NOTICE OF REGULAR COUNCIL MEETING

In accordance with § 38-431.02 of the Arizona Revised Statutes of the State of Arizona, notice is hereby given to the Members of City Council and to the general public that the Mayor and Council of the City of San Luis, Arizona will hold a Regular City Council meeting at 6:00 p.m., Wednesday, June 25, 2025. The meeting will take place at the City Council Chambers, located at 1090 E. Union Street, San Luis, Arizona, 85349. The public is invited to attend the open meeting.

In accordance with the Americans with Disabilities Act (ADA) and Section 504 of the Rehabilitation Act of 1973, the City of San Luis does not discriminate on the basis of disability in the admission of or access to, or treatment or employment in its programs, activities, or services. For information regarding rights and provisions of the ADA or Section 504, or to request reasonable accommodations for participation in City programs, activities, or services contact: ADA/Section 504 Coordinator, City of San Luis Human Resources Department, 1090 E. Union Street, San Luis, Arizona, 85349; (928) 341-8520.

Notice is hereby given that pursuant to A.R.S. § 1-602.A.9, subject to certain specified statutory exceptions, parents have a right to consent before the State or any of its political subdivisions make a video or audio recording of a minor child. Meetings of the City Council are audio and/or video recorded, and, as a result, proceedings in which children are present may be subject to such recordings. Parents in order to exercise their rights may either file written consent with the City Clerk to such recordings or take personal action to ensure that their child or children are not present when a recording may be made. If a child is present at the time a recording is made, the City will assume that the rights afforded parents pursuant to A.R.S. § 1-602.A.9 have been waived.

THIS NOTICE IS GIVEN BY:

/s/ Sonia Cornelio, City Clerk

AVISO DE JUNTA REGULAR

De acuerdo con los Estatutos del Estado de Arizona A.R.S. § 38-431.02, se le informa a los miembros del Cabildo y al público en general que el Alcalde y el Cabildo, tendrán una Junta Regular a las 6:00 p.m., el día Miercoles, 25 de Junio del 2025. La junta se llevará a cabo en la Sala del Cabildo, ubicada en el 1090 E. Union Street, San Luis, Arizona, 85349. El público está invitado a la junta.

De acuerdo con el Acta de Americanos con Discapacidades y la Sección 504 del Acta de Rehabilitación del 1973, la Ciudad de San Luis, Arizona no discrimina por causa de discapacidad la admisión y acceso a sus programas, actividades, servicios o en el trato en cuanto a empleo. Para más información referente a derechos y provisiones del Acta de Americanos con Discapacidades o Sección 504, o para solicitar adaptaciones que sean razonables para la participación en programas, actividades o servicios de la Ciudad, contactar al: Coordinador del Acta de Americanos con Discapacidades/Sección 504, Departamento de Recursos Humanos de la Ciudad de San Luis, Arizona, ubicado en el 1090 E. Union Street, San Luis, Arizona, 85349; (928) 341-8520.

Por medio de este aviso y de acuerdo con los Estatutos del Estado de Arizona A.R.S § 1-602.A.9, sujeto a ciertas excepciones reglamentarias, los padres de familia tienen el derecho de dar el consentimiento ante el Estado o cualquiera de sus subdivisiones políticas para hacer una grabación de audio o video de su hijo menor de edad. Las juntas del Cabildo se graban en audio y/o video y como resultado, el hecho de que haya menores presentes puede ser sujeto a que sean grabados. Para que los padres de familia puedan ejercer sus derechos pueden dar el consentimiento por escrito con la Secretaria de la Ciudad a tal grabación, o tomar acción personal para asegurarse que su hijo menor no esté presente cuando la grabación se lleve a cabo. Si un menor de edad está presente en el momento de la grabación, la Ciudad asumirá que los padres de familia están cediendo los derechos sobre una posible grabación de acuerdo con los Estatutos del Estado de Arizona A.R.S. § 1-602.A.9.

ESTE AVISO ES DADO POR:

/f/ Sonia Cornelio, Actuaria de la Ciudad

AGENDA
Regular Meeting
San Luis City Council
Council Chambers
1090 E. Union Street
San Luis, AZ 85349
June 25, 2025
6:00 p.m.

PLEASE TAKE NOTICE THAT MEMBERS OF THE CITY COUNCIL WILL ATTEND EITHER IN PERSON, TELEPHONE, OR VIDEO CONFERENCE COMMUNICATION. THE MAYOR OR ACTING MAYOR FOR THIS MEETING MAY CHANGE THE ORDER OF THE ITEMS; IF AUTHORIZED BY LAW AND BY A MAJORITY VOTE OF A QUORUM OF CITY COUNCIL MEMBERS PRESENT, AN EXECUTIVE SESSION WILL BE HELD IMMEDIATELY FOLLOWING THE VOTE IN ACCORDANCE WITH A.R.S. § 38-431.03(A) AND THE MEETING WILL BE TEMPORARILY RECESSED WHILE THE CITY COUNCIL RETIRES TO EXECUTIVE SESSION WHICH WILL NOT BE OPEN TO THE PUBLIC.

TENGA EN CUENTA QUE LOS MIEMBROS DEL CABILDO DE LA CIUDAD ASISTIRÁN EN PERSONA, TELÉFONO O COMUNICACIÓN POR VIDEO CONFERENCIA. LA ALCALDESA O ALCALDE INTERINO DE ESTA REUNIÓN PUEDE CAMBIAR EL ORDEN DE LOS TEMAS; SI ESTÁ AUTORIZADO POR LA LEY Y POR MAYORÍA DE VOTOS DE UN QUÓRUM DE MIEMBROS DEL CABILDO PRESENTES, SE LLEVARÁ A CABO UNA SESIÓN EJECUTIVA INMEDIATAMENTE DESPUÉS DE LA VOTACIÓN DE ACUERDO CON LOS ESTATUTOS DEL ESTADO DE ARIZONA A.R.S. § 38-431.03 (A) Y LA REUNIÓN SERÁ TEMPORALMENTE RECESADA MIENTRAS EL CABILDO DE LA CIUDAD SE RETIRE A UNA SESIÓN EJECUTIVA QUE NO ESTARÁ ABIERTA AL PÚBLICO.

1. CALL TO ORDER/ROLL CALL

2. PLEDGE OF ALLEGIANCE

3. INVOCATION

Any opening invocation that is offered before the official start of the Council meeting shall be the voluntary offering of a private person, to and for the benefit of the Council. The views or beliefs expressed by the invocation speaker have not been previously reviewed or approved by the City Council or the city staff. The city is not allowed by law to endorse the religious or non-religious beliefs or views of such speakers. Any invitation to stand during the Pledge of Allegiance or invocation shall not be construed as a demand, order, or any other type of command. No person in attendance at the meeting shall be required to participate in any Pledge of Allegiance or an opening invocation that is offered.

Toda invocación inicial que se ofrezca antes del inicio oficial de la sesión del Cabildo será una ofrenda voluntaria de una persona particular, para beneficio del Cabildo. Las opiniones o creencias expresadas por quien haga la invocación no han sido revisadas ni aprobadas previamente por el Cabildo ni por el personal de la ciudad. La ley no permite a la ciudad respaldar las creencias o puntos de vista religiosos o no religiosos de dichos oradores. Cualquier invitación a ponerse de pie durante el Juramento a la Bandera o la invocación no se interpretará como una exigencia, orden ni ningún otro tipo de mandato. Ninguna persona presente en la sesión estará obligada a participar en el Juramento a la Bandera ni en ninguna invocación inicial que se ofrezca.

4. CALL TO THE PUBLIC

This is the time for the public to comment. Under A.R.S. § 38-431.01(I), Members of the City Council shall not discuss or take legal action on matters raised during an open call to the public that are not properly noticed on this agenda for discussion and legal action. At the conclusion of an open call to the public, individual Members of the City Council may respond to criticism made by those who have addressed the City Council, may ask staff to review a matter, or may ask that a matter be put on a future agenda.

5. PROCLAMATION

5. A. Proclamation - Parks and Recreation Month July 2025

6. CONSENT AGENDA

All matters are considered to be routine by the City Council and will be enacted by one motion. If discussion is desired, that item will be removed from the Consent Agenda and will be considered separately.

6. A. MINUTES OF

- Special Council meeting May 21, 2025

6. B. DISBURSEMENTS

From June 10, 2025 to June 18, 2025
Total $655,534.07
(Six Hundred Fifty-Five Thousand, Five Hundred Thirty-Four Dollars and Seven Cents)

7. DISCUSSION AND POSSIBLE ACTION ITEMS:

7. A. Presentation and update by Dr. Robert Trenschel, President and CEO of Onvida Health, on the San Luis Medical Center. **(Jenny Torres, Acting City Manager)**

7. B. Public hearing followed by discussion and possible action on any and all matters regarding Conditional Use Permit Case No. 2025-0095; a request by Yuma Regional Medical Center- Onvida Health, owner, for a Conditional Use Permit from Section 18.35.030 (C)(1) & (C)(3) to allow the construction of an approximately 62,000 square feet hospital and attached walk-in clinic at Assesors Parcel Number 226-02-012 in San Luis, Arizona. **(Juan Leal Rubio, Assistant Director of Development Services)**

A. Staff Presentation
B. Open Public Hearing
C. Call to the Public on this item
D. Close Public Hearing
E. Action on Conditional Use Permit Case No. 2025-0095

7. C. Public Hearing followed by discussion and possible action on any and all matters regarding Resolution No. 2364. A resolution of the Mayor and City Council of the City of San Luis, Arizona, adopting the budget for Fiscal Year 2025-2026. **(Roula Encinas, Director of Finance)**

A. Staff Presentation
B. Open Public Hearing
C. Call to the public on this item
D. Close Public Hearing
E. Action on Resolution No. 2364

8. SUMMARY OF CURRENT EVENTS

Events by Mayor, Council Members and/or City Manager pursuant to A.R.S. § 38-431.02 (K).

9. EXECUTIVE SESSION
(Vote to hold an Executive Session pursuant to A.R.S. § 38-431.03(A)(3), (4), and (7)

Discussion and possible action to hold an Executive Session pursuant to A.R.S. § 38-431.03(A)(3) and (4) on any and all matters regarding the Las Quintas Development Agreement dated August 22, 2001, regarding 10th Avenue and consultation for legal advice with the City Attorney, in order to consider its position and instruct its City Attorney and representatives about the City Council's position on the Development Agreement that is the subject of negotiations, in pending or contemplated litigation or in settlement discussions conducted in order to avoid or resolve litigation (under subsection 4) allowed in executive sessions. **(Kay Marion Macuil, City Attorney)**

10. MOTION TO GO BACK INTO REGULAR SESSION

11. ADJOURNMENT

PROCLAMATION

Regular City Council Meeting **5. A.**

Meeting Date: 06/25/2025

Title:

Proclamation - Parks and Recreation Month July 2025

Attachments

Proclamation

OFFICE OF THE
MAYOR
CITY OF SAN LUIS

Proclamation

PARKS AND RECREATION MONTH
July 2025

WHEREAS, parks and recreation is an integral part of communities throughout this country, including San Luis, Arizona; and

WHEREAS, parks and recreation promotes health and wellness, improving the physical and mental health of people who live near parks; and

WHEREAS, parks and recreation promotes time spent in nature, which positively impacts mental health by increasing cognitive performance and well-being and alleviating illnesses such as depression, attention deficit disorders, and Alzheimer's; and

WHEREAS, parks and recreation encourages physical activities by providing space for popular sports, hiking trails, swimming pools and many other activities designed to promote active lifestyles; and

WHEREAS, parks and recreation is a leading provider of healthy meals, nutrition services and education; and

WHEREAS, park and recreation programming and education activities, such as out of school time programming, youth sports, and environmental education, are critical to childhood development; and

WHEREAS, parks and recreation increases a community's economic prosperity through increased property values, expansion of the local tax base, increased tourism, the attraction and retention of businesses, and crime reduction; and

WHEREAS, parks and recreation is fundamental to the environmental well-being of our community; and

WHEREAS, parks and recreation is essential and adaptable infrastructure that makes our communities resilient in the face of natural disasters and climate change; and

WHEREAS, our parks and natural recreation areas ensure the ecological beauty of our community and provide a place for children and adults to connect with nature and recreate outdoors; and

WHEREAS, the U.S. House of Representatives has designated July as Parks and Recreation Month; and

WHEREAS, San Luis, Arizona, recognizes the benefits derived from parks and recreation resources.

NOW, THEREFORE BE IT RESOLVED, that, I, Nieves Riedel, Mayor of the City of San Luis, AZ, hereby proclaim July 2025 as **"Parks and Recreation Month"**, in San Luis, Arizona, and encourage everyone to visit the Parks and Recreation Department and register for activities, classes, and leagues being offered today.

DATED this _____ day of **June 2025**.

Nieves Riedel, Mayor

ATTEST:

Sonia Cornelio, City Clerk

AGENDA ITEM REVIEW FORM

Regular City Council Meeting **6. A.**

Meeting Date: 06/25/2025

Summary

MINUTES OF

- Special Council meeting May 21, 2025

Attachments

5/21/2025 SCM

M I N U T E S
Special Council Meeting
San Luis City Council
San Luis Council Chambers
1090 E. Union Street
San Luis, AZ 85349
May 21, 2025
6:00 p.m.

1. CALL TO ORDER/ROLL CALL

Mayor Nieves Riedel called the Special City Council meeting to order at approximately 6:00 p.m.

PRESENT: Mayor Nieves Riedel
Vice Mayor Tadeo Azael De La Hoya
Council Member Luis E. Cabrera
Council Member Maria Cecilia Cruz
Council Member Esteban C. Rosales
Council Member Lizeth Servin
Council Member Javier Vargas

OTHERS PRESENT: Jenny Torres, Acting City Manager
Kay Macuil, City Attorney
Sonia Cornelio, City Clerk
Alan Guevara, Police Officer
Alberto Moreno, I.T. Technician
Alexis Gomez, Code Enforcement Officer
Antonio Maldonado, Multimedia Production & Operations Specialist
Fernando Corona, IT Manager
Jose A. Guzman, Director of Development Services
Alberto Leon, Resident
Mark Concha Jr., Resident
Nidia Mendenhall, Resident

2. PLEDGE OF ALLEGIANCE

Council Member Javier Vargas led the Pledge of Allegiance.

3. DISCUSSION AND POSSIBLE ITEM:

3.A. EXECUTIVE SESSION
(Vote to hold an Executive Session pursuant to A.R.S. §§ 38-431.03(A)(3), (4), and (7)

Discussion and possible action to hold an Executive Session pursuant to A.R.S. §§ 38-431.03(A)(3), and (7) on any and all matters regarding the litigation of Gethsemani v. San Luis and consultation for legal advice with the city attorneys, in order to consider its position and instruct its attorneys and representatives about the City Council's position on contracts that are the subject of negotiations, in pending or contemplated litigation or in settlement discussions conducted in order to avoid or resolve litigation (under subsection 4) or negotiations for the purchase, sale or lease of real property (under subsection 7) allowed in executive sessions. (Kay Marion Macuil, City Attorney; and Outside Counsel Gammage & Burnham)

MOTION: Mayor Nieves Riedel/Vice Mayor Tadeo Azael De La Hoya to go into Executive Session pursuant to A.R.S. §§ 38-431.03(A)(3), (4) and (7) at approximately 6:02 p.m. The motion passed unanimously**.**

The vote was as follows:

Mayor Nieves Riedel	Aye
Vice Mayor Tadeo Azael De La Hoya	Aye
Council Member Luis E. Cabrera	Aye
Council Member Maria Cecilia Cruz	Aye
Council Member Esteban C. Rosales	Aye
Council Member Lizeth Servin	Aye
Council Member Javier Vargas	Aye

4. MOTION TO GO BACK INTO SPECIAL SESSION

MOTION: Mayor Nieves Riedel/Council Member Javier Vargas to go back into Special Session at approximately 6:50 p.m. The motion passed unanimously.

The vote was as follows:

Mayor Nieves Riedel	Aye
Vice Mayor Tadeo Azael De La Hoya	Aye
Council Member Luis E. Cabrera	Aye
Council Member Maria Cecilia Cruz	Aye
Council Member Esteban C. Rosales	Aye
Council Member Lizeth Servin	Aye
Council Member Javier Vargas	Aye

5. ADJOURNMENT

MOTION: Mayor Nieves Riedel/Council Member Javier Vargas to adjourn the Special Council Meeting at approximately 6:50 p.m. The motion passed unanimously.

The vote was as follows:

Mayor Nieves Riedel	Aye
Vice Mayor Tadeo Azael De La Hoya	Aye
Council Member Luis E. Cabrera	Aye
Council Member Maria Cecilia Cruz	Aye
Council Member Esteban C. Rosales	Aye
Council Member Lizeth Servin	Aye
Council Member Javier Vargas	Aye

APPROVED:

_____
Nieves Riedel, Mayor

ATTEST:

_____
Sonia Cornelio, City Clerk

CERTIFICATION

I hereby certify that the foregoing minutes are a true and correct copy of the minutes of the Special City Council meeting of the City of San Luis, Arizona, held on May 21, 2025. I further certify that the meeting was duly called and held and that a quorum was present.

_____
Sonia Cornelio, City Clerk

AGENDA ITEM REVIEW FORM

Regular City Council Meeting **6. B.**

Meeting Date: 06/25/2025

Summary

DISBURSEMENTS
From June 10, 2025 to June 18, 2025
Total $655,534.07
(Six Hundred Fifty-Five Thousand, Five Hundred Thirty-Four Dollars and Seven Cents)

Attachments

Disbursements

City of San Luis
Finance Department

COUNCIL MEETING JUNE 25, 2025
Disbursement Report from 06/10/2025 TO 06/18/2025

Bank Accounts	Check Date	Amount	Schedule
Accounts Payable Check Account	06/13/2025	$ 655,534.07	Schedule A
	Total Disbursements:	**$ 655,534.07**	

Please contact Ms. Roula Encinas or Mr. Miguel Ramirez prior to the meeting if additional information is needed.

Prepared by Karla Plascencia: _____

Verified by Finance: RJ Encinas

For Council approval on: _____

Mayor: _____

Council: _____

_____

_____

_____

_____

_____

RECEIVED
2025 JUN 18 A 11:59
CITY OF SAN LUIS
CITY CLERK'S OFFICE

City of San Luis

Payment Register

From Payment Date: 6/9/2025 - To Payment Date: 6/13/2025

Number	Date	Status	Void Reason	Reconciled/ Voided Date	Source	Payee Name	Transaction Amount	Reconciled Amount	Difference
1BYPAYABLE - 1st BY Accounts Payable									
Check									
112271	06/09/2025	Open			Utility Management Refund	AGUILAR, JOSE & GLORIA	$71.05		
112272	06/09/2025	Open			Utility Management Refund	AGUIRRE, MARIA, D	$133.45		
112273	06/09/2025	Open			Utility Management Refund	CASTRO, MODESTA	$111.93		
112274	06/09/2025	Open			Utility Management Refund	COVARRUBIAS EDNA & ROSALES LUIS	$162.70		
112275	06/09/2025	Open			Utility Management Refund	DUENAS, JOSE, H	$154.20		
112276	06/09/2025	Open			Utility Management Refund	ESTRADA, SANDRA, C	$156.23		
112277	06/09/2025	Open			Utility Management Refund	GARCIA, ISAAC & ADRIANA MARQUE	$236.66		
112278	06/09/2025	Open			Utility Management Refund	GAXIOLA, MARIA & JESUS G	$118.23		
112279	06/09/2025	Open			Utility Management Refund	GERARDO CASTANEDA MORALES & MARISOL SANTOS GRP #83	$22.45		
112280	06/09/2025	Open			Utility Management Refund	GUERRA, GERMAN	$19.19		
112281	06/09/2025	Open			Utility Management Refund	GUZMAN, REBECA	$210.20		
112282	06/09/2025	Open			Utility Management Refund	JARAMILLO, CARLOS	$58.08		
112283	06/09/2025	Open			Utility Management Refund	LEE FARMS PRODUCE	$2,448.57		
112284	06/09/2025	Open			Utility Management Refund	MARIA GUADALUPE PATINO GRP #83	$0.25		
112285	06/09/2025	Open			Utility Management Refund	MARISCAL ACOSTA, SONIA	$211.79		
112286	06/09/2025	Open			Utility Management Refund	MARTIN GARCIA-OROZCO & MARIA M CONTRERAS GRP #83	$14.91		
112287	06/09/2025	Open			Utility Management Refund	MEJIA, BEATRIZ	$91.37		
112288	06/09/2025	Open			Utility Management Refund	MELISSA E CERVANTES GRP #83	$15.10		
112289	06/09/2025	Open			Utility Management Refund	MIGUEL A VALENZUELA GRP #83	$29.06		
112290	06/09/2025	Open			Utility Management Refund	MONTANO JOSE & ROMAN ELENA	$216.38		
112291	06/09/2025	Open			Utility Management Refund	MORA JACOBO & PEREZ JOCELYN	$212.71		
112292	06/09/2025	Open			Utility Management Refund	PALACIO, DAMIAN, R	$80.27		
112293	06/09/2025	Open			Utility Management Refund	RAMIREZ ALVAREZ, MARIA	$194.40		
112294	06/09/2025	Open			Utility Management Refund	REYES ANGEL M & CERVANTES JESSICA	$145.17		
112295	06/09/2025	Open			Utility Management Refund	RIEDEL CONSTRUCTION LLC	$1,872.98		

SCHEDULE A

City of San Luis

Payment Register

From Payment Date: 6/9/2025 - To Payment Date: 6/13/2025

Number	Date	Status	Void Reason	Reconciled/ Voided Date	Source	Payee Name	Transaction Amount	Reconciled Amount	Difference
112296	06/09/2025	Open			Utility Management Refund	RUIZ, GUADALUPE & MARIA	$101.92		
112297	06/09/2025	Open			Utility Management Refund	SOLORIO, JAVIER & KRISTINA	$184.95		
112298	06/09/2025	Open			Utility Management Refund	SUNTECH ENERGY	$2,488.94		
112299	06/09/2025	Open			Utility Management Refund	TIRADO, GUADALUPE E & YOLANDA	$67.61		
112300	06/09/2025	Open			Utility Management Refund	TORRES, BRIANDA	$170.36		
112301	06/09/2025	Open			Utility Management Refund	TULL, DANIELLE A	$54.59		
112302	06/09/2025	Open			Utility Management Refund	VERDUGO RUBI & OSUNA JESUS	$103.88		
112303	06/09/2025	Open			Utility Management Refund	YUMA VALLEY CONTRACTORS INC	$2,207.50		
112304	06/09/2025	Open			Utility Management Refund	ZARAGOZA, RAMONA, M	$60.26		
112305	06/13/2025	Open			Accounts Payable	AGILE OCCUPATIONAL MEDICINE, PC	$1,990.00		
112306	06/13/2025	Open			Accounts Payable	AGUIRRE, ADRIANNA, A	$700.00		
112307	06/13/2025	Open			Accounts Payable	ALLUVIAL MEDIA LLC	$3,000.00		
112308	06/13/2025	Open			Accounts Payable	ANGUIANO, RAYMUNDO	$184.94		
112309	06/13/2025	Open			Accounts Payable	ARIZONA MUNICIPAL CLERK'S ASSOCIATION	$350.00		
112310	06/13/2025	Open			Accounts Payable	ARIZONA PUBLIC SERVICE	$1,257.78		
112311	06/13/2025	Open			Accounts Payable	ARVIZU VILLAR, GLORIA	$25.00		
112312	06/13/2025	Open			Accounts Payable	ASTORGA, ERICK	$268.00		
112313	06/13/2025	Open			Accounts Payable	BELTRAN, MODESTO	$100.00		
112314	06/13/2025	Open			Accounts Payable	BINGHAM EQUIPMENT CO	$160.58		
112315	06/13/2025	Open			Accounts Payable	CENTURYLINK	$5,594.62		
112316	06/13/2025	Open			Accounts Payable	CENTURYLINK	$599.95		
112317	06/13/2025	Open			Accounts Payable	COMITE DE BIENESTAR INC	$295.08		
112318	06/13/2025	Open			Accounts Payable	CORE & MAIN LP	$4,986.15		
112319	06/13/2025	Open			Accounts Payable	DIAZ, GABRIEL	$2,175.00		
112320	06/13/2025	Open			Accounts Payable	DURON, BLANCA	$750.00		
112321	06/13/2025	Open			Accounts Payable	FELIX VALDEZ, GRISELDA, N	$50.00		
112322	06/13/2025	Open			Accounts Payable	FIGUEROA, CARLOS	$50.00		
112323	06/13/2025	Open			Accounts Payable	GARCIA, PABLO	$450.00		
112324	06/13/2025	Open			Accounts Payable	GLENDALE PARADE STORE, LLC	$834.31		
112325	06/13/2025	Open			Accounts Payable	GONZALEZ, CRISTIAN	$130.00		
112326	06/13/2025	Open			Accounts Payable	HAJOCA CORPORATION	$81.02		
112327	06/13/2025	Open			Accounts Payable	HERNANDEZ ARRIOLA, JUANA	$1,200.00		
112328	06/13/2025	Open			Accounts Payable	HOWMEDICA OSTEONICS CORP	$33,594.00		
112329	06/13/2025	Open			Accounts Payable	HUGHES FIRE EQUIPMENT, INC.	$4,129.75		
112330	06/13/2025	Open			Accounts Payable	IMLA	$669.00		
112331	06/13/2025	Open			Accounts Payable	JAY'S ELECTRIK LLC	$921.48		
112332	06/13/2025	Open			Accounts Payable	LOWE'S HIW, INC.	$5,104.75		
112333	06/13/2025	Open			Accounts Payable	MES I ACQUISITION INC.	$769.37		
112334	06/13/2025	Open			Accounts Payable	ORTEGA, KEYLA	$50.00		
112335	06/13/2025	Open			Accounts Payable	PACHECO, CARLOS	$130.00		

City of San Luis

Payment Register

From Payment Date: 6/9/2025 - To Payment Date: 6/13/2025

Number	Date	Status	Void Reason	Reconciled/ Voided Date	Source	Payee Name	Transaction Amount	Reconciled Amount	Difference
112336	06/13/2025	Open			Accounts Payable	PEREDA, JOSE	$268.00		
112337	06/13/2025	Open			Accounts Payable	POLY'S PARTY RENTALS, LLC	$225.00		
112338	06/13/2025	Open			Accounts Payable	PRIETO, ERNESTO	$130.00		
112339	06/13/2025	Open			Accounts Payable	PUEBLO PIES LLC	$295.61		
112340	06/13/2025	Open			Accounts Payable	RIEDEL HOLDINGS, LLC	$8,220.00		
112341	06/13/2025	Open			Accounts Payable	ROBERT L. CAMPBELL STRUCTURAL ENGINEER, P.C	$945.00		
112342	06/13/2025	Open			Accounts Payable	SHUCK DRILLING COMPANY LLC	$890.44		
112343	06/13/2025	Open			Accounts Payable	SILVA, EDREL	$51.13		
112344	06/13/2025	Open			Accounts Payable	STANDARD INSURANCE CO.	$1,739.49		
112345	06/13/2025	Open			Accounts Payable	STONE, SALLY, K	$7.15		
112346	06/13/2025	Open			Accounts Payable	STUDIO CERO NUEVE DESIGNS	$1,998.14		
112347	06/13/2025	Open			Accounts Payable	TRIKKE TECH INC	$13,000.00		
112348	06/13/2025	Open			Accounts Payable	TRIPLE BBB GAS STATION	$100.00		
112349	06/13/2025	Open			Accounts Payable	VELASCO, IVAN	$14.55		
112350	06/13/2025	Open			Accounts Payable	XEROX CORPORATION	$247.95		
112351	06/13/2025	Open			Accounts Payable	YUMA ATTORNEY SERVICE, LLC	$30.00		
112352	06/13/2025	Open			Accounts Payable	YUMA COUNTY SUPERIOR COURT	$11,066.65		
112353	06/13/2025	Open			Accounts Payable	ZARAGOZA, LETICIA	$130.00		
Type Check Totals:					83 Transactions		$122,387.23		
EFT									
7725	06/10/2025	Open			Accounts Payable	ALSCO, INC	$1,935.29		
7726	06/10/2025	Open			Accounts Payable	AMAZON.COM SALES, INC.	$5,334.08		
7727	06/10/2025	Open			Accounts Payable	AUTOZONE STORES, INC	$2,741.71		
7728	06/10/2025	Open			Accounts Payable	O'REILLY AUTO PARTS	$1,908.10		
7729	06/10/2025	Open			Accounts Payable	ODP BUSINESS SOLUTIONS LLC	$1,403.92		
7730	06/13/2025	Open			Accounts Payable	24/7 GET FIT LLC	$1,188.00		
7731	06/13/2025	Open			Accounts Payable	ADEMCO INC,	$420.00		
7732	06/13/2025	Open			Accounts Payable	AMERICANA POLYGRAPH & PRIVATE INVESTIGATION	$575.00		
7733	06/13/2025	Open			Accounts Payable	ARIZONA EMERGENCY PRODUCTS, INC.	$64,021.56		
7734	06/13/2025	Open			Accounts Payable	ARIZONA LAW ENFORCEMENT RADAR TECHNOLOGY	$649.32		
7735	06/13/2025	Open			Accounts Payable	ARK WIRELESS & NETWORKING	$300.00		
7736	06/13/2025	Open			Accounts Payable	BILL ALEXANDER FORD	$97,669.92		
7737	06/13/2025	Open			Accounts Payable	BORDER GYM	$250.00		
7738	06/13/2025	Open			Accounts Payable	BRATTON, WALT	$715.00		
7739	06/13/2025	Open			Accounts Payable	BTE BODY COMPANY INC	$2,867.89		
7740	06/13/2025	Open			Accounts Payable	CDWG	$6,199.31		
7741	06/13/2025	Open			Accounts Payable	CHAPMAN CHEVROLET BUICK GMC YUMA LLC	$336.07		
7742	06/13/2025	Open			Accounts Payable	CITY OF SAN LUIS EMPLOYEE BENEFIT TRUST	$295,042.69		
7743	06/13/2025	Open			Accounts Payable	CONSULTANT ENGINEERING INC	$21,375.00		
7744	06/13/2025	Open			Accounts Payable	HAAKER EQUIPMENT COMPANY	$301.80		
7745	06/13/2025	Open			Accounts Payable	HDS TRUCK DRIVING INSTITUTE INC	$11,180.00		
7746	06/13/2025	Open			Accounts Payable	LG ON SITE LLC	$3,676.03		
7747	06/13/2025	Open			Accounts Payable	ON TRACK OVERHEAD DOORS LLC	$1,110.08		

City of San Luis

Payment Register

From Payment Date: 6/9/2025 - To Payment Date: 6/13/2025

Number	Date	Status	Void Reason	Reconciled/ Voided Date	Source	Payee Name	Transaction Amount	Reconciled Amount	Difference
7748	06/13/2025	Open			Accounts Payable	ORDUNO-CROUSE, CANDICE	$6,000.00		
7749	06/13/2025	Open			Accounts Payable	REAL PURIFIED WATER LLC	$16.00		
7750	06/13/2025	Open			Accounts Payable	SAN LUIS AIR CONDITIONING LLC	$1,345.41		
7751	06/13/2025	Open			Accounts Payable	SIMS MACKIN, LTD.	$45.00		
7752	06/13/2025	Open			Accounts Payable	SWIFT GROUP LLC	$193.04		
7753	06/13/2025	Open			Accounts Payable	THOMSON WEST PUBLISHING CO.	$2,282.48		
7754	06/13/2025	Open			Accounts Payable	YUMA COUNTY RECORDER'S OFFICE	$258.00		
7755	06/13/2025	Open			Accounts Payable	YUMA NURSERY LLC	$1,806.14		
Type EFT Totals:					31 Transactions		$533,146.84		

1BYPAYABLE - 1st BY Accounts Payable Totals

Checks	Status	Count	Transaction Amount	Reconciled Amount
	Open	83	$122,387.23	$0.00
	Reconciled	0	$0.00	$0.00
	Voided	0	$0.00	$0.00
	Stopped	0	$0.00	$0.00
	Total	83	$122,387.23	$0.00

EFTs	Status	Count	Transaction Amount	Reconciled Amount
	Open	31	$533,146.84	$0.00
	Reconciled	0	$0.00	$0.00
	Voided	0	$0.00	$0.00
	Total	31	$533,146.84	$0.00

All	Status	Count	Transaction Amount	Reconciled Amount
	Open	114	$655,534.07	$0.00
	Reconciled	0	$0.00	$0.00
	Voided	0	$0.00	$0.00
	Stopped	0	$0.00	$0.00
	Total	114	$655,534.07	$0.00

Grand Totals:

Checks	Status	Count	Transaction Amount	Reconciled Amount
	Open	**83**	**$122,387.23**	**$0.00**
	Reconciled	**0**	**$0.00**	**$0.00**
	Voided	**0**	**$0.00**	**$0.00**
	Stopped	**0**	**$0.00**	**$0.00**
	Total	**83**	**$122,387.23**	**$0.00**

EFTs	Status	Count	Transaction Amount	Reconciled Amount
	Open	**31**	**$533,146.84**	**$0.00**
	Reconciled	**0**	**$0.00**	**$0.00**
	Voided	**0**	**$0.00**	**$0.00**
	Total	**31**	**$533,146.84**	**$0.00**

All	Status	Count	Transaction Amount	Reconciled Amount
	Open	**114**	**$655,534.07**	**$0.00**
	Reconciled	**0**	**$0.00**	**$0.00**
	Voided	**0**	**$0.00**	**$0.00**
	Stopped	**0**	**$0.00**	**$0.00**
	Total	**114**	**$655,534.07**	**$0.00**

Guadalupe Canez

Digitally signed by: Guadalupe Canez
DN: CN = Guadalupe Canez email = gcanez@sanluisaz.gov C = AD
Date: 2025.06.13 11:05:17 -07'00'

AGENDA ITEM REVIEW FORM

Regular City Council Meeting **7. A.**

Meeting Date: 06/25/2025

Department Head: Jenny Torres, Acting City Manager, Administration

Submitted By: Jenny Torres, Acting City Manager, Administration

Action Requested: Discussion Item - No Action to be Taken

ITEM:

Presentation and update by Dr. Robert Trenschel, President and CEO of Onvida Health, on the San Luis Medical Center. **(Jenny Torres, Acting City Manager)**

SUMMARY:

Dr. Robert Trenschel, President and CEO of Onvida Health, will provide a presentation and update on the San Luis Medical Center.

RECOMMENDATION / SUGGESTED MOTION:

DISCUSSION ITEM ONLY, NO ACTION.

Fiscal Impact

IS THERE FISCAL IMPACT ASSOCIATED WITH THIS ITEM:	N/A
CITY/STATE/FEDERAL FUNDS:	N/A
TOTAL:	N/A
BUDGETED AMOUNT:	N/A
AVAILABLE AMOUNT TO TRANSFER:	N/A
ACCT NAME & GL#/REMAINING BALANCE BEFORE PURCHASE:	N/A

FISCAL IMPACT STATEMENT (IF THIS IS A BUDGET TRANSFER, YOU MUST ATTACH THE BUDGET ADJUSTMENT FORM):

Presentation and update, no fiscal impact.

Attachments

PowerPoint

San Luis Medical Center Update

Robert J. Trenschel, DO, MPH

June 2025

onvida Health™

OUR PURPOSE

BUILDING A HEALTHIER TOMORROW

PILLARS

PUTTING PATIENTS FIRST

We see patients for who they are. Patients and families are at the center of every decision and action we take.

ROOTED IN THE COMMUNITY

We're an integral part of this community; neighbors caring for neighbors. We live and breathe the dynamic nature of our region.

COMMITTED TO PROGRESS

We constantly and consistently advance healthcare, create meaningful experiences and improve the lives of everyone around us.

VALUES

BRING KINDNESS

We create human connections by being more than just nice.

ACHIEVE TOGETHER

We each contribute in our own ways, and collectively accomplish more.

ASPIRE FOR BETTER

We are steadfast. Putting in the quality time and hard work, always striving for better.

DO THE RIGHT THING

We act with honesty and integrity for the good of those around us.

LEAD WITH OPTIMISM

We build a hopeful future by celebrating moments, big and small.

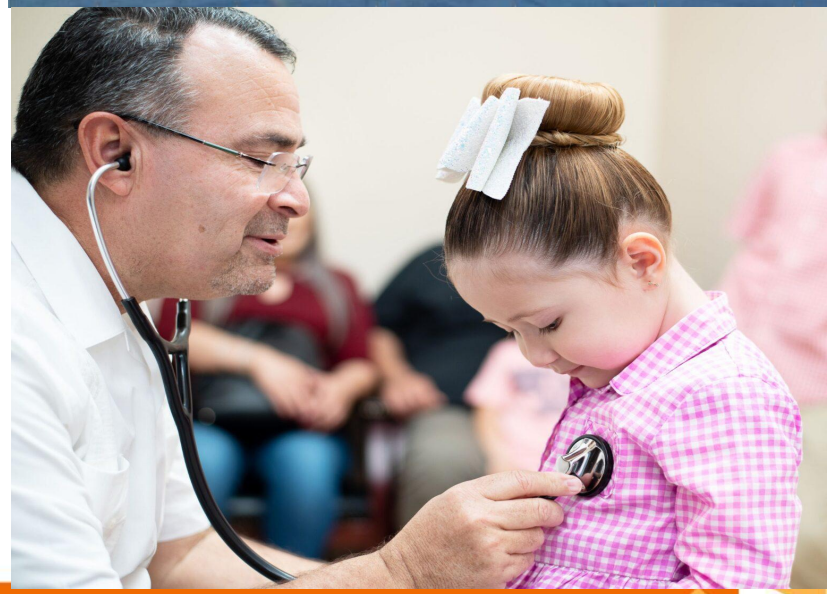
onvida Health

Here’s to caring for neighbors

San Luis Clinic Expansion

845 B Street, San Luis

- 3 additional exam rooms **COMPLETED**
- Recruiting additional providers
  - Helio Angulo, Family Nurse Practitioner (April 2025)
  - Additional providers starting August 2025



San Luis Campus

- Inpatient Hospital
- Emergency Department (Board Certified Emergency Physicians)
- Surgery (Operating Rooms)
- Imaging: MRI, Ultrasound, X-Ray, Mammography
- Laboratory (Outpatient and Inpatient)
- Access to over 350 physicians / specialists
- Clinic Space Offering:
  - Primary Care / Family Medicine
  - Pediatrics
  - Radiology
  - Specialty Care

San Luis Economic Impact

Purchased Goods
Housing
Education

$200 Million Direct Economic Impact

$70,000 Average Salary

*** 115** New jobs

*** Does not include temporary or construction jobs**

Rooted in the community

Onvida Health actively participates and supports the community.

Sparking community support at events across South County

Full-time outreach coordinator and hundreds of Onvida Health employee volunteer hours throughout the year.

Here’s to sparking new talent. Here’s to life.

Kristina Diaz, MD, MBA, CPE, FAAFP
President Medical Group

Building a Healthier Tomorrow -- Medical Residency

Future offerings: *Surgical tech, physical
respiratory therapist, behavioral health
language pathologist for example.*

- **Family & Community Medicine Residency**
  - 1 Sports Medicine fellow
  - 4 Psychiatry Residents (Begin August 2025)
- **Over 60 Graduates** from program
- **30%** of residents stay in Yuma after graduation
  - **34 residents –30,000 clinic visits annually**
  - Program receives over **2,000 applications for 8 slots**
- **Rooted in our Community**
  - **Residents volunteer over 1,500 hours** in community
    - Teddy Bear Clinics (Children's Museum)
    - Sports physicians
    - On-field support at Gila Ridge Football
    - Mentor Me M.D.

Thank you

onvidahealth.org

AGENDA ITEM REVIEW FORM

Regular City Council Meeting **7. B.**

Meeting Date: 06/25/2025

Department Head: Jose A. Guzman, Director of Development Services, Development Services

Submitted By: Juan Tejeda, Associate Planner, Development Services, Planning & Zoning

Action Requested: Motion
Public Hearing

ITEM:

Public hearing followed by discussion and possible action on any and all matters regarding Conditional Use Permit Case No. 2025-0095; a request by Yuma Regional Medical Center- Onvida Health, owner, for a Conditional Use Permit from Section 18.35.030 (C)(1) & (C)(3) to allow the construction of an approximately 62,000 square feet hospital and attached walk-in clinic at Assesors Parcel Number 226-02-012 in San Luis, Arizona. **(Juan Leal Rubio, Assistant Director of Development Services)**

A. Staff Presentation
B. Open Public Hearing
C. Call to the Public on this item
D. Close Public Hearing
E. Action on Conditional Use Permit Case No. 2025-0095

SUMMARY:

The purpose of this request is to allow an approximately 62,000 square feet hospital with an attached walk-in clinic, Onvida Health San Luis Neighborhood Hospital, to be located on Assessor Parcel Number 226-02-012. The property is zoned as Community Commercial (C-2). The Conditional Use Permit is required as per Zoning Ordinance §18.35.030 (C)(1) &(C)(3). Under the Community Commercial (C-2) zoning district, the use for hospital is listed as a conditional use, also any use with a gross area larger than 50,000 square feet (proposed 62,000 square feet) requires a Conditional Use Permit.

ZONING:

On September 11, 2024, City Council approved Rezoning Case No. 2024-0570 and adopted Ordinance No. 453, rezoning this property from Rural Area Residential (RA-10) to Community Commercial (C-2). The property was rezoned with the following conditions:

1. Development shall comply with the City of San Luis zoning regulations, building code requirements, public works standards, and any applicable subdivision regulations for commercial development.
2. The applicant/owner shall submit a traffic study during the building permit review and all improvements required by the traffic study shall be done by the developer, including any applicable contributions for future traffic lights.

The existing condition of the subject property is undeveloped vacant land with the following adjacent zoning districts:

To the north, Community Commercial (C-2). Vacant undeveloped land.

To the south, Medium-Density Residential (R1-6). Los Portales del Alamo Subdivision.
To the west, Manufactured Home (MH). Rancho Los Oros Subdivision.
To the east, Community Commercial (C-2). Existing commercial properties.

REVIEW(S):
As part of the review process, all land use cases are reviewed by various city and outside agencies. As required by state statute, staff sent notification letters to property owners within 300 feet of the proposed project (145 letters). The city has not received any other significant concerns or objections from the various review agencies or adjacent property owners.

CITIZEN REVIEW MEETING:
The Citizen Review Meeting was held on May 6, 2025 at City Hall Council Chambers at 6:00 p.m. The intent of this meeting was to allow the public to learn about the project, ask questions, and express any comments. There were no people from the public present.

PLANNING AND ZONING COMMISSION MEETING:
The Planning and Zoning Commission held a public hearing for this item at their regular meeting on May 13, 2025, at the Council Chambers of the City of San Luis. The commission agrees with the recommendation of staff and forwards this case to the City Council with the recommendation of approval with conditions.

STAFF RECOMMENDATION:
The applicant has provided the information and materials necessary for review of the Conditional Use Permit. The Conditional Use Permit specifically pertains to the intended use; the development must adhere to the rezoning conditions and relevant city regulations for commercial development.

The Conditional Use Permit is to allow a hospital over 50,000 square feet in size to be located at Assessor Parcel Number 226-02-012, a property zoned Community Commercial (C-2).

Staff recommends approval of Conditional Use Permit Case No. 2025-0095 with the following conditions:

1. Helipad Flight Path: The approach and departure paths for the helipad shall be designed to avoid noise-sensitive land uses, including, but not limited to, residential areas, educational institutions, places of worship, libraries, and long-term care facilities (e.g., retirement and nursing homes). Where feasible, flight paths should be aligned with major transportation corridors to minimize community impact.
2. FAA Determination Required: Prior to the issuance of a Certificate of Occupancy for the hospital, the applicant shall provide a letter of determination from the Federal Aviation Administration indicating no objection, whether unconditionally or with conditions, to the proposed helipad facility.
3. Regulatory Compliance: The helipad facility shall be developed and operated in full compliance with all applicable federal, state, and local regulations.

RECOMMENDATION / SUGGESTED MOTION:

A. STAFF PRESENTATION
B. MAYOR NIEVES RIEDEL TO OPEN THE PUBLIC HEARING
C. MAYOR NIEVES RIEDEL TO CALL THE PUBLIC ON THIS ITEM
D. MAYOR NIEVES RIEDEL TO CLOSE THE PUBLIC HEARING
E. I MOVE TO APPROVE CONDITIONAL USE PERMIT CASE NO. 2025-0095 SUBJECT TO THE CONDITIONS OF APPROVAL AS PRESENTED BY STAFF.

Fiscal Impact

IS THERE FISCAL IMPACT ASSOCIATED WITH THIS ITEM: N/A

CITY/STATE/FEDERAL FUNDS:	N/A
TOTAL:	N/A
BUDGETED AMOUNT:	N/A
AVAILABLE AMOUNT TO TRANSFER:	N/A
ACCT NAME & GL#/REMAINING BALANCE BEFORE PURCHASE:	N/A

FISCAL IMPACT STATEMENT (IF THIS IS A BUDGET TRANSFER, YOU MUST ATTACH THE BUDGET ADJUSTMENT FORM):

N/A

Attachments

STAFF PRESENTATION
LOCATION MAP
SITE PLAN
AERIAL
TRAFFIC IMPACT ANALYSIS

City Council Meeting

June 25, 2025

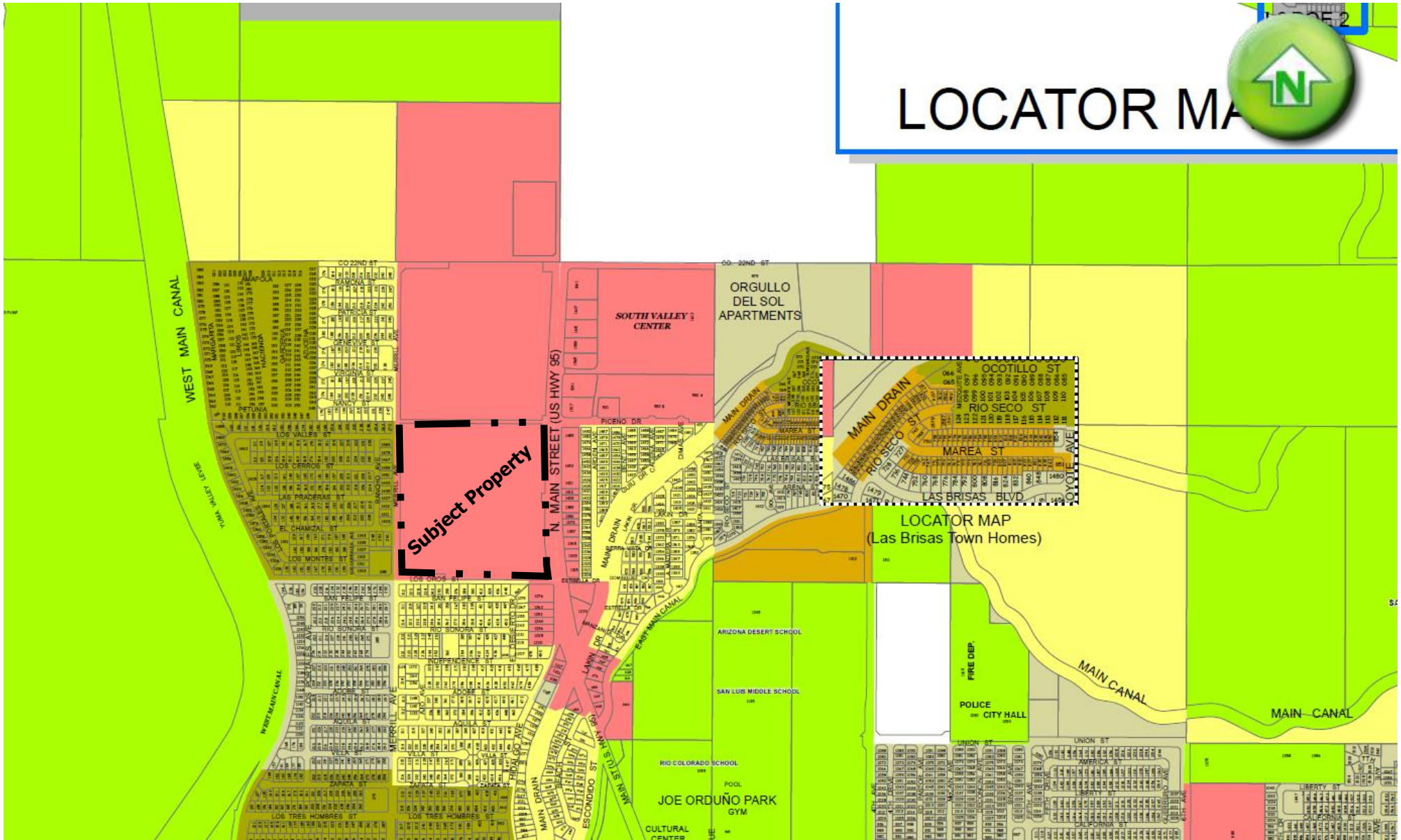
Onvida Health
San Luis Hospital

- Request: YRMC-Onvida Health is requesting approval under CUP2025-0095 to allow a new medical complex.

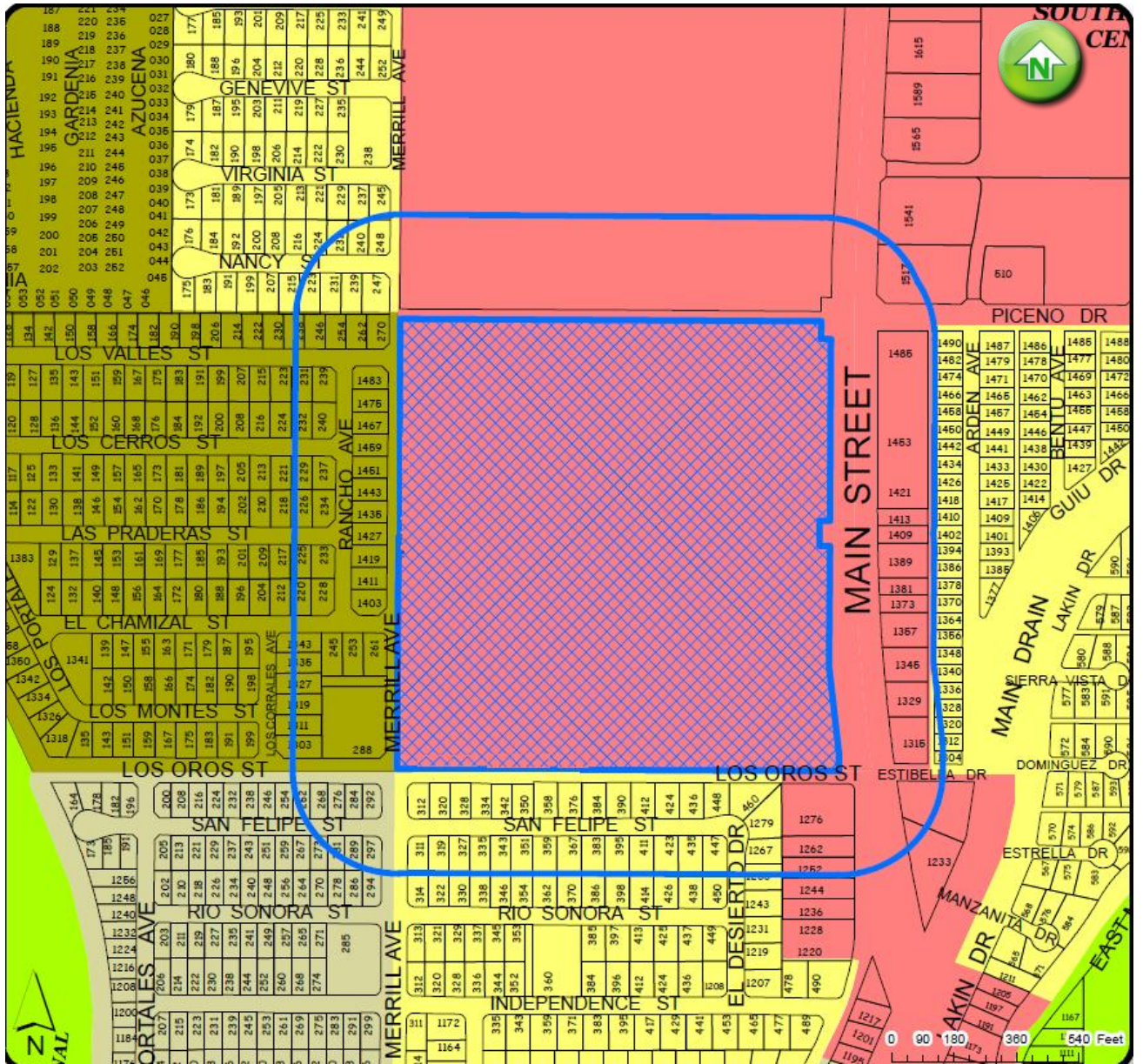
- Location: SW Corner of Piceno Drive and Highway 95 and Main Street (Hwy 95). APN 226-02-012, San Luis, Arizona.

- Summary: The medical complex will consist of a new approx. 62,000 sq ft hospital and attached walk in clinic with a ground-level Helipad. Proposal also consist of leaving room on the property for future medical office buildings. The subject property is approximate 37 net acres in size, zoned Community Commercial (C-2).

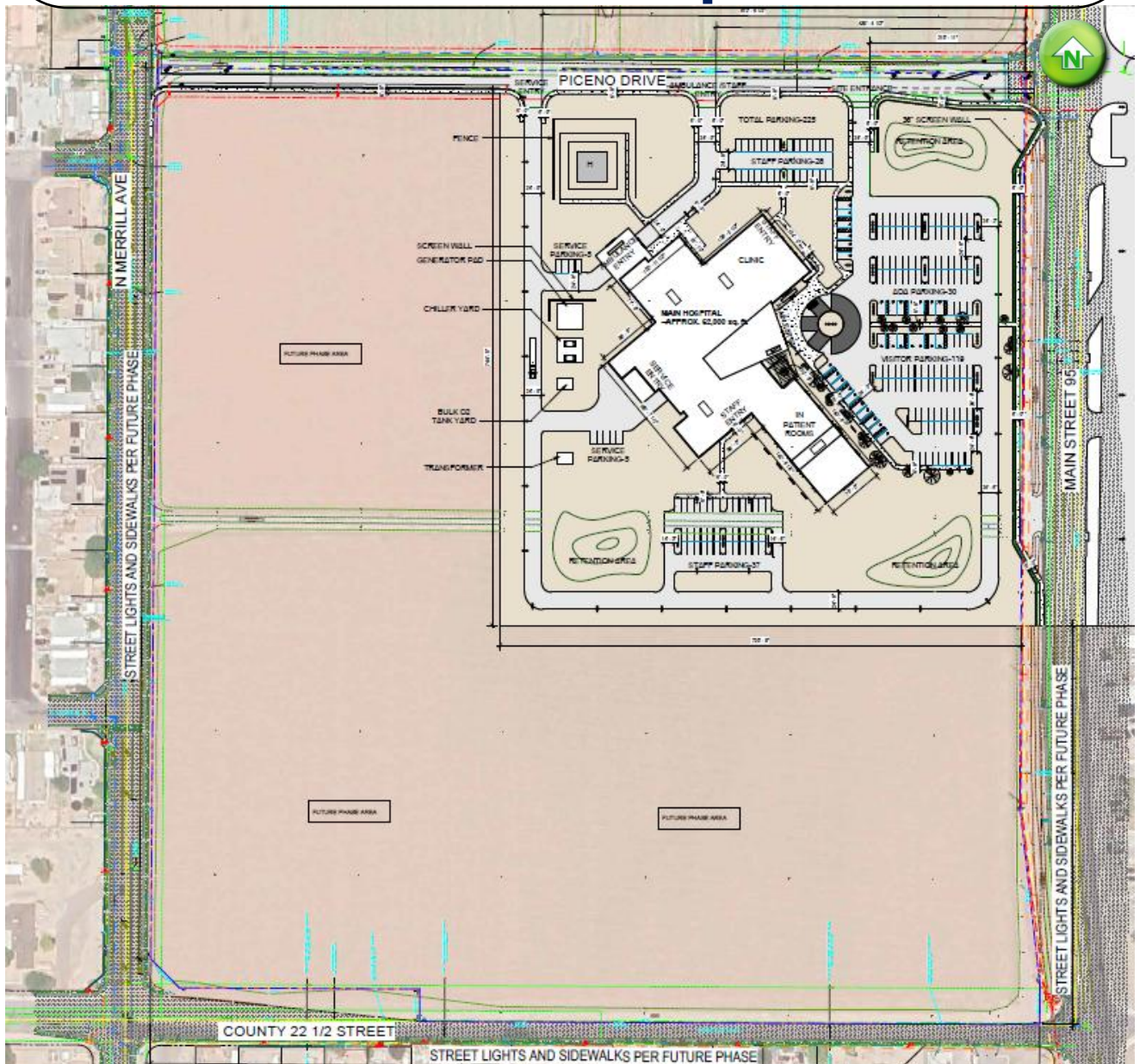
Onvida Health
San Luis Hospital



Onvida Health
San Luis Hospital



Onvida Health
San Luis Hospital



Onvida Health
San Luis Hospital

Onvida Health
San Luis Hospital

Looking west from subject property

Onvida Health
San Luis Hospital

Looking east from subject property

Onvida Health
San Luis Hospital

Looking north from subject property

Onvida Health
San Luis Hospital

Looking south from subject property

Onvida Health
San Luis Hospital

Public Hearing Schedule

Citizen Review Meeting: Tuesday, May 6th at 6:00 p.m.

Planning and Zoning Commission: Tuesday, May 13th at 6:00 p.m.

City Council: Wednesday, June 25th at 6:00 p.m.

Onvida Health
San Luis Hospital

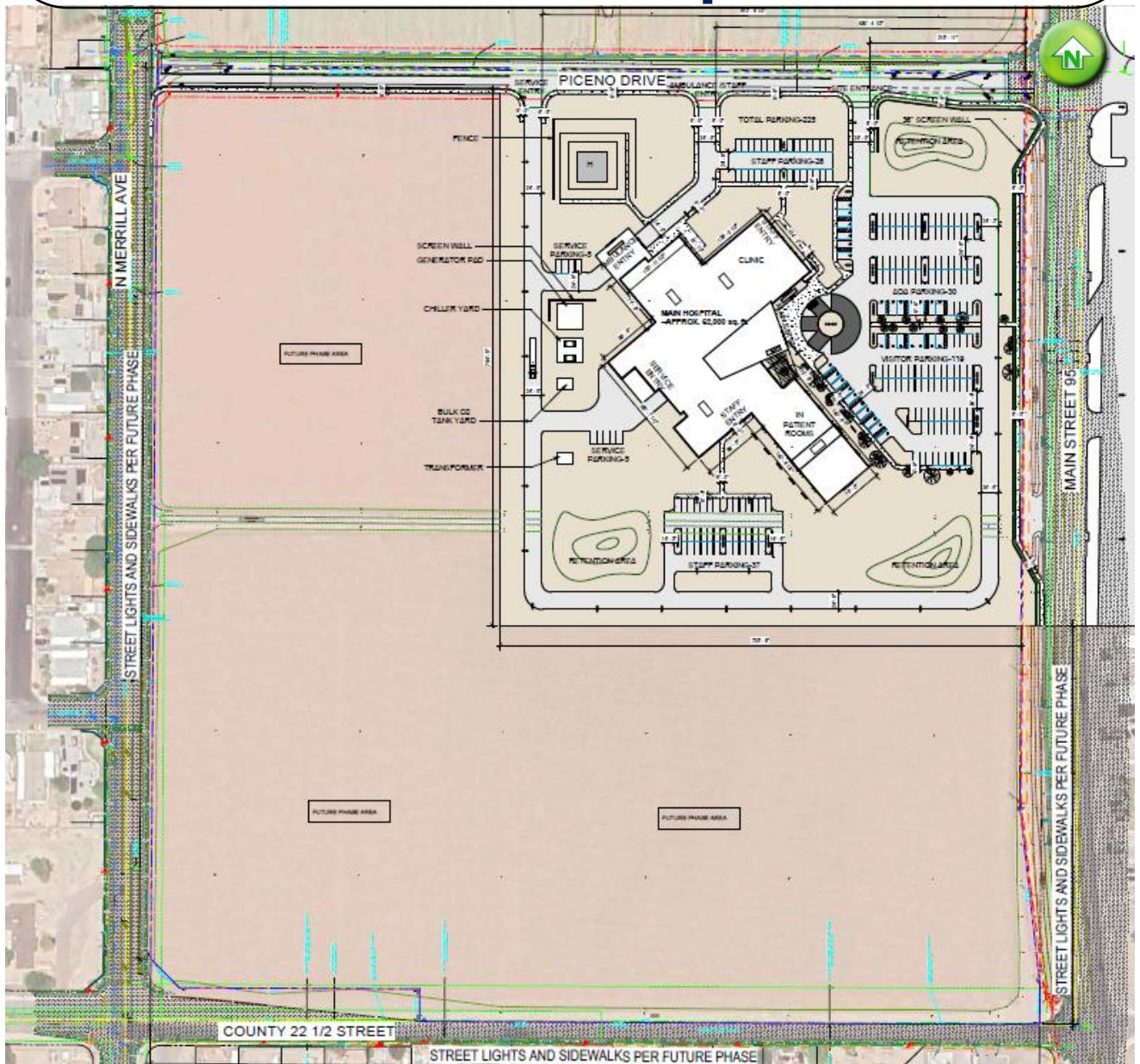
The Commission recommends approval of CUP2025-0095 with the following conditions:

1.Helipad Flight Path**:** The approach and departure paths for the helipad shall be designed to avoid noise-sensitive land uses, including, but not limited to, residential areas, educational institutions, places of worship, libraries, and long-term care facilities (e.g., retirement and nursing homes). Where feasible, flight paths should be aligned with major transportation corridors to minimize community impact.

2. FAA Determination Required: Prior to the issuance of a Certificate of Occupancy for the hospital, the applicant shall provide a letter of determination from the Federal Aviation Administration indicating no objection—whether unconditionally or with conditions—to the proposed helipad facility.

3. Regulatory Compliance: The helipad facility shall be developed and operated in full compliance with all applicable federal, state, and local regulations.

Onvida Health
San Luis Hospital

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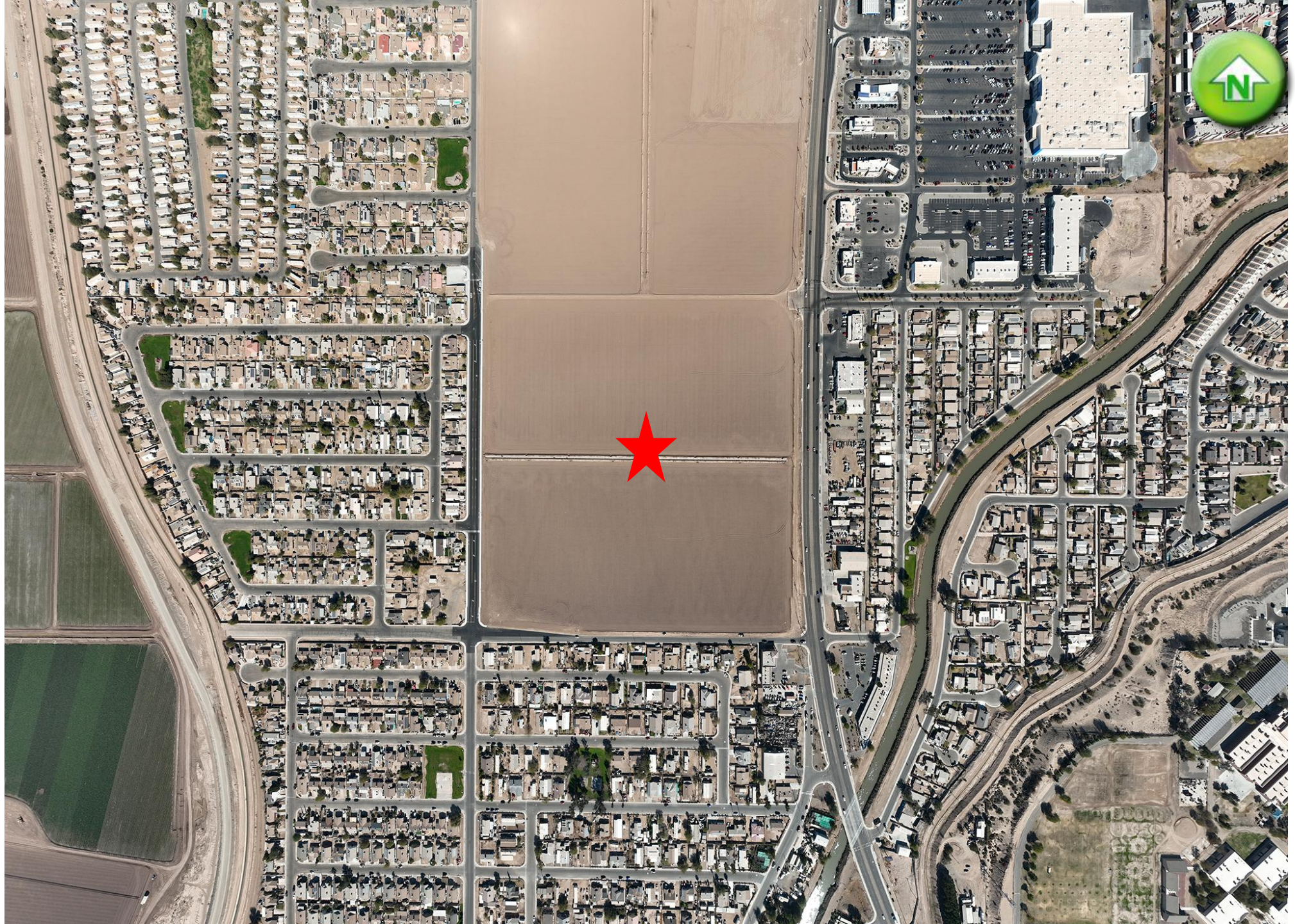
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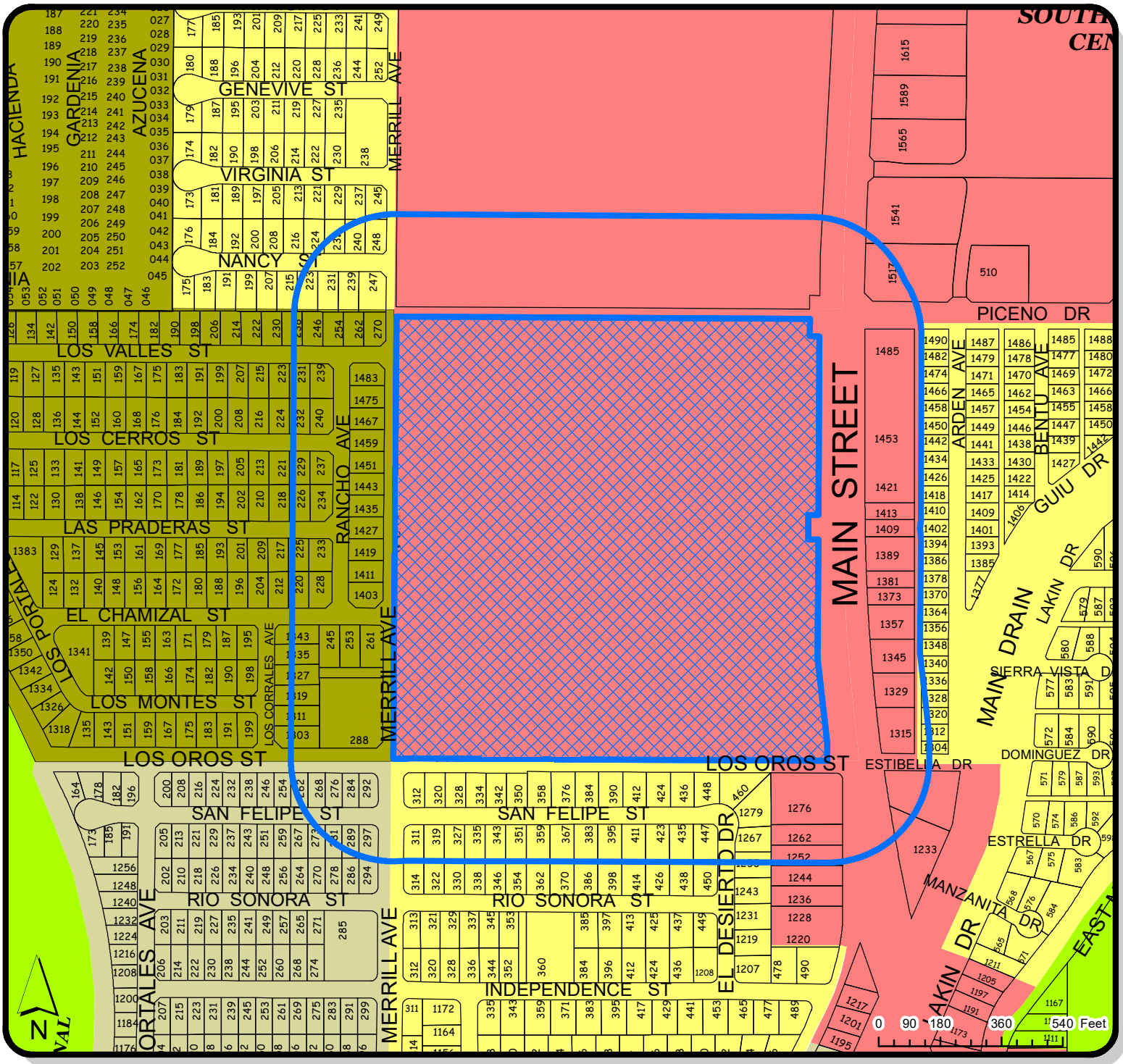


LOCATION OF SUBJECT PROPERTY

PARCEL ID:22602012

300FT NOTIFICATION BUFFER

LOCATION MAP

Zoning

COMMERCIAL ZONING DISTRICTS
C-2
MANUCTURED HOME ZONING DISTRICTS
MH
MULTIPLE RESIDENCE ZONING DISTRICTS
R-2
SINGLE RESIDENCE ZONING DISTRICTS
RA-10
R1-6

CONDITIONAL USE

CASE #

2025-0095

DATE:

3/27/2025

PLANNING & ZONING

GIS

CREATED BY:

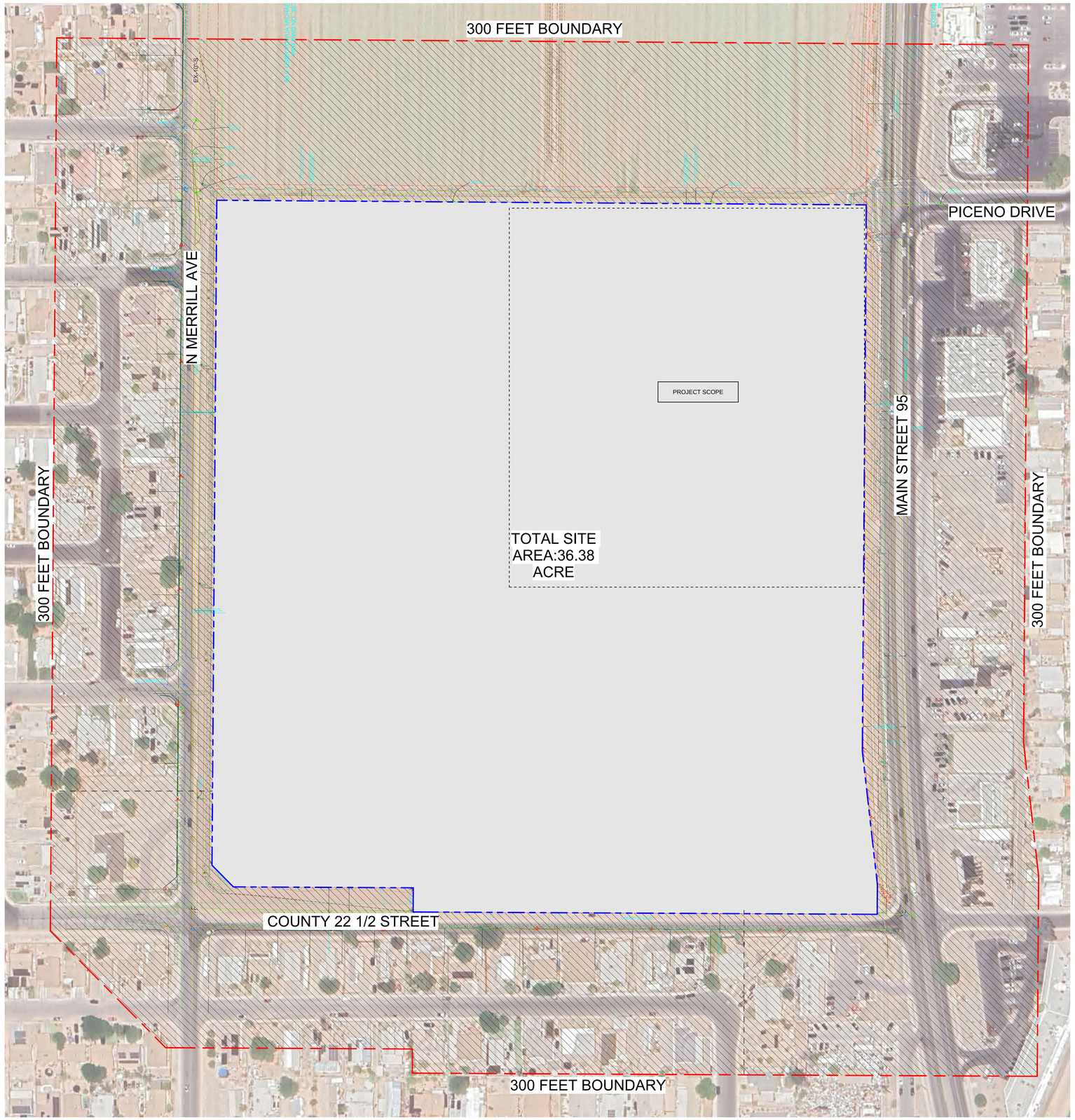
ISAAC GUTIERREZ

CHECKED BY:

JUAN TEJEDA

APPROVED BY:

JOSE A. GUZMAN



OVERALL SITE CONTEXT PLAN

Scale is 1" = 80'-0" when printed on full size sheet.

N

GENERAL SHEET NOTES

A. CONTRACTOR SHALL REMOVE ALL EXISTING VEGETATION, SITE IMPROVEMENTS, ETC. WHETHER OR NOT SPECIFICALLY INDICATED ON THE DRAWINGS TO FACILITATE THE COMPLETION OF ALL REQUIRED NEW WORK. CONTRACTOR SHALL VISIT THE SITE AND VERIFY ALL QUANTITIES AND ITEMS THAT ARE REQUIRED TO BE REMOVED PRIOR TO SUBMITTAL OF THIS PROPOSAL.

B. SLOPE ALL GRADES AND PAVEMENT AWAY FROM BUILDING(S) TO PROVIDE POSITIVE DRAINAGE, UNLESS NOTED OTHERWISE.

C. FINISH GRADE AT SIDEWALKS, BUILDINGS, ETC., AS REQUIRED TO PROVIDE SMOOTH TRANSITION TO GRADE.

D. ANGLES INDICATED ARE 45 DEGREES UNLESS NOTED OTHERWISE.

E. CONSTRUCTION DEBRIS SHALL BE REMOVED FROM THE SITE ON A CONTINUING BASIS FOR THE DURATION OF CONSTRUCTION.

F. CONCRETE WALKS SHALL HAVE EXPANSION JOINTS AT A MAXIMUM SPACING OF 20 FEET O.C. AND CONTROL JOINTS AT 5 FEET O.C., UNLESS NOTED OTHERWISE.

G. PERFORM ALL CLEARING, GRUBBING AND EARTHWORK IN ACCORDANCE WITH THE GEOTECHNICAL REPORT, UNLESS MORE RESTRICTIVE REQUIREMENTS EXIST.

H. SHOULD SLOPES OF GREATER THAN 1:20 (5%) OCCUR AT PAVEMENT LOCATIONS, NOTIFY ARCHITECT IMMEDIATELY.

I. ALL PROPOSED IMPORTED FILL MATERIAL SHALL BE TESTED BY A QUALIFIED TESTING AGENCY TO VERIFY THAT IT MEETS ALL SPECIFICATION REQUIREMENTS PRIOR TO PLACING ON SITE.

J. DIMENSIONS ARE TO OUTSIDE FACE OF STEM WALLS/FOUNDATIONS UNLESS NOTED OTHERWISE.

K. ALL AREAS DISTURBED BY CONSTRUCTION, STAGING, ETC. SHALL BE RESTORED TO THEIR ORIGINAL CONDITION BY THE GENERAL CONTRACTOR. GENERAL CONTRACTOR IS RESPONSIBLE FOR DOCUMENTING ORIGINAL CONDITION.

L. ALL SIDEWALKS AT BUILDING ENTRYWAYS SHALL BE "KEYED" INTO BUILDING SLAB TO PREVENT DIFFERENTIAL MOVEMENT.

REFERENCE KEYNOTES

SHEET KEYNOTES

SITE PLAN LEGEND

- PROPERTY LINE
- 300 FEET LINE
- AREA COVERED IN 300 FEET RADIUS
- SITE PARCEL

orcutt | winslow
2929 n central ave
eleventh floor
phoenix az 85012
602 257 1764 t
602 257 9029 f
www.owp.com

ONVIDA HEALTH NEIGHBORHOOD HOSPITAL- SAN LUIS

San Luis, AZ 85349

SIGN / SEAL

NOT FOR CONSTRUCTION

OWP PROJECT NO. 2024_565

DATE OF ISSUE 12.31.2023

PROJECT PHASE / ISSUED FOR
Development Package

REVISIONS

NUMBER	DESCRIPTION	DATE

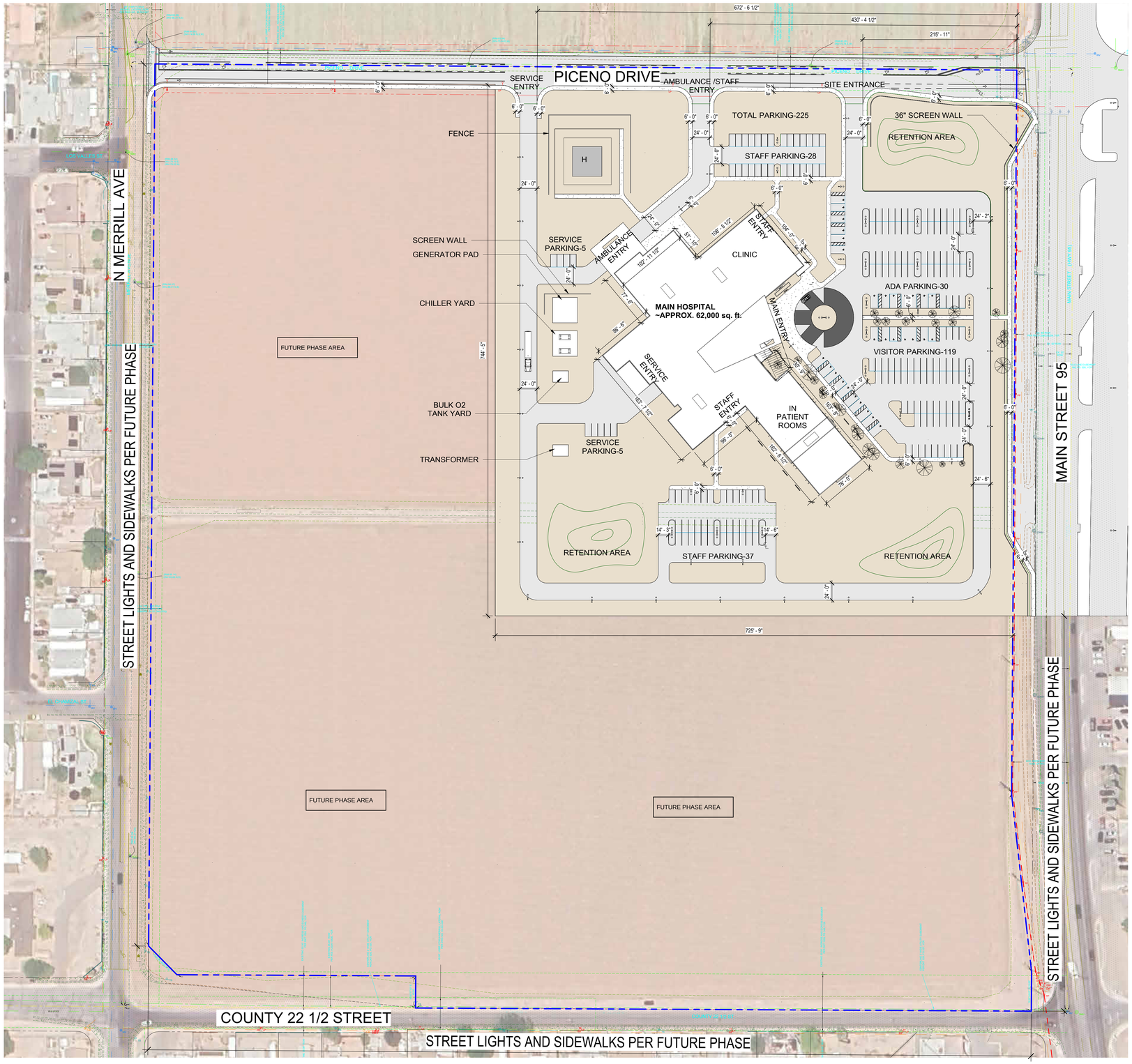
DRAWN BY
Author

SHEET CONTENTS / TITLE
SITE CONTEXT PLAN

AS102

AGENCY NO.
AHCA-123456.78

3/20/2025 4:02:27 PM orcutt | winslow / 2024_565 / NEIGHBORHOOD HOSPITAL- SAN LUIS - SCHEMATIC DESIGN / AS102- SITE CONTEXT PLAN / Author
Autodesk Docs://24_565 Yuma Regional Micro-Hospital/2024_565_YRMH_v24.rvt



OVERALL SITE PLAN

Scale is 1" = 60'-0" when printed on full size sheet.

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GENERAL SHEET NOTES

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B. SLOPE ALL GRADES AND PAVEMENT AWAY FROM BUILDING(S) TO PROVIDE POSITIVE DRAINAGE, UNLESS NOTED OTHERWISE.

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G. PERFORM ALL CLEARING, GRUBBING AND EARTHWORK IN ACCORDANCE WITH THE GEOTECHNICAL REPORT, UNLESS MORE RESTRICTIVE REQUIREMENTS EXIST.

H. SHOULD SLOPES OF GREATER THAN 1:20 (5%) OCCUR AT PAVEMENT LOCATIONS, NOTIFY ARCHITECT IMMEDIATELY.

I. ALL PROPOSED IMPORTED FILL MATERIAL SHALL BE TESTED BY A QUALIFIED TESTING AGENCY TO VERIFY THAT IT MEETS ALL SPECIFICATION REQUIREMENTS PRIOR TO PLACING ON SITE.

J. DIMENSIONS ARE TO OUTSIDE FACE OF STEM WALLS/FOUNDATIONS UNLESS NOTED OTHERWISE.

K. ALL AREAS DISTURBED BY CONSTRUCTION, STAGING, ETC. SHALL BE RESTORED TO THEIR ORIGINAL CONDITION BY THE GENERAL CONTRACTOR. GENERAL CONTRACTOR IS RESPONSIBLE FOR DOCUMENTING ORIGINAL CONDITION.

L. ALL SIDEWALKS AT BUILDING ENTRYWAYS SHALL BE "KEYED" INTO BUILDING SLAB TO PREVENT DIFFERENTIAL MOVEMENT.

REFERENCE KEYNOTES

SHEET KEYNOTES

SITE PLAN LEGEND

PROPERTY LINE

POWER LINE

PARKING CALCULATIONS FOR HOSPITAL/CLINIC:

HOSPITAL
(1 SPACE PER 1.5 BEDS,ADA 10% OF PATIENT & VISITOR PARKING)

HOSPITAL REQUIRED

- 24 X 1.5 = **36 SPACES**
- ADA REQ: **4 SPACES (INCLUDING IN REQUIRED 36)**

HOSPITAL PROVIDED

TOTAL PARKING SPACES REQUIRED: 36
TOTAL ADA SPACES REQUIRED(INCLUDED IN 36):4

TOTAL PARKING SPACES PROVIDED:124
TOTAL ADA SPACES PROVIDED(INCLUDED IN 124):18

CLINIC
(1 SPACE PER 250 SQ.FT + 1 SPACE:2 EMPLOYEES, 20% OF PATIENT & VISITOR PARKING)

CLINIC REQUIRED

- 10663/250 SQ.FT = **43 SPACES**
- ADA REQ: **8.6 SPACES (INCLUDING IN REQUIRED 43)**

- 40/2 =**20 SPACES**
- ADA REQ: **4 SPACES (INCLUDING IN REQUIRED 20)**

CLINIC PROVIDED

TOTAL PARKING SPACES REQUIRED: 63
TOTAL ADA SPACES REQUIRED(INCLUDED IN 63):12.6

TOTAL PARKING SPACES PROVIDED:101
TOTAL ADA SPACES PROVIDED(INCLUDED IN 101):13

TOTAL SPACES REQUIRED: 99
TOTAL ADA SPACES REQUIRED: 17 (INCLUDED IN 99)

TOTAL SPACES PROVIDED: 225
TOTAL ADA SPACES PROVIDED (INCLUDED IN 225) : 30

ADDITIONAL SPACES PROVIDED: 126

SITE USAGE CALCULATIONS:

TOTAL SITE AREA: 36.38 ACRE
TOTAL DEVELOPED SITE AREA:13.14 ACRE

TOTAL OPEN SPACE:29.23 ACRE
TOTAL OPEN SPACE IN DEVELOPED SITE:6.35 ACRE

DEVELOPED SITE AREA:-

BUILT SPACE:62947 SQ.FT
ROADS:150332.88 SQ.FT
PARKING:45000 SQ.FT
SIDEWALK:29000 SQ.FT

OPEN SPACE PERCENTAGE

TOTAL OPEN SPACE - PARCEL: 82.17%
TOTAL OPEN SPACE - DEVELOPED SITE: 53 %

BUILT PERCENTAGE

TOTAL BUILT AREA - PARCEL :16.78 %
TOTAL BUILT AREA - DEVELOPED SITE :45.40 %

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OWP PROJECT NO. 2024_565
DATE OF ISSUE 12.31.2023

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SHEET CONTENTS / TITLE
OVERALL SITE PLAN

AS100

AGENCY NO.
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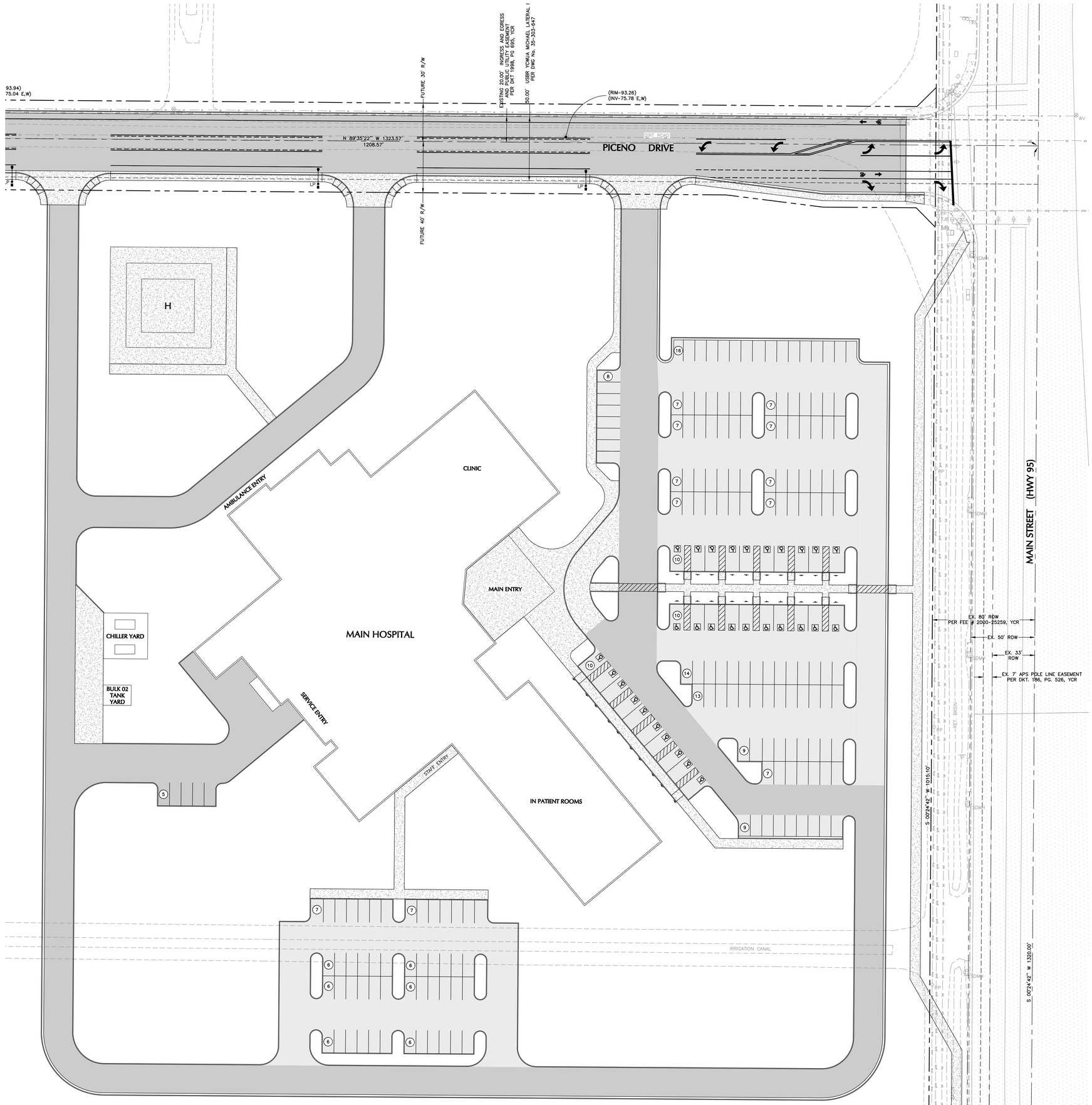

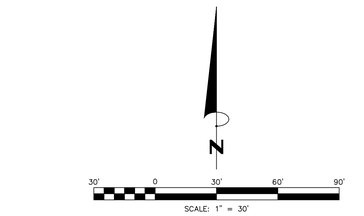

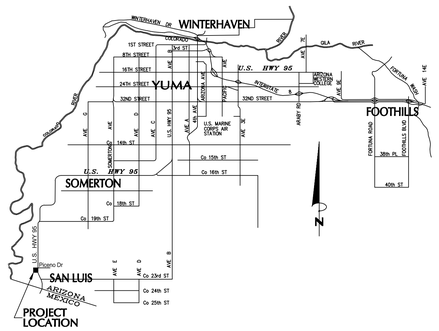

VICINITY MAP

NOTES

1. DIMENSIONS ARE FROM FACE OF CURB.
2. REFER TO BUILDING FLOOR PLANS, FOUNDATION PLANS AND WALL SECTIONS FOR COMPLETE DIMENSIONS OF BUILDING.
3. PRIOR TO CONSTRUCTION, CONTRACTOR SHALL PROVIDE A TRAFFIC CONTROL PLAN.
4. CONTRACTOR TO OBTAIN ENCROACHMENT PERMIT FOR ALL WORK WITHIN CITY OR COUNTY RIGHT-OF-WAY.
5. CONTRACTOR SHALL MAINTAIN ACCESS AT ALL TIMES.
6. CONTRACTOR TO PREPARE AND SUBMIT STORM WATER POLLUTION PREVENTION PLAN TO MEET ADEQ SPECIFICATIONS. NOTICE OF INTENT SHALL BE SUBMITTED TO ADEQ PRIOR TO THE BEGINNING OF ANY CONSTRUCTION ACTIVITY.

BENCHMARK

PROJECT ELEVATIONS ESTABLISHED FROM GPS DERIVED ORTHOMETRIC HEIGHTS BY APPLICATION OF NGS GEOID MODELED SEPARATIONS TO ELLIPSOID HEIGHTS DETERMINED BY OBSERVATIONS OF THE GPS REAL TIME NETWORK. ALL ELEVATIONS SHOWN HEREON ARE REFERENCED TO NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88)

BASIS OF BEARINGS

BEARINGS ARE RELATIVE TO NAD 1983 US STATE PLANE COORDINATE SYSTEM (ARIZONA WEST) AS MEASURED BY KINEMATIC GPS OBSERVATIONS

SITE ADDRESS

XXXXX
SAN LUIS, ARIZONA 85349

ASSESSORS PARCEL NUMBER

226-02-012

ZONING

C-2 (COMMUNITY COMMERCIAL)

PARCEL AREA

1,584,734 S.F. / 36.38 ACRES

PARKING SPACE COUNT

PARKING SPACES	= 187
HC PARKING SPACES	= 30
TOTAL PARKING SPACES	= 217

FLOOD ZONE DESIGNATION

THE SUBJECT PROPERTY IS LOCATED WITHIN AN AREA HAVING A FLOOD ZONE 'X' DESIGNATION. ZONE X - AREAS OF 0.2% ANNUAL CHANCE FLOOD; AREAS OF 1% ANNUAL CHANCE FLOOD WITH AVERAGE DEPTHS OF LESS THAN 1 FOOT OR WITH DRAINAGE AREAS LESS THAN 1 SQUARE MILE; AND AREAS PROTECTED BY LEVEES FROM 1% ANNUAL CHANCE FLOOD. REFERENCE - FLOOD INSURANCE RATE MAP (FIRM), MAP NUMBER 04027 C1820F, MAP EFFECTIVE JANUARY 16, 2014

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SHEET CONTENTS / TITLE
SITE PLAN

C-1.1

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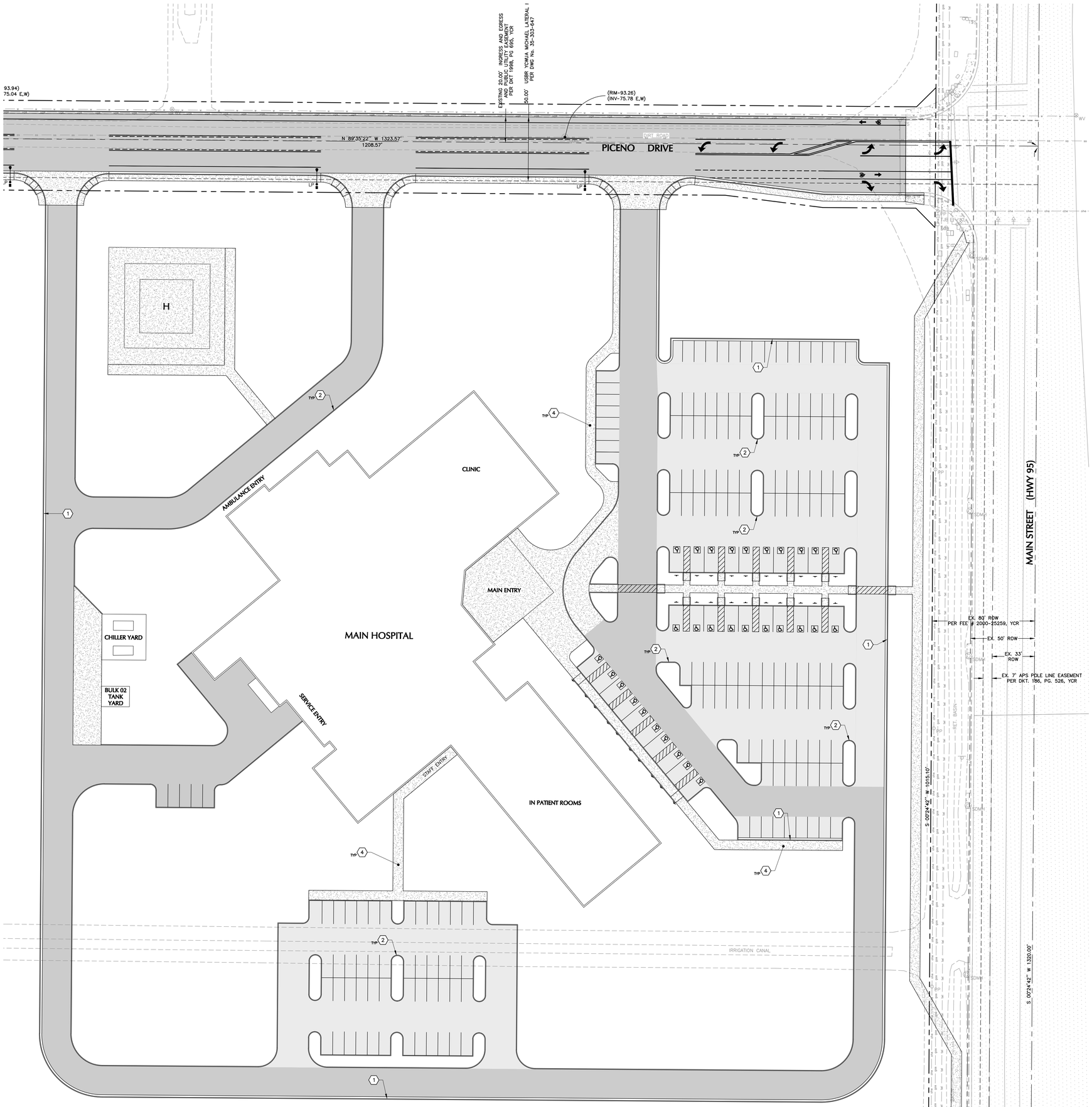

NOTES

1. ALL MATERIALS AND CONSTRUCTION HEREON SHALL CONFORM TO YUMA COUNTY STANDARDS SPECIFICATIONS & CONSTRUCTION STANDARDS UNLESS OTHERWISE SHOWN ON THESE PLANS.
2. ALL YUMA COUNTY REQUIRED COMPACTION AND LABORATORY TEST SHALL BE FURNISHED BY THE CONTRACTOR TO THE OWNER PRIOR TO THE ACCEPTANCE OF THE PROJECT.
3. CONTRACTOR TO MAINTAIN DUST ABATEMENT AT ALL TIMES DURING CONSTRUCTION.
4. REFER TO THE SITE DIMENSION PLAN FOR LOCATION OF ALL NEW CONSTRUCTION.
5. REFER TO STRUCTURAL PLANS FOR BUILDING SLAB SECTIONS, FOOTINGS, AND FOUNDATION PLANS.
6. ALL ENGINEERED BACKFILL TO BE COMPACTED TO 95% OF MAXIMUM DENSITY AT OPTIMUM MOISTURE.
7. UNDERGROUND UTILITIES SHOWN HEREON ARE ONLY APPROXIMATE. CONTRACTOR SHALL VERIFY LOCATION, DEPTH AND ROUTING OF ALL UTILITIES BEFORE CONSTRUCTION.
8. ALL EXISTING MONUMENTATION SHALL BE REFERENCED PRIOR TO CONSTRUCTION AND REPLACED AFTER ALL WORK IS COMPLETED BY THE CONTRACTOR. (IF DISTURBED)
9. PAVING CONTRACTOR TO PROVIDE ALL BACKFILLED REQUIRED BEHIND ALL NEW IMPROVEMENTS IN ACCORDANCE WITH THE TYPICAL DETAILS AND SLOPE LINES SHOWN HEREON.
10. PAVING CONTRACTOR TO COORDINATE WITH IRRIGATION AND UTILITY CONTRACTORS TO INSURE INSTALLATION OF IRRIGATION AND ELECTRICAL CONDUITS AND ALL UNDERGROUND UTILITIES PRIOR TO PAVING.
11. ALL DIMENSIONS ARE MEASURED FROM THE FACE OF CURB, UNLESS OTHERWISE NOTED.
12. REFER TO THE GEOTECHNICAL SOILS INVESTIGATION FOR PREPARATION OF BUILDING PAD & PARKING LOT AREA.
13. CONTRACTOR TO OBTAIN ENCROACHMENT PERMIT FOR ALL WORK WITHIN CITY OR COUNTY RIGHT-OF-WAY.
14. CONTRACTOR SHALL MAINTAIN ACCESS AT ALL TIMES.

PAVING SCHEDULE OF WORK

1	NEW VERTICAL CURB AND GUTTER	– SEE DETAIL A/C–203
2	NEW VERTICAL CURB	– SEE DETAIL B/C–203
3	NEW 3' CURB TERMINATION	– SEE DETAIL B/C–203
4	NEW 4" THICK CONCRETE SIDEWALK	– SEE DETAIL C/C–203
5	NEW ASPHALTIC CONCRETE PAVEMENT (AC) LIGHT DUTY	– SEE DETAIL D/C–203
6	NEW ASPHALTIC CONCRETE PAVEMENT (AC) HEAVY DUTY	– SEE DETAIL E/C–203
7	NEW CONCRETE PAVEMENT	– SEE DETAIL J/C–203
8	NEW 4" WHITE PAINT STRIPING	
9	NEW PAVEMENT MARKING	– SEE DETAIL F/C–203
10	NEW "HANDICAP PARKING ONLY" SIGN	– SEE DETAIL G/C–203
11	NEW PARKING BUMPER	– SEE DETAIL H/C–203
12	NEW DRIVEWAY ENTRANCE WITH CURB RETURNS	– SEE DETAIL I/C–203
13	NEW SIDEWALK RAMP STRAIGHT SECTION	– SEE DETAIL K/C–203
14	NEW TRASH ENCLOSURE	– SEE DETAIL A/C–204
15	NEW CONCRETE SPILLWAY WITH DEPRESSED CURB AND ROCK RIP–RAP (3'–6")	– SEE DETAIL B/C–204
16	NEW CONCRETE CUTOFF WALL	– SEE DETAIL C/C–204
17	NEW NYLOPLAST CATCH BASIN WITH GRATE & CURB OPENING	– SEE DETAIL D,E/C204
18	NEW 8" SDR 35 PVC STORM DRAIN	– SEE DETAIL C/C–204
19	NEW R1–1 "STOP" SIGN ON NEW CHANNEL POST	
20	SAW CUT 2' OF EXISTING AC PAVEMENT. REMOVE EXISTING VERTICAL CURB, GUTTER AND SIDEWALK.	– SEE DETAIL F/C–204
21	NEW BOLLARDS	
22	NEW SIDEWALK SCUPPER	– SEE DETAIL G/C–204
23	NEW 3' WIDE DEPRESSED CURB OPENING	
24	NEW 18" WIDE BORDER CURB (FLAT)	– SEE DETAIL H/C–204
25	NEW 6" SDR 35 PVC STORM DRAIN	– SEE DETAIL I/C–204
26	NEW 4" SDR 35 PVC STORM DRAIN	– SEE DETAIL I/C–204
27	NEW 12" SDR 35 PVC STORM DRAIN	– SEE DETAIL I/C–204
28	NEW CONCRETE SPLASH BLOCK AT DOWNSPOUT	

UTILITY WARNING

THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM THE FIELD SURVEY INFORMATION AND EXISTING DRAWINGS. THE SURVEYOR MAKES NO GUARANTEE THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES.

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SHEET CONTENTS / TITLE
PAVING PLAN

C-2.1

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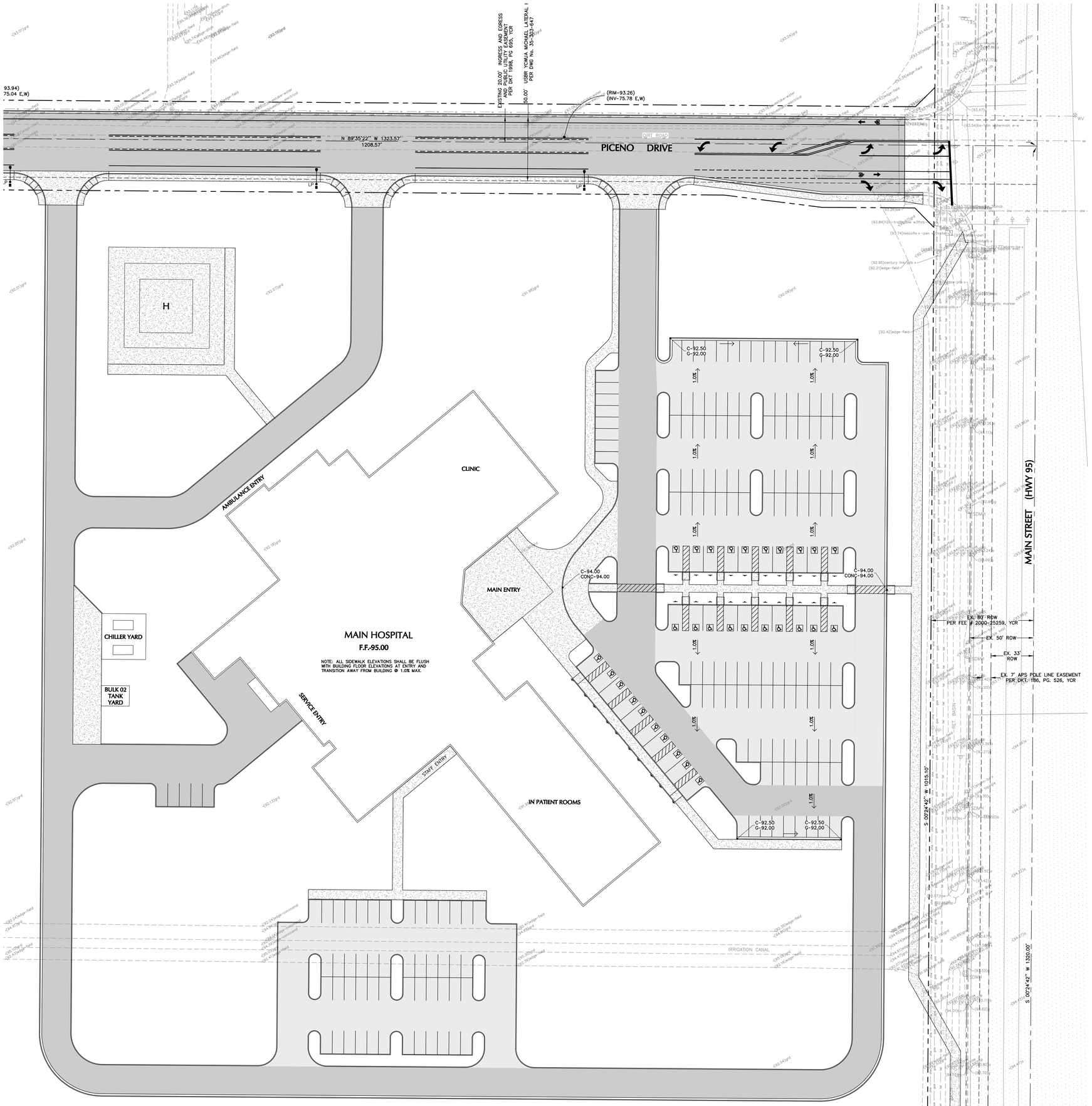

LEGEND

C-000.00	NEW CURB ELEVATION	+ (283.89) bc	EXISTING CURB ELEVATION
G-000.00	NEW GUTTER ELEVATION	+ (283.39) g	EXISTING GUTTER ELEVATION
A-000.00	NEW ASPHALT ELEVATION	+ (283.19) a	EXISTING ASPHALT ELEVATION
CONC-000.00	NEW CONCRETE ELEVATION	+ (283.19) conc	EXISTING CONCRETE ELEVATION
FG-000.00	NEW FINISHED GRADE ELEVATION	+ (285.68) grd	EXISTING GRADE ELEVATION
TOW-000.00	NEW TOP OF WALL ELEVATION	⟵	DRAINAGE FLOW ARROW
	DRAINAGE AREA		

STORMWATER RETENTION CALCULATIONS

THE DESIGN IS BASED UPON THE SITE BEING AN INDIVIDUAL RESIDENTIAL LOT WITH ALL STORM WATER FALLING ON-SITE BEING CONTAINED ON-SITE, WITH A DESIGN FOR A 2 HR/100-YEAR STORM USING 2.25" OF TOTAL RAINFALL.
THERE WILL BE NO OFFSITE FLOW ENTERING THE SITE. ALL STORM WATER GENERATED ONSITE WILL BE RETAINED ONSITE.

DRAINAGE AREA #1
RAINFALL = 2.25 INCHES OF TOTAL RAINFALL
TOTAL AREA = XX S.F.
STORAGE REQUIRED = XX X 2.25"/12 = XX C.F.
STORAGE PROVIDED = XX C.F.

RETENTION BASIN #1
AREA @ ELEVATION XX = XX S.F.
AREA @ ELEVATION XX = XX S.F.
DEPTH = XX'
([XX + XX]/2)(X.0) = XX C.F.

DRAINAGE AREA #2
RAINFALL = 2.25 INCHES OF TOTAL RAINFALL
TOTAL AREA = XX S.F.
STORAGE REQUIRED = XX X 2.25"/12 = XX C.F.
STORAGE PROVIDED = XX C.F.

RETENTION BASIN #2
AREA @ ELEVATION XX = XX S.F.
AREA @ ELEVATION XX = XX S.F.
DEPTH = XX'
([XX + XX]/2)(X.0) = XX C.F.

DRAINAGE AREA #3
RAINFALL = 2.25 INCHES OF TOTAL RAINFALL
TOTAL AREA = XX S.F.
STORAGE REQUIRED = XX X 2.25"/12 = XX C.F.
STORAGE PROVIDED = XX C.F.

RETENTION BASIN #3
AREA @ ELEVATION XX = XX S.F.
AREA @ ELEVATION XX = XX S.F.
DEPTH = XX'
([XX + XX]/2)(X.0) = XX C.F.

PAVEMENT SECTION

NEW LIGHT DUTY ASPHALTIC CONCRETE PAVEMENT - SEE DETAIL X/CX.X

NEW HEAVY DUTY ASPHALTIC CONCRETE PAVEMENT - SEE DETAIL X/CX.X

DISPOSAL OF RETAINED RUNOFF

THIS SITE IS LOCATED WITHIN AN AREA HAVING NO SPECIAL FLOOD HAZARD AREAS.

THERE WILL BE SOME OFFSITE FLOW ENTERING THE SITE. ALL STORM WATER GENERATED ONSITE WILL BE RETAINED ONSITE.

THIS DESIGN MEETS THE REQUIREMENTS OF YUMA COUNTY/CITY OF SAN LUIS CODE.

THE ALLOWABLE SURFACE INFILTRATION IN ROSITAS SAND FROM 5 TO 60 INCHES IS 6 TO 20 INCHES/HOUR. 10.0 INCHES/HOUR WAS UTILIZED FOR INFILTRATION ON ALL RETENTION BASINS WHICH EQUALS (10.0/12=0.83) (0.83)(7.48) = 6.2 GALLONS/SF/HR.

THE TOTAL BOTTOM AREA OF RETENTION BASIN 1 TO BE UTILIZED FOR INFILTRATION IS 1,380 SF.

DISPOSAL TIME = (TOTAL BASIN VOLUME IN CUBIC FEET)(C.F. PER GAL) / (INFILTRATION RATE GALLONS/SF/HR)(BOTTOM AREA OF BASIN SF)

= 5,745 X 7.48 / 6.2 X 1,380

= 5.00 HOURS (0.2093 DAYS) < 5 DAYS OK

ACTUAL DISPOSAL TIME WOULD BE LESS DUE TO EVAPORATION OF THE STORM WATER. THEREFORE, NO PUMPING OF THE STORM WATER WILL BE REQUIRED

FLOOD ZONE DESIGNATION

THE SUBJECT PROPERTY IS LOCATED WITHIN AN AREA HAVING A FLOOD ZONE X DESIGNATION. ZONE X - AREAS OF 0.2% ANNUAL CHANCE FLOOD; AREAS OF 1% ANNUAL CHANCE FLOOD WITH AVERAGE DEPTHS OF LESS THAN 1 FOOT OR WITH DRAINAGE AREAS LESS THAN 1 SQUARE MILE; AND AREAS PROTECTED BY LEVEES FROM 1% ANNUAL CHANCE FLOOD. REFERENCE - FLOOD INSURANCE RATE MAP (FIRM), MAP NUMBER 04027 C2155E, MAP EFFECTIVE AUGUST 28, 2008

UTILITY WARNING

THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM THE FIELD SURVEY INFORMATION AND EXISTING DRAWINGS. THE SURVEYOR MAKES NO GUARANTEE THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES.

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GRADING AND DRAINAGE PLAN

C-2.2

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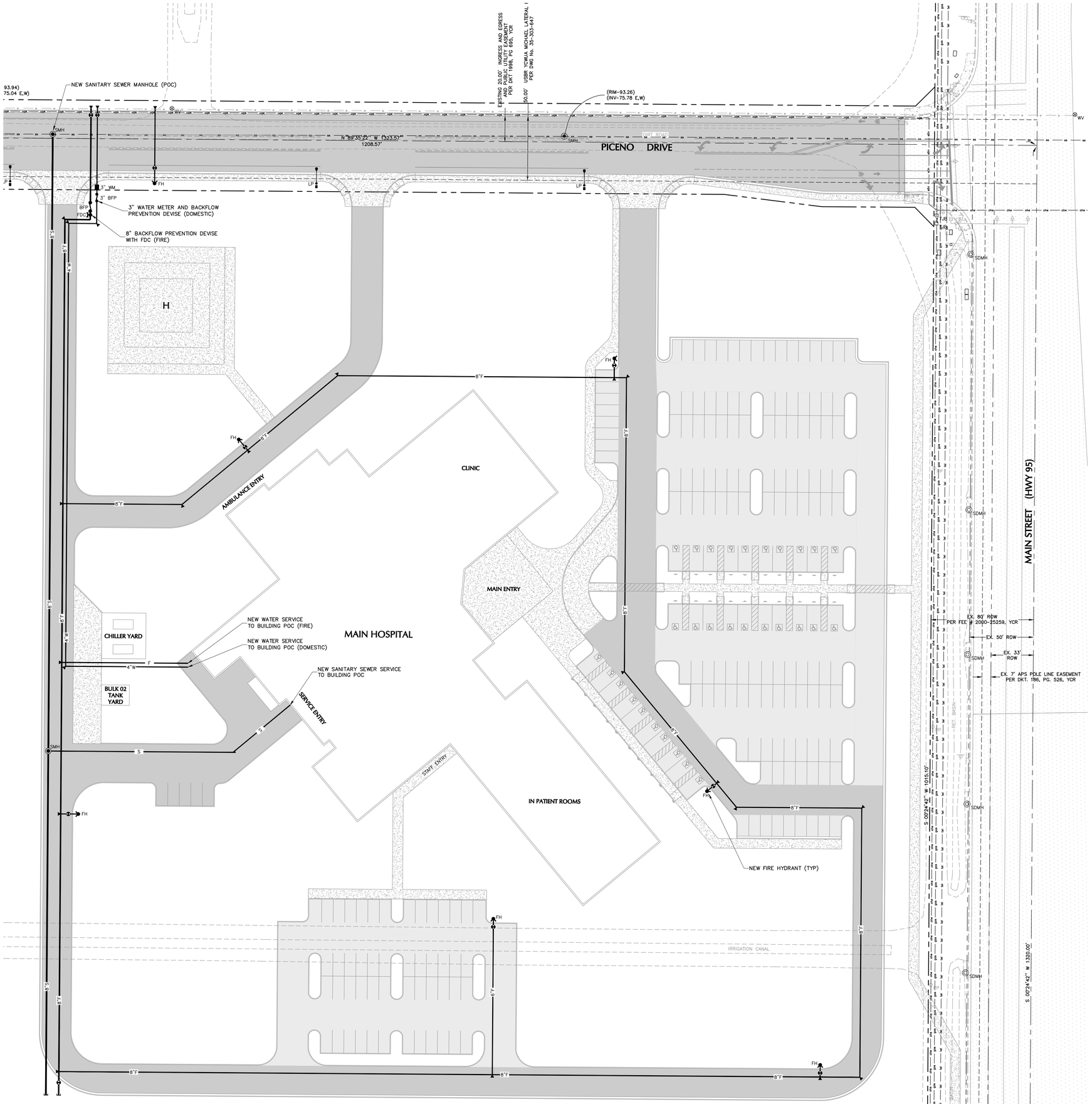

LEGEND

- 4"-W — NEW WATER LINE
- 6"-S — NEW SEWER LINE
- 8"-F — NEW FIRE LINE
- NEW WATERMAIN BLOWOFF
- NEW THRUST BLOCK
- NEW FIRE HYDRANT
- NEW REMOTE FIRE DEPARTMENT CONNECTION
- NEW WATER VALVE
- NEW BACKFLOW PREVENTER
- NEW WATER METER
- NEW SEWER MANHOLE
- NEW SANITARY WYE WITH CLEANOUT

NOTES

1. PER ARS 40-360 ALL NONMETALLIC BURIED PIPING (INCLUDING IRRIGATION PIPING OVER 2" DIAMETER) MUST USE A MINIMUM #12 THHN INSULATED COPPER TRACER WIRE SECURELY ATTACHED TO PIPES A MAXIMUM 8 FEET O.C. OR WRAPPED AROUND THE PIPE AND SHALL HAVE 12" OF TRACER WIRE ACCESSIBLE AT ITS TERMINATION AND SECURELY ATTACHED AT TERMINATION ABOVE GRADE.
2. THE ELEVATION OF THE EXISTING SANITARY SEWER CONNECTION SHOWN ON THE PLANS IS APPROXIMATE. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO FIELD VERIFY THE EXACT LOCATION AND ELEVATION PRIOR TO ANY UNDERGROUND CONSTRUCTION. THE CONTRACTOR SHALL NOTIFY THE ENGINEER IF DISCREPANCIES EXIST BETWEEN DESIGN INFORMATION AND ACTUAL FIELD CONDITIONS.
3. PRIOR TO CONSTRUCTION THE CONTRACTOR SHALL "POTHOLE" ALL POTENTIAL POINTS OF CONFLICT BETWEEN NEW UTILITIES AND EXISTING UTILITIES. THE CONTRACTOR SHALL NOTIFY THE ENGINEER IF DISCREPANCIES EXIST BETWEEN DESIGN INFORMATION AND ACTUAL FIELD CONDITIONS.

UNDERGROUND CONDUITS & SLEEVES

PRIOR TO CONSTRUCTION THE CONTRACTOR SHALL VERIFY EXACT LOCATION FOR ANY UNDERGROUND SLEEVES FOR IRRIGATION, ELECTRICAL CONDUITS, TELECOMMUNICATION CONDUITS AND PLUMBING & MECHANICAL UNDERGROUND LINES. CONTRACTOR SHALL COORDINATE WITH THE CONSTRUCTION DOCUMENTS PROVIDED AS WELL AS SUBCONTRACTORS PRIOR TO ANY CONSTRUCTION. THE CONTRACTOR SHALL NOTIFY THE ENGINEER IF DISCREPANCIES EXIST BETWEEN DESIGN INFORMATION AND ACTUAL FIELD CONDITIONS.

UTILITY WARNING

THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM THE FIELD SURVEY INFORMATION AND EXISTING DRAWINGS. THE SURVEYOR MAKES NO GUARANTEE THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES.

WATER SCHEDULE OF WORK

1	NEW 8" x 8" TAPPING SLEEVE W/ THRUST BLOCK, GATE VALVE, ANCHOR & VALVE BOX AND COVER	- SEE DETAIL A,B,C,D&E/C302
2	NEW 8" x 8" x 6" TAPPING SLEEVE W/ THRUST BLOCK, GATE VALVE, ANCHOR & VALVE BOX AND COVER	- SEE DETAIL A,B,C,D&E/C302
3	NEW 8" CLASS 305 C900 PVC WATERLINE	- SEE DETAIL F/C302
4	NEW 6" CLASS 305 C900 PVC WATERLINE	- SEE DETAIL F/C302
5	NEW 4" CLASS 305 C900 PVC WATERLINE	- SEE DETAIL F/C302
6	NEW 4" CLASS 235 C900 PVC WATERLINE	- SEE DETAIL F/C302
7	NEW 3" SCHEDULE 40 PVC WATERLINE	- SEE DETAIL F/C302
8	NEW 8" GATE VALVE W/ANCHOR, VALVE BOX AND COVER	- SEE DETAIL A,B,C,D&E/C302
9	NEW 6" GATE VALVE W/ANCHOR, VALVE BOX AND COVER	- SEE DETAIL A,B,C,D&E/C302
10	NEW 4" GATE VALVE W/ANCHOR, VALVE BOX AND COVER	- SEE DETAIL A,B,C,D&E/C302
11	NEW 8"X8"X6" TEE W/THRUST BLOCK	- SEE DETAIL D,E/C302
12	NEW 4"X4"X4" TEE W/THRUST BLOCK	- SEE DETAIL D,E/C302
13	NEW 8" 90° BEND W/ THRUST BLOCK	- SEE DETAIL D,E/C302
14	NEW 6" 90° BEND W/ THRUST BLOCK	- SEE DETAIL D,E/C302
15	NEW 4" 90° BEND W/ THRUST BLOCK	- SEE DETAIL D,E/C302
16	NEW 8" 45° BEND W/ THRUST BLOCK	- SEE DETAIL D,E/C302
17	NEW 4" 45° BEND W/ THRUST BLOCK	- SEE DETAIL D,E/C302
18	NEW 2" WATER METER AND METER BOX	
19	NEW 2" REDUCED PRESSURE ASSEMBLY BACKFLOW PREVENTER	- SEE DETAIL I/C302
20	NEW 8" DOUBLE CHECK VALVE BACKFLOW DEVICE	- SEE DETAIL J/C302

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2024_565	3.14.2025

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Author

SHEET CONTENTS / TITLE
WATER AND SEWER PLAN

C-3.1

AGENCY NO.
AHCA-123456.78

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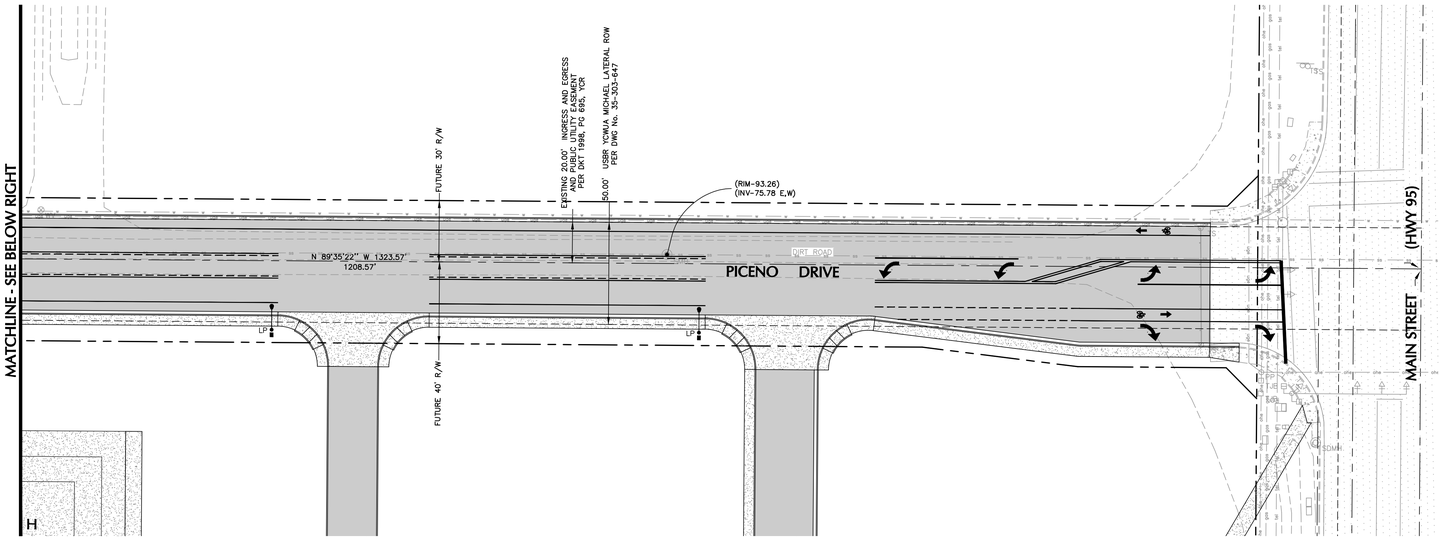
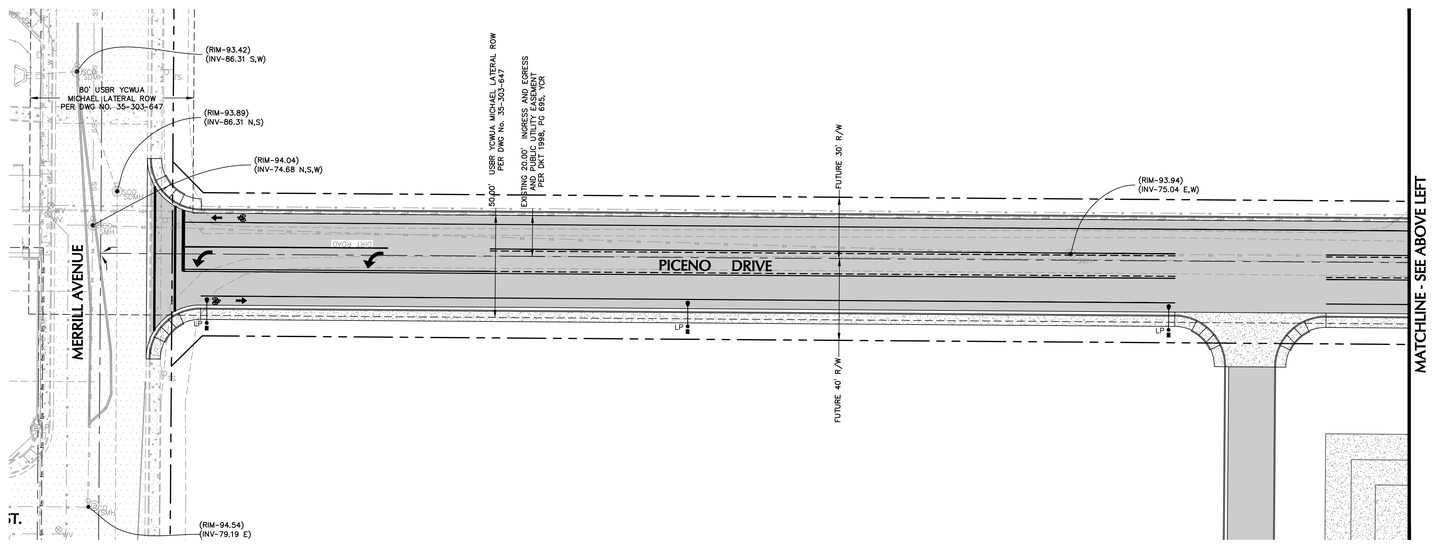
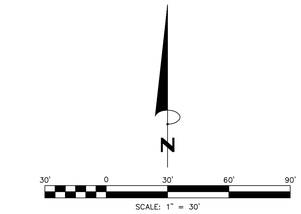

MATCHLINE - SEE BELOW RIGHT
FUTURE 30' R/W
EXISTING 20.00' INGRESS AND EGRESS AND PUBLIC UTILITY EASEMENT PER DKT 1998, PG 695, YCR
50.00' USBR YCMIA MICHAEL LATERAL ROW PER DWG No. 35-303-647
(RIM-93.26)
(INV-75.78 E,W)
N 89°35'22" W 1323.57'
1208.57'
DIRT ROAD
PICENO DRIVE
MAIN STREET (HWY 95)
FUTURE 40' R/W
LP
SDMH





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SHEET CONTENTS / TITLE
OFF-SITE ROADWAY IMPROVEMENT PLAN

C-5.1

AGENCY NO.
AHCA-123456.78

1560 S. 5th Avenue
Yuma, AZ 85364
Phone: (928) 819-0825
www.dahlrobins.com
DAHL, ROBINS & ASSOCIATES, INC.
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TOPDRESS SCHEDULE

TYPE 1 - DECOMPOSED GRANITE
SIZE: 3/4" SCREENED
COLOR: ARIZONA BLONDE
SOURCE: IMAC ROCK
SEE DETAIL X/LP-XXX

TYPE 2 - DESERT COBBLE MIX
(25%) MOHAWK BROWN - 3/4" SCREENED
(25%) ARIZONA BLONDE - 1/2" MINUS
(50%) MARBLE WHITE - 3/4" SCREENED
SOURCE: IMAC ROCK
SEE DETAIL 1/LP-502

TYPE 3 - RIP RAP
SIZE: 4"-6"
COLOR: T.B.D
SOURCE: T.B.D

NOTES:
1. CONTRACTOR TO PROVIDE SAMPLES OF ALL TOPDRESS MATERIALS TO LANDSCAPE ARCHITECT FOR REVIEW AND APPROVAL PRIOR TO INSTALLATION.

PLANT SCHEDULE

SYMBOL	BOTANICAL / COMMON NAME	SIZE/TRUNK TYPE	CALIPER	QTY
TREES				
	Caesalpinia cacalaco 'Smoothie' Smoothie Thornless Cascalote	24" BOX MULTI-TRUNK	2" CAL MIN	17
	Ebenopsis ebano Texas Ebony	24" BOX MULTI-TRUNK	1.5" CAL MIN	25
	Parkinsonia praecox Palo Brea	36" BOX STANDARD TRUNK	1.5" CAL MIN	49
	Prosopis chilensis Chilean Mesquite	36" BOX STANDARD TRUNK	2" CAL MIN	22

SYMBOL	BOTANICAL / COMMON NAME	SIZE
SHRUBS		
	Bougainvillea x 'Torch Glow' Torch Glow Bougainvillea	15 GAL.
	Caesalpinia pulcherrima Red Bird Of Paradise	5 GAL.
	Calliandra eriophylla Fairyduster	5 GAL.
	Encelia farinosa Brittlebush	5 GAL.
	Ericameria laricifolia Turpentine Bush	5 GAL.
	Justicia candicans Red Justicia	5 GAL.
	Leucophyllum frutescens 'Green Cloud' Green Cloud Texas Sage	5 GAL.
	Simmondsia chinensis Jojoba	5 GAL.
ACCENTS		
	Agave desmetiana Smooth Agave	5 GAL.
	Carnegiea gigantea Saguaro	6` SPEAR
	Dasylirion wheeleri Desert Spoon	15 GAL.
	Echinocactus grusonii Golden Barrel Cactus	8" DIA.
	Fouquieria splendens Ocotillo	24" BOX FULLY ROOTED
	Hesperaloe funifera Giant Hesperaloe	5 GAL.
	Hesperaloe parviflora Red Yucca	5 GAL.
	Lophocereus schottii monstrosus Totem Pole Cactus	4` HT. SINGLE TRUNK
	Opuntia santa-rita Santa Rita Prickly Pear	5 GAL.
	Stenocereus marginata Mexican Fence Post	6` SPEAR
	Yucca elata Soaptree Yucca	15 GAL.
GROUNDCOVER		
	Dalea greggii Trailing Indigo Bush	5 GAL.
	Melampodium leucanthum Blackfoot Daisy	5 GAL.

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MC

SHEET CONTENTS / TITLE
LANDSCAPE SCHEDULES

LP-002

AGENCY NO.
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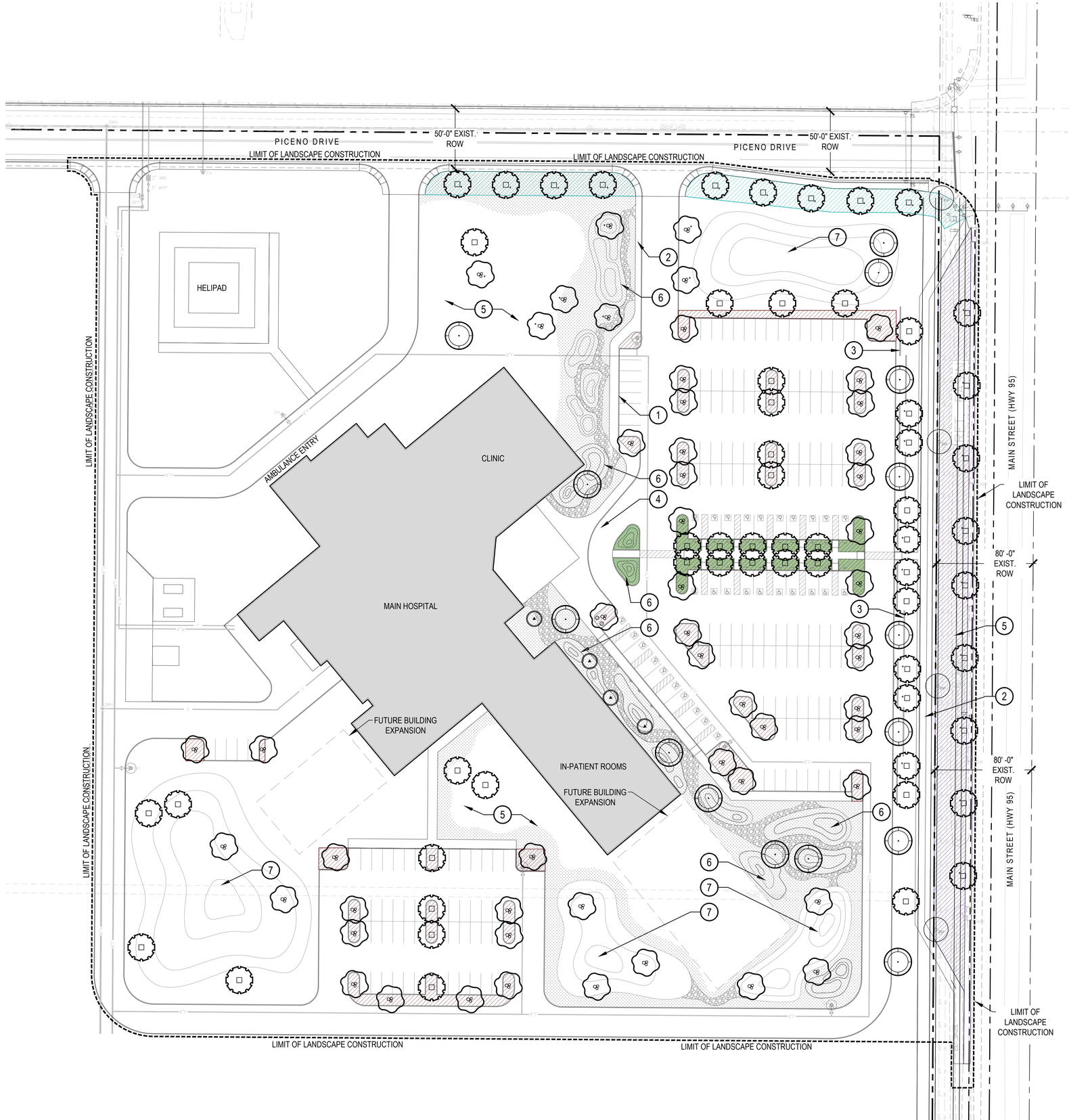

LEGEND

- PARKING
- ARTERIAL STREET
- COLLECTOR STREET
- ENHANCED PLANTING

PLANT SCHEDULE

SYMBOL	BOTANICAL / COMMON NAME	SIZE/TRUNK TYPE	CALIPER	QTY
TREES				
	Caesalpinia cacalaco 'Smoothie' Smoothie Thornless Cascalote	24" BOX MULTI-TRUNK	2" CAL MIN	17
	Ebenopsis ebano Texas Ebony	24" BOX MULTI-TRUNK	1.5" CAL MIN	25
	Parkinsonia praecox Palo Brea	24" BOX STANDARD TRUNK 36" BOX STANDARD TRUNK *	1.5" CAL MIN 2" CAL MIN	XX 49
	Prosopis chilensis Chilean Mesquite	24" BOX STANDARD TRUNK 36" BOX STANDARD TRUNK *	1.5" CAL MIN 2" CAL MIN	XX 22
SYMBOL	BOTANICAL / COMMON NAME	SIZE		
SHRUBS				
	Bougainvillea x 'Torch Glow' Torch Glow Bougainvillea	15 GAL.		
	Caesalpinia pulcherrima Red Bird Of Paradise	5 GAL.		
	Calliandra eriophylla Fairyduster	5 GAL.		
	Encelia farinosa Brittlebush	5 GAL.		
	Ericameria laricifolia Turpentine Bush	5 GAL.		
	Justicia candicans Red Justicia	5 GAL.		
	Leucophyllum frutescens 'Green Cloud' Green Cloud Texas Sage	5 GAL.		
	Simmondsia chinensis Jojoba	5 GAL.		
ACCENTS				
	Agave desmetiana Smooth Agave	5 GAL.		
	Carnegiea gigantea Saguaro	6' SPEAR		
	Dasylirion wheeleri Desert Spoon	15 GAL.		
	Echinocactus grusonii Golden Barrel Cactus	8" DIA.		
	Fouquieria splendens Ocotillo	24" BOX FULLY ROOTED		
	Hesperaloe funifera Giant Hesperaloe	5 GAL.		
	Hesperaloe parviflora Red Yucca	5 GAL.		
	Lophocereus schottii monstrosus Totem Pole Cactus	4' HT. SINGLE TRUNK		
	Opuntia santa-rita Santa Rita Prickly Pear	5 GAL.		
	Stenocereus marginata Mexican Fence Post	6' SPEAR		
	Yucca elata Soaptree Yucca	15 GAL.		
GROUNDCOVER				
	Dalea greggii Trailing Indigo Bush	5 GAL.		
	Melampodium leucanthum Blackfoot Daisy	5 GAL.		

BOULDER SCHEDULE

BOULDERS		COLOR	QTY.
	2' BOULDER	CARMEL	XX
	3' BOULDER	CARMEL	XX
	4' BOULDER	CARMEL	XX

NOTE:
1. ALL BOULDERS SHALL BE SURFACE SELECT QUALITY AND COVERED WITH LICHEN. PRIOR TO INSTALLATION, THE CONTRACTOR SHALL PROVIDE LANDSCAPE ARCHITECT WITH SAMPLES FOR FINAL REVIEW AND APPROVAL.

KEY NOTES

1. STANDARD CONCRETE CURB - SEE CIVIL DRAWINGS
2. PROPOSED SIDEWALK - SEE CIVIL DRAWINGS
3. 42" HEIGHT PARKING LOT SCREEN WALL
4. TEMPORARY PARKING/DROP OFF AREA
5. LANDSCAPE AREA
6. PROPOSED BERM
7. PROPOSED RETENTION BASIN

NORTH

0 20 40 80
SCALE 1" = 40'

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THE NEIGHBORHOOD HOSPITAL
San Luis, AZ 85349

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REGISTERED LANDSCAPE ARCHITECT
CERTIFICATE NUMBER
Date Signed
ARIZONA, USA
EXPIRES 03/31/27

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2024_565

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03/14/2025

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MC

SHEET CONTENTS / TITLE
OVERALL SITE PLAN

LP-100

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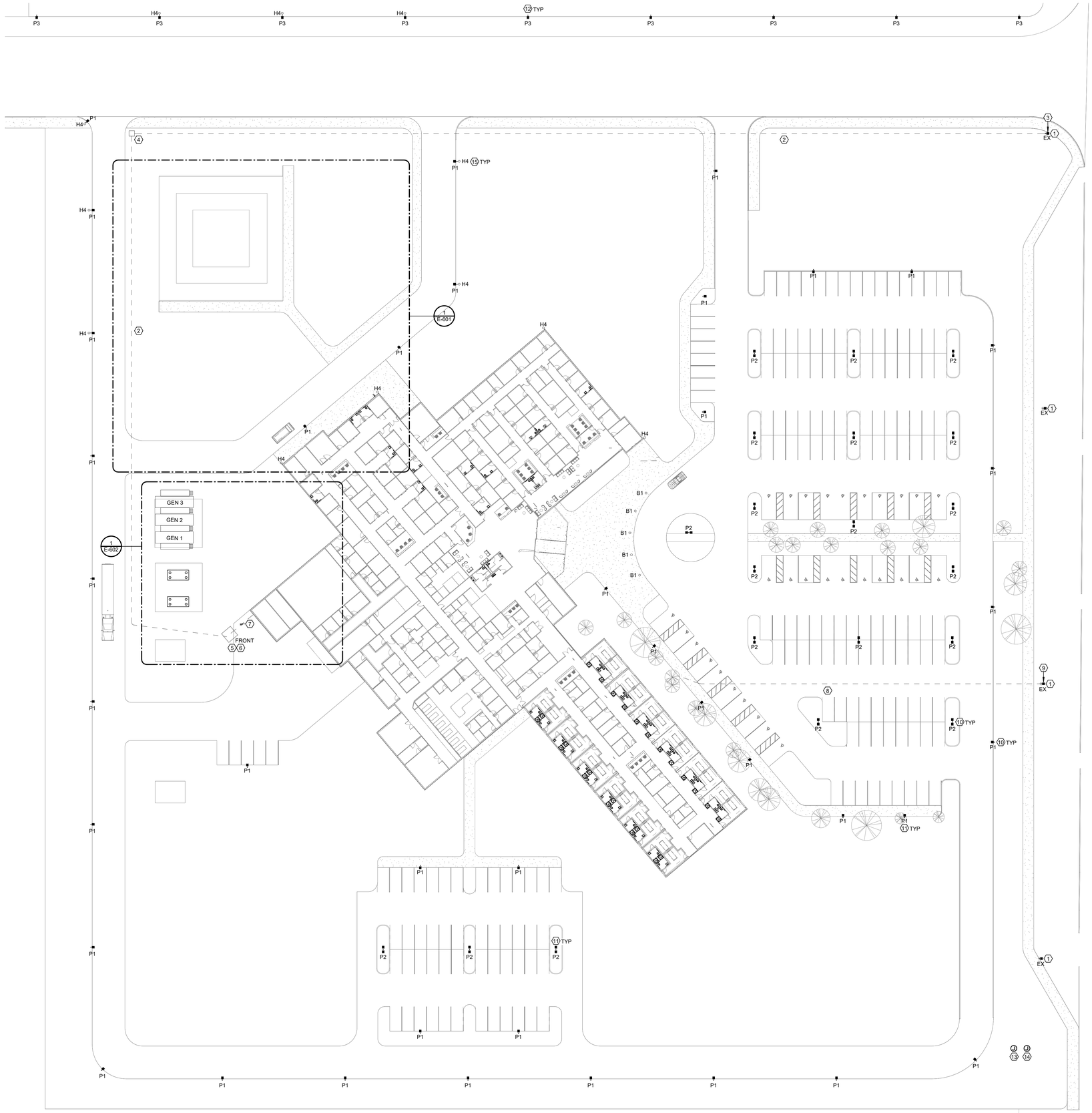

1 SITE PLAN - ELECTRICAL
1" = 30'-0"

KEYED NOTES:

1. EXISTING ARIZONA PUBLIC SERVICE (APS) OVERHEAD AERIAL DISTRIBUTION POLE TO REMAIN.
2. PROVIDE (1) 4"C WITH PULL ROPE UNDERGROUND FOR INCOMING APS UNDERGROUND PRIMARY TO APS PAD MOUNTED TRANSFORMER. INSTALLATION SHALL COMPLY WITH ALL APS ELECTRIC SERVICE REQUIREMENT MANUAL, NOVEMBER 2024.
3. PROVIDE (1) 4"C RGS RISER UP EXISTING APS OVERHEAD AERIAL DISTRIBUTION POLE. INSTALLATION SHALL COMPLY WITH ALL APS ELECTRIC SERVICE REQUIREMENT MANUAL, NOVEMBER 2024.
4. PROVIDE PRE-CAST UNDERGROUND PRIMARY VAULT PER APS REQUIREMENTS AND STANDARDS. INSTALLATION SHALL COMPLY WITH ALL APS ELECTRIC SERVICE REQUIREMENT MANUAL, NOVEMBER 2024.
5. APS PAD MOUNTED TRANSFORMER. FURNISHED AND INSTALLED BY APS.
6. PROVIDE CONCRETE PAD AND GROUND PER APS REQUIREMENTS AND STANDARDS. INSTALLATION SHALL COMPLY WITH ALL APS ELECTRIC SERVICE REQUIREMENT MANUAL, NOVEMBER 2024.
7. PROVIDE UNDERGROUND INCOMING SECONDARY TO MAIN SWITCHBOARD MSB. REFER TO ONE-LINE DIAGRAM FOR ADDITIONAL DETAILS AND REQUIREMENTS
8. PROVIDE (1) 4"C UNDERGROUND WITH INNERDUCTS FOR INCOMING FIBER OPTIC CABLING TO HOSPITAL MAIN DISTRIBUTION FRAME (MDF) ROOM. COORDINATE INSTALLATION WITH OWNER COMMUNICATION FIBER OPTIC SERVICE PROVIDER.
9. PROVIDE (1) 4"C RGS UP EXISTING APS OVERHEAD AERIAL DISTRIBUTION POLE PER APS AND FIBER OPTIC SERVICE PROVIDER REQUIREMENTS AND STANDARDS.
10. PROVIDE ELEVATED POLE FOUNDATIONS FOR SITE LIGHTING POLES P1 AND P2 WITHIN PARKING LOT AREAS REFER TO DETAIL 1 ON SHEET E-001 FOR REQUIREMENTS.
11. PROVIDE FLUSH WITH GRADE POLE FOUNDATION FOR SITE LIGHTING POLES P1 AND P2 ON OUTBOARD SIDES OF SIDEWALKS AND ROADS. REFER TO DETAIL 2 ON SHEET E-001 FOR REQUIREMENTS.
12. PICENO DRIVE STREET LIGHTING PROVIDED BY THE CITY OF SAN LUIS.
13. PROVIDE NEMA 3R JUNCTION BOX FOR ILLUMINATED HOSPITAL SIGN. VERIFY EXACT LOCATION AND ROUGH-IN REQUIREMENTS PRIOR TO INSTALLATION.
14. PROVIDE NEMA 3R JUNCTION BOX FOR LIGHTED FLAGPOLES. VERIFY EXACT LOCATION AND ROUGH-IN REQUIREMENT PRIOR TO INSTALLATION.
15. PROVIDE RED SOLAR POWERED OBSTRUCTION LIGHTS ON TOP OF POLE MOUNTED LIGHT FIXTURE. REFER TO LIGHTING FIXTURE SCHEDULE FOR SPECIFICATION.

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THE NEIGHBORHOOD HOSPITAL

ONVIDA HEALTH

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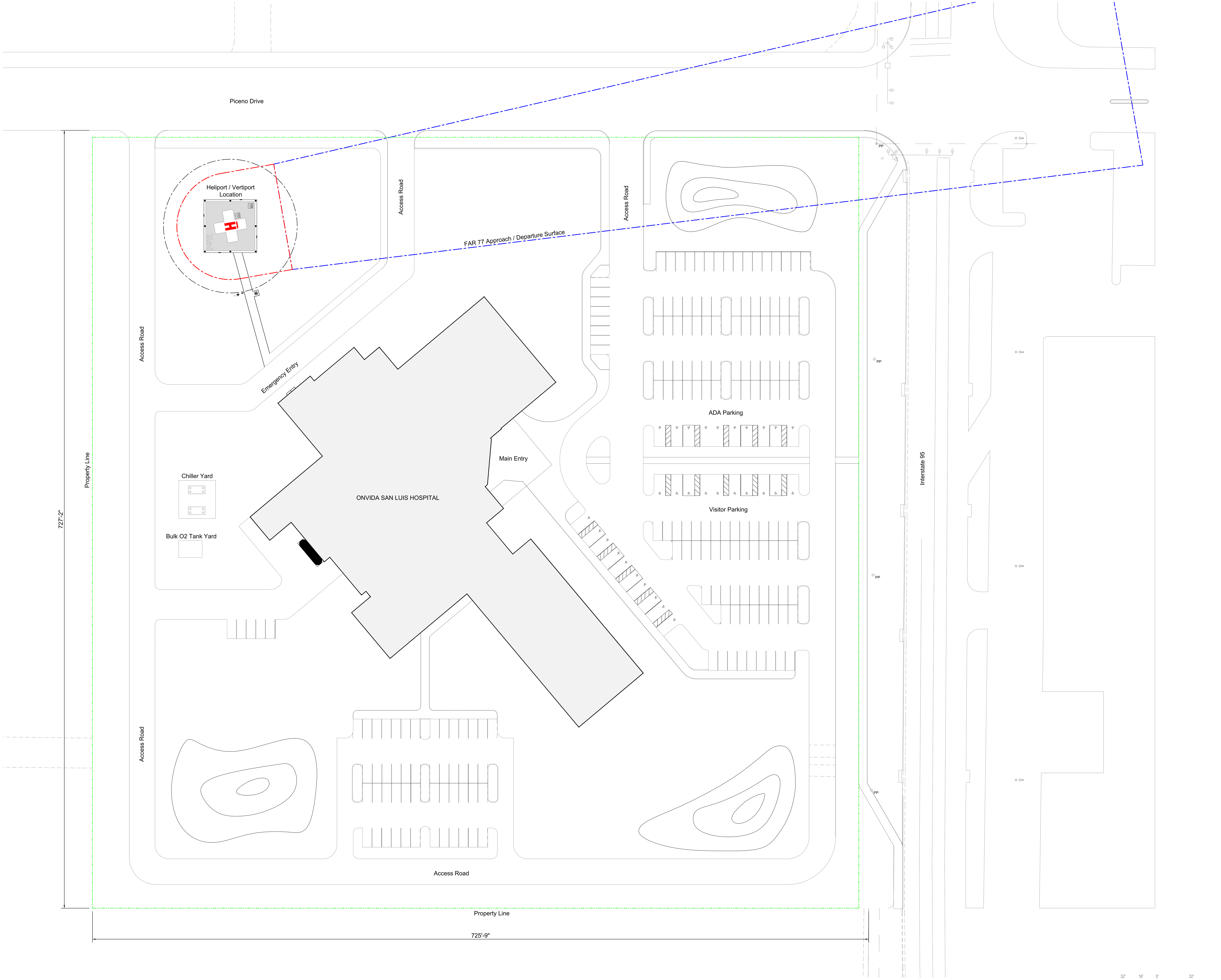
Author

SHEET CONTENTS / TITLE
SITE PLAN - ELECTRICAL

E-100

AGENCY NO.
AHCA-123456.78

Bernhard
Bernhard TME, LLC ● Engineering Division
2990 N. Swan Rd Suite 227
Tucson, AZ 85712
Phone: (520) 323-2381



GRAPHIC SCALE: 1/16" = 2'-0"

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TN MN 10°E

AIRSAFE

13230 North Chiracahua Peak Drive,
ORO VALLEY, AZ 85755

ONVIDA HEALTH

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Airsafe

SHEET CONTENTS / TITLE
SITE LAYOUT
GENERAL NOTES

H102

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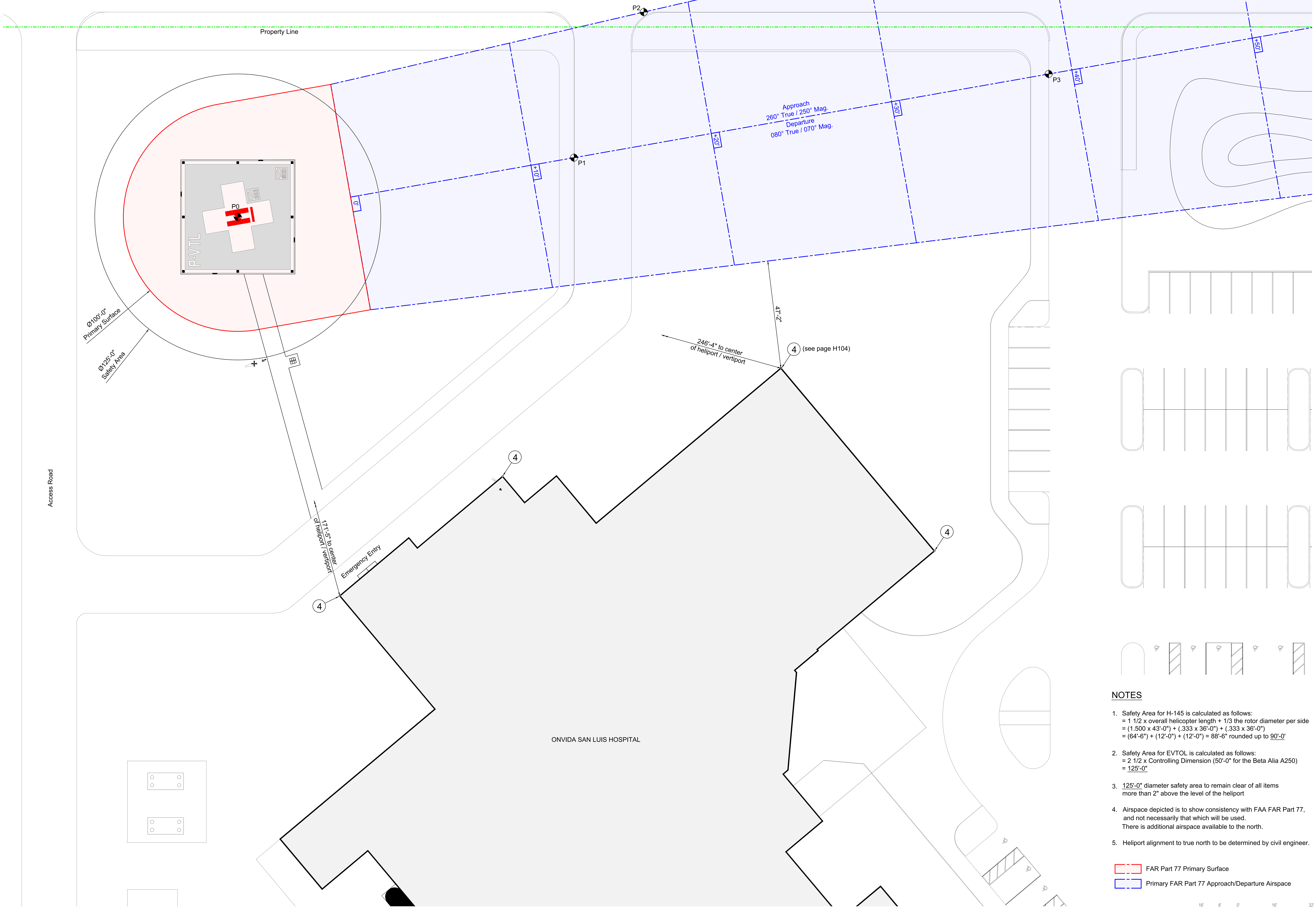
Autodesk Docs://24_565 Yuma Regional Micro-Hospital/2024_565_YRMH_v24.rvt

FAR Part 77 Approach Surface Penetration Evaluation

Approach surfaces indicate FAR Part 77 clearances.
Actual helicopter approaches and departures will be considerably steeper.

Item #	Item name	Item elevation	Approach surface elevation	Clear by	Mitigation
P0	Heliport center	94'	n/a	n/a	n/a
P1	West edge of first access road	92' + 10'* = 102'	106'	4'	none
P2	South edge of Piceno Drive	92' + 15'** = 107'	111'	2'	none
P3	West edge of second access road	92' + 10'* = 102'	131'	29'	none

*Private roadways are considered 10' high obstructions
**Public roadways are considered 15' high obstructions



NOTES

1. Safety Area for H-145 is calculated as follows:
   = 1 1/2 x overall helicopter length + 1/3 the rotor diameter per side
   = (1.500 x 43'-0") + (.333 x 36'-0") + (.333 x 36'-0")
   = (64'-6") + (12'-0") + (12'-0") = 88'-6" rounded up to 90'-0'
2. Safety Area for EVTOL is calculated as follows:
   = 2 1/2 x Controlling Dimension (50'-0" for the Beta Alia A250)
   = 125'-0"
3. 125'-0" diameter safety area to remain clear of all items more than 2" above the level of the heliport
4. Airspace depicted is to show consistency with FAA FAR Part 77, and not necessarily that which will be used. There is additional airspace available to the north.
5. Heliport alignment to true north to be determined by civil engineer.

FAR Part 77 Primary Surface
Primary FAR Part 77 Approach/Departure Airspace

16' 8' 0' 16' 32'
GRAPHIC SCALE: 1/16" = 1'-0"

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TN MN 10°E

AIRSAFE
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ORO VALLEY, AZ 85755

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San Luis, AZ 85349

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DATE OF ISSUE: 03.11.2025
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NUMBER DESCRIPTION DATE
DRAWN BY: Airsafe
SHEET CONTENTS / TITLE: HELIPORT / VERTIPORT AIRSPACE CLEARANCES

H103

AGENCY NO.: AHCA-123456.78

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Autodesk Docs://24_565 Yuma Regional Micro-Hospital/2024_565_YRMH_v24.rvt

CUP 2025-0095

Onvida Health site aerial

SOUTHWEST TRAFFIC ENGINEERING, LLC

TRAFFIC IMPACT ANALYSIS

PICENO MICRO HOSPITAL

PICENO DRIVE/US 95

22 APRIL 2025

PREPARED FOR

ONVIDA HEALTH
2400 SOUTH AVENUE A
YUMA, ARIZONA 85364

SOUTHWEST TRAFFIC ENGINEERING, LLC
3838 NORTH CENTRAL AVENUE, SUITE 1810
PHOENIX, AZ 85012
T 602.266.SWTE (7983) F 602.266.1115

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Appendix
Traffic Counts
Trip Generation Calculations
Capacity Calculations

Prepared By:
Andrew Smigielski, PE, PTOE, PTP
Shane Gutknecht, PE

PICENO MICRO HOSPITAL
PICENO DRIVE/UNITED STATES ROUTE 95 (US 95)
TRAFFIC IMPACT ANALYSIS

Executive Summary

The purpose of this traffic study is to evaluate the current and future transportation system within the project study area surrounding the site without and with the proposed project.

Existing Traffic Operations

The minor approaches to the intersection of County 22 ½ Street/United States Route 95 (US 95) currently experience inadequate delays during the Friday peak hours.

The remaining study intersections operate at an adequate LOS during the Friday peak hours.

Future Traffic Operations

The minor approaches to the intersection of County 22 ½ Street/US 95 are expected to continue and worsen in 2027 without and with traffic from the project during the Friday peak hours.

The remaining study intersections operate at an adequate LOS during the Friday peak hours.

Turn Lane Analysis

Exclusive left turn lanes exist and/or will be provided for all left turning movements entering the project via Piceno Drive. These include:

- A southbound left turn at Merrill Avenue/Piceno Drive.
- A northbound left turn at US 95/Piceno Drive.
- A westbound left turn into East Access/Piceno Drive.
- A westbound left turn into Middle Access/Piceno Drive.
- A westbound left turn into West Access/Piceno Drive.

Each of the left turn movements listed above are expected to serve peak hour traffic volumes of 15 vehicles or fewer. Queues will be minimal and were not calculated.

No right turn lanes are warranted with the project.

Mitigation

The minor approaches at the intersection of County 22 ½ Street/US 95 currently experience delays and are expected to continue to do so in 2027 without and with traffic from the project. Relatively large northbound and southbound through volumes on US 95 provide an insufficient number of gaps for vehicles turning from the minor approaches to enter the through traffic stream on US 95. Minor approaches at STOP controlled intersections with major roadways often experience delay during the peak hours. Minor approaches at intersections with key roadways such as US 95 often experience delays during the peak

hours. Mitigation measures are limited. While a traffic signal would alleviate the delays experienced by a relatively small number of vehicles, those improvements would come at the cost of increased delays for the much larger traffic volumes on US 95.

Capacity calculations for the remainder of the study intersections showed no existing delays and anticipate adequate operations to continue in 2027 without and with traffic from the project. However, extensive delays were observed during traffic data collection activities. Specifically, 'log-jam' conditions were observed for movements attempting to travel south on US 95. This discrepancy is a result of the U.S.A.-Mexico border crossing located approximately 1.5 miles south of the project site. Inefficient processing of vehicles traveling into Mexico result in delays on US 95, and at intersections along US 95, that are not a result of roadway/intersection deficiencies and/or specific traffic volumes. This issue is well documented and a border crossing expansion project that began in 2023 is anticipated to be completed by 2029.

It is expected that the proposed port expansion project will decrease wait times at the border, which will in turn reduce delays at the project intersections. In the meantime, delays on US 95 and adjacent roadways during heavy border crossing times are unavoidable and may even get worse depending on construction activities, closures, detours. While emergency vehicle drivers will learn the area and seek to avoid delays; emergency vehicles routes should be established with San Luis Police and Fire Departments and 'DO NOT BLOCK INTERSECTION' pavement markings and roadway signing should be implemented at the intersections on US 95 in advance of the border crossing (i.e. County 22nd Street/US 95, County 22 ½ Street/US 95, and Piceno Drive/US 95). Despite this, true mitigation measures are limited before the border crossing expansion is completed.

Recommendations

Emergency vehicles routes within the project area should be established with the San Luis Police and Fire Departments.

'DO NOT BLOCK INTERSECTION' pavement markings and roadway signing should be implemented at the intersections of County 22nd Street/US 95, County 22 ½ Street/US 95, and Piceno Drive/US 95.

PICENO MICRO HOSPITAL
PICENO DRIVE/UNITED STATES ROUTE 95 (US 95)
TRAFFIC IMPACT ANALYSIS

Project Description

Onvida Health is proposing a new 62,000 square foot hospital on the southwest corner of Piceno Drive/US 95 in San Luis, Arizona. The vicinity of the project is shown in **Figure 1**. The site will be located as shown in **Figure 2**. The project will be served by five proposed access points (one of which aligns with an existing intersection).

The purpose of this traffic impact analysis is to:

- Evaluate the current and future operational characteristics of the adjacent roadway network surrounding the project site.
- Estimate the traffic generation associated with the project and assign that traffic to the existing roadway system.
- Analyze future traffic operations at five existing intersections and four proposed access points serving the project area.
- Determine the need for auxiliary (left and right turn) lanes at the access points that will serve the project site.

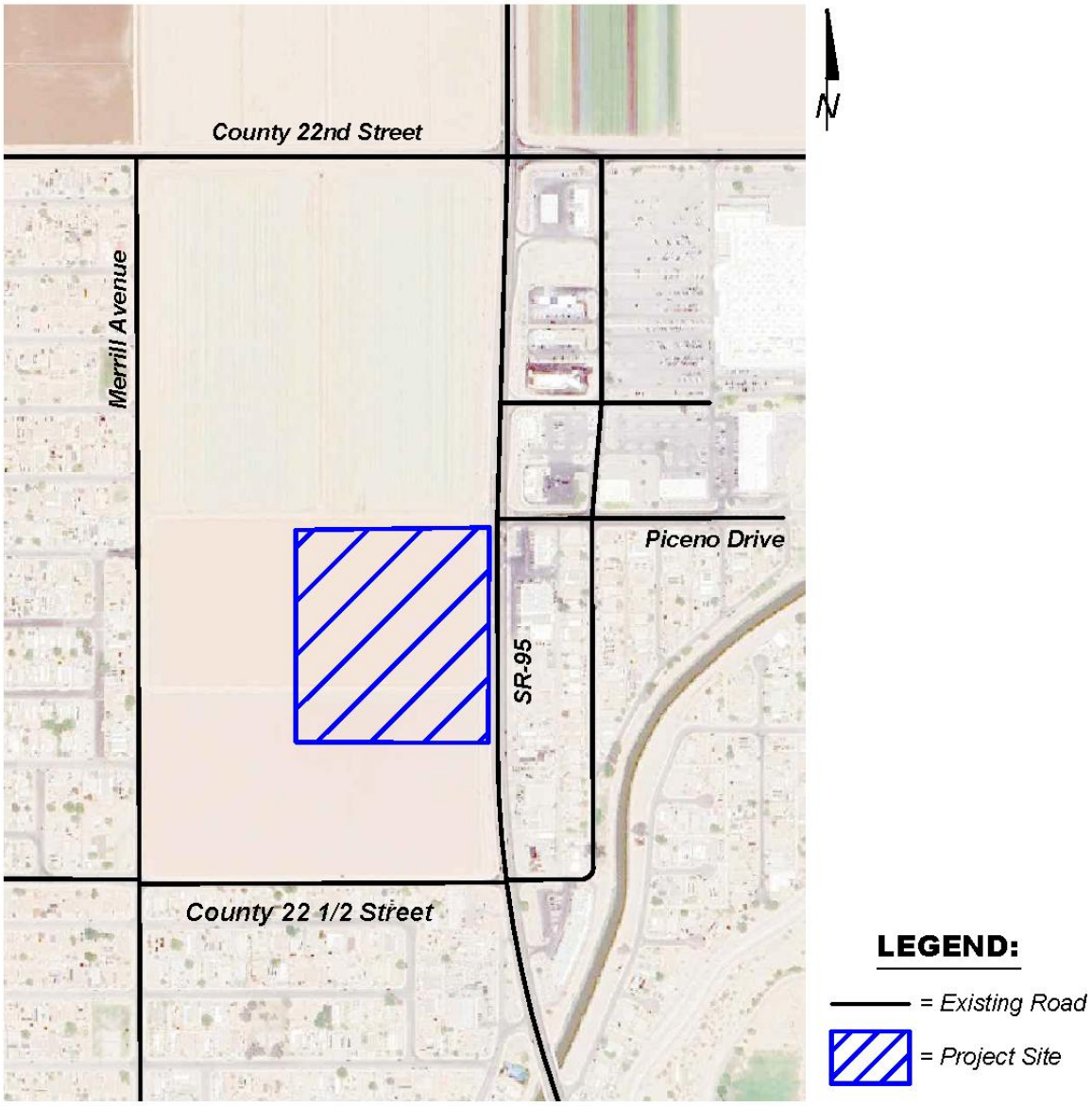
The author of this report is a registered Professional Engineer (Civil) in the State of Arizona having specific expertise and experience in the preparation of traffic impact analyses.

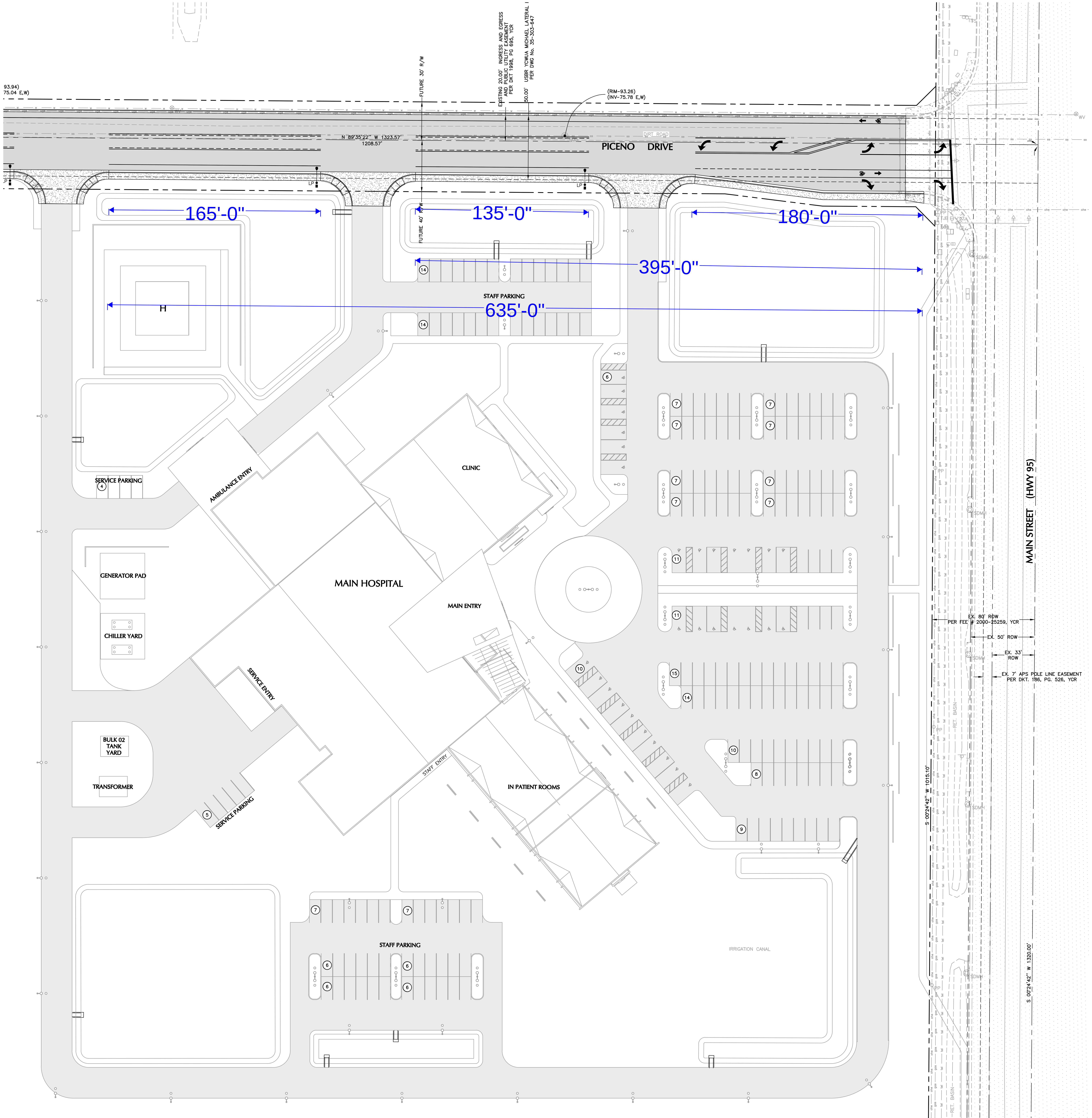
Study Methodology

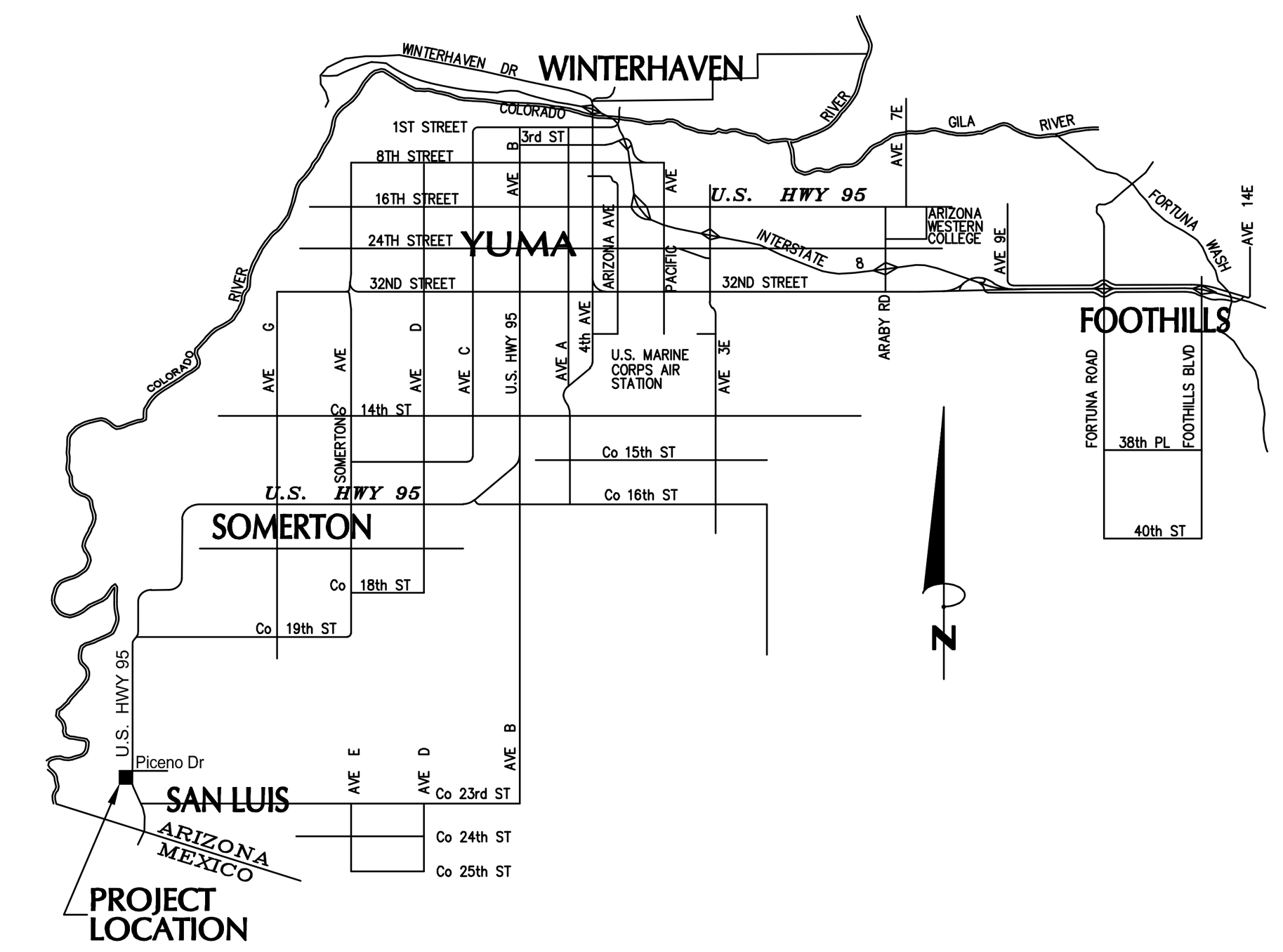
In order to analyze and evaluate the potential traffic impacts of the proposed development, the following tasks were undertaken:

- Field observation of the proposed site and surrounding area was conducted to evaluate the existing physical and operational characteristics of the adjacent roadway network.
- Site traffic volumes generated by the proposed site were calculated using the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition,* 2021.
- Calculated site traffic was distributed based on existing traffic patterns and assigned to the primary roadways within the project study limits.
- Capacity analyses were performed for the existing and future conditions without and with the project based on an opening year of 2027 using methodology presented in the *2022 Highway Capacity Manual (HCM 7).*
- The need for turn lanes and queue storage requirements were evaluated based on Arizona Department of Transportation (ADOT) requirements.

Figure 1 – Vicinity Map







VICINITY MAP

NOTES

1. DIMENSIONS ARE FROM FACE OF CURB.
2. REFER TO BUILDING FLOOR PLANS, FOUNDATION PLANS AND WALL SECTIONS FOR COMPLETE DIMENSIONS OF BUILDING.
3. PRIOR TO CONSTRUCTION, CONTRACTOR SHALL PROVIDE A TRAFFIC CONTROL PLAN.
4. CONTRACTOR TO OBTAIN ENCROACHMENT PERMIT FOR ALL WORK WITHIN CITY OR COUNTY RIGHT-OF-WAY.
5. CONTRACTOR SHALL MAINTAIN ACCESS AT ALL TIMES.
6. CONTRACTOR TO PREPARE AND SUBMIT STORM WATER POLLUTION PREVENTION PLAN TO MEET ADEQ SPECIFICATIONS. NOTICE OF INTENT SHALL BE SUBMITTED TO ADEQ PRIOR TO THE BEGINNING OF ANY CONSTRUCTION ACTIVITY.

BENCHMARK

PROJECT ELEVATIONS ESTABLISHED FROM GPS DERIVED ORTHOMETRIC HEIGHTS BY APPLICATION OF NGS GEOID MODELED SEPARATIONS TO ELLIPSOID HEIGHTS DETERMINED BY OBSERVATIONS OF THE GPS REAL TIME NETWORK. ALL ELEVATIONS SHOWN HEREON ARE REFERENCED TO NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88)

BASIS OF BEARINGS

BEARINGS ARE RELATIVE TO NAD 1983 US STATE PLANE COORDINATE SYSTEM (ARIZONA WEST) AS MEASURED BY KINEMATIC GPS OBSERVATIONS

SITE ADDRESS

XXXXX
SAN LUIS, ARIZONA 85349

ASSESSORS PARCEL NUMBER

226-02-012

ZONING

C-2 (COMMUNITY COMMERCIAL)

PARCEL AREA

1,584,734 S.F. / 36.38 ACRES

PARKING SPACE COUNT

PARKING SPACES	= 187
HC PARKING SPACES	= 30
TOTAL PARKING SPACES	= 217

FLOOD ZONE DESIGNATION

THE SUBJECT PROPERTY IS LOCATED WITHIN AN AREA HAVING A FLOOD ZONE X DESIGNATION. ZONE X - AREAS OF 0.2% ANNUAL CHANCE FLOOD; AREAS OF 1% ANNUAL CHANCE FLOOD WITH AVERAGE DEPTHS OF LESS THAN 1 FOOT OR WITH DRAINAGE AREAS LESS THAN I SQUARE MILE; AND AREAS PROTECTED BY LEVEES FROM 1% ANNUAL CHANCE FLOOD. REFERENCE - FLOOD INSURANCE RATE MAP (FIRM), MAP NUMBER 04027 C1820F, MAP EFFECTIVE JANUARY 16, 2014

Contact Arizona 811 at least two full working days before you begin excavation
ARIZONA 811
Call 811 or click Arizona811.com

orcutt | winslow
2929 n central ave
eleventh floor
phoenix az 85012
602 257 1764 t
602 257 9029 f
www.owp.com

DAHL, ROBINS & ASSOCIATES, INC.
1560 S. 5th Avenue
Yuma, AZ 85364
Phone: (928) 819-0825
www.dahlrobins.com

ONVIDA HEALTH
THE NEIGHBORHOOD HOSPITAL
San Luis, AZ 85349

SIGN / SEAL

NOT FOR CONSTRUCTION

OWP PROJECT NO.	DATE OF ISSUE
2024_565	3.14.2025

PROJECT PHASE / ISSUED FOR
Development Package

REVISIONS
NUMBER DESCRIPTION DATE

DRAWN BY
Author

SHEET CONTENTS / TITLE
SITE PLAN

C-1.1

AGENCY NO.
AHCA-123456.78

Z:\Dra\2025\25042\drawings\25042 Site.dwg
3/28/2025 10:37 AM

Existing Conditions

The proposed project will be located on the southwest corner of Piceno Drive/US 95 in San Luis, Arizona. The United States (U.S.)-Mexico border is located roughly one and a half miles to the south.

US 95) is a primary north-south highway in the State of Arizona and extends from the U.S.A.-Mexico border in San Luis to Interstate 40 (I-40) north of Lake Havasu City. In the vicinity of the project US 95 borders the eastern edge of the project site and provides two lanes in each direction separated by a two-way center left turn lane. The posted speed limit is 35 miles per hour (mph). US 95 is also identified as Main Street in the area.

County 22nd Street has a posted speed limit of 25 mph. This roadway extends roughly two and one half miles between 10th Avenue and Salty Canal Road. Most of the land on either side of County 22nd Street is undeveloped and a two-lane undivided roadway cross section has been constructed. However, development on the south side of the road (from US 95 to roughly 1,800 feet east) has provided one westbound lane, a two-way center left turn lane, and two eastbound lanes.

County 22 ½ Street extends west from US 95 for less than one half mile and provides access to residential homes. One lane is provided in each direction of travel and the posted speed limit is 25 mph. East of US 95, the County 22 ½ Street alignment becomes Estibella Drive before curving north to provide access to residential homes and commercial land uses. County 22 ½ Street is also identified as Los Oros Street in the area.

Merrill Avenue spans roughly one and a quarter mile (from County 22nd Street to just south of Cesar Chavez Boulevard). Most of Merrill Avenue operates as a two lane roadway with no pavement markings to delineate northbound and southbound traffic. However, one lane in each direction separated by a two-way center left turn lane has been provided between County 22 ½ Street and the Piceno Drive alignment.

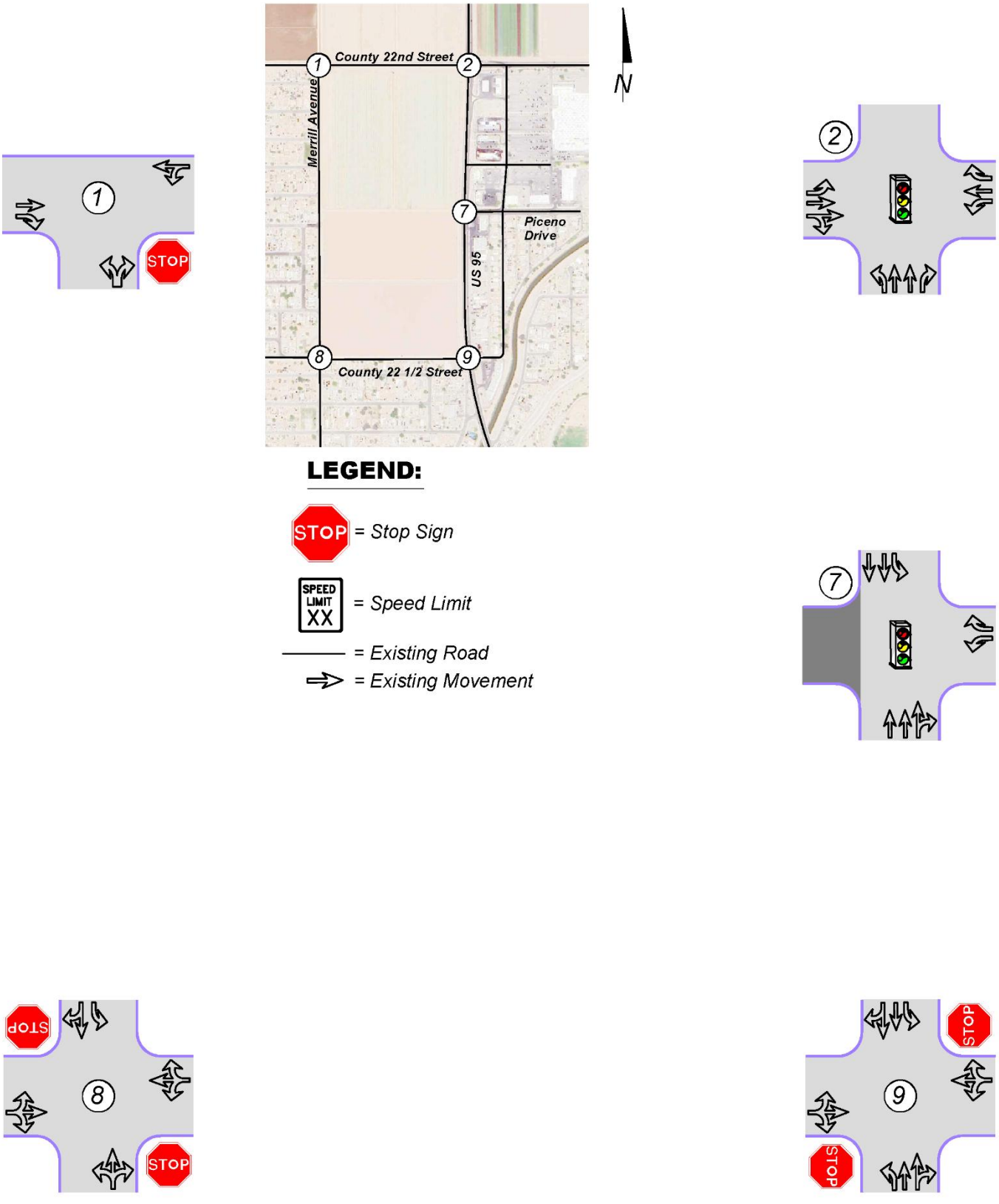
The four-way intersection of County 22nd Street/US 95 is signalized. Eastbound and westbound traffic operates with permitted left turn phasing while northbound and southbound traffic functions under protected/permitted left turn phasing.

Piceno Drive/US 95 is a three-way signalized intersection. The westbound left turning movement operates under permitted phasing while the southbound left is governed by protected/permitted phasing. There is no west leg at this intersection; however, a short 'stub-out' along with pedestrian ramps, crosswalk, curb returns, and traffic signal equipment has been constructed in anticipation of a future west leg.

County 22 ½ Street/US 95 is a four-way unsignalized intersection. Traffic on US 95 operates under free flow locations while the east and west legs are STOP controlled.

The existing study intersection locations, lane configurations, and intersection control are shown in **Figure 3**.

Figure 3 – Existing Lane Configurations and Traffic Control



Existing Traffic Data

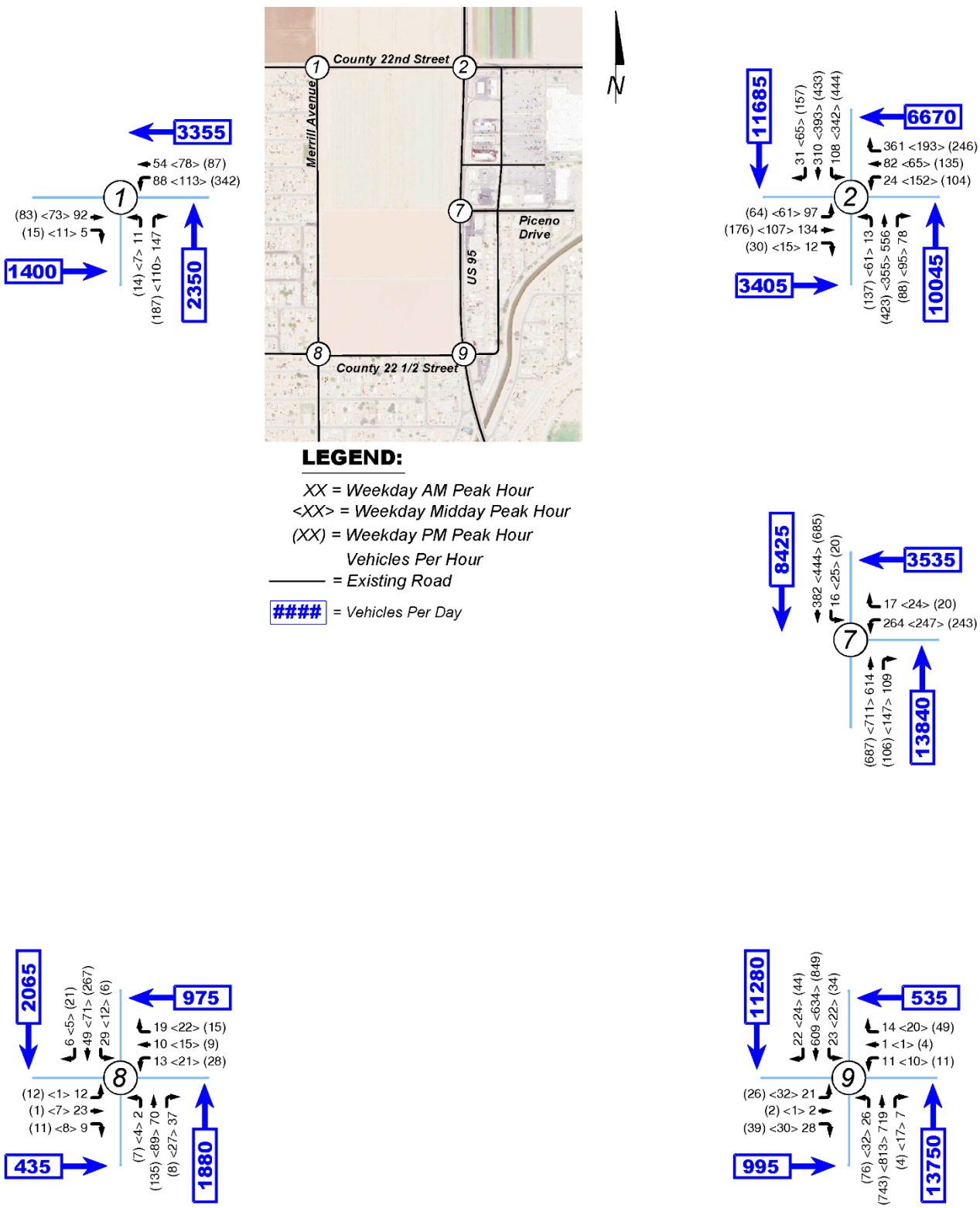
In order to form a basis for analysis of the project impacts, Friday 24-hour turning movement counts were conducted in March 2025, while school was in session, at the following intersections:

- County 22nd Street/US 95
- Piceno Drive/US 95
- County 22 ½ Street/US 95
- Merrill Avenue/County 22 ½ Street
- Merrill Avenue/County 22nd Street

This 24-hour count data was utilized to determine turning traffic volumes at the study intersections during the Friday AM, Midday, and PM peak hours as shown in **Figure 4**. Complete traffic count data can be found in the Appendix.

It should be mentioned that the data collectors noted excessive delays and 'log-jam' conditions on US 95. Particularly for movements attempting to travel southbound during the Friday PM peak hour. This is a result of the U.S.A.-Mexico border crossing located south of the project site. Inefficient processing of vehicles traveling into Mexico result in delays on US 95, and at intersections along US 95.

Figure 4 – Existing Friday Peak Hour Traffic Volumes



Access

The project will extend Piceno Drive from US 95 to Merrill Avenue. This extension will have a three-lane roadway cross section (one lane in each direction separated by a two-way center left turn lane). Three driveways will be constructed on the south side of the new roadway (East Access, Middle Access, and West Access).

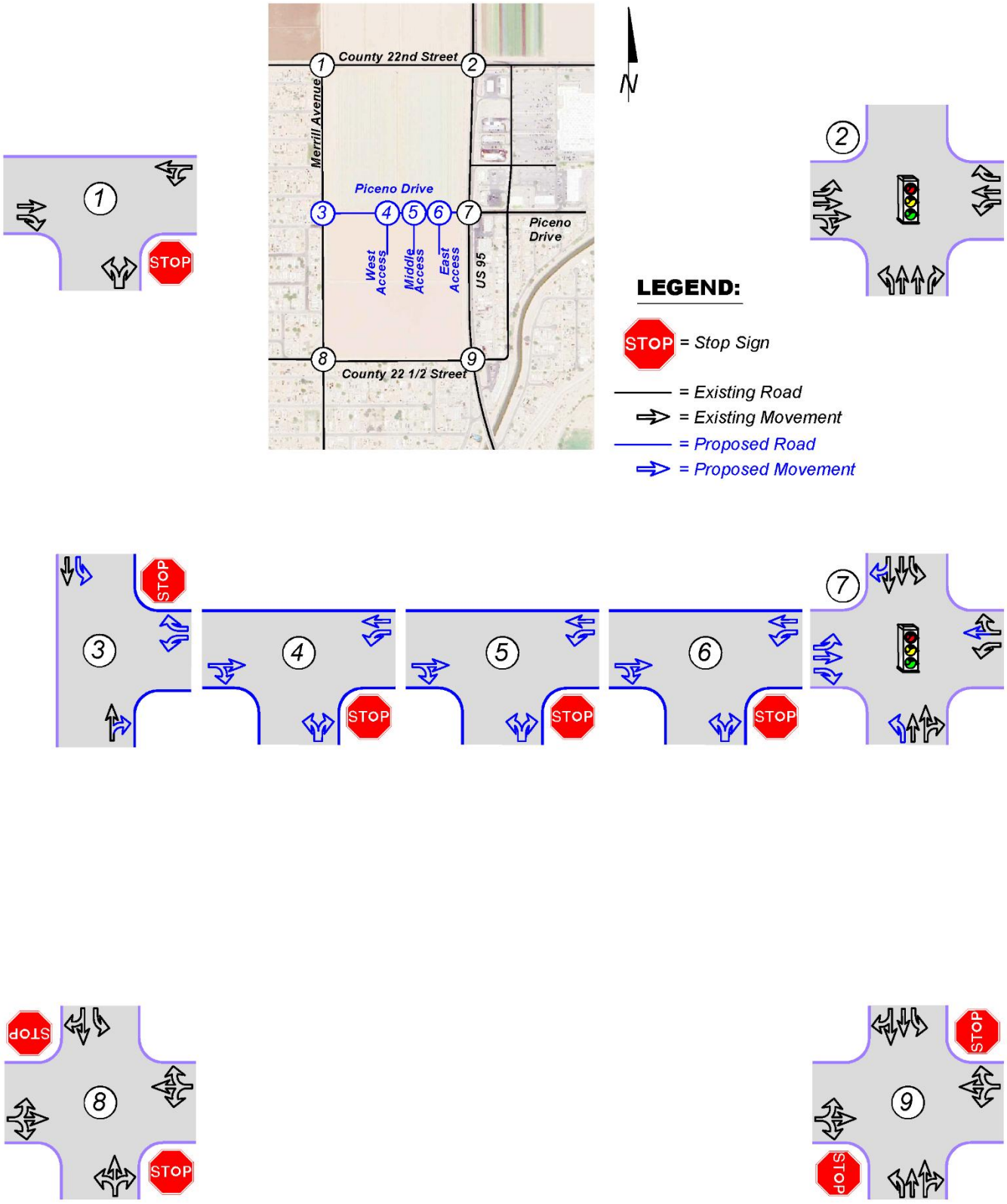
The extension of Piceno Drive from US 95 will provide a new west leg at the existing intersection of Piceno Drive/US 95. As noted in the existing conditions section of this report; pedestrian ramps, crosswalk, curb returns, and traffic signal equipment have already been constructed/provided at the intersection in anticipation of this new leg. Eastbound traffic will be offered a left turn lane, a through lane and a right turn lane while westbound vehicles make use of a left turn lane and a through/right turn lane. Both the northbound and southbound direction will be provided with a left turn lane, a through lane, and a shared through/right turn lane.

Piceno Drive will end west of the project site at Merrill Avenue. The intersection of Merrill Avenue/Piceno Drive will offer westbound traffic a left turn lane and a right turn lane. Northbound vehicles will utilize a shared through/right turn lane while southbound vehicles are provided with a left turn lane and a through lane. Westbound traffic will be STOP controlled while Merrill Avenue will remain free flow.

East Access, Middle Access, and West Access will be located on the south side of the new Piceno Drive section approximately 295 feet, 510 feet, and 750 feet west of US 95, respectively (from the eastern edge of the driveway to the US 95 centerline). Each of these driveways will provide eastbound vehicles with a shared through/right turn lane. Westbound vehicles will make use of a two-way center left turn lane and a through lane. Northbound vehicles exiting the site will utilize a shared left/right turn lane.

Figure 5 shows the locations and geometry for the study intersections that will serve as a baseline of analysis in 2027 with the project. This baseline for the analysis serves as a starting point to determine necessary improvements and does not necessarily present the final roadway configurations that may be required by results of this report/analysis.

Figure 5 – Baseline Access Point and Intersection Configuration Assumptions



Trip Generation

Trip generation was developed utilizing nationally agreed upon data contained in the Institute of Transportation Engineers (ITE) publication *Trip Generation, 11th Edition*, 2021. Trip generation for a 62,000 square foot hospital was estimated using ITE Land Use Code 610, Hospital.

The weekday daily and weekday AM, Midday, and PM peak hour trip generation for the proposed site is shown in **Table 1**. The complete trip generation calculations can be found in the Appendix.

Table 1 – Project Site Generated Trips

Time Period	62,000 s.f. Hospital (LUC 610)
Average Daily, Inbound (vtpd)	334
Average Daily, Outbound (vtpd)	334
Total Daily	**668**
AM Peak Hour, Inbound (vtph)	34
AM Peak Hour, Outbound (vtph)	17
Total AM Peak	**51**
Midday* Peak Hour, Inbound (vtph)	19
Midday* Peak Hour, Outbound (vtph)	34
Total PM Peak	**53**
PM Peak Hour, Inbound (vtph)	19
PM Peak Hour, Outbound (vtph)	34
Total PM Peak	**53**

vtpd - vehicle trips per day, vtph - vehicle trips per hour
*Midday peak hour was assumed to match PM peak hour.

It should be noted that ITE does not provide data for the midday peak hour. Due to this, it was assumed that midday peak hour trips would be the same as PM peak hour trips.

Trip Distribution & Assignment

Trip distribution for the project was based on anticipated traffic patterns near the proposed site. **Figure 6** shows the weekday trip distribution for the project as a percentage of net new primary trips.

Figure 7 shows the assignment of the new site generated trips to the project intersections within the study area.

Figure 6 – Friday Peak Hour Trip Distribution

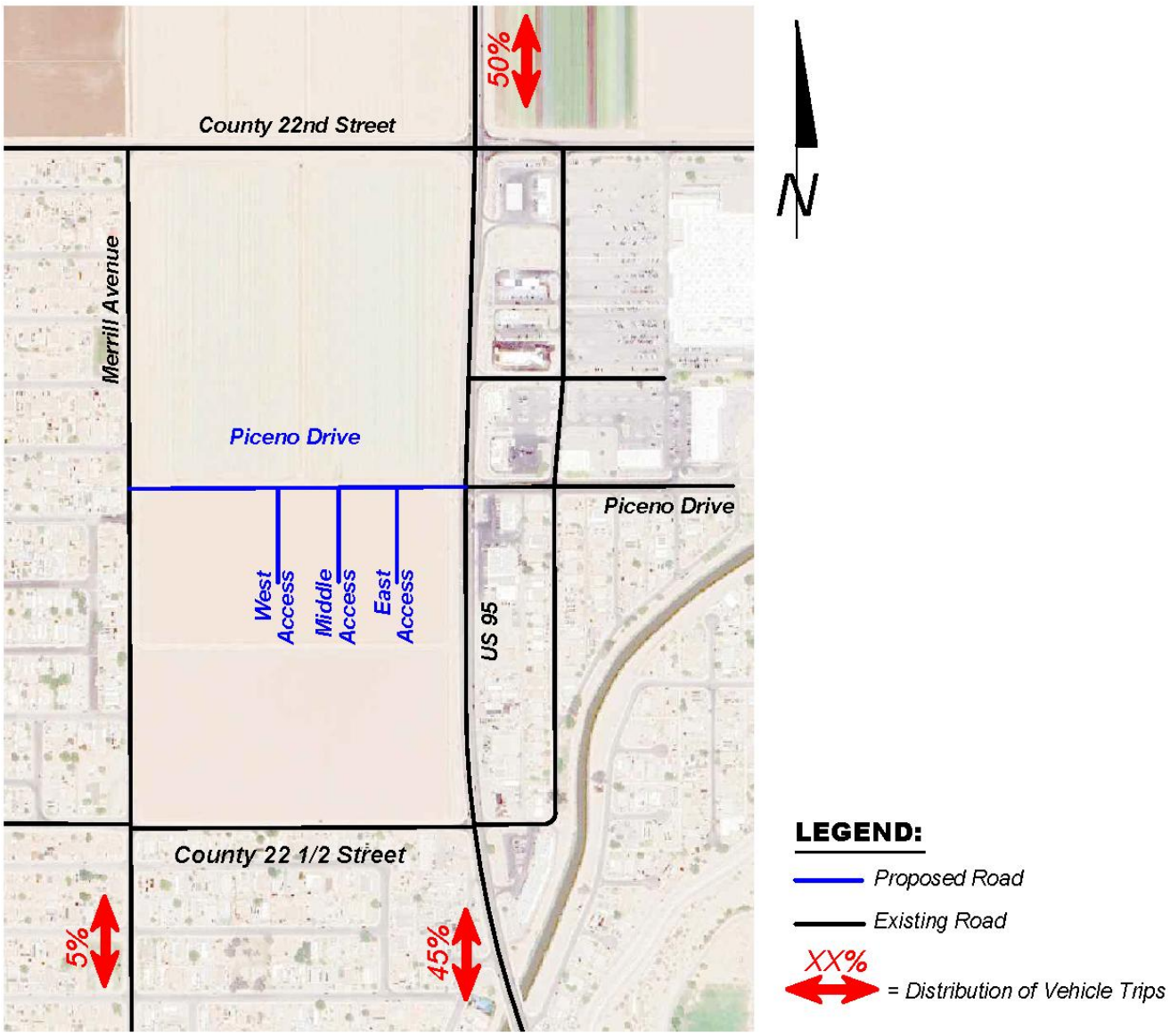
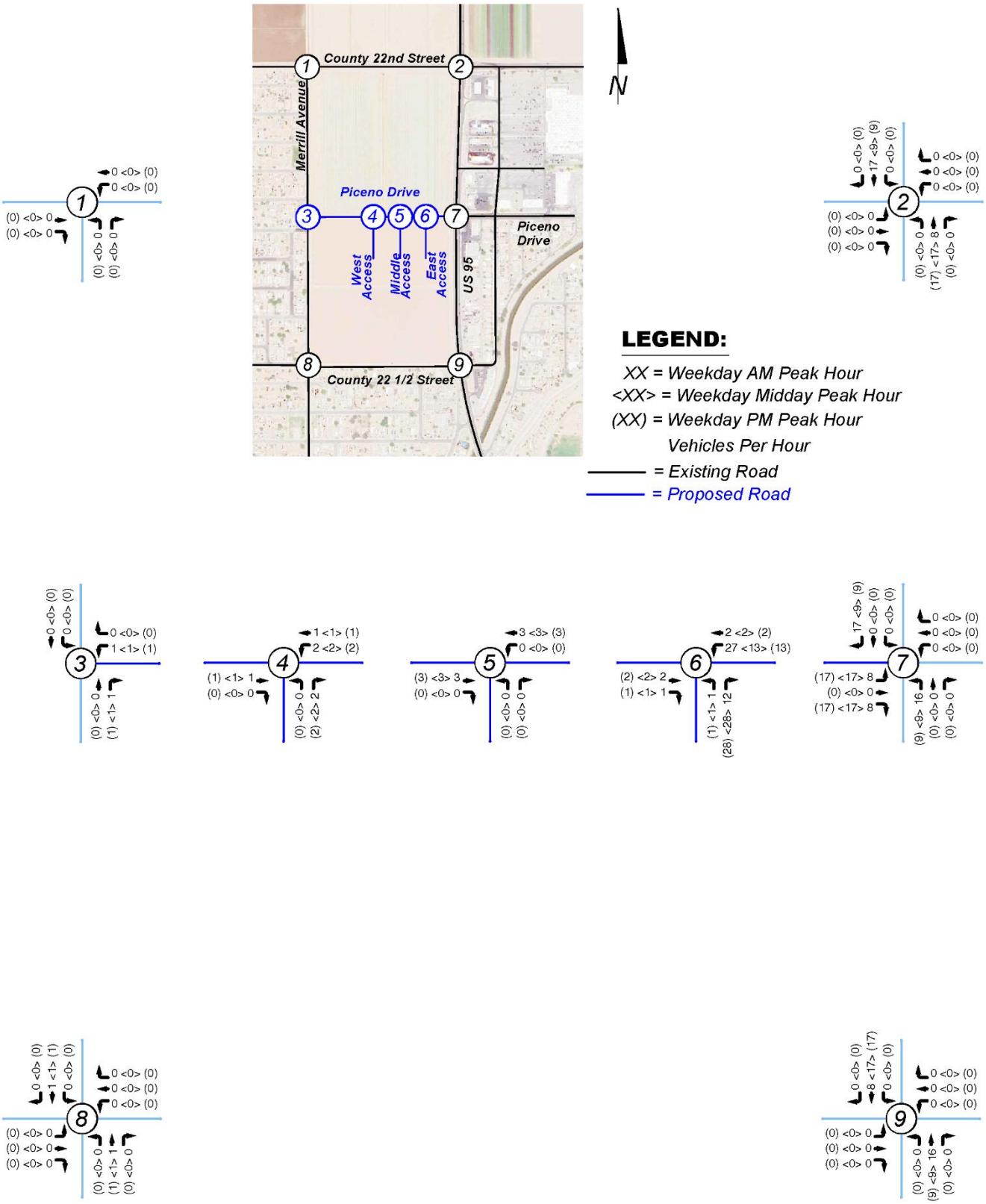


Figure 7 – Friday Peak Hour Trip Assignment



Existing Traffic Operations

Analysis of current intersection operations was conducted for the Friday peak hours using the nationally accepted methodology set forth in the *Highway Capacity Manual*, Transportation Research Board, 2022 (HCM 7). The computer software Synchro 11 was utilized to calculate the levels of service for individual movements and approaches.

LOS is a qualitative measure of the traffic operations at an intersection or on a roadway segment. Level of service is ranked from LOS A, which signifies little or no congestion and is the highest rank, to LOS F, which signifies congestion and jam conditions. LOS D is typically considered adequate operation at signalized and un-signalized intersections in developed areas.

At signalized intersections, level of service is calculated for each movement and then is summed in a weighted fashion to yield the LOS for the approach and for the intersections as a whole. The criteria for level of service at signalized intersections are shown in **Table 2**.

Table 2 - Level of Service Criteria – Signalized Intersections

Level-of-Service	Average Total Delay
A	≤ 10.0 seconds/vehicle
B	> 10.0 and ≤ 20.0 seconds/vehicle
C	> 20.0 and ≤ 35.0 seconds/vehicle
D	> 35.0 and ≤ 55.0 seconds/vehicle
E	> 55.0 and ≤ 80.0 seconds/vehicle
F	> 80.0 seconds/vehicle

In calculating the levels of service, assumed signal phasing and timing data was used. Other assumptions included:

- Cycle length – 90 seconds
- Lane widths – 12 feet
- Approach grade – 0%
- Right turn on red allowed

At un-signalized intersections, level of service is predicted/calculated for those movements, which must either stop for or yield to oncoming traffic and is based on average control delay for the particular movement. Control delay is the portion of total delay attributed to traffic control measures such as stop signs and traffic signals. The criteria for level of service at un-signalized intersections are shown in **Table 3.**

Table 3 – Level of Service Criteria – Un-signalized Intersections

Level-of-Service	Delay
A	< 10 seconds/vehicle
B	> 10 and < 15 seconds/vehicle
C	> 15 and < 25 seconds/vehicle
D	> 25 and < 35 seconds/vehicle
E	> 35 and < 50 seconds/vehicle
F	> 50 seconds/vehicle

Table 4 shows the existing levels of service that were calculated for the study intersections. Complete capacity calculations are included in the Appendix.

Table 4 – Existing Friday Peak Hour Levels of Service

Intersection	AM Peak		Midday Peak		PM Peak	
	LOS	Delay	LOS	Delay	LOS	Delay
Signalized Intersections						
County 22nd Street/US 95						
Overall Intersection	B	17.3	B	15.5	B	17.1
Eastbound Left	C	23.3	C	28.3	C	30.2
Eastbound Through	B	19.1	C	25.3	C	25.1
Eastbound Through/Right	B	19.1	C	25.4	C	25.2
Westbound Left	C	20.4	C	31.7	C	30.4
Westbound Through	B	19.2	C	25.4	C	25.7
Westbound Right	C	30.2	C	30.2	C	32.3
Northbound Left	B	10.1	A	8.8	B	10.9
Northbound Through	B	13.6	B	11.9	B	15.3
Northbound Right	B	11.6	B	11.4	B	14.1
Southbound Left	B	9.5	A	7.3	A	9.5
Southbound Through	B	10.5	A	8.9	B	11.1
Southbound Through/Right	B	10.5	A	8.9	B	11.2
Piceno Drive/US 95						
Overall Intersection	B	12.3	B	12.1	A	8.7
Westbound Left	C	33.3	D	35.1	B	17.2
Westbound Right	C	23.9	C	25.6	B	12.5
Northbound Through	A	8.7	A	9.3	A	9.5
Northbound Through/Right	A	8.7	A	9.3	A	9.5
Southbound Left	A	5.5	A	5.6	A	6.2
Southbound Through	A	4.4	A	4.2	A	4.9
Un-Signalized Intersections						
County 22 ½ Street/US 95						
Eastbound Left/Through/Right	D	26.5	E	39.0	F	107.8
Westbound Left/Through/Right	D	26.3	D	27.9	E	38.7
Northbound Left	A	9.2	A	9.3	B	10.9
Southbound Left	A	9.6	A	10.1	A	9.7
County 22 Street/Merrill Avenue						
Westbound Left	A	7.6	A	7.6	B	11.5
Northbound Left/Right	A	9.9	A	9.5	A	8.3
County 22 ½ Street/Merrill Avenue						
Eastbound Left/Through/Right	A	7.3	A	7.3	A	7.3
Westbound Left/Through/Right	A	7.3	A	7.3	A	7.3
Northbound Left/Through/Right	B	10.0	B	10.2	B	11.4
Southboudn Left	B	10.4	B	10.2	B	11.3
Southbound ThroughRight	A	10.0	B	10.1	B	13.1

Delay - seconds per vehicle

As shown in **Table 4**, the minor approaches to the intersection of County 22 ½ Street/US 95 currently experience inadequate delay during the Friday peak hours. Relatively large northbound and southbound through volumes on US 95 provide an insufficient number of gaps for vehicles turning from the minor approach to enter the through traffic stream on US 95.

The remaining study intersections operate at an adequate LOS during the Friday peak hours.

Future Traffic Operations Without Project

In order to assess the impacts of the project on future traffic operations, traffic projections were made for the opening year of 2027 based on a 2% annual compounded growth rate. Friday peak hour traffic volumes without the project in 2027 are shown in **Figure 8**.

As with the current volumes, levels of service were calculated for each of the intersections in the study area for 2027, without the project. Intersection levels of service for 2027without the project are shown in **Table 5**. Complete capacity calculations are included in the Appendix.

As shown in **Table 5**, the minor approaches to the intersection of County 22 ½ Street/US 95 are expected to continue experiencing inadequate delay in 2027 without traffic from the project during the Friday peak hours. Relatively large northbound and southbound through volumes on US 95 provide an insufficient number of gaps for vehicles turning from the minor approach to enter the through traffic stream.

The remaining study intersections are expected to continue operating at an adequate LOS during the Friday peak hours in 2027 without traffic from the project.

Future Traffic Operations With Project

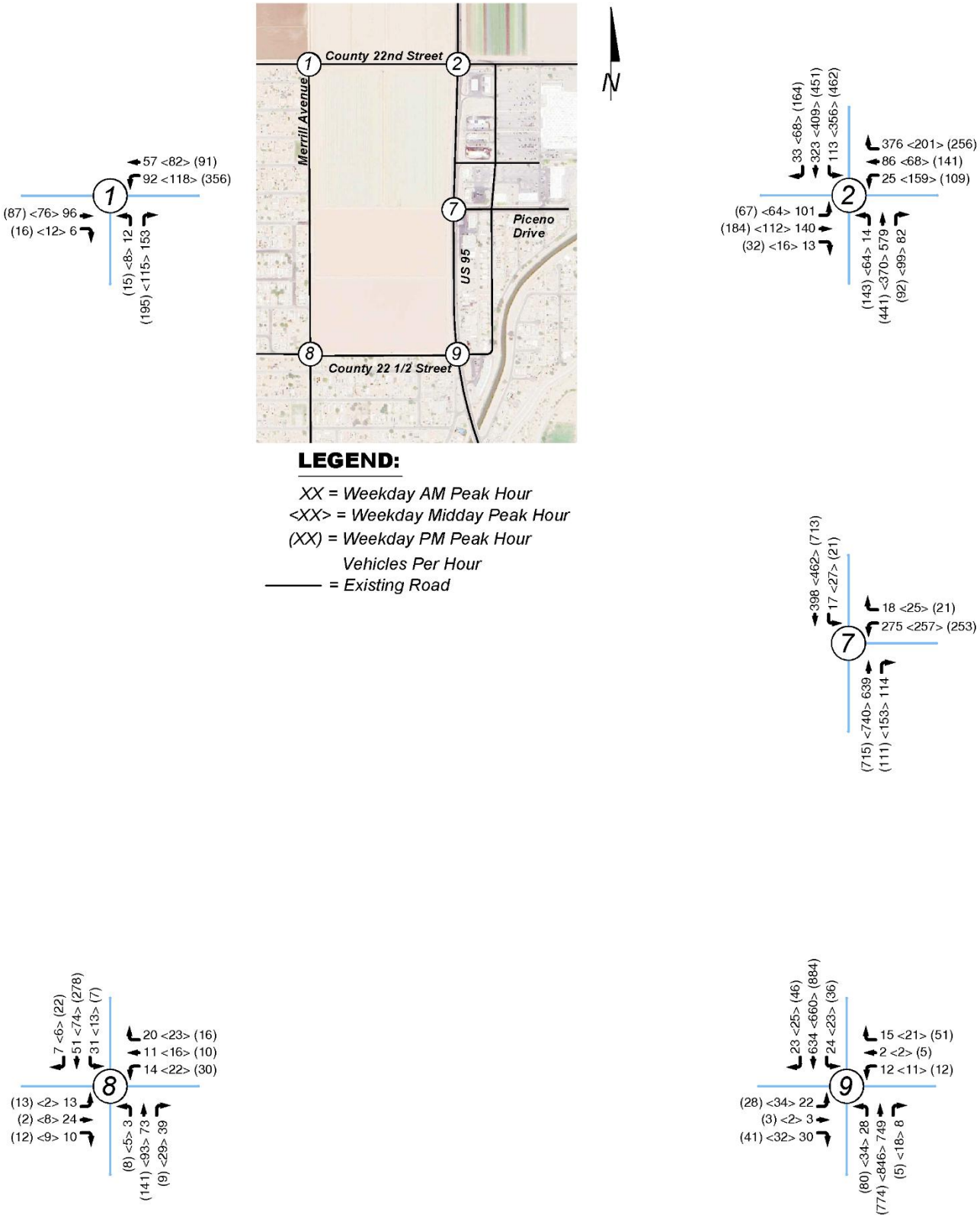
In order to assess the impacts of the project on future traffic operations, levels of service were calculated for each project intersection in 2027, with the project. Friday peak hour traffic volumes for 2027 without the project (**Figure 8**), were combined with the estimated total trips generated by the project (**Figure 7**) to yield 2027 Friday peak hour traffic volumes with the project as shown in **Figure 9**.

Friday intersection levels of service for 2027 with the project were then calculated as shown in **Table 6**. Complete capacity calculations are included in the Appendix.

Table 6 shows that the minor approaches to US 95 at County 22 ½ Street are expected to continue experiencing delay in 2027 without and with traffic from the project during the Friday peak hours. Relatively large northbound and southbound through volumes on US 95 provide an insufficient number of gaps for vehicles turning from the minor approach to enter the through traffic stream.

The remaining study intersections are expected to continue operating at an adequate LOS during the Friday peak hours in 2027 without traffic from the project.

Figure 8 – 2027 Friday Peak Hour Traffic Volumes Without Project



LEGEND:

XX = Weekday AM Peak Hour
<XX> = Weekday Midday Peak Hour
(XX) = Weekday PM Peak Hour
Vehicles Per Hour
= Existing Road

Table 5 – 2027 Friday Peak Hour Levels of Service Without Project

Intersection	AM Peak		Midday Peak		PM Peak	
	LOS	Delay	LOS	Delay	LOS	Delay
Signalized Intersections						
County 22nd Street/US 95						
Overall Intersection	B	17.9	B	15.9	B	17.8
Eastbound Left	C	23.4	C	28.3	C	30.5
Eastbound Through	B	18.9	C	25.5	C	25.1
Eastbound Through/Right	B	19.0	C	25.2	C	25.2
Westbound Left	C	20.3	C	31.9	C	30.8
Westbound Through	B	19.0	C	25.2	C	25.7
Westbound Right	C	31.5	C	30.1	C	33.0
Northbound Left	B	10.5	A	9.4	B	11.6
Northbound Through	B	14.3	B	12.7	B	16.4
Northbound Right	B	12.1	B	12.2	B	15.0
Southbound Left	B	10.1	A	7.9	B	10.4
Southbound Through	B	11.1	A	9.4	B	11.5
Southbound Through/Right	B	11.1	A	9.4	B	11.6
Piceno Drive/US 95						
Overall Intersection	B	12.7	B	12.5	A	9.0
Westbound Left	C	33.4	D	35.1	B	17.8
Westbound Right	C	23.7	C	25.4	B	12.8
Northbound Through	A	9.2	A	9.9	A	9.8
Northbound Through/Right	A	9.2	A	9.9	A	9.8
Southbound Left	A	5.8	A	6.0	A	6.4
Southbound Through	A	4.7	A	4.5	A	5.0
Un-Signalized Intersections						
County 22 ½ Street/US 95						
Eastbound Left/Through/Right	D	30.6	E	49.2	F	>120
Westbound Left/Through/Right	D	30.7	D	33.8	F	53.7
Northbound Left	A	9.3	A	9.4	B	11.2
Southbound Left	A	9.7	A	10.2	A	9.9
County 22 Street/Merrill Avenue						
Westbound Left	A	7.6	A	7.6	B	11.9
Northbound Left/Right	A	10.0	A	9.6	A	8.3
County 22 ½ Street/Merrill Avenue						
Eastbound Left/Through/Right	A	7.3	A	7.3	A	7.3
Westbound Left/Through/Right	A	7.3	A	7.3	A	7.3
Northbound Left/Through/Right	B	10.1	B	10.3	B	11.7
Southboudn Left	B	10.5	B	10.4	B	11.3
Southbound Through/Right	A	10.0	B	10.1	B	13.5

Delay - seconds per vehicle

Figure 9 - 2027 Friday Peak Hour Traffic Volumes With Project

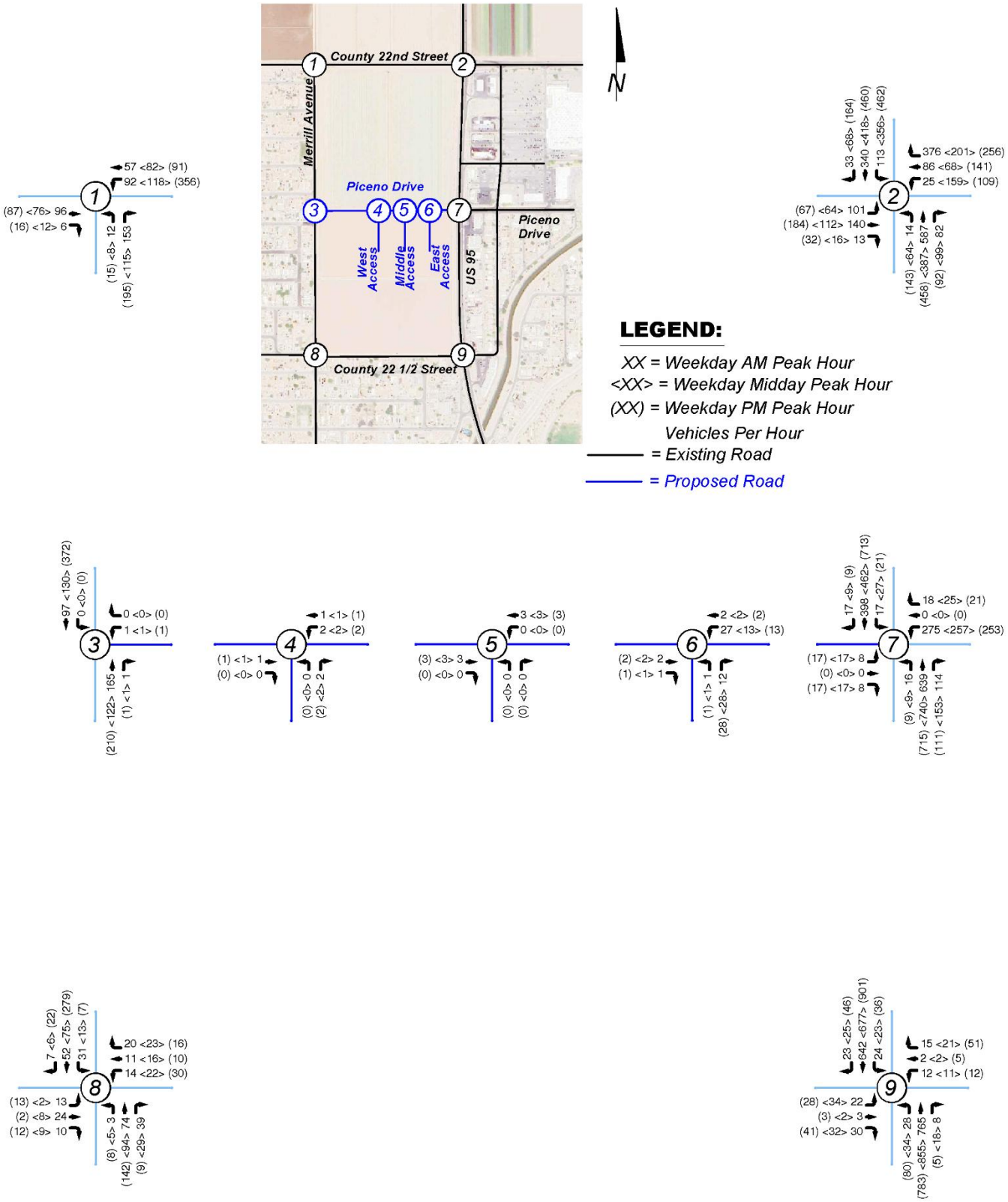


Table 6 – 2027 Friday Peak Hour Levels of Service With Project

Intersection	2027 Without Project						2027 With Project					
	AM Peak		Midday Peak		PM Peak		AM Peak		Midday Peak		PM Peak	
	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
Signalized Intersections												
County 22nd Street/US 95												
Overall Intersection	B	17.9	B	15.9	B	17.8	B	17.9	B	15.9	B	17.9
Eastbound Left	C	23.4	C	28.3	C	30.5	C	23.4	C	28.3	C	30.5
Eastbound Through	B	18.9	C	25.5	C	25.1	B	18.9	C	25.2	C	25.1
Eastbound Through/Right	B	19.0	C	25.2	C	25.2	B	19.0	C	25.2	C	25.2
Westbound Left	C	20.3	C	31.9	C	30.8	C	20.3	C	31.9	C	30.8
Westbound Through	B	19.0	C	25.2	C	25.7	B	19.0	C	25.2	C	25.7
Westbound Right	C	31.5	C	30.1	C	33.0	C	31.5	C	30.1	C	33.0
Northbound Left	B	10.5	A	9.4	B	11.6	B	10.5	A	9.4	B	11.6
Northbound Through	B	14.3	B	12.7	B	16.4	B	14.3	B	12.8	B	16.5
Northbound Right	B	12.1	B	12.2	B	15.0	B	12.1	B	12.2	B	15.0
Southbound Left	B	10.1	A	7.9	B	10.4	B	10.1	A	8.0	B	10.6
Southbound Through	B	11.1	A	9.4	B	11.5	B	11.2	A	9.4	B	11.9
Southbound Through/Right	B	11.1	A	9.4	B	11.6	B	11.2	A	9.4	B	12.0
Piceno Drive/US 95												
Overall Intersection	B	12.7	B	12.5	A	9.0	B	13.6	B	13.9	B	13.1
Eastbound Left							B	19.5	C	21.8	C	21.1
Eastbound Through	N/A		N/A		N/A		A	0.0	A	0.0	A	0.0
Eastbound Right							B	19.0	C	21.0	C	20.5
Westbound Left	C	33.4	D	35.1	B	17.8	C	25.8	C	27.8	C	27.0
Westbound Through/Right	N/A		N/A		N/A		B	19.2	C	21.1	C	20.6
Westbound Right	C	23.7	C	25.4	B	12.8	N/A		N/A		N/A	
Northbound Left	N/A		N/A		N/A		A	7.2	A	7.2	A	7.3
Northbound Through	A	9.2	A	9.9	A	9.8	B	11.5	B	12.4	B	11.3
Northbound Through/Right	A	9.2	A	9.9	A	9.8	B	11.5	B	12.4	B	11.3
Southbound Left	A	5.8	A	6.0	A	6.4	A	7.8	B	7.9	B	7.4
Southbound Through	A	4.7	A	4.5	A	5.0	A	9.3	A	8.7	A	9.9
Southbound Through/Right	N/A		N/A		N/A		A	9.2	A	8.6	A	9.8
Un-Signalized Intersections												
County 22 ½ Street/US 95												
Eastbound Left/Through/Right	D	30.6	E	49.2	F	>120	D	31.7	F	52.6	F	>120
Westbound Left/Through/Right	D	30.7	D	33.8	F	53.7	D	31.9	D	35.0	F	57.0
Northbound Left	A	9.3	A	9.4	B	11.2	A	9.3	A	9.5	B	11.3
Southbound Left	A	9.7	A	10.2	A	9.9	A	9.8	A	10.3	A	10.0
County 22 Street/Merrill Avenue												
Westbound Left	A	7.6	A	7.6	B	11.9	A	7.6	A	7.6	B	11.9
Northbound Left/Right	A	10.0	A	9.6	A	8.3	A	10.0	A	9.6	A	8.3
County 22 ½ Street/Merrill Avenue												
Eastbound Left/Through/Right	A	7.3	A	7.3	A	7.3	A	7.3	A	7.3	A	7.3
Westbound Left/Through/Right	A	7.3	A	7.3	A	7.3	A	7.3	A	7.3	A	7.3
Northbound Left/Through/Right	B	10.1	B	10.3	B	11.7	B	10.2	B	10.3	B	11.7
Southboudn Left	B	10.5	B	10.4	B	11.3	B	10.5	B	10.4	B	11.3
Southbound Through/Right	A	10.0	B	10.1	B	13.5	A	10.0	B	10.2	B	13.5
Piceno Drive/Merrill Avenue												
Westbound Left							B	10.2	B	10.1	B	13.3
Westbound Right	N/A		N/A		N/A		A	0.0	A	0.0	A	0.0
Southbound Left							A	0.0	A	0.0	A	0.0
East Access/Piceno Drive												
Westbound Left	N/A		N/A		N/A		A	7.3	A	7.2	A	7.2
Northbound Left/Right							A	8.4	A	8.4	A	8.4
Middle Access/Piceno Drive												
Westbound Left	N/A		N/A		N/A		A	0.0	A	0.0	A	0.0
Northbound Left/Right							A	0.0	A	0.0	A	0.0
West Access/Piceno Drive												
Westbound Left	N/A		N/A		N/A		A	7.2	A	7.2	A	7.2
Northbound Left/Right							A	8.3	A	8.3	A	8.3

Delay - seconds per vehicle

Turn Lane Analysis

The need for turn lanes was evaluated for all right turns entering the project via Piceno Drive. This was completed based on turn lane warrants provided in the latest edition of the Arizona Department of Transportation *Traffic Guidelines and Processes 245 – Turn Lane Warrants* (TGP 245). ADOT turn lane warrants are based on the posted speed limit, through traffic volume, and turning traffic volume during the peak hour.

The need for left turn lanes entering the site was not evaluated as left turn lanes already exist or are already planned for.

Table 7 show the right turn lane warrant analysis based on 2027 traffic volumes with the project.

Table 7 – Right Turn Lane Warrants

Intersection	Direction	Right Turn Lane Warrant Criteria					Turn Treatment Warranted?
		Speed Limit (mph)	Number of Through Lanes	Peak Hour	Major Road Volume (vph)	Right Turn Volume (vph)	
East Access/Piceno Drive	Eastbound	<45	1	AM	1	0	**No**
				Mid	1	0	
				PM	1	0	
Middle Access/Piceno Drive	Eastbound	<45	1	AM	3	0	**No**
				Mid	3	0	
				PM	3	0	
West Access/Piceno Drive	Eastbound	<45	1	AM	3	1	**No**
				Mid	3	1	
				PM	3	1	
Merrill Avenue/Piceno Drive	Northbound	<45	1	AM	166	1	**No**
				Mid	123	1	
				PM	211	1	
US 95/Piceno Drive	Southbound	<45	2	AM	413	17	**No**
				Mid	470	9	
				PM	721	9	

As shown in **Table 8**, no right turn lanes are warranted with the project.

As previously mentioned, exclusive left turn lanes exist and/or will be provided for all left turning movements entering the project via Piceno Drive. These include:

- A southbound left turn at Merrill Avenue/Piceno Drive.
- A northbound left turn at US 95/Piceno Drive.
- A westbound left turn into East Access/Piceno Drive.
- A westbound left turn into Middle Access/Piceno Drive.
- A westbound left turn into West Access/Piceno Drive.

Each of the left turn movements listed above are expected to serve traffic volumes of 15 vehicles or fewer. Queues will be minimal and were not calculated.

Mitigation

The minor approaches at the intersection of County 22 ½ Street/US 95 currently experience delays and are expected to continue to do so in 2027 without and with traffic from the project. Relatively large northbound and southbound through volumes on US 95 provide an insufficient number of gaps for vehicles turning from the minor approaches to enter the through traffic stream on US 95. Minor approaches at STOP controlled intersections with major roadways often experience delay during the peak hours. Minor approaches at intersections with key roadways such as US 95 often experience delays during the peak hours. Mitigation measures are limited. While a traffic signal would alleviate the delays experienced by a relatively small number of vehicles, those improvements would come at the cost of increased delays for the much larger traffic volumes on US 95.

Capacity calculations for the remainder of the study intersections showed no existing delays and anticipate adequate operations to continue in 2027 without and with traffic from the project. However, extensive delays were observed during traffic data collection activities. Specifically, 'log-jam' conditions were observed for movements attempting to travel south on US 95. This discrepancy is a result of the U.S.A.-Mexico border crossing located approximately 1.5 miles south of the project site. Inefficient processing of vehicles traveling into Mexico result in delays on US 95, and at intersections along US 95, that are not a result of roadway/intersection deficiencies and/or specific traffic volumes. This issue is well documented and a border crossing expansion project that began in 2023 is anticipated to be completed by 2029.

Per the United States General Services Administration Website:

This port (i.e. San Luis) experiences much higher traffic volumes than it was originally designed to accommodate. Furthermore, the port's facilities are significantly undersized and require upgrading to meet the U.S. Customs and Border Protection's current mission requirements. The modernization and expansion project will improve efficiencies and traffic flows, reduce wait times, increase CBP's processing capacity and operational security by effectively deploying the latest technology to identify high risk activity and shipments and combat drug trafficking.

The project includes site development and infrastructure, expanding northbound privately owned vehicle lanes from eight to 16, primary and preprimary vehicle inspection canopies, and secondary vehicle processing area. Southbound privately owned vehicle improvements include expanded southbound facilities with fixed inspection infrastructure for CBP's mission, primary and secondary inspection and processing building, and employee parking. It also includes increased pedestrian inspection lanes from 10 to 14 as well as a new administrative facility to support the CBP mission.

It is expected that the proposed port expansion project will decrease wait times at the border, which will in turn reduce delays at the project intersections. In the meantime, delays on US 95 and adjacent roadways during heavy border crossing times are unavoidable and may even get worse depending on construction activities, closures, detours. While emergency vehicle drivers will learn the area and seek to avoid delays; emergency vehicles routes should be established with San Luis Police and Fire Departments and 'DO NOT BLOCK INTERSECTION' pavement markings and roadway signing should be implemented at the intersections on US 95 in advance of the border crossing (i.e. County 22nd Street/US 95, County 22 ½ Street/US 95, and Piceno Drive/US 95). Despite this, true mitigation measures are limited before the border crossing expansion is completed.

Conclusion

When fully completed, the proposed Greenway QT development is predicted to generate an additional 668 vehicle trips per day (vtpd) on weekdays to the adjacent street system from the new project site. Fifty percent of these new trips (334 vehicle trips) will be into the project and fifty percent will be out of the project.

The minor approaches to the intersection of County 22 ½ Street/United States Route 95 (US 95) currently experience inadequate delays during the Friday peak hours. This is expected to continue in 2027 without or with traffic from the project.

The remaining study intersections operate at an adequate LOS in all study years.

Exclusive left turn lanes exist and/or will be provided for all left turning movements entering the project via Piceno Drive. These include:

- A southbound left turn at Merrill Avenue/Piceno Drive.
- A northbound left turn at US 95/Piceno Drive.
- A westbound left turn into East Access/Piceno Drive.
- A westbound left turn into Middle Access/Piceno Drive.
- A westbound left turn into West Access/Piceno Drive.

Each of the left turn movements listed above are expected to serve peak hour traffic volumes of 15 vehicles or fewer. Queues will be minimal and were not calculated.

No right turn lanes are warranted with the project.

The minor approaches at the intersection of County 22 ½ Street/US 95 currently experience delays and are expected to continue to do so in 2027 without and with traffic from the project. Relatively large northbound and southbound through volumes on US 95 provide an insufficient number of gaps for vehicles turning from the minor approaches to enter the through traffic stream on US 95. Minor approaches at STOP controlled intersections with major roadways often experience delay during the peak hours. Minor approaches at intersections with key roadways such as US 95 often experience delays during the peak hours. Mitigation measures are limited. While a traffic signal would alleviate the delays experienced by a relatively small number of vehicles, those improvements would come at the cost of increased delays for the much larger traffic volumes on US 95.

Capacity calculations for the remainder of the study intersections showed no existing delays and anticipate adequate operations to continue in 2027 without and with traffic from the project. However, extensive delays were observed during traffic data collection activities. Specifically, 'log-jam' conditions were observed for movements attempting to travel south on US 95. This discrepancy is a result of the U.S.A.-Mexico border crossing located approximately 1.5 miles south of the project site. Inefficient processing of vehicles traveling into Mexico result in delays on US 95, and at intersections along US 95, that are not a result of roadway/intersection deficiencies and/or specific traffic volumes. This issue is well documented and a border crossing expansion project that began in 2023 is anticipated to be completed by 2029.

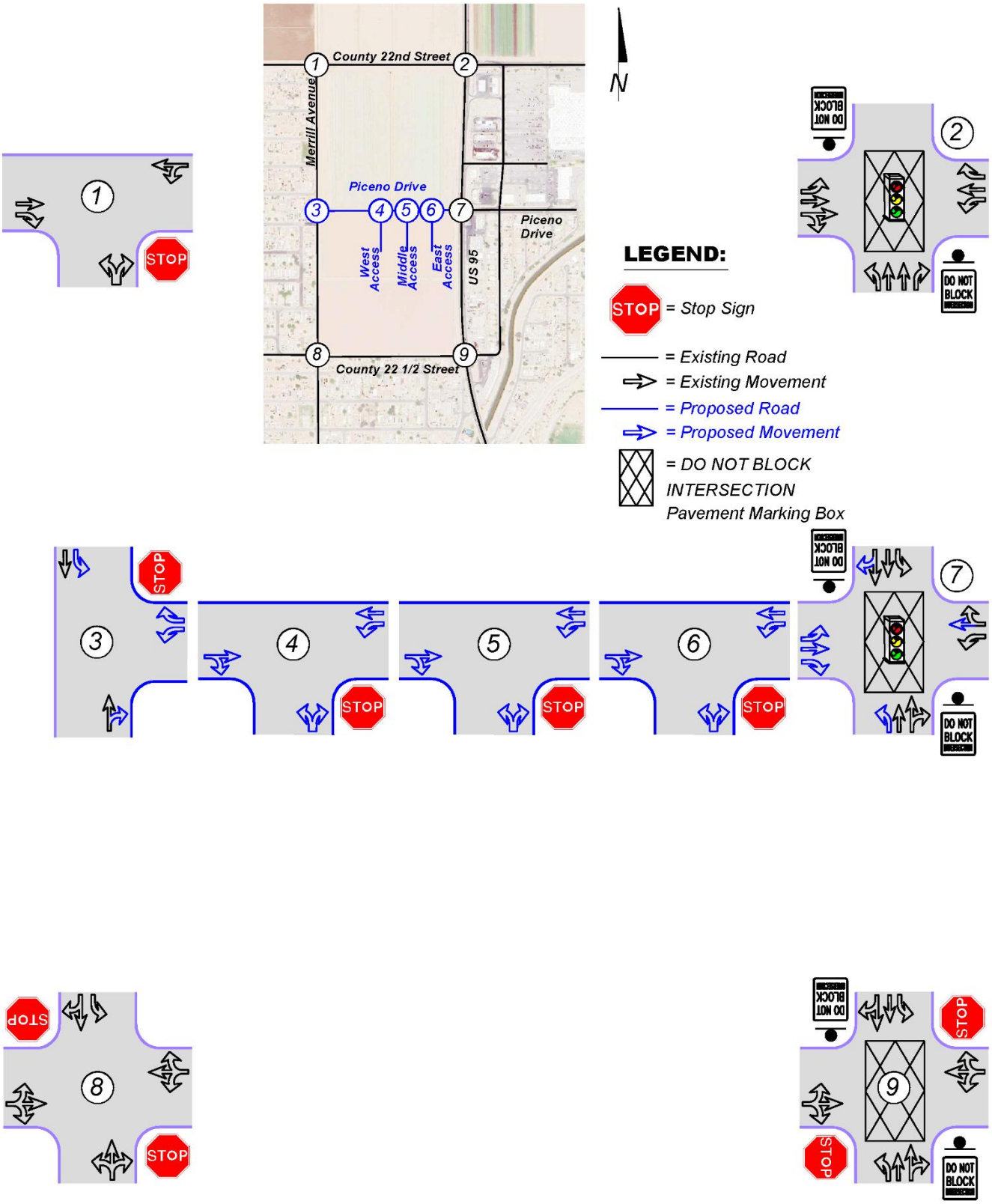
It is expected that the proposed port expansion project will decrease wait times at the border, which will in turn reduce delays at the project intersections. In the meantime, delays on US 95 and adjacent roadways during heavy border crossing times are unavoidable and may even get worse depending on construction activities, closures, detours. While emergency vehicle drivers will learn the area and seek to avoid delays; emergency vehicles routes should be established with San Luis Police and Fire Departments and 'DO NOT BLOCK INTERSECTION' pavement markings and roadway signing should be implemented at the intersections on US 95 in advance of the border crossing (i.e. County 22nd Street/US 95, County 22 ½ Street/US 95, and Piceno Drive/US 95). Despite this, true mitigation measures are limited before the border crossing expansion is completed.

Emergency vehicles routes within the project area should be established with the San Luis Police and Fire Departments.

'DO NOT BLOCK INTERSECTION' pavement markings and roadway signing should be implemented at the intersections of County 22nd Street/US 95, County 22 ½ Street/US 95, and Piceno Drive/US 95.

Figures 15 show the proposed lane configurations and traffic control.

Figure 10 – Proposed Lane Configurations and Traffic Control



PICENO MICRO HOSPITAL
PICENO DRIVE/UNITED STATES ROUTE 95 (US 95)
TRAFFIC IMPACT ANALYSIS

APPENDIX

Traffic Counts

Trip Generation Calculations

Capacity Calculations

PICENO MICRO HOSPITAL
PICENO DRIVE/UNITED STATES ROUTE 95 (US 95)
TRAFFIC IMPACT ANALYSIS

APPENDIX

Traffic Counts

Intersection Turning Movement
Prepared by:

FIELD DATA SERVICES OF ARIZONA, INC. 520.316.6745 veracitytrafficgroup

N-S STREET: US-95 DATE: 03/07/25 LOCATION: San Luis

E-W STREET: County 22 1/2 St DAY: FRIDAY PROJECT# 25-1153-003

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0	NT 2	NR 0	SL 0	ST 2	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
12:00 AM	1	33	3	0	31	2	0	0	0	0	0	0	70
12:15 AM	4	22	0	1	22	0	1	0	1	0	0	0	51
12:30 AM	0	28	0	0	18	3	0	0	1	0	0	0	50
12:45 AM	3	39	0	0	19	0	0	0	0	0	0	0	61
1:00 AM	1	40	0	0	31	2	2	0	1	0	0	0	77
1:15 AM	2	42	0	0	17	0	0	0	0	0	1	0	62
1:30 AM	0	35	1	0	19	1	0	0	1	0	0	0	57
1:45 AM	2	32	1	0	15	1	2	0	3	0	0	0	56
2:00 AM	0	32	3	0	16	3	1	0	2	1	0	0	58
2:15 AM	1	42	0	0	19	0	2	0	1	0	0	0	65
2:30 AM	1	48	0	0	14	0	1	0	2	0	0	0	66
2:45 AM	2	48	1	0	20	0	1	0	3	0	0	1	76
3:00 AM	1	56	0	0	15	0	1	0	1	0	0	0	74
3:15 AM	0	54	0	0	19	0	4	0	2	0	0	0	79
3:30 AM	1	50	0	0	18	0	4	0	1	0	0	0	74
3:45 AM	1	76	0	0	22	0	4	0	3	0	0	0	106
4:00 AM	1	62	1	0	18	1	3	0	2	1	0	0	89
4:15 AM	2	65	2	0	22	0	6	0	6	1	0	1	105
4:30 AM	1	96	1	0	22	1	9	0	6	1	1	0	138
4:45 AM	2	99	0	0	33	1	8	0	6	0	0	0	149
5:00 AM	3	118	1	0	46	2	6	0	10	1	0	0	187
5:15 AM	8	140	1	0	36	1	4	0	8	0	0	0	198
5:30 AM	5	168	1	0	45	1	9	0	11	1	0	1	242
5:45 AM	3	172	0	1	52	0	5	0	4	1	0	1	239
6:00 AM	6	209	0	0	39	2	8	0	8	1	0	0	273
6:15 AM	4	221	4	0	57	0	3	0	5	0	1	0	295
6:30 AM	6	219	2	0	78	5	6	1	5	0	0	0	322
6:45 AM	1	172	1	0	71	0	3	0	8	2	0	0	258
7:00 AM	5	228	2	0	92	5	8	0	12	1	0	1	354
7:15 AM	10	193	5	1	96	4	15	0	9	0	0	1	334
7:30 AM	11	194	2	0	120	3	8	0	19	1	1	1	360
7:45 AM	6	143	4	4	126	3	10	0	10	0	1	0	307
8:00 AM	6	189	3	2	160	3	4	0	13	0	0	2	382
8:15 AM	8	181	1	0	144	4	9	0	9	4	0	0	360
8:30 AM	6	135	3	2	159	1	3	1	5	1	0	0	316
8:45 AM	1	146	3	2	145	5	4	0	7	1	1	2	317
9:00 AM	6	161	4	5	140	15	7	0	7	2	1	1	349
9:15 AM	1	169	0	3	172	5	6	1	10	0	0	4	371
9:30 AM	7	164	2	1	146	7	2	0	8	1	0	1	339
9:45 AM	**4**	**167**	**2**	**4**	**158**	**8**	**6**	**0**	**7**	**2**	**0**	**4**	**362**
10:00 AM	9	168	2	7	155	3	5	1	5	2	0	2	359
10:15 AM	5	185	1	4	135	3	7	1	7	6	1	6	361
10:30 AM	8	199	2	8	161	8	3	0	9	1	0	2	401
10:45 AM	11	167	1	11	135	30	2	0	12	1	1	5	376
11:00 AM	16	186	1	12	132	9	5	0	16	1	3	9	390
11:15 AM	17	149	2	5	135	9	7	1	21	5	0	3	354
11:30 AM	16	175	1	8	142	8	7	0	14	1	2	1	375
11:45 AM	**10**	**180**	**4**	**12**	**142**	**3**	**9**	**0**	**7**	**2**	**0**	**9**	**378**
12:00 PM	11	212	6	1	171	7	11	1	8	3	0	6	437
12:15 PM	5	212	4	1	140	9	5	0	9	2	0	4	391
12:30 PM	6	209	3	8	181	5	7	0	6	3	1	1	430
12:45 PM	3	171	1	9	150	6	10	1	8	2	4	2	367
1:00 PM	4	183	2	2	168	6	7	2	5	3	0	8	390
1:15 PM	6	205	2	7	159	8	2	1	8	1	0	7	406
1:30 PM	11	177	5	8	183	5	3	0	9	3	0	3	407
1:45 PM	6	162	2	6	167	5	3	1	7	10	0	11	380
2:00 PM	6	175	1	9	169	9	2	0	11	2	0	3	387
2:15 PM	5	191	5	7	176	6	4	2	7	2	0	9	414
2:30 PM	9	188	6	4	166	5	5	0	10	5	1	4	403
2:45 PM	7	183	9	2	193	9	12	1	4	6	1	13	440
3:00 PM	**11**	**207**	**1**	**15**	**223**	**10**	**9**	**0**	**7**	**5**	**2**	**11**	**501**
3:15 PM	18	182	2	5	199	11	10	0	9	1	0	14	451
3:30 PM	19	185	1	9	211	14	3	1	11	4	1	17	476
3:45 PM	28	169	0	5	216	9	4	1	12	1	1	7	453
4:00 PM	16	203	5	5	188	11	3	3	10	3	0	6	453
4:15 PM	12	182	3	3	181	17	3	0	11	0	0	10	422
4:30 PM	8	210	0	6	154	11	1	0	0	0	0	8	398
4:45 PM	11	170	2	1	128	2	4	0	0	1	1	5	325
5:00 PM	2	185	1	0	129	0	1	2	0	0	0	9	329
5:15 PM	2	198	0	0	115	0	1	0	1	0	2	8	327
5:30 PM	7	189	3	0	111	0	2	0	0	0	1	8	321
5:45 PM	2	170	0	0	92	0	1	0	4	0	1	3	273
6:00 PM	5	169	2	0	114	0	0	1	2	0	1	11	305
6:15 PM	2	181	0	0	63	0	0	0	1	1	2	3	253
6:30 PM	7	144	1	0	100	0	0	0	2	0	0	8	262
6:45 PM	8	162	1	0	167	1	0	0	3	0	1	4	347
7:00 PM	6	154	6	0	136	1	0	0	2	1	1	10	317
7:15 PM	3	151	2	0	180	0	1	0	4	0	0	7	348
7:30 PM	6	148	4	0	158	2	1	0	0	0	1	7	327
7:45 PM	5	124	2	1	170	1	0	0	0	0	0	7	310
8:00 PM	4	131	4	3	171	17	1	1	1	0	1	5	339
8:15 PM	11	123	1	4	136	12	7	0	8	1	0	8	311
8:30 PM	8	98	4	5	132	9	4	1	10	1	0	9	281
8:45 PM	10	123	2	6	158	7	5	0	13	6	1	7	338
9:00 PM	8	110	0	4	156	7	2	1	11	6	0	0	305
9:15 PM	7	120	2	2	139	9	4	1	7	4	0	2	297
9:30 PM	5	104	0	1	151	8	3	0	7	5	0	2	286
9:45 PM	5	75	0	5	146	7	1	1	4	7	0	5	256
10:00 PM	8	81	2	4	124	3	1	0	4	2	0	4	233
10:15 PM	9	69	0	3	93	7	6	1	7	3	0	4	202
10:30 PM	12	60	1	2	104	8	4	1	8	0	2	4	206
10:45 PM	5	72	1	1	98	4	3	0	4	1	0	0	189
11:00 PM	10	51	0	2	103	9	1	0	12	2	1	3	194
11:15 PM	4	44	1	2	60	4	3	0	2	1	0	2	123
11:30 PM	5	46	0	1	66	2	2	0	3	2	0	1	128
11:45 PM	5	28	0	1	57	1	2	0	1	1	0	0	96

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	598	12983	168	253	10581	446	384	30	581	143	41	348	26556
Approach %	4.35	94.43	1.22	2.24	93.80	3.95	38.59	3.02	58.39	26.88	7.71	65.41	
App/Depart	13749	/	13715	11280	/	11305	995	/	451	532	/	1085	

Peak Hr Begins at: 300 PM

PEAK													
Volumes	76	743	4	34	849	44	26	2	39	11	4	49	1881
Approach %	9.23	90.28	0.49	3.67	91.59	4.75	38.81	2.99	58.21	17.19	6.25	76.56	
PEAK HR. FACTOR:	0.939			0.934			0.882			0.727			0.939

CONTROL: 2-Way Stop (EB & WB)
COMMENT 1:
GPS: 32.501436, -114.786582

Intersection Turning Movement
Prepared by:

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

veracitytrafficgroup

N-S STREET: US-95 DATE: 03/07/25 LOCATION: San Luis

E-W STREET: County 22nd St DAY: FRIDAY PROJECT# 25-1153-001

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 1	SL 1	ST 2	SR 0	EL 1	ET 1	ER 1	WL 1	WT 1	WR 1	TOTAL
12:00 AM	1	27	3	5	22	4	2	0	0	2	1	7	74
12:15 AM	3	16	1	7	12	1	1	3	0	1	3	3	51
12:30 AM	2	24	1	4	14	4	0	1	0	6	3	3	62
12:45 AM	1	34	1	6	10	3	1	2	2	4	1	2	67
1:00 AM	2	40	1	6	32	2	2	2	0	1	1	5	94
1:15 AM	1	30	3	11	13	2	1	1	0	2	2	9	75
1:30 AM	3	35	0	4	16	6	0	1	1	0	2	6	74
1:45 AM	1	26	4	4	14	2	2	3	0	0	2	2	60
2:00 AM	0	27	2	5	16	2	4	1	0	2	2	4	65
2:15 AM	3	33	3	5	16	1	2	0	3	0	1	7	74
2:30 AM	3	41	1	6	12	1	1	0	1	0	2	3	71
2:45 AM	2	43	1	4	13	1	4	1	3	1	1	4	78
3:00 AM	0	42	2	1	8	1	3	2	3	1	0	6	69
3:15 AM	3	47	2	1	13	2	6	1	2	3	1	7	88
3:30 AM	2	42	2	1	15	0	2	1	1	2	1	13	82
3:45 AM	3	62	3	5	17	1	6	4	0	1	1	11	114
4:00 AM	1	55	0	2	13	1	12	3	4	2	1	15	109
4:15 AM	2	53	2	5	14	1	15	3	3	4	2	19	123
4:30 AM	2	88	5	5	12	1	13	7	4	4	2	30	173
4:45 AM	2	106	5	12	24	4	9	10	4	2	3	40	221
5:00 AM	5	90	2	11	25	2	16	10	11	3	1	38	214
5:15 AM	5	131	1	17	28	2	24	13	5	4	3	41	274
5:30 AM	7	147	7	11	25	3	28	12	7	3	0	67	317
5:45 AM	5	132	4	14	31	2	21	14	9	8	2	52	294
6:00 AM	8	164	8	17	25	3	24	9	4	5	1	53	321
6:15 AM	5	178	11	22	34	7	25	15	7	5	4	64	377
6:30 AM	7	178	6	31	46	8	33	20	5	5	7	89	435
6:45 AM	6	117	19	49	28	9	27	22	5	11	7	87	387
7:00 AM	**5**	**168**	**27**	**49**	**60**	**4**	**18**	**40**	**4**	**11**	**13**	**76**	**475**
7:15 AM	3	155	20	28	52	4	22	34	4	12	15	107	456
7:30 AM	4	139	20	18	95	15	26	35	0	0	25	95	472
7:45 AM	1	94	11	13	103	8	31	25	4	1	29	83	403
8:00 AM	3	101	14	17	102	17	24	27	7	19	18	66	415
8:15 AM	3	121	16	14	88	8	14	11	5	26	14	80	400
8:30 AM	3	83	6	13	105	6	14	15	3	21	14	50	333
8:45 AM	9	80	8	16	86	10	9	14	5	22	8	43	310
9:00 AM	5	84	11	19	93	7	5	10	9	15	6	35	299
9:15 AM	5	85	8	36	75	2	14	16	11	27	5	39	323
9:30 AM	6	81	10	36	78	11	12	12	8	24	6	39	323
9:45 AM	2	94	10	32	77	5	9	9	5	20	6	35	304
10:00 AM	5	84	14	25	76	3	7	15	4	25	9	35	302
10:15 AM	7	78	22	40	67	7	12	19	4	27	8	43	334
10:30 AM	9	77	28	34	79	8	10	16	4	24	5	44	338
10:45 AM	4	74	28	41	84	10	9	25	10	39	8	47	379
11:00 AM	11	70	31	32	72	6	19	25	3	22	9	44	344
11:15 AM	12	83	28	53	77	4	15	19	1	28	11	44	375
11:30 AM	6	85	22	36	78	13	4	22	5	17	12	34	334
11:45 AM	13	80	30	55	73	3	16	24	3	34	9	38	378
12:00 PM	17	106	25	49	78	4	10	16	5	41	9	39	399
12:15 PM	19	104	21	68	75	9	7	18	5	23	17	42	408
12:30 PM	7	82	23	48	94	7	11	25	5	44	10	53	409
12:45 PM	6	88	22	42	74	8	12	20	4	36	18	47	377
1:00 PM	18	86	19	65	94	12	11	26	4	32	14	45	426
1:15 PM	13	95	22	59	68	13	5	24	4	40	16	49	408
1:30 PM	9	88	15	58	97	9	12	28	6	35	10	45	412
1:45 PM	**10**	**78**	**18**	**89**	**89**	**10**	**16**	**21**	**2**	**44**	**18**	**42**	**437**
2:00 PM	18	80	26	74	116	12	10	20	9	33	17	51	466
2:15 PM	18	98	24	81	92	21	17	31	0	38	12	49	481
2:30 PM	15	99	27	98	96	22	18	35	4	37	18	51	520
2:45 PM	13	90	43	96	109	23	14	40	8	37	31	51	555
3:00 PM	31	102	32	117	146	29	24	44	11	50	26	34	646
3:15 PM	18	92	35	101	121	30	19	47	6	50	29	47	595
3:30 PM	24	91	40	117	124	38	9	22	5	48	30	45	593
3:45 PM	16	82	27	116	128	33	14	37	2	49	36	38	578
4:00 PM	32	97	24	107	108	36	16	41	7	51	15	48	582
4:15 PM	20	93	22	106	108	34	22	45	13	42	26	43	574
4:30 PM	32	73	19	122	102	36	11	40	7	43	29	46	560
4:45 PM	**32**	**77**	**25**	**95**	**89**	**47**	**12**	**38**	**15**	**47**	**33**	**49**	**559**
5:00 PM	39	108	20	107	90	54	11	42	14	52	25	35	597
5:15 PM	41	97	23	136	109	35	19	45	1	5	34	83	628
5:30 PM	25	141	20	106	145	21	22	51	0	0	43	79	653
5:45 PM	34	111	15	133	83	22	17	38	0	0	22	67	542
6:00 PM	25	119	17	106	108	8	8	41	0	0	35	90	557
6:15 PM	42	90	21	115	62	0	24	37	0	0	42	54	487
6:30 PM	23	83	14	112	91	17	22	43	0	0	26	68	499
6:45 PM	26	77	17	106	129	15	20	46	0	0	33	66	535
7:00 PM	33	88	30	96	134	4	25	44	0	0	32	66	552
7:15 PM	35	79	32	79	131	22	11	33	1	0	35	67	525
7:30 PM	45	63	32	68	75	22	13	38	24	27	28	56	491
7:45 PM	26	55	22	65	52	26	12	37	11	43	23	24	396
8:00 PM	26	47	28	70	65	18	6	29	9	31	19	22	370
8:15 PM	14	42	30	43	52	13	5	29	6	38	12	20	304
8:30 PM	17	41	21	43	65	17	4	19	4	28	13	24	296
8:45 PM	15	45	21	45	81	5	4	20	5	30	10	13	294
9:00 PM	8	40	12	36	67	10	3	14	5	29	12	14	250
9:15 PM	14	52	13	38	75	6	3	21	4	26	9	24	285
9:30 PM	11	50	9	38	76	6	4	15	3	26	7	23	268
9:45 PM	6	29	12	31	58	6	3	9	4	21	12	10	201
10:00 PM	9	35	21	32	71	4	1	17	1	14	4	16	225
10:15 PM	3	36	14	29	57	6	1	8	0	12	13	9	188
10:30 PM	6	30	18	17	59	4	8	3	3	13	9	10	180
10:45 PM	11	36	16	15	43	7	3	6	3	21	3	14	178
11:00 PM	2	39	13	16	68	5	1	4	1	9	2	16	176
11:15 PM	4	21	14	16	40	5	5	2	2	13	8	8	138
11:30 PM	3	32	12	15	46	1	1	7	1	12	2	7	139
11:45 PM	4	20	5	19	34	2	1	2	1	14	3	7	112

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	1116	7431	1495	4318	6342	1021	1101	1892	408	1780	1217	3670	31791
Approach %	11.11	74.00	14.89	36.97	54.29	8.74	32.37	55.63	12.00	26.70	18.25	55.05	
App/Depart	10042	/	12202	11681	/	8530	3401	/	7705	6667	/	3354	

Peak Hr Begins at: 445 PM

PEAK													
Volumes	137	423	88	444	433	157	64	176	30	104	135	246	2437
Approach %	21.14	65.28	13.58	42.94	41.88	15.18	23.70	65.19	11.11	21.44	27.84	50.72	

PEAK HR. FACTOR:	0.871	0.923	0.925	0.940	0.933

CONTROL: Signal
COMMENT 1:
GPS: 32.508696, -114.786586

Intersection Turning Movement
Prepared by:

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

veracitytrafficgroup

N-S STREET: Merrill Ave
E-W STREET: County 22 1/2 St
DATE: 03/07/25
DAY: FRIDAY
LOCATION: San Luis
PROJECT# 25-1153-004

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	0	0	0	1	0	
12:00 AM	0	0	0	0	0	0	0	0	0	3	1	0	4
12:15 AM	0	1	2	0	0	0	0	0	0	1	0	3	7
12:30 AM	0	0	0	0	1	0	0	0	0	2	0	0	3
12:45 AM	0	1	0	0	2	0	0	0	0	2	1	0	6
1:00 AM	0	0	1	0	1	0	2	2	1	1	2	0	10
1:15 AM	0	2	0	0	0	0	0	0	0	1	1	0	4
1:30 AM	0	1	0	1	0	0	0	0	0	1	0	1	4
1:45 AM	0	1	1	1	2	1	1	3	0	0	2	1	13
2:00 AM	1	2	1	1	1	0	0	2	0	1	2	0	11
2:15 AM	0	1	2	0	2	0	0	0	0	0	1	0	6
2:30 AM	0	0	1	0	1	0	0	2	0	0	1	0	5
2:45 AM	0	1	2	1	1	0	0	1	0	1	1	0	8
3:00 AM	0	1	0	0	0	0	0	2	0	0	0	1	4
3:15 AM	0	2	4	2	2	0	0	0	0	0	0	0	10
3:30 AM	0	0	3	0	1	0	0	1	0	0	1	0	6
3:45 AM	0	3	2	3	1	0	0	3	0	0	0	1	13
4:00 AM	0	3	1	1	0	0	1	2	0	0	1	0	9
4:15 AM	0	4	5	3	2	0	2	4	0	2	1	0	23
4:30 AM	0	6	6	4	0	0	2	4	0	1	1	1	25
4:45 AM	0	4	7	6	2	0	0	3	0	0	1	2	25
5:00 AM	0	5	5	6	3	0	0	6	0	1	0	3	29
5:15 AM	0	7	7	3	6	0	0	2	0	2	3	5	35
5:30 AM	0	11	6	7	1	1	1	5	0	1	3	2	38
5:45 AM	0	10	5	1	2	1	0	2	0	0	0	1	22
6:00 AM	0	11	5	5	2	0	2	5	0	2	1	5	38
6:15 AM	0	10	4	3	4	0	0	0	1	0	1	4	27
6:30 AM	1	13	5	4	4	1	3	4	0	4	2	5	46
6:45 AM	0	12	3	2	7	1	2	6	0	0	1	1	35
7:00 AM	0	9	4	5	2	0	6	10	0	3	5	1	45
7:15 AM	**0**	**19**	**12**	**6**	**9**	**0**	**2**	**5**	**2**	**4**	**5**	**4**	**68**
7:30 AM	0	19	11	9	15	4	4	8	2	4	1	7	84
7:45 AM	2	21	7	9	18	1	2	5	4	3	4	5	81
8:00 AM	0	11	7	5	7	1	4	5	1	2	0	3	46
8:15 AM	1	9	4	6	5	0	3	4	0	4	2	6	44
8:30 AM	0	6	2	4	13	0	2	2	1	3	1	5	39
8:45 AM	1	7	3	5	2	1	1	0	1	3	1	0	25
9:00 AM	0	10	0	12	7	0	0	2	0	6	1	11	49
9:15 AM	0	6	9	4	7	1	1	2	1	4	1	0	36
9:30 AM	2	14	2	3	14	0	0	5	0	4	3	4	51
9:45 AM	1	11	6	3	4	0	1	1	0	7	3	3	40
10:00 AM	0	8	5	2	3	2	0	6	1	1	1	2	31
10:15 AM	2	19	6	5	7	0	2	2	1	2	1	5	52
10:30 AM	0	12	6	2	8	1	2	3	0	9	1	5	49
10:45 AM	0	25	8	2	11	0	6	0	1	27	3	2	85
11:00 AM	1	17	7	6	11	2	2	1	2	12	3	3	67
11:15 AM	0	31	4	3	9	1	0	3	1	13	2	2	69
11:30 AM	1	12	9	2	13	1	3	4	1	8	2	3	59
11:45 AM	1	20	8	2	9	1	2	1	1	4	2	2	53
12:00 PM	1	17	11	0	16	1	0	1	1	9	3	4	64
12:15 PM	1	12	5	4	15	0	0	1	3	4	3	5	53
12:30 PM	1	20	8	1	11	0	4	2	1	4	2	4	58
12:45 PM	**0**	**24**	**9**	**5**	**17**	**0**	**1**	**1**	**2**	**7**	**3**	**3**	**72**
1:00 PM	3	20	9	1	18	3	0	3	6	6	3	4	76
1:15 PM	0	16	4	4	18	1	0	2	0	4	5	7	61
1:30 PM	1	29	5	2	18	1	0	1	0	4	4	8	73
1:45 PM	1	17	9	0	19	1	1	3	0	5	2	5	63
2:00 PM	4	17	4	3	14	3	2	5	2	6	2	4	66
2:15 PM	1	20	4	3	20	3	2	4	2	5	3	4	71
2:30 PM	0	21	8	2	13	0	0	3	2	5	5	2	61
2:45 PM	2	21	6	4	38	0	1	5	2	6	2	8	95
3:00 PM	0	44	10	4	45	2	3	1	1	9	5	5	129
3:15 PM	1	32	7	7	38	1	3	1	0	12	3	11	116
3:30 PM	1	27	11	2	40	0	0	2	3	14	7	7	114
3:45 PM	3	30	9	3	45	2	1	4	2	13	5	7	124
4:00 PM	1	40	6	4	33	3	5	4	0	14	4	4	118
4:15 PM	2	31	10	1	46	5	5	2	0	15	4	9	130
4:30 PM	**1**	**40**	**0**	**0**	**58**	**5**	**2**	**0**	**3**	**19**	**2**	**4**	**134**
4:45 PM	1	32	4	2	67	4	3	0	3	4	4	5	129
5:00 PM	4	37	2	0	61	4	2	1	1	2	2	3	119
5:15 PM	1	26	2	4	81	8	5	0	4	3	1	3	138
5:30 PM	2	27	2	0	70	4	2	0	2	2	3	3	117
5:45 PM	1	26	2	3	58	4	2	0	1	2	0	0	99
6:00 PM	2	32	3	4	64	2	4	0	4	3	0	6	124
6:15 PM	2	39	0	2	65	4	2	1	2	1	1	2	121
6:30 PM	0	28	1	4	70	4	4	0	1	3	1	4	120
6:45 PM	1	30	3	3	53	4	4	0	0	4	4	4	110
7:00 PM	1	40	2	2	40	3	0	0	1	2	2	2	95
7:15 PM	0	26	1	4	61	3	3	0	3	2	1	1	105
7:30 PM	2	31	3	1	58	3	1	0	6	4	2	6	117
7:45 PM	2	20	2	3	35	4	6	0	2	6	0	3	83
8:00 PM	0	27	2	0	40	4	3	0	1	15	3	4	99
8:15 PM	1	12	8	3	19	0	1	1	0	11	4	8	68
8:30 PM	1	9	7	4	13	1	1	5	0	3	9	6	59
8:45 PM	2	12	9	4	10	0	0	3	1	8	3	4	56
9:00 PM	0	10	8	2	5	3	0	3	1	5	4	6	47
9:15 PM	0	8	5	8	10	1	2	1	0	9	3	4	51
9:30 PM	0	7	2	7	6	0	1	0	2	6	2	4	37
9:45 PM	2	2	2	1	8	2	1	2	0	7	1	3	31
10:00 PM	0	9	3	2	9	0	0	0	0	3	2	4	32
10:15 PM	0	6	5	3	7	0	0	5	0	5	2	8	41
10:30 PM	0	3	7	1	4	1	0	4	1	5	5	7	38
10:45 PM	0	4	2	2	4	0	1	0	0	6	1	3	23
11:00 PM	1	0	3	2	5	0	0	2	0	7	1	1	22
11:15 PM	1	3	3	1	3	0	0	0	1	3	4	1	20
11:30 PM	0	3	0	1	4	0	0	3	0	3	1	2	17
11:45 PM	0	2	0	0	0	0	0	3	0	1	3	2	11

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	65	1387	426	272	1674	115	137	207	89	445	206	323	5346
Approach %	3.46	73.86	22.68	13.20	81.22	5.58	31.64	47.81	20.55	45.69	21.15	33.16	
App/Depart	1878	/	1847	2061	/	2208	433	/	905	974	/	386	

Peak Hr Begins at: 430 PM

PEAK													
Volumes	7	135	8	6	267	21	12	1	11	28	9	15	520
Approach %	4.67	90.00	5.33	2.04	90.82	7.14	50.00	4.17	45.83	53.85	17.31	28.85	

PEAK HR. FACTOR:	0.872	0.790	0.667	0.520	0.942

CONTROL: 2-Way Stop (NB & SB)
COMMENT 1:
GPS: 32.501411, -114.790971

Intersection Turning Movement
Prepared by:

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

veracitytrafficgroup

N-S STREET: Merrill Ave
E-W STREET: County 22nd St
DATE: 03/07/25
DAY: FRIDAY
LOCATION: San Luis
PROJECT# 25-1153-005

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	0	0	0	1	1	0	1	0	
12:00 AM	0	0	2	0	0	0	0	0	0	4	2	0	8
12:15 AM	1	0	2	0	0	0	0	2	0	4	3	0	12
12:30 AM	0	0	0	0	0	0	0	1	0	6	3	0	10
12:45 AM	0	0	0	0	0	0	0	5	0	3	2	0	10
1:00 AM	0	0	4	0	0	0	0	0	1	3	2	0	10
1:15 AM	0	0	0	0	0	0	0	2	0	2	3	0	7
1:30 AM	0	0	2	0	0	0	0	0	0	4	7	0	13
1:45 AM	0	0	5	0	0	0	0	0	0	4	1	0	10
2:00 AM	0	0	3	0	0	0	0	2	0	2	2	0	9
2:15 AM	0	0	2	0	0	0	0	3	1	1	4	0	11
2:30 AM	0	0	1	0	0	0	0	1	0	2	4	0	8
2:45 AM	0	0	4	0	0	0	0	4	0	1	3	0	12
3:00 AM	1	0	3	0	0	0	0	5	0	0	1	0	10
3:15 AM	0	0	5	0	0	0	0	4	0	2	4	0	15
3:30 AM	1	0	1	0	0	0	0	3	1	0	3	0	9
3:45 AM	1	0	5	0	0	0	0	5	1	1	4	0	17
4:00 AM	0	0	9	0	0	0	0	10	1	1	2	0	23
4:15 AM	1	0	6	0	0	0	0	15	1	1	4	0	28
4:30 AM	0	0	17	0	0	0	0	7	0	3	2	0	29
4:45 AM	1	0	7	0	0	0	0	16	1	4	5	0	34
5:00 AM	1	0	12	0	0	0	0	25	1	3	5	0	47
5:15 AM	2	0	26	0	0	0	0	16	0	4	6	0	54
5:30 AM	0	0	24	0	0	0	0	23	1	3	7	0	58
5:45 AM	2	0	28	0	0	0	0	16	1	2	7	0	56
6:00 AM	0	0	20	0	0	0	0	17	0	2	10	0	49
6:15 AM	1	0	27	0	0	0	0	20	1	4	12	0	65
6:30 AM	6	0	35	0	0	0	0	23	7	7	15	0	93
6:45 AM	3	0	32	0	0	0	0	22	2	9	13	0	81
7:00 AM	0	0	37	0	0	0	0	25	1	14	8	0	85
7:15 AM	**4**	**0**	**38**	**0**	**0**	**0**	**0**	**22**	**1**	**12**	**10**	**0**	**87**
7:30 AM	1	0	31	0	0	0	0	30	1	29	15	0	107
7:45 AM	4	0	33	0	0	0	0	27	2	24	14	0	104
8:00 AM	2	0	45	0	0	0	0	13	1	23	15	0	99
8:15 AM	1	0	16	0	0	0	0	14	1	14	11	0	57
8:30 AM	1	0	16	0	0	0	0	16	0	15	8	0	56
8:45 AM	1	0	19	0	0	0	0	9	2	12	15	0	58
9:00 AM	7	0	15	0	0	0	0	9	5	14	4	0	54
9:15 AM	0	0	24	0	0	0	0	17	0	5	7	0	53
9:30 AM	0	0	18	0	0	0	0	14	0	17	6	0	55
9:45 AM	1	0	13	0	0	0	0	10	1	7	6	0	38
10:00 AM	0	0	18	0	0	0	0	8	1	8	9	0	44
10:15 AM	2	0	21	0	0	0	0	14	1	11	11	0	60
10:30 AM	3	0	23	0	0	0	0	7	2	10	12	0	57
10:45 AM	2	0	31	0	0	0	0	13	1	17	5	0	69
11:00 AM	0	0	36	0	0	0	0	11	2	15	11	0	75
11:15 AM	4	0	26	0	0	0	0	9	2	14	13	0	68
11:30 AM	1	0	19	0	0	0	0	12	3	13	18	0	66
11:45 AM	1	0	32	0	0	0	0	11	3	17	8	0	72
12:00 PM	2	0	21	0	0	0	0	10	1	12	18	0	64
12:15 PM	1	0	11	0	0	0	0	19	1	19	26	0	77
12:30 PM	2	0	26	0	0	0	0	15	1	18	6	0	68
12:45 PM	3	0	29	0	0	0	0	7	4	24	8	0	75
1:00 PM	1	0	26	0	0	0	0	15	4	28	16	0	90
1:15 PM	3	0	18	0	0	0	0	15	4	26	16	0	82
1:30 PM	4	0	32	0	0	0	0	14	3	16	12	0	81
1:45 PM	**2**	**0**	**25**	**0**	**0**	**0**	**0**	**14**	**4**	**24**	**14**	**0**	**83**
2:00 PM	1	0	22	0	0	0	0	17	1	25	22	0	88
2:15 PM	4	0	36	0	0	0	0	12	3	30	21	0	106
2:30 PM	0	0	27	0	0	0	0	30	3	34	21	0	115
2:45 PM	6	0	31	0	0	0	0	31	3	53	14	0	138
3:00 PM	2	0	59	0	0	0	0	20	3	58	28	0	170
3:15 PM	3	0	50	0	0	0	0	22	5	54	23	0	157
3:30 PM	3	0	25	0	0	0	0	11	5	51	41	0	136
3:45 PM	2	0	30	0	0	0	0	23	6	63	22	0	146
4:00 PM	10	0	39	0	0	0	0	25	4	48	35	0	161
4:15 PM	4	0	58	0	0	0	0	22	4	61	19	0	168
4:30 PM	6	0	45	0	0	0	0	13	6	72	25	0	167
4:45 PM	**6**	**0**	**47**	**0**	**0**	**0**	**0**	**18**	**2**	**90**	**22**	**0**	**185**
5:00 PM	4	0	46	0	0	0	0	21	3	97	21	0	192
5:15 PM	1	0	41	0	0	0	0	24	5	86	24	0	181
5:30 PM	3	0	53	0	0	0	0	20	5	69	20	0	170
5:45 PM	4	0	36	0	0	0	0	19	2	60	18	0	139
6:00 PM	0	0	41	0	0	0	0	8	3	50	18	0	120
6:15 PM	2	0	46	0	0	0	0	15	7	53	31	0	154
6:30 PM	2	0	48	0	0	0	0	17	2	51	15	0	135
6:45 PM	4	0	48	0	0	0	0	18	6	54	20	0	150
7:00 PM	2	0	51	0	0	0	0	18	3	54	15	0	143
7:15 PM	2	0	33	0	0	0	0	12	4	75	17	0	143
7:30 PM	2	0	65	0	0	0	0	10	8	80	15	0	180
7:45 PM	1	0	43	0	0	0	0	17	4	60	15	0	140
8:00 PM	3	0	30	0	0	0	0	14	2	49	14	0	112
8:15 PM	3	0	34	0	0	0	0	6	3	26	13	0	85
8:30 PM	2	0	15	0	0	0	0	12	0	25	22	0	76
8:45 PM	2	0	15	0	0	0	0	14	1	16	14	0	62
9:00 PM	0	0	13	0	0	0	0	9	1	15	15	0	53
9:15 PM	1	0	16	0	0	0	0	12	2	17	12	0	60
9:30 PM	2	0	11	0	0	0	0	11	1	10	14	0	49
9:45 PM	0	0	6	0	0	0	0	10	2	15	9	0	42
10:00 PM	1	0	14	0	0	0	0	5	2	10	7	0	39
10:15 PM	0	0	5	0	0	0	0	4	0	14	8	0	31
10:30 PM	1	0	8	0	0	0	0	6	0	9	10	0	34
10:45 PM	0	0	4	0	0	0	0	8	1	11	10	0	34
11:00 PM	0	0	4	0	0	0	0	2	0	6	3	0	15
11:15 PM	0	0	5	0	0	0	0	4	0	8	9	0	26
11:30 PM	0	0	5	0	0	0	0	4	1	4	2	0	16
11:45 PM	0	0	1	0	0	0	0	3	0	2	7	0	13

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	163	0	2187	0	0	0	0	1214	185	2205	1149	0	7103
Approach %	6.94	0.00	93.06	####	####	####	0.00	86.78	13.22	65.74	34.26	0.00	
App/Depart	2350	/	0	0	/	2390	1399	/	3401	3354	/	1312	

Peak Hr Begins at: 445 PM

PEAK													
Volumes	14	0	187	0	0	0	0	83	15	342	87	0	728
Approach %	6.97	0.00	93.03	####	####	####	0.00	84.69	15.31	79.72	20.28	0.00	

PEAK HR. FACTOR:	0.897	0.000	0.845	0.909	0.948

CONTROL: 1-Way Stop (NB)
COMMENT 1:
GPS: 32.508682, -114.791007

Intersection Turning Movement
Prepared by:

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

veracitytrafficgroup

N-S STREET: US-95 DATE: 03/07/25 LOCATION: San Luis

E-W STREET: Piceno Dr DAY: FRIDAY PROJECT# 25-1153-002

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	0	1	2	0	0	1	0	1	0	1	
12:00 AM	0	34	0	0	23	0	0	0	0	9	0	0	66
12:15 AM	0	22	0	0	13	0	0	0	0	9	0	0	44
12:30 AM	0	28	1	1	19	0	0	0	0	2	0	1	52
12:45 AM	0	40	1	0	17	0	0	0	0	2	0	0	60
1:00 AM	0	45	0	1	32	0	0	0	0	2	0	0	80
1:15 AM	0	42	1	1	13	0	0	0	0	4	0	1	62
1:30 AM	0	33	1	0	17	0	0	0	0	3	0	0	54
1:45 AM	0	32	1	0	15	0	0	0	0	1	0	1	50
2:00 AM	0	34	0	0	17	0	0	0	0	2	0	0	53
2:15 AM	0	46	0	0	19	0	0	0	0	0	0	0	65
2:30 AM	0	48	1	0	14	0	0	0	0	2	0	1	66
2:45 AM	0	51	0	0	17	0	0	0	0	2	0	0	70
3:00 AM	0	54	2	0	11	0	0	0	0	4	0	0	71
3:15 AM	0	60	1	0	18	0	0	0	0	0	0	0	79
3:30 AM	0	57	0	0	18	0	0	0	0	2	0	0	77
3:45 AM	0	79	1	0	18	0	0	0	0	4	0	0	102
4:00 AM	0	66	1	0	20	0	0	0	0	1	0	2	90
4:15 AM	0	73	1	1	20	0	0	0	0	3	0	1	99
4:30 AM	0	104	1	0	19	0	0	0	0	3	0	1	128
4:45 AM	0	107	0	0	30	0	0	0	0	5	0	0	142
5:00 AM	0	125	4	0	35	0	0	0	0	13	0	0	177
5:15 AM	0	152	0	0	42	0	0	0	0	5	0	1	200
5:30 AM	0	185	6	0	33	0	0	0	0	9	0	0	233
5:45 AM	0	177	5	0	43	0	0	0	0	4	0	3	232
6:00 AM	0	210	10	0	35	0	0	0	0	10	0	2	267
6:15 AM	0	224	5	0	45	0	0	0	0	18	0	1	293
6:30 AM	0	211	17	3	51	0	0	0	0	27	0	2	311
6:45 AM	0	162	13	1	42	0	0	0	0	29	0	2	249
7:00 AM	0	217	15	0	71	0	0	0	0	23	0	2	328
7:15 AM	0	188	15	4	61	0	0	0	0	45	0	5	318
7:30 AM	0	188	15	6	73	0	0	0	0	50	0	5	337
7:45 AM	0	129	17	9	89	0	0	0	0	53	0	0	297
8:00 AM	0	161	19	5	105	0	0	0	0	64	0	3	357
8:15 AM	0	167	26	7	100	0	0	0	0	48	0	2	350
8:30 AM	0	113	24	9	103	0	0	0	0	57	0	1	307
8:45 AM	0	123	23	4	100	0	0	0	0	47	0	2	299
9:00 AM	0	136	26	4	113	0	0	0	0	56	0	3	338
9:15 AM	0	144	28	2	110	0	0	0	0	63	0	6	353
9:30 AM	0	145	24	4	104	0	0	0	0	55	0	2	334
9:45 AM	**0**	**136**	**27**	**3**	**92**	**0**	**0**	**0**	**0**	**76**	**0**	**4**	**338**
10:00 AM	0	149	23	5	101	0	0	0	0	59	0	3	340
10:15 AM	0	159	30	6	87	0	0	0	0	64	0	4	350
10:30 AM	0	170	29	2	102	0	0	0	0	65	0	6	374
10:45 AM	0	142	39	8	123	0	0	0	0	55	0	6	373
11:00 AM	0	147	43	0	86	0	0	0	0	70	0	5	351
11:15 AM	0	147	24	1	106	0	0	0	0	52	0	6	336
11:30 AM	0	156	34	2	92	0	0	0	0	56	0	4	344
11:45 AM	**0**	**157**	**34**	**5**	**100**	**0**	**0**	**0**	**0**	**53**	**0**	**7**	**356**
12:00 PM	0	186	44	9	112	0	0	0	0	68	0	7	426
12:15 PM	0	190	31	4	93	0	0	0	0	57	0	5	380
12:30 PM	0	178	38	7	139	0	0	0	0	69	0	5	436
12:45 PM	0	169	21	6	99	0	0	0	0	56	0	2	353
1:00 PM	0	151	31	8	119	0	0	0	0	63	0	3	375
1:15 PM	0	169	33	2	104	0	0	0	0	77	0	10	395
1:30 PM	0	154	27	2	135	0	0	0	0	65	0	3	386
1:45 PM	0	142	25	4	123	0	0	0	0	50	0	8	352
2:00 PM	0	154	27	3	152	0	0	0	0	47	0	5	388
2:15 PM	0	181	16	2	127	0	0	0	0	66	0	3	395
2:30 PM	0	181	22	2	134	0	0	0	0	45	0	4	388
2:45 PM	0	164	33	6	141	0	0	0	0	65	0	6	415
3:00 PM	**0**	**182**	**34**	**9**	**192**	**0**	**0**	**0**	**0**	**59**	**0**	**8**	**484**
3:15 PM	0	176	27	5	155	0	0	0	0	61	0	4	428
3:30 PM	0	174	25	4	162	0	0	0	0	67	0	0	432
3:45 PM	0	155	20	2	176	0	0	0	0	56	0	8	417
4:00 PM	0	172	42	8	158	0	0	0	0	51	0	10	441
4:15 PM	0	158	31	7	142	0	0	0	0	58	0	5	401
4:30 PM	0	171	22	9	139	1	0	0	0	37	0	8	387
4:45 PM	0	156	27	11	135	0	0	0	0	16	0	11	356
5:00 PM	0	190	30	5	141	0	0	0	0	5	0	15	386
5:15 PM	0	197	31	1	115	0	0	0	0	0	0	7	351
5:30 PM	0	187	22	3	121	0	0	0	0	0	0	10	343
5:45 PM	0	160	30	0	95	0	0	0	0	0	0	4	289
6:00 PM	0	168	26	0	120	0	0	0	0	0	0	9	323
6:15 PM	0	173	23	0	58	0	0	0	0	0	1	6	261
6:30 PM	0	127	31	1	103	0	0	0	0	2	0	8	272
6:45 PM	0	156	24	0	145	0	0	0	0	0	0	5	330
7:00 PM	0	155	30	0	164	0	0	0	0	1	0	12	362
7:15 PM	0	158	21	0	171	0	0	0	0	2	0	12	364
7:30 PM	0	167	23	7	162	0	0	0	0	0	0	11	370
7:45 PM	0	132	21	10	105	0	0	0	1	21	2	8	300
8:00 PM	0	109	21	7	100	0	1	0	0	47	0	6	291
8:15 PM	0	107	26	7	89	0	0	0	0	47	0	7	283
8:30 PM	0	99	17	4	97	0	0	0	0	55	0	3	275
8:45 PM	0	116	21	2	113	0	0	0	0	61	0	1	314
9:00 PM	0	83	24	3	95	0	0	0	0	74	0	2	281
9:15 PM	0	109	15	2	110	0	0	0	0	55	0	3	294
9:30 PM	0	99	12	3	95	0	0	0	0	59	0	2	270
9:45 PM	0	68	14	3	76	0	0	0	0	82	0	4	247
10:00 PM	0	77	15	0	87	0	0	0	0	50	0	1	230
10:15 PM	0	72	14	1	71	0	0	0	0	38	0	1	197
10:30 PM	0	63	6	1	73	0	0	0	0	40	0	6	189
10:45 PM	0	75	4	0	63	0	0	0	0	39	0	3	184
11:00 PM	0	53	2	0	79	0	0	0	0	35	0	0	169
11:15 PM	0	48	3	2	48	0	0	0	0	18	0	0	119
11:30 PM	0	50	0	0	61	0	0	0	0	11	0	2	124
11:45 PM	0	33	0	0	50	0	0	0	0	10	0	0	93

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	0	12169	1670	266	8158	1	1	0	1	3171	3	358	25798
Approach %	0.00	87.93	12.07	3.16	96.83	0.01	50.00	0.00	50.00	89.78	0.08	10.14	
App/Depart	13839	/	12528	8425	/	11330	2	/	1936	3532	/	4	

Peak Hr Begins at: 300 PM

PEAK													
Volumes	0	687	106	20	685	0	0	0	0	243	0	20	1761
Approach %	0.00	86.63	13.37	2.84	97.16	0.00	####	####	####	92.40	0.00	7.60	

PEAK HR. FACTOR:	0.918	0.877	0.000	0.981	0.910

CONTROL: Signal
COMMENT 1:
GPS: 32.505058, -114.786721

PICENO MICRO HOSPITAL
PICENO DRIVE/UNITED STATES ROUTE 95 (US 95)
TRAFFIC IMPACT ANALYSIS

APPENDIX

Trip Generation Calculations

Hospital (Land Use Code 610)

LAND USE: 62,000 Square Feet Hospital

TRIP GENERATION CALCULATIONS ARE BASED ON THE INSTITUTE OF TRANSPORTATION ENGINEERS' TRIP GENERATION, 11TH EDITION. THE ITE LAND USE CODE IS Hospital (610), General Urban/Suburban

Weekday

Average Rate = 10.77 Trips per 1000 Square Feet (SF)

T = 10.77 Trips x 62000 SF / 1000

T = 668 VTPD

ENTER: (0.5)*(668) = **334 VTPD**

EXIT: (0.5)*(668) = **334 VTPD**

AM PEAK HOUR (ONE HOUR BETWEEN 7 AND 9 AM)

Average Rate = 0.82 Trips per 1000 Square Feet (SF)

T = 0.82 Trips x 62000 SF / 1000

T = 51 VPH

ENTER: (0.67)*(51) = **34 VPH**

EXIT: (0.33)*(51) = **17 VPH**

PM PEAK HOUR (ONE HOUR BETWEEN 4 AND 6 PM)

Average Rate = 0.86 Trips per 1000 Square Feet (SF)

T = 0.86 Trips x 62000 SF / 1000

T = 53 VPH

ENTER: (0.35)*(53) = **19 VPH**

EXIT: (0.65)*(53) = **34 VPH**

*where, T = trip ends

TRIP GENERATION SUMMARY

WEEKDAY	**668 VTPD**
AM PEAK HOUR (ONE HOUR BETWEEN 7 AND 9 AM)	**51 VPH**
PM PEAK HOUR (ONE HOUR BETWEEN 4 AND 6 PM)	**53 VPH**

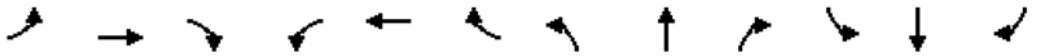
PICENO MICRO HOSPITAL
PICENO DRIVE/UNITED STATES ROUTE 95 (US 95)
TRAFFIC IMPACT ANALYSIS

APPENDIX

Capacity Calculations

HCM 7th Signalized Intersection Summary
3: SR 95 & County 22nd Street

04/07/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	97	134	12	24	82	361	13	556	78	108	310	31
Future Volume (veh/h)	97	134	12	24	82	361	13	556	78	108	310	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	108	149	13	27	91	401	14	618	87	120	344	34
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	332	969	84	416	547	464	577	1628	726	467	1647	162
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.02	0.46	0.46	0.06	0.50	0.50
Sat Flow, veh/h	905	3310	286	1224	1870	1585	1781	3554	1585	1781	3268	321
Grp Volume(v), veh/h	108	79	83	27	91	401	14	618	87	120	186	192
Grp Sat Flow(s),veh/h/ln	905	1777	1819	1224	1870	1585	1781	1777	1585	1781	1777	1813
Q Serve(g_s), s	7.3	2.4	2.4	1.2	2.6	17.3	0.3	8.3	2.3	2.4	4.2	4.3
Cycle Q Clear(g_c), s	9.9	2.4	2.4	3.7	2.6	17.3	0.3	8.3	2.3	2.4	4.2	4.3
Prop In Lane	1.00		0.16	1.00		1.00	1.00		1.00	1.00		0.18
Lane Grp Cap(c), veh/h	332	520	532	416	547	464	577	1628	726	467	895	913
V/C Ratio(X)	0.33	0.15	0.16	0.06	0.17	0.86	0.02	0.38	0.12	0.26	0.21	0.21
Avail Cap(c_a), veh/h	498	846	866	641	891	755	682	1628	726	613	895	913
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	22.7	19.0	19.0	20.3	19.0	24.3	10.1	12.9	11.3	9.2	10.0	10.0
Incr Delay (d2), s/veh	0.6	0.1	0.1	0.1	0.1	6.0	0.0	0.7	0.3	0.3	0.5	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	1.0	1.0	0.3	1.1	6.9	0.1	3.1	0.8	0.9	1.6	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	23.3	19.1	19.1	20.4	19.2	30.2	10.1	13.6	11.6	9.5	10.5	10.5
LnGrp LOS	C	B	B	C	B	C	B	B	B	A	B	B
Approach Vol, veh/h		270			519			719			498	
Approach Delay, s/veh		20.8			27.8			13.2			10.2	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.1	37.7		25.7	5.7	41.0		25.7				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	10.5	31.5		34.5	5.5	36.5		34.5				
Max Q Clear Time (g_c+I1), s	4.4	10.3		11.9	2.3	6.3		19.3				
Green Ext Time (p_c), s	0.1	4.6		1.5	0.0	2.3		1.9				

Intersection Summary												
HCM 7th Control Delay, s/veh			17.3									
HCM 7th LOS			B									

Intersection	
Int Delay, s/veh	5.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	92	5	88	54	11	147
Future Vol, veh/h	92	5	88	54	11	147
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	160	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	102	6	98	60	12	163

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	108	0	358	102
Stage 1	-	-	-	-	102	-
Stage 2	-	-	-	-	256	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1483	-	641	953
Stage 1	-	-	-	-	922	-
Stage 2	-	-	-	-	787	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1483	-	597	953
Mov Cap-2 Maneuver	-	-	-	-	597	-
Stage 1	-	-	-	-	922	-
Stage 2	-	-	-	-	733	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	4.71	9.87
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	915	-	-	1115	-
HCM Lane V/C Ratio	0.192	-	-	0.066	-
HCM Control Delay (s/veh)	9.9	-	-	7.6	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.7	-	-	0.2	-

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	21	2	28	11	1	14	26	719	7	23	609	22
Future Vol, veh/h	21	2	28	11	1	14	26	719	7	23	609	22
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	160	-	-	160	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	23	2	31	12	1	16	29	799	8	26	677	24

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1198	1604	351	1251	1613	403	701	0	0	807	0	0
Stage 1	740	740	-	861	861	-	-	-	-	-	-	-
Stage 2	458	864	-	391	752	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	141	104	646	129	103	597	892	-	-	814	-	-
Stage 1	375	421	-	317	371	-	-	-	-	-	-	-
Stage 2	552	369	-	605	416	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	128	98	646	113	97	597	892	-	-	814	-	-
Mov Cap-2 Maneuver	128	98	-	113	97	-	-	-	-	-	-	-
Stage 1	363	408	-	307	359	-	-	-	-	-	-	-
Stage 2	519	357	-	555	403	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	26.52	26.29	0.32	0.34
HCM LOS	D	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	892	-	-	223	198	814	-	-
HCM Lane V/C Ratio	0.032	-	-	0.254	0.146	0.031	-	-
HCM Control Delay (s/veh)	9.2	-	-	26.5	26.3	9.6	-	-
HCM Lane LOS	A	-	-	D	D	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	1	0.5	0.1	-	-

Intersection	
Int Delay, s/veh	7.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↰	↕	
Traffic Vol, veh/h	12	23	9	13	10	19	2	70	37	29	49	6
Future Vol, veh/h	12	23	9	13	10	19	2	70	37	29	49	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	26	10	14	11	21	2	78	41	32	54	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	32	0	0	36	0	0	124	118	31	142	113	22
Stage 1	-	-	-	-	-	-	57	57	-	51	51	-
Stage 2	-	-	-	-	-	-	67	61	-	91	62	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1580	-	-	1575	-	-	850	772	1044	828	777	1056
Stage 1	-	-	-	-	-	-	955	847	-	962	853	-
Stage 2	-	-	-	-	-	-	943	844	-	916	843	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1580	-	-	1575	-	-	771	758	1044	702	763	1056
Mov Cap-2 Maneuver	-	-	-	-	-	-	771	758	-	702	763	-
Stage 1	-	-	-	-	-	-	946	840	-	953	845	-
Stage 2	-	-	-	-	-	-	869	836	-	792	836	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	1.99	2.26	10.03	10.1
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	836	465	-	-	493	-	-	702	787
HCM Lane V/C Ratio	0.145	0.008	-	-	0.009	-	-	0.046	0.078
HCM Control Delay (s/veh)	10	7.3	0	-	7.3	0	-	10.4	10
HCM Lane LOS	B	A	A	-	A	A	-	B	A
HCM 95th %tile Q(veh)	0.5	0	-	-	0	-	-	0.1	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	264	17	614	109	16	382
Future Volume (veh/h)	264	17	614	109	16	382
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	293	19	682	121	18	424
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	351	312	1800	319	461	2414
Arrive On Green	0.20	0.20	0.60	0.60	0.02	0.68
Sat Flow, veh/h	1781	1585	3110	535	1781	3647
Grp Volume(v), veh/h	293	19	401	402	18	424
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1774	1781	1777
Q Serve(g_s), s	11.5	0.7	8.6	8.6	0.3	3.2
Cycle Q Clear(g_c), s	11.5	0.7	8.6	8.6	0.3	3.2
Prop In Lane	1.00	1.00		0.30	1.00	
Lane Grp Cap(c), veh/h	351	312	1060	1059	461	2414
V/C Ratio(X)	0.83	0.06	0.38	0.38	0.04	0.18
Avail Cap(c_a), veh/h	770	685	1060	1059	558	2414
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	28.1	23.8	7.7	7.7	5.4	4.3
Incr Delay (d2), s/veh	5.2	0.1	1.0	1.0	0.0	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	0.3	3.0	3.0	0.1	0.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	33.3	23.9	8.7	8.7	5.5	4.4
LnGrp LOS	C	C	A	A	A	A
Approach Vol, veh/h	312		803			442
Approach Delay, s/veh	32.8		8.7			4.5
Approach LOS	C		A			A

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	6.0	48.0				54.0	18.9
Change Period (Y+Rc), s	4.5	4.5				4.5	4.5
Max Green Setting (Gmax), s	5.5	39.5				49.5	31.5
Max Q Clear Time (g_c+I1), s	2.3	10.6				5.2	13.5
Green Ext Time (p_c), s	0.0	5.7				3.2	0.9

Intersection Summary		
HCM 7th Control Delay, s/veh	12.3	
HCM 7th LOS	B	

HCM 7th Signalized Intersection Summary
3: SR 95 & County 22nd Street

04/07/2025

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	107	15	152	65	193	61	355	95	342	393	65
Future Volume (veh/h)	61	107	15	152	65	193	61	355	95	342	393	65
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	68	119	17	169	72	214	68	394	106	380	437	72
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	284	642	90	311	384	325	612	1711	763	712	1737	284
Arrive On Green	0.21	0.21	0.21	0.21	0.21	0.21	0.05	0.48	0.48	0.14	0.57	0.57
Sat Flow, veh/h	1093	3129	439	1253	1870	1585	1781	3554	1585	1781	3057	500
Grp Volume(v), veh/h	68	67	69	169	72	214	68	394	106	380	253	256
Grp Sat Flow(s),veh/h/ln	1093	1777	1791	1253	1870	1585	1781	1777	1585	1781	1777	1780
Q Serve(g_s), s	4.2	2.4	2.4	9.9	2.4	9.5	1.4	4.9	2.8	7.4	5.5	5.6
Cycle Q Clear(g_c), s	6.6	2.4	2.4	12.3	2.4	9.5	1.4	4.9	2.8	7.4	5.5	5.6
Prop In Lane	1.00		0.25	1.00		1.00	1.00		1.00	1.00		0.28
Lane Grp Cap(c), veh/h	284	365	368	311	384	325	612	1711	763	712	1010	1012
V/C Ratio(X)	0.24	0.18	0.19	0.54	0.19	0.66	0.11	0.23	0.14	0.53	0.25	0.25
Avail Cap(c_a), veh/h	438	615	620	488	648	549	674	1711	763	1085	1010	1012
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	27.9	25.1	25.1	30.2	25.1	27.9	8.7	11.6	11.0	6.7	8.3	8.3
Incr Delay (d2), s/veh	0.4	0.2	0.2	1.5	0.2	2.3	0.1	0.3	0.4	0.6	0.6	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	1.0	1.0	3.0	1.1	3.7	0.5	1.9	1.0	2.4	2.0	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	28.3	25.3	25.4	31.7	25.4	30.2	8.8	11.9	11.4	7.3	8.9	8.9
LnGrp LOS	C	C	C	C	C	C	A	B	B	A	A	A
Approach Vol, veh/h		204			455			568			889	
Approach Delay, s/veh		26.3			30.0			11.4			8.2	
Approach LOS		C			C			B			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.0	41.4		20.2	8.3	48.0		20.2				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	26.5	23.5		26.5	6.5	43.5		26.5				
Max Q Clear Time (g_c+I1), s	9.4	6.9		8.6	3.4	7.6		14.3				
Green Ext Time (p_c), s	1.1	2.7		0.9	0.0	3.4		1.4				

Intersection Summary												
HCM 7th Control Delay, s/veh			15.5									
HCM 7th LOS			B									

Intersection	
Int Delay, s/veh	5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	73	11	113	78	7	110
Future Vol, veh/h	73	11	113	78	7	110
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	160	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	81	12	126	87	8	122

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	93	0	419	81
Stage 1	-	-	-	-	81	-
Stage 2	-	-	-	-	338	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1501	-	591	979
Stage 1	-	-	-	-	942	-
Stage 2	-	-	-	-	723	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1501	-	539	979
Mov Cap-2 Maneuver	-	-	-	-	539	-
Stage 1	-	-	-	-	942	-
Stage 2	-	-	-	-	659	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	4.51	9.48
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	933	-	-	1065	-
HCM Lane V/C Ratio	0.139	-	-	0.084	-
HCM Control Delay (s/veh)	9.5	-	-	7.6	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.5	-	-	0.3	-

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	32	1	30	10	1	20	32	813	17	22	634	24
Future Vol, veh/h	32	1	30	10	1	20	32	813	17	22	634	24
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	160	-	-	160	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	36	1	33	11	1	22	36	903	19	24	704	27

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1290	1760	366	1386	1764	461	731	0	0	922	0	0
Stage 1	767	767	-	984	984	-	-	-	-	-	-	-
Stage 2	523	993	-	402	780	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	121	84	631	103	83	547	869	-	-	736	-	-
Stage 1	361	410	-	267	325	-	-	-	-	-	-	-
Stage 2	505	321	-	596	404	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	106	78	631	89	77	547	869	-	-	736	-	-
Mov Cap-2 Maneuver	106	78	-	89	77	-	-	-	-	-	-	-
Stage 1	349	396	-	256	311	-	-	-	-	-	-	-
Stage 2	463	308	-	544	390	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	39.01	27.9	0.35	0.33
HCM LOS	E	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	869	-	-	174	191	736	-	-
HCM Lane V/C Ratio	0.041	-	-	0.403	0.18	0.033	-	-
HCM Control Delay (s/veh)	9.3	-	-	39	27.9	10.1	-	-
HCM Lane LOS	A	-	-	E	D	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	1.8	0.6	0.1	-	-

Intersection	
Int Delay, s/veh	8.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↰	↕	
Traffic Vol, veh/h	1	7	8	21	15	22	4	89	27	12	71	5
Future Vol, veh/h	1	7	8	21	15	22	4	89	27	12	71	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	8	9	23	17	24	4	99	30	13	79	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	41	0	0	17	0	0	117	102	12	135	94	29
Stage 1	-	-	-	-	-	-	14	14	-	76	76	-
Stage 2	-	-	-	-	-	-	103	88	-	59	19	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1568	-	-	1601	-	-	859	788	1068	836	796	1046
Stage 1	-	-	-	-	-	-	1006	883	-	934	832	-
Stage 2	-	-	-	-	-	-	903	822	-	952	880	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1568	-	-	1601	-	-	757	775	1068	699	783	1046
Mov Cap-2 Maneuver	-	-	-	-	-	-	757	775	-	699	783	-
Stage 1	-	-	-	-	-	-	1005	883	-	920	820	-
Stage 2	-	-	-	-	-	-	800	810	-	821	879	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.46	2.64	10.2	10.08
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	826	102	-	-	582	-	-	699	796
HCM Lane V/C Ratio	0.161	0.001	-	-	0.015	-	-	0.019	0.106
HCM Control Delay (s/veh)	10.2	7.3	0	-	7.3	0	-	10.2	10.1
HCM Lane LOS	B	A	A	-	A	A	-	B	B
HCM 95th %tile Q(veh)	0.6	0	-	-	0	-	-	0.1	0.4

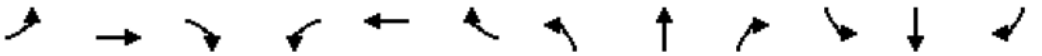
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	247	24	711	147	25	444
Future Volume (veh/h)	247	24	711	147	25	444
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	274	27	790	163	28	493
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	329	293	1780	367	420	2473
Arrive On Green	0.18	0.18	0.61	0.61	0.03	0.70
Sat Flow, veh/h	1781	1585	3027	605	1781	3647
Grp Volume(v), veh/h	274	27	479	474	28	493
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1761	1781	1777
Q Serve(g_s), s	11.2	1.1	10.9	10.9	0.4	3.7
Cycle Q Clear(g_c), s	11.2	1.1	10.9	10.9	0.4	3.7
Prop In Lane	1.00	1.00		0.34	1.00	
Lane Grp Cap(c), veh/h	329	293	1078	1069	420	2473
V/C Ratio(X)	0.83	0.09	0.44	0.44	0.07	0.20
Avail Cap(c_a), veh/h	673	599	1078	1069	497	2473
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	29.6	25.5	8.0	8.0	5.5	4.1
Incr Delay (d2), s/veh	5.5	0.1	1.3	1.3	0.1	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	0.4	3.9	3.9	0.1	1.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	35.1	25.6	9.3	9.3	5.6	4.2
LnGrp LOS	D	C	A	A	A	A
Approach Vol, veh/h	301		953			521
Approach Delay, s/veh	34.2		9.3			4.3
Approach LOS	C		A			A

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	6.7	50.3				57.0	18.4
Change Period (Y+Rc), s	4.5	4.5				4.5	4.5
Max Green Setting (Gmax), s	5.5	42.5				52.5	28.5
Max Q Clear Time (g_c+I1), s	2.4	12.9				5.7	13.2
Green Ext Time (p_c), s	0.0	7.3				3.8	0.8

Intersection Summary	
HCM 7th Control Delay, s/veh	12.1
HCM 7th LOS	B

HCM 7th Signalized Intersection Summary
3: SR 95 & County 22nd Street

04/07/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	64	176	30	104	135	246	137	423	88	444	433	157
Future Volume (veh/h)	64	176	30	104	135	246	137	423	88	444	433	157
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	71	196	33	116	150	273	152	470	98	493	481	174
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	237	656	109	280	402	341	550	1481	661	708	1363	490
Arrive On Green	0.21	0.21	0.21	0.21	0.21	0.21	0.07	0.42	0.42	0.19	0.53	0.53
Sat Flow, veh/h	964	3051	505	1152	1870	1585	1781	3554	1585	1781	2561	920
Grp Volume(v), veh/h	71	113	116	116	150	273	152	470	98	493	333	322
Grp Sat Flow(s),veh/h/ln	964	1777	1779	1152	1870	1585	1781	1777	1585	1781	1777	1705
Q Serve(g_s), s	5.1	4.0	4.1	7.1	5.1	12.3	3.6	6.7	2.9	10.6	8.1	8.2
Cycle Q Clear(g_c), s	10.2	4.0	4.1	11.2	5.1	12.3	3.6	6.7	2.9	10.6	8.1	8.2
Prop In Lane	1.00		0.28	1.00		1.00	1.00		1.00	1.00		0.54
Lane Grp Cap(c), veh/h	237	382	382	280	402	341	550	1481	661	708	945	907
V/C Ratio(X)	0.30	0.30	0.30	0.41	0.37	0.80	0.28	0.32	0.15	0.70	0.35	0.36
Avail Cap(c_a), veh/h	371	628	629	440	661	560	660	1481	661	1145	945	907
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	29.5	24.7	24.7	29.4	25.1	27.9	10.7	14.7	13.6	8.2	10.1	10.1
Incr Delay (d2), s/veh	0.7	0.4	0.4	1.0	0.6	4.4	0.3	0.6	0.5	1.2	1.0	1.1
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	1.2	1.7	1.7	2.0	2.3	4.9	1.3	2.6	1.1	3.5	3.1	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	30.2	25.1	25.2	30.4	25.7	32.3	10.9	15.3	14.1	9.5	11.1	11.2
LnGrp LOS	C	C	C	C	C	C	B	B	B	A	B	B
Approach Vol, veh/h		300			539			720			1148	
Approach Delay, s/veh		26.3			30.1			14.2			10.4	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	18.6	35.7		20.6	10.0	44.4		20.6				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	32.5	17.5		26.5	10.1	39.9		26.5				
Max Q Clear Time (g_c+I1), s	12.6	8.7		12.2	5.6	10.2		14.3				
Green Ext Time (p_c), s	1.6	2.3		1.4	0.1	4.5		1.9				

Intersection Summary		
HCM 7th Control Delay, s/veh		17.1
HCM 7th LOS		B

Notes

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

Intersection	
Int Delay, s/veh	7.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	83	15	342	87	14	187
Future Vol, veh/h	83	15	342	87	14	187
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	160	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	92	17	380	97	16	208

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	109	0	949	92
Stage 1	-	-	-	-	92	-
Stage 2	-	-	-	-	857	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1482	-	289	965
Stage 1	-	-	-	-	931	-
Stage 2	-	-	-	-	416	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1482	-	211	965
Mov Cap-2 Maneuver	-	-	-	-	211	-
Stage 1	-	-	-	-	931	-
Stage 2	-	-	-	-	303	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	6.59	11.54
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	772	-	-	1402	-
HCM Lane V/C Ratio	0.289	-	-	0.256	-
HCM Control Delay (s/veh)	11.5	-	-	8.3	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	1.2	-	-	1	-

Intersection	
Int Delay, s/veh	5.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	26	2	39	11	4	49	76	743	4	34	849	44
Future Vol, veh/h	26	2	39	11	4	49	76	743	4	34	849	44
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	160	-	-	160	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	29	2	43	12	4	54	84	826	4	38	943	49

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1627	2042	496	1545	2064	415	992	0	0	830	0	0
Stage 1	1043	1043	-	997	997	-	-	-	-	-	-	-
Stage 2	584	999	-	548	1068	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	68	56	519	78	54	586	693	-	-	798	-	-
Stage 1	245	304	-	262	320	-	-	-	-	-	-	-
Stage 2	465	319	-	488	296	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	47	47	519	57	45	586	693	-	-	798	-	-
Mov Cap-2 Maneuver	47	47	-	57	45	-	-	-	-	-	-	-
Stage 1	234	290	-	230	281	-	-	-	-	-	-	-
Stage 2	364	281	-	423	282	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/veh	107.75	38.72	1.01	0.36
HCM LOS	F	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	693	-	-	100	176	798	-	-
HCM Lane V/C Ratio	0.122	-	-	0.745	0.404	0.047	-	-
HCM Control Delay (s/veh)	10.9	-	-	107.8	38.7	9.7	-	-
HCM Lane LOS	B	-	-	F	E	A	-	-
HCM 95th %tile Q(veh)	0.4	-	-	3.9	1.8	0.1	-	-

Intersection	
Int Delay, s/veh	11.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↰	↕	
Traffic Vol, veh/h	12	1	11	28	9	15	7	135	8	6	267	21
Future Vol, veh/h	12	1	11	28	9	15	7	135	8	6	267	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	1	12	31	10	17	8	150	9	7	297	23

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	27	0	0	13	0	0	254	123	7	183	121	18
Stage 1	-	-	-	-	-	-	34	34	-	81	81	-
Stage 2	-	-	-	-	-	-	221	89	-	103	40	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1587	-	-	1605	-	-	699	768	1075	778	770	1060
Stage 1	-	-	-	-	-	-	982	867	-	928	828	-
Stage 2	-	-	-	-	-	-	782	821	-	903	862	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1587	-	-	1605	-	-	405	746	1075	602	748	1060
Mov Cap-2 Maneuver	-	-	-	-	-	-	405	746	-	602	748	-
Stage 1	-	-	-	-	-	-	974	859	-	910	812	-
Stage 2	-	-	-	-	-	-	476	805	-	733	854	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	3.64	3.92	11.39	13.01
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	729	761	-	-	862	-	-	602	765
HCM Lane V/C Ratio	0.229	0.008	-	-	0.019	-	-	0.011	0.419
HCM Control Delay (s/veh)	11.4	7.3	0	-	7.3	0	-	11	13.1
HCM Lane LOS	B	A	A	-	A	A	-	B	B
HCM 95th %tile Q(veh)	0.9	0	-	-	0.1	-	-	0	2.1

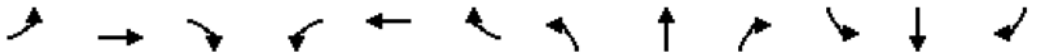
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	243	20	687	106	20	685
Future Volume (veh/h)	243	20	687	106	20	685
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	270	22	763	118	22	761
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	368	327	1290	199	377	1995
Arrive On Green	0.21	0.21	0.42	0.42	0.03	0.56
Sat Flow, veh/h	1781	1585	3178	477	1781	3647
Grp Volume(v), veh/h	270	22	439	442	22	761
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1785	1781	1777
Q Serve(g_s), s	5.5	0.4	7.4	7.4	0.2	4.6
Cycle Q Clear(g_c), s	5.5	0.4	7.4	7.4	0.2	4.6
Prop In Lane	1.00	1.00		0.27	1.00	
Lane Grp Cap(c), veh/h	368	327	743	746	377	1995
V/C Ratio(X)	0.73	0.07	0.59	0.59	0.06	0.38
Avail Cap(c_a), veh/h	1539	1369	2177	2186	558	4353
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	14.4	12.4	8.7	8.7	6.2	4.7
Incr Delay (d2), s/veh	2.9	0.1	0.8	0.8	0.1	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	0.1	2.1	2.1	0.1	0.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	17.2	12.5	9.5	9.5	6.2	4.9
LnGrp LOS	B	B	A	A	A	A
Approach Vol, veh/h	292		881			783
Approach Delay, s/veh	16.9		9.5			4.9
Approach LOS	B		A			A

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	5.6	20.7				26.3	12.5
Change Period (Y+Rc), s	4.5	4.5				4.5	4.5
Max Green Setting (Gmax), s	5.0	47.5				47.5	33.5
Max Q Clear Time (g_c+I1), s	2.2	9.4				6.6	7.5
Green Ext Time (p_c), s	0.0	6.8				6.3	0.9

Intersection Summary							
HCM 7th Control Delay, s/veh			8.7				
HCM 7th LOS			A				

HCM 7th Signalized Intersection Summary
3: SR 95 & County 22nd Street

04/07/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	101	140	13	25	86	376	14	579	82	113	323	33
Future Volume (veh/h)	101	140	13	25	86	376	14	579	82	113	323	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	112	156	14	28	96	418	16	643	91	126	359	37
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	333	999	89	423	566	480	559	1604	716	448	1611	165
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	0.02	0.45	0.45	0.06	0.50	0.50
Sat Flow, veh/h	887	3301	293	1215	1870	1585	1781	3554	1585	1781	3254	333
Grp Volume(v), veh/h	112	83	87	28	96	418	16	643	91	126	195	201
Grp Sat Flow(s),veh/h/ln	887	1777	1818	1215	1870	1585	1781	1777	1585	1781	1777	1810
Q Serve(g_s), s	7.8	2.5	2.6	1.3	2.8	18.4	0.4	8.9	2.5	2.7	4.6	4.6
Cycle Q Clear(g_c), s	10.6	2.5	2.6	3.9	2.8	18.4	0.4	8.9	2.5	2.7	4.6	4.6
Prop In Lane	1.00		0.16	1.00		1.00	1.00		1.00	1.00		0.18
Lane Grp Cap(c), veh/h	333	538	550	423	566	480	559	1604	716	448	880	896
V/C Ratio(X)	0.34	0.15	0.16	0.07	0.17	0.87	0.03	0.40	0.13	0.28	0.22	0.22
Avail Cap(c_a), veh/h	479	832	851	624	875	742	658	1604	716	590	880	896
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	22.8	18.8	18.8	20.2	18.9	24.3	10.4	13.5	11.8	9.8	10.5	10.6
Incr Delay (d2), s/veh	0.6	0.1	0.1	0.1	0.1	7.1	0.0	0.7	0.4	0.3	0.6	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	1.0	1.1	0.4	1.2	7.4	0.1	3.4	0.9	1.0	1.8	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	23.4	18.9	19.0	20.3	19.0	31.5	10.5	14.3	12.1	10.1	11.1	11.1
LnGrp LOS	C	B	B	C	B	C	B	B	B	B	B	B
Approach Vol, veh/h		282			542			750			522	
Approach Delay, s/veh		20.7			28.7			13.9			10.9	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.1	37.8		26.8	5.9	41.0		26.8				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	10.5	31.5		34.5	5.5	36.5		34.5				
Max Q Clear Time (g_c+I1), s	4.7	10.9		12.6	2.4	6.6		20.4				
Green Ext Time (p_c), s	0.1	4.7		1.5	0.0	2.5		1.9				

Intersection Summary												
HCM 7th Control Delay, s/veh			17.9									
HCM 7th LOS			B									

Intersection	
Int Delay, s/veh	5.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	96	6	92	57	12	153
Future Vol, veh/h	96	6	92	57	12	153
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	160	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	107	7	102	63	13	170

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	113	0	374	107
Stage 1	-	-	-	-	107	-
Stage 2	-	-	-	-	268	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1476	-	627	947
Stage 1	-	-	-	-	918	-
Stage 2	-	-	-	-	777	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1476	-	582	947
Mov Cap-2 Maneuver	-	-	-	-	582	-
Stage 1	-	-	-	-	918	-
Stage 2	-	-	-	-	721	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	4.71	9.98
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	906	-	-	1111	-
HCM Lane V/C Ratio	0.202	-	-	0.069	-
HCM Control Delay (s/veh)	10	-	-	7.6	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.8	-	-	0.2	-

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	22	3	30	12	2	15	28	749	8	24	634	23
Future Vol, veh/h	22	3	30	12	2	15	28	749	8	24	634	23
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	160	-	-	160	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	24	3	33	13	2	17	31	832	9	27	704	26

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1250	1674	365	1306	1682	421	730	0	0	841	0	0
Stage 1	771	771	-	899	899	-	-	-	-	-	-	-
Stage 2	479	903	-	407	783	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	129	95	632	117	93	582	870	-	-	790	-	-
Stage 1	359	408	-	300	356	-	-	-	-	-	-	-
Stage 2	536	354	-	592	402	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	114	88	632	100	87	582	870	-	-	790	-	-
Mov Cap-2 Maneuver	114	88	-	100	87	-	-	-	-	-	-	-
Stage 1	347	394	-	290	343	-	-	-	-	-	-	-
Stage 2	499	341	-	537	389	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	30.62	30.72	0.33	0.34
HCM LOS	D	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	870	-	-	201	172	790	-	-
HCM Lane V/C Ratio	0.036	-	-	0.305	0.188	0.034	-	-
HCM Control Delay (s/veh)	9.3	-	-	30.6	30.7	9.7	-	-
HCM Lane LOS	A	-	-	D	D	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	1.2	0.7	0.1	-	-

Intersection	
Int Delay, s/veh	7.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↰	↕	
Traffic Vol, veh/h	13	24	10	14	11	20	3	73	39	31	51	7
Future Vol, veh/h	13	24	10	14	11	20	3	73	39	31	51	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	27	11	16	12	22	3	81	43	34	57	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	34	0	0	38	0	0	133	127	32	151	121	23
Stage 1	-	-	-	-	-	-	61	61	-	54	54	-
Stage 2	-	-	-	-	-	-	72	66	-	96	67	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1577	-	-	1573	-	-	839	764	1042	817	769	1053
Stage 1	-	-	-	-	-	-	950	844	-	958	850	-
Stage 2	-	-	-	-	-	-	938	840	-	911	839	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1577	-	-	1573	-	-	757	749	1042	686	754	1053
Mov Cap-2 Maneuver	-	-	-	-	-	-	757	749	-	686	754	-
Stage 1	-	-	-	-	-	-	941	836	-	948	841	-
Stage 2	-	-	-	-	-	-	860	832	-	781	832	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	2.02	2.27	10.14	10.2
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	828	470	-	-	496	-	-	686	781
HCM Lane V/C Ratio	0.154	0.009	-	-	0.01	-	-	0.05	0.083
HCM Control Delay (s/veh)	10.1	7.3	0	-	7.3	0	-	10.5	10
HCM Lane LOS	B	A	A	-	A	A	-	B	B
HCM 95th %tile Q(veh)	0.5	0	-	-	0	-	-	0.2	0.3

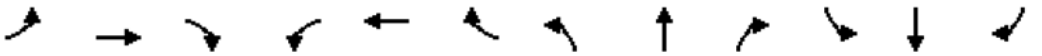
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	275	18	639	114	17	398
Future Volume (veh/h)	275	18	639	114	17	398
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	306	20	710	127	19	442
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	364	324	1778	318	441	2393
Arrive On Green	0.20	0.20	0.59	0.59	0.02	0.67
Sat Flow, veh/h	1781	1585	3105	538	1781	3647
Grp Volume(v), veh/h	306	20	419	418	19	442
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1773	1781	1777
Q Serve(g_s), s	12.1	0.7	9.3	9.3	0.3	3.4
Cycle Q Clear(g_c), s	12.1	0.7	9.3	9.3	0.3	3.4
Prop In Lane	1.00	1.00		0.30	1.00	
Lane Grp Cap(c), veh/h	364	324	1049	1047	441	2393
V/C Ratio(X)	0.84	0.06	0.40	0.40	0.04	0.18
Avail Cap(c_a), veh/h	763	679	1049	1047	536	2393
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	28.1	23.6	8.1	8.1	5.7	4.5
Incr Delay (d2), s/veh	5.3	0.1	1.1	1.1	0.0	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	0.3	3.3	3.3	0.1	1.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	33.4	23.7	9.2	9.2	5.8	4.7
LnGrp LOS	C	C	A	A	A	A
Approach Vol, veh/h	326		837			461
Approach Delay, s/veh	32.8		9.2			4.7
Approach LOS	C		A			A

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	6.1	47.9				54.0	19.5
Change Period (Y+Rc), s	4.5	4.5				4.5	4.5
Max Green Setting (Gmax), s	5.5	39.5				49.5	31.5
Max Q Clear Time (g_c+I1), s	2.3	11.3				5.4	14.1
Green Ext Time (p_c), s	0.0	6.0				3.3	0.9

Intersection Summary			
HCM 7th Control Delay, s/veh		12.7	
HCM 7th LOS		B	

HCM 7th Signalized Intersection Summary
3: SR 95 & County 22nd Street

04/07/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	64	112	16	159	68	201	64	370	99	356	409	68
Future Volume (veh/h)	64	112	16	159	68	201	64	370	99	356	409	68
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	71	124	18	177	76	223	71	411	110	396	454	76
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	287	666	95	318	399	338	592	1665	743	701	1713	285
Arrive On Green	0.21	0.21	0.21	0.21	0.21	0.21	0.05	0.47	0.47	0.14	0.56	0.56
Sat Flow, veh/h	1080	3122	445	1246	1870	1585	1781	3554	1585	1781	3049	507
Grp Volume(v), veh/h	71	70	72	177	76	223	71	411	110	396	263	267
Grp Sat Flow(s),veh/h/ln	1080	1777	1790	1246	1870	1585	1781	1777	1585	1781	1777	1779
Q Serve(g_s), s	4.5	2.5	2.6	10.5	2.6	10.0	1.5	5.4	3.1	8.0	5.9	6.0
Cycle Q Clear(g_c), s	7.0	2.5	2.6	13.1	2.6	10.0	1.5	5.4	3.1	8.0	5.9	6.0
Prop In Lane	1.00		0.25	1.00		1.00	1.00		1.00	1.00		0.29
Lane Grp Cap(c), veh/h	287	379	382	318	399	338	592	1665	743	701	998	999
V/C Ratio(X)	0.25	0.18	0.19	0.56	0.19	0.66	0.12	0.25	0.15	0.57	0.26	0.27
Avail Cap(c_a), veh/h	427	608	613	478	640	542	652	1665	743	1054	998	999
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	27.9	24.9	25.0	30.3	25.0	27.9	9.3	12.4	11.8	7.2	8.7	8.7
Incr Delay (d2), s/veh	0.4	0.2	0.2	1.5	0.2	2.2	0.1	0.4	0.4	0.7	0.6	0.7
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	1.2	1.0	1.1	3.2	1.1	3.8	0.6	2.1	1.1	2.6	2.2	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	28.3	25.2	25.2	31.9	25.2	30.1	9.4	12.7	12.2	7.9	9.4	9.4
LnGrp LOS	C	C	C	C	C	C	A	B	B	A	A	A
Approach Vol, veh/h		213			476			592			926	
Approach Delay, s/veh		26.2			30.0			12.2			8.7	
Approach LOS		C			C			B			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.6	40.8		21.0	8.4	48.0		21.0				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	26.5	23.5		26.5	6.5	43.5		26.5				
Max Q Clear Time (g_c+I1), s	10.0	7.4		9.0	3.5	8.0		15.1				
Green Ext Time (p_c), s	1.1	2.8		0.9	0.0	3.6		1.4				

Intersection Summary	
HCM 7th Control Delay, s/veh	15.9
HCM 7th LOS	B

Intersection	
Int Delay, s/veh	5.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	76	12	118	82	8	115
Future Vol, veh/h	76	12	118	82	8	115
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	160	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	84	13	131	91	9	128

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	98	0	438	84
Stage 1	-	-	-	-	84	-
Stage 2	-	-	-	-	353	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1495	-	576	975
Stage 1	-	-	-	-	939	-
Stage 2	-	-	-	-	711	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1495	-	523	975
Mov Cap-2 Maneuver	-	-	-	-	523	-
Stage 1	-	-	-	-	939	-
Stage 2	-	-	-	-	645	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	4.51	9.58
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	923	-	-	1062	-
HCM Lane V/C Ratio	0.148	-	-	0.088	-
HCM Control Delay (s/veh)	9.6	-	-	7.6	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.5	-	-	0.3	-

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	34	2	32	11	2	21	34	846	18	23	660	25
Future Vol, veh/h	34	2	32	11	2	21	34	846	18	23	660	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	160	-	-	160	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	38	2	36	12	2	23	38	940	20	26	733	28

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1345	1834	381	1444	1838	480	761	0	0	960	0	0
Stage 1	798	798	-	1026	1026	-	-	-	-	-	-	-
Stage 2	547	1036	-	419	812	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	110	75	617	93	75	532	847	-	-	712	-	-
Stage 1	345	396	-	251	310	-	-	-	-	-	-	-
Stage 2	489	307	-	582	390	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	94	69	617	78	69	532	847	-	-	712	-	-
Mov Cap-2 Maneuver	94	69	-	78	69	-	-	-	-	-	-	-
Stage 1	333	382	-	240	297	-	-	-	-	-	-	-
Stage 2	443	293	-	526	376	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	49.23	33.76	0.36	0.33
HCM LOS	E	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	847	-	-	154	162	712	-	-
HCM Lane V/C Ratio	0.045	-	-	0.492	0.233	0.036	-	-
HCM Control Delay (s/veh)	9.4	-	-	49.2	33.8	10.2	-	-
HCM Lane LOS	A	-	-	E	D	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	2.3	0.9	0.1	-	-

Intersection	
Int Delay, s/veh	8.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	8	9	22	16	23	5	93	29	13	74	6
Future Vol, veh/h	2	8	9	22	16	23	5	93	29	13	74	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	9	10	24	18	26	6	103	32	14	82	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	43	0	0	19	0	0	126	111	14	144	103	31
Stage 1	-	-	-	-	-	-	18	18	-	79	79	-
Stage 2	-	-	-	-	-	-	108	92	-	65	23	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1565	-	-	1598	-	-	848	780	1066	825	787	1044
Stage 1	-	-	-	-	-	-	1001	880	-	929	829	-
Stage 2	-	-	-	-	-	-	898	819	-	946	876	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1565	-	-	1598	-	-	741	766	1066	682	774	1044
Mov Cap-2 Maneuver	-	-	-	-	-	-	741	766	-	682	774	-
Stage 1	-	-	-	-	-	-	999	879	-	915	816	-
Stage 2	-	-	-	-	-	-	789	806	-	808	875	-

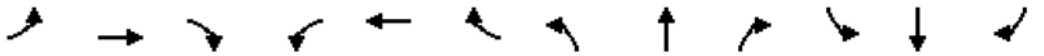
Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.77	2.63	10.32	10.18
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	818	171	-	-	581	-	-	682	789
HCM Lane V/C Ratio	0.173	0.001	-	-	0.015	-	-	0.021	0.113
HCM Control Delay (s/veh)	10.3	7.3	0	-	7.3	0	-	10.4	10.1
HCM Lane LOS	B	A	A	-	A	A	-	B	B
HCM 95th %tile Q(veh)	0.6	0	-	-	0	-	-	0.1	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	257	25	740	153	27	462
Future Volume (veh/h)	257	25	740	153	27	462
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	286	28	822	170	30	513
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	341	303	1760	364	402	2453
Arrive On Green	0.19	0.19	0.60	0.60	0.03	0.69
Sat Flow, veh/h	1781	1585	3025	606	1781	3647
Grp Volume(v), veh/h	286	28	498	494	30	513
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1761	1781	1777
Q Serve(g_s), s	11.8	1.1	11.8	11.8	0.4	4.0
Cycle Q Clear(g_c), s	11.8	1.1	11.8	11.8	0.4	4.0
Prop In Lane	1.00	1.00		0.34	1.00	
Lane Grp Cap(c), veh/h	341	303	1066	1057	402	2453
V/C Ratio(X)	0.84	0.09	0.47	0.47	0.07	0.21
Avail Cap(c_a), veh/h	667	594	1066	1057	476	2453
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	29.6	25.3	8.4	8.4	5.9	4.3
Incr Delay (d2), s/veh	5.5	0.1	1.5	1.5	0.1	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.4	0.4	4.3	4.3	0.1	1.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	35.1	25.4	9.9	9.9	6.0	4.5
LnGrp LOS	D	C	A	A	A	A
Approach Vol, veh/h	314		992			543
Approach Delay, s/veh	34.3		9.9			4.5
Approach LOS	C		A			A

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	6.8	50.2				57.0	19.1
Change Period (Y+Rc), s	4.5	4.5				4.5	4.5
Max Green Setting (Gmax), s	5.5	42.5				52.5	28.5
Max Q Clear Time (g_c+I1), s	2.4	13.8				6.0	13.8
Green Ext Time (p_c), s	0.0	7.6				3.9	0.8

Intersection Summary							
HCM 7th Control Delay, s/veh			12.5				
HCM 7th LOS			B				



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	67	184	32	109	141	256	143	441	92	462	409	164
Future Volume (veh/h)	67	184	32	109	141	256	143	441	92	462	409	164
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	74	204	36	121	157	284	159	490	102	513	454	182
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	237	670	116	282	414	351	550	1431	638	701	1302	518
Arrive On Green	0.22	0.22	0.22	0.22	0.22	0.22	0.08	0.40	0.40	0.20	0.52	0.52
Sat Flow, veh/h	948	3027	525	1140	1870	1585	1781	3554	1585	1781	2482	987
Grp Volume(v), veh/h	74	118	122	121	157	284	159	490	102	513	324	312
Grp Sat Flow(s),veh/h/ln	948	1777	1776	1140	1870	1585	1781	1777	1585	1781	1777	1693
Q Serve(g_s), s	5.5	4.2	4.4	7.5	5.4	12.9	3.9	7.3	3.1	11.5	8.1	8.2
Cycle Q Clear(g_c), s	10.9	4.2	4.4	11.9	5.4	12.9	3.9	7.3	3.1	11.5	8.1	8.2
Prop In Lane	1.00		0.30	1.00		1.00	1.00		1.00	1.00		0.58
Lane Grp Cap(c), veh/h	237	393	393	282	414	351	550	1431	638	701	932	888
V/C Ratio(X)	0.31	0.30	0.31	0.43	0.38	0.81	0.29	0.34	0.16	0.73	0.35	0.35
Avail Cap(c_a), veh/h	357	619	619	427	652	552	650	1431	638	1109	932	888
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	29.8	24.7	24.8	29.7	25.2	28.1	11.3	15.7	14.5	8.9	10.5	10.5
Incr Delay (d2), s/veh	0.7	0.4	0.4	1.0	0.6	4.9	0.3	0.7	0.5	1.5	1.0	1.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	1.8	1.8	2.1	2.4	5.2	1.5	2.9	1.2	3.8	3.1	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	30.5	25.1	25.2	30.8	25.7	33.0	11.6	16.4	15.0	10.4	11.5	11.6
LnGrp LOS	C	C	C	C	C	C	B	B	B	B	B	B
Approach Vol, veh/h		314			562			751			1149	
Approach Delay, s/veh		26.4			30.5			15.2			11.1	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	19.6	35.1		21.3	10.3	44.4		21.3				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	32.5	17.5		26.5	10.1	39.9		26.5				
Max Q Clear Time (g_c+I1), s	13.5	9.3		12.9	5.9	10.2		14.9				
Green Ext Time (p_c), s	1.6	2.3		1.4	0.1	4.4		1.9				

Intersection Summary		
HCM 7th Control Delay, s/veh	17.8	
HCM 7th LOS	B	

Notes

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

Intersection	
Int Delay, s/veh	7.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	87	16	356	91	15	195
Future Vol, veh/h	87	16	356	91	15	195
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	160	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	97	18	396	101	17	217

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	114	0	989	97
Stage 1	-	-	-	-	97	-
Stage 2	-	-	-	-	892	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1475	-	274	960
Stage 1	-	-	-	-	927	-
Stage 2	-	-	-	-	400	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1475	-	196	960
Mov Cap-2 Maneuver	-	-	-	-	196	-
Stage 1	-	-	-	-	927	-
Stage 2	-	-	-	-	286	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	6.64	11.95
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	751	-	-	1392	-
HCM Lane V/C Ratio	0.311	-	-	0.268	-
HCM Control Delay (s/veh)	11.9	-	-	8.3	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	1.3	-	-	1.1	-

Intersection	
Int Delay, s/veh	9.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	28	3	41	12	5	51	80	774	5	36	884	46
Future Vol, veh/h	28	3	41	12	5	51	80	774	5	36	884	46
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	160	-	-	160	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	31	3	46	13	6	57	89	860	6	40	982	51

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1698	2131	517	1613	2154	433	1033	0	0	866	0	0
Stage 1	1088	1088	-	1041	1041	-	-	-	-	-	-	-
Stage 2	611	1043	-	573	1113	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	60	49	503	69	47	571	668	-	-	773	-	-
Stage 1	230	290	-	246	305	-	-	-	-	-	-	-
Stage 2	448	304	-	472	282	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	39	40	503	48	39	571	668	-	-	773	-	-
Mov Cap-2 Maneuver	39	40	-	48	39	-	-	-	-	-	-	-
Stage 1	218	275	-	213	265	-	-	-	-	-	-	-
Stage 2	342	264	-	402	267	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/veh	80.93	53.67	1.04	0.37
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	668	-	-	82	146	773	-	-
HCM Lane V/C Ratio	0.133	-	-	0.972	0.519	0.052	-	-
HCM Control Delay (s/veh)	11.2	-	-	180.9	53.7	9.9	-	-
HCM Lane LOS	B	-	-	F	F	A	-	-
HCM 95th %tile Q(veh)	0.5	-	-	5.3	2.5	0.2	-	-

Intersection	
Int Delay, s/veh	11.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	13	2	12	30	10	16	8	141	9	7	278	22
Future Vol, veh/h	13	2	12	30	10	16	8	141	9	7	278	22
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	2	13	33	11	18	9	157	10	8	309	24

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	29	0	0	16	0	0	270	133	9	196	131	20
Stage 1	-	-	-	-	-	-	38	38	-	87	87	-
Stage 2	-	-	-	-	-	-	232	96	-	109	44	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1584	-	-	1602	-	-	683	757	1073	763	760	1058
Stage 1	-	-	-	-	-	-	977	863	-	921	823	-
Stage 2	-	-	-	-	-	-	771	816	-	896	858	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1584	-	-	1602	-	-	380	735	1073	580	737	1058
Mov Cap-2 Maneuver	-	-	-	-	-	-	380	735	-	580	737	-
Stage 1	-	-	-	-	-	-	968	856	-	902	806	-
Stage 2	-	-	-	-	-	-	454	799	-	718	850	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	3.51	3.91	11.68	13.46
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	714	740	-	-	859	-	-	580	753
HCM Lane V/C Ratio	0.246	0.009	-	-	0.021	-	-	0.013	0.442
HCM Control Delay (s/veh)	11.7	7.3	0	-	7.3	0	-	11.3	13.5
HCM Lane LOS	B	A	A	-	A	A	-	B	B
HCM 95th %tile Q(veh)	1	0	-	-	0.1	-	-	0	2.3

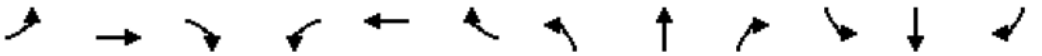
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	253	21	715	111	21	713
Future Volume (veh/h)	253	21	715	111	21	713
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	281	23	794	123	23	792
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	378	336	1313	203	366	2009
Arrive On Green	0.21	0.21	0.43	0.43	0.03	0.57
Sat Flow, veh/h	1781	1585	3177	478	1781	3647
Grp Volume(v), veh/h	281	23	457	460	23	792
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1784	1781	1777
Q Serve(g_s), s	6.0	0.5	8.1	8.1	0.3	5.0
Cycle Q Clear(g_c), s	6.0	0.5	8.1	8.1	0.3	5.0
Prop In Lane	1.00	1.00		0.27	1.00	
Lane Grp Cap(c), veh/h	378	336	757	760	366	2009
V/C Ratio(X)	0.74	0.07	0.60	0.60	0.06	0.39
Avail Cap(c_a), veh/h	1476	1313	2087	2096	536	4174
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	14.9	12.7	9.0	9.0	6.3	4.9
Incr Delay (d2), s/veh	2.9	0.1	0.8	0.8	0.1	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	0.1	2.4	2.4	0.1	1.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	17.8	12.8	9.8	9.8	6.4	5.0
LnGrp LOS	B	B	A	A	A	A
Approach Vol, veh/h	304		917			815
Approach Delay, s/veh	17.4		9.8			5.1
Approach LOS	B		A			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	5.6	21.7			27.4	13.1
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	5.0	47.5			47.5	33.5
Max Q Clear Time (g_c+I1), s	2.3	10.1			7.0	8.0
Green Ext Time (p_c), s	0.0	7.2			6.6	0.9

Intersection Summary	
HCM 7th Control Delay, s/veh	9.0
HCM 7th LOS	A

HCM 7th Signalized Intersection Summary
3: SR 95 & County 22nd Street

04/22/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	101	140	13	25	86	376	14	587	82	113	340	33
Future Volume (veh/h)	101	140	13	25	86	376	14	587	82	113	340	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	112	156	14	28	96	418	16	652	91	126	378	37
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	333	999	89	423	566	480	548	1604	716	445	1620	158
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	0.02	0.45	0.45	0.06	0.50	0.50
Sat Flow, veh/h	887	3301	293	1215	1870	1585	1781	3554	1585	1781	3271	318
Grp Volume(v), veh/h	112	83	87	28	96	418	16	652	91	126	204	211
Grp Sat Flow(s),veh/h/ln	887	1777	1818	1215	1870	1585	1781	1777	1585	1781	1777	1813
Q Serve(g_s), s	7.8	2.5	2.6	1.3	2.8	18.4	0.4	9.1	2.5	2.7	4.8	4.9
Cycle Q Clear(g_c), s	10.6	2.5	2.6	3.9	2.8	18.4	0.4	9.1	2.5	2.7	4.8	4.9
Prop In Lane	1.00		0.16	1.00		1.00	1.00		1.00	1.00		0.18
Lane Grp Cap(c), veh/h	333	538	550	423	566	480	548	1604	716	445	880	898
V/C Ratio(X)	0.34	0.15	0.16	0.07	0.17	0.87	0.03	0.41	0.13	0.28	0.23	0.23
Avail Cap(c_a), veh/h	479	832	851	624	875	742	647	1604	716	587	880	898
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	22.8	18.8	18.8	20.2	18.9	24.3	10.4	13.6	11.8	9.8	10.6	10.6
Incr Delay (d2), s/veh	0.6	0.1	0.1	0.1	0.1	7.1	0.0	0.8	0.4	0.3	0.6	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	1.0	1.1	0.4	1.2	7.4	0.1	3.5	0.9	1.0	1.9	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	23.4	18.9	19.0	20.3	19.0	31.5	10.5	14.3	12.1	10.1	11.2	11.2
LnGrp LOS	C	B	B	C	B	C	B	B	B	B	B	B
Approach Vol, veh/h		282			542			759			541	
Approach Delay, s/veh		20.7			28.7			14.0			11.0	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.1	37.8		26.8	5.9	41.0		26.8				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	10.5	31.5		34.5	5.5	36.5		34.5				
Max Q Clear Time (g_c+I1), s	4.7	11.1		12.6	2.4	6.9		20.4				
Green Ext Time (p_c), s	0.1	4.8		1.5	0.0	2.6		1.9				

Intersection Summary												
HCM 7th Control Delay, s/veh			17.9									
HCM 7th LOS			B									

Intersection	
Int Delay, s/veh	5.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	96	6	92	57	12	153
Future Vol, veh/h	96	6	92	57	12	153
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	160	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	107	7	102	63	13	170

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	113	0	374	107
Stage 1	-	-	-	-	107	-
Stage 2	-	-	-	-	268	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1476	-	627	947
Stage 1	-	-	-	-	918	-
Stage 2	-	-	-	-	777	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1476	-	582	947
Mov Cap-2 Maneuver	-	-	-	-	582	-
Stage 1	-	-	-	-	918	-
Stage 2	-	-	-	-	721	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	4.71	9.98
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	906	-	-	1111	-
HCM Lane V/C Ratio	0.202	-	-	0.069	-
HCM Control Delay (s/veh)	10	-	-	7.6	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.8	-	-	0.2	-

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	22	3	30	12	2	15	28	765	8	24	642	23
Future Vol, veh/h	22	3	30	12	2	15	28	765	8	24	642	23
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	160	-	-	160	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	24	3	33	13	2	17	31	850	9	27	713	26

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1268	1701	369	1328	1709	429	739	0	0	859	0	0
Stage 1	779	779	-	917	917	-	-	-	-	-	-	-
Stage 2	488	921	-	412	792	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	125	91	628	113	90	574	863	-	-	778	-	-
Stage 1	355	404	-	293	349	-	-	-	-	-	-	-
Stage 2	530	347	-	588	399	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	111	85	628	96	84	574	863	-	-	778	-	-
Mov Cap-2 Maneuver	111	85	-	96	84	-	-	-	-	-	-	-
Stage 1	343	390	-	282	336	-	-	-	-	-	-	-
Stage 2	493	335	-	533	385	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	31.69	31.89	0.33	0.34
HCM LOS	D	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	863	-	-	195	166	778	-	-
HCM Lane V/C Ratio	0.036	-	-	0.314	0.194	0.034	-	-
HCM Control Delay (s/veh)	9.3	-	-	31.7	31.9	9.8	-	-
HCM Lane LOS	A	-	-	D	D	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	1.3	0.7	0.1	-	-

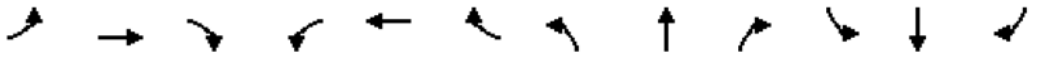
Intersection	
Int Delay, s/veh	7.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	13	24	10	14	11	20	3	74	39	31	52	7
Future Vol, veh/h	13	24	10	14	11	20	3	74	39	31	52	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	27	11	16	12	22	3	82	43	34	58	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	34	0	0	38	0	0	133	127	32	151	121	23
Stage 1	-	-	-	-	-	-	61	61	-	54	54	-
Stage 2	-	-	-	-	-	-	72	66	-	97	67	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1577	-	-	1573	-	-	838	764	1042	816	769	1053
Stage 1	-	-	-	-	-	-	950	844	-	958	850	-
Stage 2	-	-	-	-	-	-	937	840	-	910	839	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1577	-	-	1573	-	-	755	749	1042	684	754	1053
Mov Cap-2 Maneuver	-	-	-	-	-	-	755	749	-	684	754	-
Stage 1	-	-	-	-	-	-	941	836	-	948	841	-
Stage 2	-	-	-	-	-	-	858	832	-	779	832	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	2.02	2.27	10.15	10.21
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	827	470	-	-	496	-	-	684	781
HCM Lane V/C Ratio	0.156	0.009	-	-	0.01	-	-	0.05	0.084
HCM Control Delay (s/veh)	10.2	7.3	0	-	7.3	0	-	10.5	10
HCM Lane LOS	B	A	A	-	A	A	-	B	B
HCM 95th %tile Q(veh)	0.6	0	-	-	0	-	-	0.2	0.3



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	0	8	275	0	18	16	639	114	17	398	17
Future Volume (veh/h)	8	0	8	275	0	18	16	639	114	17	398	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	9	0	9	306	0	20	18	710	127	19	442	19
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	444	471	399	461	0	399	571	1584	283	396	1830	78
Arrive On Green	0.25	0.00	0.25	0.25	0.00	0.25	0.02	0.53	0.53	0.02	0.53	0.53
Sat Flow, veh/h	1392	1870	1585	1406	0	1585	1781	3012	538	1781	3471	149
Grp Volume(v), veh/h	9	0	9	306	0	20	18	419	418	19	226	235
Grp Sat Flow(s),veh/h/ln	1392	1870	1585	1406	0	1585	1781	1777	1773	1781	1777	1844
Q Serve(g_s), s	0.3	0.0	0.3	14.0	0.0	0.6	0.3	9.9	9.9	0.3	4.6	4.7
Cycle Q Clear(g_c), s	1.0	0.0	0.3	14.0	0.0	0.6	0.3	9.9	9.9	0.3	4.6	4.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.30	1.00		0.08
Lane Grp Cap(c), veh/h	444	471	399	461	0	399	571	935	933	396	937	972
V/C Ratio(X)	0.02	0.00	0.02	0.66	0.00	0.05	0.03	0.45	0.45	0.05	0.24	0.24
Avail Cap(c_a), veh/h	826	984	834	846	0	834	678	935	933	501	937	972
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.5	0.0	19.0	24.2	0.0	19.1	7.1	9.9	9.9	7.7	8.6	8.7
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.7	0.0	0.1	0.0	1.6	1.6	0.0	0.6	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.1	4.6	0.0	0.2	0.1	3.7	3.7	0.1	1.7	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	19.5	0.0	19.0	25.8	0.0	19.2	7.2	11.5	11.5	7.8	9.3	9.2
LnGrp LOS	B		B	C		B	A	B	B	A	A	A
Approach Vol, veh/h		18			326			855			480	
Approach Delay, s/veh		19.3			25.4			11.4			9.2	
Approach LOS		B			C			B			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.0	40.0		21.5	5.9	40.1		21.5				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.5	35.5		35.5	5.5	35.5		35.5				
Max Q Clear Time (g_c+I1), s	2.3	11.9		3.0	2.3	6.7		16.0				
Green Ext Time (p_c), s	0.0	5.7		0.0	0.0	2.9		1.0				

Intersection Summary												
HCM 7th Control Delay, s/veh			13.6									
HCM 7th LOS			B									

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	0	165	1	0	97
Future Vol, veh/h	1	0	165	1	0	97
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	160	0	-	-	160	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	0	183	1	0	108

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	292	184	0	0	184	0
Stage 1	184	-	-	-	-	-
Stage 2	108	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	699	858	-	-	1390	-
Stage 1	848	-	-	-	-	-
Stage 2	917	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	699	858	-	-	1390	-
Mov Cap-2 Maneuver	699	-	-	-	-	-
Stage 1	848	-	-	-	-	-
Stage 2	917	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	10.16	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	699	-	1390	-
HCM Lane V/C Ratio	-	-	0.002	-	-	-
HCM Control Delay (s/veh)	-	-	10.2	0	0	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0	-	0	-

Intersection	
Int Delay, s/veh	5.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1	0	2	1	0	2
Future Vol, veh/h	1	0	2	1	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	0	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	0	2	1	0	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1	0	7	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	6	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1622	-	1015	1083
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	1018	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1622	-	1013	1083
Mov Cap-2 Maneuver	-	-	-	-	1013	-
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	1016	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	4.82	8.33
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1083	-	-	1622	-
HCM Lane V/C Ratio	0.002	-	-	0.001	-
HCM Control Delay (s/veh)	8.3	-	-	7.2	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	3	0	0	3	0	0
Future Vol, veh/h	3	0	0	3	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	0	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	0	0	3	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	3	0	7	3
Stage 1	-	-	-	-	3	-
Stage 2	-	-	-	-	3	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1619	-	1015	1080
Stage 1	-	-	-	-	1020	-
Stage 2	-	-	-	-	1020	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1619	-	1015	1080
Mov Cap-2 Maneuver	-	-	-	-	1015	-
Stage 1	-	-	-	-	1020	-
Stage 2	-	-	-	-	1020	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1619	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s/veh)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	6.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	2	1	27	2	1	12
Future Vol, veh/h	2	1	27	2	1	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	0	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	1	30	2	1	13

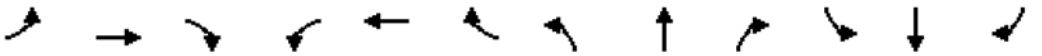
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	3	0	65	3
Stage 1	-	-	-	-	3	-
Stage 2	-	-	-	-	62	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1619	-	941	1081
Stage 1	-	-	-	-	1020	-
Stage 2	-	-	-	-	960	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1619	-	923	1081
Mov Cap-2 Maneuver	-	-	-	-	923	-
Stage 1	-	-	-	-	1020	-
Stage 2	-	-	-	-	943	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	6.77	8.42
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1067	-	-	1619	-
HCM Lane V/C Ratio	0.014	-	-	0.019	-
HCM Control Delay (s/veh)	8.4	-	-	7.3	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	-

HCM 7th Signalized Intersection Summary
3: SR 95 & County 22nd Street

04/22/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	64	112	16	159	68	201	64	387	99	356	418	68
Future Volume (veh/h)	64	112	16	159	68	201	64	387	99	356	418	68
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	71	124	18	177	76	223	71	430	110	396	464	76
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	287	666	95	318	399	338	589	1665	743	691	1719	280
Arrive On Green	0.21	0.21	0.21	0.21	0.21	0.21	0.05	0.47	0.47	0.14	0.56	0.56
Sat Flow, veh/h	1080	3122	445	1246	1870	1585	1781	3554	1585	1781	3059	498
Grp Volume(v), veh/h	71	70	72	177	76	223	71	430	110	396	268	272
Grp Sat Flow(s),veh/h/ln	1080	1777	1790	1246	1870	1585	1781	1777	1585	1781	1777	1781
Q Serve(g_s), s	4.5	2.5	2.6	10.5	2.6	10.0	1.5	5.7	3.1	8.0	6.0	6.1
Cycle Q Clear(g_c), s	7.0	2.5	2.6	13.1	2.6	10.0	1.5	5.7	3.1	8.0	6.0	6.1
Prop In Lane	1.00		0.25	1.00		1.00	1.00		1.00	1.00		0.28
Lane Grp Cap(c), veh/h	287	379	382	318	399	338	589	1665	743	691	998	1000
V/C Ratio(X)	0.25	0.18	0.19	0.56	0.19	0.66	0.12	0.26	0.15	0.57	0.27	0.27
Avail Cap(c_a), veh/h	427	608	613	478	640	542	648	1665	743	1045	998	1000
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	27.9	24.9	25.0	30.3	25.0	27.9	9.3	12.4	11.8	7.2	8.8	8.8
Incr Delay (d2), s/veh	0.4	0.2	0.2	1.5	0.2	2.2	0.1	0.4	0.4	0.8	0.7	0.7
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	1.2	1.0	1.1	3.2	1.1	3.8	0.6	2.2	1.1	2.6	2.2	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	28.3	25.2	25.2	31.9	25.2	30.1	9.4	12.8	12.2	8.0	9.4	9.4
LnGrp LOS	C	C	C	C	C	C	A	B	B	A	A	A
Approach Vol, veh/h		213			476			611			936	
Approach Delay, s/veh		26.2			30.0			12.3			8.8	
Approach LOS		C			C			B			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.6	40.8		21.0	8.4	48.0		21.0				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	26.5	23.5		26.5	6.5	43.5		26.5				
Max Q Clear Time (g_c+I1), s	10.0	7.7		9.0	3.5	8.1		15.1				
Green Ext Time (p_c), s	1.1	2.9		0.9	0.0	3.6		1.4				

Intersection Summary												
HCM 7th Control Delay, s/veh			15.9									
HCM 7th LOS			B									

Intersection	
Int Delay, s/veh	5.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	76	12	118	82	8	115
Future Vol, veh/h	76	12	118	82	8	115
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	160	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	84	13	131	91	9	128

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	98	0	438	84
Stage 1	-	-	-	-	84	-
Stage 2	-	-	-	-	353	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1495	-	576	975
Stage 1	-	-	-	-	939	-
Stage 2	-	-	-	-	711	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1495	-	523	975
Mov Cap-2 Maneuver	-	-	-	-	523	-
Stage 1	-	-	-	-	939	-
Stage 2	-	-	-	-	645	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	4.51	9.58
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	923	-	-	1062	-
HCM Lane V/C Ratio	0.148	-	-	0.088	-
HCM Control Delay (s/veh)	9.6	-	-	7.6	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.5	-	-	0.3	-

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	34	2	32	11	2	21	34	855	18	23	677	25
Future Vol, veh/h	34	2	32	11	2	21	34	855	18	23	677	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	160	-	-	160	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	38	2	36	12	2	23	38	950	20	26	752	28

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1369	1863	390	1464	1867	485	780	0	0	970	0	0
Stage 1	817	817	-	1036	1036	-	-	-	-	-	-	-
Stage 2	552	1046	-	428	831	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	106	72	609	90	72	528	833	-	-	706	-	-
Stage 1	337	388	-	248	307	-	-	-	-	-	-	-
Stage 2	486	304	-	575	383	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	90	66	609	75	66	528	833	-	-	706	-	-
Mov Cap-2 Maneuver	90	66	-	75	66	-	-	-	-	-	-	-
Stage 1	324	374	-	237	293	-	-	-	-	-	-	-
Stage 2	440	290	-	519	369	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	52.55	34.98	0.36	0.33
HCM LOS	F	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	833	-	-	148	157	706	-	-
HCM Lane V/C Ratio	0.045	-	-	0.512	0.24	0.036	-	-
HCM Control Delay (s/veh)	9.5	-	-	52.6	35	10.3	-	-
HCM Lane LOS	A	-	-	F	D	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	2.5	0.9	0.1	-	-

Intersection	
Int Delay, s/veh	8.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	8	9	22	16	23	5	94	29	13	75	6
Future Vol, veh/h	2	8	9	22	16	23	5	94	29	13	75	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	9	10	24	18	26	6	104	32	14	83	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	43	0	0	19	0	0	127	111	14	145	103	31
Stage 1	-	-	-	-	-	-	18	18	-	79	79	-
Stage 2	-	-	-	-	-	-	108	92	-	66	23	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1565	-	-	1598	-	-	847	780	1066	824	787	1044
Stage 1	-	-	-	-	-	-	1001	880	-	929	829	-
Stage 2	-	-	-	-	-	-	897	819	-	945	876	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1565	-	-	1598	-	-	739	766	1066	680	774	1044
Mov Cap-2 Maneuver	-	-	-	-	-	-	739	766	-	680	774	-
Stage 1	-	-	-	-	-	-	999	879	-	915	816	-
Stage 2	-	-	-	-	-	-	788	806	-	806	875	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.77	2.63	10.33	10.19
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	817	171	-	-	581	-	-	680	789
HCM Lane V/C Ratio	0.174	0.001	-	-	0.015	-	-	0.021	0.114
HCM Control Delay (s/veh)	10.3	7.3	0	-	7.3	0	-	10.4	10.2
HCM Lane LOS	B	A	A	-	A	A	-	B	B
HCM 95th %tile Q(veh)	0.6	0	-	-	0	-	-	0.1	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	0	17	257	0	25	9	740	153	27	462	9
Future Volume (veh/h)	17	0	17	257	0	25	9	740	153	27	462	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	19	0	19	286	0	28	10	822	170	30	513	10
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	411	444	377	432	0	377	551	1587	328	363	1997	39
Arrive On Green	0.24	0.00	0.24	0.24	0.00	0.24	0.01	0.54	0.54	0.03	0.56	0.56
Sat Flow, veh/h	1382	1870	1585	1393	0	1585	1781	2932	606	1781	3565	69
Grp Volume(v), veh/h	19	0	19	286	0	28	10	498	494	30	255	268
Grp Sat Flow(s),veh/h/ln	1382	1870	1585	1393	0	1585	1781	1777	1761	1781	1777	1858
Q Serve(g_s), s	0.8	0.0	0.7	14.0	0.0	1.0	0.2	12.7	12.7	0.5	5.3	5.3
Cycle Q Clear(g_c), s	1.7	0.0	0.7	14.0	0.0	1.0	0.2	12.7	12.7	0.5	5.3	5.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.34	1.00		0.04
Lane Grp Cap(c), veh/h	411	444	377	432	0	377	551	962	953	363	995	1041
V/C Ratio(X)	0.05	0.00	0.05	0.66	0.00	0.07	0.02	0.52	0.52	0.08	0.26	0.26
Avail Cap(c_a), veh/h	714	855	724	738	0	724	666	962	953	445	995	1041
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.7	0.0	20.9	26.0	0.0	21.0	7.2	10.4	10.4	7.8	8.0	8.0
Incr Delay (d2), s/veh	0.0	0.0	0.1	1.7	0.0	0.1	0.0	2.0	2.0	0.1	0.6	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.2	4.6	0.0	0.4	0.1	4.8	4.8	0.2	1.9	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	21.8	0.0	21.0	27.8	0.0	21.1	7.2	12.4	12.4	7.9	8.7	8.6
LnGrp LOS	C		C	C		C	A	B	B	A	A	A
Approach Vol, veh/h		38			314			1002			553	
Approach Delay, s/veh		21.4			27.2			12.4			8.6	
Approach LOS		C			C			B			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.7	43.0		21.4	5.4	44.3		21.4				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.5	38.5		32.5	5.5	38.5		32.5				
Max Q Clear Time (g_c+I1), s	2.5	14.7		3.7	2.2	7.3		16.0				
Green Ext Time (p_c), s	0.0	7.2		0.1	0.0	3.4		0.9				

Intersection Summary												
HCM 7th Control Delay, s/veh			13.9									
HCM 7th LOS			B									

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	0	122	1	0	130
Future Vol, veh/h	1	0	122	1	0	130
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	160	0	-	-	160	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	0	136	1	0	144

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	281	136	0	0	137	0
Stage 1	136	-	-	-	-	-
Stage 2	144	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	709	913	-	-	1447	-
Stage 1	890	-	-	-	-	-
Stage 2	883	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	709	913	-	-	1447	-
Mov Cap-2 Maneuver	709	-	-	-	-	-
Stage 1	890	-	-	-	-	-
Stage 2	883	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	10.08	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	709	-	1447	-
HCM Lane V/C Ratio	-	-	0.002	-	-	-
HCM Control Delay (s/veh)	-	-	10.1	0	0	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0	-	0	-

Intersection	
Int Delay, s/veh	5.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1	0	2	1	0	2
Future Vol, veh/h	1	0	2	1	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	0	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	0	2	1	0	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1	0	7	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	6	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1622	-	1015	1083
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	1018	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1622	-	1013	1083
Mov Cap-2 Maneuver	-	-	-	-	1013	-
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	1016	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	4.82	8.33
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1083	-	-	1622	-
HCM Lane V/C Ratio	0.002	-	-	0.001	-
HCM Control Delay (s/veh)	8.3	-	-	7.2	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	3	0	0	3	0	0
Future Vol, veh/h	3	0	0	3	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	0	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	0	0	3	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	3	0	7	3
Stage 1	-	-	-	-	3	-
Stage 2	-	-	-	-	3	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1619	-	1015	1080
Stage 1	-	-	-	-	1020	-
Stage 2	-	-	-	-	1020	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1619	-	1015	1080
Mov Cap-2 Maneuver	-	-	-	-	1015	-
Stage 1	-	-	-	-	1020	-
Stage 2	-	-	-	-	1020	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1619	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s/veh)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	7.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	2	1	13	2	1	28
Future Vol, veh/h	2	1	13	2	1	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	0	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	1	14	2	1	31

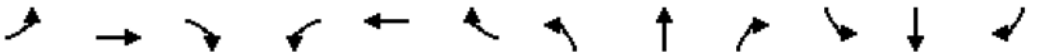
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	3	0	34	3
Stage 1	-	-	-	-	3	-
Stage 2	-	-	-	-	31	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1619	-	979	1081
Stage 1	-	-	-	-	1020	-
Stage 2	-	-	-	-	991	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1619	-	971	1081
Mov Cap-2 Maneuver	-	-	-	-	971	-
Stage 1	-	-	-	-	1020	-
Stage 2	-	-	-	-	983	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	6.28	8.45
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1077	-	-	1619	-
HCM Lane V/C Ratio	0.03	-	-	0.009	-
HCM Control Delay (s/veh)	8.4	-	-	7.2	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

HCM 7th Signalized Intersection Summary
3: SR 95 & County 22nd Street

04/22/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	67	184	32	109	141	256	143	458	92	462	460	164
Future Volume (veh/h)	67	184	32	109	141	256	143	458	92	462	460	164
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	74	204	36	121	157	284	159	509	102	513	511	182
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	237	670	116	282	414	351	533	1431	638	694	1349	478
Arrive On Green	0.22	0.22	0.22	0.22	0.22	0.22	0.08	0.40	0.40	0.20	0.52	0.52
Sat Flow, veh/h	948	3027	525	1140	1870	1585	1781	3554	1585	1781	2572	911
Grp Volume(v), veh/h	74	118	122	121	157	284	159	509	102	513	352	341
Grp Sat Flow(s),veh/h/ln	948	1777	1776	1140	1870	1585	1781	1777	1585	1781	1777	1706
Q Serve(g_s), s	5.5	4.2	4.4	7.5	5.4	12.9	3.9	7.6	3.1	11.5	8.9	9.0
Cycle Q Clear(g_c), s	10.9	4.2	4.4	11.9	5.4	12.9	3.9	7.6	3.1	11.5	8.9	9.0
Prop In Lane	1.00		0.30	1.00		1.00	1.00		1.00	1.00		0.53
Lane Grp Cap(c), veh/h	237	393	393	282	414	351	533	1431	638	694	932	895
V/C Ratio(X)	0.31	0.30	0.31	0.43	0.38	0.81	0.30	0.36	0.16	0.74	0.38	0.38
Avail Cap(c_a), veh/h	357	619	619	427	652	552	634	1431	638	1101	932	895
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	29.8	24.7	24.8	29.7	25.2	28.1	11.3	15.8	14.5	9.1	10.7	10.7
Incr Delay (d2), s/veh	0.7	0.4	0.4	1.0	0.6	4.9	0.3	0.7	0.5	1.6	1.2	1.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	1.8	1.8	2.1	2.4	5.2	1.5	3.0	1.2	3.9	3.4	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	30.5	25.1	25.2	30.8	25.7	33.0	11.6	16.5	15.0	10.6	11.9	12.0
LnGrp LOS	C	C	C	C	C	C	B	B	B	B	B	B
Approach Vol, veh/h		314			562			770			1206	
Approach Delay, s/veh		26.4			30.5			15.3			11.4	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	19.6	35.1		21.3	10.3	44.4		21.3				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	32.5	17.5		26.5	10.1	39.9		26.5				
Max Q Clear Time (g_c+I1), s	13.5	9.6		12.9	5.9	11.0		14.9				
Green Ext Time (p_c), s	1.6	2.3		1.4	0.1	4.8		1.9				

Intersection Summary	
HCM 7th Control Delay, s/veh	17.9
HCM 7th LOS	B

Notes

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

Intersection	
Int Delay, s/veh	7.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	87	16	356	91	15	195
Future Vol, veh/h	87	16	356	91	15	195
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	160	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	97	18	396	101	17	217

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	114	0	989	97
Stage 1	-	-	-	-	97	-
Stage 2	-	-	-	-	892	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1475	-	274	960
Stage 1	-	-	-	-	927	-
Stage 2	-	-	-	-	400	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1475	-	196	960
Mov Cap-2 Maneuver	-	-	-	-	196	-
Stage 1	-	-	-	-	927	-
Stage 2	-	-	-	-	286	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	6.64	11.95
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	751	-	-	1392	-
HCM Lane V/C Ratio	0.311	-	-	0.268	-
HCM Control Delay (s/veh)	11.9	-	-	8.3	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	1.3	-	-	1.1	-

Intersection	
Int Delay, s/veh	9.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	28	3	41	12	5	51	80	783	5	36	901	46
Future Vol, veh/h	28	3	41	12	5	51	80	783	5	36	901	46
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	160	-	-	160	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	31	3	46	13	6	57	89	870	6	40	1001	51

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1722	2160	526	1633	2183	438	1052	0	0	876	0	0
Stage 1	1107	1107	-	1051	1051	-	-	-	-	-	-	-
Stage 2	616	1053	-	582	1132	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	57	47	496	67	45	567	657	-	-	767	-	-
Stage 1	224	284	-	243	302	-	-	-	-	-	-	-
Stage 2	445	301	-	466	276	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	37	38	496	46	37	567	657	-	-	767	-	-
Mov Cap-2 Maneuver	37	38	-	46	37	-	-	-	-	-	-	-
Stage 1	212	269	-	210	261	-	-	-	-	-	-	-
Stage 2	339	260	-	396	262	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	200.38	57.04	1.04	0.36
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	657	-	-	78	141	767	-	-
HCM Lane V/C Ratio	0.135	-	-	1.019	0.538	0.052	-	-
HCM Control Delay (s/veh)	11.3	-	-	200.4	57	10	-	-
HCM Lane LOS	B	-	-	F	F	A	-	-
HCM 95th %tile Q(veh)	0.5	-	-	5.6	2.6	0.2	-	-

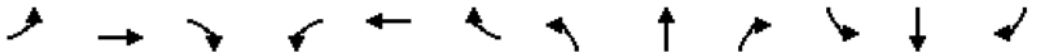
Intersection	
Int Delay, s/veh	11.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↰	↕	
Traffic Vol, veh/h	13	2	12	30	10	16	8	142	9	7	279	22
Future Vol, veh/h	13	2	12	30	10	16	8	142	9	7	279	22
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	2	13	33	11	18	9	158	10	8	310	24

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	29	0	0	16	0	0	271	133	9	197	131	20
Stage 1	-	-	-	-	-	-	38	38	-	87	87	-
Stage 2	-	-	-	-	-	-	233	96	-	110	44	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1584	-	-	1602	-	-	682	757	1073	762	760	1058
Stage 1	-	-	-	-	-	-	977	863	-	921	823	-
Stage 2	-	-	-	-	-	-	770	816	-	895	858	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1584	-	-	1602	-	-	379	735	1073	579	737	1058
Mov Cap-2 Maneuver	-	-	-	-	-	-	379	735	-	579	737	-
Stage 1	-	-	-	-	-	-	968	856	-	902	806	-
Stage 2	-	-	-	-	-	-	453	799	-	717	850	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	3.51	3.91	11.7	13.49
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	714	740	-	-	859	-	-	579	753
HCM Lane V/C Ratio	0.248	0.009	-	-	0.021	-	-	0.013	0.444
HCM Control Delay (s/veh)	11.7	7.3	0	-	7.3	0	-	11.3	13.5
HCM Lane LOS	B	A	A	-	A	A	-	B	B
HCM 95th %tile Q(veh)	1	0	-	-	0.1	-	-	0	2.3



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	0	17	253	0	21	9	715	111	21	713	9
Future Volume (veh/h)	17	0	17	253	0	21	9	715	111	21	713	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	19	0	19	281	0	23	10	794	123	23	792	10
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	415	439	372	432	0	372	420	1676	260	385	2001	25
Arrive On Green	0.23	0.00	0.23	0.23	0.00	0.23	0.01	0.54	0.54	0.03	0.56	0.56
Sat Flow, veh/h	1388	1870	1585	1393	0	1585	1781	3084	478	1781	3594	45
Grp Volume(v), veh/h	19	0	19	281	0	23	10	457	460	23	392	410
Grp Sat Flow(s),veh/h/ln	1388	1870	1585	1393	0	1585	1781	1777	1784	1781	1777	1862
Q Serve(g_s), s	0.7	0.0	0.6	13.3	0.0	0.8	0.2	10.9	10.9	0.4	8.6	8.6
Cycle Q Clear(g_c), s	1.5	0.0	0.6	13.3	0.0	0.8	0.2	10.9	10.9	0.4	8.6	8.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.27	1.00		0.02
Lane Grp Cap(c), veh/h	415	439	372	432	0	372	420	966	970	385	989	1037
V/C Ratio(X)	0.05	0.00	0.05	0.65	0.00	0.06	0.02	0.47	0.47	0.06	0.40	0.40
Avail Cap(c_a), veh/h	763	908	770	781	0	770	539	966	970	481	989	1037
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.1	0.0	20.4	25.3	0.0	20.5	7.3	9.7	9.7	7.4	8.7	8.7
Incr Delay (d2), s/veh	0.0	0.0	0.1	1.7	0.0	0.1	0.0	1.7	1.7	0.1	1.2	1.1
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	0.2	0.0	0.2	4.3	0.0	0.3	0.1	4.1	4.1	0.1	3.1	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	21.1	0.0	20.5	27.0	0.0	20.6	7.3	11.3	11.3	7.4	9.9	9.8
LnGrp LOS	C		C	C		C	A	B	B	A	A	A
Approach Vol, veh/h		38			304			927			825	
Approach Delay, s/veh		20.8			26.5			11.3			9.8	
Approach LOS		C			C			B			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.3	42.0		20.7	5.4	42.9		20.7				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.5	37.5		33.5	5.5	37.5		33.5				
Max Q Clear Time (g_c+I1), s	2.4	12.9		3.5	2.2	10.6		15.3				
Green Ext Time (p_c), s	0.0	6.5		0.1	0.0	5.5		0.9				

Intersection Summary		
HCM 7th Control Delay, s/veh	13.1	
HCM 7th LOS	B	

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	0	210	1	0	372
Future Vol, veh/h	1	0	210	1	0	372
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	160	0	-	-	160	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	0	233	1	0	413

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	647	234	0	0	234	0
Stage 1	234	-	-	-	-	-
Stage 2	413	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	435	805	-	-	1333	-
Stage 1	805	-	-	-	-	-
Stage 2	668	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	435	805	-	-	1333	-
Mov Cap-2 Maneuver	435	-	-	-	-	-
Stage 1	805	-	-	-	-	-
Stage 2	668	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	13.29	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	435	-	1333	-
HCM Lane V/C Ratio	-	-	0.003	-	-	-
HCM Control Delay (s/veh)	-	-	13.3	0	0	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0	-	0	-

Intersection	
Int Delay, s/veh	5.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1	0	2	1	0	2
Future Vol, veh/h	1	0	2	1	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	0	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	0	2	1	0	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1	0	7	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	6	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1622	-	1015	1083
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	1018	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1622	-	1013	1083
Mov Cap-2 Maneuver	-	-	-	-	1013	-
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	1016	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	4.82	8.33
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1083	-	-	1622	-
HCM Lane V/C Ratio	0.002	-	-	0.001	-
HCM Control Delay (s/veh)	8.3	-	-	7.2	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	3	0	0	3	0	0
Future Vol, veh/h	3	0	0	3	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	0	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	0	0	3	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	3	0	7	3
Stage 1	-	-	-	-	3	-
Stage 2	-	-	-	-	3	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1619	-	1015	1080
Stage 1	-	-	-	-	1020	-
Stage 2	-	-	-	-	1020	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1619	-	1015	1080
Mov Cap-2 Maneuver	-	-	-	-	1015	-
Stage 1	-	-	-	-	1020	-
Stage 2	-	-	-	-	1020	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1619	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s/veh)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	7.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	2	1	13	2	1	28
Future Vol, veh/h	2	1	13	2	1	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	0	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	1	14	2	1	31

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	3	0	34	3
Stage 1	-	-	-	-	3	-
Stage 2	-	-	-	-	31	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1619	-	979	1081
Stage 1	-	-	-	-	1020	-
Stage 2	-	-	-	-	991	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1619	-	971	1081
Mov Cap-2 Maneuver	-	-	-	-	971	-
Stage 1	-	-	-	-	1020	-
Stage 2	-	-	-	-	983	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	6.28	8.45
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1077	-	-	1619	-
HCM Lane V/C Ratio	0.03	-	-	0.009	-
HCM Control Delay (s/veh)	8.4	-	-	7.2	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

AGENDA ITEM REVIEW FORM

Regular City Council Meeting **7. C.**

Meeting Date: 06/25/2025
Department Head: Roula Encinas, Finance Operations Manager, Finance Department
Submitted By: Roula Encinas, Director of Finance, Finance Department
Action Requested: Motion
Public Hearing
Resolution

ITEM:

Public Hearing followed by discussion and possible action on any and all matters regarding Resolution No. 2364. A resolution of the Mayor and City Council of the City of San Luis, Arizona, adopting the budget for Fiscal Year 2025-2026. **(Roula Encinas, Director of Finance)**

A. Staff Presentation
B. Open Public Hearing
C. Call to the public on this item
D. Close Public Hearing
E. Action on Resolution No. 2364

SUMMARY:

Pursuant to state statute, the City Council is required to hold a public hearing before adopting the final budget that will establish the maximum ceiling for the City's budget.
Budget preparation workshops were held in February 2025, followed by the adoption of the tentative budget on May 28, 2025. Since that time, staff has reviewed, refined, and finalized the proposed budget based on updated projections and council input. The final budget reflects the expected revenues and expenditures for Fiscal Year 2025–2026. Therefore, staff is submitting the final budget to the Council for formal acceptance and adoption.

RECOMMENDATION / SUGGESTED MOTION:

A. STAFF PRESENTATION
B. MAYOR NIEVES RIEDEL TO OPEN THE PUBLIC HEARING
C. MAYOR NIEVES RIEDEL TO CALL THE PUBLIC ON THIS ITEM
D. MAYOR NIEVES RIEDEL TO CLOSE THE PUBLIC HEARING
E. I MOVE TO APPROVE AND ADOPT RESOLUTION NO. 2364

Fiscal Impact

IS THERE FISCAL IMPACT ASSOCIATED WITH THIS ITEM:	N/A
CITY/STATE/FEDERAL FUNDS:	N/A
TOTAL:	N/A
BUDGETED AMOUNT:	N/A
AVAILABLE AMOUNT TO TRANSFER:	N/A

ACCT NAME & GL#/REMAINING BALANCE BEFORE PURCHASE: N/A

FISCAL IMPACT STATEMENT (IF THIS IS A BUDGET TRANSFER, YOU MUST ATTACH THE BUDGET ADJUSTMENT FORM):

There is no Fiscal Impact Associated with this item.

Attachments

Resolution No. 2364

Schedule A

New Position Requests FY26

Salary Adjustments & Reclassifications

Capital Projects- FY2026

OFFICE OF THE
MAYOR
CITY OF SAN LUIS

Resolution

NO. 2364

A RESOLUTION OF THE MAYOR AND CITY COUNCIL OF THE CITY OF SAN LUIS, ARIZONA ADOPTING THE BUDGET FOR THE FISCAL YEAR 2025 - 2026.

WHEREAS, in accordance with the provisions of Title 42, Chapter 17, Articles 1-5, Arizona Revised Statutes (A.R.S.), the City Council did, on June 25, 2025, make an estimate of the different amounts required to meet the public expenditures/expenses for the ensuing year, also an estimate of revenues from sources other than direct taxation, and

WHEREAS, in accordance with said chapter of said title, and following due public notice, the Council met on June 25, 2025, at which meeting any taxpayer was privileged to appear and be heard in favor of or against any of the proposed expenditures/expenses, and

WHEREAS, it appears that publication has been duly made as required by law, of said estimates together with a notice that the City Council would meet on June 25, 2025, at the office of the Council for the purpose of hearing taxpayer, therefore be it

NOW, THEREFORE BE IT RESOLVED, that the said estimates of revenues and expenditures/expenses shown on the accompanying schedules, as now increased, reduced, or changed, are hereby adopted as the budget of the City of San Luis for the fiscal year 2025- 2026.

PASSED AND ADOPTED by the San Luis City Council, this 25th day of June 2025, in the City of San Luis, Arizona.

_____
Nieves Riedel, Mayor

ATTEST:

_____
Sonia Cornelio, City Clerk

APPROVED AS TO FORM:

_____
Kay Marion Macuil, City Attorney

PUBLIC NOTICE

Notice is hereby given that the preliminary budget for fiscal year 2025-2026 was approved by the Mayor and City Council for the City of San Luis, Arizona, Yuma County, **on May 28th, 2025**. A Public hearing on the budget will be held on **June 25, 2025** at 6:00PM, at City Hall located at 1090 E. Union St. San Luis, AZ. At that time and place, objections to the proposed final budget for fiscal 2025-2026 may be presented by residents of the City or other interested persons. Copies of the proposed budget are available in the office of the City Clerk, located at 1090 E. Union Street, San Luis, Arizona (928) 341-8520 during the hours of 7:00 AM to 6:00 PM Monday through Friday. The information will also be available on the City's website, www.sanluisaz.gov, as of July 1, 2025

City of San Luis

Summary Schedule of Estimated Revenues and Expenditures/Expenses
Fiscal year 2026

Fiscal Year		Sch		Funds						
				General Fund	Special Revenue Fund	Debt Service Fund	Capital Projects Fund	Enterprise Funds Available	Internal Service Funds	Total all funds
2025	Adopted/adjusted budgeted expenditures/expenses*	E	1	30,450,430	21,737,790	26,978,880	290,800	38,778,160	4,098,300	122,334,360
2025	Actual expenditures/expenses**	E	2	27,330,640	14,939,630	26,704,630	191,600	26,515,330	3,875,980	99,557,810
2026	Beginning fund balance/(deficit) or net position/(deficit) at July 1***		3	45,455,007	4,768,975	1,533,401	2,876,072	44,593,948	4,245,950	103,473,353
2026	Secondary property tax levy	B	5		1,121,070					1,121,070
2026	Estimated revenues other than property taxes	C	6	35,087,870	26,047,740	25,000,000	580,000	22,679,870	4,754,040	114,149,520
2026	Other financing sources	D	7	0	0	0	0	19,700,000	0	19,700,000
2026	Other financing (uses)	D	8	0	0	0	0	0	0	0
2026	Interfund transfers in	D	9	0	2,353,810	1,781,000	0	0	0	4,134,810
2026	Interfund Transfers (out)	D	10	3,180,230	655,070	0	299,510	0	0	4,134,810
2026	Line 11: Reduction for fund balance reserved for future budget year expenditures		11							
	Maintained for future debt retirement			0		1,533,401	0	3,919,230		5,452,631
	Maintained for future capital projects			5,441,650	1,839,355		1,809,652	10,234,000		19,324,657
	Maintained for future financial stability			19,030,185	1,718,120		0	7,703,420	2,377,020	30,828,745
										0
										0
2026	Total financial resources available		12	52,890,812	30,079,050	26,781,000	1,346,910	65,117,168	6,622,970	182,837,910
2026	Budgeted expenditures/expenses	E	13	36,714,630	30,079,050	26,781,000	1,346,910	43,502,870	4,754,040	143,178,500

	Expenditure limitation comparison	2025	2026
1	Budgeted expenditures/expenses	$ 122,334,360	$ 143,178,500
2	Add/subtract: estimated net reconciling items		
3	Budgeted expenditures/expenses adjusted for reconciling items	122,334,360	143,178,500
4	Less: estimated exclusions	61,666,234	81,027,120
5	Amount subject to the expenditure limitation	$ 60,668,126	$ 62,151,380
6	EEC expenditure limitation	$ 60,007,542	$ 63,446,737

NEW POSITION REQUESTS FY2026				
DEPARTMENT	**JOB POSITION**	**Pay Grade**	**HOURLY RATE**	**Adopted Budget Amount**
Senior Center	Driver PT	7	17.27	20,434
Fire	Fire Captain	36	25.70	127,790
Fire	Fire Captain	36	25.70	127,790
Fire	Fire Captain	36	25.70	127,790
Fire	Fire fighter	22	18.19	82,020
Fire	Fire fighter	22	18.19	82,020
Fire	Fire fighter	22	18.19	82,020
Police	Police Officer	27	27.27	82,160
Police	Police Officer	27	27.27	82,160
Police	Police Officer	27	27.27	82,160
Police	Police Officer	27	27.27	82,160
Police	Police Officer	27	27.27	82,160
Police	Police Officer	27	27.27	82,160
Police	Police Sergeant	39	36.67	123,020
Police	Police Sergeant	39	36.67	123,020
Police	Property And Evidence Technician	14	20.52	62,370
Police	Police Communication Officer	18	21.84	65,780
Police	Police Communication Officer	18	21.84	65,780
PW/Water	Water Operator Apprentice	15	21.04	63,930
PW/Water	Water Operator Apprentice	15	21.04	63,930
PW/Wastewater	WW Operator Apprentice	15	21.04	63,920
PW/Wastewater	WW Operator Apprentice	15	21.04	63,920
GRAND TOTAL				**$ 1,838,494**

SALARY ADJUSTMENTS/RECLASSIFICATIONS FY2026				
DEPARTMENT	**Employee**	**Hourly Rate**	**Pay Grade**	**Adopted Budget Amount**
Finance	Reclassification From Accounting Specialist to Accounting Analyst	21.30 - 24.70	23	8,690
Finance	Reclassification From Accountant I to Accountant II	26.52 - 28.65	29	5,470
Billing & Collections	Reclassification from Administrative Coordinator to Billing & Collections Supervisor		21	-
Court	Reclassification From Bailiff to Bailiff/Court Clerk II		13	-
Parks Ground	Reclassification from Parks Supervisor to Parks Ground Manager	26.64 - 31.62	33	12,877
Parks Ground	Reclassification of Maintenance Technician from PT to FT	16.03	4	32,260
Youth Center	Reclassification of Recreation Assistant PT to Recreation Specialist FT	15.64 - 20.02	13	42,610
PW- Administration	Reclassification from Administrative Coordinator to Office Supervisor	24.22 - 25.96	25	4,460
Fire	Paramedic Stipend Increase (33)	1.00		125,494
PW- W/WW	Reclassification from Electrician to Electrician II		29	-
Ambulance Fund	Paramedic Stipend Increase (15)	1.00		57,430
GRAND TOTAL	**CITY WIDE**			**$ 289,291**

City of San Luis
Capital Budgeting FY2025-2026

Department / Request Title	Account ID	Project Number	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	Total
City Administration													
City of San Luis Capital Improvement Program and Procedures	100-999-90015		150,000.00										150,000.00
CSL Website Upgrade	100-999-90020		26,000.00										26,000.00
Total City Administration			**176,000.00**	-	-	-	-	-	-	-	-	-	**176,000.00**
Development Services													
Transportation Master Plan	100-999-90015			300,000.00									300,000.00
Decennial Census 2030	100-999-90015					50,000.00							50,000.00
Decennial General Plan Update	100-999-90015				150,000.00	150,000.00							300,000.00
Total Development Services			-	**300,000.00**	**150,000.00**	**200,000.00**	-	-	-	-	-	-	**650,000.00**
Economic Development													
Downtown San Luis Master Drainage Plan	255-210-90015			1,427,000.00									1,427,000.00
Downtown Redevelopment Plan - Phase III	255-210-90010									2,428,000.00			2,428,000.00
Downtown Redevelopment Plan - Phase II	255-210-90010						7,276,000.00						7,276,000.00
Downtown Redevelopment Plan - Phase I	255-210-90010				7,362,000.00								7,362,000.00
EDA Grant - Highway 95 Water and Sewer Project (Transferred FY 25)	300-302-90015 $1,277,920; Match $319,480		1,597,400.00										1,597,400.00
EPA CC Grant - Solar Panel Installation	255-135-90015		858,320.00	286,105.00									1,144,425.00
EPA CC Grant - Downtown Plaza and Parking Lots	255-135-90015		5,554,190.00	1,851,385.00									7,405,575.00
EPA CC Grant - Grant Compliance Management Services	255-135-80000		233,340.00	233,330.00	233,330.00								700,000.00
EPA CC Grant - Community Engagement and Outreach Activities	255-135-80000		83,340.00	83,330.00	83,330.00								250,000.00
EPA CC Grant - Workforce Development Incentive Program	255-135-80000		1,000,000.00	1,000,000.00	1,000,000.00								3,000,000.00
EPA CC Grant - Cross-Border Mobility Community and Climate Action Plan	255-135-80000		166,670.00	166,670.00	166,660.00								500,000.00
CDBG RA - Merrill Avenue Street Improvements Phase II	255-210-90015.219 $466,640; Match $655,070		1,121,710.00										1,121,710.00
Business Accelerator Program - Fuerza Local Cohort 3	255-135-90015		60,000.00										60,000.00
EPA CC Grant - CSF Community Resilience Hub	255-135-90015		5,000,000.00										5,000,000.00
EPA CC Grant - San Luis TechPRENURIAL Center (Fleetshop)	255-135-90015		3,500,000.00										3,500,000.00
Cesar Chavez Blvd Commercial Land Development - State Land Auction Preparation Study	100-999-90015		30,000.00										30,000.00
YCIPTA Unmet Transit Study	255-135-80000		20,000.00										20,000.00
Los Oros Street (CDBG-RA)	255-210-90010				1,000,000.00								1,000,000.00
Rancho Los Oros Phase 3 (CDBG-RA)	255-210-90010			1,000,000.00									1,000,000.00
Total Economic Development			**19,224,970.00**	**6,047,820.00**	**9,845,320.00**	-	**7,276,000.00**	-	-	**2,428,000.00**	-	-	**44,822,110.00**
Cultural Center													
Arnold Cordova Building Maintenance	100-999-89000		44,100.00										44,100.00
Total Cultural Center			**44,100.00**	-	-	-	-	-	-	-	-	-	**44,100.00**
Parks													
Demolition of Joe Orduño Park Restrooms	100-999-89000		20,000.00										20,000.00
Joe Orduño Park Relight Structure System	100-999-90000		361,900.00	260,750.00	211,530.00								834,180.00
Toro Proline H800 with high-lift dump	100-999-90000		-										-
All Terrain Litter Vacuum for Parks Grounds	100-999-90000		77,880.00										77,880.00
Maintenance for Assessment Audits	100-999-90015		100,000.00	100,000.00	100,000.00	100,000.00	100,000.00						500,000.00
Joe Orduño Park - Park Restroom Replacement (Upgrade)	100-999-90005		257,200.00										257,200.00
East Community Park - Continuation Budget	806-144-90015		650,000.00	300,000.00	300,000.00	300,000.00	300,000.00						1,850,000.00
Playground Equipment for Joe Orduño Park	255-144-90000 $22,130; 255-146-60040.117 $34,370		56,500.00										56,500.00
San Luis Veterans Memorial Park	100-999-90015; 806-144-90015						1,244,630.00						1,244,630.00
Total Parks			**1,523,480.00**	**660,750.00**	**611,530.00**	**400,000.00**	**1,644,630.00**	-	-	-	-	-	**4,840,390.00**
Police Department													
PD Evidence Fridge	100-999-90000		8,000.00										8,000.00
Police Department Radios	100-999-90000		150,000.00										150,000.00
Police 4x4 Vehicle with Police Equipment - OPSG Grant	250-181-90000.194		83,000.00										83,000.00
PD Animal Control Vehicle	100-999-90000		107,360.00										107,360.00
Police Equipment Border Security DEMA Grant	250-181-90000		117,210.00	117,500.00									234,710.00
Police Vehicles FY26 (LBS Grant)	250-181-90000		348,010.00										348,010.00
Mobile Digital Computer replacement (LBS Grant)	250-181-90000 $291,480; 100-999-90000 $106,520		398,000.00										398,000.00

Department / Request Title	Account ID	Project Number	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	Total
Police Department #2 - East Station - Carry over funds from FY 2023 CIP plus additional funds to complete the project	806-181-90015				1,369,035.00	4,772,615.00	380,290.00						6,521,940.00
Total Police Department			**1,211,580.00**	**117,500.00**	**1,369,035.00**	**4,772,615.00**	**380,290.00**	-	-	-	-	-	**7,851,020.00**
Fire Department													
CDS Fire Station Alerting System	250-182-90000		215,900.00										215,900.00
UCAPIT Software	340-341-90000 $14,060; 100-999-90000 $14,060		28,120.00										28,120.00
PPE & Helmets	100-999-90000		242,000.00										242,000.00
Large Diameter Hoses	100-999-90000		14,820.00										14,820.00
Engine Pumper	806-182-90000		400,000.00	400,000.00									800,000.00
Total Fire Department			**900,840.00**	**400,000.00**	-	-	-	-	-	-	-	-	**1,300,840.00**
FD Station 2													
Fire Station #2 6ft Extension Barn	100-999-90015		15,000.00										15,000.00
Total FD Station 2			**15,000.00**	-	-	-	-	-	-	-	-	-	**15,000.00**
Information Technology													
Replace Obsolete Network Switch Infrastructure	100-999-90020		240,000.00										240,000.00
Modular Data Center for Tower Equipment	250-181-90000 $159,290; 806-181-90000 $240,710		400,000.00										400,000.00
Total Information Technology			**640,000.00**	-	-	-	-	-	-	-	-	-	**640,000.00**
Facilities													
New Signate Installation Interior Wall of City Hall Lobby Area	100-999-89000			22,700.00									22,700.00
City Hall Roof Repair	100-999-89000			170,100.00									170,100.00
Fire Department Roof repair	100-999-89000		140,750.00										140,750.00
Police Department Roof repair	100-999-89000			168,100.00									168,100.00
Flooring replacement at the Parks Administration Building	100-999-89000		32,000.00										32,000.00
Flooring for Fire Station #1 Dorm Area	100-999-89000		21,000.00										21,000.00
Replace lamps(cells) light fixtures at Parks Building, grounds area	100-999-89000		9,000.00										9,000.00
Access Control for Fire Department Doors	100-999-89000		9,300.00										9,300.00
Replacement of Garage Bay Doors for Fire Station #1	100-999-89000		39,000.00										39,000.00
ASPHALT REHAB FOR VARIOUS CITY PARKING AREAS	100-999-89000		58,500.00										58,500.00
ASPHALT REHAB FOR BUSINESS INCUBATOR	330-331-89000		15,500.00										15,500.00
ADA Handicap Bathrooms for Fernando Padilla Building	100-999-89000		5,200.00										5,200.00
Interior paint of the Parks Building	100-999-89000		6,700.00										6,700.00
Exterior Paint for the San Luis Fire Department	100-999-89000		36,000.00										36,000.00
Exterior paint for the San Luis Police Department	100-999-89000		30,500.00										30,500.00
VCT YOUTH CENTER FLOOR REPLACEMENT	100-999-89000		17,300.00										17,300.00
Purchase of a 20" Auto Scrubber CT50	100-999-90000		5,100.00										5,100.00
Fire Alarm System with Smoke Detectors for Fernando Padilla Building	100-999-90000		32,980.00										32,980.00
Fire Alarm System & Smoke Detection for San Luis Municipal Court	100-999-90000		40,680.00										40,680.00
Refrigeration Units for Various Buildings - As needed Basis	100-999-89000		90,000.00	90,000.00	90,000.00	90,000.00	90,000.00	90,000.00	90,000.00	90,000.00	90,000.00	90,000.00	900,000.00
Total Facilities			**589,510.00**	**450,900.00**	**90,000.00**	**90,000.00**	**90,000.00**	**90,000.00**	**90,000.00**	**90,000.00**	**90,000.00**	**90,000.00**	**1,760,410.00**
Fleet Services													
BendPak Two-Post Shop Lifts Replacements	100-999-90000		80,000.00										80,000.00
Portable Shop Coolers (2)	100-999-90000		6,000.00										6,000.00
Fleet Services Vehicle wash bay	100-999-90005		25,000.00										25,000.00
Total Fleet Services			**111,000.00**	-	-	-	-	-	-	-	-	-	**111,000.00**
Utility Billing & Collection													
AMI - Automated Metering Infrastructure	300-302-90015		58,600.00										58,600.00
Total Utility Billing & Collection			**58,600.00**	-	-	-	-	-	-	-	-	-	**58,600.00**
PW Administration													
Chevy Silverado Pickup Truck	100-999-90000		-										-
Total PW Administration			-	-	-	-	-	-	-	-	-	-	-
Engineering													
Plotter for Engineering	100-999-90000		-										-
New Pickup Truck	100-999-90000		-										-
Total Engineering			-	-	-	-	-	-	-	-	-	-	-

Department / Request Title	Account ID	Project Number	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	Total
Highway Users													
Cesar Chavez Boulevard Widening Project	200-860-90010		1,000,000.00										1,000,000.00
Sidewinder Road Street Lights	200-860-90010		104,000.00										104,000.00
HP Latex 700 W Printer	200-210-90000		35,000.00										35,000.00
60" Hand Squeeze Roll Applicator	200-210-90000		9,000.00										9,000.00
Co. 22nd and 4th Avenue Intersection Improvements	200-860-90010		700,000.00										700,000.00
Ford F350 Service Truck for HU	200-210-90000		-										-
10th Ave Widening - Full Buildout Design	200-860-90010		100,000.00										100,000.00
Ave F Street Widening Design (between Cesar Chavez Blvd and San Luis Lane) - Design, Bid, Construction	200-210-90015		25,000.00	990,000.00	1,000,000.00								2,015,000.00
Co. 25th Street extension to Ave B	200-210-90010				50,000.00								50,000.00
Drainage Improvements Design, Mesa Street and Cesar Chavez Blvd	200-210-90015		50,000.00										50,000.00
John Deere 3025D compact tractor for Highway Users	200-210-90000			40,000.00									40,000.00
6th Avenue Repaving - U Street to Cesar Chavez Blvd Roadway Project	200-210-90010			50,000.00	800,000.00								850,000.00
Main Street & B Street Intersection Improvements	200-210-90010		600,000.00										600,000.00
Co. 22nd St. between Sidewinder Rd. & Main St. Roadway Widening Design and Construction	200-210-90010			1,000,000.00	1,500,000.00								2,500,000.00
6th Avenue extension north, from Union Street to Co. 22nd Street Roadway Design	200-20359 $180,650; 200-210-90010 $0		180,650.00			1,897,000.00	1,897,000.00						3,974,650.00
Union Street and 4th Avenue intersection and Traffic Signal Improvements Design & Construction	200-210-90010		120,000.00	1,600,000.00									1,720,000.00
New Traffic Signal, Ave F and Co 24th St	200-210-90015					91,000.00	500,000.00						591,000.00
Ave B Shoulder Improvements Match	200-210-90015		66,570.00										66,570.00
US95 Co 201/2 St to Co 22nd St- Raised Median Match	200-210-90010		101,740.00										101,740.00
10th Avenue & Los Alamos Curve Project Match	200-210-90010		79,230.00										79,230.00
GSA Project - Improvements on Urtuzuastegui Street	200-210-90010		359,000.00										359,000.00
Lakin Subsidence issue, road improvement Construction	200-210-90010		200,000.00										200,000.00
Reoccurring Pavement Preservation Program	200-210-89000		200,000.00	350,000.00	350,000.00	350,000.00	350,000.00						1,600,000.00
Total Highway Users			**3,930,190.00**	**4,030,000.00**	**3,700,000.00**	**2,338,000.00**	**2,747,000.00**	-	-	-	-	-	**16,745,190.00**
Water Operation													
Water Operations Building Expansion	300-302-90015		380,000.00										380,000.00
Well Site 5 MCC Replacement - Cont'd of Well and MTU Project	300-302-90015		60,000.00										60,000.00
Well Site 7 Electrical and Booster Station Upgrades	300-860-90015		1,000,000.00										1,000,000.00
Water Storage Tanks Rehabilitation #3 & #4	300-302-90015		1,700,000.00										1,700,000.00
SCADA - Supervisory Control and Data Acquisition - Water	300-302-90000			610,000.00									610,000.00
Well Site #3 - Entire Electrical Upgrade and Civil/Repiping Improvements	300-302-90015		50,000.00	600,000.00									650,000.00
Water Storage Tank #7 (1MG Steel) Rehabilitation Project or Replacement	300-302-90015			100,000.00	1,200,000.00		1,300,000.00						2,600,000.00
New Water Main Loop - San Luis Lane and Avenue D	300-302-90015				220,000.00								220,000.00
Well Site 7 - New Groundwater Well and MTU	300-302-90015			200,000.00	2,000,000.00	3,000,000.00							5,200,000.00
Well Site 5 - New Water Storage Tank	300-302-90000				100,000.00	4,000,000.00							4,100,000.00
ADWR Assured Water Supply Update	300-302-90015		50,000.00										50,000.00
Total Water Operation			**3,240,000.00**	**1,510,000.00**	**3,520,000.00**	**7,000,000.00**	**1,300,000.00**	-	-	-	-	-	**16,570,000.00**
Wastewater Operations													
Lift Station 3A Perimeter Fencing - Block Wall	310-311-90005		38,000.00										38,000.00
BobCat Skid-Steer Loader	310-311-90000		-										-
High School Lift Station Generator	310-311-90000		80,000.00										80,000.00
SCADA - Supervisory Control and Data Acquisition - Wastewater	310-311-90000			900,000.00									900,000.00
East WWTP Expansion Design & Construction	310-311-90015				1,000,000.00	15,000,000.00							16,000,000.00
West Wastewater Treatment Plant Expansion Construction (Inc. Building & FM) - Construction and Design	310-311-90015 $18,575,000; 310-860-90015 $1,125,000		19,700,000.00	7,330,000.00									27,030,000.00
Sewer Manhole Repairs and Replacements Annual Program	310-311-89000		250,000.00	250,000.00	250,000.00	250,000.00	250,000.00	250,000.00	250,000.00	250,000.00			2,000,000.00
Total Wastewater Operations			**20,068,000.00**	**8,480,000.00**	**1,250,000.00**	**15,250,000.00**	**250,000.00**	**250,000.00**	**250,000.00**	**250,000.00**	-	-	**46,048,000.00**
Solid Waste													
Solid Waste Truck Lease/Purchases	320-321-90000				130,000.00	400,000.00		530,000.00					1,060,000.00
Used Rear loader	320-321-90000			244,000.00									244,000.00
Total Solid Waste			-	**244,000.00**	**130,000.00**	**400,000.00**	-	**530,000.00**	-	-	-	-	**1,304,000.00**
Ambulance Service													
CDS Grant Ambulance	340-341-90000		371,000.00										371,000.00
Cardiac Monitor	340-341-90000		55,000.00										55,000.00
Total Ambulance Service			**426,000.00**	-	-	-	-	-	-	-	-	-	**426,000.00**
Total Departments			**52,159,270.00**	**22,240,970.00**	**20,665,885.00**	**30,450,615.00**	**13,687,920.00**	**870,000.00**	**340,000.00**	**2,768,000.00**	**90,000.00**	**90,000.00**	**143,304,060.00**

AGENDA ITEM REVIEW FORM

Regular City Council Meeting **9.**

Meeting Date: 06/25/2025

Department Head: Kay Macuil, City Attorney, Attorney's Office

Submitted By: Kay Macuil, City Attorney, Attorney's Office

Action Requested: Motion

ITEM:

EXECUTIVE SESSION
(Vote to hold an Executive Session pursuant to A.R.S. § 38-431.03(A)(3), (4), and (7)

Discussion and possible action to hold an Executive Session pursuant to A.R.S. § 38-431.03(A)(3) and (4) on any and all matters regarding the Las Quintas Development Agreement dated August 22, 2001, regarding 10th Avenue and consultation for legal advice with the City Attorney, in order to consider its position and instruct its City Attorney and representatives about the City Council's position on the Development Agreement that is the subject of negotiations, in pending or contemplated litigation or in settlement discussions conducted in order to avoid or resolve litigation (under subsection 4) allowed in executive sessions. **(Kay Marion Macuil, City Attorney)**

SUMMARY:

The City Attorney can properly advise the Council by holding an Executive Session for the purposes described in the agenda item.

RECOMMENDATION / SUGGESTED MOTION:

I MOVE TO HOLD AN EXECUTIVE SESSION PURSUANT TO A.R.S. § 38-431.03(A)(3), (4) and (7).

Fiscal Impact

IS THERE FISCAL IMPACT ASSOCIATED WITH THIS ITEM:	N/A
CITY/STATE/FEDERAL FUNDS:	N/A
TOTAL:	N/A
BUDGETED AMOUNT:	N/A
AVAILABLE AMOUNT TO TRANSFER:	N/A
ACCT NAME & GL#/REMAINING BALANCE BEFORE PURCHASE:	N/A

FISCAL IMPACT STATEMENT (IF THIS IS A BUDGET TRANSFER, YOU MUST ATTACH THE BUDGET ADJUSTMENT FORM):

Fiscal impact is not applicable to this agenda item. Under A.R.S. §38-431.03(D), legal action involving a final vote or decision is not permitted to be taken at an executive session.
