

MOTION TOWNHOMES

TRAFFIC IMPACT STUDY



TAYLORSVILLE, UT



NOVEMBER 6, 2025

25-8036

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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 Motion Townhomes development, located in Taylorsville, Utah. The Motion Townhomes development is planned for 221 townhomes and is located south of Dutch Draw, east of 2700 West, and west of I-215. The proposed site is planned with two accesses. Access 1 is an existing business access, located west of the development, that provides connectivity onto 2700 West. The second access will extend 2440 West, providing connection onto Dutch Draw.

The proposed parcel of land for the Motion Townhomes development currently consists of undeveloped land. This development is surrounded by residential homes to the north, commercial properties to the east, and the State of Utah offices to the south and west. Figure 1 illustrates the Vicinity Map and the location of this development in relation to the adjacent roadway network.

The proposed development is planned to be built out by the end of 2028. Refer to Figure 2 for the overall site plan of the Motion Townhomes development and the proposed access locations.

1.2 FINDINGS

Following the City of Taylorsville and UDOT guidelines, the Existing Year, Opening Year, and Future Year (five years after Opening Year) are all scenarios analyzed in this study. The following table represents the analysis performed under these scenarios.

Table E1 – Existing, Opening & Future Year Level of Service

INTERSECTION	EXISTING, OPENING & FUTURE LEVEL OF SERVICE					
	2025 EXISTING YEAR		2028 OPENING YEAR		2033 FUTURE YEAR	
	AM	PM	AM	PM	AM	PM
2700 West & Dutch Draw	b(11.7)	b(14.9)	b(12.2)	c(17.0)	b(12.8)	c(18.7)
2700 West & Access 1	b(10.0)	b(14.4)	B(12.1)	c(20.3)	B(12.7)	c(22.7)
*Values represent the overall LOS for all signalized intersections (uppercase letters)						

As illustrated in Table E1, all study area intersection approaches currently function with an overall level of service (LOS) B in the AM and PM peak hours. All intersection approaches will continue to function at acceptable LOS in the AM and PM peak hours

with the projected growth of 2% in this area for the 2028 Opening Year and 2033 Future Year scenarios.

The Motion Townhomes development will generate 106 AM peak hour trips (27 entering the site and 79 exiting the site) and 126 PM peak hour trips (74 entering the site and 52 exiting the site) on an average weekday, with an Average Daily Traffic (AADT) volume of 1,591 trips. Combining these projected traffic volumes with the Opening Year and Future Year traffic volumes, a full analysis is able to be performed. The following tables present the findings under the study scenarios for the 2025 Existing, 2028 Opening Year, 2033 Future Year scenarios.

With the addition of the Motion Townhomes development, the following table illustrates the levels of service at the study area intersections and the proposed accesses.

Table E2 – Opening & Future Year with Project Level of Service

INTERSECTION	OPENING & FUTURE YEAR W/ PROJECT LEVEL OF SERVICE			
	2028 OPENING w/ PROJ		2033 FUTURE w/ PROJ	
	AM	PM	AM	PM
2700 West & Dutch Draw	b(12.3)	c(17.0)	b(12.9)	c(18.8)
2700 West & Access 1	b(13.4)	d(25.7)	b(14.1)	d(30.1)
2440 West & Dutch Draw	a(8.6)	a(8.5)	a(8.6)	a(8.5)
*Values represent the overall LOS for all signalized intersections (uppercase letters) and the worst movement for all unsignalized intersections (lowercase letters)				

As seen in Table E2, with the addition of the traffic generated by the Motion Townhomes development at full build-out, all intersection approaches will function at acceptable levels of service D or better under the 2028 Opening Year and 2033 Future Year scenarios.

1.3 RECOMMENDATIONS

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

2025 Existing Scenario

All study area intersection approaches currently function with an acceptable level of service. No mitigations are needed to improve the flow of traffic.

2028 Opening Year Scenario

With the projected growth within this study area, all study area intersection approaches will continue to function at acceptable level of service. No mitigations are needed.

2028 Opening Year w/ Project Scenario

With the full build-out of the Motion Townhomes development by 2028, all intersection approaches within the study area are anticipated to continue to function at acceptable levels of service.

It is recommended the 2440 West access be constructed with the appropriate signing and striping to meet city standards. 2440 West shall be constructed with a single ingress lane and a single egress lane.

2033 Future Year Scenario

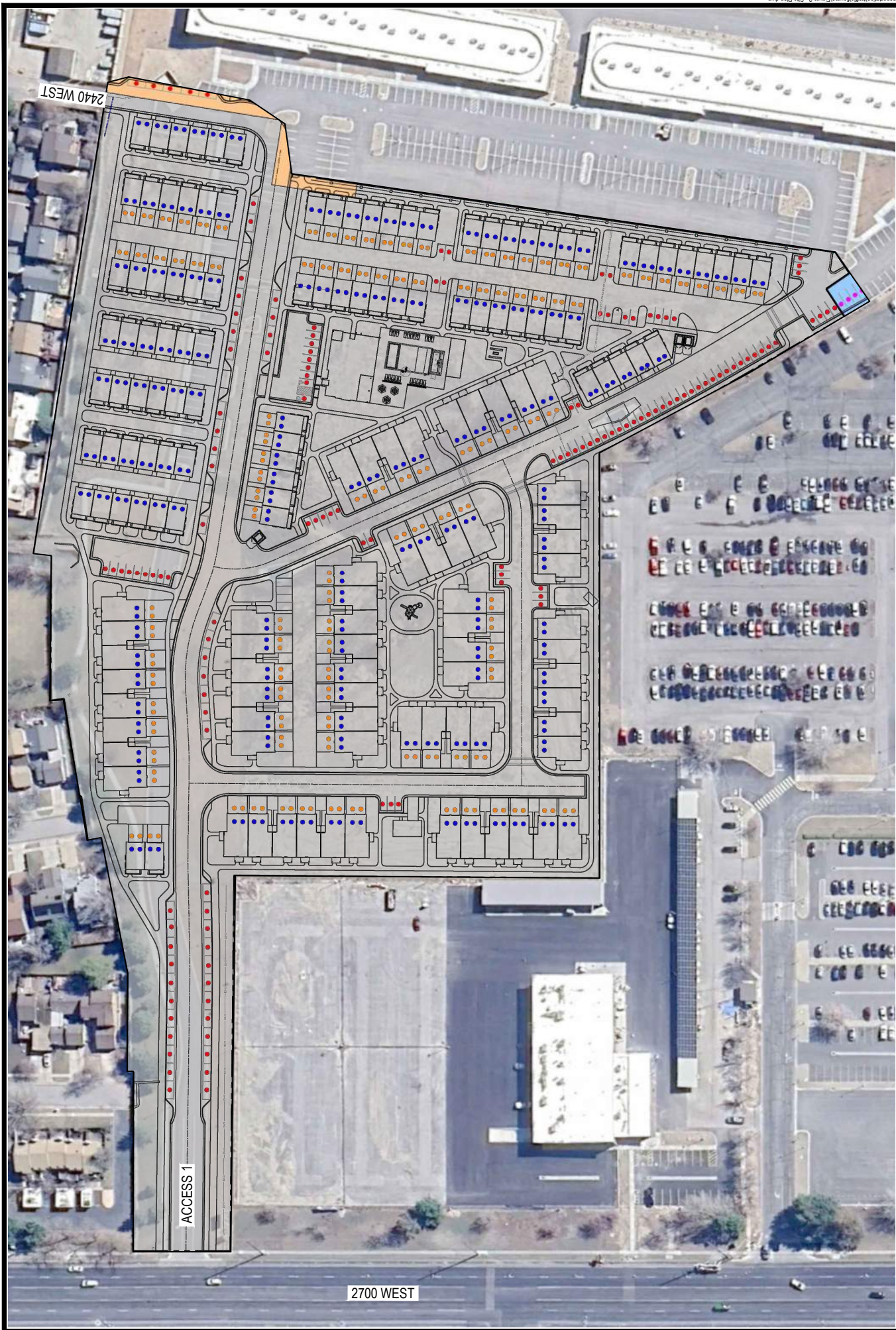
Following City of Taylorsville and UDOT's guidelines and analyzing 5 years beyond full build-out of the Motion Townhomes development, all intersection approaches will continue to function at acceptable levels of service. No additional mitigations are needed.

2033 Future Year w/Project Scenario

With the full build-out of the Motion Townhomes development under the 2033 Future Year with Project scenario, all intersection approaches within the study area are anticipated to continue to function at acceptable levels of service. No additional mitigations are needed beyond what is outlined under the 2028 Opening Year with Project at the 2440 West access.



MOTION TOWNHOMES
FIGURE 1 - VICINITY MAP



MOTION TOWNHOMES
FIGURE 2 - SITE PLAN

2.0 Existing Conditions

2.1 ROADWAYS

2700 West (Constitution Blvd): 2700 West is a minor arterial roadway that is owned and maintained by the City of Taylorsville. 2700 West consists of two lanes in the northbound direction and two lanes in the southbound direction with a two-way left turn lane down the center. 2700 West provides connection onto 4700 South to the south and 3500 South to the north. 2700 West has a posted speed limit of 40 mph.

Dutch Draw: Dutch Draw is a roadway that is owned and maintained by the City of Taylorsville. Currently, Dutch Draw is unstriped but is wide enough for a single lane in the eastbound direction and a single lane in the westbound direction. Dutch Draw provides local residents connection onto 2700 West. Dutch Draw has a posted speed limit of 25 mph.

2.2 EXISTING TRAFFIC VOLUMES

Using the City of Taylorsville and UDOT's traffic study guidelines, it was determined existing traffic counts would be collected at the 2700 West/Dutch Draw and 2700 West/Access 1 intersections. Existing AM and PM peak hour traffic counts were collected between 7 AM and 9 AM and 4 PM and 6 PM at the study area intersections on November 4, 2025. From the existing counts that were collected, it was determined the AM and PM peak hours at the study area intersections are from 8:00 AM to 9:00 AM and from 4:15 PM to 5:15 PM, respectively. These volumes are illustrated in Figure 3.



MOTION TOWNHOMES
FIGURE 3 - 2025 EXISTING TRAFFIC VOLUMES
XX(XX) = AM(PM) PEAK HOUR TRAFFIC VOLUMES

3.0 Opening and Future Year Traffic Conditions

Opening 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. To our knowledge, two tenants currently occupy the commercial property east of the proposed development, leaving a majority of the commercial space unoccupied. Assuming full occupancy of the commercial space by 2028, trip generation rates were determined using the 11th Edition of the Trip Generation Manual, and the resulting traffic was accounted for under the 2028 Opening and 2033 Future Year conditions.

To account for future growth within the study area, it is assumed an average annual growth of 2% will occur within this study area from 2025 to 2033. Applying the assumed growth rate to the existing traffic volumes, the projected traffic volumes for the 2028 Opening Year traffic volumes are illustrated in Figure 4.

Following the City of Taylorsville and UDOT's traffic impact study guidelines, this analysis also looked at five years after Opening Year. Applying the growth rate described above to the Existing and Opening Year traffic volumes, the 2033 Future Year traffic volumes are generated. These volumes can be found in Figure 5.



MOTION TOWNHOMES
FIGURE 4 - 2028 OPENING YEAR TRAFFIC VOLUMES
 XX(XX) = AM(PM) PEAK HOUR TRAFFIC VOLUMES



MOTION TOWNHOMES
FIGURE 5 - 2033 FUTURE YEAR TRAFFIC VOLUMES
 XX(XX) = AM(PM) PEAK HOUR TRAFFIC VOLUMES

4.0 Trip Generation and Trip Distribution

The full build-out of the proposed Motion Townhomes development will consist of 221 townhomes. Using land use code 215 Single-Family Attached Housing, 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 based on the number of dwelling units. The trips generated from the Motion Townhomes development are presented in Table 1.

Table 1 - Trip Generation

ITE Land Use Code	Land Use	Land Use Description	Size	Daily (AADT)	Trip Generation (AM)		Trip Generation (PM)	
					Enter	Exit	Enter	Exit
215	Single-Family Attached Housing	Dwelling Units	221	1591	27	79	74	52
Total				1591	27	79	74	52

4.1 SITE TRAFFIC DISTRIBUTION

Site ingress/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, primarily access to highways, employment districts, shopping area, schools, etc. Figure 6 illustrates the site traffic distribution percentages throughout the study area.

Using the distribution percentages along with the projected traffic volumes outlined in Table 1, Figure 7 illustrates the site traffic volumes anticipated at the study area intersections.



MOTION TOWNHOMES
FIGURE 6 - PROJECT DISTRIBUTION PERCENTAGES
XX% = PROJECT DISTRIBUTION PERCENTAGES



MOTION TOWNHOMES
FIGURE 7 - TRIP DISTRIBUTION VOLUMES
XX(XX) = AM(PM) PEAK HOUR TRAFFIC VOLUMES

5.0 Opening and Future Year with Project Traffic Conditions

The 2028 Opening and 2033 Future Year scenarios with Project traffic volumes represent the traffic that will be added to the study area with the addition of the Motion Townhomes development. Using the 2028 Opening Year traffic volumes (Figure 4) and the site generated traffic volumes (Figure 7), the 2028 Opening Year with Project traffic volumes are generated. Per the developer's schedule, it is anticipated the Castro Tire Plaza will be built out by 2028. The 2028 Opening Year with Project traffic volumes, which illustrates the full build-out of the development, are illustrated in Figure 8.

Applying this same approach, using the 2033 Future Year traffic volumes (Figure 5) and the site generated traffic volumes (Figure 7), the 2033 Future Year with Project traffic volumes are generated. These volumes are found in Figure 9.



MOTION TOWNHOMES

FIGURE 8 - 2028 OPENING YEAR W PROJECT TRAFFIC VOLUMES

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



MOTION TOWNHOMES

FIGURE 9 - 2033 FUTURE YEAR W PROJECT TRAFFIC VOLUMES

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



6.0 Capacity Analysis

Intersection capacity analysis was performed at the study area intersections and the proposed accesses to the Motion Townhomes 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	$0.0 \leq 10.0$	$0.0 < 10.0$
B	$> 10.0 \leq 20.0$	$> 10.0 < 15.0$
C	$> 20.0 \leq 35.0$	$> 15.0 < 25.0$
D	$> 35.0 \leq 55.0$	$> 25.0 < 35.0$
E	$> 55.0 \leq 80.0$	$> 35.0 < 50.0$
F	> 80.0	> 50.0

The 2025 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 – 2025 Existing Traffic LOS

Intersection	2025 Existing Year Traffic LOS(Delay)				
	Overall LOS	Northbound	Southbound	Eastbound	Westbound
1: 2700 West & Dutch Draw					
AM Peak Hour	-	A(0.0)	A(0.2)	-	B(11.7)
PM Peak Hour	-	A(0.0)	A(0.5)	-	B(14.9)
2: 2700 West & Access 1					
AM Peak Hour	-	A(0.0)	A(0.1)	-	B(10.0)
PM Peak Hour	-	A(0.0)	A(0.0)	-	B(14.4)

As can be seen in Table 3, under the existing traffic conditions, all movements at the study area intersections function with acceptable levels of service.

With the projected 2% growth to the Opening Year of 2028 and the Future Years of 2033 and the projected full occupancy of the commercial properties located east of the proposed development, the following tables illustrate the LOS for the study area intersections under these scenarios.

Table 4 – 2028 Opening Year Traffic LOS

Intersection	2028 Opening Year Traffic LOS(Delay)				
	Overall LOS	Northbound	Southbound	Eastbound	Westbound
1: 2700 West & Dutch Draw					
AM Peak Hour	-	A(0.0)	A(0.2)	-	B(12.2)
PM Peak Hour	-	A(0.0)	A(0.5)	-	C(17.0)
2: 2700 West & Access 1					
AM Peak Hour	-	A(0.0)	A(0.5)	-	B(12.1)
PM Peak Hour	-	A(0.0)	A(1.0)	-	C(20.3)

Table 5 – 2033 Future Year Traffic LOS

Intersection	2033 Future Year Traffic LOS(Delay)				
	Overall LOS	Northbound	Southbound	Eastbound	Westbound
1: 2700 West & Dutch Draw					
AM Peak Hour	-	A(0.0)	A(0.2)	-	B(12.8)
PM Peak Hour	-	A(0.0)	A(0.5)	-	C(18.7)
2: 2700 West & Access 1					
AM Peak Hour	-	A(0.0)	A(0.5)	-	B(12.7)
PM Peak Hour	-	A(0.0)	A(1.0)	-	C(22.7)

As seen in Tables 4 and 5, all traffic movements at the study area intersections will continue to function with similar levels of services as under the Existing Year conditions.

With the addition of the Motion Townhomes development within this study area, the following tables illustrates the projected levels of service at the study area intersections and at each project access under the 2028 Opening Year with Project and the 2033 Future Year with Project scenarios.

Table 6 – 2028 Opening Year w/ Project LOS

Intersection	2028 Opening Year w/ Project Traffic LOS(Delay)				
	Overall LOS	Northbound	Southbound	Eastbound	Westbound
1: 2700 West & Dutch Draw					
AM Peak Hour	-	A(0.0)	A(0.2)	-	B(12.3)
PM Peak Hour	-	A(0.0)	A(0.5)	-	C(17.0)
2: 2700 West & Access 1					
AM Peak Hour	-	A(0.0)	A(0.8)	-	B(13.4)
PM Peak Hour	-	A(0.0)	A(1.6)	-	D(25.7)
3: 2440 West & Dutch Draw					
AM Peak Hour	-	A(8.6)	-	A(0.0)	A(2.4)
PM Peak Hour	-	A(8.5)	-	A(0.0)	A(2.4)

Table 7 – 2033 Future Year w/ Project LOS

Intersection	2033 Future Year w/ Project Traffic LOS(Delay)				
	Overall LOS	Northbound	Southbound	Eastbound	Westbound
1: 2700 West & Dutch Draw					
AM Peak Hour	-	A(0.0)	A(0.2)	-	B(12.9)
PM Peak Hour	-	A(0.0)	A(0.5)	-	C(18.8)
2: 2700 West & Access 1					
AM Peak Hour	-	A(0.0)	A(0.7)	-	B(14.1)
PM Peak Hour	-	A(0.0)	A(1.5)	-	D(30.1)
3: 2440 West & Dutch Draw					
AM Peak Hour	-	A(8.6)	-	A(0.0)	A(2.4)
PM Peak Hour	-	A(8.5)	-	A(0.0)	A(2.4)

With the addition of the Motion Townhomes development, traffic movements will continue to function with acceptable levels of service under the 2028 Opening Year with Project scenario and also under the 2033 Future Year with Project scenario.

7.0 Recommendations

Based on the information and findings presented in this report, the following recommendations are proposed under the different study scenarios.

2025 Existing Scenario

All study area intersection approaches currently function with an acceptable level of service. No mitigations are needed to improve the flow of traffic.

2028 Opening Year Scenario

With the projected growth within this study area, all study area intersection approaches will continue to function at acceptable level of service. No mitigations are needed.

2028 Opening Year w/ Project Scenario

With the full build-out of the Motion Townhomes development by 2028, all intersection approaches within the study area are anticipated to continue to function at acceptable levels of service.

It is recommended the 2440 West access be constructed with the appropriate signing and striping to meet city standards. 2440 West shall be constructed with a single ingress lane and a single egress lane.

2033 Future Year Scenario

Following City of Taylorsville and UDOT's guidelines and analyzing 5 years beyond full build-out of the Motion Townhomes development, all intersection approaches will continue to function at acceptable levels of service. No additional mitigations are needed.

2033 Future Year w/Project Scenario

With the full build-out of the Motion Townhomes development under the 2033 Future Year with Project scenario, all intersection approaches within the study area are anticipated to continue to function at acceptable levels of service. No additional mitigations are needed beyond what is outlined under the 2028 Opening Year with Project at the 2440 West access.

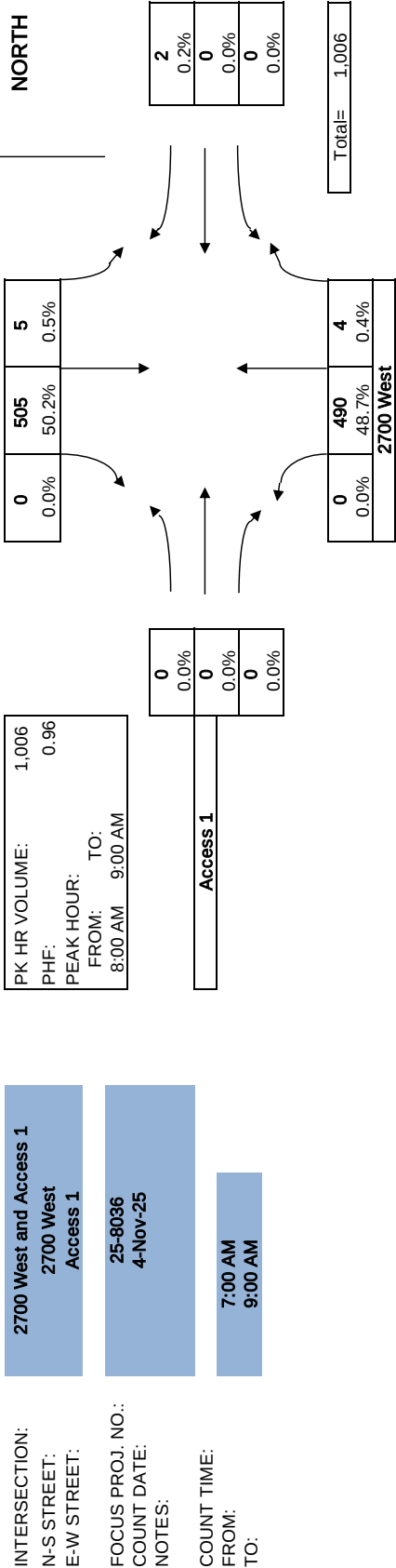
Appendix

Existing Traffic Counts

TURNING MOVEMENT COUNT SUMMARY

FOCUS ENGINEERING & SURVEYING, LLC

AM PEAK HOUR VOLUMES



COUNT DATA INPUT:

TIME PERIOD		NORTHBOUND		EASTBOUND		SOUTHBOUND		WESTBOUND		TOTAL VOLUMES
FROM:	TO:	L	T	L	T	L	T	L	T	
7:00 AM	7:15 AM		62			0	95	0	0	157
7:15 AM	7:30 AM		111			0	115	0	0	227
7:30 AM	7:45 AM		125			1	122	0	0	248
7:45 AM	8:00 AM		137			0	125	0	0	262
8:00 AM	8:15 AM		112			1	137	0	0	251
8:15 AM	8:30 AM		108			0	135	0	1	244
8:30 AM	8:45 AM		129			2	116	0	0	248
8:45 AM	9:00 AM		141			2	117	0	1	263

HOURLY TOTALS:

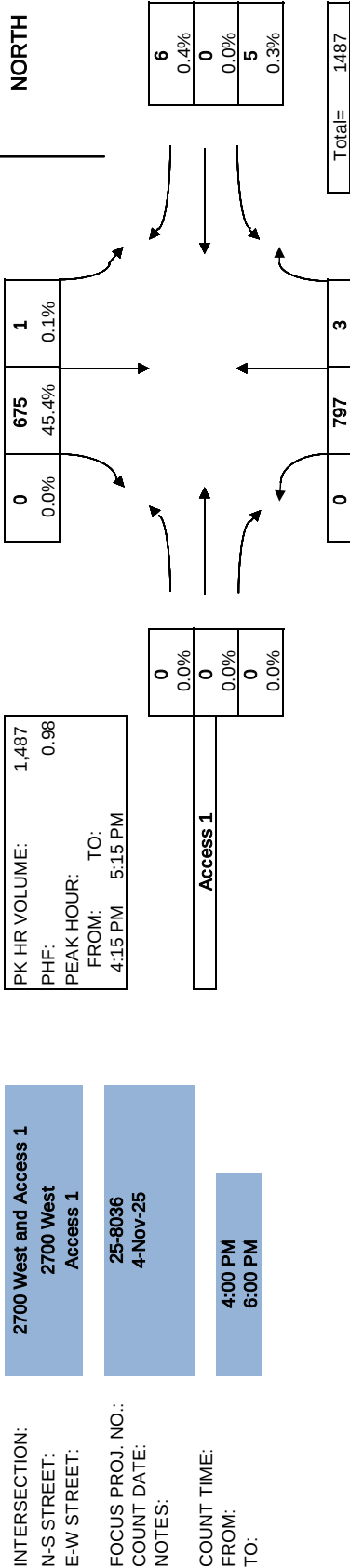
TIME PERIOD		NORTHBOUND		EASTBOUND		SOUTHBOUND		WESTBOUND		TOTAL VOLUMES
FROM:	TO:	L	T	L	T	L	T	L	T	
7:00 AM	8:00 AM	0	435	0	0	1	457	0	0	894
7:15 AM	8:15 AM	0	485	0	0	2	499	0	0	988
7:30 AM	8:30 AM	0	482	1	0	2	519	0	1	1,005
7:45 AM	8:45 AM	0	486	2	0	3	513	0	1	1,005
8:00 AM	9:00 AM	0	490	4	0	5	505	0	2	1,006

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

TURNING MOVEMENT COUNT SUMMARY

FOCUS ENGINEERING & SURVEYING, LLC

PM PEAK HOUR VOLUMES



COUNT DATA INPUT:

TIME PERIOD		NORTHBOUND		EASTBOUND		SOUTHBOUND		WESTBOUND		TOTAL VOLUMES
FROM:	TO:	L	T	L	T	L	T	L	T	
4:00 PM	4:15 PM		162			0	179	1	0	342
4:15 PM	4:30 PM		201			0	173	1	2	378
4:30 PM	4:45 PM		208			1	165	3	1	379
4:45 PM	5:00 PM		195			0	162	0	2	359
5:00 PM	5:15 PM		193			0	175	1	1	371
5:15 PM	5:30 PM		166			1	188	1	0	356
5:30 PM	5:45 PM		156			0	178	0	0	335
5:45 PM	6:00 PM		120			0	165	1	1	287

HOURLY TOTALS:

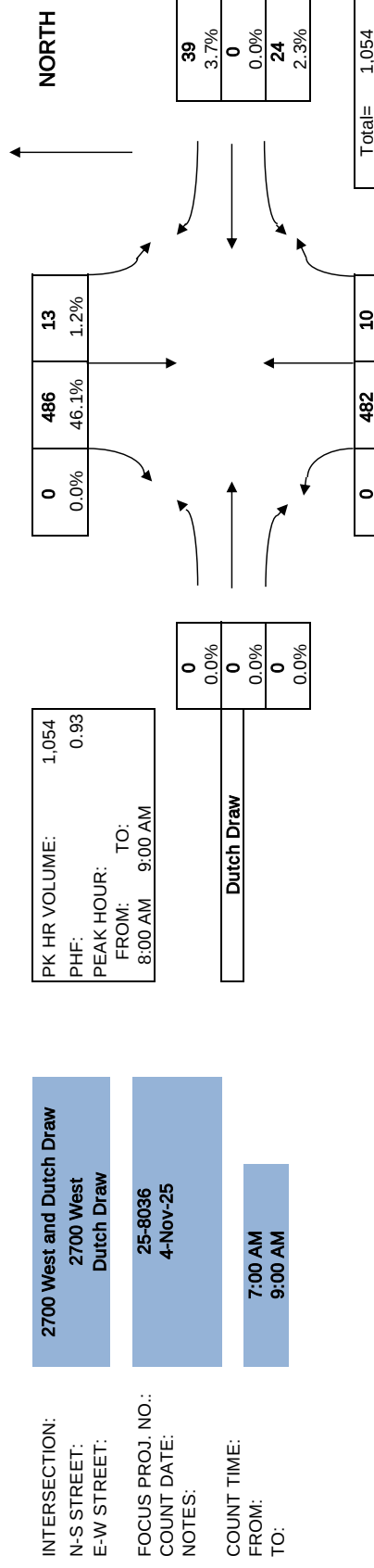
TIME PERIOD		NORTHBOUND		EASTBOUND		SOUTHBOUND		WESTBOUND		TOTAL VOLUMES
FROM:	TO:	L	T	L	T	L	T	L	T	
4:00 PM	5:00 PM	0	766	0	0	1	679	5	0	1,458
4:15 PM	5:15 PM	0	797	0	0	1	675	5	0	1,487
4:30 PM	5:30 PM	0	762	0	0	2	690	5	0	1,465
4:45 PM	5:45 PM	0	710	0	0	1	703	2	0	1,421
5:00 PM	6:00 PM	0	635	0	0	1	706	3	0	1,349

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

TURNING MOVEMENT COUNT SUMMARY

FOCUS ENGINEERING & SURVEYING, LLC

AM PEAK HOUR VOLUMES

COUNT DATA INPUT:

TIME PERIOD		NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			TOTAL VOLUMES	
FROM:	TO:	L	T	R	L	T	R	L	T	R	L	T	R		
7:00 AM	7:15 AM		62	0					1	91		4		8	166
7:15 AM	7:30 AM		109	2					1	109		6		3	230
7:30 AM	7:45 AM		124	1					0	116		7		14	262
7:45 AM	8:00 AM		135	2					1	117		9		6	270
8:00 AM	8:15 AM		110	2					2	135		3		6	258
8:15 AM	8:30 AM		105	4					2	128		7		11	257
8:30 AM	8:45 AM		129	0					2	110		8		8	257
8:45 AM	9:00 AM		138	4					7	113		6		14	282

HOURLY TOTALS:

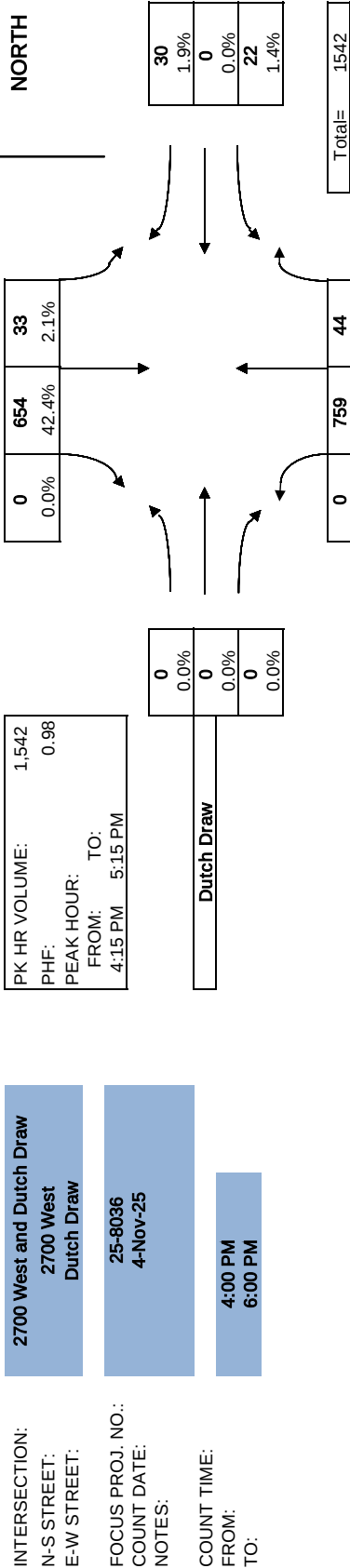
TIME PERIOD		NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			TOTAL VOLUMES
FROM:	TO:	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 AM	8:00 AM	0	430	5	0	0	0	3	433	0	26	0	31	928
7:15 AM	8:15 AM	0	478	7	0	0	0	4	477	0	29	0	31	1,020
7:30 AM	8:30 AM	0	474	9	0	0	0	5	496	0	26	0	37	1,047
7:45 AM	8:45 AM	0	479	8	0	0	0	7	490	0	27	0	31	1,042
8:00 AM	9:00 AM	0	482	10	0	0	0	13	486	0	24	0	39	1,054

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

TURNING MOVEMENT COUNT SUMMARY

FOCUS ENGINEERING & SURVEYING, LLC

PM PEAK HOUR VOLUMES



COUNT DATA INPUT:

TIME PERIOD		NORTHBOUND		EASTBOUND		SOUTHBOUND		WESTBOUND		TOTAL VOLUMES
FROM:	TO:	L	T	L	T	L	T	L	T	R
4:00 PM	4:15 PM		155			14	176			4
4:15 PM	4:30 PM		186			9	165			7
4:30 PM	4:45 PM		203			11	162			8
4:45 PM	5:00 PM		184			7	156			13
5:00 PM	5:15 PM		186			6	171			2
5:15 PM	5:30 PM		159			14	185			4
5:30 PM	5:45 PM		150			8	173			8
5:45 PM	6:00 PM		114			11	159			8

HOURLY TOTALS:

TIME PERIOD		NORTHBOUND		EASTBOUND		SOUTHBOUND		WESTBOUND		TOTAL VOLUMES
FROM:	TO:	L	T	L	T	L	T	L	T	R
4:00 PM	5:00 PM	0	728	0	0	41	659	0	0	32
4:15 PM	5:15 PM	0	759	0	0	33	654	0	0	30
4:30 PM	5:30 PM	0	732	0	0	38	674	0	0	27
4:45 PM	5:45 PM	0	679	0	0	35	685	0	0	27
5:00 PM	6:00 PM	0	609	0	0	39	688	0	0	22

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

Trip Generation Reports

Single-Family Attached Housing (215)

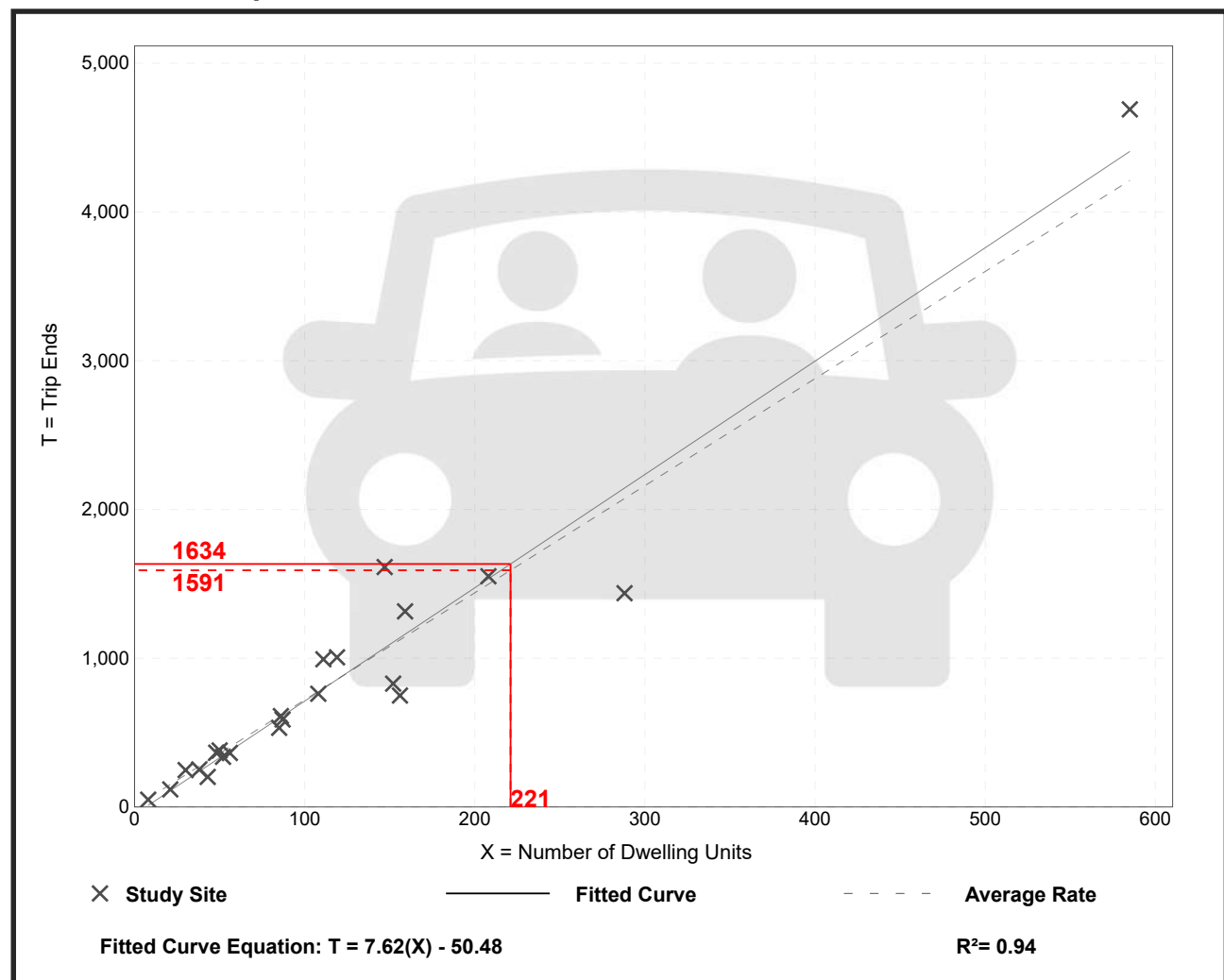
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 22
Avg. Num. of Dwelling Units: 120
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
7.20	4.70 - 10.97	1.61

Data Plot and Equation



Single-Family Attached Housing (215)

Vehicle Trip Ends vs: Dwelling Units

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: 46

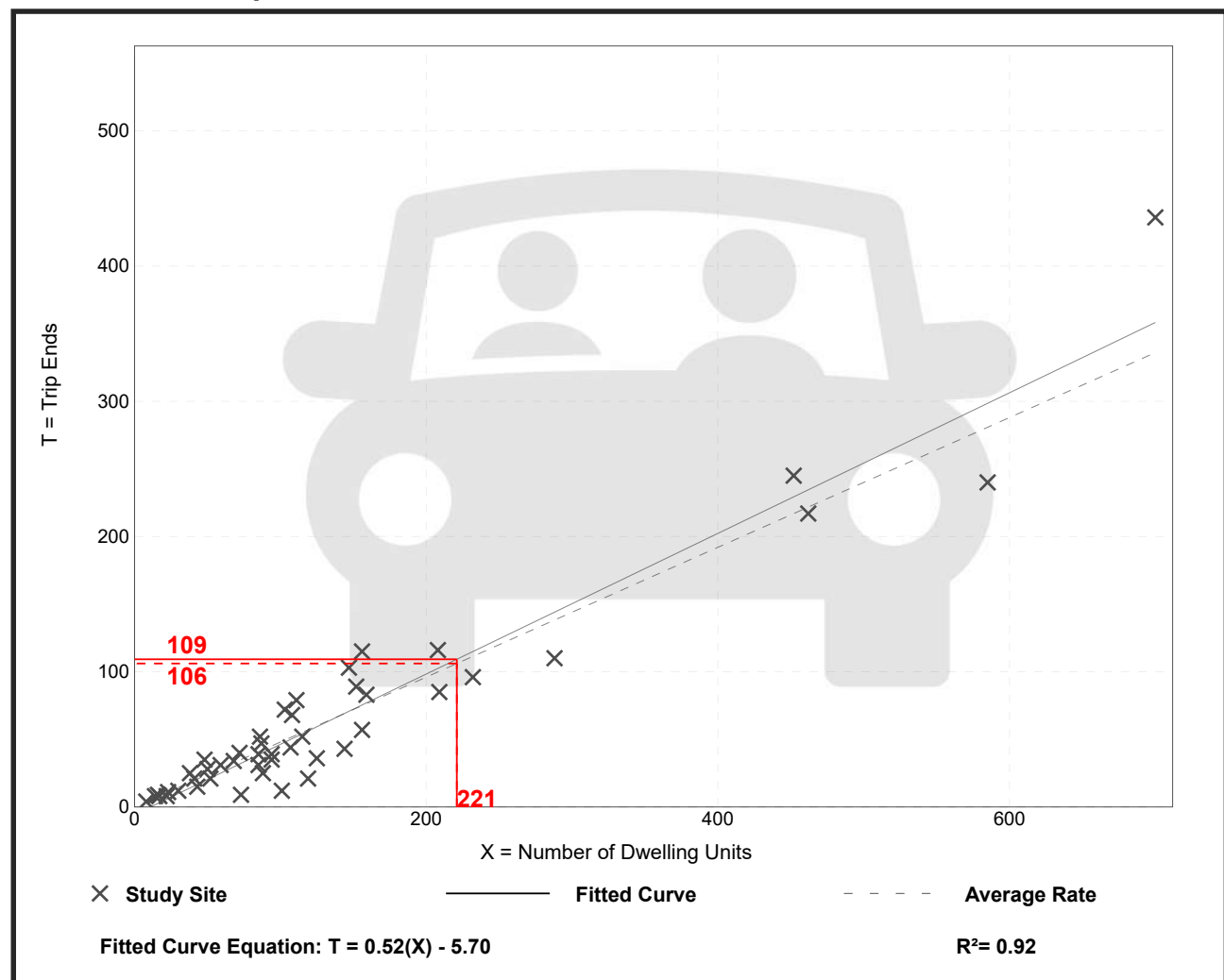
Avg. Num. of Dwelling Units: 135

Directional Distribution: 25% entering, 75% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.48	0.12 - 0.74	0.14

Data Plot and Equation



Single-Family Attached Housing (215)

Vehicle Trip Ends vs: Dwelling Units

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: 51

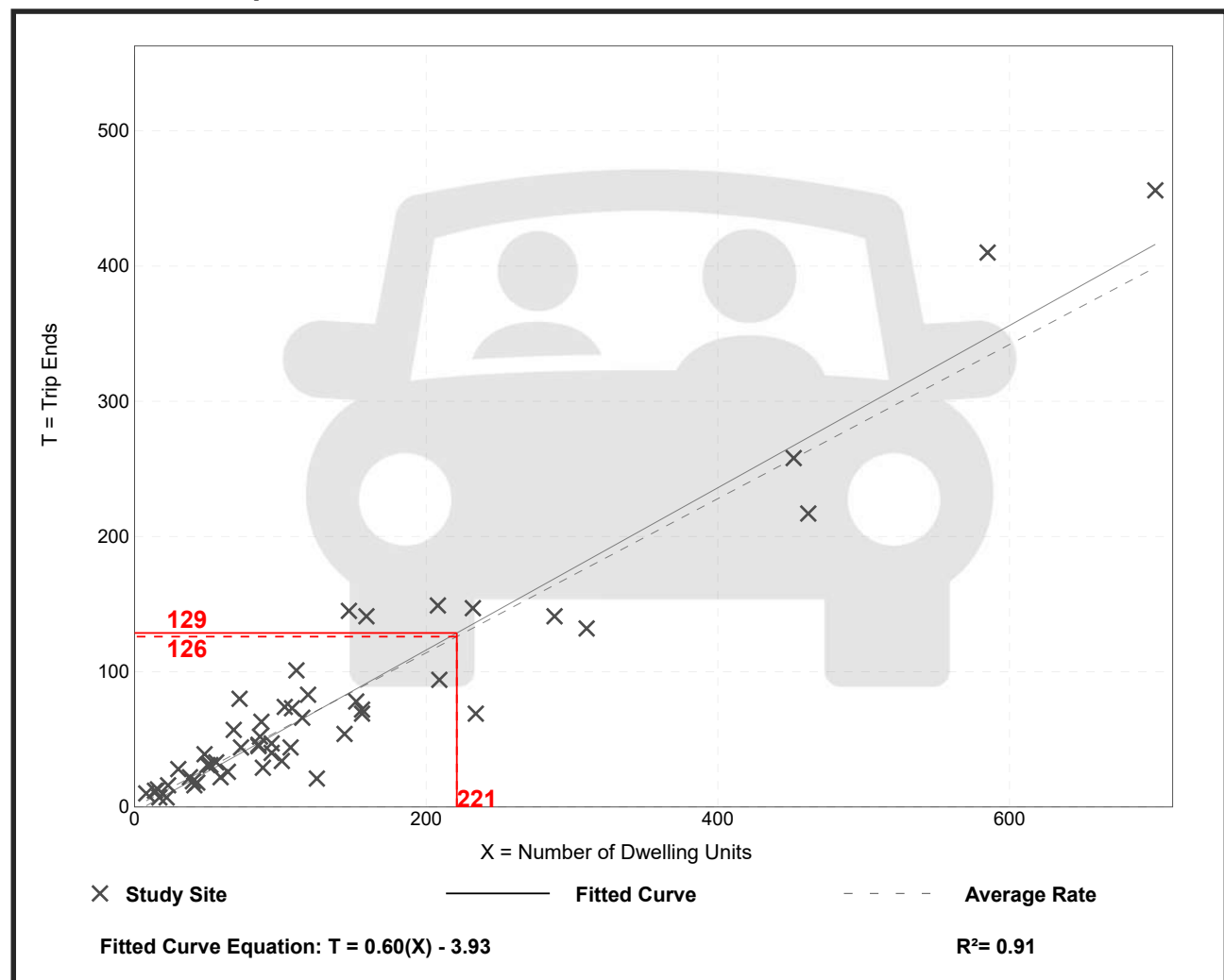
Avg. Num. of Dwelling Units: 136

Directional Distribution: 59% entering, 41% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.57	0.17 - 1.25	0.18

Data Plot and Equation



Traffic Analysis Reports

2025 Existing Traffic Analysis

Intersection						
Int Delay, s/veh	0.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	24	39	482	10	13	486
Future Vol, veh/h	24	39	482	10	13	486
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	100	-	-	100	-
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	42	524	11	14	528
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	822	268	0	0	535	0
Stage 1	530	-	-	-	-	-
Stage 2	292	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	312	730	-	-	1029	-
Stage 1	555	-	-	-	-	-
Stage 2	732	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	308	730	-	-	1029	-
Mov Cap-2 Maneuver	422	-	-	-	-	-
Stage 1	555	-	-	-	-	-
Stage 2	722	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	11.7	0		0.2		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	422	730	1029	-
HCM Lane V/C Ratio	-	-	0.062	0.058	0.014	-
HCM Control Delay (s)	-	-	14.1	10.2	8.5	-
HCM Lane LOS	-	-	B	B	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0.2	0	-

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	2	490	4	5	505
Future Vol, veh/h	0	2	490	4	5	505
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	150	-	-	100	-
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	0	2	533	4	5	549
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	820	269	0	0	537	0
Stage 1	535	-	-	-	-	-
Stage 2	285	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	313	729	-	-	1027	-
Stage 1	551	-	-	-	-	-
Stage 2	738	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	311	729	-	-	1027	-
Mov Cap-2 Maneuver	424	-	-	-	-	-
Stage 1	551	-	-	-	-	-
Stage 2	734	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	10	0	0.1			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT		
Capacity (veh/h)	-	-	729	1027	-	
HCM Lane V/C Ratio	-	-	0.003	0.005	-	
HCM Control Delay (s)	-	-	0	10	8.5	
HCM Lane LOS	-	-	A	B	A	
HCM 95th %tile Q(veh)	-	-	-	0	0	

Intersection						
Int Delay, s/veh	0.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	22	30	759	44	33	654
Future Vol, veh/h	22	30	759	44	33	654
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	100	-	-	100	-
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	33	825	48	36	711
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1277	437	0	0	873	0
Stage 1	849	-	-	-	-	-
Stage 2	428	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	158	567	-	-	768	-
Stage 1	380	-	-	-	-	-
Stage 2	625	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	151	567	-	-	768	-
Mov Cap-2 Maneuver	276	-	-	-	-	-
Stage 1	380	-	-	-	-	-
Stage 2	596	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	14.9	0	0.5			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT		
Capacity (veh/h)	-	- 276 567	768	-		
HCM Lane V/C Ratio	-	- 0.087 0.058	0.047	-		
HCM Control Delay (s)	-	- 19.3 11.7	9.9	-		
HCM Lane LOS	-	- C B	A	-		
HCM 95th %tile Q(veh)	-	- 0.3 0.2	0.1	-		

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	6	797	3	1	675
Future Vol, veh/h	5	6	797	3	1	675
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	150	-	-	100	-
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	5	7	866	3	1	734
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	1237	435	0	0	869	0
Stage 1	868	-	-	-	-	-
Stage 2	369	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	168	569	-	-	771	-
Stage 1	371	-	-	-	-	-
Stage 2	670	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	168	569	-	-	771	-
Mov Cap-2 Maneuver	285	-	-	-	-	-
Stage 1	371	-	-	-	-	-
Stage 2	669	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	14.4	0		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT	
Capacity (veh/h)	-	-	285	569	771	-
HCM Lane V/C Ratio	-	-	0.019	0.011	0.001	-
HCM Control Delay (s)	-	-	17.9	11.4	9.7	-
HCM Lane LOS	-	-	C	B	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	0	-

2028 Opening Year Traffic Analysis

Intersection						
Int Delay, s/veh	0.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	25	41	536	11	14	545
Future Vol, veh/h	25	41	536	11	14	545
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	100	-	-	100	-
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	27	45	583	12	15	592
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	915	298	0	0	595	0
Stage 1	589	-	-	-	-	-
Stage 2	326	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	272	698	-	-	977	-
Stage 1	517	-	-	-	-	-
Stage 2	704	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	268	698	-	-	977	-
Mov Cap-2 Maneuver	388	-	-	-	-	-
Stage 1	517	-	-	-	-	-
Stage 2	693	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	12.2	0		0.2		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	388	698	977	-
HCM Lane V/C Ratio	-	-	0.07	0.064	0.016	-
HCM Control Delay (s)	-	-	15	10.5	8.7	-
HCM Lane LOS	-	-	C	B	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0.2	0	-

Intersection						
Int Delay, s/veh	0.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	16	27	520	40	34	536
Future Vol, veh/h	16	27	520	40	34	536
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	150	-	-	100	-
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	17	29	565	43	37	583
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	953	304	0	0	608	0
Stage 1	587	-	-	-	-	-
Stage 2	366	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	257	692	-	-	966	-
Stage 1	519	-	-	-	-	-
Stage 2	672	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	247	692	-	-	966	-
Mov Cap-2 Maneuver	373	-	-	-	-	-
Stage 1	519	-	-	-	-	-
Stage 2	646	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	12.1	0	0.5			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT		
Capacity (veh/h)	-	- 373 692	966	-		
HCM Lane V/C Ratio	-	- 0.047 0.042	0.038	-		
HCM Control Delay (s)	-	- 15.1 10.4	8.9	-		
HCM Lane LOS	-	- C B	A	-		
HCM 95th %tile Q(veh)	-	- 0.1 0.1	0.1	-		

Intersection						
Int Delay, s/veh	0.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	23	32	902	47	35	764
Future Vol, veh/h	23	32	902	47	35	764
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	100	-	-	100	-
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	25	35	980	51	38	830
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	1497	516	0	0	1031	0
Stage 1	1006	-	-	-	-	-
Stage 2	491	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	113	504	-	-	670	-
Stage 1	314	-	-	-	-	-
Stage 2	581	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	107	504	-	-	670	-
Mov Cap-2 Maneuver	226	-	-	-	-	-
Stage 1	314	-	-	-	-	-
Stage 2	548	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	17	0		0.5		
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	226	504	670	-
HCM Lane V/C Ratio	-	-	0.111	0.069	0.057	-
HCM Control Delay (s)	-	-	22.9	12.7	10.7	-
HCM Lane LOS	-	-	C	B	B	-
HCM 95th %tile Q(veh)	-	-	0.4	0.2	0.2	-

Intersection						
Int Delay, s/veh	2.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	70	103	846	88	71	716
Future Vol, veh/h	70	103	846	88	71	716
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	150	-	-	100	-
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	76	112	920	96	77	778
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1511	508	0	0	1016	0
Stage 1	968	-	-	-	-	-
Stage 2	543	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	111	510	-	-	678	-
Stage 1	329	-	-	-	-	-
Stage 2	546	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	98	510	-	-	678	-
Mov Cap-2 Maneuver	221	-	-	-	-	-
Stage 1	329	-	-	-	-	-
Stage 2	484	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	20.3	0	1			
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT		
Capacity (veh/h)	-	- 221 510	678	-		
HCM Lane V/C Ratio	-	- 0.344 0.22	0.114	-		
HCM Control Delay (s)	-	- 29.6 14	11	-		
HCM Lane LOS	-	- D B	B	-		
HCM 95th %tile Q(veh)	-	- 1.5 0.8	0.4	-		

2028 Opening Year with Project Traffic Analysis

Intersection						
Int Delay, s/veh	0.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	22	45	579	10	15	560
Future Vol, veh/h	22	45	579	10	15	560
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	100	-	-	100	-
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	49	629	11	16	609
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	972	320	0	0	640	0
Stage 1	635	-	-	-	-	-
Stage 2	337	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	250	676	-	-	940	-
Stage 1	490	-	-	-	-	-
Stage 2	695	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	246	676	-	-	940	-
Mov Cap-2 Maneuver	367	-	-	-	-	-
Stage 1	490	-	-	-	-	-
Stage 2	683	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	12.3	0	0.2			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT		
Capacity (veh/h)	-	- 367 676	940	-		
HCM Lane V/C Ratio	-	- 0.065 0.072	0.017	-		
HCM Control Delay (s)	-	- 15.5 10.7	8.9	-		
HCM Lane LOS	-	- C B	A	-		
HCM 95th %tile Q(veh)	-	- 0.2 0.2	0.1	-		

Intersection						
Int Delay, s/veh	1.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	51	70	519	52	49	533
Future Vol, veh/h	51	70	519	52	49	533
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	150	-	-	100	-
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	55	76	564	57	53	579
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	989	311	0	0	621	0
Stage 1	593	-	-	-	-	-
Stage 2	396	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	244	685	-	-	956	-
Stage 1	515	-	-	-	-	-
Stage 2	649	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	231	685	-	-	956	-
Mov Cap-2 Maneuver	360	-	-	-	-	-
Stage 1	515	-	-	-	-	-
Stage 2	613	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	13.4	0	0.8			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT		
Capacity (veh/h)	-	- 360 685	956	-		
HCM Lane V/C Ratio	-	- 0.154 0.111	0.056	-		
HCM Control Delay (s)	-	- 16.8 10.9	9	-		
HCM Lane LOS	-	- C B	A	-		
HCM 95th %tile Q(veh)	-	- 0.5 0.4	0.2	-		

Intersection						
Int Delay, s/veh	3.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	2	1	3	6	4	1
Future Vol, veh/h	2	1	3	6	4	1
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	2	1	3	7	4	1
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	3	0	16	3
Stage 1	-	-	-	-	3	-
Stage 2	-	-	-	-	13	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1619	-	1002	1081
Stage 1	-	-	-	-	1020	-
Stage 2	-	-	-	-	1010	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1619	-	1000	1081
Mov Cap-2 Maneuver	-	-	-	-	1000	-
Stage 1	-	-	-	-	1020	-
Stage 2	-	-	-	-	1008	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		2.4		8.6	
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	1015	-	-	1619	-	
HCM Lane V/C Ratio	0.005	-	-	0.002	-	
HCM Control Delay (s)	8.6	-	-	7.2	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0	-	-	0	-	

Intersection						
Int Delay, s/veh	0.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	21	34	931	43	39	805
Future Vol, veh/h	21	34	931	43	39	805
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	100	-	-	100	-
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	37	1012	47	42	875
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1558	530	0	0	1059	0
Stage 1	1036	-	-	-	-	-
Stage 2	522	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	103	493	-	-	653	-
Stage 1	303	-	-	-	-	-
Stage 2	560	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	96	493	-	-	653	-
Mov Cap-2 Maneuver	215	-	-	-	-	-
Stage 1	303	-	-	-	-	-
Stage 2	524	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	17	0	0.5			
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT		
Capacity (veh/h)	-	- 215 493	653	-		
HCM Lane V/C Ratio	-	- 0.106 0.075	0.065	-		
HCM Control Delay (s)	-	- 23.7 12.9	10.9	-		
HCM Lane LOS	-	- C B	B	-		
HCM 95th %tile Q(veh)	-	- 0.4 0.2	0.2	-		

Intersection						
Int Delay, s/veh	3.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	93	132	842	121	112	714
Future Vol, veh/h	93	132	842	121	112	714
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	150	-	-	100	-
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	101	143	915	132	122	776
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	1613	524	0	0	1047	0
Stage 1	981	-	-	-	-	-
Stage 2	632	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	~ 95	498	-	-	660	-
Stage 1	324	-	-	-	-	-
Stage 2	492	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 77	498	-	-	660	-
Mov Cap-2 Maneuver	198	-	-	-	-	-
Stage 1	324	-	-	-	-	-
Stage 2	401	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	25.7	0		1.6		
HCM LOS	D					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	198	498	660	-
HCM Lane V/C Ratio	-	-	0.511	0.288	0.184	-
HCM Control Delay (s)	-	-	40.7	15.1	11.7	-
HCM Lane LOS	-	-	E	C	B	-
HCM 95th %tile Q(veh)	-	-	2.6	1.2	0.7	-
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

Intersection						
Int Delay, s/veh	3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	6	4	2	4	2	4
Future Vol, veh/h	6	4	2	4	2	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	7	4	2	4	2	4
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	11	0	17	9
Stage 1	-	-	-	-	9	-
Stage 2	-	-	-	-	8	-
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	-	-	1608	-	1001	1073
Stage 1	-	-	-	-	1014	-
Stage 2	-	-	-	-	1015	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1608	-	1000	1073
Mov Cap-2 Maneuver	-	-	-	-	1000	-
Stage 1	-	-	-	-	1014	-
Stage 2	-	-	-	-	1014	-
Approach	EB	WB		NB		
HCM Control Delay, s	0	2.4		8.5		
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	1048	-	-	1608	-	
HCM Lane V/C Ratio	0.006	-	-	0.001	-	
HCM Control Delay (s)	8.5	-	-	7.2	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0	-	-	0	-	

2033 Future Year Traffic Analysis

Intersection						
Int Delay, s/veh	0.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	28	46	589	12	15	598
Future Vol, veh/h	28	46	589	12	15	598
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	100	-	-	100	-
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	30	50	640	13	16	650
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	1004	327	0	0	653	0
Stage 1	647	-	-	-	-	-
Stage 2	357	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	238	669	-	-	930	-
Stage 1	483	-	-	-	-	-
Stage 2	679	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	234	669	-	-	930	-
Mov Cap-2 Maneuver	358	-	-	-	-	-
Stage 1	483	-	-	-	-	-
Stage 2	667	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	12.8	0		0.2		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT	
Capacity (veh/h)	-	-	358	669	930	-
HCM Lane V/C Ratio	-	-	0.085	0.075	0.018	-
HCM Control Delay (s)	-	-	16	10.8	8.9	-
HCM Lane LOS	-	-	C	B	A	-
HCM 95th %tile Q(veh)	-	-	0.3	0.2	0.1	-

Intersection						
Int Delay, s/veh	0.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	16	27	574	40	34	592
Future Vol, veh/h	16	27	574	40	34	592
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	150	-	-	100	-
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	17	29	624	43	37	643
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1042	334	0	0	667	0
Stage 1	646	-	-	-	-	-
Stage 2	396	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	225	662	-	-	919	-
Stage 1	484	-	-	-	-	-
Stage 2	649	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	216	662	-	-	919	-
Mov Cap-2 Maneuver	345	-	-	-	-	-
Stage 1	484	-	-	-	-	-
Stage 2	623	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	12.7	0	0.5			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT		
Capacity (veh/h)	-	- 345 662	919	-		
HCM Lane V/C Ratio	-	- 0.05 0.044	0.04	-		
HCM Control Delay (s)	-	- 16 10.7	9.1	-		
HCM Lane LOS	-	- C B	A	-		
HCM 95th %tile Q(veh)	-	- 0.2 0.1	0.1	-		

Intersection						
Int Delay, s/veh	0.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	26	35	986	52	39	836
Future Vol, veh/h	26	35	986	52	39	836
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	100	-	-	100	-
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	28	38	1072	57	42	909
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	1640	565	0	0	1129	0
Stage 1	1101	-	-	-	-	-
Stage 2	539	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	91	468	-	-	615	-
Stage 1	280	-	-	-	-	-
Stage 2	549	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	85	468	-	-	615	-
Mov Cap-2 Maneuver	200	-	-	-	-	-
Stage 1	280	-	-	-	-	-
Stage 2	512	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	18.7	0		0.5		
HCM LOS	C					
Minor Lane/Major Mvmt		NBT	NBRWBLn1WBLn2	SBL	SBT	
Capacity (veh/h)		-	- 200 468	615	-	
HCM Lane V/C Ratio		-	- 0.141 0.081	0.069	-	
HCM Control Delay (s)		-	- 25.9 13.4	11.3	-	
HCM Lane LOS		-	- D B	B	-	
HCM 95th %tile Q(veh)		-	- 0.5 0.3	0.2	-	

Intersection						
Int Delay, s/veh	2.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	70	103	934	88	71	791
Future Vol, veh/h	70	103	934	88	71	791
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	150	-	-	100	-
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	76	112	1015	96	77	860
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1647	556	0	0	1111	0
Stage 1	1063	-	-	-	-	-
Stage 2	584	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	90	475	-	-	624	-
Stage 1	293	-	-	-	-	-
Stage 2	521	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	79	475	-	-	624	-
Mov Cap-2 Maneuver	197	-	-	-	-	-
Stage 1	293	-	-	-	-	-
Stage 2	457	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	22.7	0	1			
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT		
Capacity (veh/h)	-	- 197 475	624	-		
HCM Lane V/C Ratio	-	- 0.386 0.236	0.124	-		
HCM Control Delay (s)	-	- 34.3 14.9	11.6	-		
HCM Lane LOS	-	- D B	B	-		
HCM 95th %tile Q(veh)	-	- 1.7 0.9	0.4	-		

2033 Future Year with Project Traffic Analysis

Intersection						
Int Delay, s/veh	0.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	25	50	632	11	16	613
Future Vol, veh/h	25	50	632	11	16	613
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	100	-	-	100	-
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	27	54	687	12	17	666
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1060	350	0	0	699	0
Stage 1	693	-	-	-	-	-
Stage 2	367	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	219	646	-	-	893	-
Stage 1	457	-	-	-	-	-
Stage 2	671	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	215	646	-	-	893	-
Mov Cap-2 Maneuver	339	-	-	-	-	-
Stage 1	457	-	-	-	-	-
Stage 2	658	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	12.9	0	0.2			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT		
Capacity (veh/h)	-	- 339 646	893	-		
HCM Lane V/C Ratio	-	- 0.08 0.084	0.019	-		
HCM Control Delay (s)	-	- 16.5 11.1	9.1	-		
HCM Lane LOS	-	- C B	A	-		
HCM 95th %tile Q(veh)	-	- 0.3 0.3	0.1	-		

Intersection						
Int Delay, s/veh	1.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	51	70	573	52	49	589
Future Vol, veh/h	51	70	573	52	49	589
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	150	-	-	100	-
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	55	76	623	57	53	640
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	1078	340	0	0	680	0
Stage 1	652	-	-	-	-	-
Stage 2	426	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	213	656	-	-	908	-
Stage 1	480	-	-	-	-	-
Stage 2	627	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	201	656	-	-	908	-
Mov Cap-2 Maneuver	332	-	-	-	-	-
Stage 1	480	-	-	-	-	-
Stage 2	591	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	14.1	0		0.7		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	332	656	908	-
HCM Lane V/C Ratio	-	-	0.167	0.116	0.059	-
HCM Control Delay (s)	-	-	18	11.2	9.2	-
HCM Lane LOS	-	-	C	B	A	-
HCM 95th %tile Q(veh)	-	-	0.6	0.4	0.2	-

Intersection						
Int Delay, s/veh	3.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	2	1	3	6	4	1
Future Vol, veh/h	2	1	3	6	4	1
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	2	1	3	7	4	1
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	3	0	16	3
Stage 1	-	-	-	-	3	-
Stage 2	-	-	-	-	13	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1619	-	1002	1081
Stage 1	-	-	-	-	1020	-
Stage 2	-	-	-	-	1010	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1619	-	1000	1081
Mov Cap-2 Maneuver	-	-	-	-	1000	-
Stage 1	-	-	-	-	1020	-
Stage 2	-	-	-	-	1008	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		2.4		8.6	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	1015	-	-	1619	-	
HCM Lane V/C Ratio	0.005	-	-	0.002	-	
HCM Control Delay (s)	8.6	-	-	7.2	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0	-	-	0	-	

Intersection						
Int Delay, s/veh	0.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	24	37	1015	48	43	877
Future Vol, veh/h	24	37	1015	48	43	877
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	100	-	-	100	-
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	40	1103	52	47	953
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	1700	578	0	0	1155	0
Stage 1	1129	-	-	-	-	-
Stage 2	571	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	83	459	-	-	601	-
Stage 1	271	-	-	-	-	-
Stage 2	529	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	77	459	-	-	601	-
Mov Cap-2 Maneuver	191	-	-	-	-	-
Stage 1	271	-	-	-	-	-
Stage 2	488	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	18.8	0		0.5		
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	191	459	601	-
HCM Lane V/C Ratio	-	-	0.137	0.088	0.078	-
HCM Control Delay (s)	-	-	26.8	13.6	11.5	-
HCM Lane LOS	-	-	D	B	B	-
HCM 95th %tile Q(veh)	-	-	0.5	0.3	0.3	-

Intersection						
Int Delay, s/veh	3.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	93	132	930	121	112	789
Future Vol, veh/h	93	132	930	121	112	789
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	150	-	-	100	-
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	101	143	1011	132	122	858
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	1750	572	0	0	1143	0
Stage 1	1077	-	-	-	-	-
Stage 2	673	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	~ 77	463	-	-	607	-
Stage 1	288	-	-	-	-	-
Stage 2	468	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 62	463	-	-	607	-
Mov Cap-2 Maneuver	176	-	-	-	-	-
Stage 1	288	-	-	-	-	-
Stage 2	374	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	30.1	0		1.5		
HCM LOS	D					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	176	463	607	-
HCM Lane V/C Ratio	-	-	0.574	0.31	0.201	-
HCM Control Delay (s)	-	-	49.9	16.2	12.4	-
HCM Lane LOS	-	-	E	C	B	-
HCM 95th %tile Q(veh)	-	-	3.1	1.3	0.7	-
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

Intersection						
Int Delay, s/veh	3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	6	4	2	4	2	4
Future Vol, veh/h	6	4	2	4	2	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	7	4	2	4	2	4
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	11	0	17	9
Stage 1	-	-	-	-	9	-
Stage 2	-	-	-	-	8	-
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	-	-	1608	-	1001	1073
Stage 1	-	-	-	-	1014	-
Stage 2	-	-	-	-	1015	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1608	-	1000	1073
Mov Cap-2 Maneuver	-	-	-	-	1000	-
Stage 1	-	-	-	-	1014	-
Stage 2	-	-	-	-	1014	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		2.4		8.5	
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	1048	-	-	1608	-	
HCM Lane V/C Ratio	0.006	-	-	0.001	-	
HCM Control Delay (s)	8.5	-	-	7.2	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0	-	-	0	-	