BAHAMA AVE RESORT

TRAFFIC IMPACT STUDY

LAKE HAVASU, AZ

FOCUS
ENGINEERING & SURVEYING, LLC

September 26, 2023

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1.0 Executive Summary

1.1 DESCRIPTION OF PROJECT

This report presents the results of a traffic impact analysis for the Bahama Ave Resort development located in Lake Havasu, Arizona. The Bahama Ave Resort development is planned for multi-family residential units, a 10,000 SF restaurant and 1,900 SF of retail shops. The proposed site is planned at full build-out with three accesses onto Bahama Ave and a fourth access onto Bimini Lane.

The proposed parcel of land for the Bahama Ave development is currently an 18-acre parcel of undeveloped land that surrounds various industrial businesses, as well as single-family homes and multi-family private residences. Figure 1 illustrates the Vicinity Map and the location of this development in relation to the adjacent roadway network.

The Bahama Ave Resort development is planned to be constructed in two separate phases. Phase 1 is planned to be constructed by 2025 and will consist of one multi-family building consisting of 41 condominium units, the restaurant and retail shops. Phase 2 of this development is planned to be built out by 2030 and will consist of the remaining five multi-family buildings, each building will consist of 34 condominium units. For purposes of this study, and following conversations with Lake Havasu officials, the analysis will consist of the following intersections:

- Bahama Ave & Lake Havasu Ave
- Bahama Ave & Bimini Ave
- Bahama Ave & Industrial Blvd

The four proposed accesses along the development are also included in the analysis. The proposed development is planned to be built out in 2 phases, one by the end of 2025 and one by the end of 2030. Refer to Figure 2 for the overall site plan of the Bahama Ave Resort development and the proposed access locations. The fourth access connects to Bimini Lane, which is a no outlet street. For this reason, Access 4 will not be separately analyzed, as all traffic entering and exiting through that access will be reflected on the Bahama Ave & Bimini Lane intersection traffic volumes.

The traffic associated with this development is generated using the Trip Generation Manuals published by the Institute of Transportation Engineers (ITE). It is anticipated the Phase 1 Build-Out of the Bahama Ave Resort development will generate 75 AM peak hour trips and 215 PM peak hour trips on an average weekday, with an AADT of 1,287

trips. The Full Build-Out of the project is anticipated to generate 135 AM peak hour trips and 285 PM peak hour trips with an AADT of 2,057 trips.

From our discussions with Lake Havasu City staff, the following scenarios are to be analyzed as part of the is traffic study:

- 2023 Existing traffic volumes
- 2025 Phase 1 Build-Out Year traffic volumes (without the proposed Bahama Ave Resort traffic volumes
- 2025 Phase 1 Build-Out Year with Project traffic volumes
- 2030 Full Build-Out Year traffic volumes (without the proposed Bahama Ave Resort traffic volumes)
- 2030 Full Build-Out Year with Project traffic volumes
- 2035 Future Year traffic volumes (five years after opening year of project)
- 2025 Future Year with Project traffic volumes

1.2 FINDINGS

Based on the analysis performed in this traffic impact study, the following tables present the level of service (LOS) and delay times per seconds under the study scenarios for the 2023 Existing, 2025 Phase 1 Build-out Year, 2030 Full Build-out Year and 2035 Future Year conditions.

Table E1 – Existing, Build-Out & Future Year Level of Service

INTERSECTION	EXISTING, BUILD-OUT & FUTURE LEVEL OF SERVICE							
	2023 EXISTING YEAR		2025 PHASE 1 BUILD-OUT		2030 FULL BUILD-OUT		2035 FUTURE YEAR	
	AM	PM	AM	PM	AM	PM	AM	PM
Bahama Ave & Lake Havasu Ave	c(16.4)	b(14.1)	c(17.1)	b(14.6)	c(19.0)	c(15.8)	c(21.7)	c(17.5)
Bahama Ave & Bimini Ln	a(8.7)	a(8.6)	a(8.7)	a(8.6)	a(8.8)	a(8.6)	a(8.8)	a(8.6)
Bahama Ave & Industrial Blvd	b(11.4)	b(11.3)	b(11.6)	b(11.5)	b(12.0)	b(11.9)	b(13.0)	b(12.5)
*Values represent the worst movement for all unsignalized intersections (lowercase letters)								

As seen in Table E1, all intersections currently function at acceptable levels of service. With the projected growth in this area, the 2025 and 2030 Build-out years will continue to

function with acceptable levels of service. Five years after the full build-out of the Bahama Ave Resort development, all intersections will continue to function with acceptable levels of service.

With the addition of the traffic generated by the Bahama Ave Resort development Phase 1 in 2025 and at full build-out in 2030, along with five years after full build-out, the following table represents the levels of service at the study area intersections.

Table E2 – Build-Out & Future Year with Project Level of Service

INTERSECTION	BUILD-OUT & FUTURE YEAR W/ PROJECT LEVEL OF SERVICE					
	2025 PHASE 1 BUILD-OUT		2030 FULL BUILD-OUT		2035 FUTURE YEAR	
	AM	PM	AM	PM	AM	PM
Bahama Ave & Lake Havasu Ave	c(17.2)	c(16.8)	c(19.9)	c(20.1)	c(23.2)	c(23.2)
Bahama Ave & Bimini Ln	a(8.9)	a(9.2)	a(9.1)	a(9.4)	a(9.1)	a(9.4)
Bahama Ave & Industrial Blvd	b(12.3)	b(13.4)	b(13.9)	b(14.7)	c(15.0)	c(15.5)
Bahama Ave & Access 2	a(8.7)	a(9.2)	a(8.8)	a(9.2)	a(8.8)	a(9.1)
Bahama Ave & Access 1	-	-	a(8.8)	a(9.1)	a(8.9)	a(9.0)
Bahama Ave & Access 3	-	-	a(8.7)	a(9.0)	a(8.8)	a(9.0)
*Values represent the worst movement for all unsignalized intersections (lowercase letters)						

As illustrated in Table E2, all intersections, including the three proposed accesses, will function at acceptable levels of service for each scenario with the addition of the Bahama Ave Resort development.

1.3 RECOMMENDATIONS

Using the existing and projected traffic volumes at each of the study area intersections, both with and without the Bahama Ave development traffic, the following are the recommendations to improve the flow of traffic.

2023 Existing Scenario

All intersections within the study area currently function with acceptable levels of service. No recommendations are needed.

2025 Phase 1 Build-Out Year Scenario

With the projected 2% growth in traffic to the 2023 Existing Year of the Bahama Ave Resort development, it is anticipated traffic will continue to function with acceptable levels of service with the existing lane configurations. No recommendations are needed.

2025 Phase 1 Build-Out with Project Scenario

With the first phase build-out of the Bahama Ave Resort by 2025, all intersections within the study area will continue to function with acceptable levels of service. The following recommendations are to help improve the flow of traffic at the proposed accesses:

Bahama Ave & Access 2

- Construct a single lane entering the project site with a separate shared left and right turn lane exiting the site onto Bahama Ave.
- Access 2 should be stop controlled, while the east and west flowing traffic on Bahama Ave should remain free flow.

2030 Full Build-Out Year Scenario

With the projected 2% growth in traffic to the 2025 Phase 1 Build-Out Year of the Bahama Ave Resort development, it is anticipated traffic will continue to function with acceptable levels of service with the existing lane configurations. No recommendations are needed.

2030 Full Build-Out with Project Scenario

With the full build out of the Bahama Ave Resort in 2030, all intersections within the study area will continue to function with acceptable levels of service. The following recommendations are to help improve the flow of traffic at the proposed accesses:

Bahama Ave & Access 1

- Construct a single lane entering the project site with a separate shared left and right turn lane exiting the site onto Bahama Ave.

- Access 1 should be stop controlled, while the east and west flowing traffic on Bahama Ave should remain free flow.

Bahama Ave & Access 3

- Construct a single lane entering the project site with a separate shared left and right turn lane exiting the site onto Bahama Ave.
- Access 2 should be stop controlled, while the east and west flowing traffic on Bahama Ave should remain free.

2035 Future Year Scenario

With the projected growth of 2% for the next 5 years after Build-Out Year, all study area intersections will continue to function with acceptable levels of service and no additional improvements are needed.

2035 Future Year with Project Scenario

With the addition of the Bahama Ave development traffic volumes under the 2035 Future Year, the study area intersections and accesses to the proposed site will continue to function with acceptable levels of service. No additional recommendations are needed.

2.0 Introduction

2.1 DEVELOPMENT DESCRIPTION

The proposed Bahama Ave Resort development is situated on roughly 18 acres of land located east of State Route 95, west of Acoma Blvd, and along the south side of Bahama Avenue, in Lake Havasu City. This proposed development will be built out in 2 planned phases. Phase 1 build-out is set to consist of 1 residential building consisting of 41 units, a 10,000 SF restaurant and 1,900 SF of retail shops and is expected to be completed by 2025. The next phase will consist of a full build out of the remaining five residential buildings. Each of these five residential buildings will consist of 34 units. At full build-out of this development there will be.

The Bahama Ave Resort is planned for three accesses connecting to Bahama Ave and a fourth access connecting to Bimini Lane on the south end of the development. All accesses will be used for all vehicles accessing the site. Accesses 1, 2 and 3 are all located on the north side of the development and are predicted where most traffic will enter/ exit the development. Access 4 is located on the south end of the development, but will not be independently analyzed because it ties into Bimini Ln. Bimini Ln is a no outlet road, therefore all traffic entering/ exiting through this access will be captured in the Bahama Ave & Bimini Lane traffic volumes.

Refer to the Vicinity Map and Site Plan in Figures 1 and 2, respectively, for the location of the new development and the layout of the site and location of the proposed accesses onto Bahama Ave and Bimini Lane.

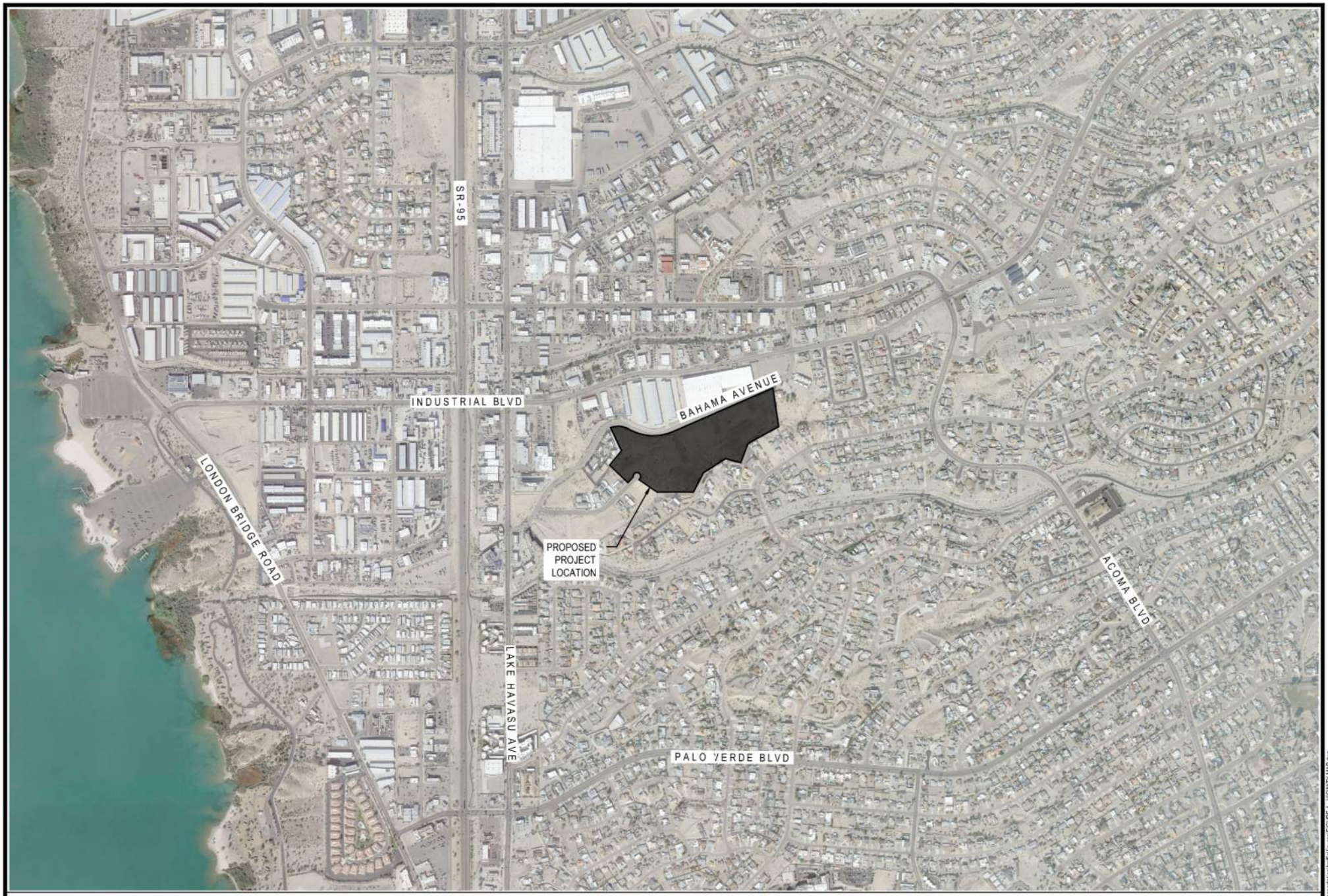

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FIGURE 1 - VICINITY MAP

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FIGURE 2 - SITE PLAN

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3.0 Existing Conditions

3.1 ROADWAYS

Bahama Ave: Bahama Avenue is an east/west roadway that provides access to Lake Havasu Avenue to the west and Industrial Blvd to the east. Bahama Avenue is a local road that owned and maintained by the Lake Havasu City. Bahama Avenue currently consists of only one lane in each direction with a posted speed limit of 25 mph.

Industrial Blvd: Industrial Blvd is a roadway that located north of the proposed development. Within the Lake Havasu City limits, this roadway is designed as only one lane in each direction with a centered two way left turn lane. Industrial Blvd runs east and west through Lake Havasu and changes to Havasupai Blvd to the east and ends at London Bridge Road to the west. Industrial Blvd has a posted speed limit of 35 mph.

Bimini Lane: Bimini Lane is a city owned and maintained local roadway that provides access to residential units within the cul-de-sac. The Bahama Ave Resort will connect to Bimini Lane. This roadway is a local residential road with a speed limit of 25 mph. Bimini Lane consists of one lane in each direction and is currently not striped.

3.2 EXISTING TRAFFIC VOLUMES

From discussions with Lake Havasu City officials, it was determined existing traffic counts would be collected at the following intersections which fall within ½ mile of the proposed project boundary:

- Bahama Ave & Lake Havasu Ave
- Bahama Ave & Bimini Ave
- Bahama Ave & Industrial Blvd

Existing AM and PM peak hour traffic volumes were collected on September 7, 2023 at these intersections, between the peak hours of 7 AM to 9 AM and 4 PM to 6 PM. From the existing counts that were collected, it was determined the peak hours at these intersections are from 7:30 AM to 8:30 AM and from 4:30 PM to 5:30 PM. These volumes are illustrated in Figure 3.

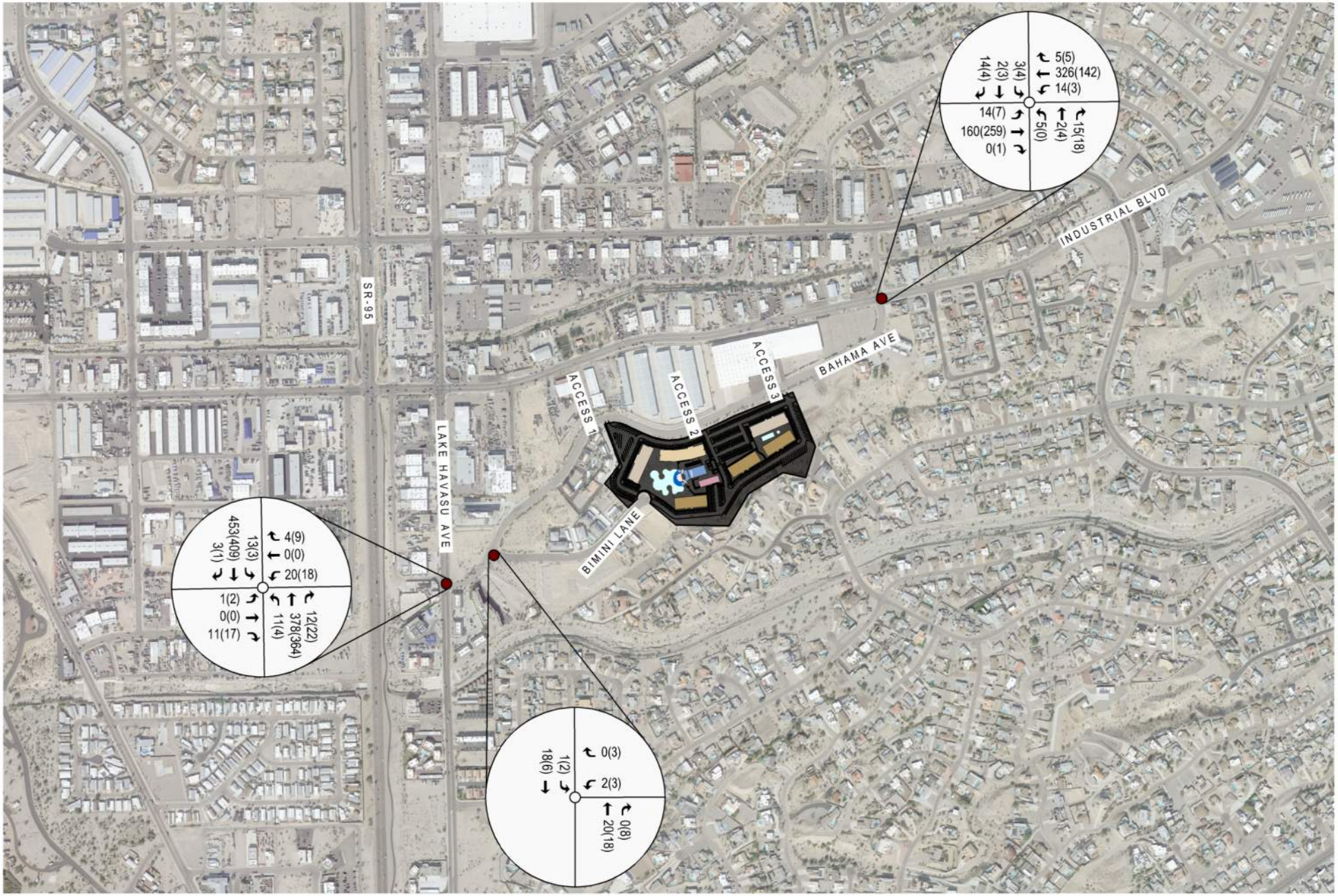

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FIGURE 3 - 2023 EXISTING YEAR TRAFFIC VOLUMES

XX(XX) = AM(PM) PEAK HOUR TRAFFIC VOLUMES

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4.0 Build-Out and Future Year Traffic Conditions

Phase 1 Build-Out Year, and Full Build-out Year traffic, also known as Background traffic, is the traffic that is on the roadways within the study area regardless if the proposed development is constructed or not. These traffic volumes are a projection of growth within the study area based on current land available and opportunities for future development within this area.

It is assumed an average growth of 2% will occur from 2023 to 2035 along the roadways within the study area. 2025 is the planned year that Phase 1 will be constructed and occupied and 2030 is the planned year for the overall completion of the Bahama Ave Resort. Applying the assumed growth rate to the existing traffic volumes, the projected traffic volumes for the 2025 Phase 1 Build-Out Year traffic volumes are illustrated in Figure 4. Using the same 2% applied growth, the projected traffic volumes for the 2030 Full Build-Out Year traffic volumes are illustrated in Figure 5.

Based on the amount of anticipated traffic the Bahama Ave Resort development will generated, the traffic study will also look at five years after Full Build-Out Year. These are recognized as the Future Year conditions. Applying the same 2% growth to the Existing and Build-Out Year traffic volumes, the 2035 Future Year traffic volumes are generated. These volumes can be found in Figure 6.

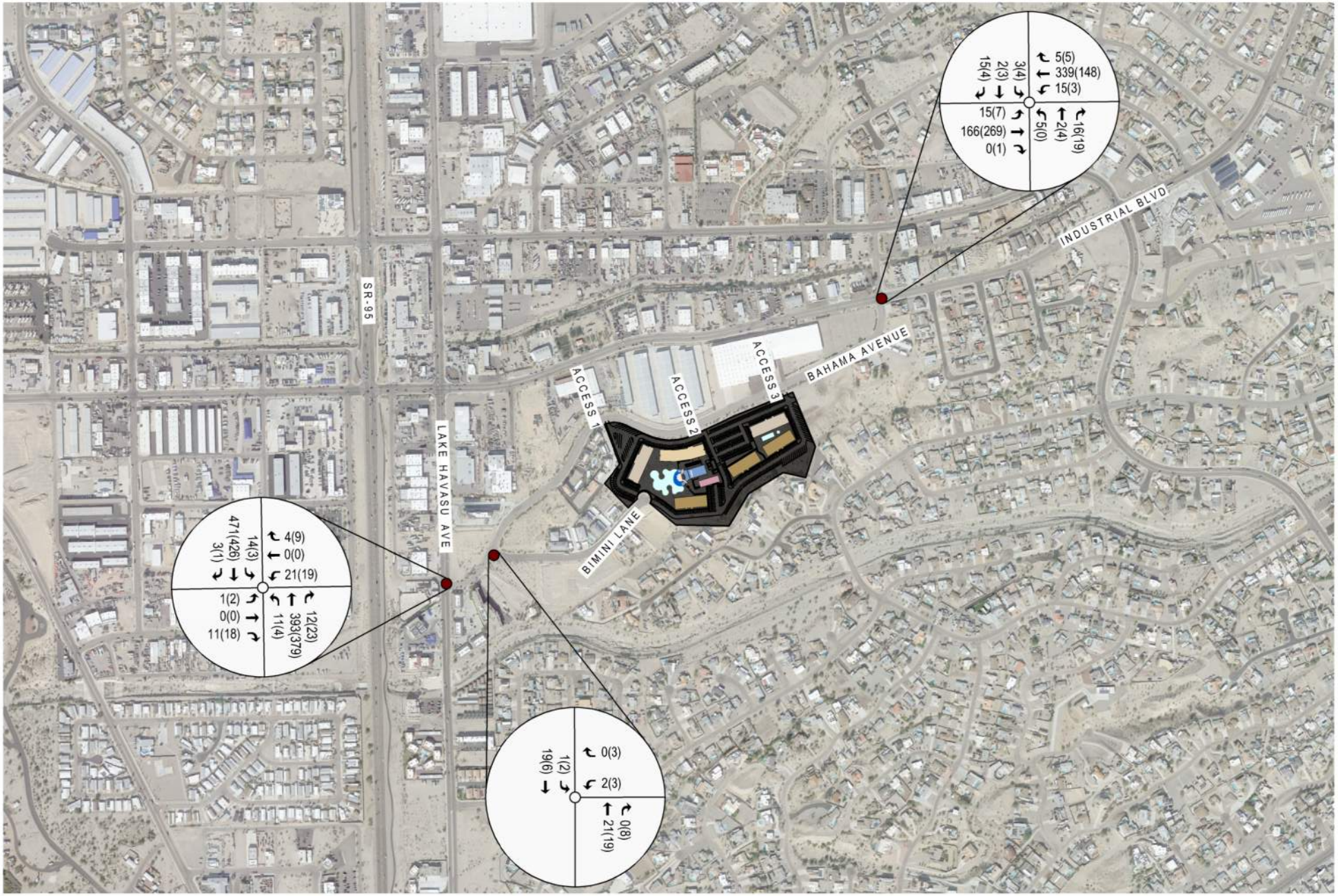

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FIGURE 4 - 2025 PHASE 1 BUILD-OUT YEAR TRAFFIC VOLUMES

XX(XX) = AM(PM) PEAK HOUR TRAFFIC VOLUMES

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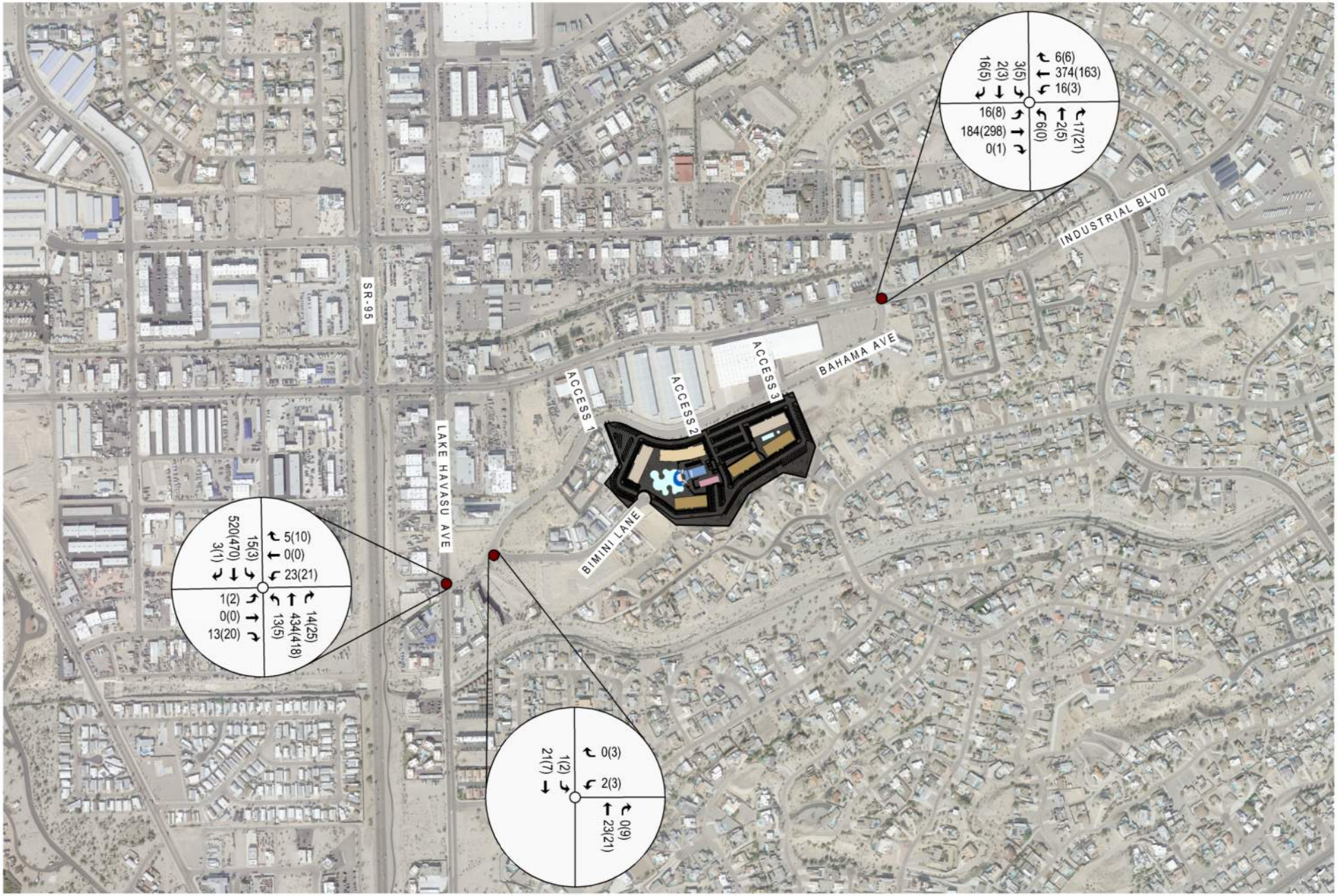

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FIGURE 5 -2030 FULL BUILD-OUT YEAR TRAFFIC VOLUMES

XX(XX) = AM(PM) PEAK HOUR TRAFFIC VOLUMES

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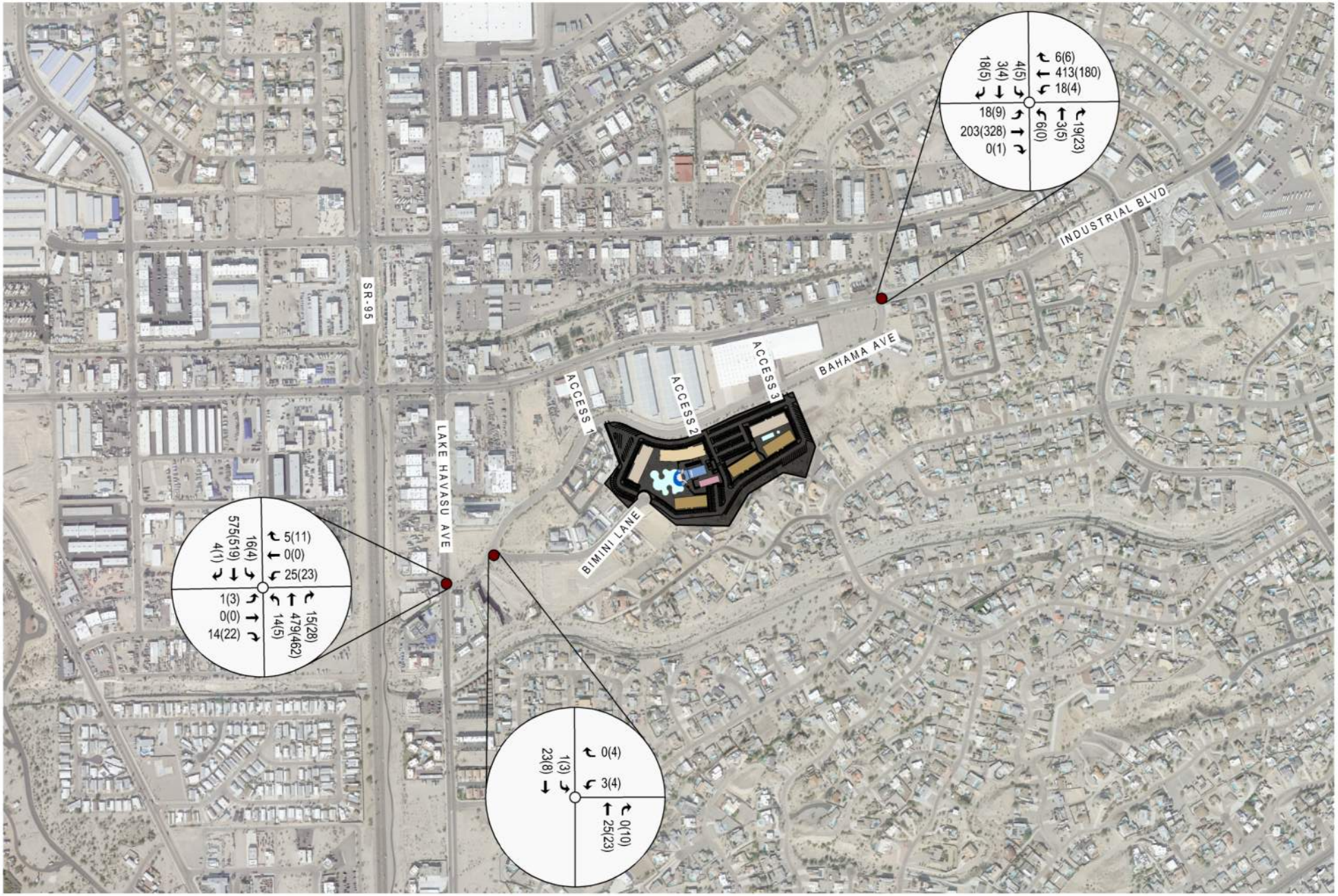

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FIGURE 6 -2035 FUTURE YEAR TRAFFIC VOLUMES

XX(XX) = AM(PM) PEAK HOUR TRAFFIC VOLUMES

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Z:_2023\23-0140 Bahama Ave Havasu\transportation\traffic\figures\FIGURE 6 -2035 FUTURE YEAR TRAFFIC VOLUMES.dwg

5.0 Trip Generation and Trip Distribution

The Phase 1 build-out of the Bahama Ave Resort is set to consist of a residential building consisting of 41 multi-family units, a 10,000 SF restaurant and 1,900 SF of retail and is expected to be completed by 2025. The full build out in addition to this will include five more residential buildings each consisting of 34 multi=-family units. This will bring the total number of multi-family units to 211. Using land use code 221 for the mid-rise multi family housing, land use code 930 for sit-down restaurant, and land use code 822 for strip retail plaza (less than 40k square feet), trip generation rates were determined using the 11th Edition of the Trip Generation Manual. This manual is an ITE information report, published by the *Institute of Transportation Engineers*. Trips generated by the proposed development which will occur during the peak hours of the proposed development were used for the analysis. The Peak Hour of Adjacent Street Traffic rates are used to generate the AM and PM peak hour volumes. The trips generated from the Bahama Ave Resort development are presented in Table 1.

Table 1 - Trip Generation

ITE Land Use Code	Land Use Description	Size	Daily (AADT)	Trip Generation AM		Trip Generation PM	
				Enter	Exit	Enter	Exit
Phase 1							
221	Multi-Family Housing	41 D.U.	186	4	10	10	6
930	Sit-Down Restaurant	10,000 S.F.	971	36	21	115	71
822	Strip Retail Plaza (<40k)	1,900 S.F.	130	3	1	6	7
Phase 1 Total			**1287**	**43**	**32**	**131**	**84**
Full Build-Out							
221	Multi-Family Housing	34 D.U.	154	3	9	8	6
221	Multi-Family Housing	34 D.U.	154	3	9	8	6
221	Multi-Family Housing	34 D.U.	154	3	9	8	6
221	Multi-Family Housing	34 D.U.	154	3	9	8	6
221	Multi-Family Housing	34 D.U.	154	3	9	8	6
Full Build-Out Total			**770**	**15**	**45**	**40**	**30**
Total:			**2057**	**58**	**77**	**171**	**114**

5.1 SITE TRAFFIC DISTRIBUTION

Site ingress and egress traffic at the proposed accesses were distributed based on the anticipated direction vehicles would be coming from or going to. Directional distribution was estimated based on current traffic patterns and current land uses within the proximity of the proposed development, mainly access to highways, employment districts, shopping area, schools, etc. Since the remainder of Lake Havasu City, including schools, businesses and services is located to the east of the development, it is predicted most traffic will be entering the development using the north accesses, entering originally at the Bahama Ave & Industrial Blvd intersection. Figure 7A illustrates the site traffic distribution percentages with the full build-out of Phase 1. Figure 7B illustrate the site traffic distribution percentages at full build-out of the development and all accesses operating.

Using the distribution percentages along with the projected traffic volumes outlined in Table 1, Figures 8A and 8B illustrate the site traffic volumes anticipated at the study area intersections, in 2025 with full build-out of Phase 1 and 2030 with full build-out of the overall development, respectively.

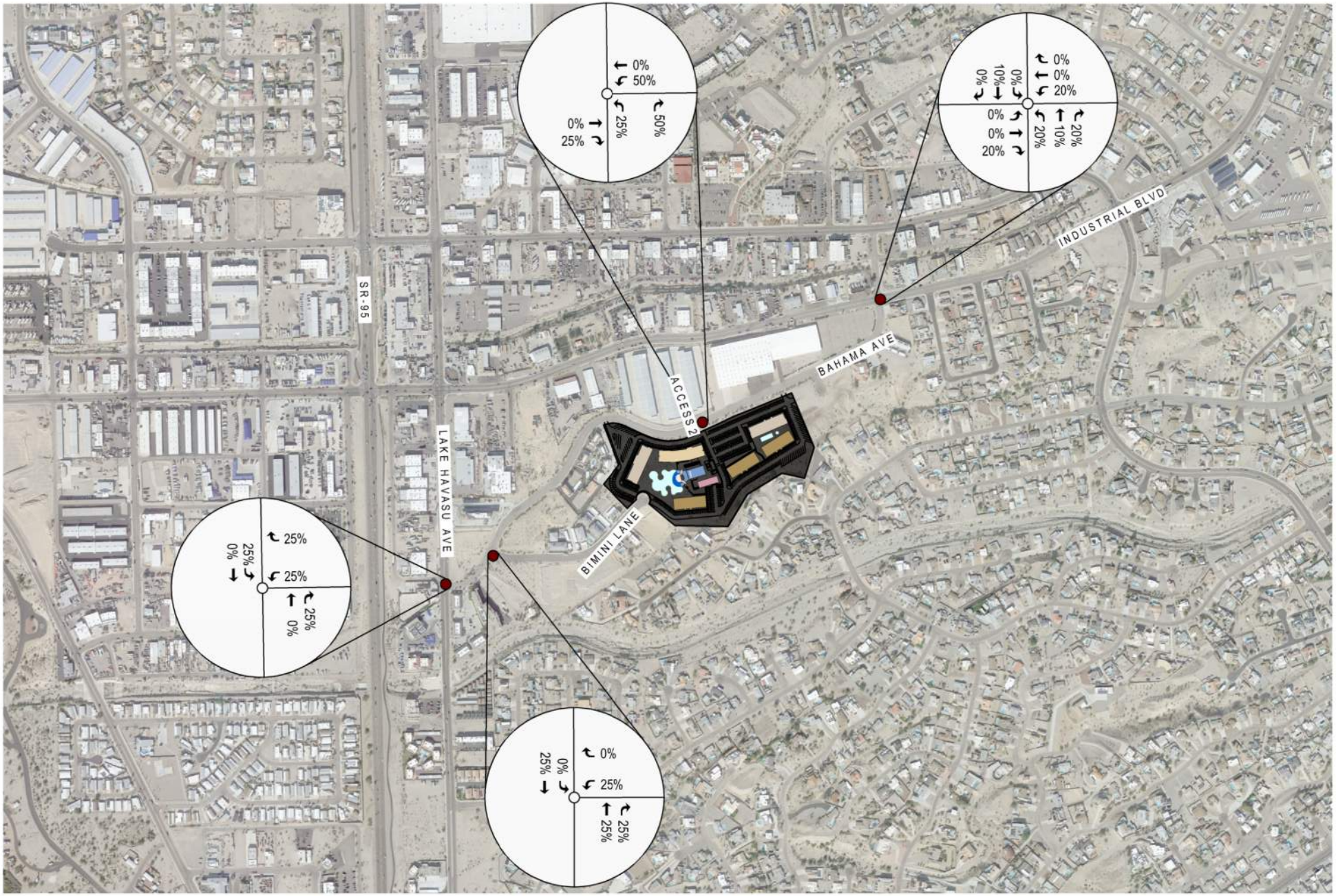

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FIGURE 7A - TRIP DISTRIBUTION PERCENTAGES PHASE 1 BUILD-OUT

XX(XX) = AM(PM) PEAK HOUR TRAFFIC VOLUMES

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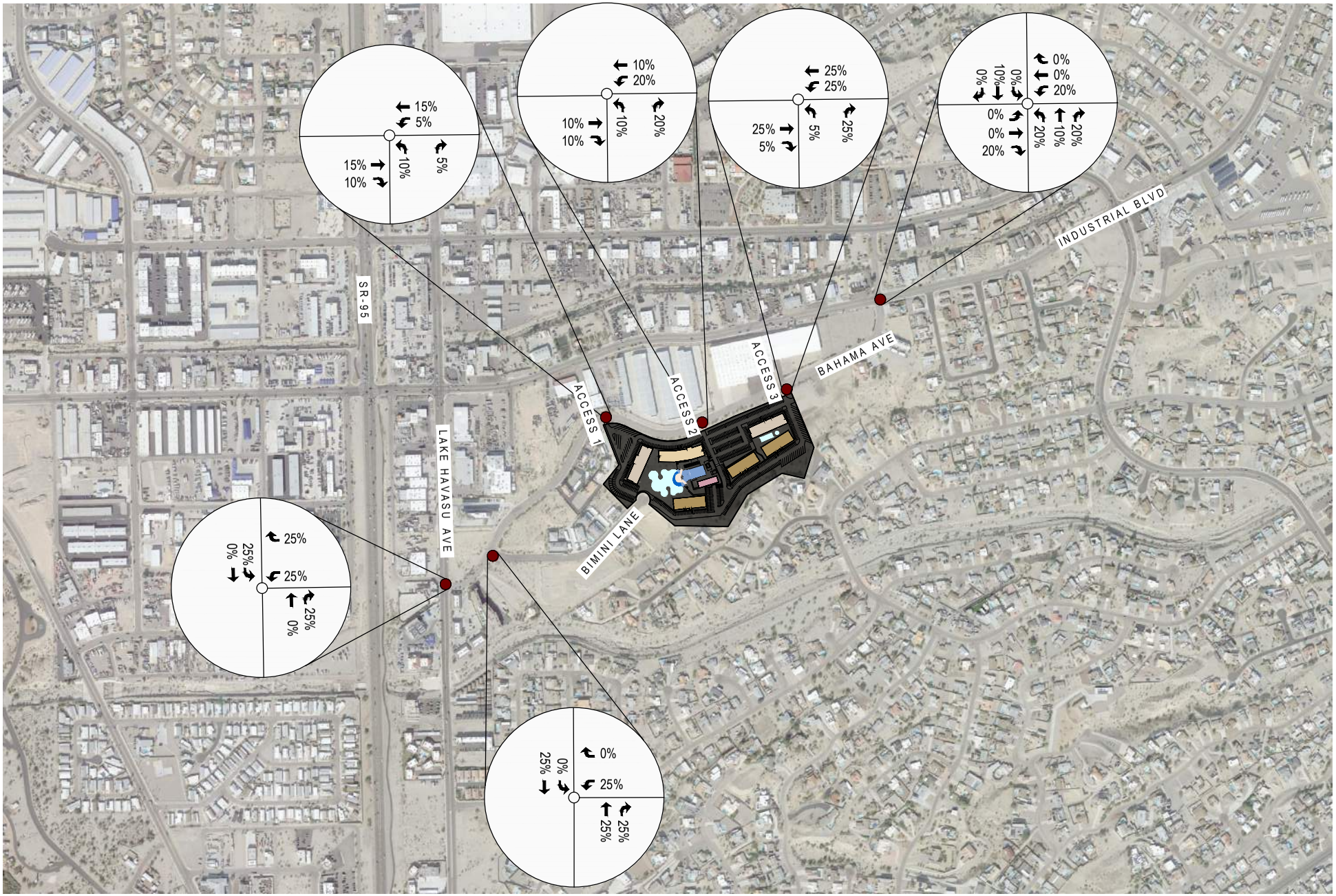

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FIGURE 7B - TRIP DISTRIBUTION PERCENTAGES FULL BUILD-OUT

XX(XX) = AM(PM) PEAK HOUR TRAFFIC VOLUMES

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Z:_2023\23-0140 Bahama Ave Havasu\transportation\traffic\figures\FIGURE 7B - TRIP DISTRIBUTION PERCENTAGES FULL BUILD-OUT.dwg

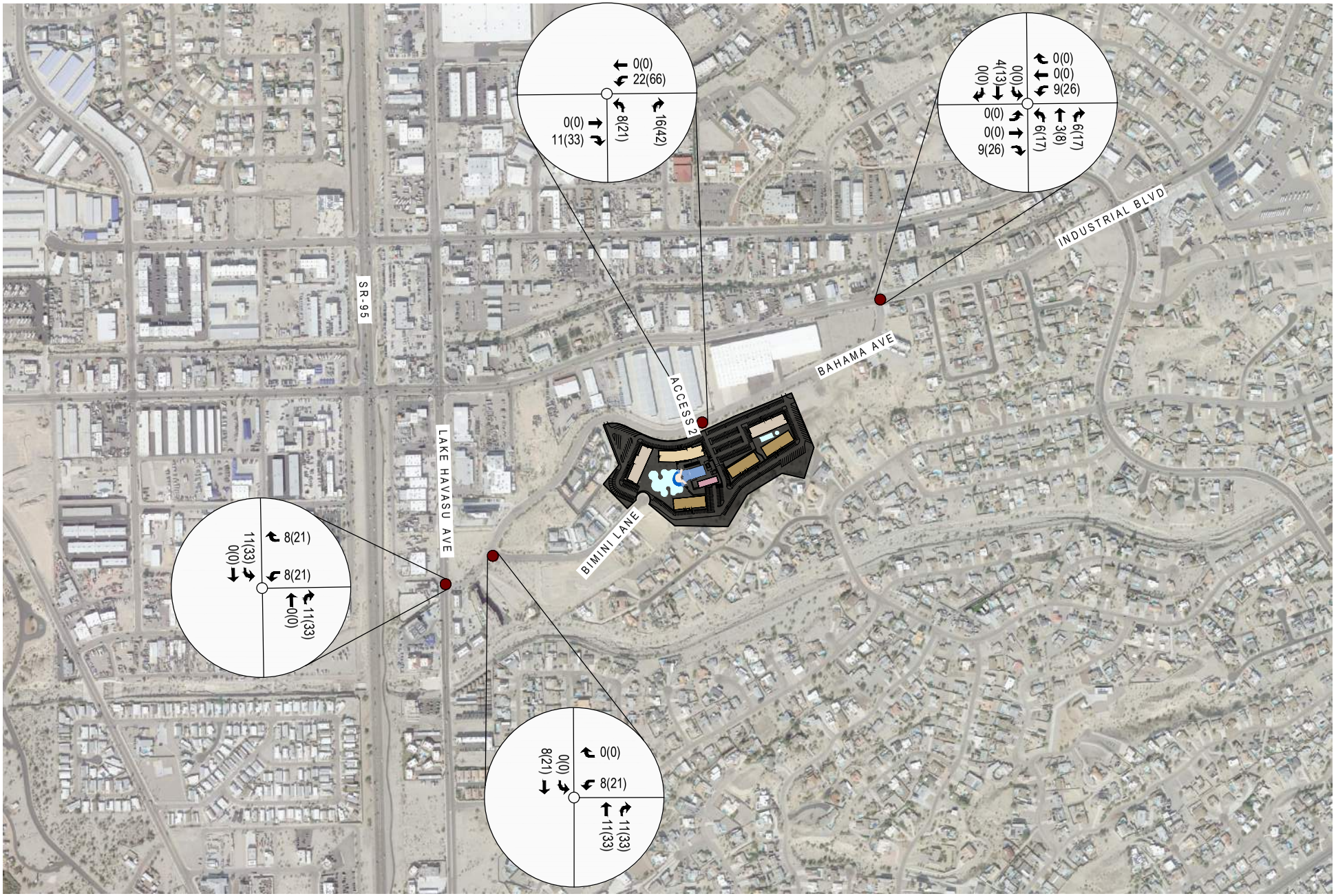

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FIGURE 8A - TRIP DISTRIBUTION VOLUMES PHASE 1 BUILD-OUT

XX(XX) = AM(PM) PEAK HOUR TRAFFIC VOLUMES

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Z:_2023\23140 Bahama Ave Havasu\transportation\traffic\figures\FIGURE 8A - TRIP DISTRIBUTION VOLUMES PHASE 1.dwg

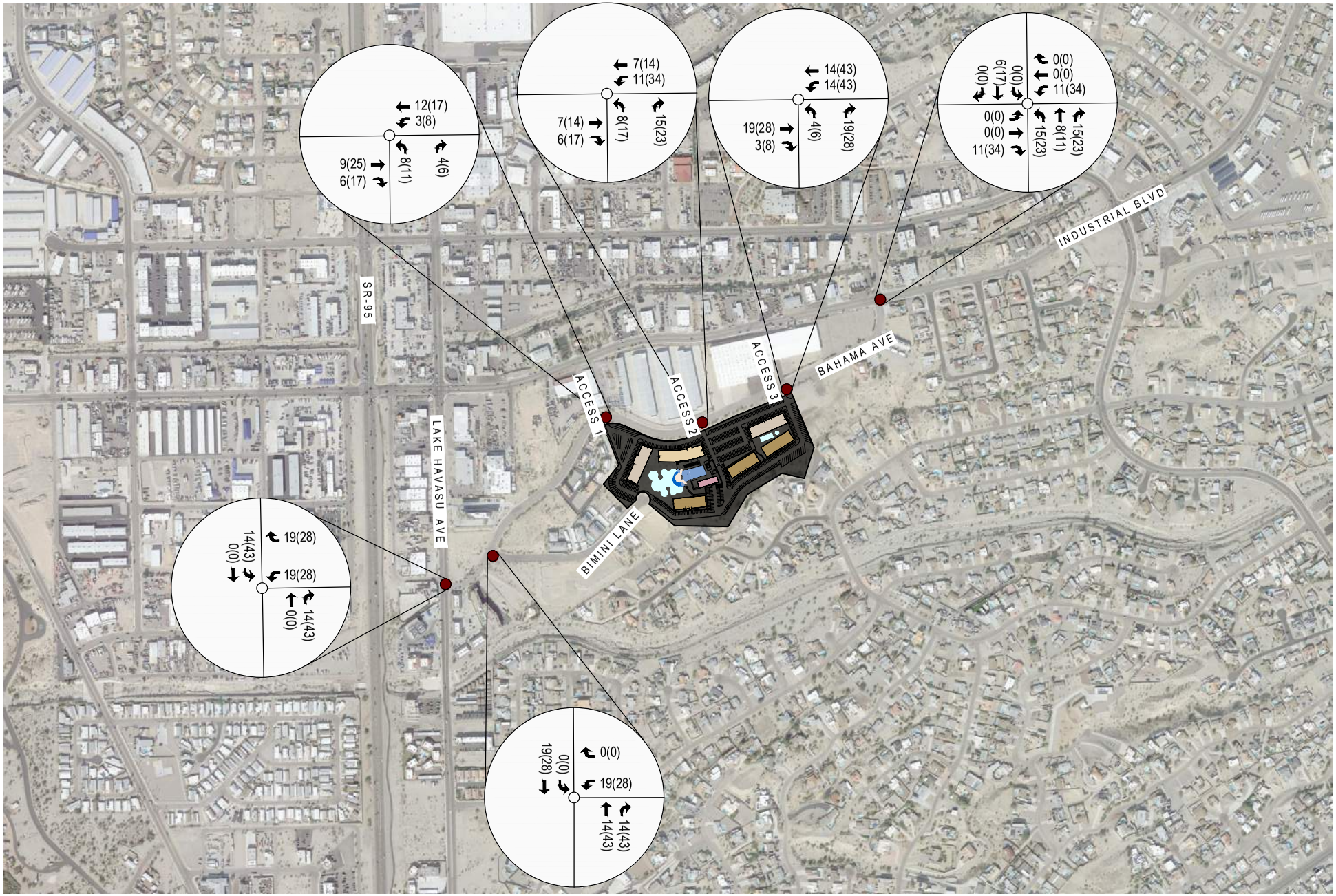

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FIGURE 8B - TRIP DISTRIBUTION VOLUMES FULL BUILD-OUT

XX(XX) = AM(PM) PEAK HOUR TRAFFIC VOLUMES

6.0 Build-Out and Future Year with Project Traffic Conditions

The Phase 1 and Full Build-Out, as well as Future Year with Project traffic volumes represent the traffic that will be added to the study area with the addition of the Bahama Ave Resort development. Using the 2025 Phase 1 Build-Out Year traffic volumes (Figure 4) and the site generated traffic volumes (Figure 8A), the 2025 Phase 1 Build-Out Year with Project traffic volumes are generated and shown in Figure 9. Per the developer's schedule, it is anticipated the full build-out of the Bahama Ave Resort will be in 2030. The 2030 Full Build-Out Year with Project traffic volumes, which illustrates the complete construction of the development, are generated using the volumes in Figure 8B as well as project traffic volumes from Figure 5, and are illustrated in Figure 10.

Applying this same approach, using the 2035 Future Year traffic volumes (Figure 6) and the site generated traffic volumes (Figure 8B), the 2035 Future Year with Project traffic volumes are generated. These volumes are found in Figure 11.

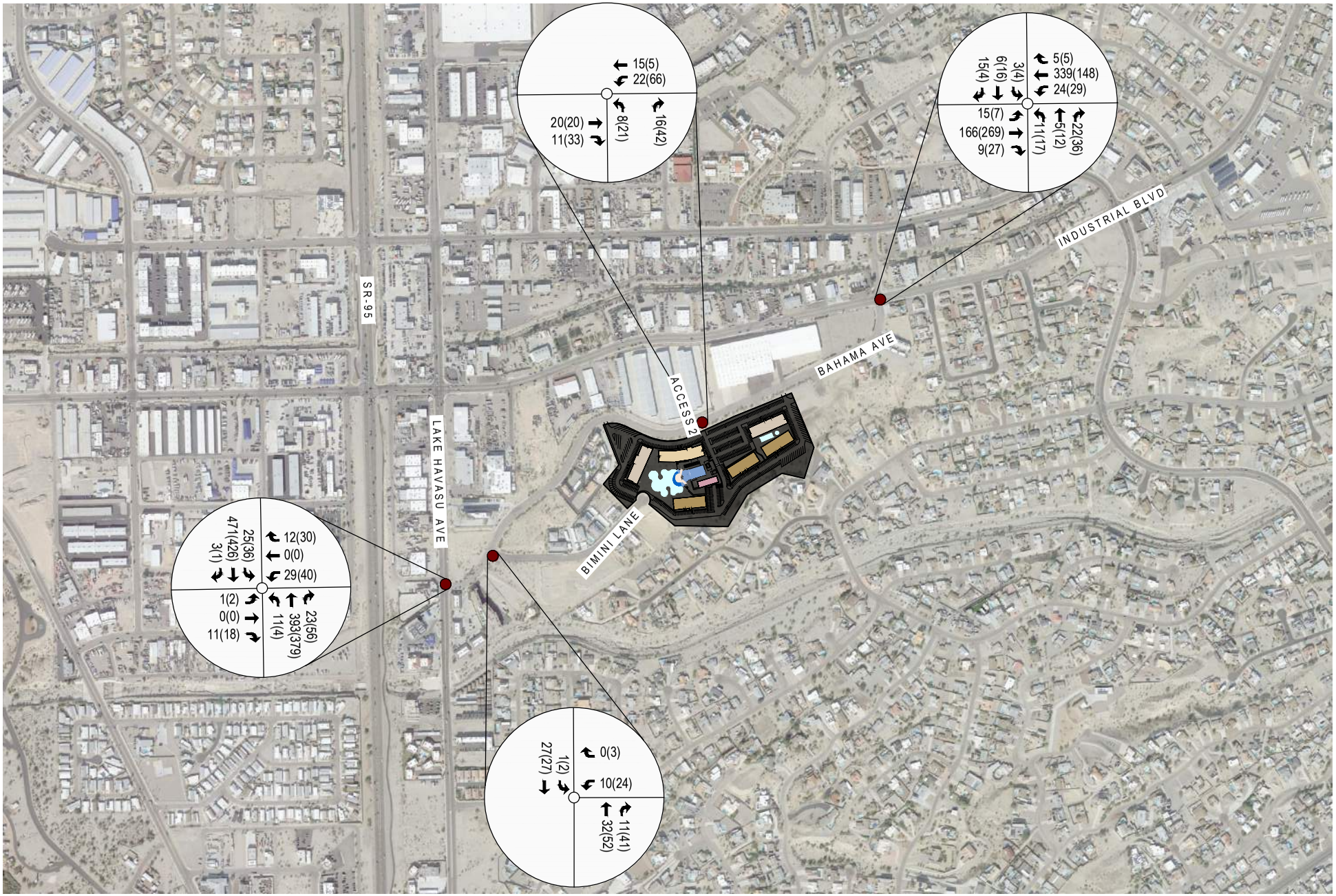

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FIGURE 9 -2025 PHASE 1 BUILD-OUT YEAR WITH PROJECT TRAFFIC VOLUMES

XX(XX) = AM(PM) PEAK HOUR TRAFFIC VOLUMES

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Z:_2023\23-0140 Bahama Ave Havasu\transportation\traffic\figures\FIGURE 9 -2025 PHASE 1 BUILD-OUT YEAR WITH PROJECT TRAFFIC VOLUMES.dwg

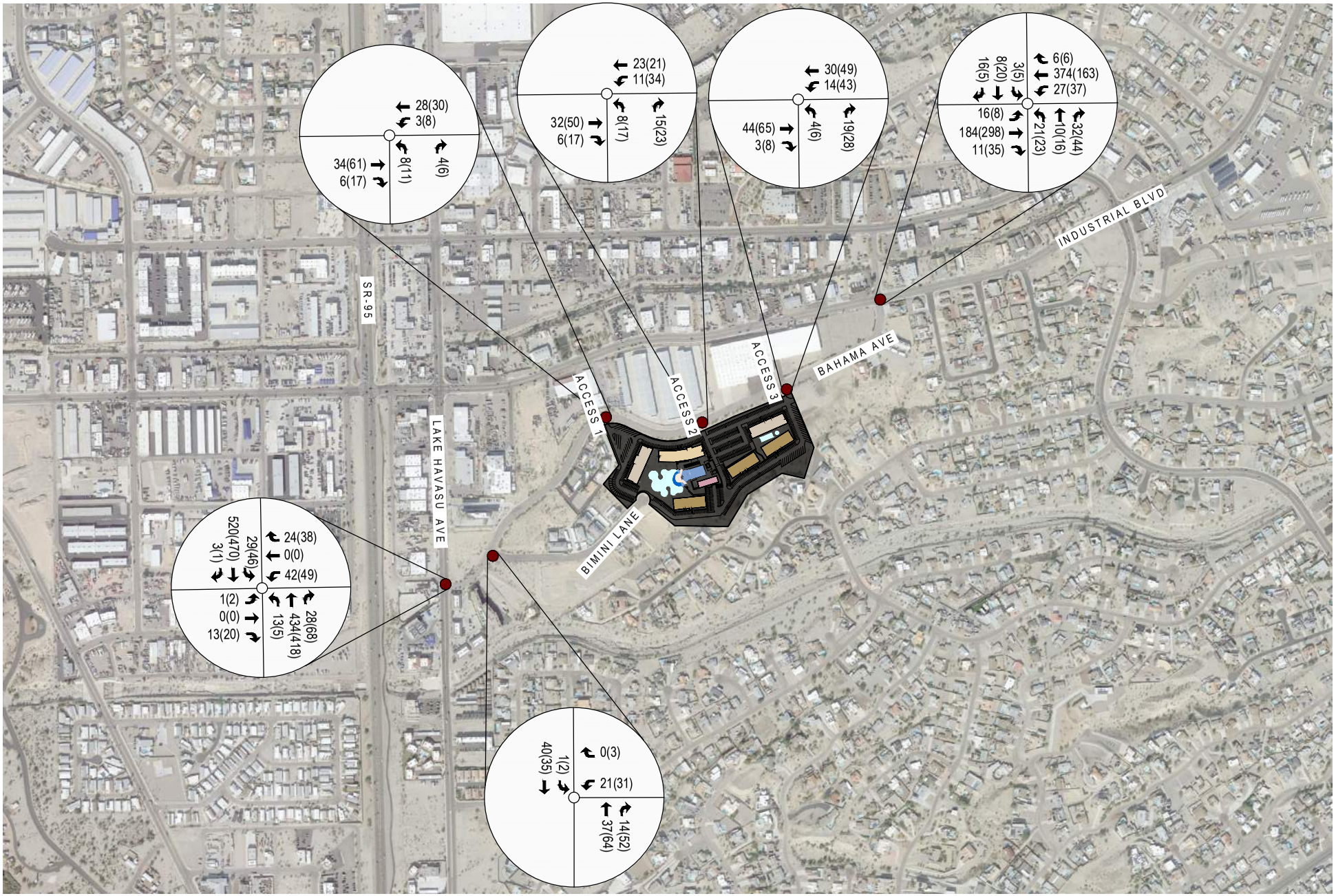

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FIGURE 10 -2030 FULL BUILD-OUT YEAR WITH PROJECT TRAFFIC VOLUMES

XX(XX) = AM(PM) PEAK HOUR TRAFFIC VOLUMES

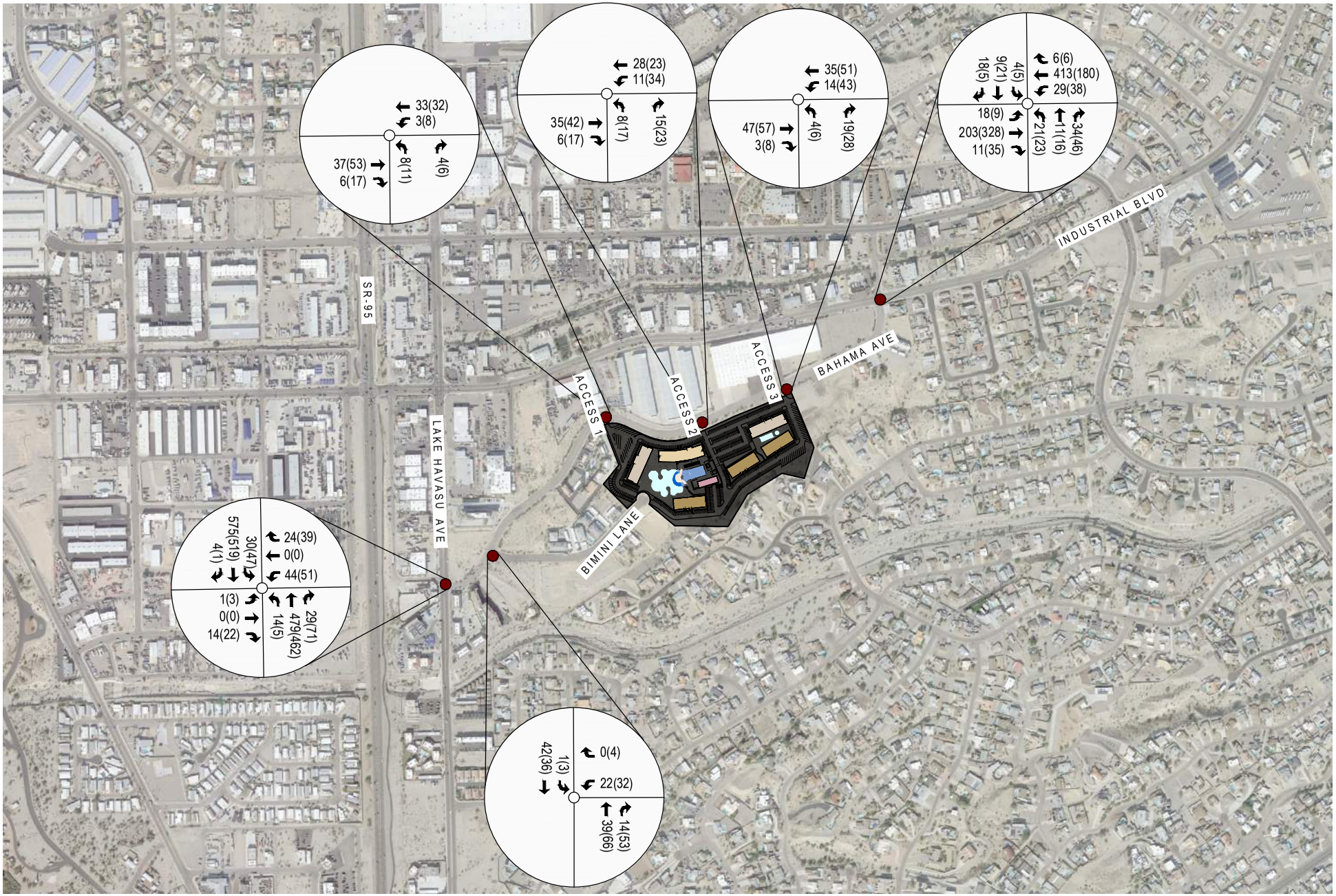

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FIGURE 11 -2035 FUTURE YEAR WITH PROJECT TRAFFIC VOLUMES

XX(XX) = AM(PM) PEAK HOUR TRAFFIC VOLUMES

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Z:_2023\23-0140 Bahama Ave Havasu\transportation\traffic\figures\FIGURE 11 -2035 FUTURE YEAR WITH PROJECT TRAFFIC VOLUMES.dwg

7.0 Capacity Analysis

Intersection capacity analysis was performed at the study area intersections and the proposed accesses to the Bahama Ave Resort development. Synchro© Version 11 was used to analyze the study intersections for the proposed trip conditions according to methods put forth by the Transportation Research Board's **Highway Capacity Manual** (**HCM 6th Edition**).

The Level of Service (LOS) of an intersection range from A to F, where LOS A has a low vehicular delay indicating smooth free-flowing traffic. LOS F has a high vehicular delay and indicates the worst-case scenario with high congestion and a complete breakdown of traffic flow. Although LOS A through C are the desired levels, LOS D is considered acceptable in urban conditions. Traffic conditions with LOS of E or F are generally deemed unacceptable and represent significant travel delay, increased accident potential, and inefficient motor vehicle operation. Table 2 shows the relation between LOS and vehicular delay for signalized and unsignalized intersections.

Table 2 - Signalized and Unsignalized intersection LOS and Delay Parameters

Level of Service (LOS)	Vehicular Delay (seconds/vehicle)	
	Signalized Intersection	Stop Controlled Approach
A	0.0 ≤10.0	0.0 < 10.0
B	>10.0 ≤ 20.0	> 10.0 < 15.0
C	> 20.0 ≤ 35.0	> 15.0 < 25.0
D	> 35.0 ≤ 55.0	> 25.0 < 35.0
E	> 55.0 ≤ 80.0	> 35.0 < 50.0
F	> 80.0	> 50.0

The 2023 Existing traffic volumes at the study area intersections were analyzed using Synchro. The levels of service at each of the turning movements can be seen in the following table.

Table 3 – 2023 Existing Traffic LOS

Intersection	2023 Existing Year Traffic LOS(Delay)				
	Overall LOS	Northbound	Southbound	Eastbound	Westbound
1: Bahama Ave & Lake Havasu Ave					
AM Peak Hour	-	a(0.3)	a(0.2)	b(10.5)	c(16.4)
PM Peak Hour	-	a(0.1)	a(0.1)	b(10.4)	b(14.1)
2: Bahama Ave & Bimini Ln					
AM Peak Hour	-	a(0.0)	a(0.4)	N/A	a(8.7)
PM Peak Hour	-	a(0.0)	a(1.8)	N/A	a(8.6)
3: Bahama Ave & Industrial Blvd					
AM Peak Hour	-	b(10.9)	b(11.4)	a(0.6)	a(0.3)
PM Peak Hour	-	b(10.4)	b(11.3)	a(0.2)	a(0.2)

As can be seen in Table 3, under the existing traffic conditions, the traffic movements at each intersection currently function at an acceptable level of service.

With the projected growth to the Phase 1 Build-Out Year of 2025, the Full Build-Out Year of 2030, and the Future Year of 2035 the following tables illustrate the LOS for the study area intersections under these scenarios.

Table 4 – 2025 Phase 1 Build-Out Year Traffic LOS

Intersection	2025 Phase 1 Build-Out Year Traffic LOS(Delay)				
	Overall LOS	Northbound	Southbound	Eastbound	Westbound
1: Bahama Ave & Lake Havasu Ave					
AM Peak Hour	-	a(0.3)	a(0.2)	b(10.7)	c(17.1)
PM Peak Hour	-	a(0.1)	a(0.1)	b(10.7)	b(14.6)
2: Bahama Ave & Bimini Ln					
AM Peak Hour	-	a(0.0)	a(0.4)	N/A	a(8.7)
PM Peak Hour	-	0	a(1.8)	N/A	a(8.6)
3: Bahama Ave & Industrial Blvd					
AM Peak Hour	-	b(11.0)	b(11.6)	a(0.7)	a(0.3)
PM Peak Hour	-	b(10.5)	b(11.5)	a(0.2)	a(0.2)

As seen in Table 4, all traffic movements will function at an acceptable level of service for the 2025 Phase 1 Build-Out Year scenario.

Table 5 – 2030 Full Build-Out Year Traffic LOS

Intersection	2030 Full Build-Out Year Traffic LOS(Delay)				
	Overall LOS	Northbound	Southbound	Eastbound	Westbound
1: Bahama Ave & Lake Havasu Ave					
AM Peak Hour	-	a(0.3)	a(0.2)	b(10.9)	c(19.0)
PM Peak Hour	-	a(0.1)	a(0.1)	b(10.7)	c(15.8)
2: Bahama Ave & Bimini Ln					
AM Peak Hour	-	a(0.0)	a(0.3)	N/A	a(8.8)
PM Peak Hour	-	a(0.0)	a(1.6)	N/A	a(8.6)
3: Bahama Ave & Industrial Blvd					
AM Peak Hour	-	b(11.5)	b(12.0)	a(0.7)	a(0.3)
PM Peak Hour	-	b(10.9)	b(11.9)	a(0.2)	a(0.1)

Table 5 illustrates all traffic movements will continue to function at an acceptable level of service for the 2030 Full Build-Out Year scenario.

Table 6 – 2035 Future Year Traffic LOS

Intersection	2035 Future Year Traffic LOS(Delay)				
	Overall LOS	Northbound	Southbound	Eastbound	Westbound
1: Bahama Ave & Lake Havasu Ave					
AM Peak Hour	-	a(0.3)	a(0.2)	b(11.3)	c(21.7)
PM Peak Hour	-	a(0.1)	a(0.1)	b(11.4)	c(17.5)
2: Bahama Ave & Bimini Ln					
AM Peak Hour	-	a(0.0)	a(0.3)	N/A	a(8.8)
PM Peak Hour	-	a(0.0)	a(2.0)	N/A	a(8.6)
3: Bahama Ave & Industrial Blvd					
AM Peak Hour	-	b(12.1)	b(13.0)	a(0.7)	a(0.3)
PM Peak Hour	-	b(11.2)	b(12.5)	a(0.2)	a(0.1)

Table 6 illustrates all traffic movements will continue to function at an acceptable level of service for the 2035 Future Year scenario.

With the addition of the Bahama Ave Resort development within this study area, the following tables illustrates the projected levels of service at the study area intersections under the 2025 Phase 1 Build-Out with Project, 2030 Full Build-Out with Project, and 2035 Future Year with Project scenarios.

Table 7 – 2025 Phase 1 Build-Out w/ Project LOS

Intersection	2025 Phase 1 Build-Out w/ Project LOS(Delay)				
	Overall LOS	Northbound	Southbound	Eastbound	Westbound
1: Bahama Ave & Lake Havasu Ave					
AM Peak Hour	-	a(0.3)	a(0.4)	b(10.7)	c(17.2)
PM Peak Hour	-	a(0.1)	a(0.7)	b(10.7)	c(16.8)
2: Bahama Ave & Bimini Ln					
AM Peak Hour	-	a(0.0)	a(0.3)	N/A	a(8.9)
PM Peak Hour	-	a(0.0)	A(0.5)	N/A	a(9.2)
3: Bahama Ave & Industrial Blvd					
AM Peak Hour	-	b(12.1)	b(12.3)	a(0.6)	a(0.5)
PM Peak Hour	-	b(12.5)	b(13.4)	a(0.2)	a(1.3)
4: Bahama Ave & Access 2					
AM Peak Hour	-	a(8.7)	N/A	a(0.0)	a(4.4)
PM Peak Hour	-	a(9.2)	N/A	a(0.0)	a(6.9)

With the addition of Phase 1 of the Bahama Ave Resort development, all traffic movements at the study area intersections and the proposed access will continue to function with acceptable levels of service. The accesses should be constructed with one lane entering and one lane exiting the development.

Table 8 – 2030 Full Build-Out w/ Project LOS

Intersection	2030 Full Build-Out w/ Project LOS(Delay)				
	Overall LOS	Northbound	Southbound	Eastbound	Westbound
1: Bahama Ave & Lake Havasu Ave					
AM Peak Hour	-	a(0.3)	a(0.4)	b(11.0)	c(19.9)
PM Peak Hour	-	a(0.1)	a(0.8)	b(11.1)	c(20.1)
2: Bahama Ave & Bimini Ln					
AM Peak Hour	-	a(0.0)	a(0.2)	N/A	a(9.1)
PM Peak Hour	-	a(0.0)	a(0.4)	N/A	a(9.4)
3: Bahama Ave & Industrial Blvd					
AM Peak Hour	-	b(13.9)	b(13.3)	a(0.6)	a(0.5)
PM Peak Hour	-	b(14.5)	b(14.7)	a(0.2)	a(1.5)
4: Bahama Ave & Access 2					
AM Peak Hour	-	a(8.8)	N/A	a(0.0)	a(2.4)
PM Peak Hour	-	b(9.2)	N/A	a(0.0)	a(4.6)
5: Bahama Ave & Access 1					
AM Peak Hour	-	a(8.8)	N/A	a(0.0)	a(0.7)
PM Peak Hour	-	a(9.1)	N/A	a(0.0)	a(1.6)
6: Bahama Ave & Access 3					
AM Peak Hour	-	a(8.7)	N/A	a(0.0)	a(2.3)
PM Peak Hour	-	a(9.0)	N/A	a(0.0)	a(3.5)

With the addition of the Bahama Ave Resort, all traffic movements at the study area intersections will continue to function with acceptable levels of service under the 2030 Full Build-Out with Project scenario.

Table 9 – 2035 Future Year w/ Project LOS

Intersection	2035 Future Year w/ Project LOS(Delay)				
	Overall LOS	Northbound	Southbound	Eastbound	Westbound
1: Bahama Ave & Lake Havasu Ave					
AM Peak Hour	-	a(0.3)	a(0.4)	b(11.4)	c(23.2)
PM Peak Hour	-	a(0.1)	a(0.7)	b(11.9)	c(23.2)
2: Bahama Ave & Bimini Ln					
AM Peak Hour	-	a(0.0)	a(0.2)	N/A	a(9.1)
PM Peak Hour	-	a(0.0)	a(0.6)	N/A	a(9.4)
3: Bahama Ave & Industrial Blvd					
AM Peak Hour	-	c(15.0)	b(14.3)	a(0.6)	a(0.5)
PM Peak Hour	-	c(14.7)	c(15.5)	a(0.2)	a(1.4)
4: Bahama Ave & Access 2					
AM Peak Hour	-	a(8.8)	N/A	a(0.0)	a(2.1)
PM Peak Hour	-	b(9.1)	-	a(0.0)	a(4.4)
5: Bahama Ave & Access 1					
AM Peak Hour	-	a(8.9)	N/A	a(0.0)	a(0.6)
PM Peak Hour	-	a(9.0)	N/A	a(0.0)	a(1.5)
6: Bahama Ave & Access 3					
AM Peak Hour	-	a(8.8)	N/A	a(0.0)	a(2.1)
PM Peak Hour	-	a(9.0)	N/A	a(0.0)	a(3.4)

As seen in the table above, all intersections and accesses to the Bahama Ave Resort will continue to function at acceptable levels of service under the 2035 Future Year with Project scenario.

8.0 Recommendations

Using the existing and projected traffic volumes at each of the study area intersections, both with and without the Bahama Ave Resort development traffic, the following are the recommendations to improve the flow of traffic.

Using the existing and projected traffic volumes at each of the study area intersections, both with and without the Bahama Ave development traffic, the following are the recommendations to improve the flow of traffic.

2023 Existing Scenario

All intersections within the study area currently function with acceptable levels of service. No recommendations are needed.

2025 Phase 1 Build-Out Year Scenario

With the projected 2% growth in traffic to the 2023 Existing Year of the Bahama Ave Resort development, it is anticipated traffic will continue to function with acceptable levels of service with the existing lane configurations. No recommendations are needed.

2025 Phase 1 Build-Out with Project Scenario

With the first phase build-out of the Bahama Ave Resort by 2025, all intersections within the study area will continue to function with acceptable levels of service. The following recommendations are to help improve the flow of traffic at the proposed accesses:

Bahama Ave & Access 2

- Construct a single lane entering the project site with a separate shared left and right turn lane exiting the site onto Bahama Ave.
- Access 2 should be stop controlled, while the east and west flowing traffic on Bahama Ave should remain free flow.

2030 Full Build-Out Year Scenario

With the projected 2% growth in traffic to the 2025 Phase 1 Build-Out Year of the Bahama Ave Resort development, it is anticipated traffic will continue to function with acceptable levels of service with the existing lane configurations. No recommendations are needed.

2030 Full Build-Out with Project Scenario

With the full build out of the Bahama Ave Resort in 2030, all intersections within the study area will continue to function with acceptable levels of service. The following recommendations are to help improve the flow of traffic at the proposed accesses:

Bahama Ave & Access 1

- Construct a single lane entering the project site with a separate shared left and right turn lane exiting the site onto Bahama Ave.
- Access 1 should be stop controlled, while the east and west flowing traffic on Bahama Ave should remain free flow.

Bahama Ave & Access 3

- Construct a single lane entering the project site with a separate shared left and right turn lane exiting the site onto Bahama Ave.
- Access 2 should be stop controlled, while the east and west flowing traffic on Bahama Ave should remain free.

2035 Future Year Scenario

With the projected growth of 2% for the next 5 years after Build-Out Year, all study area intersections will continue to function with acceptable levels of service and no additional improvements are needed.

2035 Future Year with Project Scenario

With the addition of the Bahama Ave development traffic volumes under the 2035 Future Year, the study area intersections and accesses to the proposed site will continue to function with acceptable levels of service. No additional recommendations are needed.

Appendix

Existing Traffic Counts

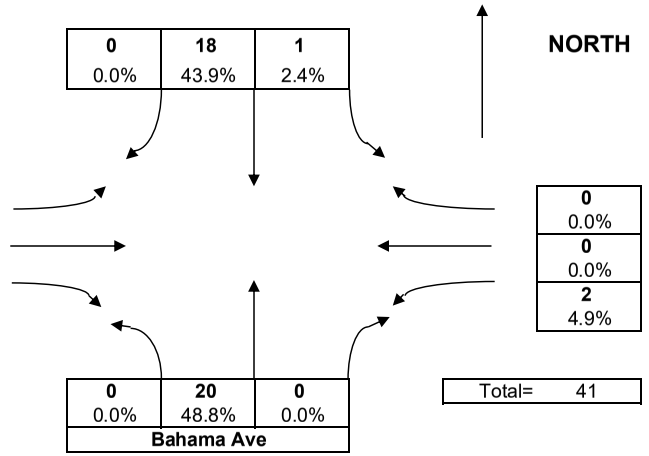
TURNING MOVEMENT COUNT SUMMARY

FOCUS ENGINEERING & SURVEYING, LLC

INTERSECTION:	**Bahama Ave and Bimini Ln**
N-S STREET:	**Bahama Ave**
E-W STREET:	**Bimini Ln**
FOCUS PROJ. NO.:	**23-0140**
COUNT DATE:	**7-Sep-23**
NOTES:	
COUNT TIME:	
FROM:	**7:00 AM**
TO:	**9:00 AM**

AM PEAK HOUR VOLUMES

PK HR VOLUME:	41
PHF:	0.85
PEAK HOUR:	
FROM:	TO:
7:30 AM	8:30 AM



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TIME PERIOD		NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			TOTAL
FROM:	TO:	L	T	R	L	T	R	L	T	R	L	T	R	VOLUMES
7:00 AM	7:15 AM	0	0	0	0	0	0	0	3	0	0	0	0	3
7:15 AM	7:30 AM	0	0	0	0	0	0	0	4	0	2	0	0	6
7:30 AM	7:45 AM	0	4	0	0	0	0	0	6	0	0	0	0	10
7:45 AM	8:00 AM	0	5	0	0	0	0	0	6	0	1	0	0	12
8:00 AM	8:15 AM	0	6	0	0	0	0	1	3	0	0	0	0	10
8:15 AM	8:30 AM	0	5	0	0	0	0	0	3	0	1	0	0	9
8:30 AM	8:45 AM	0	3	3	0	0	0	1	1	0	0	0	0	8
8:45 AM	9:00 AM	0	2	0	0	0	0	0	3	0	0	0	3	8

HOURLY TOTALS:

TIME PERIOD		NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			TOTAL
FROM:	TO:	L	T	R	L	T	R	L	T	R	L	T	R	VOLUMES
7:00 AM	8:00 AM	0	9	0	0	0	0	0	19	0	3	0	0	31
7:15 AM	8:15 AM	0	15	0	0	0	0	1	19	0	3	0	0	38
7:30 AM	8:30 AM	0	20	0	0	0	0	1	18	0	2	0	0	41
7:45 AM	8:45 AM	0	19	3	0	0	0	2	13	0	2	0	0	39
8:00 AM	9:00 AM	0	16	3	0	0	0	2	10	0	1	0	3	35

NOTE PHF IS BASED ON 15 MIN. PEAK WITHIN THE PEAK HOUR.

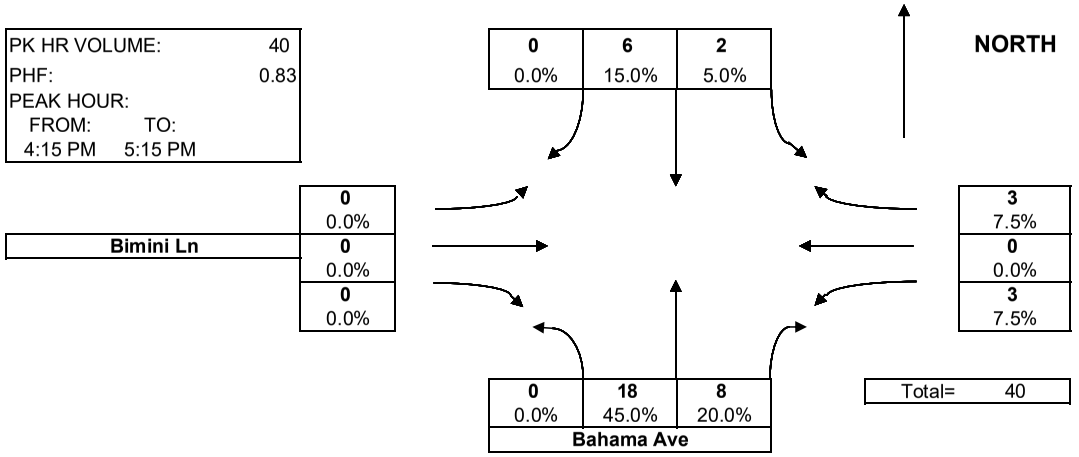
TURNING MOVEMENT COUNT SUMMARY

FOCUS ENGINEERING & SURVEYING, LLC

PM PEAK HOUR VOLUMES

INTERSECTION:	**Bahama Ave and Bimini Ln**
N-S STREET:	**Bahama Ave**
E-W STREET:	**Bimini Ln**
FOCUS PROJ. NO.:	**23-0140**
COUNT DATE:	**7-Sep-23**
NOTES:	
COUNT TIME:	
FROM:	**4:00 PM**
TO:	**6:00 PM**

PK HR VOLUME:	40
PHF:	0.83
PEAK HOUR:	
FROM:	TO:
4:15 PM	5:15 PM



COUNT DATA INPUT:

TIME PERIOD		NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			TOTAL
FROM:	TO:	L	T	R	L	T	R	L	T	R	L	T	R	VOLUMES
4:00 PM	4:15 PM	0	7	1	0	0	0	0	1	0	0	0	0	9
4:15 PM	4:30 PM	0	3	2	0	0	0	1	4	0	0	0	0	10
4:30 PM	4:45 PM	0	4	4	0	0	0	1	1	0	1	0	1	12
4:45 PM	5:00 PM	0	2	2	0	0	0	0	1	0	2	0	0	7
5:00 PM	5:15 PM	0	9	0	0	0	0	0	0	0	0	0	2	11
5:15 PM	5:30 PM	0	3	2	0	0	0	0	0	0	0	0	1	6
5:30 PM	5:45 PM	0	7	1	0	0	0	0	1	0	0	0	0	9
5:45 PM	6:00 PM	0	0	5	0	0	0	1	3	0	3	0	0	12
														76

HOURLY TOTALS:

TIME PERIOD		NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			TOTAL
FROM:	TO:	L	T	R	L	T	R	L	T	R	L	T	R	VOLUMES
4:00 PM	5:00 PM	0	16	9	0	0	0	2	7	0	3	0	1	38
4:15 PM	5:15 PM	0	18	8	0	0	0	2	6	0	3	0	3	40
4:30 PM	5:30 PM	0	18	8	0	0	0	1	2	0	3	0	4	36
4:45 PM	5:45 PM	0	21	5	0	0	0	0	2	0	2	0	3	33
5:00 PM	6:00 PM	0	19	8	0	0	0	1	4	0	3	0	3	38

NOTE PHF IS BASED ON 15 MIN. PEAK WITHIN THE PEAK HOUR.

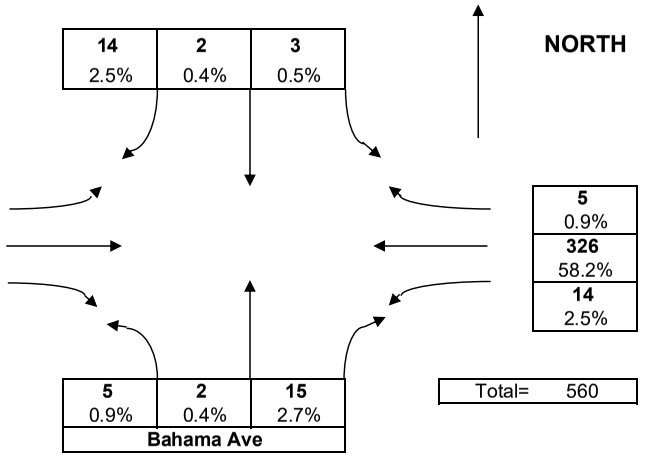
TURNING MOVEMENT COUNT SUMMARY

FOCUS ENGINEERING & SURVEYING, LLC

AM PEAK HOUR VOLUMES

INTERSECTION:	**Bahama Ave and Industrial Blvd**
N-S STREET:	**Bahama Ave**
E-W STREET:	**Industrial Blvd**
FOCUS PROJ. NO.:	**23-0140**
COUNT DATE:	**7-Sep-23**
NOTES:	
COUNT TIME:	
FROM:	**7:00 AM**
TO:	**9:00 AM**

PK HR VOLUME:	560
PHF:	0.80
PEAK HOUR:	
FROM:	TO:
7:30 AM	8:30 AM



COUNT DATA INPUT:

TIME PERIOD		NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			TOTAL
FROM:	TO:	L	T	R	L	T	R	L	T	R	L	T	R	VOLUMES
7:00 AM	7:15 AM	1	0	0	3	25	1	1	1	1	0	53	0	86
7:15 AM	7:30 AM	0	0	1	3	36	0	0	0	2	2	55	0	99
7:30 AM	7:45 AM	1	0	2	1	45	0	0	0	3	4	88	0	144
7:45 AM	8:00 AM	0	1	5	5	39	0	0	0	6	6	111	2	175
8:00 AM	8:15 AM	2	1	5	6	41	0	1	2	3	4	70	1	136
8:15 AM	8:30 AM	2	0	3	2	35	0	2	0	2	0	57	2	105
8:30 AM	8:45 AM	0	0	1	2	29	0	1	0	0	3	41	2	79
8:45 AM	9:00 AM	1	1	3	3	30	0	3	2	2	0	55	2	102

HOURLY TOTALS:

TIME PERIOD		NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			TOTAL
FROM:	TO:	L	T	R	L	T	R	L	T	R	L	T	R	VOLUMES
7:00 AM	8:00 AM	2	1	8	12	145	1	1	1	12	12	307	2	504
7:15 AM	8:15 AM	3	2	13	15	161	0	1	2	14	16	324	3	554
7:30 AM	8:30 AM	5	2	15	14	160	0	3	2	14	14	326	5	560
7:45 AM	8:45 AM	4	2	14	15	144	0	4	2	11	13	279	7	495
8:00 AM	9:00 AM	5	2	12	13	135	0	7	4	7	7	223	7	422

NOTE PHF IS BASED ON 15 MIN. PEAK WITHIN THE PEAK HOUR.

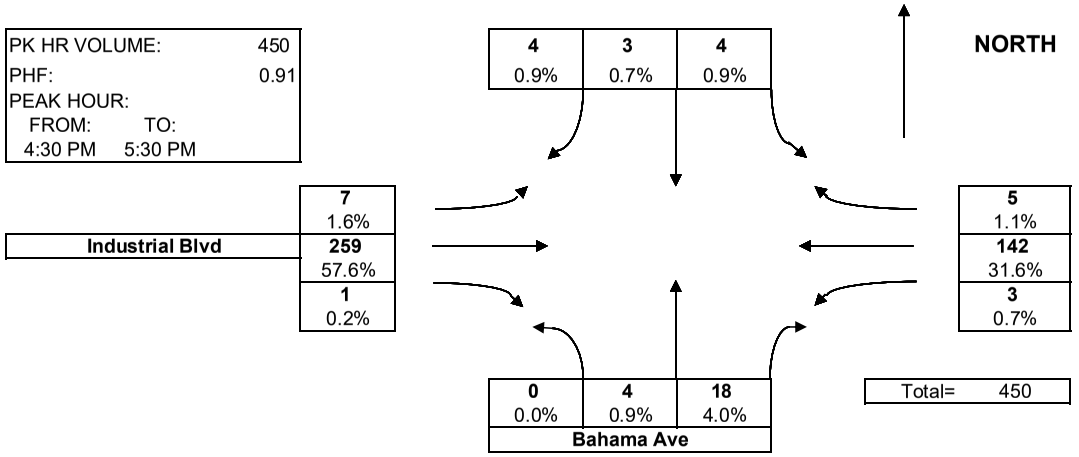
TURNING MOVEMENT COUNT SUMMARY

FOCUS ENGINEERING & SURVEYING, LLC

INTERSECTION:	**Bahama Ave and Industrial Blvd**
N-S STREET:	**Bahama Ave**
E-W STREET:	**Industrial Blvd**
FOCUS PROJ. NO.:	**23-0140**
COUNT DATE:	**7-Sep-23**
NOTES:	
COUNT TIME:	
FROM:	**4:00 PM**
TO:	**6:00 PM**

PM PEAK HOUR VOLUMES

PK HR VOLUME:	450
PHF:	0.91
PEAK HOUR:	
FROM:	TO:
4:30 PM	5:30 PM



COUNT DATA INPUT:

TIME PERIOD		NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			TOTAL
FROM:	TO:	L	T	R	L	T	R	L	T	R	L	T	R	VOLUMES
4:00 PM	4:15 PM	0	1	1	1	50	1	0	0	2	0	40	3	99
4:15 PM	4:30 PM	0	1	2	2	66	0	0	0	1	1	44	1	118
4:30 PM	4:45 PM	0	2	2	2	65	0	0	1	0	1	49	1	123
4:45 PM	5:00 PM	0	0	2	4	51	1	1	0	3	1	28	2	93
5:00 PM	5:15 PM	0	2	9	0	71	0	2	1	1	1	27	1	115
5:15 PM	5:30 PM	0	0	5	1	72	0	1	1	0	0	38	1	119
5:30 PM	5:45 PM	0	0	8	1	40	0	0	0	0	2	33	0	84
5:45 PM	6:00 PM	0	0	0	2	49	0	2	1	1	2	23	1	81
														832

HOURLY TOTALS:

TIME PERIOD		NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			TOTAL
FROM:	TO:	L	T	R	L	T	R	L	T	R	L	T	R	VOLUMES
4:00 PM	5:00 PM	0	4	7	9	232	2	1	1	6	3	161	7	433
4:15 PM	5:15 PM	0	5	15	8	253	1	3	2	5	4	148	5	449
4:30 PM	5:30 PM	0	4	18	7	259	1	4	3	4	3	142	5	450
4:45 PM	5:45 PM	0	2	24	6	234	1	4	2	4	4	126	4	411
5:00 PM	6:00 PM	0	2	22	4	232	0	5	3	2	5	121	3	399

NOTE PHF IS BASED ON 15 MIN. PEAK WITHIN THE PEAK HOUR.

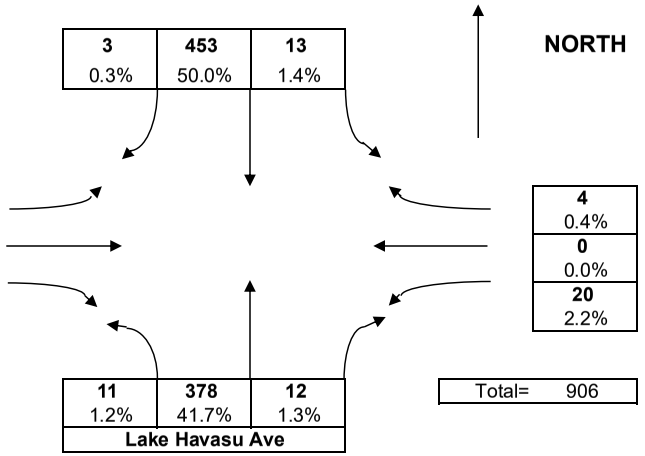
TURNING MOVEMENT COUNT SUMMARY

FOCUS ENGINEERING & SURVEYING, LLC

INTERSECTION:	**Lake Havasu Ave and Bahama Ave**
N-S STREET:	**Lake Havasu Ave**
E-W STREET:	**Bahama Ave**
FOCUS PROJ. NO.:	**23-0140**
COUNT DATE:	**7-Sep-23**
NOTES:	
COUNT TIME:	
FROM:	**7:00 AM**
TO:	**9:00 AM**

PK HR VOLUME:	906
PHF:	0.85
PEAK HOUR:	
FROM:	TO:
8:00 AM	9:00 AM

AM PEAK HOUR VOLUMES



COUNT DATA INPUT:

TIME PERIOD		NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			TOTAL
FROM:	TO:	L	T	R	L	T	R	L	T	R	L	T	R	VOLUMES
7:00 AM	7:15 AM	1	64	0	0	0	1	2	55	0	2	0	1	126
7:15 AM	7:30 AM	2	65	1	1	0	3	3	73	1	5	0	3	157
7:30 AM	7:45 AM	0	86	5	1	0	2	2	86	1	5	0	1	189
7:45 AM	8:00 AM	4	85	4	0	1	3	3	97	1	7	0	1	206
8:00 AM	8:15 AM	4	130	4	1	0	4	2	116	1	4	0	2	268
8:15 AM	8:30 AM	3	89	4	0	0	3	5	107	1	6	0	1	219
8:30 AM	8:45 AM	3	88	3	0	0	4	2	104	1	3	0	1	209
8:45 AM	9:00 AM	1	71	1	0	0	0	4	126	0	7	0	0	210

HOURLY TOTALS:

TIME PERIOD		NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			TOTAL
FROM:	TO:	L	T	R	L	T	R	L	T	R	L	T	R	VOLUMES
7:00 AM	8:00 AM	7	300	10	2	1	9	10	311	3	19	0	6	678
7:15 AM	8:15 AM	10	366	14	3	1	12	10	372	4	21	0	7	820
7:30 AM	8:30 AM	11	390	17	2	1	12	12	406	4	22	0	5	882
7:45 AM	8:45 AM	14	392	15	1	1	14	12	424	4	20	0	5	902
8:00 AM	9:00 AM	11	378	12	1	0	11	13	453	3	20	0	4	906

NOTE PHF IS BASED ON 15 MIN. PEAK WITHIN THE PEAK HOUR.

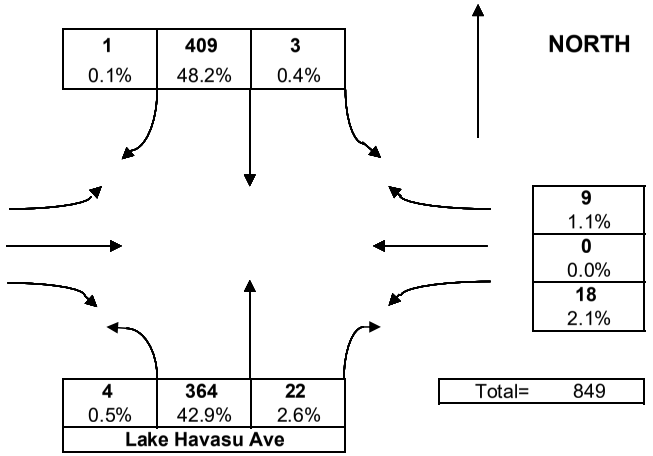
TURNING MOVEMENT COUNT SUMMARY

FOCUS ENGINEERING & SURVEYING, LLC

INTERSECTION:	Lake Havasu Ave and Bahama Ave
N-S STREET:	Lake Havasu Ave
E-W STREET:	Bahama Ave
FOCUS PROJ. NO.:	23-0140
COUNT DATE:	7-Sep-23
NOTES:	
COUNT TIME:	
FROM:	4:00 PM
TO:	6:00 PM

PM PEAK HOUR VOLUMES

PK HR VOLUME:	849
PHF:	0.84
PEAK HOUR:	
FROM:	TO:
4:00 PM	5:00 PM



COUNT DATA INPUT:

TIME PERIOD		NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			TOTAL
FROM:	TO:	L	T	R	L	T	R	L	T	R	L	T	R	VOLUMES
4:00 PM	4:15 PM	1	110	7	0	0	8	2	118	0	2	0	4	252
4:15 PM	4:30 PM	1	86	6	1	0	1	1	98	0	5	0	0	199
4:30 PM	4:45 PM	1	80	2	0	0	2	0	109	0	8	0	3	205
4:45 PM	5:00 PM	1	88	7	1	0	6	0	84	1	3	0	2	193
5:00 PM	5:15 PM	1	102	3	0	0	1	2	102	0	4	0	2	217
5:15 PM	5:30 PM	1	70	3	0	0	1	2	98	0	4	0	0	179
5:30 PM	5:45 PM	0	84	5	0	0	0	3	86	0	3	0	1	182
5:45 PM	6:00 PM	0	67	5	0	0	1	1	76	0	5	0	1	156
														1,583

HOURLY TOTALS:

TIME PERIOD		NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			TOTAL
FROM:	TO:	L	T	R	L	T	R	L	T	R	L	T	R	VOLUMES
4:00 PM	5:00 PM	4	364	22	2	0	17	3	409	1	18	0	9	849
4:15 PM	5:15 PM	4	356	18	2	0	10	3	393	1	20	0	7	814
4:30 PM	5:30 PM	4	340	15	1	0	10	4	393	1	19	0	7	794
4:45 PM	5:45 PM	3	344	18	1	0	8	7	370	1	14	0	5	771
5:00 PM	6:00 PM	2	323	16	0	0	3	8	362	0	16	0	4	734

NOTE PHF IS BASED ON 15 MIN. PEAK WITHIN THE PEAK HOUR.

Trip Generation Reports

Multifamily Housing (Mid-Rise)
Not Close to Rail Transit (221)

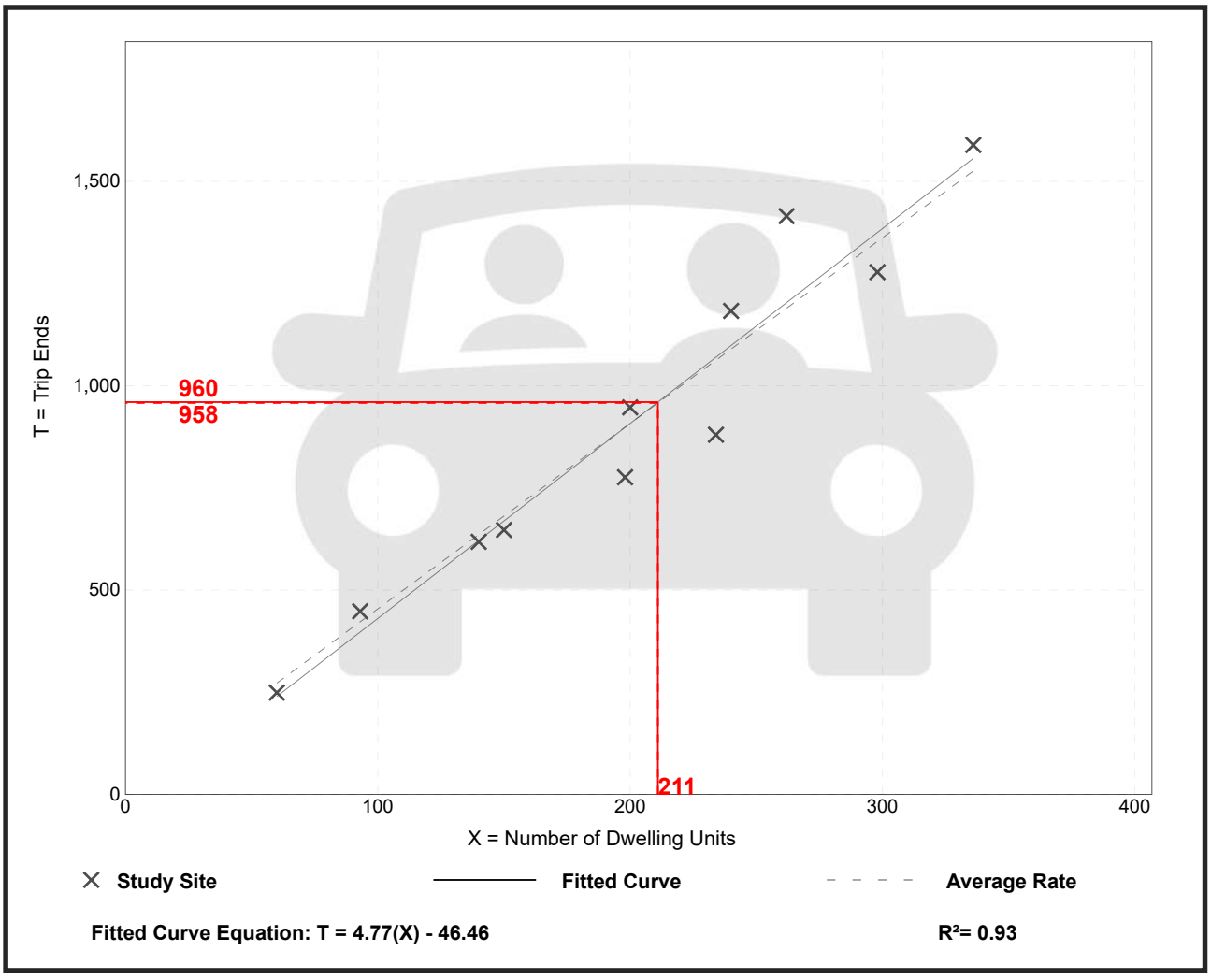
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 11
Avg. Num. of Dwelling Units: 201
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
4.54	3.76 - 5.40	0.51

Data Plot and Equation



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Multifamily Housing (Mid-Rise)
Not Close to Rail Transit (221)

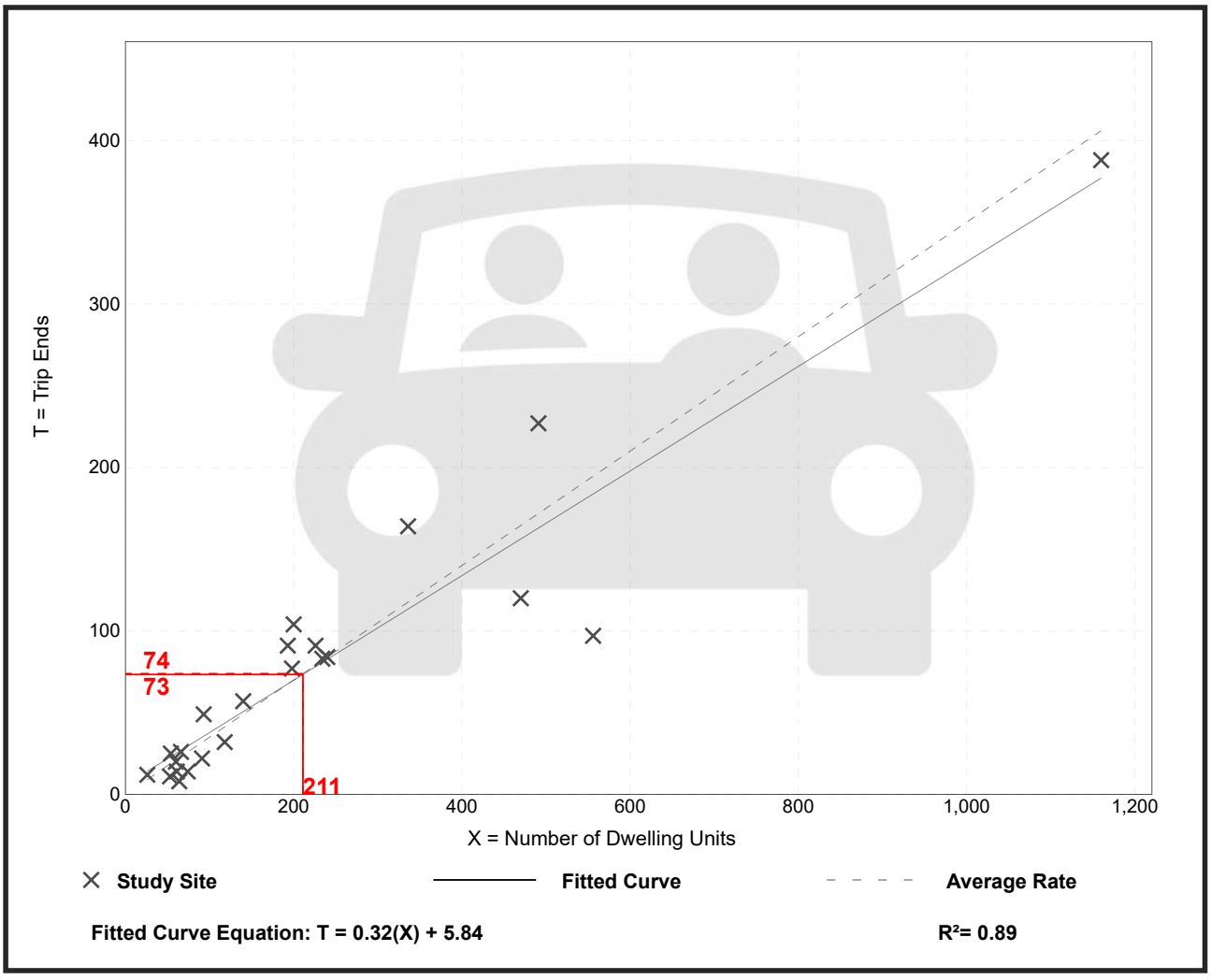
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
AM Peak Hour of Generator

Setting/Location: **General Urban/Suburban**
Number of Studies: 23
Avg. Num. of Dwelling Units: 226
Directional Distribution: 26% entering, 74% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.35	0.13 - 0.53	0.11

Data Plot and Equation



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Multifamily Housing (Mid-Rise)
Not Close to Rail Transit (221)

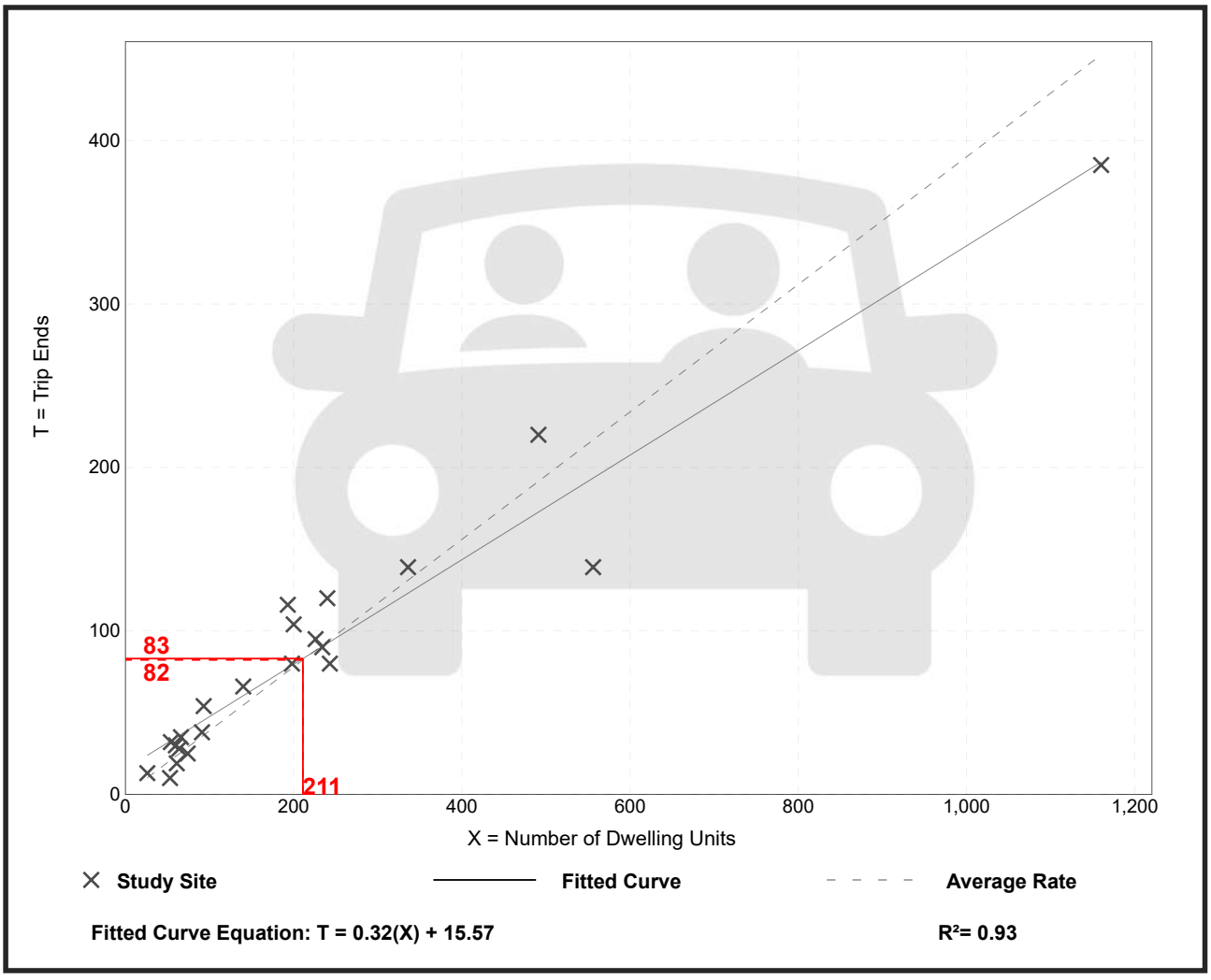
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
PM Peak Hour of Generator

Setting/Location: **General Urban/Suburban**
Number of Studies: 22
Avg. Num. of Dwelling Units: 221
Directional Distribution: 60% entering, 40% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.39	0.19 - 0.60	0.10

Data Plot and Equation



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Strip Retail Plaza (<40k)
(822)

Vehicle Trip Ends vs: **1000 Sq. Ft. GLA**
On a: **Weekday**

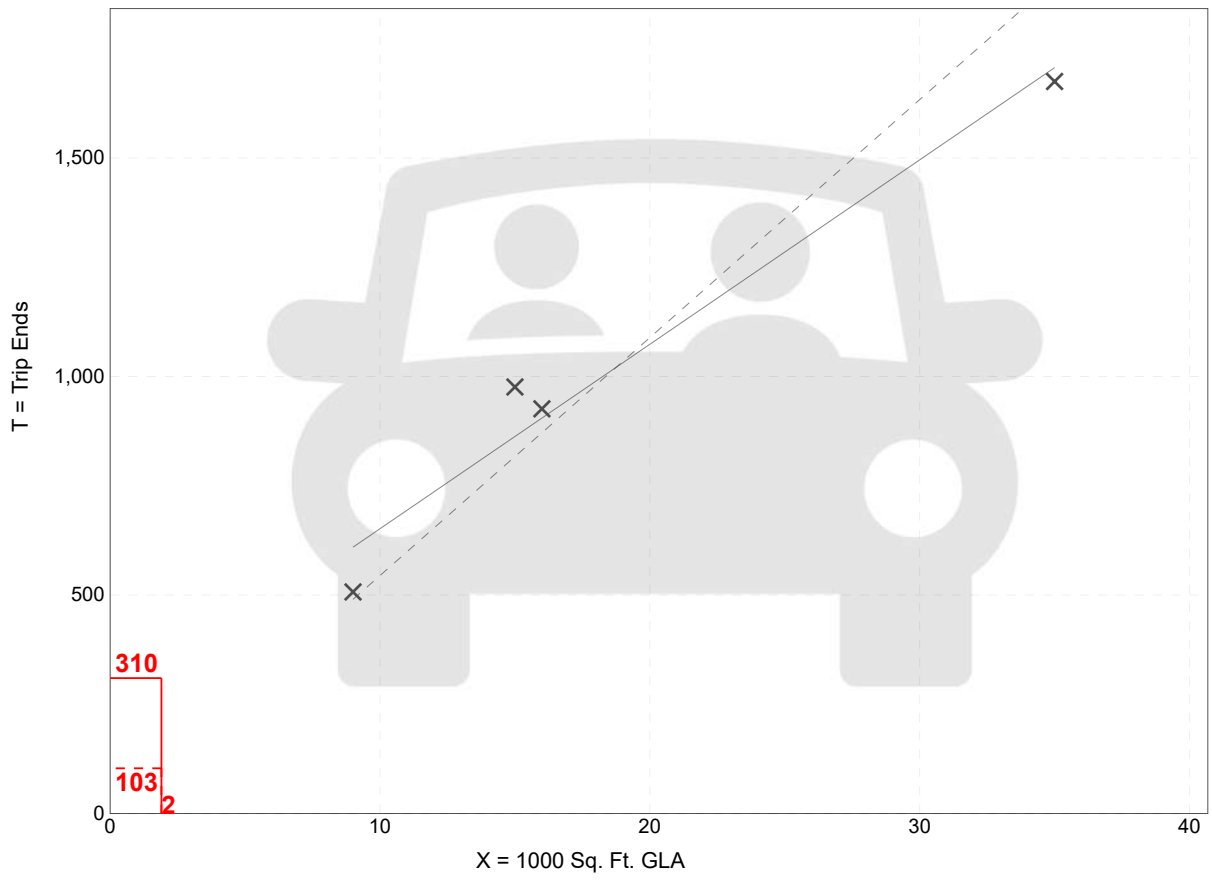
Setting/Location: **General Urban/Suburban**
Number of Studies: 4
Avg. 1000 Sq. Ft. GLA: 19
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
54.45	47.86 - 65.07	7.81

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: T = 42.20(X) + 229.68 **R^2= 0.96**

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Strip Retail Plaza (<40k)
(822)

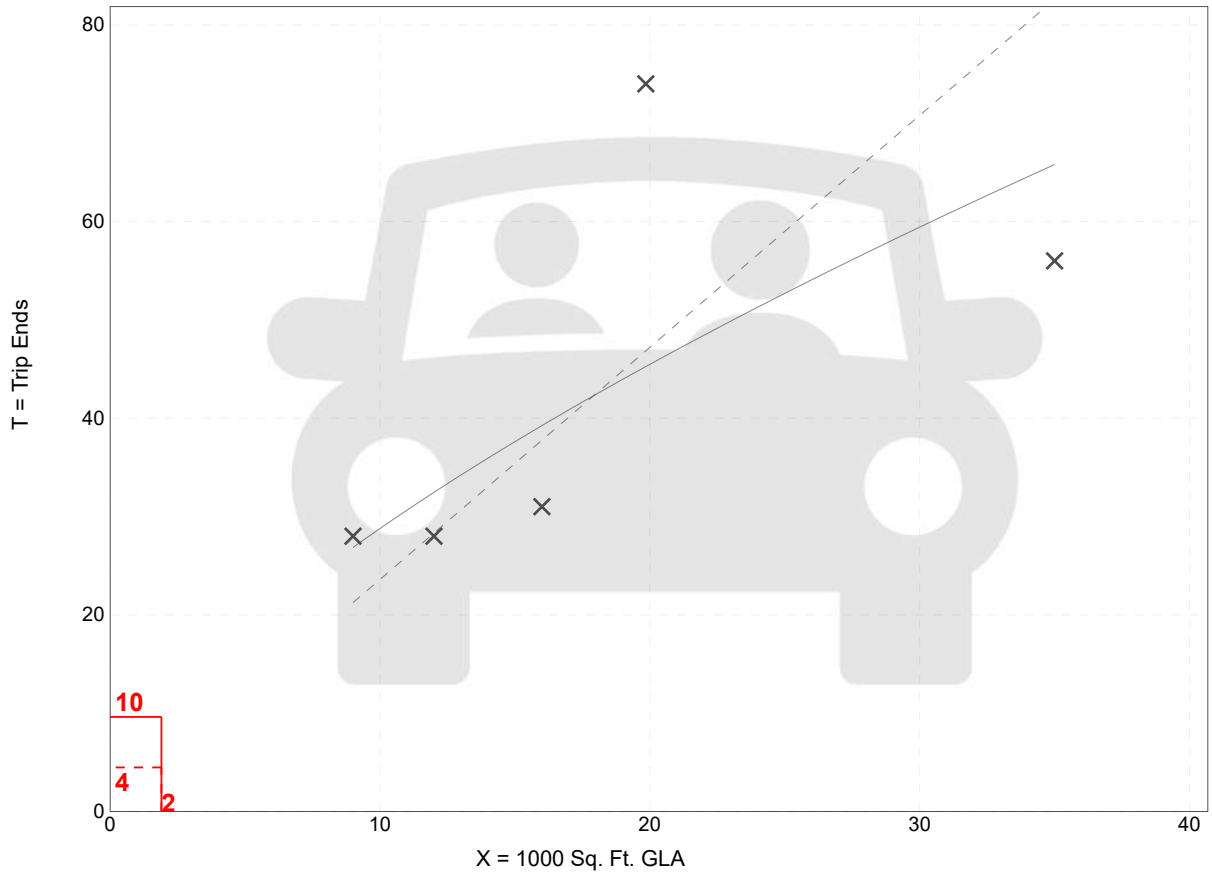
Vehicle Trip Ends vs: **1000 Sq. Ft. GLA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 5
Avg. 1000 Sq. Ft. GLA: 18
Directional Distribution: 60% entering, 40% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
2.36	1.60 - 3.73	0.94

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Ln(T) = 0.66 Ln(X) + 1.84

R^2= 0.57

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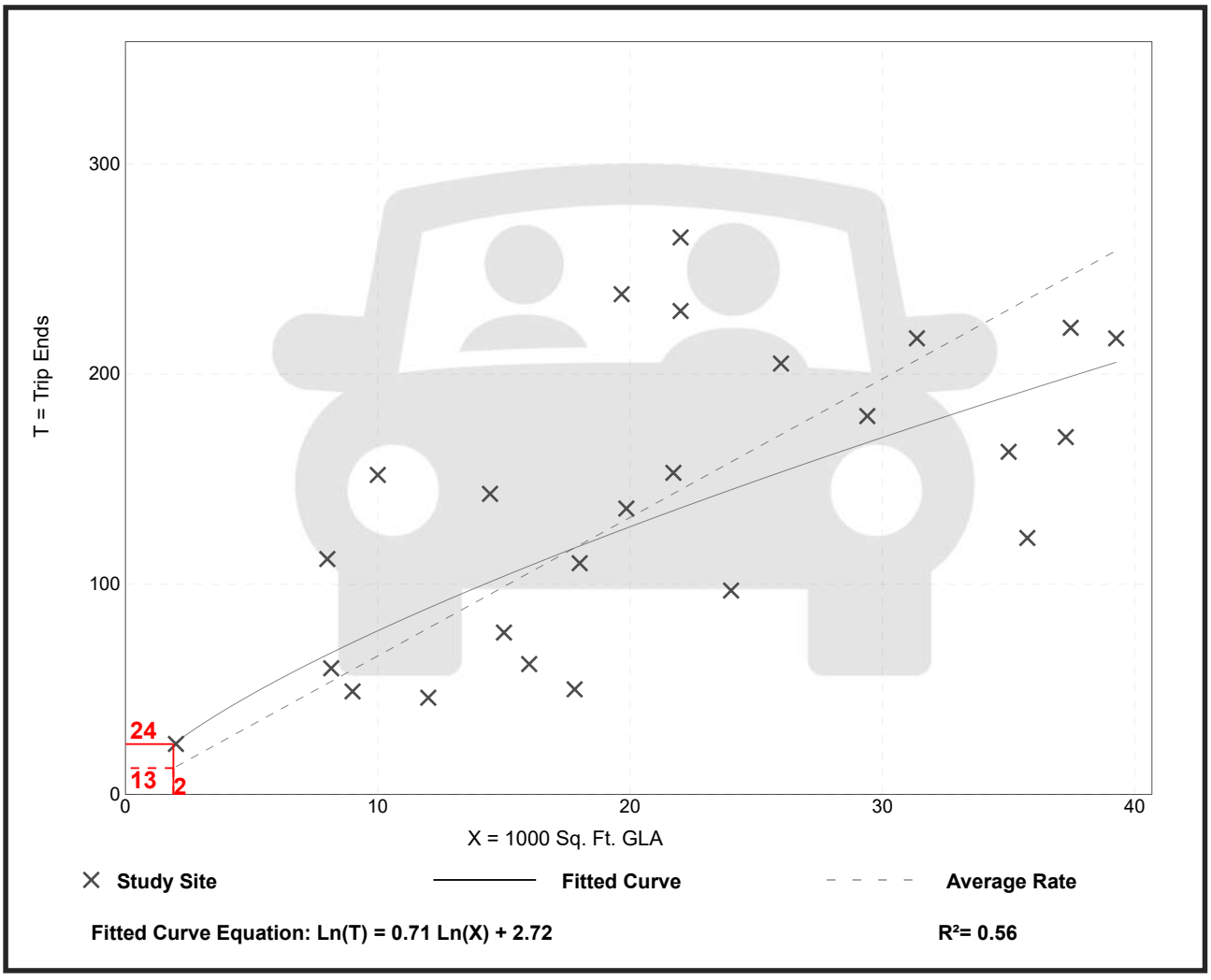
Strip Retail Plaza (<40k)
(822)

Vehicle Trip Ends vs: **1000 Sq. Ft. GLA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 25
Avg. 1000 Sq. Ft. GLA: 21
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
6.59	2.81 - 15.20	2.94

Data Plot and Equation



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Fast Casual Restaurant
(930)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday**

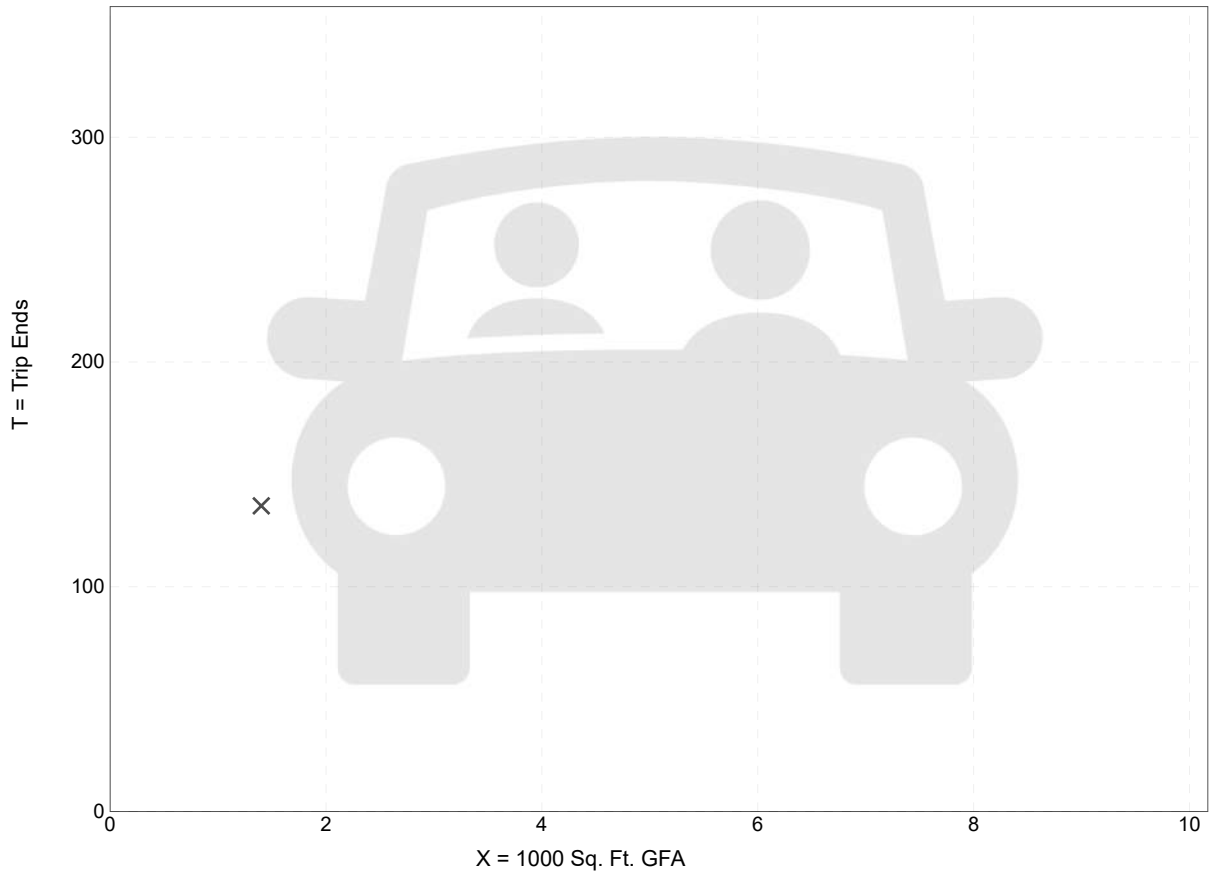
Setting/Location: **General Urban/Suburban**
Number of Studies: 1
Avg. 1000 Sq. Ft. GFA: 1
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
97.14	97.14 - 97.14	*

Data Plot and Equation

Caution – Small Sample Size



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Fast Casual Restaurant
(930)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
AM Peak Hour of Generator

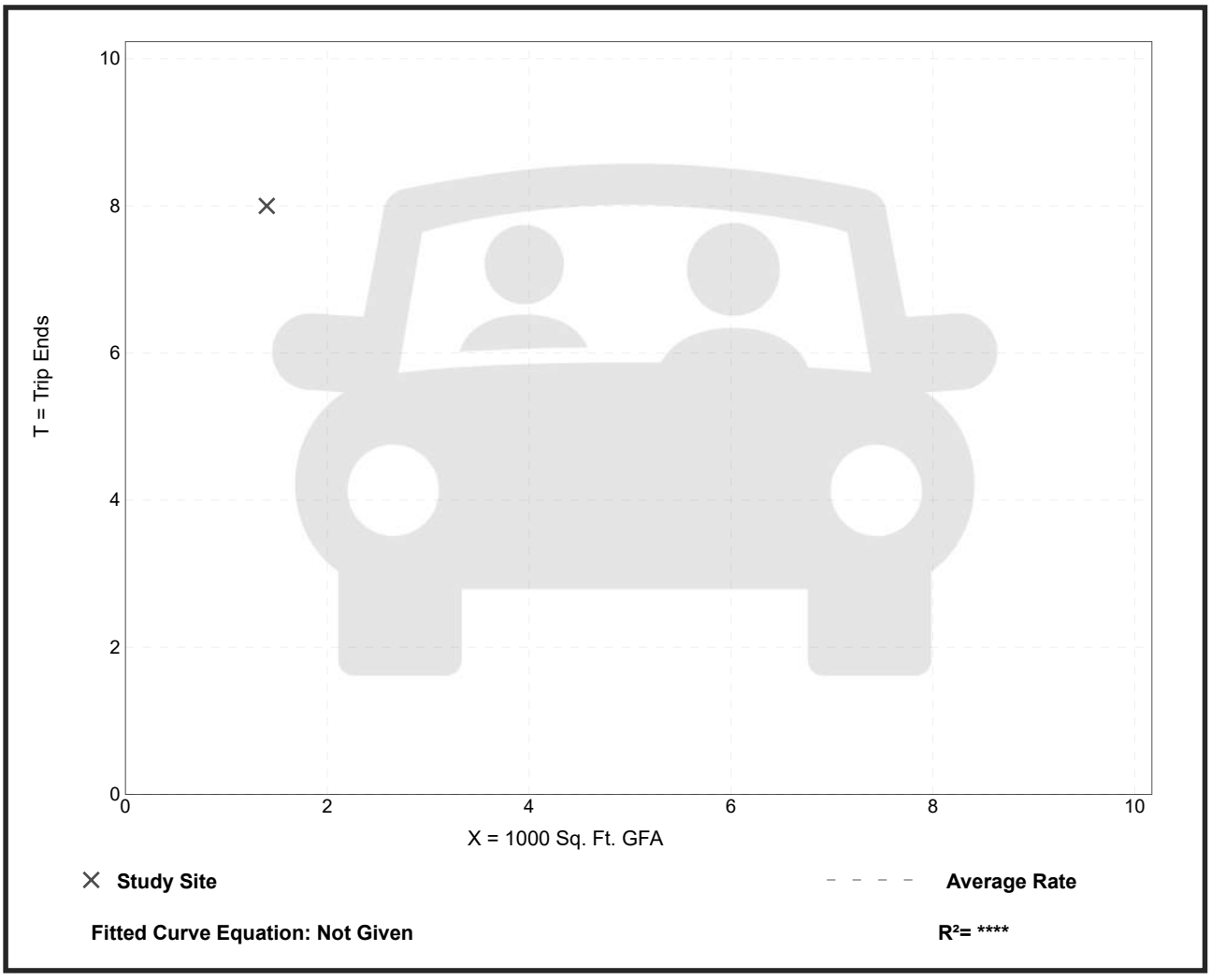
Setting/Location: **General Urban/Suburban**
Number of Studies: 1
Avg. 1000 Sq. Ft. GFA: 1
Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
5.71	5.71 - 5.71	*

Data Plot and Equation

Caution – Small Sample Size



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Fast Casual Restaurant
(930)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
PM Peak Hour of Generator

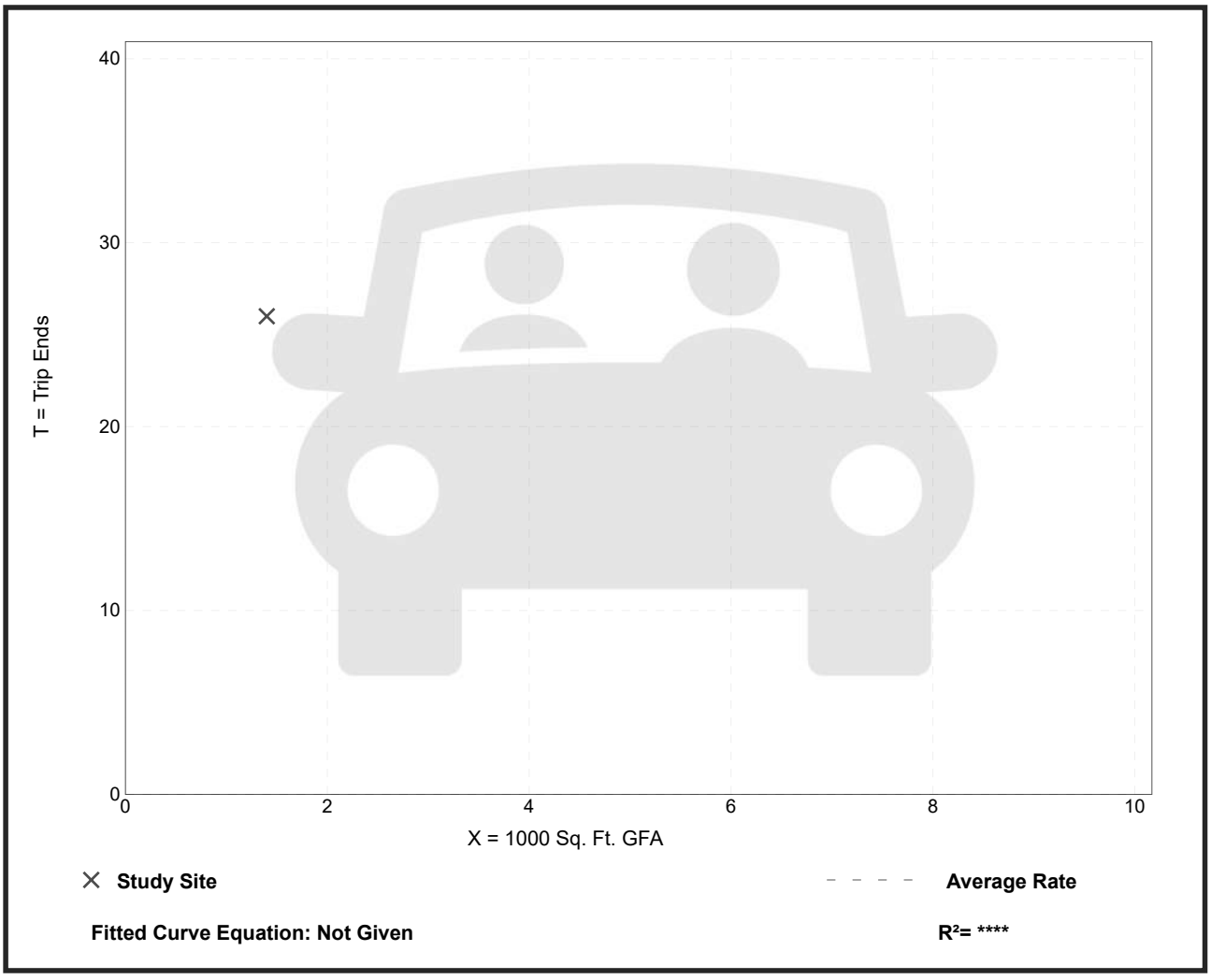
Setting/Location: **General Urban/Suburban**
Number of Studies: 1
Avg. 1000 Sq. Ft. GFA: 1
Directional Distribution: 62% entering, 38% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
18.57	18.57 - 18.57	*

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= **

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Traffic Analysis Reports

2023 Existing Traffic Analysis

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	0	11	20	0	4	11	378	12	13	453	3
Future Vol, veh/h	1	0	11	20	0	4	11	378	12	13	453	3
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	-	-	-	-	-	-	-	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	12	22	0	4	12	411	13	14	492	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	752	970	248	716	965	212	495	0	0	424	0	0
Stage 1	522	522	-	442	442	-	-	-	-	-	-	-
Stage 2	230	448	-	274	523	-	-	-	-	-	-	-
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	299	252	752	317	253	793	1065	-	-	1132	-	-
Stage 1	506	529	-	564	575	-	-	-	-	-	-	-
Stage 2	752	571	-	709	529	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	291	245	752	306	246	793	1065	-	-	1132	-	-
Mov Cap-2 Maneuver	291	245	-	306	246	-	-	-	-	-	-	-
Stage 1	498	523	-	556	566	-	-	-	-	-	-	-
Stage 2	737	562	-	689	523	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.5	16.4	0.3	0.2
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1065	-	-	664	341	1132	-	-
HCM Lane V/C Ratio	0.011	-	-	0.02	0.077	0.012	-	-
HCM Control Delay (s)	8.4	0.1	-	10.5	16.4	8.2	-	-
HCM Lane LOS	A	A	-	B	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2	0	-	-

Intersection	
Int Delay, s/veh	0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	0	20	0	1	18
Future Vol, veh/h	2	0	20	0	1	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	0	22	0	1	20

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	44	22	0	0	22	0
Stage 1	22	-	-	-	-	-
Stage 2	22	-	-	-	-	-
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	967	1055	-	-	1593	-
Stage 1	1001	-	-	-	-	-
Stage 2	1001	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	966	1055	-	-	1593	-
Mov Cap-2 Maneuver	966	-	-	-	-	-
Stage 1	1001	-	-	-	-	-
Stage 2	1000	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.7	0	0.4
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	966	1593	-
HCM Lane V/C Ratio	-	-	0.002	0.001	-
HCM Control Delay (s)	-	-	8.7	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	14	160	0	14	326	5	5	2	15	3	2	14
Future Vol, veh/h	14	160	0	14	326	5	5	2	15	3	2	14
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	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	15	174	0	15	354	5	5	2	16	3	2	15

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	359	0	0	174	0	0	599	593	174	600	591	357
Stage 1	-	-	-	-	-	-	204	204	-	387	387	-
Stage 2	-	-	-	-	-	-	395	389	-	213	204	-
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	1200	-	-	1403	-	-	413	418	869	413	420	687
Stage 1	-	-	-	-	-	-	798	733	-	637	610	-
Stage 2	-	-	-	-	-	-	630	608	-	789	733	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1200	-	-	1403	-	-	395	408	869	396	410	687
Mov Cap-2 Maneuver	-	-	-	-	-	-	395	408	-	396	410	-
Stage 1	-	-	-	-	-	-	788	724	-	629	603	-
Stage 2	-	-	-	-	-	-	607	601	-	762	724	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0.3	10.9	11.4
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	632	1200	-	-	1403	-	-	579
HCM Lane V/C Ratio	0.038	0.013	-	-	0.011	-	-	0.036
HCM Control Delay (s)	10.9	8	-	-	7.6	-	-	11.4
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	0	17	18	0	9	4	364	22	3	409	1
Future Vol, veh/h	2	0	17	18	0	9	4	364	22	3	409	1
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	-	-	-	-	-	-	-	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	0	18	20	0	10	4	396	24	3	445	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	658	880	223	645	868	210	446	0	0	420	0	0
Stage 1	452	452	-	416	416	-	-	-	-	-	-	-
Stage 2	206	428	-	229	452	-	-	-	-	-	-	-
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	350	284	780	357	289	796	1111	-	-	1136	-	-
Stage 1	557	569	-	585	590	-	-	-	-	-	-	-
Stage 2	777	583	-	753	569	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	344	282	780	347	287	796	1111	-	-	1136	-	-
Mov Cap-2 Maneuver	344	282	-	347	287	-	-	-	-	-	-	-
Stage 1	554	567	-	582	587	-	-	-	-	-	-	-
Stage 2	764	580	-	733	567	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.4	14.1	0.1	0.1
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1111	-	-	688	427	1136	-	-
HCM Lane V/C Ratio	0.004	-	-	0.03	0.069	0.003	-	-
HCM Control Delay (s)	8.3	0	-	10.4	14.1	8.2	-	-
HCM Lane LOS	A	A	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2	0	-	-

Intersection	
Int Delay, s/veh	1.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	3	18	8	2	6
Future Vol, veh/h	3	3	18	8	2	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	3	20	9	2	7

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	36	25	0	0	29	0
Stage 1	25	-	-	-	-	-
Stage 2	11	-	-	-	-	-
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	977	1051	-	-	1584	-
Stage 1	998	-	-	-	-	-
Stage 2	1012	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	976	1051	-	-	1584	-
Mov Cap-2 Maneuver	976	-	-	-	-	-
Stage 1	998	-	-	-	-	-
Stage 2	1011	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.6	0	1.8
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1012	1584	-
HCM Lane V/C Ratio	-	-	0.006	0.001	-
HCM Control Delay (s)	-	-	8.6	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	259	1	3	142	5	0	4	18	4	3	4
Future Vol, veh/h	7	259	1	3	142	5	0	4	18	4	3	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	282	1	3	154	5	0	4	20	4	3	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	159	0	0	283	0	0	465	464	283	474	462	157
Stage 1	-	-	-	-	-	-	299	299	-	163	163	-
Stage 2	-	-	-	-	-	-	166	165	-	311	299	-
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	1420	-	-	1279	-	-	508	495	756	501	497	889
Stage 1	-	-	-	-	-	-	710	666	-	839	763	-
Stage 2	-	-	-	-	-	-	836	762	-	699	666	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1420	-	-	1279	-	-	500	491	756	482	493	889
Mov Cap-2 Maneuver	-	-	-	-	-	-	500	491	-	482	493	-
Stage 1	-	-	-	-	-	-	706	662	-	834	761	-
Stage 2	-	-	-	-	-	-	826	760	-	673	662	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.2	10.4	11.3
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	688	1420	-	-	1279	-	-	583
HCM Lane V/C Ratio	0.035	0.005	-	-	0.003	-	-	0.021
HCM Control Delay (s)	10.4	7.5	-	-	7.8	-	-	11.3
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

2025 Phase 1 Build-Out Year Traffic Analysis

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	0	11	21	0	4	11	393	12	14	471	3
Future Vol, veh/h	1	0	11	21	0	4	11	393	12	14	471	3
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	-	-	-	-	-	-	-	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	12	23	0	4	12	427	13	15	512	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	782	1008	258	744	1003	220	515	0	0	440	0	0
Stage 1	544	544	-	458	458	-	-	-	-	-	-	-
Stage 2	238	464	-	286	545	-	-	-	-	-	-	-
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	284	239	741	303	241	784	1047	-	-	1116	-	-
Stage 1	491	517	-	552	565	-	-	-	-	-	-	-
Stage 2	744	562	-	697	517	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	276	232	741	292	234	784	1047	-	-	1116	-	-
Mov Cap-2 Maneuver	276	232	-	292	234	-	-	-	-	-	-	-
Stage 1	484	510	-	544	557	-	-	-	-	-	-	-
Stage 2	729	554	-	677	510	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.7	17.1	0.3	0.2
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1047	-	-	650	325	1116	-	-
HCM Lane V/C Ratio	0.011	-	-	0.02	0.084	0.014	-	-
HCM Control Delay (s)	8.5	0.1	-	10.7	17.1	8.3	-	-
HCM Lane LOS	A	A	-	B	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.3	0	-	-

Intersection	
Int Delay, s/veh	0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	0	21	0	1	19
Future Vol, veh/h	2	0	21	0	1	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	0	23	0	1	21

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	46	23	0	0	23	0
Stage 1	23	-	-	-	-	-
Stage 2	23	-	-	-	-	-
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	964	1054	-	-	1592	-
Stage 1	1000	-	-	-	-	-
Stage 2	1000	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	963	1054	-	-	1592	-
Mov Cap-2 Maneuver	963	-	-	-	-	-
Stage 1	1000	-	-	-	-	-
Stage 2	999	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.7	0	0.4
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	963	1592	-
HCM Lane V/C Ratio	-	-	0.002	0.001	-
HCM Control Delay (s)	-	-	8.7	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	166	0	15	339	5	5	2	16	3	2	15
Future Vol, veh/h	15	166	0	15	339	5	5	2	16	3	2	15
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	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	180	0	16	368	5	5	2	17	3	2	16

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	373	0	0	180	0	0	624	617	180	625	615	371
Stage 1	-	-	-	-	-	-	212	212	-	403	403	-
Stage 2	-	-	-	-	-	-	412	405	-	222	212	-
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	1185	-	-	1396	-	-	398	405	863	397	407	675
Stage 1	-	-	-	-	-	-	790	727	-	624	600	-
Stage 2	-	-	-	-	-	-	617	598	-	780	727	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1185	-	-	1396	-	-	379	395	863	380	397	675
Mov Cap-2 Maneuver	-	-	-	-	-	-	379	395	-	380	397	-
Stage 1	-	-	-	-	-	-	779	717	-	615	593	-
Stage 2	-	-	-	-	-	-	593	591	-	752	717	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0.3	11	11.6
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	625	1185	-	-	1396	-	-	569
HCM Lane V/C Ratio	0.04	0.014	-	-	0.012	-	-	0.038
HCM Control Delay (s)	11	8.1	-	-	7.6	-	-	11.6
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	0	18	19	0	9	4	379	23	3	426	1
Future Vol, veh/h	2	0	18	19	0	9	4	379	23	3	426	1
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	-	-	-	-	-	-	-	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	0	20	21	0	10	4	412	25	3	463	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	684	915	232	671	903	219	464	0	0	437	0	0
Stage 1	470	470	-	433	433	-	-	-	-	-	-	-
Stage 2	214	445	-	238	470	-	-	-	-	-	-	-
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	335	271	770	342	276	785	1094	-	-	1119	-	-
Stage 1	543	558	-	571	580	-	-	-	-	-	-	-
Stage 2	768	573	-	744	558	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	329	269	770	331	274	785	1094	-	-	1119	-	-
Mov Cap-2 Maneuver	329	269	-	331	274	-	-	-	-	-	-	-
Stage 1	540	556	-	568	577	-	-	-	-	-	-	-
Stage 2	755	570	-	723	556	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.5	14.6	0.1	0.1
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1094	-	-	679	407	1119	-	-
HCM Lane V/C Ratio	0.004	-	-	0.032	0.075	0.003	-	-
HCM Control Delay (s)	8.3	0	-	10.5	14.6	8.2	-	-
HCM Lane LOS	A	A	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2	0	-	-

Intersection	
Int Delay, s/veh	1.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	3	19	8	2	6
Future Vol, veh/h	3	3	19	8	2	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	3	21	9	2	7

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	37	26	0	0	30	0
Stage 1	26	-	-	-	-	-
Stage 2	11	-	-	-	-	-
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	975	1050	-	-	1583	-
Stage 1	997	-	-	-	-	-
Stage 2	1012	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	974	1050	-	-	1583	-
Mov Cap-2 Maneuver	974	-	-	-	-	-
Stage 1	997	-	-	-	-	-
Stage 2	1011	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.6	0	1.8
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1011	1583	-
HCM Lane V/C Ratio	-	-	0.006	0.001	-
HCM Control Delay (s)	-	-	8.6	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	269	1	3	148	5	0	4	19	4	3	4
Future Vol, veh/h	7	269	1	3	148	5	0	4	19	4	3	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	292	1	3	161	5	0	4	21	4	3	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	166	0	0	293	0	0	482	481	293	491	479	164
Stage 1	-	-	-	-	-	-	309	309	-	170	170	-
Stage 2	-	-	-	-	-	-	173	172	-	321	309	-
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	1412	-	-	1269	-	-	495	485	746	488	486	881
Stage 1	-	-	-	-	-	-	701	660	-	832	758	-
Stage 2	-	-	-	-	-	-	829	756	-	691	660	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1412	-	-	1269	-	-	487	481	746	468	482	881
Mov Cap-2 Maneuver	-	-	-	-	-	-	487	481	-	468	482	-
Stage 1	-	-	-	-	-	-	697	656	-	827	756	-
Stage 2	-	-	-	-	-	-	819	754	-	664	656	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.2	10.5	11.5
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	681	1412	-	-	1269	-	-	570
HCM Lane V/C Ratio	0.037	0.005	-	-	0.003	-	-	0.021
HCM Control Delay (s)	10.5	7.6	-	-	7.8	-	-	11.5
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

2025 Phase 1 Build-Out Year with Project Traffic Analysis

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	0	11	29	0	12	11	393	23	25	471	3
Future Vol, veh/h	1	0	11	29	0	12	11	393	23	25	471	3
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	-	-	-	-	-	-	-	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	12	32	0	13	12	427	25	27	512	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	806	1044	258	774	1033	226	515	0	0	452	0	0
Stage 1	568	568	-	464	464	-	-	-	-	-	-	-
Stage 2	238	476	-	310	569	-	-	-	-	-	-	-
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	273	228	741	288	231	777	1047	-	-	1105	-	-
Stage 1	475	505	-	548	562	-	-	-	-	-	-	-
Stage 2	744	555	-	675	504	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	260	219	741	275	222	777	1047	-	-	1105	-	-
Mov Cap-2 Maneuver	260	219	-	275	222	-	-	-	-	-	-	-
Stage 1	468	493	-	540	554	-	-	-	-	-	-	-
Stage 2	721	547	-	648	492	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.7	17.2	0.3	0.4
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1047	-	-	642	339	1105	-	-
HCM Lane V/C Ratio	0.011	-	-	0.02	0.131	0.025	-	-
HCM Control Delay (s)	8.5	0.1	-	10.7	17.2	8.3	-	-
HCM Lane LOS	A	A	-	B	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.4	0.1	-	-

Intersection	
Int Delay, s/veh	1.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	0	32	11	1	27
Future Vol, veh/h	10	0	32	11	1	27
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	0	35	12	1	29

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	72	41	0	0	47	0
Stage 1	41	-	-	-	-	-
Stage 2	31	-	-	-	-	-
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	932	1030	-	-	1560	-
Stage 1	981	-	-	-	-	-
Stage 2	992	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	931	1030	-	-	1560	-
Mov Cap-2 Maneuver	931	-	-	-	-	-
Stage 1	981	-	-	-	-	-
Stage 2	991	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.9	0	0.3
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	931	1560	-
HCM Lane V/C Ratio	-	-	0.012	0.001	-
HCM Control Delay (s)	-	-	8.9	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

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	15	166	9	24	339	5	11	5	22	3	6	15
Future Vol, veh/h	15	166	9	24	339	5	11	5	22	3	6	15
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	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	180	10	26	368	5	12	5	24	3	7	16

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	373	0	0	190	0	0	651	642	185	655	645	371
Stage 1	-	-	-	-	-	-	217	217	-	423	423	-
Stage 2	-	-	-	-	-	-	434	425	-	232	222	-
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	1185	-	-	1384	-	-	382	392	857	379	391	675
Stage 1	-	-	-	-	-	-	785	723	-	609	588	-
Stage 2	-	-	-	-	-	-	600	586	-	771	720	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1185	-	-	1384	-	-	359	379	857	356	378	675
Mov Cap-2 Maneuver	-	-	-	-	-	-	359	379	-	356	378	-
Stage 1	-	-	-	-	-	-	774	713	-	600	577	-
Stage 2	-	-	-	-	-	-	568	575	-	734	710	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0.5	12.1	12.3
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	547	1185	-	-	1384	-	-	516
HCM Lane V/C Ratio	0.076	0.014	-	-	0.019	-	-	0.051
HCM Control Delay (s)	12.1	8.1	-	-	7.7	-	-	12.3
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0.1	-	-	0.2

Intersection	
Int Delay, s/veh	4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	20	11	22	15	8	16
Future Vol, veh/h	20	11	22	15	8	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	22	12	24	16	9	17

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	34	0	92	28
Stage 1	-	-	-	-	28	-
Stage 2	-	-	-	-	64	-
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	-	-	1578	-	908	1047
Stage 1	-	-	-	-	995	-
Stage 2	-	-	-	-	959	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1578	-	894	1047
Mov Cap-2 Maneuver	-	-	-	-	894	-
Stage 1	-	-	-	-	995	-
Stage 2	-	-	-	-	945	-

Approach	EB	WB	NB
HCM Control Delay, s	0	4.4	8.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	990	-	-	1578	-
HCM Lane V/C Ratio	0.026	-	-	0.015	-
HCM Control Delay (s)	8.7	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	0	18	40	0	30	4	379	56	36	426	1
Future Vol, veh/h	2	0	18	40	0	30	4	379	56	36	426	1
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	-	-	-	-	-	-	-	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	0	20	43	0	33	4	412	61	39	463	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	756	1023	232	761	993	237	464	0	0	473	0	0
Stage 1	542	542	-	451	451	-	-	-	-	-	-	-
Stage 2	214	481	-	310	542	-	-	-	-	-	-	-
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	297	234	770	295	244	764	1094	-	-	1085	-	-
Stage 1	492	518	-	557	569	-	-	-	-	-	-	-
Stage 2	768	552	-	675	518	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	276	224	770	278	234	764	1094	-	-	1085	-	-
Mov Cap-2 Maneuver	276	224	-	278	234	-	-	-	-	-	-	-
Stage 1	490	499	-	554	566	-	-	-	-	-	-	-
Stage 2	732	549	-	634	499	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.7	16.8	0.1	0.7
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1094	-	-	653	382	1085	-	-
HCM Lane V/C Ratio	0.004	-	-	0.033	0.199	0.036	-	-
HCM Control Delay (s)	8.3	0	-	10.7	16.8	8.4	-	-
HCM Lane LOS	A	A	-	B	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.7	0.1	-	-

Intersection	
Int Delay, s/veh	1.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	24	3	52	41	2	27
Future Vol, veh/h	24	3	52	41	2	27
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	26	3	57	45	2	29

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	113	80	0	0	102	0
Stage 1	80	-	-	-	-	-
Stage 2	33	-	-	-	-	-
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	884	980	-	-	1490	-
Stage 1	943	-	-	-	-	-
Stage 2	989	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	883	980	-	-	1490	-
Mov Cap-2 Maneuver	883	-	-	-	-	-
Stage 1	943	-	-	-	-	-
Stage 2	988	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.2	0	0.5
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	893	1490	-
HCM Lane V/C Ratio	-	-	0.033	0.001	-
HCM Control Delay (s)	-	-	9.2	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	269	27	29	148	5	17	12	36	4	16	4
Future Vol, veh/h	7	269	27	29	148	5	17	12	36	4	16	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	292	29	32	161	5	18	13	39	4	17	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	166	0	0	321	0	0	561	553	307	577	565	164
Stage 1	-	-	-	-	-	-	323	323	-	228	228	-
Stage 2	-	-	-	-	-	-	238	230	-	349	337	-
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	1412	-	-	1239	-	-	438	441	733	428	434	881
Stage 1	-	-	-	-	-	-	689	650	-	775	715	-
Stage 2	-	-	-	-	-	-	765	714	-	667	641	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1412	-	-	1239	-	-	412	427	733	386	420	881
Mov Cap-2 Maneuver	-	-	-	-	-	-	412	427	-	386	420	-
Stage 1	-	-	-	-	-	-	685	646	-	770	696	-
Stage 2	-	-	-	-	-	-	723	695	-	615	637	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	1.3	12.5	13.4
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	549	1412	-	-	1239	-	-	453
HCM Lane V/C Ratio	0.129	0.005	-	-	0.025	-	-	0.058
HCM Control Delay (s)	12.5	7.6	-	-	8	-	-	13.4
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.4	0	-	-	0.1	-	-	0.2

Intersection	
Int Delay, s/veh	5.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	20	33	66	5	21	42
Future Vol, veh/h	20	33	66	5	21	42
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	22	36	72	5	23	46

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	58	0	189	40
Stage 1	-	-	-	-	40	-
Stage 2	-	-	-	-	149	-
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	-	-	1546	-	800	1031
Stage 1	-	-	-	-	982	-
Stage 2	-	-	-	-	879	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1546	-	762	1031
Mov Cap-2 Maneuver	-	-	-	-	762	-
Stage 1	-	-	-	-	982	-
Stage 2	-	-	-	-	838	-

Approach	EB	WB	NB
HCM Control Delay, s	0	6.9	9.2
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	922	-	-	1546	-
HCM Lane V/C Ratio	0.074	-	-	0.046	-
HCM Control Delay (s)	9.2	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

2030 Full Build-Out Year Traffic Analysis

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	0	13	23	0	5	13	434	14	15	520	3
Future Vol, veh/h	1	0	13	23	0	5	13	434	14	15	520	3
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	-	-	-	-	-	-	-	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	14	25	0	5	14	472	15	16	565	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	863	1114	284	823	1108	244	568	0	0	487	0	0
Stage 1	599	599	-	508	508	-	-	-	-	-	-	-
Stage 2	264	515	-	315	600	-	-	-	-	-	-	-
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	248	207	713	266	209	757	1000	-	-	1072	-	-
Stage 1	455	489	-	516	537	-	-	-	-	-	-	-
Stage 2	718	533	-	671	488	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	240	200	713	254	202	757	1000	-	-	1072	-	-
Mov Cap-2 Maneuver	240	200	-	254	202	-	-	-	-	-	-	-
Stage 1	446	482	-	506	527	-	-	-	-	-	-	-
Stage 2	699	523	-	648	481	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.9	19	0.3	0.2
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1000	-	-	625	288	1072	-	-
HCM Lane V/C Ratio	0.014	-	-	0.024	0.106	0.015	-	-
HCM Control Delay (s)	8.7	0.1	-	10.9	19	8.4	-	-
HCM Lane LOS	A	A	-	B	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.4	0	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	0	23	0	1	21
Future Vol, veh/h	2	0	23	0	1	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	0	25	0	1	23

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	50	25	0	0	25	0
Stage 1	25	-	-	-	-	-
Stage 2	25	-	-	-	-	-
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	959	1051	-	-	1589	-
Stage 1	998	-	-	-	-	-
Stage 2	998	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	958	1051	-	-	1589	-
Mov Cap-2 Maneuver	958	-	-	-	-	-
Stage 1	998	-	-	-	-	-
Stage 2	997	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.8	0	0.3
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	958	1589	-
HCM Lane V/C Ratio	-	-	0.002	0.001	-
HCM Control Delay (s)	-	-	8.8	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	16	184	0	16	374	6	6	2	17	3	2	16
Future Vol, veh/h	16	184	0	16	374	6	6	2	17	3	2	16
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	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	17	200	0	17	407	7	7	2	18	3	2	17

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	414	0	0	200	0	0	688	682	200	689	679	411
Stage 1	-	-	-	-	-	-	234	234	-	445	445	-
Stage 2	-	-	-	-	-	-	454	448	-	244	234	-
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	1145	-	-	1372	-	-	360	372	841	360	374	641
Stage 1	-	-	-	-	-	-	769	711	-	592	575	-
Stage 2	-	-	-	-	-	-	586	573	-	760	711	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1145	-	-	1372	-	-	341	362	841	343	364	641
Mov Cap-2 Maneuver	-	-	-	-	-	-	341	362	-	343	364	-
Stage 1	-	-	-	-	-	-	757	700	-	583	568	-
Stage 2	-	-	-	-	-	-	561	566	-	730	700	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0.3	11.5	12
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	577	1145	-	-	1372	-	-	536
HCM Lane V/C Ratio	0.047	0.015	-	-	0.013	-	-	0.043
HCM Control Delay (s)	11.5	8.2	-	-	7.7	-	-	12
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	0	20	21	0	10	5	418	25	3	470	1
Future Vol, veh/h	2	0	20	21	0	10	5	418	25	3	470	1
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	-	-	-	-	-	-	-	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	0	22	23	0	11	5	454	27	3	511	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	755	1009	256	740	996	241	512	0	0	481	0	0
Stage 1	518	518	-	478	478	-	-	-	-	-	-	-
Stage 2	237	491	-	262	518	-	-	-	-	-	-	-
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	298	239	743	305	243	760	1050	-	-	1078	-	-
Stage 1	509	531	-	537	554	-	-	-	-	-	-	-
Stage 2	745	546	-	720	531	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	291	237	743	294	241	760	1050	-	-	1078	-	-
Mov Cap-2 Maneuver	291	237	-	294	241	-	-	-	-	-	-	-
Stage 1	505	529	-	533	550	-	-	-	-	-	-	-
Stage 2	729	542	-	697	529	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.7	15.8	0.1	0.1
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1050	-	-	651	366	1078	-	-
HCM Lane V/C Ratio	0.005	-	-	0.037	0.092	0.003	-	-
HCM Control Delay (s)	8.4	0	-	10.7	15.8	8.3	-	-
HCM Lane LOS	A	A	-	B	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.3	0	-	-

Intersection	
Int Delay, s/veh	1.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	3	21	9	2	7
Future Vol, veh/h	3	3	21	9	2	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	3	23	10	2	8

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	40	28	0	0	33	0
Stage 1	28	-	-	-	-	-
Stage 2	12	-	-	-	-	-
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	972	1047	-	-	1579	-
Stage 1	995	-	-	-	-	-
Stage 2	1011	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	971	1047	-	-	1579	-
Mov Cap-2 Maneuver	971	-	-	-	-	-
Stage 1	995	-	-	-	-	-
Stage 2	1010	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.6	0	1.6
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1008	1579	-
HCM Lane V/C Ratio	-	-	0.006	0.001	-
HCM Control Delay (s)	-	-	8.6	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	298	1	3	163	6	0	5	21	5	3	5
Future Vol, veh/h	8	298	1	3	163	6	0	5	21	5	3	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	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	324	1	3	177	7	0	5	23	5	3	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	184	0	0	325	0	0	534	533	325	544	530	181
Stage 1	-	-	-	-	-	-	343	343	-	187	187	-
Stage 2	-	-	-	-	-	-	191	190	-	357	343	-
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	1391	-	-	1235	-	-	457	453	716	450	455	862
Stage 1	-	-	-	-	-	-	672	637	-	815	745	-
Stage 2	-	-	-	-	-	-	811	743	-	661	637	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1391	-	-	1235	-	-	449	449	716	429	451	862
Mov Cap-2 Maneuver	-	-	-	-	-	-	449	449	-	429	451	-
Stage 1	-	-	-	-	-	-	668	633	-	810	744	-
Stage 2	-	-	-	-	-	-	800	742	-	630	633	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.1	10.9	11.9
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	643	1391	-	-	1235	-	-	539
HCM Lane V/C Ratio	0.044	0.006	-	-	0.003	-	-	0.026
HCM Control Delay (s)	10.9	7.6	-	-	7.9	-	-	11.9
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

2030 Full Build-Out Year with Project Traffic Analysis

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	1	0	13	42	0	24	13	434	28	29	520	3
Future Vol, veh/h	1	0	13	42	0	24	13	434	28	29	520	3
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	-	-	-	-	-	-	-	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	14	46	0	26	14	472	30	32	565	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	895	1161	284	862	1147	251	568	0	0	502	0	0
Stage 1	631	631	-	515	515	-	-	-	-	-	-	-
Stage 2	264	530	-	347	632	-	-	-	-	-	-	-
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	235	194	713	249	198	749	1000	-	-	1059	-	-
Stage 1	436	473	-	511	533	-	-	-	-	-	-	-
Stage 2	718	525	-	642	472	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	218	184	713	235	188	749	1000	-	-	1059	-	-
Mov Cap-2 Maneuver	218	184	-	235	188	-	-	-	-	-	-	-
Stage 1	427	459	-	501	522	-	-	-	-	-	-	-
Stage 2	679	515	-	610	458	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11	19.9	0.3	0.4
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1000	-	-	613	313	1059	-	-
HCM Lane V/C Ratio	0.014	-	-	0.025	0.229	0.03	-	-
HCM Control Delay (s)	8.7	0.1	-	11	19.9	8.5	-	-
HCM Lane LOS	A	A	-	B	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.9	0.1	-	-

Intersection	
Int Delay, s/veh	1.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	21	0	37	14	1	40
Future Vol, veh/h	21	0	37	14	1	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	23	0	40	15	1	43

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	93	48	0	0	55	0
Stage 1	48	-	-	-	-	-
Stage 2	45	-	-	-	-	-
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	907	1021	-	-	1550	-
Stage 1	974	-	-	-	-	-
Stage 2	977	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	906	1021	-	-	1550	-
Mov Cap-2 Maneuver	906	-	-	-	-	-
Stage 1	974	-	-	-	-	-
Stage 2	976	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.1	0	0.2
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	906	1550	-
HCM Lane V/C Ratio	-	-	0.025	0.001	-
HCM Control Delay (s)	-	-	9.1	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	16	184	11	27	374	6	21	10	32	3	8	16
Future Vol, veh/h	16	184	11	27	374	6	21	10	32	3	8	16
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	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	17	200	12	29	407	7	23	11	35	3	9	17

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	414	0	0	212	0	0	722	712	206	732	715	411
Stage 1	-	-	-	-	-	-	240	240	-	469	469	-
Stage 2	-	-	-	-	-	-	482	472	-	263	246	-
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	1145	-	-	1358	-	-	342	358	835	337	356	641
Stage 1	-	-	-	-	-	-	763	707	-	575	561	-
Stage 2	-	-	-	-	-	-	565	559	-	742	703	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1145	-	-	1358	-	-	317	345	835	307	343	641
Mov Cap-2 Maneuver	-	-	-	-	-	-	317	345	-	307	343	-
Stage 1	-	-	-	-	-	-	752	696	-	566	549	-
Stage 2	-	-	-	-	-	-	529	547	-	690	692	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0.5	13.9	13.3
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	472	1145	-	-	1358	-	-	465
HCM Lane V/C Ratio	0.145	0.015	-	-	0.022	-	-	0.063
HCM Control Delay (s)	13.9	8.2	-	-	7.7	-	-	13.3
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.5	0	-	-	0.1	-	-	0.2

Intersection	
Int Delay, s/veh	3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	32	6	11	23	8	15
Future Vol, veh/h	32	6	11	23	8	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	35	7	12	25	9	16

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	42	0	88	39
Stage 1	-	-	-	-	39	-
Stage 2	-	-	-	-	49	-
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	-	-	1567	-	913	1033
Stage 1	-	-	-	-	983	-
Stage 2	-	-	-	-	973	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1567	-	906	1033
Mov Cap-2 Maneuver	-	-	-	-	906	-
Stage 1	-	-	-	-	983	-
Stage 2	-	-	-	-	965	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.4	8.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	985	-	-	1567	-
HCM Lane V/C Ratio	0.025	-	-	0.008	-
HCM Control Delay (s)	8.8	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	1.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	34	6	3	28	8	4
Future Vol, veh/h	34	6	3	28	8	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	37	7	3	30	9	4

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	44	0	77	41
Stage 1	-	-	-	-	41	-
Stage 2	-	-	-	-	36	-
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	-	-	1564	-	926	1030
Stage 1	-	-	-	-	981	-
Stage 2	-	-	-	-	986	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1564	-	924	1030
Mov Cap-2 Maneuver	-	-	-	-	924	-
Stage 1	-	-	-	-	981	-
Stage 2	-	-	-	-	984	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.7	8.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	957	-	-	1564	-
HCM Lane V/C Ratio	0.014	-	-	0.002	-
HCM Control Delay (s)	8.8	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	2.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	44	3	14	30	4	19
Future Vol, veh/h	44	3	14	30	4	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	48	3	15	33	4	21

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	51	0	113	50
Stage 1	-	-	-	-	50	-
Stage 2	-	-	-	-	63	-
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	-	-	1555	-	884	1018
Stage 1	-	-	-	-	972	-
Stage 2	-	-	-	-	960	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1555	-	875	1018
Mov Cap-2 Maneuver	-	-	-	-	875	-
Stage 1	-	-	-	-	972	-
Stage 2	-	-	-	-	950	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.3	8.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	990	-	-	1555	-
HCM Lane V/C Ratio	0.025	-	-	0.01	-
HCM Control Delay (s)	8.7	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	0	20	49	0	38	5	418	68	46	470	1
Future Vol, veh/h	2	0	20	49	0	38	5	418	68	46	470	1
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	-	-	-	-	-	-	-	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	0	22	53	0	41	5	454	74	50	511	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	849	1150	256	857	1113	264	512	0	0	528	0	0
Stage 1	612	612	-	501	501	-	-	-	-	-	-	-
Stage 2	237	538	-	356	612	-	-	-	-	-	-	-
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	254	197	743	251	207	734	1050	-	-	1035	-	-
Stage 1	447	482	-	521	541	-	-	-	-	-	-	-
Stage 2	745	521	-	634	482	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	230	186	743	233	196	734	1050	-	-	1035	-	-
Mov Cap-2 Maneuver	230	186	-	233	196	-	-	-	-	-	-	-
Stage 1	444	459	-	517	537	-	-	-	-	-	-	-
Stage 2	698	517	-	586	459	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.1	20.1	0.1	0.8
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1050	-	-	618	332	1035	-	-
HCM Lane V/C Ratio	0.005	-	-	0.039	0.285	0.048	-	-
HCM Control Delay (s)	8.4	0	-	11.1	20.1	8.7	-	-
HCM Lane LOS	A	A	-	B	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	1.1	0.2	-	-

Intersection	
Int Delay, s/veh	1.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	31	3	64	52	2	35
Future Vol, veh/h	31	3	64	52	2	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	34	3	70	57	2	38

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	141	99	0	0	127	0
Stage 1	99	-	-	-	-	-
Stage 2	42	-	-	-	-	-
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	852	957	-	-	1459	-
Stage 1	925	-	-	-	-	-
Stage 2	980	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	851	957	-	-	1459	-
Mov Cap-2 Maneuver	851	-	-	-	-	-
Stage 1	925	-	-	-	-	-
Stage 2	979	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.4	0	0.4
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	859	1459	-
HCM Lane V/C Ratio	-	-	0.043	0.001	-
HCM Control Delay (s)	-	-	9.4	7.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	298	35	37	163	6	23	26	44	5	20	5
Future Vol, veh/h	8	298	35	37	163	6	23	26	44	5	20	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	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	324	38	40	177	7	25	28	48	5	22	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	184	0	0	362	0	0	635	625	343	660	641	181
Stage 1	-	-	-	-	-	-	361	361	-	261	261	-
Stage 2	-	-	-	-	-	-	274	264	-	399	380	-
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	1391	-	-	1197	-	-	391	401	700	376	393	862
Stage 1	-	-	-	-	-	-	657	626	-	744	692	-
Stage 2	-	-	-	-	-	-	732	690	-	627	614	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1391	-	-	1197	-	-	361	385	700	321	378	862
Mov Cap-2 Maneuver	-	-	-	-	-	-	361	385	-	321	378	-
Stage 1	-	-	-	-	-	-	653	622	-	740	669	-
Stage 2	-	-	-	-	-	-	680	667	-	554	610	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	1.5	14.5	14.7
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	479	1391	-	-	1197	-	-	404
HCM Lane V/C Ratio	0.211	0.006	-	-	0.034	-	-	0.081
HCM Control Delay (s)	14.5	7.6	-	-	8.1	-	-	14.7
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.8	0	-	-	0.1	-	-	0.3

Intersection	
Int Delay, s/veh	3.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	50	17	34	21	17	23
Future Vol, veh/h	50	17	34	21	17	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	54	18	37	23	18	25

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	72	0	160	63
Stage 1	-	-	-	-	63	-
Stage 2	-	-	-	-	97	-
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	-	-	1528	-	831	1002
Stage 1	-	-	-	-	960	-
Stage 2	-	-	-	-	927	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1528	-	810	1002
Mov Cap-2 Maneuver	-	-	-	-	810	-
Stage 1	-	-	-	-	960	-
Stage 2	-	-	-	-	904	-

Approach	EB	WB	NB
HCM Control Delay, s	0	4.6	9.2
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	910	-	-	1528	-
HCM Lane V/C Ratio	0.048	-	-	0.024	-
HCM Control Delay (s)	9.2	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

Intersection	
Int Delay, s/veh	1.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	61	17	8	30	11	6
Future Vol, veh/h	61	17	8	30	11	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	66	18	9	33	12	7

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	84	0	126	75
Stage 1	-	-	-	-	75	-
Stage 2	-	-	-	-	51	-
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	-	-	1513	-	869	986
Stage 1	-	-	-	-	948	-
Stage 2	-	-	-	-	971	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1513	-	864	986
Mov Cap-2 Maneuver	-	-	-	-	864	-
Stage 1	-	-	-	-	948	-
Stage 2	-	-	-	-	965	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.6	9.1
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	903	-	-	1513	-
HCM Lane V/C Ratio	0.02	-	-	0.006	-
HCM Control Delay (s)	9.1	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	3.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	65	8	43	49	6	28
Future Vol, veh/h	65	8	43	49	6	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	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	71	9	47	53	7	30

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	80	0	223	76
Stage 1	-	-	-	-	76	-
Stage 2	-	-	-	-	147	-
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	-	-	1518	-	765	985
Stage 1	-	-	-	-	947	-
Stage 2	-	-	-	-	880	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1518	-	741	985
Mov Cap-2 Maneuver	-	-	-	-	741	-
Stage 1	-	-	-	-	947	-
Stage 2	-	-	-	-	852	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.5	9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	931	-	-	1518	-
HCM Lane V/C Ratio	0.04	-	-	0.031	-
HCM Control Delay (s)	9	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

2035 Future Year Traffic Analysis

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	0	14	25	0	5	14	479	15	16	575	4
Future Vol, veh/h	1	0	14	25	0	5	14	479	15	16	575	4
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	-	-	-	-	-	-	-	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	15	27	0	5	15	521	16	17	625	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	952	1228	315	906	1222	269	629	0	0	537	0	0
Stage 1	661	661	-	559	559	-	-	-	-	-	-	-
Stage 2	291	567	-	347	663	-	-	-	-	-	-	-
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	214	177	681	231	178	729	949	-	-	1027	-	-
Stage 1	418	458	-	481	509	-	-	-	-	-	-	-
Stage 2	693	505	-	642	457	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	206	170	681	219	171	729	949	-	-	1027	-	-
Mov Cap-2 Maneuver	206	170	-	219	171	-	-	-	-	-	-	-
Stage 1	408	450	-	470	497	-	-	-	-	-	-	-
Stage 2	672	493	-	617	449	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.3	21.7	0.3	0.2
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	949	-	-	590	248	1027	-	-
HCM Lane V/C Ratio	0.016	-	-	0.028	0.131	0.017	-	-
HCM Control Delay (s)	8.9	0.1	-	11.3	21.7	8.6	-	-
HCM Lane LOS	A	A	-	B	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.4	0.1	-	-

Intersection	
Int Delay, s/veh	0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	0	25	0	1	23
Future Vol, veh/h	3	0	25	0	1	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	0	27	0	1	25

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	54	27	0	0	27	0
Stage 1	27	-	-	-	-	-
Stage 2	27	-	-	-	-	-
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	954	1048	-	-	1587	-
Stage 1	996	-	-	-	-	-
Stage 2	996	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	953	1048	-	-	1587	-
Mov Cap-2 Maneuver	953	-	-	-	-	-
Stage 1	996	-	-	-	-	-
Stage 2	995	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.8	0	0.3
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	953	1587	-
HCM Lane V/C Ratio	-	-	0.003	0.001	-
HCM Control Delay (s)	-	-	8.8	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	18	203	0	18	413	6	6	3	19	4	3	18
Future Vol, veh/h	18	203	0	18	413	6	6	3	19	4	3	18
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	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	20	221	0	20	449	7	7	3	21	4	3	20

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	456	0	0	221	0	0	765	757	221	766	754	453
Stage 1	-	-	-	-	-	-	261	261	-	493	493	-
Stage 2	-	-	-	-	-	-	504	496	-	273	261	-
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	1105	-	-	1348	-	-	320	337	819	320	338	607
Stage 1	-	-	-	-	-	-	744	692	-	558	547	-
Stage 2	-	-	-	-	-	-	550	545	-	733	692	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1105	-	-	1348	-	-	300	326	819	302	327	607
Mov Cap-2 Maneuver	-	-	-	-	-	-	300	326	-	302	327	-
Stage 1	-	-	-	-	-	-	731	680	-	548	539	-
Stage 2	-	-	-	-	-	-	521	537	-	698	680	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0.3	12.1	13
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	534	1105	-	-	1348	-	-	480
HCM Lane V/C Ratio	0.057	0.018	-	-	0.015	-	-	0.057
HCM Control Delay (s)	12.1	8.3	-	-	7.7	-	-	13
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0	-	-	0.2

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	0	22	23	0	11	5	462	28	4	519	1
Future Vol, veh/h	3	0	22	23	0	11	5	462	28	4	519	1
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	-	-	-	-	-	-	-	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	0	24	25	0	12	5	502	30	4	564	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	834	1115	283	817	1100	266	565	0	0	532	0	0
Stage 1	573	573	-	527	527	-	-	-	-	-	-	-
Stage 2	261	542	-	290	573	-	-	-	-	-	-	-
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	261	207	714	268	211	732	1003	-	-	1032	-	-
Stage 1	472	502	-	502	527	-	-	-	-	-	-	-
Stage 2	721	518	-	694	502	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	255	205	714	257	209	732	1003	-	-	1032	-	-
Mov Cap-2 Maneuver	255	205	-	257	209	-	-	-	-	-	-	-
Stage 1	469	500	-	498	523	-	-	-	-	-	-	-
Stage 2	704	514	-	668	500	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.4	17.5	0.1	0.1
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1003	-	-	587	325	1032	-	-
HCM Lane V/C Ratio	0.005	-	-	0.046	0.114	0.004	-	-
HCM Control Delay (s)	8.6	0	-	11.4	17.5	8.5	-	-
HCM Lane LOS	A	A	-	B	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.4	0	-	-

Intersection	
Int Delay, s/veh	1.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	4	4	23	10	3	8
Future Vol, veh/h	4	4	23	10	3	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	4	25	11	3	9

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	46	31	0	0	36	0
Stage 1	31	-	-	-	-	-
Stage 2	15	-	-	-	-	-
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	964	1043	-	-	1575	-
Stage 1	992	-	-	-	-	-
Stage 2	1008	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	962	1043	-	-	1575	-
Mov Cap-2 Maneuver	962	-	-	-	-	-
Stage 1	992	-	-	-	-	-
Stage 2	1006	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.6	0	2
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1001	1575	-
HCM Lane V/C Ratio	-	-	0.009	0.002	-
HCM Control Delay (s)	-	-	8.6	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	328	1	4	180	6	0	5	23	5	4	5
Future Vol, veh/h	9	328	1	4	180	6	0	5	23	5	4	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	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	357	1	4	196	7	0	5	25	5	4	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	203	0	0	358	0	0	590	589	358	601	586	200
Stage 1	-	-	-	-	-	-	378	378	-	208	208	-
Stage 2	-	-	-	-	-	-	212	211	-	393	378	-
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	1369	-	-	1201	-	-	419	421	686	412	422	841
Stage 1	-	-	-	-	-	-	644	615	-	794	730	-
Stage 2	-	-	-	-	-	-	790	728	-	632	615	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1369	-	-	1201	-	-	410	417	686	390	418	841
Mov Cap-2 Maneuver	-	-	-	-	-	-	410	417	-	390	418	-
Stage 1	-	-	-	-	-	-	639	611	-	788	728	-
Stage 2	-	-	-	-	-	-	778	726	-	599	611	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.2	11.2	12.5
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	615	1369	-	-	1201	-	-	494
HCM Lane V/C Ratio	0.049	0.007	-	-	0.004	-	-	0.031
HCM Control Delay (s)	11.2	7.6	-	-	8	-	-	12.5
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.1

2035 Future Year with Project Traffic Analysis

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	0	14	44	0	24	14	479	29	30	575	4
Future Vol, veh/h	1	0	14	44	0	24	14	479	29	30	575	4
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	-	-	-	-	-	-	-	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	15	48	0	26	15	521	32	33	625	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	984	1276	315	946	1262	277	629	0	0	553	0	0
Stage 1	693	693	-	567	567	-	-	-	-	-	-	-
Stage 2	291	583	-	379	695	-	-	-	-	-	-	-
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	203	165	681	216	169	720	949	-	-	1013	-	-
Stage 1	400	443	-	476	505	-	-	-	-	-	-	-
Stage 2	693	497	-	615	442	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	187	156	681	202	160	720	949	-	-	1013	-	-
Mov Cap-2 Maneuver	187	156	-	202	160	-	-	-	-	-	-	-
Stage 1	391	428	-	465	493	-	-	-	-	-	-	-
Stage 2	653	486	-	582	427	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.4	23.2	0.3	0.4
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	949	-	-	579	271	1013	-	-
HCM Lane V/C Ratio	0.016	-	-	0.028	0.273	0.032	-	-
HCM Control Delay (s)	8.9	0.1	-	11.4	23.2	8.7	-	-
HCM Lane LOS	A	A	-	B	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	1.1	0.1	-	-

Intersection	
Int Delay, s/veh	1.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	22	0	39	14	1	42
Future Vol, veh/h	22	0	39	14	1	42
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	0	42	15	1	46

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	98	50	0	0	57	0
Stage 1	50	-	-	-	-	-
Stage 2	48	-	-	-	-	-
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	901	1018	-	-	1547	-
Stage 1	972	-	-	-	-	-
Stage 2	974	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	900	1018	-	-	1547	-
Mov Cap-2 Maneuver	900	-	-	-	-	-
Stage 1	972	-	-	-	-	-
Stage 2	973	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.1	0	0.2
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	900	1547	-
HCM Lane V/C Ratio	-	-	0.027	0.001	-
HCM Control Delay (s)	-	-	9.1	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

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	18	203	11	29	413	6	21	11	34	4	9	18
Future Vol, veh/h	18	203	11	29	413	6	21	11	34	4	9	18
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	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	20	221	12	32	449	7	23	12	37	4	10	20

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	456	0	0	233	0	0	799	787	227	809	790	453
Stage 1	-	-	-	-	-	-	267	267	-	517	517	-
Stage 2	-	-	-	-	-	-	532	520	-	292	273	-
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	1105	-	-	1335	-	-	304	324	812	299	322	607
Stage 1	-	-	-	-	-	-	738	688	-	541	534	-
Stage 2	-	-	-	-	-	-	531	532	-	716	684	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1105	-	-	1335	-	-	278	310	812	268	308	607
Mov Cap-2 Maneuver	-	-	-	-	-	-	278	310	-	268	308	-
Stage 1	-	-	-	-	-	-	725	676	-	531	521	-
Stage 2	-	-	-	-	-	-	492	519	-	659	672	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0.5	15	14.3
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	432	1105	-	-	1335	-	-	420
HCM Lane V/C Ratio	0.166	0.018	-	-	0.024	-	-	0.08
HCM Control Delay (s)	15	8.3	-	-	7.8	-	-	14.3
HCM Lane LOS	C	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.6	0.1	-	-	0.1	-	-	0.3

Intersection	
Int Delay, s/veh	2.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	35	6	11	28	8	15
Future Vol, veh/h	35	6	11	28	8	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	38	7	12	30	9	16

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	45	0	96	42
Stage 1	-	-	-	-	42	-
Stage 2	-	-	-	-	54	-
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	-	-	1563	-	903	1029
Stage 1	-	-	-	-	980	-
Stage 2	-	-	-	-	969	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1563	-	896	1029
Mov Cap-2 Maneuver	-	-	-	-	896	-
Stage 1	-	-	-	-	980	-
Stage 2	-	-	-	-	961	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.1	8.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	978	-	-	1563	-
HCM Lane V/C Ratio	0.026	-	-	0.008	-
HCM Control Delay (s)	8.8	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	1.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	37	6	3	33	8	4
Future Vol, veh/h	37	6	3	33	8	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	40	7	3	36	9	4

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	47	0	86	44
Stage 1	-	-	-	-	44	-
Stage 2	-	-	-	-	42	-
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	-	-	1560	-	915	1026
Stage 1	-	-	-	-	978	-
Stage 2	-	-	-	-	980	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1560	-	913	1026
Mov Cap-2 Maneuver	-	-	-	-	913	-
Stage 1	-	-	-	-	978	-
Stage 2	-	-	-	-	978	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.6	8.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	948	-	-	1560	-
HCM Lane V/C Ratio	0.014	-	-	0.002	-
HCM Control Delay (s)	8.9	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	2.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	47	3	14	35	4	19
Future Vol, veh/h	47	3	14	35	4	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	51	3	15	38	4	21

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	54	0	121	53
Stage 1	-	-	-	-	53	-
Stage 2	-	-	-	-	68	-
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	-	-	1551	-	874	1014
Stage 1	-	-	-	-	970	-
Stage 2	-	-	-	-	955	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1551	-	865	1014
Mov Cap-2 Maneuver	-	-	-	-	865	-
Stage 1	-	-	-	-	970	-
Stage 2	-	-	-	-	945	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.1	8.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	985	-	-	1551	-
HCM Lane V/C Ratio	0.025	-	-	0.01	-
HCM Control Delay (s)	8.8	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

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	3	0	22	51	0	39	5	462	71	47	519	1
Future Vol, veh/h	3	0	22	51	0	39	5	462	71	47	519	1
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	-	-	-	-	-	-	-	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	0	24	55	0	42	5	502	77	51	564	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	928	1256	283	935	1218	290	565	0	0	579	0	0
Stage 1	667	667	-	551	551	-	-	-	-	-	-	-
Stage 2	261	589	-	384	667	-	-	-	-	-	-	-
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	223	170	714	220	179	707	1003	-	-	991	-	-
Stage 1	414	455	-	486	514	-	-	-	-	-	-	-
Stage 2	721	494	-	611	455	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	200	160	714	203	169	707	1003	-	-	991	-	-
Mov Cap-2 Maneuver	200	160	-	203	169	-	-	-	-	-	-	-
Stage 1	411	432	-	483	510	-	-	-	-	-	-	-
Stage 2	673	491	-	560	432	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.9	23.2	0.1	0.7
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1003	-	-	546	294	991	-	-
HCM Lane V/C Ratio	0.005	-	-	0.05	0.333	0.052	-	-
HCM Control Delay (s)	8.6	0	-	11.9	23.2	8.8	-	-
HCM Lane LOS	A	A	-	B	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	1.4	0.2	-	-

Intersection	
Int Delay, s/veh	1.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	32	4	66	53	3	36
Future Vol, veh/h	32	4	66	53	3	36
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	35	4	72	58	3	39

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	146	101	0	0	130	0
Stage 1	101	-	-	-	-	-
Stage 2	45	-	-	-	-	-
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	846	954	-	-	1455	-
Stage 1	923	-	-	-	-	-
Stage 2	977	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	844	954	-	-	1455	-
Mov Cap-2 Maneuver	844	-	-	-	-	-
Stage 1	923	-	-	-	-	-
Stage 2	975	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.4	0	0.6
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	855	1455	-
HCM Lane V/C Ratio	-	-	0.046	0.002	-
HCM Control Delay (s)	-	-	9.4	7.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

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	9	328	35	38	180	6	23	16	46	5	21	5
Future Vol, veh/h	9	328	35	38	180	6	23	16	46	5	21	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	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	357	38	41	196	7	25	17	50	5	23	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	203	0	0	395	0	0	692	681	376	712	697	200
Stage 1	-	-	-	-	-	-	396	396	-	282	282	-
Stage 2	-	-	-	-	-	-	296	285	-	430	415	-
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	1369	-	-	1164	-	-	358	373	670	347	365	841
Stage 1	-	-	-	-	-	-	629	604	-	725	678	-
Stage 2	-	-	-	-	-	-	712	676	-	603	592	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1369	-	-	1164	-	-	327	357	670	299	350	841
Mov Cap-2 Maneuver	-	-	-	-	-	-	327	357	-	299	350	-
Stage 1	-	-	-	-	-	-	625	600	-	720	654	-
Stage 2	-	-	-	-	-	-	659	652	-	538	588	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	1.4	14.7	15.5
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	462	1369	-	-	1164	-	-	375
HCM Lane V/C Ratio	0.2	0.007	-	-	0.035	-	-	0.09
HCM Control Delay (s)	14.7	7.6	-	-	8.2	-	-	15.5
HCM Lane LOS	B	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.7	0	-	-	0.1	-	-	0.3

Intersection	
Int Delay, s/veh	3.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	42	17	34	23	17	23
Future Vol, veh/h	42	17	34	23	17	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	46	18	37	25	18	25

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	64	0	154	55
Stage 1	-	-	-	-	55	-
Stage 2	-	-	-	-	99	-
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	-	-	1538	-	838	1012
Stage 1	-	-	-	-	968	-
Stage 2	-	-	-	-	925	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1538	-	818	1012
Mov Cap-2 Maneuver	-	-	-	-	818	-
Stage 1	-	-	-	-	968	-
Stage 2	-	-	-	-	903	-

Approach	EB	WB	NB
HCM Control Delay, s	0	4.4	9.1
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	919	-	-	1538	-
HCM Lane V/C Ratio	0.047	-	-	0.024	-
HCM Control Delay (s)	9.1	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

Intersection	
Int Delay, s/veh	1.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	53	17	8	32	11	6
Future Vol, veh/h	53	17	8	32	11	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	58	18	9	35	12	7

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	76	0	120	67
Stage 1	-	-	-	-	67	-
Stage 2	-	-	-	-	53	-
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	-	-	1523	-	876	997
Stage 1	-	-	-	-	956	-
Stage 2	-	-	-	-	970	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1523	-	871	997
Mov Cap-2 Maneuver	-	-	-	-	871	-
Stage 1	-	-	-	-	956	-
Stage 2	-	-	-	-	964	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.5	9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	912	-	-	1523	-
HCM Lane V/C Ratio	0.02	-	-	0.006	-
HCM Control Delay (s)	9	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	3.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	57	8	43	51	6	28
Future Vol, veh/h	57	8	43	51	6	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	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	62	9	47	55	7	30

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	71	0	216	67
Stage 1	-	-	-	-	67	-
Stage 2	-	-	-	-	149	-
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	-	-	1529	-	772	997
Stage 1	-	-	-	-	956	-
Stage 2	-	-	-	-	879	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1529	-	747	997
Mov Cap-2 Maneuver	-	-	-	-	747	-
Stage 1	-	-	-	-	956	-
Stage 2	-	-	-	-	851	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.4	9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	941	-	-	1529	-
HCM Lane V/C Ratio	0.039	-	-	0.031	-
HCM Control Delay (s)	9	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-