Q(veh) | 0     | -   | -   | -   | 0.4   | 0.1   |



Existing Conditions - Tuesday (MD)  
 2: N Main St & Madrid St /Harden Pkwy

Existing Condition  
 Timing Plan: Tuesday (MD)



| Movement                     | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations          |      |      |      |      |      |      |      |      |      |      |      |      |
| Traffic Volume (veh/h)       | 81   | 90   | 138  | 267  | 83   | 167  | 125  | 708  | 204  | 186  | 693  | 40   |
| Future Volume (veh/h)        | 81   | 90   | 138  | 267  | 83   | 167  | 125  | 708  | 204  | 186  | 693  | 40   |
| Initial Q (Qb), veh          | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Ped-Bike Adj(A_pbT)          | 1.00 |      | 0.96 | 1.00 |      | 0.97 | 1.00 |      | 0.98 | 1.00 |      | 0.97 |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach        |      | No   |      |      | No   |      |      | No   |      |      | No   |      |
| Adj Sat Flow, veh/h/ln       | 1856 | 1841 | 1826 | 1856 | 1870 | 1841 | 1826 | 1767 | 1870 | 1856 | 1841 | 1870 |
| Adj Flow Rate, veh/h         | 94   | 105  | 160  | 184  | 223  | 176  | 137  | 778  | 224  | 202  | 753  | 43   |
| Peak Hour Factor             | 0.86 | 0.86 | 0.86 | 0.95 | 0.95 | 0.95 | 0.91 | 0.91 | 0.91 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, %         | 3    | 4    | 5    | 3    | 2    | 4    | 5    | 9    | 2    | 3    | 4    | 2    |
| Cap, veh/h                   | 293  | 305  | 247  | 319  | 338  | 272  | 172  | 1248 | 402  | 243  | 1495 | 457  |
| Arrive On Green              | 0.17 | 0.17 | 0.17 | 0.18 | 0.18 | 0.18 | 0.10 | 0.26 | 0.26 | 0.14 | 0.30 | 0.30 |
| Sat Flow, veh/h              | 1767 | 1841 | 1489 | 1767 | 1870 | 1506 | 1739 | 4823 | 1552 | 1767 | 5025 | 1537 |
| Grp Volume(v), veh/h         | 94   | 105  | 160  | 184  | 223  | 176  | 137  | 778  | 224  | 202  | 753  | 43   |
| Grp Sat Flow(s),veh/h/ln     | 1767 | 1841 | 1489 | 1767 | 1870 | 1506 | 1739 | 1608 | 1552 | 1767 | 1675 | 1537 |
| Q Serve(g_s), s              | 4.4  | 4.8  | 9.5  | 9.0  | 10.5 | 10.3 | 7.3  | 13.5 | 11.9 | 10.6 | 11.7 | 1.9  |
| Cycle Q Clear(g_c), s        | 4.4  | 4.8  | 9.5  | 9.0  | 10.5 | 10.3 | 7.3  | 13.5 | 11.9 | 10.6 | 11.7 | 1.9  |
| Prop In Lane                 | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 |
| Lane Grp Cap(c), veh/h       | 293  | 305  | 247  | 319  | 338  | 272  | 172  | 1248 | 402  | 243  | 1495 | 457  |
| V/C Ratio(X)                 | 0.32 | 0.34 | 0.65 | 0.58 | 0.66 | 0.65 | 0.80 | 0.62 | 0.56 | 0.83 | 0.50 | 0.09 |
| Avail Cap(c_a), veh/h        | 466  | 485  | 392  | 466  | 493  | 397  | 513  | 1779 | 573  | 522  | 1854 | 567  |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)           | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh     | 34.9 | 35.0 | 37.0 | 35.5 | 36.2 | 36.1 | 41.8 | 31.1 | 30.5 | 39.8 | 27.5 | 24.1 |
| Incr Delay (d2), s/veh       | 0.6  | 0.7  | 2.9  | 1.6  | 2.2  | 2.6  | 8.2  | 0.5  | 1.2  | 7.2  | 0.3  | 0.1  |
| Initial Q Delay(d3),s/veh    | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(50%),veh/ln     | 1.9  | 2.2  | 3.6  | 4.0  | 4.9  | 3.9  | 3.5  | 5.2  | 4.5  | 5.0  | 4.7  | 0.7  |
| Unsig. Movement Delay, s/veh |      |      |      |      |      |      |      |      |      |      |      |      |
| LnGrp Delay(d),s/veh         | 35.5 | 35.7 | 39.8 | 37.2 | 38.4 | 38.6 | 50.0 | 31.6 | 31.7 | 47.1 | 27.8 | 24.2 |
| LnGrp LOS                    | D    | D    | D    | D    | D    | D    | D    | C    | C    | D    | C    | C    |
| Approach Vol, veh/h          |      | 359  |      |      | 583  |      |      | 1139 |      |      | 998  |      |
| Approach Delay, s/veh        |      | 37.5 |      |      | 38.1 |      |      | 33.8 |      |      | 31.5 |      |
| Approach LOS                 |      | D    |      |      | D    |      |      | C    |      |      | C    |      |
| Timer - Assigned Phs         | 1    | 2    |      | 4    | 5    | 6    |      | 8    |      |      |      |      |
| Phs Duration (G+Y+Rc), s     | 19.1 | 30.7 |      | 21.8 | 15.5 | 34.3 |      | 23.2 |      |      |      |      |
| Change Period (Y+Rc), s      | 6.1  | 6.1  |      | 6.1  | 6.1  | 6.1  |      | 6.1  |      |      |      |      |
| Max Green Setting (Gmax), s  | 28.0 | 35.0 |      | 25.0 | 28.0 | 35.0 |      | 25.0 |      |      |      |      |
| Max Q Clear Time (g_c+I1), s | 12.6 | 15.5 |      | 11.5 | 9.3  | 13.7 |      | 12.5 |      |      |      |      |
| Green Ext Time (p_c), s      | 0.5  | 6.3  |      | 1.2  | 0.3  | 5.5  |      | 2.1  |      |      |      |      |

Intersection Summary

|                    |      |
|--------------------|------|
| HCM 6th Ctrl Delay | 34.3 |
| HCM 6th LOS        | C    |

Notes

- User approved pedestrian interval to be less than phase max green.
- User approved volume balancing among the lanes for turning movement.



Existing Conditions - Tuesday (PM)  
 1: Madrid St & Northridge Driveway

Existing Condition  
 Timing Plan: Tuesday (PM)

| Intersection             |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh         | 2.1  |      |      |      |      |      |
| Movement                 | EBL  | EBT  | WBT  | WBR  | SBL  | SBR  |
| Lane Configurations      |      |      |      |      |      |      |
| Traffic Vol, veh/h       | 22   | 302  | 307  | 99   | 65   | 21   |
| Future Vol, veh/h        | 22   | 302  | 307  | 99   | 65   | 21   |
| Conflicting Peds, #/hr   | 10   | 0    | 0    | 10   | 0    | 3    |
| Sign Control             | Free | Free | Free | Free | Stop | Stop |
| RT Channelized           | -    | None | -    | None | -    | None |
| Storage Length           | 135  | -    | -    | -    | 0    | 0    |
| Veh in Median Storage, # | -    | 0    | 0    | -    | 0    | -    |
| Grade, %                 | -    | 0    | 0    | -    | 0    | -    |
| Peak Hour Factor         | 78   | 78   | 96   | 96   | 86   | 86   |
| Heavy Vehicles, %        | 0    | 5    | 6    | 0    | 3    | 0    |
| Mvmt Flow                | 28   | 387  | 320  | 103  | 76   | 24   |

| Major/Minor          | Major1 | Major2 | Minor2 |   |           |
|----------------------|--------|--------|--------|---|-----------|
| Conflicting Flow All | 433    | 0      | -      | 0 | 825 385   |
| Stage 1              | -      | -      | -      | - | 382 -     |
| Stage 2              | -      | -      | -      | - | 443 -     |
| Critical Hdwy        | 4.1    | -      | -      | - | 6.43 6.2  |
| Critical Hdwy Stg 1  | -      | -      | -      | - | 5.43 -    |
| Critical Hdwy Stg 2  | -      | -      | -      | - | 5.43 -    |
| Follow-up Hdwy       | 2.2    | -      | -      | - | 3.527 3.3 |
| Pot Cap-1 Maneuver   | 1137   | -      | -      | - | 341 667   |
| Stage 1              | -      | -      | -      | - | 688 -     |
| Stage 2              | -      | -      | -      | - | 645 -     |
| Platoon blocked, %   |        | -      | -      | - |           |
| Mov Cap-1 Maneuver   | 1126   | -      | -      | - | 326 659   |
| Mov Cap-2 Maneuver   | -      | -      | -      | - | 326 -     |
| Stage 1              | -      | -      | -      | - | 664 -     |
| Stage 2              | -      | -      | -      | - | 639 -     |

| Approach             | EB  | WB | SB   |
|----------------------|-----|----|------|
| HCM Control Delay, s | 0.6 | 0  | 17.2 |
| HCM LOS              |     |    | C    |

| Minor Lane/Major Mvmt | EBL   | EBT | WBT | WBR | SBLn1 | SBLn2 |
|-----------------------|-------|-----|-----|-----|-------|-------|
| Capacity (veh/h)      | 1126  | -   | -   | -   | 326   | 659   |
| HCM Lane V/C Ratio    | 0.025 | -   | -   | -   | 0.232 | 0.037 |
| HCM Control Delay (s) | 8.3   | -   | -   | -   | 19.3  | 10.7  |
| HCM Lane LOS          | A     | -   | -   | -   | C     | B     |
| HCM 95th %tile Q(veh) | 0.1   | -   | -   | -   | 0.9   | 0.1   |

Existing Conditions - Tuesday (PM)  
 2: N Main St & Madrid St /Harden Pkwy

Existing Condition  
 Timing Plan: Tuesday (PM)



| Movement                     | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations          | ↖    | ↑    | ↗    | ↖    | ↖    | ↗    | ↖    | ↑↑↑  | ↗    | ↖    | ↑↑↑  | ↗    |
| Traffic Volume (veh/h)       | 80   | 132  | 133  | 295  | 134  | 170  | 157  | 741  | 197  | 280  | 824  | 90   |
| Future Volume (veh/h)        | 80   | 132  | 133  | 295  | 134  | 170  | 157  | 741  | 197  | 280  | 824  | 90   |
| Initial Q (Qb), veh          | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Ped-Bike Adj(A_pbT)          | 1.00 |      | 0.97 | 1.00 |      | 0.96 | 1.00 |      | 0.98 | 1.00 |      | 0.96 |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach        |      | No   |      |      | No   |      |      | No   |      |      | No   |      |
| Adj Sat Flow, veh/h/ln       | 1900 | 1870 | 1870 | 1870 | 1870 | 1885 | 1870 | 1856 | 1900 | 1900 | 1811 | 1885 |
| Adj Flow Rate, veh/h         | 82   | 136  | 137  | 226  | 260  | 179  | 178  | 842  | 224  | 301  | 886  | 97   |
| Peak Hour Factor             | 0.97 | 0.97 | 0.97 | 0.95 | 0.95 | 0.95 | 0.88 | 0.88 | 0.88 | 0.93 | 0.93 | 0.93 |
| Percent Heavy Veh, %         | 0    | 2    | 2    | 2    | 2    | 1    | 2    | 3    | 0    | 0    | 6    | 1    |
| Cap, veh/h                   | 257  | 266  | 218  | 331  | 348  | 286  | 214  | 1253 | 392  | 339  | 1555 | 482  |
| Arrive On Green              | 0.14 | 0.14 | 0.14 | 0.19 | 0.19 | 0.19 | 0.12 | 0.25 | 0.25 | 0.19 | 0.31 | 0.31 |
| Sat Flow, veh/h              | 1810 | 1870 | 1532 | 1781 | 1870 | 1536 | 1781 | 5066 | 1585 | 1810 | 4944 | 1531 |
| Grp Volume(v), veh/h         | 82   | 136  | 137  | 226  | 260  | 179  | 178  | 842  | 224  | 301  | 886  | 97   |
| Grp Sat Flow(s),veh/h/ln     | 1810 | 1870 | 1532 | 1781 | 1870 | 1536 | 1781 | 1689 | 1585 | 1810 | 1648 | 1531 |
| Q Serve(g_s), s              | 4.2  | 6.9  | 8.7  | 12.2 | 13.5 | 11.1 | 10.1 | 15.5 | 12.8 | 16.7 | 15.4 | 4.8  |
| Cycle Q Clear(g_c), s        | 4.2  | 6.9  | 8.7  | 12.2 | 13.5 | 11.1 | 10.1 | 15.5 | 12.8 | 16.7 | 15.4 | 4.8  |
| Prop In Lane                 | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 |
| Lane Grp Cap(c), veh/h       | 257  | 266  | 218  | 331  | 348  | 286  | 214  | 1253 | 392  | 339  | 1555 | 482  |
| V/C Ratio(X)                 | 0.32 | 0.51 | 0.63 | 0.68 | 0.75 | 0.63 | 0.83 | 0.67 | 0.57 | 0.89 | 0.57 | 0.20 |
| Avail Cap(c_a), veh/h        | 439  | 454  | 372  | 432  | 454  | 373  | 484  | 1721 | 538  | 492  | 1680 | 520  |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)           | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh     | 39.7 | 40.9 | 41.6 | 39.1 | 39.6 | 38.6 | 44.3 | 35.0 | 34.0 | 40.8 | 29.5 | 25.8 |
| Incr Delay (d2), s/veh       | 0.7  | 1.5  | 3.0  | 2.9  | 4.8  | 2.3  | 8.0  | 0.6  | 1.3  | 13.0 | 0.4  | 0.2  |
| Initial Q Delay(d3),s/veh    | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(50%),veh/ln     | 1.9  | 3.3  | 3.4  | 5.5  | 6.6  | 4.3  | 4.9  | 6.3  | 5.0  | 8.6  | 6.1  | 1.8  |
| Unsig. Movement Delay, s/veh |      |      |      |      |      |      |      |      |      |      |      |      |
| LnGrp Delay(d),s/veh         | 40.4 | 42.4 | 44.6 | 42.0 | 44.5 | 40.9 | 52.3 | 35.6 | 35.3 | 53.8 | 29.9 | 26.0 |
| LnGrp LOS                    | D    | D    | D    | D    | D    | D    | D    | D    | D    | D    | C    | C    |
| Approach Vol, veh/h          |      | 355  |      |      | 665  |      |      | 1244 |      |      | 1284 |      |
| Approach Delay, s/veh        |      | 42.8 |      |      | 42.7 |      |      | 38.0 |      |      | 35.2 |      |
| Approach LOS                 |      | D    |      |      | D    |      |      | D    |      |      | D    |      |
| Timer - Assigned Phs         | 1    | 2    |      | 4    | 5    | 6    |      | 8    |      |      |      |      |
| Phs Duration (G+Y+Rc), s     | 25.4 | 31.6 |      | 20.7 | 18.5 | 38.5 |      | 25.3 |      |      |      |      |
| Change Period (Y+Rc), s      | 6.1  | 6.1  |      | 6.1  | 6.1  | 6.1  |      | 6.1  |      |      |      |      |
| Max Green Setting (Gmax), s  | 28.0 | 35.0 |      | 25.0 | 28.0 | 35.0 |      | 25.0 |      |      |      |      |
| Max Q Clear Time (g_c+I1), s | 18.7 | 17.5 |      | 10.7 | 12.1 | 17.4 |      | 15.5 |      |      |      |      |
| Green Ext Time (p_c), s      | 0.6  | 6.4  |      | 1.2  | 0.4  | 6.3  |      | 2.1  |      |      |      |      |

Intersection Summary

|                    |      |
|--------------------|------|
| HCM 6th Ctrl Delay | 38.3 |
| HCM 6th LOS        | D    |

Notes

- User approved pedestrian interval to be less than phase max green.
- User approved volume balancing among the lanes for turning movement.





Existing Conditions - Saturday (MD)  
 1: Madrid St & Northridge Driveway

Existing Condition  
 Timing Plan: Saturday (MD)

| Intersection             |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh         | 2.3  |      |      |      |      |      |
| Movement                 | EBL  | EBT  | WBT  | WBR  | SBL  | SBR  |
| Lane Configurations      |      |      |      |      |      |      |
| Traffic Vol, veh/h       | 9    | 334  | 260  | 117  | 93   | 24   |
| Future Vol, veh/h        | 9    | 334  | 260  | 117  | 93   | 24   |
| Conflicting Peds, #/hr   | 1    | 0    | 0    | 1    | 2    | 1    |
| Sign Control             | Free | Free | Free | Free | Stop | Stop |
| RT Channelized           | -    | None | -    | None | -    | None |
| Storage Length           | 135  | -    | -    | -    | 0    | 0    |
| Veh in Median Storage, # | -    | 0    | 0    | -    | 0    | -    |
| Grade, %                 | -    | 0    | 0    | -    | 0    | -    |
| Peak Hour Factor         | 92   | 92   | 91   | 91   | 94   | 94   |
| Heavy Vehicles, %        | 0    | 1    | 2    | 0    | 2    | 0    |
| Mvmt Flow                | 10   | 363  | 286  | 129  | 99   | 26   |

| Major/Minor          | Major1 | Major2 | Minor2 |   |       |
|----------------------|--------|--------|--------|---|-------|
| Conflicting Flow All | 416    | 0      | -      | 0 | 737   |
| Stage 1              | -      | -      | -      | - | 352   |
| Stage 2              | -      | -      | -      | - | 385   |
| Critical Hdwy        | 4.1    | -      | -      | - | 6.42  |
| Critical Hdwy Stg 1  | -      | -      | -      | - | 5.42  |
| Critical Hdwy Stg 2  | -      | -      | -      | - | 5.42  |
| Follow-up Hdwy       | 2.2    | -      | -      | - | 3.518 |
| Pot Cap-1 Maneuver   | 1154   | -      | -      | - | 386   |
| Stage 1              | -      | -      | -      | - | 712   |
| Stage 2              | -      | -      | -      | - | 688   |
| Platoon blocked, %   |        | -      | -      | - |       |
| Mov Cap-1 Maneuver   | 1153   | -      | -      | - | 382   |
| Mov Cap-2 Maneuver   | -      | -      | -      | - | 382   |
| Stage 1              | -      | -      | -      | - | 705   |
| Stage 2              | -      | -      | -      | - | 687   |

| Approach             | EB  | WB | SB   |
|----------------------|-----|----|------|
| HCM Control Delay, s | 0.2 | 0  | 16.2 |
| HCM LOS              |     |    | C    |

| Minor Lane/Major Mvmt | EBL   | EBT | WBT | WBR | SBLn1 | SBLn2 |
|-----------------------|-------|-----|-----|-----|-------|-------|
| Capacity (veh/h)      | 1153  | -   | -   | -   | 382   | 694   |
| HCM Lane V/C Ratio    | 0.008 | -   | -   | -   | 0.259 | 0.037 |
| HCM Control Delay (s) | 8.1   | -   | -   | -   | 17.7  | 10.4  |
| HCM Lane LOS          | A     | -   | -   | -   | C     | B     |
| HCM 95th %tile Q(veh) | 0     | -   | -   | -   | 1     | 0.1   |

Existing Conditions - Saturday (MD)  
 2: N Main St & Madrid St /Harden Pkwy

Existing Condition  
 Timing Plan: Saturday (MD)



| Movement                     | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations          | ↖    | ↗    | ↘    | ↖    | ↗    | ↘    | ↖    | ↗↗↗  | ↘    | ↖    | ↗↗↗  | ↘    |
| Traffic Volume (veh/h)       | 106  | 143  | 172  | 313  | 100  | 202  | 187  | 900  | 201  | 247  | 853  | 92   |
| Future Volume (veh/h)        | 106  | 143  | 172  | 313  | 100  | 202  | 187  | 900  | 201  | 247  | 853  | 92   |
| Initial Q (Qb), veh          | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Ped-Bike Adj(A_pbT)          | 1.00 |      | 0.98 | 1.00 |      | 0.98 | 1.00 |      | 0.99 | 1.00 |      | 0.99 |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach        |      | No   |      |      | No   |      |      | No   |      |      | No   |      |
| Adj Sat Flow, veh/h/ln       | 1900 | 1870 | 1885 | 1885 | 1885 | 1870 | 1900 | 1811 | 1885 | 1885 | 1826 | 1885 |
| Adj Flow Rate, veh/h         | 114  | 154  | 185  | 217  | 262  | 213  | 201  | 968  | 216  | 266  | 917  | 99   |
| Peak Hour Factor             | 0.93 | 0.93 | 0.93 | 0.95 | 0.95 | 0.95 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Percent Heavy Veh, %         | 0    | 2    | 1    | 1    | 1    | 2    | 0    | 6    | 1    | 1    | 5    | 1    |
| Cap, veh/h                   | 287  | 297  | 248  | 324  | 341  | 281  | 238  | 1296 | 415  | 303  | 1492 | 472  |
| Arrive On Green              | 0.16 | 0.16 | 0.16 | 0.18 | 0.18 | 0.18 | 0.13 | 0.26 | 0.26 | 0.17 | 0.30 | 0.30 |
| Sat Flow, veh/h              | 1810 | 1870 | 1564 | 1795 | 1885 | 1556 | 1810 | 4944 | 1583 | 1795 | 4985 | 1576 |
| Grp Volume(v), veh/h         | 114  | 154  | 185  | 217  | 262  | 213  | 201  | 968  | 216  | 266  | 917  | 99   |
| Grp Sat Flow(s),veh/h/ln     | 1810 | 1870 | 1564 | 1795 | 1885 | 1556 | 1810 | 1648 | 1583 | 1795 | 1662 | 1576 |
| Q Serve(g_s), s              | 6.0  | 8.0  | 12.0 | 12.0 | 14.0 | 13.8 | 11.5 | 19.1 | 12.4 | 15.4 | 16.8 | 5.0  |
| Cycle Q Clear(g_c), s        | 6.0  | 8.0  | 12.0 | 12.0 | 14.0 | 13.8 | 11.5 | 19.1 | 12.4 | 15.4 | 16.8 | 5.0  |
| Prop In Lane                 | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 |
| Lane Grp Cap(c), veh/h       | 287  | 297  | 248  | 324  | 341  | 281  | 238  | 1296 | 415  | 303  | 1492 | 472  |
| V/C Ratio(X)                 | 0.40 | 0.52 | 0.74 | 0.67 | 0.77 | 0.76 | 0.85 | 0.75 | 0.52 | 0.88 | 0.61 | 0.21 |
| Avail Cap(c_a), veh/h        | 426  | 440  | 368  | 423  | 444  | 366  | 477  | 1629 | 522  | 473  | 1642 | 519  |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)           | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh     | 40.1 | 41.0 | 42.6 | 40.6 | 41.4 | 41.3 | 45.1 | 36.0 | 33.5 | 43.1 | 31.9 | 27.8 |
| Incr Delay (d2), s/veh       | 0.9  | 1.4  | 4.5  | 2.6  | 6.0  | 6.5  | 8.0  | 1.5  | 1.0  | 11.1 | 0.6  | 0.2  |
| Initial Q Delay(d3),s/veh    | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(50%),veh/ln     | 2.7  | 3.8  | 4.9  | 5.5  | 7.0  | 5.8  | 5.7  | 7.8  | 4.8  | 7.7  | 6.7  | 1.9  |
| Unsig. Movement Delay, s/veh |      |      |      |      |      |      |      |      |      |      |      |      |
| LnGrp Delay(d),s/veh         | 41.0 | 42.4 | 47.1 | 43.2 | 47.4 | 47.8 | 53.1 | 37.4 | 34.5 | 54.2 | 32.5 | 28.0 |
| LnGrp LOS                    | D    | D    | D    | D    | D    | D    | D    | D    | C    | D    | C    | C    |
| Approach Vol, veh/h          |      | 453  |      |      | 692  |      |      | 1385 |      |      | 1282 |      |
| Approach Delay, s/veh        |      | 43.9 |      |      | 46.2 |      |      | 39.3 |      |      | 36.7 |      |
| Approach LOS                 |      | D    |      |      | D    |      |      | D    |      |      | D    |      |
| Timer - Assigned Phs         | 1    | 2    |      | 4    | 5    | 6    |      | 8    |      |      |      |      |
| Phs Duration (G+Y+Rc), s     | 24.0 | 33.9 |      | 23.0 | 20.1 | 37.9 |      | 25.3 |      |      |      |      |
| Change Period (Y+Rc), s      | 6.1  | 6.1  |      | 6.1  | 6.1  | 6.1  |      | 6.1  |      |      |      |      |
| Max Green Setting (Gmax), s  | 28.0 | 35.0 |      | 25.0 | 28.0 | 35.0 |      | 25.0 |      |      |      |      |
| Max Q Clear Time (g_c+I1), s | 17.4 | 21.1 |      | 14.0 | 13.5 | 18.8 |      | 16.0 |      |      |      |      |
| Green Ext Time (p_c), s      | 0.6  | 6.4  |      | 1.4  | 0.5  | 6.3  |      | 2.1  |      |      |      |      |

Intersection Summary

|                    |      |
|--------------------|------|
| HCM 6th Ctrl Delay | 40.2 |
| HCM 6th LOS        | D    |

Notes

- User approved pedestrian interval to be less than phase max green.
- User approved volume balancing among the lanes for turning movement.





| Intersection             |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh         | 3.5  |      |      |      |      |      |
| Movement                 | EBL  | EBT  | WBT  | WBR  | SBL  | SBR  |
| Lane Configurations      |      |      |      |      |      |      |
| Traffic Vol, veh/h       | 20   | 251  | 113  | 164  | 116  | 28   |
| Future Vol, veh/h        | 20   | 251  | 113  | 164  | 116  | 28   |
| Conflicting Peds, #/hr   | 3    | 0    | 0    | 3    | 0    | 1    |
| Sign Control             | Free | Free | Free | Free | Stop | Stop |
| RT Channelized           | -    | None | -    | None | -    | None |
| Storage Length           | 135  | -    | -    | -    | 0    | 0    |
| Veh in Median Storage, # | -    | 0    | 0    | -    | 0    | -    |
| Grade, %                 | -    | 0    | 0    | -    | 0    | -    |
| Peak Hour Factor         | 84   | 84   | 95   | 95   | 83   | 83   |
| Heavy Vehicles, %        | 1    | 6    | 8    | 1    | 6    | 0    |
| Mvmt Flow                | 24   | 299  | 119  | 173  | 140  | 34   |

| Major/Minor          | Major1 | Major2 | Minor2 |   |       |
|----------------------|--------|--------|--------|---|-------|
| Conflicting Flow All | 295    | 0      | -      | 0 | 556   |
| Stage 1              | -      | -      | -      | - | 209   |
| Stage 2              | -      | -      | -      | - | 347   |
| Critical Hdwy        | 4.11   | -      | -      | - | 6.46  |
| Critical Hdwy Stg 1  | -      | -      | -      | - | 5.46  |
| Critical Hdwy Stg 2  | -      | -      | -      | - | 5.46  |
| Follow-up Hdwy       | 2.209  | -      | -      | - | 3.554 |
| Pot Cap-1 Maneuver   | 1272   | -      | -      | - | 485   |
| Stage 1              | -      | -      | -      | - | 816   |
| Stage 2              | -      | -      | -      | - | 707   |
| Platoon blocked, %   |        | -      | -      | - |       |
| Mov Cap-1 Maneuver   | 1268   | -      | -      | - | 473   |
| Mov Cap-2 Maneuver   | -      | -      | -      | - | 473   |
| Stage 1              | -      | -      | -      | - | 798   |
| Stage 2              | -      | -      | -      | - | 705   |

| Approach             | EB  | WB | SB   |
|----------------------|-----|----|------|
| HCM Control Delay, s | 0.6 | 0  | 14.6 |
| HCM LOS              |     |    | B    |

| Minor Lane/Major Mvmt | EBL   | EBT | WBT | WBR | SBLn1 | SBLn2 |
|-----------------------|-------|-----|-----|-----|-------|-------|
| Capacity (veh/h)      | 1268  | -   | -   | -   | 473   | 832   |
| HCM Lane V/C Ratio    | 0.019 | -   | -   | -   | 0.295 | 0.041 |
| HCM Control Delay (s) | 7.9   | -   | -   | -   | 15.8  | 9.5   |
| HCM Lane LOS          | A     | -   | -   | -   | C     | A     |
| HCM 95th %tile Q(veh) | 0.1   | -   | -   | -   | 1.2   | 0.1   |

Existing+Project+PassBy - Tuesday (MD)  
 2: N Main St & Madrid St /Harden Pkwy

Existing + Project + PassBy  
 Timing Plan: Tuesday (MD)



| Movement                     | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations          | ↖    | ↗    | ↘    | ↖    | ↗    | ↘    | ↖    | ↑↑↑  | ↗    | ↖    | ↑↑↑  | ↗    |
| Traffic Volume (veh/h)       | 106  | 102  | 165  | 263  | 97   | 164  | 154  | 697  | 201  | 184  | 683  | 65   |
| Future Volume (veh/h)        | 106  | 102  | 165  | 263  | 97   | 164  | 154  | 697  | 201  | 184  | 683  | 65   |
| Initial Q (Qb), veh          | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Ped-Bike Adj(A_pbT)          | 1.00 |      | 0.97 | 1.00 |      | 0.96 | 1.00 |      | 0.98 | 1.00 |      | 0.97 |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach        |      | No   |      |      | No   |      |      | No   |      |      | No   |      |
| Adj Sat Flow, veh/h/ln       | 1856 | 1841 | 1826 | 1856 | 1870 | 1841 | 1826 | 1767 | 1870 | 1856 | 1841 | 1870 |
| Adj Flow Rate, veh/h         | 123  | 119  | 192  | 190  | 224  | 173  | 169  | 766  | 221  | 200  | 742  | 71   |
| Peak Hour Factor             | 0.86 | 0.86 | 0.86 | 0.95 | 0.95 | 0.95 | 0.91 | 0.91 | 0.91 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, %         | 3    | 4    | 5    | 3    | 2    | 4    | 5    | 9    | 2    | 3    | 4    | 2    |
| Cap, veh/h                   | 319  | 333  | 270  | 317  | 335  | 270  | 206  | 1222 | 393  | 240  | 1361 | 415  |
| Arrive On Green              | 0.18 | 0.18 | 0.18 | 0.18 | 0.18 | 0.18 | 0.12 | 0.25 | 0.25 | 0.14 | 0.27 | 0.27 |
| Sat Flow, veh/h              | 1767 | 1841 | 1493 | 1767 | 1870 | 1505 | 1739 | 4823 | 1551 | 1767 | 5025 | 1532 |
| Grp Volume(v), veh/h         | 123  | 119  | 192  | 190  | 224  | 173  | 169  | 766  | 221  | 200  | 742  | 71   |
| Grp Sat Flow(s),veh/h/ln     | 1767 | 1841 | 1493 | 1767 | 1870 | 1505 | 1739 | 1608 | 1551 | 1767 | 1675 | 1532 |
| Q Serve(g_s), s              | 6.0  | 5.5  | 11.8 | 9.6  | 10.9 | 10.4 | 9.2  | 13.7 | 12.1 | 10.7 | 12.3 | 3.4  |
| Cycle Q Clear(g_c), s        | 6.0  | 5.5  | 11.8 | 9.6  | 10.9 | 10.4 | 9.2  | 13.7 | 12.1 | 10.7 | 12.3 | 3.4  |
| Prop In Lane                 | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 |
| Lane Grp Cap(c), veh/h       | 319  | 333  | 270  | 317  | 335  | 270  | 206  | 1222 | 393  | 240  | 1361 | 415  |
| V/C Ratio(X)                 | 0.39 | 0.36 | 0.71 | 0.60 | 0.67 | 0.64 | 0.82 | 0.63 | 0.56 | 0.83 | 0.55 | 0.17 |
| Avail Cap(c_a), veh/h        | 454  | 473  | 384  | 454  | 481  | 387  | 501  | 1735 | 558  | 509  | 1808 | 551  |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)           | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh     | 35.1 | 34.9 | 37.5 | 36.7 | 37.2 | 37.0 | 41.9 | 32.2 | 31.6 | 41.0 | 30.3 | 27.1 |
| Incr Delay (d2), s/veh       | 0.8  | 0.6  | 3.5  | 1.8  | 2.3  | 2.5  | 7.9  | 0.5  | 1.3  | 7.4  | 0.3  | 0.2  |
| Initial Q Delay(d3),s/veh    | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(50%),veh/ln     | 2.6  | 2.5  | 4.5  | 4.3  | 5.1  | 4.0  | 4.4  | 5.3  | 4.6  | 5.1  | 4.9  | 1.3  |
| Unsig. Movement Delay, s/veh |      |      |      |      |      |      |      |      |      |      |      |      |
| LnGrp Delay(d),s/veh         | 35.8 | 35.5 | 40.9 | 38.5 | 39.5 | 39.5 | 49.8 | 32.8 | 32.9 | 48.4 | 30.7 | 27.3 |
| LnGrp LOS                    | D    | D    | D    | D    | D    | D    | D    | C    | C    | D    | C    | C    |
| Approach Vol, veh/h          |      | 434  |      |      | 587  |      |      | 1156 |      |      | 1013 |      |
| Approach Delay, s/veh        |      | 38.0 |      |      | 39.2 |      |      | 35.3 |      |      | 33.9 |      |
| Approach LOS                 |      | D    |      |      | D    |      |      | D    |      |      | C    |      |
| Timer - Assigned Phs         | 1    | 2    |      | 4    | 5    | 6    |      | 8    |      |      |      |      |
| Phs Duration (G+Y+Rc), s     | 19.3 | 30.7 |      | 23.7 | 17.6 | 32.4 |      | 23.5 |      |      |      |      |
| Change Period (Y+Rc), s      | 6.1  | 6.1  |      | 6.1  | 6.1  | 6.1  |      | 6.1  |      |      |      |      |
| Max Green Setting (Gmax), s  | 28.0 | 35.0 |      | 25.0 | 28.0 | 35.0 |      | 25.0 |      |      |      |      |
| Max Q Clear Time (g_c+I1), s | 12.7 | 15.7 |      | 13.8 | 11.2 | 14.3 |      | 12.9 |      |      |      |      |
| Green Ext Time (p_c), s      | 0.5  | 6.1  |      | 1.3  | 0.4  | 5.5  |      | 2.0  |      |      |      |      |

Intersection Summary

|                    |      |
|--------------------|------|
| HCM 6th Ctrl Delay | 35.9 |
| HCM 6th LOS        | D    |

Notes

- User approved pedestrian interval to be less than phase max green.
- User approved volume balancing among the lanes for turning movement.



| Intersection             |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh         | 3.5  |      |      |      |      |      |
| Movement                 | EBL  | EBT  | WBT  | WBR  | SBL  | SBR  |
| Lane Configurations      |      |      |      |      |      |      |
| Traffic Vol, veh/h       | 28   | 299  | 285  | 143  | 107  | 25   |
| Future Vol, veh/h        | 28   | 299  | 285  | 143  | 107  | 25   |
| Conflicting Peds, #/hr   | 10   | 0    | 0    | 10   | 0    | 3    |
| Sign Control             | Free | Free | Free | Free | Stop | Stop |
| RT Channelized           | -    | None | -    | None | -    | None |
| Storage Length           | 135  | -    | -    | -    | 0    | 0    |
| Veh in Median Storage, # | -    | 0    | 0    | -    | 0    | -    |
| Grade, %                 | -    | 0    | 0    | -    | 0    | -    |
| Peak Hour Factor         | 78   | 78   | 96   | 96   | 86   | 86   |
| Heavy Vehicles, %        | 0    | 5    | 6    | 0    | 3    | 0    |
| Mvmt Flow                | 36   | 383  | 297  | 149  | 124  | 29   |

| Major/Minor          | Major1 | Major2 | Minor2 |   |           |
|----------------------|--------|--------|--------|---|-----------|
| Conflicting Flow All | 456    | 0      | -      | 0 | 837 385   |
| Stage 1              | -      | -      | -      | - | 382 -     |
| Stage 2              | -      | -      | -      | - | 455 -     |
| Critical Hdwy        | 4.1    | -      | -      | - | 6.43 6.2  |
| Critical Hdwy Stg 1  | -      | -      | -      | - | 5.43 -    |
| Critical Hdwy Stg 2  | -      | -      | -      | - | 5.43 -    |
| Follow-up Hdwy       | 2.2    | -      | -      | - | 3.527 3.3 |
| Pot Cap-1 Maneuver   | 1115   | -      | -      | - | 335 667   |
| Stage 1              | -      | -      | -      | - | 688 -     |
| Stage 2              | -      | -      | -      | - | 637 -     |
| Platoon blocked, %   |        | -      | -      | - |           |
| Mov Cap-1 Maneuver   | 1104   | -      | -      | - | 318 659   |
| Mov Cap-2 Maneuver   | -      | -      | -      | - | 318 -     |
| Stage 1              | -      | -      | -      | - | 658 -     |
| Stage 2              | -      | -      | -      | - | 631 -     |

| Approach             | EB  | WB | SB |
|----------------------|-----|----|----|
| HCM Control Delay, s | 0.7 | 0  | 21 |
| HCM LOS              |     |    | C  |

| Minor Lane/Major Mvmt | EBL   | EBT | WBT | WBR | SBLn1 | SBLn2 |
|-----------------------|-------|-----|-----|-----|-------|-------|
| Capacity (veh/h)      | 1104  | -   | -   | -   | 318   | 659   |
| HCM Lane V/C Ratio    | 0.033 | -   | -   | -   | 0.391 | 0.044 |
| HCM Control Delay (s) | 8.4   | -   | -   | -   | 23.4  | 10.7  |
| HCM Lane LOS          | A     | -   | -   | -   | C     | B     |
| HCM 95th %tile Q(veh) | 0.1   | -   | -   | -   | 1.8   | 0.1   |



Existing+Project+PassBy - Tuesday (PM)  
 2: N Main St & Madrid St /Harden Pkwy

Existing + Project + PassBy  
 Timing Plan: Tuesday (PM)



| Movement                     | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations          | ↖    | ↗    | ↘    | ↖    | ↗    | ↘    | ↖    | ↗    | ↘    | ↖    | ↗    | ↘    |
| Traffic Volume (veh/h)       | 96   | 140  | 151  | 292  | 144  | 168  | 173  | 734  | 195  | 278  | 817  | 108  |
| Future Volume (veh/h)        | 96   | 140  | 151  | 292  | 144  | 168  | 173  | 734  | 195  | 278  | 817  | 108  |
| Initial Q (Qb), veh          | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Ped-Bike Adj(A_pbT)          | 1.00 |      | 0.97 | 1.00 |      | 0.96 | 1.00 |      | 0.98 | 1.00 |      | 0.96 |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach        |      | No   |      |      | No   |      |      | No   |      |      | No   |      |
| Adj Sat Flow, veh/h/ln       | 1900 | 1870 | 1870 | 1870 | 1870 | 1885 | 1870 | 1856 | 1900 | 1900 | 1811 | 1885 |
| Adj Flow Rate, veh/h         | 99   | 144  | 156  | 230  | 260  | 177  | 197  | 834  | 222  | 299  | 878  | 116  |
| Peak Hour Factor             | 0.97 | 0.97 | 0.97 | 0.95 | 0.95 | 0.95 | 0.88 | 0.88 | 0.88 | 0.93 | 0.93 | 0.93 |
| Percent Heavy Veh, %         | 0    | 2    | 2    | 2    | 2    | 1    | 2    | 3    | 0    | 0    | 6    | 1    |
| Cap, veh/h                   | 274  | 283  | 232  | 329  | 346  | 284  | 234  | 1237 | 387  | 337  | 1479 | 458  |
| Arrive On Green              | 0.15 | 0.15 | 0.15 | 0.18 | 0.18 | 0.18 | 0.13 | 0.24 | 0.24 | 0.19 | 0.30 | 0.30 |
| Sat Flow, veh/h              | 1810 | 1870 | 1535 | 1781 | 1870 | 1536 | 1781 | 5066 | 1584 | 1810 | 4944 | 1530 |
| Grp Volume(v), veh/h         | 99   | 144  | 156  | 230  | 260  | 177  | 197  | 834  | 222  | 299  | 878  | 116  |
| Grp Sat Flow(s),veh/h/ln     | 1810 | 1870 | 1535 | 1781 | 1870 | 1536 | 1781 | 1689 | 1584 | 1810 | 1648 | 1530 |
| Q Serve(g_s), s              | 5.1  | 7.4  | 10.0 | 12.6 | 13.8 | 11.1 | 11.3 | 15.6 | 12.9 | 16.8 | 15.8 | 6.0  |
| Cycle Q Clear(g_c), s        | 5.1  | 7.4  | 10.0 | 12.6 | 13.8 | 11.1 | 11.3 | 15.6 | 12.9 | 16.8 | 15.8 | 6.0  |
| Prop In Lane                 | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 |
| Lane Grp Cap(c), veh/h       | 274  | 283  | 232  | 329  | 346  | 284  | 234  | 1237 | 387  | 337  | 1479 | 458  |
| V/C Ratio(X)                 | 0.36 | 0.51 | 0.67 | 0.70 | 0.75 | 0.62 | 0.84 | 0.67 | 0.57 | 0.89 | 0.59 | 0.25 |
| Avail Cap(c_a), veh/h        | 433  | 447  | 367  | 426  | 447  | 367  | 477  | 1696 | 530  | 485  | 1655 | 512  |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)           | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh     | 39.8 | 40.8 | 41.9 | 39.9 | 40.3 | 39.3 | 44.4 | 35.8 | 34.7 | 41.5 | 31.2 | 27.8 |
| Incr Delay (d2), s/veh       | 0.8  | 1.4  | 3.3  | 3.4  | 5.2  | 2.2  | 8.1  | 0.6  | 1.3  | 13.4 | 0.5  | 0.3  |
| Initial Q Delay(d3),s/veh    | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(50%),veh/ln     | 2.3  | 3.5  | 4.0  | 5.8  | 6.8  | 4.3  | 5.5  | 6.4  | 5.1  | 8.7  | 6.3  | 2.2  |
| Unsig. Movement Delay, s/veh |      |      |      |      |      |      |      |      |      |      |      |      |
| LnGrp Delay(d),s/veh         | 40.6 | 42.2 | 45.2 | 43.3 | 45.5 | 41.5 | 52.4 | 36.4 | 36.1 | 54.9 | 31.7 | 28.1 |
| LnGrp LOS                    | D    | D    | D    | D    | D    | D    | D    | D    | D    | D    | C    | C    |
| Approach Vol, veh/h          |      | 399  |      |      | 667  |      |      | 1253 |      |      | 1293 |      |
| Approach Delay, s/veh        |      | 43.0 |      |      | 43.7 |      |      | 38.9 |      |      | 36.7 |      |
| Approach LOS                 |      | D    |      |      | D    |      |      | D    |      |      | D    |      |
| Timer - Assigned Phs         | 1    | 2    |      | 4    | 5    | 6    |      | 8    |      |      |      |      |
| Phs Duration (G+Y+Rc), s     | 25.6 | 31.6 |      | 21.9 | 19.8 | 37.4 |      | 25.4 |      |      |      |      |
| Change Period (Y+Rc), s      | 6.1  | 6.1  |      | 6.1  | 6.1  | 6.1  |      | 6.1  |      |      |      |      |
| Max Green Setting (Gmax), s  | 28.0 | 35.0 |      | 25.0 | 28.0 | 35.0 |      | 25.0 |      |      |      |      |
| Max Q Clear Time (g_c+I1), s | 18.8 | 17.6 |      | 12.0 | 13.3 | 17.8 |      | 15.8 |      |      |      |      |
| Green Ext Time (p_c), s      | 0.6  | 6.3  |      | 1.3  | 0.5  | 6.2  |      | 2.1  |      |      |      |      |

Intersection Summary

|                    |      |
|--------------------|------|
| HCM 6th Ctrl Delay | 39.4 |
| HCM 6th LOS        | D    |

Notes

- User approved pedestrian interval to be less than phase max green.
- User approved volume balancing among the lanes for turning movement.



| Intersection             |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh         | 4.3  |      |      |      |      |      |
| Movement                 | EBL  | EBT  | WBT  | WBR  | SBL  | SBR  |
| Lane Configurations      | ↘    | ↑    | ↗    |      | ↘    | ↗    |
| Traffic Vol, veh/h       | 19   | 329  | 224  | 189  | 161  | 34   |
| Future Vol, veh/h        | 19   | 329  | 224  | 189  | 161  | 34   |
| Conflicting Peds, #/hr   | 1    | 0    | 0    | 1    | 2    | 1    |
| Sign Control             | Free | Free | Free | Free | Stop | Stop |
| RT Channelized           | -    | None | -    | None | -    | None |
| Storage Length           | 135  | -    | -    | -    | 0    | 0    |
| Veh in Median Storage, # | -    | 0    | 0    | -    | 0    | -    |
| Grade, %                 | -    | 0    | 0    | -    | 0    | -    |
| Peak Hour Factor         | 92   | 92   | 91   | 91   | 94   | 94   |
| Heavy Vehicles, %        | 0    | 1    | 2    | 0    | 2    | 0    |
| Mvmt Flow                | 21   | 358  | 246  | 208  | 171  | 36   |

| Major/Minor          | Major1 | Major2 | Minor2 |   |       |
|----------------------|--------|--------|--------|---|-------|
| Conflicting Flow All | 455    | 0      | -      | 0 | 753   |
| Stage 1              | -      | -      | -      | - | 351   |
| Stage 2              | -      | -      | -      | - | 402   |
| Critical Hdwy        | 4.1    | -      | -      | - | 6.42  |
| Critical Hdwy Stg 1  | -      | -      | -      | - | 5.42  |
| Critical Hdwy Stg 2  | -      | -      | -      | - | 5.42  |
| Follow-up Hdwy       | 2.2    | -      | -      | - | 3.518 |
| Pot Cap-1 Maneuver   | 1116   | -      | -      | - | 377   |
| Stage 1              | -      | -      | -      | - | 713   |
| Stage 2              | -      | -      | -      | - | 676   |
| Platoon blocked, %   |        | -      | -      | - |       |
| Mov Cap-1 Maneuver   | 1115   | -      | -      | - | 369   |
| Mov Cap-2 Maneuver   | -      | -      | -      | - | 369   |
| Stage 1              | -      | -      | -      | - | 699   |
| Stage 2              | -      | -      | -      | - | 675   |

| Approach             | EB  | WB | SB   |
|----------------------|-----|----|------|
| HCM Control Delay, s | 0.5 | 0  | 20.7 |
| HCM LOS              |     |    | C    |

| Minor Lane/Major Mvmt | EBL   | EBT | WBT | WBR | SBLn1 | SBLn2 |
|-----------------------|-------|-----|-----|-----|-------|-------|
| Capacity (veh/h)      | 1115  | -   | -   | -   | 369   | 695   |
| HCM Lane V/C Ratio    | 0.019 | -   | -   | -   | 0.464 | 0.052 |
| HCM Control Delay (s) | 8.3   | -   | -   | -   | 22.9  | 10.5  |
| HCM Lane LOS          | A     | -   | -   | -   | C     | B     |
| HCM 95th %tile Q(veh) | 0.1   | -   | -   | -   | 2.4   | 0.2   |

Existing+Project+PassBy - Saturday (MD)  
 2: N Main St & Madrid St /Harden Pkwy

Existing + Project+PassBy  
 Timing Plan: Saturday (MD)



| Movement                     | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations          | ↖    | ↑    | ↗    | ↖    | ↖    | ↗    | ↖    | ↑↑↑  | ↗    | ↖    | ↑↑↑  | ↗    |
| Traffic Volume (veh/h)       | 134  | 156  | 201  | 309  | 114  | 199  | 217  | 888  | 198  | 244  | 842  | 120  |
| Future Volume (veh/h)        | 134  | 156  | 201  | 309  | 114  | 199  | 217  | 888  | 198  | 244  | 842  | 120  |
| Initial Q (Qb), veh          | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Ped-Bike Adj(A_pbT)          | 1.00 |      | 0.98 | 1.00 |      | 0.98 | 1.00 |      | 0.99 | 1.00 |      | 0.99 |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach        |      | No   |      |      | No   |      |      | No   |      |      | No   |      |
| Adj Sat Flow, veh/h/ln       | 1900 | 1870 | 1885 | 1885 | 1885 | 1870 | 1900 | 1811 | 1885 | 1885 | 1826 | 1885 |
| Adj Flow Rate, veh/h         | 144  | 168  | 216  | 222  | 263  | 209  | 233  | 955  | 213  | 262  | 905  | 129  |
| Peak Hour Factor             | 0.93 | 0.93 | 0.93 | 0.95 | 0.95 | 0.95 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Percent Heavy Veh, %         | 0    | 2    | 1    | 1    | 1    | 2    | 0    | 6    | 1    | 1    | 5    | 1    |
| Cap, veh/h                   | 315  | 326  | 273  | 322  | 338  | 279  | 269  | 1268 | 406  | 298  | 1364 | 431  |
| Arrive On Green              | 0.17 | 0.17 | 0.17 | 0.18 | 0.18 | 0.18 | 0.15 | 0.26 | 0.26 | 0.17 | 0.27 | 0.27 |
| Sat Flow, veh/h              | 1810 | 1870 | 1567 | 1795 | 1885 | 1556 | 1810 | 4944 | 1583 | 1795 | 4985 | 1574 |
| Grp Volume(v), veh/h         | 144  | 168  | 216  | 222  | 263  | 209  | 233  | 955  | 213  | 262  | 905  | 129  |
| Grp Sat Flow(s),veh/h/ln     | 1810 | 1870 | 1567 | 1795 | 1885 | 1556 | 1810 | 1648 | 1583 | 1795 | 1662 | 1574 |
| Q Serve(g_s), s              | 7.8  | 8.9  | 14.4 | 12.6 | 14.5 | 13.9 | 13.7 | 19.4 | 12.6 | 15.5 | 17.6 | 7.1  |
| Cycle Q Clear(g_c), s        | 7.8  | 8.9  | 14.4 | 12.6 | 14.5 | 13.9 | 13.7 | 19.4 | 12.6 | 15.5 | 17.6 | 7.1  |
| Prop In Lane                 | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 |
| Lane Grp Cap(c), veh/h       | 315  | 326  | 273  | 322  | 338  | 279  | 269  | 1268 | 406  | 298  | 1364 | 431  |
| V/C Ratio(X)                 | 0.46 | 0.52 | 0.79 | 0.69 | 0.78 | 0.75 | 0.87 | 0.75 | 0.52 | 0.88 | 0.66 | 0.30 |
| Avail Cap(c_a), veh/h        | 415  | 429  | 360  | 412  | 433  | 357  | 465  | 1588 | 508  | 461  | 1601 | 506  |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)           | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh     | 40.4 | 40.8 | 43.1 | 41.9 | 42.6 | 42.4 | 45.3 | 37.3 | 34.8 | 44.4 | 35.1 | 31.3 |
| Incr Delay (d2), s/veh       | 1.0  | 1.3  | 8.6  | 3.4  | 6.7  | 6.4  | 8.2  | 1.6  | 1.1  | 11.7 | 0.8  | 0.4  |
| Initial Q Delay(d3),s/veh    | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(50%),veh/ln     | 3.5  | 4.2  | 6.2  | 5.9  | 7.3  | 5.8  | 6.7  | 7.9  | 4.9  | 7.8  | 7.1  | 2.7  |
| Unsig. Movement Delay, s/veh |      |      |      |      |      |      |      |      |      |      |      |      |
| LnGrp Delay(d),s/veh         | 41.4 | 42.1 | 51.7 | 45.2 | 49.3 | 48.7 | 53.5 | 38.9 | 35.8 | 56.1 | 35.9 | 31.7 |
| LnGrp LOS                    | D    | D    | D    | D    | D    | D    | D    | D    | D    | E    | D    | C    |
| Approach Vol, veh/h          |      | 528  |      |      | 694  |      |      | 1401 |      |      | 1296 |      |
| Approach Delay, s/veh        |      | 45.8 |      |      | 47.8 |      |      | 40.9 |      |      | 39.6 |      |
| Approach LOS                 |      | D    |      |      | D    |      |      | D    |      |      | D    |      |
| Timer - Assigned Phs         | 1    | 2    |      | 4    | 5    | 6    |      | 8    |      |      |      |      |
| Phs Duration (G+Y+Rc), s     | 24.2 | 34.1 |      | 25.1 | 22.3 | 35.9 |      | 25.6 |      |      |      |      |
| Change Period (Y+Rc), s      | 6.1  | 6.1  |      | 6.1  | 6.1  | 6.1  |      | 6.1  |      |      |      |      |
| Max Green Setting (Gmax), s  | 28.0 | 35.0 |      | 25.0 | 28.0 | 35.0 |      | 25.0 |      |      |      |      |
| Max Q Clear Time (g_c+I1), s | 17.5 | 21.4 |      | 16.4 | 15.7 | 19.6 |      | 16.5 |      |      |      |      |
| Green Ext Time (p_c), s      | 0.6  | 6.3  |      | 1.5  | 0.5  | 6.1  |      | 2.0  |      |      |      |      |

Intersection Summary

|                    |      |
|--------------------|------|
| HCM 6th Ctrl Delay | 42.3 |
| HCM 6th LOS        | D    |

Notes

- User approved pedestrian interval to be less than phase max green.
- User approved volume balancing among the lanes for turning movement.





Existing Conditions - Tuesday (MD)  
 2: N Main St & Madrid St /Harden Pkwy

Existing Condition  
 Timing Plan: Tuesday (MD)



| Lane Group              | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Group Flow (vph)   | 94   | 105  | 160  | 183  | 185  | 176  | 137  | 778  | 224  | 202  | 753  | 43   |
| v/c Ratio               | 0.45 | 0.48 | 0.50 | 0.63 | 0.61 | 0.43 | 0.56 | 0.63 | 0.42 | 0.65 | 0.51 | 0.08 |
| Control Delay           | 52.1 | 52.5 | 13.2 | 50.5 | 49.7 | 9.9  | 52.3 | 35.6 | 10.6 | 50.4 | 30.7 | 0.3  |
| Queue Delay             | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Total Delay             | 52.1 | 52.5 | 13.2 | 50.5 | 49.7 | 9.9  | 52.3 | 35.6 | 10.6 | 50.4 | 30.7 | 0.3  |
| Queue Length 50th (ft)  | 55   | 61   | 0    | 110  | 111  | 0    | 80   | 153  | 17   | 117  | 138  | 0    |
| Queue Length 95th (ft)  | 122  | 134  | 55   | 232  | 233  | 63   | 174  | 256  | 92   | 237  | 230  | 0    |
| Internal Link Dist (ft) |      | 859  |      |      | 750  |      |      | 3293 |      |      | 241  |      |
| Turn Bay Length (ft)    | 225  |      | 130  | 265  |      |      | 245  |      | 145  | 265  |      | 145  |
| Base Capacity (vph)     | 473  | 493  | 525  | 449  | 463  | 533  | 520  | 1799 | 693  | 530  | 1931 | 664  |
| Starvation Cap Reductn  | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Spillback Cap Reductn   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Storage Cap Reductn     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Reduced v/c Ratio       | 0.20 | 0.21 | 0.30 | 0.41 | 0.40 | 0.33 | 0.26 | 0.43 | 0.32 | 0.38 | 0.39 | 0.06 |

Intersection Summary

Existing Conditions - Tuesday (PM)  
 2: N Main St & Madrid St /Harden Pkwy

Existing Condition  
 Timing Plan: Tuesday (PM)



| Lane Group              | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Group Flow (vph)   | 82   | 136  | 137  | 224  | 228  | 179  | 178  | 842  | 224  | 301  | 886  | 97   |
| v/c Ratio               | 0.36 | 0.58 | 0.44 | 0.73 | 0.72 | 0.42 | 0.66 | 0.66 | 0.42 | 0.79 | 0.58 | 0.18 |
| Control Delay           | 53.1 | 59.3 | 12.8 | 60.4 | 59.2 | 9.7  | 59.2 | 41.2 | 12.9 | 59.9 | 35.5 | 4.1  |
| Queue Delay             | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Total Delay             | 53.1 | 59.3 | 12.8 | 60.4 | 59.2 | 9.7  | 59.2 | 41.2 | 12.9 | 59.9 | 35.5 | 4.1  |
| Queue Length 50th (ft)  | 57   | 98   | 0    | 166  | 168  | 0    | 128  | 208  | 29   | 211  | 199  | 0    |
| Queue Length 95th (ft)  | 115  | 177  | 59   | #296 | 295  | 64   | 214  | 279  | 100  | #387 | 296  | 27   |
| Internal Link Dist (ft) |      | 859  |      |      | 750  |      |      | 3293 |      |      | 241  |      |
| Turn Bay Length (ft)    | 225  |      | 130  | 265  |      |      | 245  |      | 145  | 265  |      | 145  |
| Base Capacity (vph)     | 420  | 433  | 463  | 391  | 404  | 498  | 461  | 1641 | 632  | 470  | 1687 | 598  |
| Starvation Cap Reductn  | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Spillback Cap Reductn   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Storage Cap Reductn     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Reduced v/c Ratio       | 0.20 | 0.31 | 0.30 | 0.57 | 0.56 | 0.36 | 0.39 | 0.51 | 0.35 | 0.64 | 0.53 | 0.16 |

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Existing Conditions - Saturday (MD)  
 2: N Main St & Madrid St /Harden Pkwy

Existing Condition  
 Timing Plan: Saturday (MD)



| Lane Group              | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Group Flow (vph)   | 114  | 154  | 185  | 214  | 220  | 213  | 201  | 968  | 216  | 266  | 917  | 99   |
| v/c Ratio               | 0.46 | 0.60 | 0.50 | 0.72 | 0.72 | 0.48 | 0.69 | 0.73 | 0.41 | 0.77 | 0.61 | 0.18 |
| Control Delay           | 54.8 | 59.5 | 11.7 | 61.4 | 61.2 | 9.9  | 60.2 | 43.0 | 16.1 | 61.7 | 37.8 | 4.6  |
| Queue Delay             | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Total Delay             | 54.8 | 59.5 | 11.7 | 61.4 | 61.2 | 9.9  | 60.2 | 43.0 | 16.1 | 61.7 | 37.8 | 4.6  |
| Queue Length 50th (ft)  | 84   | 116  | 0    | 165  | 170  | 0    | 151  | 244  | 41   | 198  | 215  | 0    |
| Queue Length 95th (ft)  | 151  | 197  | 67   | 285  | 291  | 70   | 247  | 347  | 125  | 325  | 323  | 30   |
| Internal Link Dist (ft) |      | 859  |      |      | 750  |      |      | 3293 |      |      | 241  |      |
| Turn Bay Length (ft)    | 225  |      | 130  | 265  |      |      | 245  |      | 145  | 265  |      | 145  |
| Base Capacity (vph)     | 411  | 424  | 499  | 387  | 397  | 517  | 461  | 1563 | 598  | 456  | 1662 | 595  |
| Starvation Cap Reductn  | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Spillback Cap Reductn   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Storage Cap Reductn     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Reduced v/c Ratio       | 0.28 | 0.36 | 0.37 | 0.55 | 0.55 | 0.41 | 0.44 | 0.62 | 0.36 | 0.58 | 0.55 | 0.17 |

Intersection Summary

Existing+Project+PassBy - Tuesday (MD)  
 2: N Main St & Madrid St /Harden Pkwy

Existing + Project + PassBy  
 Timing Plan: Tuesday (MD)



| Lane Group              | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Group Flow (vph)   | 123  | 119  | 192  | 188  | 191  | 173  | 169  | 766  | 221  | 200  | 742  | 71   |
| v/c Ratio               | 0.52 | 0.48 | 0.52 | 0.64 | 0.63 | 0.43 | 0.61 | 0.63 | 0.42 | 0.65 | 0.55 | 0.14 |
| Control Delay           | 52.8 | 51.2 | 12.1 | 52.4 | 51.5 | 10.1 | 52.9 | 37.2 | 10.8 | 51.9 | 34.3 | 1.2  |
| Queue Delay             | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Total Delay             | 52.8 | 51.2 | 12.1 | 52.4 | 51.5 | 10.1 | 52.9 | 37.2 | 10.8 | 51.9 | 34.3 | 1.2  |
| Queue Length 50th (ft)  | 72   | 70   | 0    | 113  | 115  | 0    | 99   | 154  | 16   | 117  | 143  | 0    |
| Queue Length 95th (ft)  | 154  | 148  | 58   | 247  | 248  | 64   | 211  | 262  | 91   | 241  | 244  | 5    |
| Internal Link Dist (ft) |      | 433  |      |      | 750  |      |      | 3293 |      |      | 399  |      |
| Turn Bay Length (ft)    | 225  |      | 130  | 265  |      |      | 245  |      | 145  | 265  |      | 145  |
| Base Capacity (vph)     | 464  | 484  | 542  | 441  | 456  | 524  | 510  | 1766 | 684  | 520  | 1869 | 646  |
| Starvation Cap Reductn  | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Spillback Cap Reductn   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Storage Cap Reductn     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Reduced v/c Ratio       | 0.27 | 0.25 | 0.35 | 0.43 | 0.42 | 0.33 | 0.33 | 0.43 | 0.32 | 0.38 | 0.40 | 0.11 |

Intersection Summary



Existing+Project+PassBy - Tuesday (PM)  
 2: N Main St & Madrid St /Harden Pkwy

Existing + Project + PassBy  
 Timing Plan: Tuesday (PM)



| Lane Group              | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Group Flow (vph)   | 99   | 144  | 156  | 227  | 232  | 177  | 197  | 834  | 222  | 299  | 878  | 116  |
| v/c Ratio               | 0.42 | 0.59 | 0.46 | 0.73 | 0.72 | 0.41 | 0.68 | 0.67 | 0.42 | 0.80 | 0.61 | 0.22 |
| Control Delay           | 54.0 | 59.2 | 12.3 | 60.7 | 59.6 | 9.7  | 59.4 | 41.9 | 12.8 | 60.8 | 37.6 | 6.9  |
| Queue Delay             | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Total Delay             | 54.0 | 59.2 | 12.3 | 60.7 | 59.6 | 9.7  | 59.4 | 41.9 | 12.8 | 60.8 | 37.6 | 6.9  |
| Queue Length 50th (ft)  | 71   | 106  | 0    | 169  | 173  | 0    | 144  | 210  | 29   | 215  | 206  | 0    |
| Queue Length 95th (ft)  | 135  | 185  | 62   | #312 | #306 | 64   | 233  | 278  | 98   | #386 | 301  | 44   |
| Internal Link Dist (ft) |      | 433  |      |      | 750  |      |      | 3293 |      |      | 399  |      |
| Turn Bay Length (ft)    | 225  |      | 130  | 265  |      |      | 245  |      | 145  | 265  |      | 145  |
| Base Capacity (vph)     | 418  | 431  | 476  | 389  | 403  | 495  | 459  | 1632 | 630  | 468  | 1643 | 585  |
| Starvation Cap Reductn  | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Spillback Cap Reductn   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Storage Cap Reductn     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Reduced v/c Ratio       | 0.24 | 0.33 | 0.33 | 0.58 | 0.58 | 0.36 | 0.43 | 0.51 | 0.35 | 0.64 | 0.53 | 0.20 |

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Existing+Project+PassBy - Saturday (MD)  
 2: N Main St & Madrid St /Harden Pkwy

Existing + Project+PassBy  
 Timing Plan: Saturday (MD)



| Lane Group              | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Group Flow (vph)   | 144  | 168  | 216  | 221  | 224  | 209  | 233  | 955  | 213  | 262  | 905  | 129  |
| v/c Ratio               | 0.55 | 0.62 | 0.52 | 0.74 | 0.73 | 0.47 | 0.74 | 0.73 | 0.41 | 0.77 | 0.65 | 0.25 |
| Control Delay           | 56.7 | 59.2 | 11.1 | 63.1 | 62.0 | 9.9  | 61.7 | 44.0 | 16.2 | 62.7 | 40.8 | 9.2  |
| Queue Delay             | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Total Delay             | 56.7 | 59.2 | 11.1 | 63.1 | 62.0 | 9.9  | 61.7 | 44.0 | 16.2 | 62.7 | 40.8 | 9.2  |
| Queue Length 50th (ft)  | 108  | 128  | 0    | 173  | 175  | 0    | 178  | 249  | 41   | 199  | 227  | 5    |
| Queue Length 95th (ft)  | 186  | 212  | 72   | #298 | 298  | 71   | 286  | 345  | 123  | 322  | 323  | 58   |
| Internal Link Dist (ft) |      | 433  |      |      | 750  |      |      | 3293 |      |      | 399  |      |
| Turn Bay Length (ft)    | 225  |      | 130  | 265  |      |      | 245  |      | 145  | 265  |      | 145  |
| Base Capacity (vph)     | 407  | 420  | 519  | 383  | 393  | 511  | 455  | 1544 | 593  | 451  | 1590 | 574  |
| Starvation Cap Reductn  | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Spillback Cap Reductn   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Storage Cap Reductn     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Reduced v/c Ratio       | 0.35 | 0.40 | 0.42 | 0.58 | 0.57 | 0.41 | 0.51 | 0.62 | 0.36 | 0.58 | 0.57 | 0.22 |

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Appendix C

Sample Sites' Drive-Thru Queue Data (Post-COVID)

SUMMARY OF DRIVE-THROUGH QUEUEING DATA COLLECTION  
 RAISING CANE'S - TYPICAL WEEKDAY (POST COVID)  
 AVERAGE, 85TH PERCENTILE, AND PEAK QUEUES

| Time Period    | Number of Drive-through Vehicles in the Queue |           |         |                               |           |         |            |           |         |
|----------------|---|-----------|---------|-------------------------------|-----------|---------|------------|-----------|---------|
|                | Average Queue                                 |           |         | 85th %-ile <sup>1</sup> Queue |           |         | Peak Queue |           |         |
|                | Vacaville                                     | Elk Grove | Manteca | Vacaville                     | Elk Grove | Manteca | Vacaville  | Elk Grove | Manteca |
| <b>Lunch</b>   |   |           |         |                               |           |         |            |           |         |
| 11:00-11:15 AM | 5.7   | 2.8       | 1.4     | 7                             | 4.0       | 3.0     | 10         | 6         | 3       |
| 11:15-11:30 AM | 4.3   | 1.9       | 3.5     | 7.0                           | 4.0       | 6.0     | 7          | 5         | 7       |
| 11:30-11:45 AM | 6.9   | 2.7       | 1.9     | 9.0                           | 4.0       | 2.9     | 10         | 5         | 4       |
| 11:45-12:00 PM | 7.9   | 2.6       | 4.3     | 9.0                           | 3.9       | 8.0     | 10         | 5         | 11      |
| 12:00-12:15 PM | 9.1   | 10.1      | 11.8    | 10.0                          | 13.0      | 12.9    | 10         | 14        | 14      |
| 12:15-12:30 PM | 9.8   | 6.3       | 5.9     | 11.0                          | 10.0      | 9.0     | 13         | 13        | 10      |
| 12:30-12:45 PM | 14.5  | 4.4       | 12.1    | 15.0                          | 6.0       | 15.9    | 17         | 8         | 16      |
| 12:45-1:00 PM  | 8.2   | 5.3       | 10.9    | 10.0                          | 6.0       | 12.0    | 12         | 8         | 13      |
| 1:00-1:15 PM   | 6.5   | 5.2       | 5.3     | 9.9                           | 7.9       | 8.0     | 11         | 8         | 8       |
| 1:15-1:30 PM   | 7.2   | 5.0       | 5.1     | 9.0                           | 6.0       | 7.0     | 11         | 7         | 8       |
| 1:30-1:45 PM   | 6.9   | 7.2       | 4.2     | 9.9                           | 8.0       | 8.0     | 11         | 9         | 9       |
| 1:45-2:00 PM   | 4.5   | 11.0      | 3.1     | 5.9                           | 12.0      | 3.9     | 7          | 13        | 6       |
| Highest Value  | 14.5  | 11.0      | 12.1    | 15.0                          | 13.0      | 15.9    | 17         | 14        | 16      |
| <b>Dinner</b>  |   |           |         |                               |           |         |            |           |         |
| 4:00-4:15 PM   | 4.5   | 12.7      | 3.7     | 7.9                           | 13.9      | 5.0     | 8          | 14        | 6       |
| 4:15-4:30 PM   | 7.3   | 12.1      | 4.7     | 8.0                           | 13.9      | 5.9     | 10         | 15        | 9       |
| 4:30-4:45 PM   | 8.5   | 15.4      | 8.3     | 11.0                          | 16.9      | 9.0     | 12         | 18        | 10      |
| 4:45-5:00 PM   | 7.8   | 14.3      | 5.1     | 10.0                          | 16.9      | 7.0     | 10         | 18        | 9       |
| 5:00-5:15 PM   | 5.9   | 9.9       | 8.3     | 7.0                           | 12.9      | 11.0    | 8          | 13        | 13      |
| 5:15-5:30 PM   | 5.5   | 5.7       | 10.6    | 8.9                           | 7.9       | 12.0    | 9          | 8         | 14      |
| 5:30-5:45 PM   | 4.1   | 4.5       | 3.6     | 5.9                           | 6.0       | 7.0     | 7          | 8         | 8       |
| 5:45-1:00 PM   | 7.6   | 4.2       | 3.9     | 9.9                           | 6.0       | 6.9     | 10         | 6         | 9       |
| 6:00-6:15 PM   | 11.9  | 5.5       | 6.3     | 15.0                          | 7.0       | 8.9     | 16         | 7         | 9       |
| 6:15-6:30 PM   | 12.1  | 10.7      | 12.7    | 13.9                          | 15.0      | 15.0    | 17         | 16        | 17      |
| 6:30-6:45 PM   | 13.3  | 12.5      | 11.3    | 15.0                          | 13.0      | 13.0    | 16         | 14        | 14      |
| 6:45-7:00 PM   | 6.9   | 14.7      | 11.6    | 8.0                           | 16.0      | 13.9    | 9          | 17        | 15      |
| Highest Value  | 13.3  | 15.4      | 12.7    | 15.0                          | 16.9      | 15.0    | 17         | 18        | 17      |

Notes: <sup>1</sup>85th percentile = The queue will be less than the queue shown 85% of the time.

SUMMARY OF DRIVE-THROUGH QUEUEING DATA COLLECTION  
 RAISING CANE'S - SATURDAY (POST COVID)  
 AVERAGE, 85TH PERCENTILE, AND PEAK QUEUES

| Time Period    | Number of Drive-through Vehicles in the Queue |           |         |                               |           |         |            |           |         |
|----------------|---|-----------|---------|-------------------------------|-----------|---------|------------|-----------|---------|
|                | Average Queue                                 |           |         | 85th %-ile <sup>1</sup> Queue |           |         | Peak Queue |           |         |
|                | Vacaville                                     | Elk Grove | Manteca | Vacaville                     | Elk Grove | Manteca | Vacaville  | Elk Grove | Manteca |
| <b>Lunch</b>   |   |           |         |                               |           |         |            |           |         |
| 11:00-11:15 AM | 3.1   | 2.1       | 4.3     | 0                             | 4.8       | 6.0     | 4          | 5         | 7       |
| 11:15-11:30 AM | 4.9   | 3.3       | 3.0     | 7.0                           | 4.0       | 4.0     | 8          | 4         | 5       |
| 11:30-11:45 AM | 7.1   | 6.9       | 3.1     | 9.0                           | 8.0       | 5.0     | 10         | 9         | 8       |
| 11:45-12:00 PM | 10.0  | 1.9       | 4.9     | 11.0                          | 2.9       | 6.0     | 12         | 4         | 7       |
| 12:00-12:15 PM | 7.0   | 1.9       | 5.8     | 9.9                           | 2.9       | 7.9     | 11         | 4         | 9       |
| 12:15-12:30 PM | 3.4   | 2.1       | 7.7     | 4.9                           | 3.0       | 9.0     | 6          | 4         | 10      |
| 12:30-12:45 PM | 4.0   | 1.4       | 11.7    | 6.0                           | 2.0       | 13.9    | 7          | 3         | 16      |
| 12:45-1:00 PM  | 9.1   | 3.1       | 11.1    | 11.9                          | 5.0       | 13.0    | 15         | 5         | 14      |
| 1:00-1:15 PM   | 12.3  | 3.5       | 13.3    | 14.9                          | 4.9       | 17.0    | 16         | 5         | 19      |
| 1:15-1:30 PM   | 15.5  | 5.0       | 13.9    | 20.6                          | 7.0       | 17.0    | 22         | 11        | 18      |
| 1:30-1:45 PM   | 15.5  | 5.3       | 17.7    | 17.0                          | 7.9       | 19.0    | 19         | 9         | 20      |
| 1:45-2:00 PM   | 11.4  | 7.4       | 17.7    | 13.9                          | 9.0       | 19.9    | 15         | 10        | 21      |
| Highest Value  | 15.5  | 7.4       | 17.7    | 20.6                          | 9.0       | 19.9    | 22         | 11        | 21      |
| <b>Dinner</b>  |   |           |         |                               |           |         |            |           |         |
| 4:00-4:15 PM   | 14.6  | 16.5      | 16.8    | 15.0                          | 17.9      | 17.0    | 16         | 18        | 18      |
| 4:15-4:30 PM   | 11.5  | 13.2      | 12.3    | 12.9                          | 15.0      | 14.0    | 14         | 16        | 15      |
| 4:30-4:45 PM   | 14.0  | 8.6       | 12.2    | 15.0                          | 10.9      | 13.9    | 16         | 12        | 14      |
| 4:45-5:00 PM   | 10.0  | 6.9       | 11.6    | 13.9                          | 7.9       | 14.0    | 14         | 8         | 15      |
| 5:00-5:15 PM   | 5.0   | 2.5       | 11.3    | 6.0                           | 3.9       | 15.9    | 9          | 5         | 17      |
| 5:15-5:30 PM   | 11.5  | 1.1       | 16.1    | 13.9                          | 2.0       | 17.0    | 16         | 2         | 18      |
| 5:30-5:45 PM   | 15.9  | 1.7       | 13.1    | 17.0                          | 3.9       | 20.0    | 17         | 4         | 22      |
| 5:45-1:00 PM   | 14.9  | 2.9       | 4.8     | 16.0                          | 4.8       | 6.0     | 16         | 5         | 7       |
| 6:00-6:15 PM   | 14.0  | 2.7       | 8.8     | 15.9                          | 4.9       | 12.0    | 18         | 6         | 12      |
| 6:15-6:30 PM   | 12.1  | 5.6       | 12.7    | 14.0                          | 7.0       | 13.9    | 15         | 8         | 15      |
| 6:30-6:45 PM   | 18.1  | 4.2       | 13.9    | 19.0                          | 7.0       | 15.0    | 20         | 8         | 16      |
| 6:45-7:00 PM   | 17.7  | 5.2       | 14.7    | 18.9                          | 7.8       | 16.0    | 20         | 9         | 18      |
| Highest Value  | 18.1  | 16.5      | 16.8    | 19.0                          | 17.9      | 20.0    | 20         | 18        | 22      |

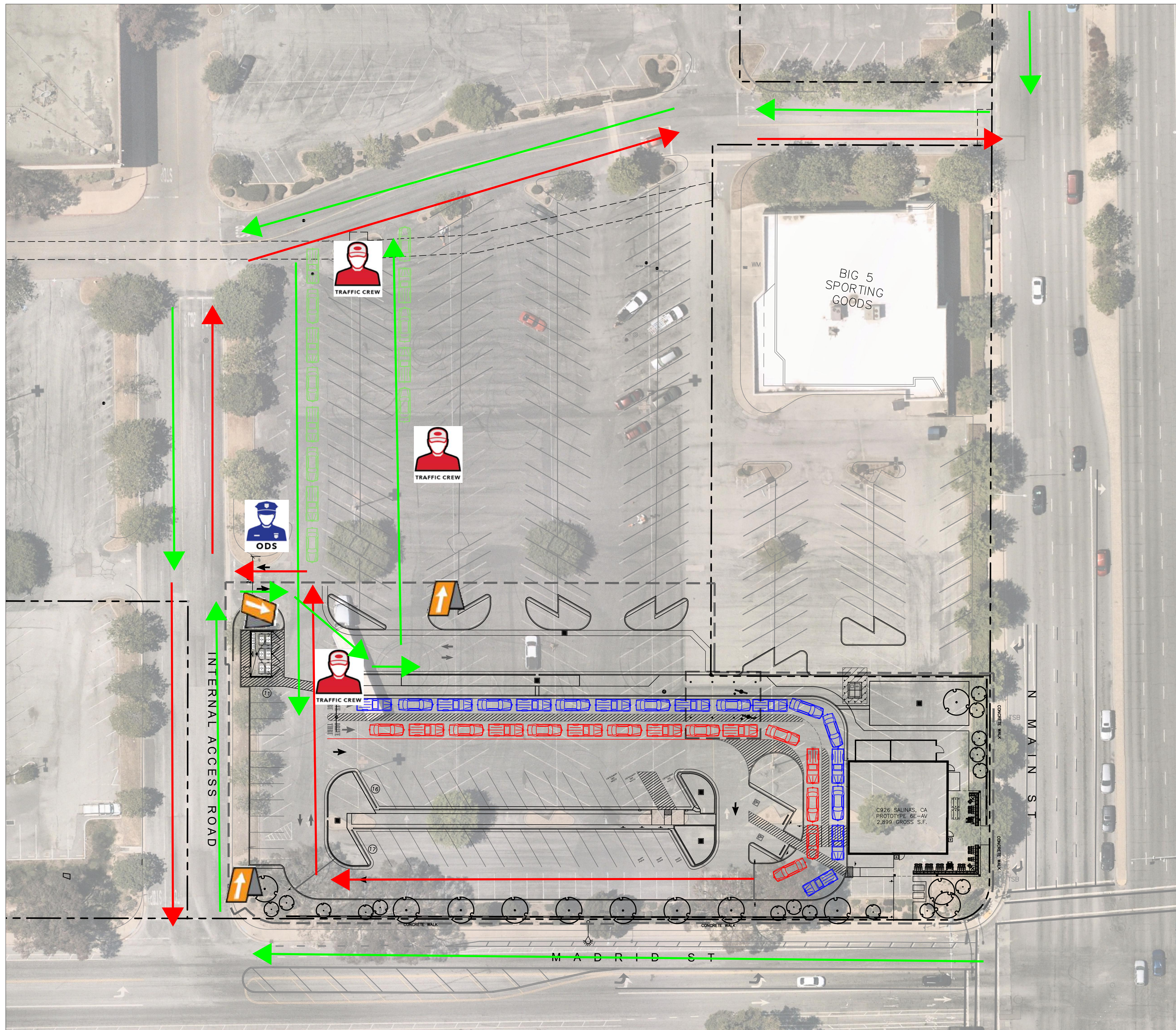
Notes: <sup>1</sup>85th percentile = The queue will be less than the queue shown 85% of the time.



Appendix D

Traffic Management Plan





### LEGEND

#### TRAFFIC DIRECTION

- Drive Thru
- Counter
- Exit

#### DIRECTIONAL SIGNAGE



#### TRAFFIC CONTROL

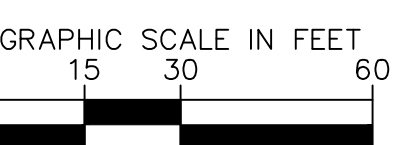
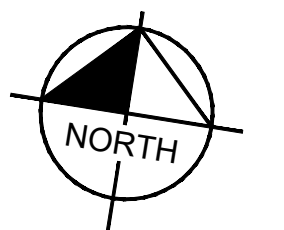


- 17 CARS
- 15 CARS
- 13 CARS
- 
- 45 CARS

### NOTES

\*DUAL DRIVE-THRU LANE OPERATIONS WITHIN SHOPPING CENTER

1. QUEUING CAPACITY: 45 VEHICLES (BASED ON 20-FT VEHICLE SPACING)
2. TWO (2) ORDER BOARDS WILL OPERATE AT ALL TIMES.
3. CREWMEMBERS TAKING HAND-HELD TABLET ORDERS THAT HAVE BEEN DEPLOYED AS DESCRIBED IN PHASE 2 (SHEET 2) WILL CONTINUE TO BE IN OPERATION.
4. A CREWMEMBER WILL BE DEDICATED OUTSIDE BUT STATIONED AT THE PICK-UP WINDOW. THIS CREWMEMBER WILL HAND THE FOOD TO PATRONS IN THE SECOND DRIVE-THRU LANE.
5. A CREWMEMBER WILL BE STAGED AT THE DRIVE THROUGH ENTRANCE DIRECTING CUSTOMERS INTO EACH LINE TO DISTRIBUTE THE QUEUE TO OPTIMIZE QUEUE STORAGE AND DRIVE-THROUGH EFFICIENCY. CREWMEMBER WILL DIRECT THE QUEUED VEHICLES TO ALLOW FOR PARKED CARS TO PARK AND PULL OUT OF PARKING STALLS AS WELL AS LEAVE THE RAISING CANE'S RESTAURANT AREA.
6. MOBILE ORDERS WILL BE REQUIRED TO USE THE DESIGNATED MOBILE ORDER PICKUP STALLS LOCATED IN FRONT OF THE STORE.
7. TAILGATE ORDERS, OR LARGE PARTY-SIZED ORDERS, WILL NOT BE PERMITTED FOR DRIVE-THROUGH CUSTOMERS.
8. DURING PEAK-HOUR SHIFTS, RAISING CANE'S STAFF WILL BE DIRECTED TO USE THE PARKING STALLS AT THE NW CORNER OF THE SITE SO AS TO LIMIT POTENTIAL CONFLICT WITH DRIVE-THRU QUEUE AND PARKING PATRONS.



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TITLE:  
**TRAFFIC MANAGEMENT PLAN**

PROJECT:  
**RC0929 - SALINAS, CA**

LOCATION:  
**MADRID & MAIN SALINAS, CA**

JOB NUMBER: 197445011

DATE: 4/28/2023

SHEET: 1 OF 1



**Appendix E**  
Queuing Calculations

**APPENDIX E**  
**DRIVE-THROUGH QUEUING ANALYSIS**

**Project:** Raising Cane - Northridge Mall  
**Location:** N. Main Street & Madrid Street, Salinas

**INPUT VALUES**

| Variable | Description  | Value |
|----------|--|-------|
| A =      | average number of vehicle arrivals per hour <sup>1</sup> | 74    |
| S =      | service rate, number of vehicles per hour                | 87    |
| I =      | traffic intensity, utilization factor = A/S              | 0.85  |
| Q =      | queue capacity (vehicles)                                | 34    |

**FORMULAS**

Average Length of Queue

$$\text{Avg } Q = A^2 / S(S-A) = I^2 / 1-I \quad 4.64$$

Probability of Q Number of Vehicles in Queue

$$P(Q) = (I)^Q (1-I) \quad 0.0520\%$$

Probability of Queue Exceeding Q Vehicles

$$\sum_{Q=0}^{Q=a} P(Q) \geq 0.95 \quad 0.2852\%$$

<sup>1</sup> For a worst-case analysis, 90% of the incoming 'Saturday Peak Hour of Generator' traffic is assumed to use the drive-thru and the remaining 10% park and eat.

Source: Institute of Transportation Engineers (ITE)  
Transportation Planning Handbook, 3rd Edition