

# 2023 VS 2030 EXISTING INTERSECTIONS OPERATIONAL ANALYSIS RESULTS OF CONGESTED INTERSECTIONS

1. Paris Rd at E Judge Perez Dr



2. E St Bernard Hwy at Palmisano Blvd



3. E Judge Perez Dr at Palmisano Blvd



4. E St Bernard Hwy at Paris Rd



5. E St Bernard Hwy at Colonial Blvd



**LEGEND:**

- 95th %'ile Queue - 2023 Existing
- 95th %'ile Queue - 2030 No Build\* Without Port
- 95th %'ile Queue - 2030 No Build\* With Port
- 2023 Existing Delay (V/C)
- 2030 No Build\* Without Port Delay (V/C)
- 2030 No Build\* With Port Delay (V/C)

\*No build means no improvements to the existing infrastructure

## Intersection Operational Analysis Results Failed Intersections\* (Existing Geometry)

Intersection	2023	2030 Without Port	2030 With Port
1. Paris Rd at E Judge Perez Dr (Signalized)	Acceptable Delay	Acceptable Delay	Acceptable Delay
	Volume Within Capacity	Volume Within Capacity	Volume Within Capacity
2. E St Bernard Hwy at Palmisano Blvd (Unsignalized)	Unacceptable Delay	Unacceptable Delay	Unacceptable Delay
	Volume Within Capacity	Volume Within Capacity	Volume Within Capacity
3. E Judge Perez Dr at Palmisano Blvd (Signalized)	Acceptable Delay	Acceptable Delay	Acceptable Delay
	Volume Within Capacity	Volume Within Capacity	Volume Within Capacity
4. E St Bernard Hwy at Paris Rd (Signalized)	Acceptable Delay	Acceptable Delay	Acceptable Delay
	Volume Within Capacity	Volume Within Capacity	Volume Within Capacity
5. E St Bernard Hwy at Colonial Blvd (Unsignalized)	Acceptable Delay	Acceptable Delay	Acceptable Delay
	Volume Within Capacity	Volume Within Capacity	Volume Within Capacity

\*According to the Highway Capacity Manual, delays exceeding 80 seconds for signalized intersections and 50 seconds for unsignalized intersections, as well as volume-to-capacity ratios at or above 1.0 for both, correspond to failing operations.