## Traffic Impact Study

Prepared For:

## 121 E. Main St

#### Mixed Use Development

Frisco, CO



August 13, 2025



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#### 1 Introduction & Executive Summary

This report documents the traffic impact study for the proposed "121 E. Main St." mixed use development (Project). The Project would be located on the northwest corner of E. Main St. & 2<sup>nd</sup> Ave. in Frisco, Colorado. The Project Access would connect to Galena St. Alley.

#### 1.1 Study Area & Analysis Periods

The Study Area included two intersections.

- Int. #1: Galena St. Alley & N. 1st Ave.
- Int. #2: Galena St. Alley & N. 3<sup>rd</sup> Ave.

The analysis years were 2026 (assumed build out year) and 2046 (20-yr condition). The analysis focused on the weekday AM & PM peak hours.

#### 1.2 Project Development Plan

Figure 1 shows the Project location and Figure 2 shows the Study Area. The current development plan included

- 5 new DU of townhome housing,
- 1,000 sf of new retail (assume apparel store),
- 1 existing restaurant with 1 DU of employee housing for restaurant manager all to remain.



Figure 1 – Project Site Vicinity Map in Frisco



Figure 2 – Study Area

#### 1.3 Conclusions

The existing intersections operate at the best level of service "A" with very low delay in all analysis conditions. The Project would generate very low trip generation (<10 vph), which would have no impact to the intersections on Galena St. Alley. The proposed Project Access location would meet Town criteria.

#### 2 Project Trips

This section includes Project trip generation, distribution, and assignment to the roadway network. Project trips were identified by calculating the number of trips and then calculating how they would be distributed by direction, and then assigned to the site access points and the roadway network.

#### 2.1 New Project Trip Generation

The existing restaurant and manager housing has been open and generating vehicle trips on the roadway, so it would not be considered a new trip generator. The Project's new land uses would have very low trip generation per the attached trip calculations. Given the residential project, there was not any trip reduction for pass-by capture or internal capture in the trip generation calculations. The following table shows the new housing

trips based on Institute of Transportation Engineers (ITE) trip rate database for "single family attached housing," land use code 215.

Table 1 – New Project Trip Generation – Residential (5 DU)

Period	Inbound	Outbound	Total
Weekday (vpd)	18	18	36
AM Peak Hour (vph)	1	1	2
PM Peak Hour (vph)	2	1	3

The following table shows the new retail trips based on ITE trip rate database for "apparel store," land use code 876. There would not be any dedicated parking for the retail area in the Project parking lot on Galena St. Alley, and patrons or employees would need to park on Main St. or elsewhere. But to be conservative, this calculation assumed the retail trips would park in the Project parking lot.

Table 2 – New Project Trip Generation – Retail (1 KSF)

Period	Inbound	Outbound	Total
Weekday (vpd)	33	33	66
AM Peak Hour (vph)	1	0	1
PM Peak Hour (vph)	2	2	4

The following table shows the total new project trips.

Table 3 – New Project Trip Generation – Total

Period	Inbound	Outbound	Total
Weekday (vpd)	51	51	102
AM Peak Hour (vph)	2	1	3
PM Peak Hour (vph)	4	3	7

#### 2.2 Project Trip Distribution & Assignment Assumptions

The Project Access would be located on Galena St. Alley and there wouldn't be any direct access to Main St. Given the Project location, it was reasonable to assume that Project trips would split evenly as follows for both the AM & PM peak hours. When applied to an odd number of trips, the values were rounded up to the nearest whole number.

- 50% to/from the east on Galena St. Alley.
- 50% to/from the west on Galena St. Alley.

From there, Project trips would travel to/from the south on N. 1<sup>st</sup> Ave. and N. 3<sup>rd</sup> Ave. and then to/from the two intersections on Main St.

The following table shows the Project trip assignments by intersection and movement.

#### Table 4 – Project Trip Assignments by Intersection & Movement

#### INT 1 Galena St Alley & N. 1st Ave.

					W	eekday A	M Condit	ion				
		Eastbound			Westbound	1		Northbound	i	1	Southbound	1
Description	L	TH	R	L	TH	R	L	TH	R	L	TH	R
Trip Distribution % Inbound Period 1 & 2	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%	0%
Trip Distribution % Outbound Period 1 & 2	0%	0%	0%	50%	0%	0%	0%	0%	0%	0%	0%	0%
Project Trip Volume Inbound - Period 1	0	0	0	0	0	0	0	0	1	0	0	0
Project Trip Volume Outbound - Period 1	0	0	0	1	0	0	0	0	0	0	0	0
Project Trip Volume Total - Period 1	0	0	0	1	0	0	0	0	1	0	0	0
Project Trip Volume Inbound - Period 2	0	0	0	0	0	0	0	0	1	0	0	0
Project Trip Volume Outbound - Period 2	0	0	0	1	0	0	0	0	0	0	0	0
Project Trip Volume Total - Period 2	0	0	0	1	0	0	0	0	1	0	0	0

					W	eekday P	M Conditi	on				
		Eastbound			Westbound	ı		Northbound	i		Southbound	t
Description	L	TH	R	L	TH	R	L	TH	R	L	TH	R
Trip Distribution % Inbound Period 1 & 2	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%	0%
Trip Distribution % Outbound Period 1 & 2	0%	0%	0%	50%	0%	0%	0%	0%	0%	0%	0%	0%
Project Trip Volume Inbound - Period 1	0	0	0	0	0	0	0	0	2	0	0	0
Project Trip Volume Outbound - Period 1	0	0	0	2	0	0	0	0	0	0	0	0
Project Trip Volume Total - Period 1	0	0	0	2	0	0	0	0	2	0	0	0
Project Trip Volume Inbound - Period 2	0	0	0	0	0	0	0	0	2	0	0	0
Project Trip Volume Outbound - Period 2	0	0	0	2	0	0	0	0	0	0	0	0
Project Trip Volume Total - Period 2	0	0	0	2	0	0	0	0	2	0	0	0

#### INT 2 Galena St Alley & N. 3rd ave.

					W	eekday A	M Conditi	on				
		Eastbound			Westbound	1		Northbound	ı		Southbound	1
Description	L	TH	R	L	TH	R	L	TH	R	L	TH	R
Trip Distribution % Inbound Period 1 & 2	0%	0%	0%	0%	0%	0%	50%	0%	0%	0%	0%	0%
Trip Distribution % Outbound Period 1 & 2	0%	0%	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Project Trip Volume Inbound - Period 1	0	0	0	0	0	0	1	0	0	0	0	0
Project Trip Volume Outbound - Period 1	0	0	1	0	0	0	0	0	0	0	0	0
Project Trip Volume Total - Period 1	0	0	1	0	0	0	1	0	0	0	0	0
Project Trip Volume Inbound - Period 2	0	0	0	0	0	0	1	0	0	0	0	0
Project Trip Volume Outbound - Period 2	0	0	1	0	0	0	0	0	0	0	0	0
Project Trip Volume Total - Period 2	0	0	1	0	0	0	1	0	0	0	0	0

					W	eekday P	M Conditi	on				
		Eastbound	l		Westbound	ı		Northbound	i		Southbound	1
Description	L	TH	R	L	TH	R	L	TH	R	L	TH	R
Trip Distribution % Inbound Period 1 & 2	0%	0%	0%	0%	0%	0%	50%	0%	0%	0%	0%	0%
Trip Distribution % Outbound Period 1 & 2	0%	0%	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Project Trip Volume Inbound - Period 1	0	0	0	0	0	0	2	0	0	0	0	0
Project Trip Volume Outbound - Period 1	0	0	2	0	0	0	0	0	0	0	0	0
Project Trip Volume Total - Period 1	0	0	2	0	0	0	2	0	0	0	0	0
Project Trip Volume Inbound - Period 2	0	0	0	0	0	0	2	0	0	0	0	0
Project Trip Volume Outbound - Period 2	0	0	2	0	0	0	0	0	0	0	0	0
Project Trip Volume Total - Period 2	0	0	2	0	0	0	2	0	0	0	0	0

#### 3 Existing Roadway Conditions

This section describes the existing roadways and planned/programmed roadway improvements.

#### 3.1 Existing Road & Intersection Configurations

There were two existing intersections within the Study Area. The following images show the existing intersection lane geometry and configurations.

Figure 3 - Existing Lane Geometry at Galena St. Alley & N. 1st Ave.



Figure 4 - Existing Lane Geometry at Galena St. Alley & N. 3rd Ave.



#### Planned & Programmed Road Improvements

There aren't any roadway improvements planned for the Study Area, so the evaluation was based on the existing lane geometry and configurations.

#### 3.2 Existing Peak Hour Traffic Volumes

TurnKey Consulting obtained AM & PM peak period traffic counts at the two intersections on 8/5/25. Since these counts were obtained during the peak summer season, they were used as-is with no adjustment for peak season. The Appendix shows all the count data.

#### 4 Future Peak Hour Traffic Volumes

There were two parts of this calculation: future background traffic and total traffic.

#### Future Background Traffic Growth Rates

The intersections in the Study Area are located in a part of town that is built out and there would be little chance that traffic would grow over time. Neither 1<sup>st</sup> Ave. nor 3<sup>rd</sup> Ave. cross the river to the north, which limits the possibility of future traffic growth. Therefore, the traffic growth factor for local roads was 1.0.

#### Total Future Traffic Volumes (Background + Project)

Future total traffic is the sum of Project trips and background traffic. The following Figures show the future total traffic volumes at each intersection for years 2026 and 2046. The Appendix includes the entire traffic set of volume calculations.

Figure 5 - Total Future Traffic Volumes – 2026 & 2046 AM

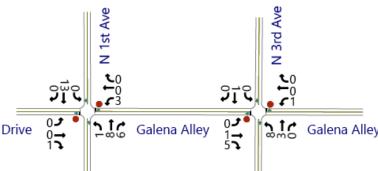
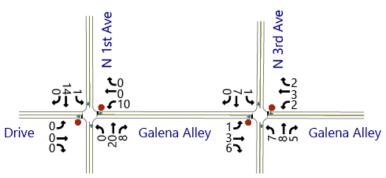


Figure 6 - Total Future Traffic Volumes – 2026 & 2046 PM





#### Traffic Volume Changes at Two Intersections on Main St.

The two following intersections were not evaluated in this study:

- E. Main St. & 1<sup>st</sup> Ave.
- E. Main St. & 3<sup>rd</sup> Ave.

They were not evaluated because the proposed increase in traffic volumes at these intersections would be insignificant. CDOT defines "significant" as a 20% increase in two-way traffic volumes on the approach to the mainline (the north legs of these two intersections). The traffic volume calculations show the following increase in traffic volumes at these two locations:

- E. Main St. & 1<sup>st</sup> Ave. traffic increase on north leg due to Project trips = 8%
- E. Main St. & 3<sup>rd</sup> Ave. traffic increase on north leg due to Project trips = 13%

#### 5 Peak Hour Safety & Traffic Operations Analysis

This analysis included turn lane warrant evaluations, traffic operations calculations, and sight distance evaluation.

#### 5.1 Turn Lane Warrant Evaluation

The intersections in the Study Area were evaluated to determine if turn lanes would be warranted to reduce vehicle conflicts points and crash potential.

#### 5.1.1 Turn Lane Warrants and Requirements

The Town of Frisco doesn't have specific design criteria for turn lane warrants. The following tables show the deceleration turn lane warrants for the City of Grand Junction, which is generally similar in other communities. The City of Grand Junction does not have warrant criteria for acceleration lanes.

#### Table 5 - Turn Lane Warrant Criteria

#### Warrants for Right Turn Lanes

#### Two Lane Roadways Number of Peak Hour Turning Vehicles

DDHV	35 MPH or	40 MPH	45 MPH	50 MPH	55 MPH
(vph)	less				
200				73	35
300	•		120	41	24
400	200	200	50	30	19
500	150	125	35	25	16
600	75	50	25	20	14
800	50	30	15	15	11
1000	25	25	15	11	9
1200	20	20	15	9	8

DDHV - Directional Design Hourly Volume; volume of vehicles in the design hour using the through lane adjacent to which the right lanes is to be constructed.



#### Warrants for Left Turn Lanes

#### 5.1.2 Intersection Turn Lane Evaluation

This section describes the turn lane evaluation for each intersection. The design speed was 25 mph.

#### Int. #1: Galena St. Alley & N. 1st Ave.

The alley is stop-controlled, and N. 1<sup>st</sup> Ave. is the mainline. Left turn and right turn lanes would not be warranted unless the northbound or southbound through movements had a peak hour volume above 100 DDHV (vph). In this case the highest through movement volume would be 20 vph. Therefore, turn lanes would not be warranted at this intersection.

#### Int. #2: Galena St. Alley & N. 3rd Ave.

The alley is stop-controlled, and N. 3<sup>rd</sup> Ave. is the mainline. Left turn and right turn lanes would not be warranted unless the northbound or southbound through movements had a peak hour volume above 100 DDHV (vph). In this case the highest through movement volume would be 8 vph. Therefore, turn lanes would not be warranted at this intersection.

#### 5.2 Traffic Operations Analysis

The analysis used the latest version of Synchro Software to evaluate the existing and future traffic operations at the intersections and driveways within the study area. The concept of Level of Service (LOS) is used as a basis for computing combinations of roadway operating conditions and delay, which accommodate various level of traffic activity. By definition, six different LOS are used - A, B, C, D, E, and F. LOS "A" represents free-flow conditions with little to no delay. LOS "E" represents the maximum capacity of an intersection or roadway, where delay and/or congestion are severe.

- The peak hour factor was 0.92.
- This area is flat, so grade adjustments were not necessary.
- Truck percentages were 2%.

The following table shows the operation analysis results for the existing lane configurations at each intersection. The existing intersections operate at LOS A now with minimal vehicle delay and queuing. This continues for both intersections in the total traffic conditions.

Table 6 - Intersection LOS Summary for Peak Hours - 2026 & 2046

Location	Traffic Control	<b>New Lane Geometry</b>	Background	Total
Int 1 - Galena St. Alley & N. 1st Ave AM	2-way Stop Control			
Eastbound	Stop		Α	Α
Westbound	Stop		Α	Α
Northbound	•		Α	Α
Southbound			Α	Α
Critical Movement Delay (ave. sec/veh)			WB (8.9)	WB (8.9)
Int 1 - Galena St. Alley & N. 1st Ave PM	2-way Stop Control			
Eastbound	Stop		Α	Α
Westbound	Stop		Α	Α
Northbound			Α	Α
Southbound			Α	Α
Critical Movement Delay (ave. sec/veh)			WB (9.0)	WB (9.0)
Int 2 - Galena St. Alley & N. 3rd Ave AM	2-way Stop Control		_	_
Eastbound	Stop		A	A
Westbound	Stop		Α	Α
Northbound			A	Α
Southbound			Α	Α
Critical Movement Delay (ave. sec/veh)			WB (8.9)	WB (8.9)
Int 2 – Galena St. Alley & N. 3rd Ave. – PM	2-way Stop Control			
Eastbound	Stop		Α	Α
Westbound	Stop		Α	Α
Northbound			Α	Α
Southbound			Α	Α
Critical Movement Delay (ave. sec/veh)			WB (9.0)	WB (9.1)

#### 5.3 Intersection Sight Distance and Spacing

Both of the north/south roads in the Study Area are straight and flat in the segments near the Galena St. Alley intersections. The design criteria was based on AASHTO requirements. At 20 mph, the required intersection sight distance is 325-ft. The sight views from the Galena St. Alley stop signs at both intersections are blocked by on-street parking, which is common in central business districts. However, drivers are allowed to move forward enough to see past parked vehicles, and then the sight distance to the adjacent intersections is clear.

Town design criteria indicate that 35-ft of clearance is required between driveways and adjacent roads. The proposed Project access would provide more than 35-ft spacing. Town design criteria indicate that 30-ft of clearance is required between adjacent driveways, and 15-ft from property lines. The proposed Project access would provide more than these spacing requirements.

#### 6 Conclusions

The existing intersections operate at the best level of service "A" with very low delay in all analysis conditions. The Project would generate very low trip generation (<10 vph), which would have no impact to the intersections on Galena St. Alley. The proposed Project Access location would meet Town criteria.

## <u>Appendix</u>

**Project Trip Generation Calculations** 

**Existing Traffic Count Summary** 

**Traffic Volume Calculation Tables** 

Intersection Operational Analysis

## **Project Trip Generation Calculations**





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### **Existing Traffic Count Summary**

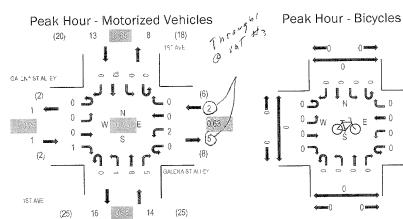




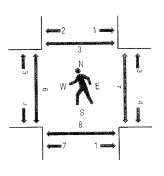
Location: 1 1ST AVE & GALENA ST ALLEY AM

Date: Tuesday, August 5, 2025 Peak Hour: 08:00 AM - 09:00 AM

Peak 15-Minutes: 08:30 AM - 08 45 AM



#### Peak Hour - Pedestrians



Note Total study counts contained in parentheses

#### Traffic Counts - Motorized Vehicles

Peak Hour

raffic Counts -	· Woto	orize	a ve	enicie	S																	
	GAL	LENA S	ST ALL	.EY	GALI	ENA S	T ALLEY			1ST A	νE			1ST	AVE							
Interval		Eastb	ound			Westb	ound			Northbo	ound			South'	bound			Rolling	Ped	estrian	Crossin	ıgs
Start Time	U Turn	Left		Right	U-Turn		Thru R	light	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South N	North_
7 00 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	3	0	7	23	2	1	2	0
7 15 AM	0	0	1	0	0	0	1	1	0	0	1	1	0	0	1	0	6	24	4	3	4	1
7 30 AM	0	0	0	0	0	C	0	0	0	0	3	1	0	0	3	0	7	22	0	2	2	0
7 45 AM	0	0	0	0	0	2	0	0	0	0	1	0	0	0	0	0	3	25	5	1	2	2
												_									40	0
Count Total	0	0	1	1	0	4	1	1	0	1	17	7	0	0	20	(	) 53	<u> </u>	17	14	18	6

0

0 0

0

8

0 13

0

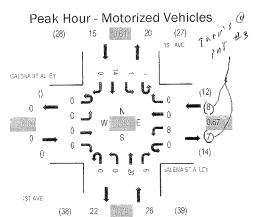
(Existing Troffic Counts)

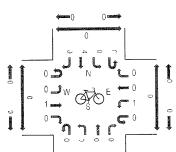


Location: 1 1ST AVE & GALENA ST ALLEY PM

Date: Tuesday, August 5, 2025 Peak Hour: 04:15 PM - 05:15 PM

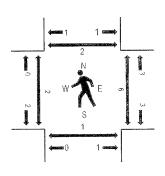
Peak 15-Minutes: 04:15 PM - 04:30 PM





Peak Hour - Bicycles

#### Peak Hour - Pedestrians



Note Total study counts contained in parentheses

Traffic Counts	s - Moto	orize	d Ve	hicle	·S																	
	GAI	LENA S	ST ALL	EY.	GAL	ENA S	T ALLEY	1		1ST /	AVE				AVE							
Interval		Eastb	ound			Westb	ound			Northb	ound			South	bound			Rolling			n Crossi	Ž.,
Start Time	U Turn	Lert	Thru	Right	U Turn	Left	Thru F	Right	U Turn	Lert	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South	North
4 00 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	2	0	ŧ	5 47	1	2	1	0
5 15 PM	0	Ω	0	0	0	2	Ω	0	0	0	2	3	0	n	7	. 0	14	1	0	0	0	1
	0	0	0	*	0	0	0	1	C	•	3	1	n	0	1	. 0	f	6	0	2	3	0
5 30 PM	-		-	_		U		1		-	4	0	0	0				5	0	0	0	4
5 45 PM	0	0	-0	0	0	!	0	0	0	0												
Count Total	0	0	0	0	0	11	0	1	0	0	26	13	0	1	27	7 ( —	)7	9	3	10	5	4
Peak Hour	0	0	0	0	0	8	0	0	0	0	20	) _6	6 0		1 1	4	0 _	49	2	6	1	2

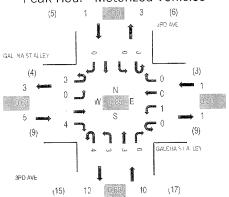


Location 2 3RD AVE & GALENA ST ALLEY AM

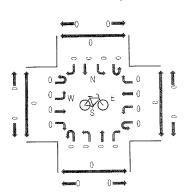
Date: Tuesday, August 5, 2025 Peak Hour: 07:00 AM - 08:00 AM

Peak 15-Minutes: 07:00 AM - 07 15 AM

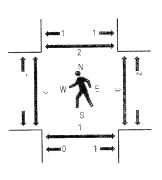
#### Peak Hour - Motorized Vehicles



#### Peak Hour - Bicycles



#### Peak Hour - Pedestrians



Note Total study counts contained in parentheses

Interval	GAL	ENA S Eastb	ST ALL	EY.		ENA S Westb	T ALLEY ound			3RD A Northb				3RD South				Rolling	Pec		n Crossin	-
Start Time	U Turn	Left	Thru	Right	U-Turn	Left	Thru Rig	ht	U Tum	Let	Thru	Right	U Turn	Left	Thru	Right	Total	Hour_	West	East	South N	North_
																	,		7 0		0	0
8 00 AM	0	0	1	0	0	0	0	0	0	C.	0	0	0	0	(	) 1	-	2 1			0	0
8 15 AM	0	0	1	4	0	1	0	0	0	()	0	1	0	0	-	0	ţ	5	2	1	3	0
8 30 AM	0	0	1	0	0	1	0	0	0	0	0	1	0	1	(	0	2	1	0	3	C	0
8 45 AM	0	0	Э	0	0	0	0	0	0	0	3	2	0	0		0	6	3	0	6	0	0
Count Total	0	0	4	- 5	0	3	0	0	4	3	6	4	0	1		3 .	1 3	4	6	14	4	2
Peak Hour	0	0	1	4	0	— 1	0	0	4			3 (	0	(	)	1	0	17	2	3	1	2

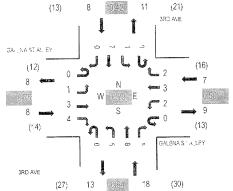


Location: 2 3RD AVE & GALENA ST ALLEY PM

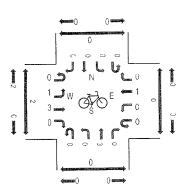
Date: Tuesday, August 5, 2025 Peak Hour: 04:30 PM - 05:30 PM

Peak 15-Minutes: 05:15 PM - 05:30 PM

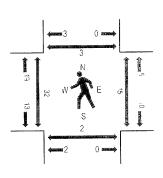
#### Peak Hour - Motorized Vehicles



#### Peak Hour - Bicycles



#### Peak Hour - Pedestrians



Note Total study counts contained in parentheses

#### Τ

Traffic Counts										0 D D 1				3RD	A17E							
ınterval		ENA 3. Eastb	ST ALLE ound	ΞY		ENA S Westb	T ALLEY ound			3RD A		_			bound			Rolling			Crossir	-
Start Time	U-Turn	Left	Thru	Right	U Turn	Left	Thru R	ight	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South I	North
4 00 PM	0	0	-0	2		2	0	0	0	0	3	1	0	0	0	0	8	39	1	2	1	0
4 15 PM	0	1	0	0	0	3	2	0	0	0	2	0	0	0	2	0	10	38	6	1	1	0
5 30 PM	0	С	1	1	0	1	1	0	0	1	1	1	0	0	2	0	9		3	4	2	0
5 45 PM	0	0	1	0	0	0	0	0	0	0	3	0	0	0	1	0	5		3	6	3	0
Count Total	0	2	5	7	0	8	6	2	0	6	17	7	0	1	12	(	73	}	45	28	9	3
Peak Hour	0	1	3	4	0	2	3	2	. 0	5		3 5	5 0		1	7	0 4	41	_32	15	2	3

#### **Traffic Volume Calculation Tables**



### Traffic Valume (a/Lula/Van)

General Inputs		Project	121 E. Main Mixed Use	<b>Version</b> 8/12/25
Trip Generation - Phase 1				omootning (yes/no)
	Weekda AM 2 1	Weekda PM 4 3	Sat	
Off Site intersection non-drivewa s		2	Š	
Enter in Exit out	Awi 1	<u>7</u> 4 ω	Sal	
Trip Generation - Phase 2 Drivewa s				
	Weekda AM	Weekda PM	Sat	
Enter in Exit out	C/ F	4 E		
Off Site intersection non-drivewa	vs			
200	AM	MG 4	Sat	
Exit out	1 <del>-</del>	m		
:				
Growth Factors	700	Factor		
-	2026	vanes		
3.2	2046	varies		
Intersection Names				
INT 1 Galena St Alle &	N 1st Ave			65
Galena St Alle	& N 3rd ave		Ø 4	t ee ee
INT 3 Galena St Alle &	Pro ect Access		3	es etè
INT 4			•	
INT 5			e? ©	
INT 6				
INT 7			200-2	
INT 8			•	
INT 9			4	
INT 10			et a	
INT 11				
INT 12				
INT 13				
IN 14				
· · · · · · · · · · · · · · · · · · ·				

Study Times
Condition 1 Weekday AM
Condition 2 Weekday PM
Condition 3 Not used

INT 1 Galena St Alley & N. 1st Ave. 121 E. Main Mixed Use

					We	ekday Al	M Conditi	on				
		Eastbound			Westbound	•		Northbound			Southbound	
Descri tron	_	Ŧ	~	┙	표	∝	_	Ŧ	Ľ		H	ĸ
Existin Volumes Au 2025 for Period 1 & 2	0	0	τ-	2	0	0	<u></u>	∞	5		13	0
Ad usted volumes - seasonal Period 1 & 2	0	0	_	2	0	0	<del>-</del>	80	5		13	0
Tri Distribution % Inbound Period 1 & 2	%0	%0	%0	%0	%0	%0	%0	%0	20%		%0	%0
Tri Distribution % Outbound Period 1 & 2	%0	%0	%0	20%	%0	%0	%0	%0	%0		%0	%0
Drivewa Enter "1" Yes, or "0" No Period 1 & 2	0	0	0	0	0	0	0	0	0		0	0
Project Tri Volume Inbound - Period 1	0	0	0	0	0	0	0	0	<del></del>		0	0
Project Tri Volume Outbound - Period 1	0	0	0	_	0	0	0	0	0		0	0
Pro ect Tri Volume Total - Period 1	0	0	0	_	0	0	0	0	~		0	0
Pro ect Tri Volume Inbound - Period 2	0	0	0	0	0	0	0	0	~		0	0
Pro ect Tn Volume Outbound - Period 2	0	0	0	<u></u>	0	0	0	0	0		0	0
Pro ect Tn Volume Total - Period 2	0	0	0	<b>~</b>	0	0	0	0	<del>-</del>	0	0	0
Growth Factor Period 1	1 000	1 000	1 000	1.000	1 000	1 000	1.000	1.000	1 000		1.000	1 000
Growth Factor Period 2	1 000	1 000	1.000	1 000	1 000	1 000	1.000	1 000	1 000		1.000	1 000
Future Bac round Volume - Penod 1	0	0	_	2	0	0	_	ω	5		13	0
Future Bac round Volume - Penod 2	0	0	_	7	0	0	_	∞	5		13	0
Total Future Volume - Penod 1	0	0	<u></u>	က	0	0	_	80	9		13	0
Total Future Volume - Period 2	0	0	<u></u>	က	0	0	_	∞	9		13	0
							(					
					WVE	DEKOM T		5				
		Eastbound			Westbound			Northbound			Southbound	
Descri tion	_	Ŧ	<u>~</u>	_	TT		_	Ŧ	፫		Η	œ
Existin Volumes Au 2025 for Period 1 & 2	0	0	0	∞	0		0	20	9		14	0
Ad usted volumes - seasonal Penod 1 & 2	0	0	0	œ	0		0	20	9		14	0
Tr. Distribution % Inbound Period 1 & 2	%0	%0	%0	%0	%0		%0	%0	20%		%0	%0
Tri Distribution % Outbound Period 1 & 2	%0	%0	%0	20%	%0		%0	%0	%0		%0	%0
Project Tn Volume Inbound - Period 1	0	0	0	0	0		0	0	2		0	0
Project Tn Volume Outbound - Period 1	0	0	0	2	0		0	0	0		0	0
Project Tn Volume Total Period 1	0	0	0	2	0		0	0	2		0	0
Project Tn Volume Inbound - Period 2	0	0	0	0	0		0	0	2		0	0
Project Tn. Volume Outbound - Period 2	0	0	0	2	0		0	0	0		0	0
Project Tn Volume Total - Period 2	0	0	0	2	0		0	0	2		0	0
Growth Factor Period 1	1 000	1 000	1 000	1 000	1.000		1 000	1 000	1.000		1 000	1 000
Growth Factor Period 2	1.000	1 000	1 000	1 000	1 000		1 000	1 000	1 000		1 000	1 000
Future Back round Volume - Perrod 1	0	0	0	∞	0		0	20	9		14	0
Future Back round Volume - Penod 2	0	0	0	∞	0		0	20	9		14	0
Total Future Volume - Penod 1	0	0	0	10	0	0	0	20	∞	<del>-</del>	14	0
Total Future Volume - Penod 2	0	0	0	10	0		0	20	∞		14	0

INT 2 Galena St Alley & N. 3rd ave. 121 E. Main Mixed Use

					We	ekda Al	M Condition	no				
		Eastbound			Westbound			Northbound		0,	Southbound	
Descri tion	_!	Ξ	叱		프	œ		프	伀	_	프	叱
Existin Volumes Au 2025 for Period 1 & 2	0	_	4		0	0		က	0	0	<b>—</b>	0
Ad usted volumes - seasonal Period 1 & 2	0	<del>-</del>	4		0	0		က	0	0	<del></del>	0
Tri Distribution % Inbound Penod 1 & 2	%0	%0	%0		%0	%0		%0	%0	%0	%0	%0
Tri Distribution % Outbound Period 1 & 2	%0	%0	20%		%0	%0		%0	%0	%0	%0	%0
Drivewa Enter "1" Yes, or "0" No Period 1 & 2	0	0	0		0	0		0	0	0	0	0
Project Tn Volume Inbound - Period 1	0	0	0		0	0		0	0	0	0	0
Project Tn. Volume Outbound - Period 1	0	0	<u>_</u>		0	0		0	0	0	0	0
	0	0	_		0	0		0	0	0	0	0
Project Tn Volume Inbound - Period 2	0	0	0		0	0		0	0	0	0	0
Project Tn Volume Outbound - Period 2	0	0	<del>-</del>		0	0		0	0	0	0	0
Project Tin Volume Total - Period 2	0	0	<del>-</del>		0	0		0	0	0	0	0
Growth Factor Penod 1	1 000	1 000	1 000		1 000	1.000		1 000	1.000	1 000	1 000	1 000
Growth Factor Penod 2	1 000	1 000	1 000	1 000	1.000	1.000	1 000	1 000	1 000	1 000	1 000	1 000
Future Back round Volume - Period 1	0	<del>-</del>	4		0	0		ಣ	0	0	_	0
Future Back round Volume - Period 2	0	<del></del>	4		0	0		က	0	0	_	0
Total Future Volume - Penod 1	0	<del></del>	5		0	0		ಐ	0	0	<del>-</del>	0
Total Future Volume - Period 2	0	<del></del>	2		0	0		೮	0	0	<del></del>	0
					We	ekday Pi	√ Conditio	no				
		Eastbound			Westbound			Northbound		٠,	Southbound	
Descrition	_	Η	œ	_	Ŧ	œ		H	Ľ		Ŧ	œ
Existin Volumes Au 2025 for Penod 1 & 2	~	က	4	2	က	2		∞	22		7	0
Ad usted volumes - seasonal Period 1 & 2	_	က	4	2	က	2		80	5		7	0
Tri Distribution % Inbound Perrod 1 & 2	%0	%0	%0	%0	%0	%0		%0	%0		%0	%0
Tri Distribution % Outbound Period 1 & 2	%0	%0	20%	%0	%0	%0		%0	%0		%0	%0
Pro ect Tn Volume Inbound - Period 1	0	0	0	0	0	0		0	0		0	0
Pro ect Tn Volume Outbound - Period 1	0	0	2	0	0	0		0	0		0	0
Pro ect Tn Volume Total - Penod 1	0	0	2	0	0	0		0	0		0	0
Pro ect Tn Volume Inbound - Period 2	0	0	0	0	0	0		0	0		0	0
Pro ect Tn Volume Outbound - Period 2	0	0	5	0	0	0		0	0		0	0
Project Tri Volume Total - Period 2	0	0	2	0	0	0		0	0		0	0
Growth Factor Period 1	1 000	1 000	1 000	1 000	1 000	1 000		1 000	1 000		1 000	1 000
Growth Factor Penod 2	1 000	1 000	1.000	1 000	1 000	1 000		1 000	1 000		1 000	1 000
Future Back round Volume - Period 1	_	က	4	2	က	2		œ	Ŋ		7	0
Future Back round Volume - Period 2	-	က	4	2	က	2		œ	22		7	0
Total Future Volume - Period 1	_	က	9	2	က	2	7	∞	5	<u></u>	7	0
Total Future Volume - Penod 2	<del>-</del>	ო	9	2	က	2		∞	വ		7	0

INT 3 Galena St Alley & Project Access 121 E. Main Wixed Use

## Weekday AM Condition

		Eastbound			Westbound		-	Vorthbound		0)	Southbound	
Descri tion	_					œ					I	ĸ
Existin Volumes Au 2025 for Period 1 & 2	0					0					0	0
Ad usted volumes - seasonal Period 1 & 2	0					0					0	0
Tn Distribution % Inbound Period 1 & 2	%0					%0					%0	%0
Tn Distribution % Outbound Period 1 & 2	%0	%0	%0	%0	%0	%0	20%	%0	20%	%0	%0	%0
Drivewa Enter "1" Yes or "0" No Period 1 & 2	0					0					0	0
Pro ect Tri Volume Inbound - Period 1	0					0					0	0
Project Tri Volume Outbound - Period 1	0					0					0	0
Pro ect Tn Volume Total Period 1	0					0					0	0
Project Tri Volume Inbound - Penod 2	0					0					0	0
Pro ect Tn Volume Outbound - Penod 2	0					0					0	0
Project Tri Volume Total - Penod 2	0					0					0	0
Growth Factor Period 1	1 000					1 000					1 000	1 000
Growth Factor Period 2	1 000					1 000					1 000	1 000
Future Back round Volume - Period 1	0					0					0	0
Future Back round Volume - Period 2	0					0					0	0
Total Future Volume - Period 1	0					0					0	0
Total Future Volume - Period 2	0					0					0	0

## Weekday PM Condition

		Eastbound			Westbound			Vorthbound		0)	southbound	
Descri tron	_	프	Ľ		H	œ		ፗ	ď		HL	ĸ
Existin Volumes Au 2025) for Period 1 & 2	0	7	0	0	8	0	0	0	0		0	0
Ad usted volumes - seasonal Period 1 & 2	0	7	0	0	œ	0	0	0	0		0	0
Tn Distribution % Inbound Period 1 & 2	%0	%0	20%	20%	%0	%0	%0	%0	%0		%0	%0
Tri Distribution % Outbound Period 1 & 2	%0	%0	%0	%0	%0	%0	20%	%0	%09	%0	%0	%0
Pro ect Tri Volume Inbound - Period 1	0	0	2	2	0	0	0	0	0		0	0
Pro ect Tn Volume Outbound - Penod 1	0	0	0	0	0	0	2	0	7		0	0
Pro ect Tn Volume Total Penod 1	0	0	2	2	0	0	2	0	2		0	0
Pro ect Tri Volume Inbound - Period 2	0	0	7	2	0	0	0	0	0		0	0
Project Tri Volume Outbound - Period 2	0	0	0	0	0	0	2	0	2		0	0
Pro ect Tri Volume Total Penod 2	0	0	2	2	0	0	2	0	2		0	0
Growth Factor Period 1	1 000	1 000	1 000	1 000	1.000	1 000	1 000	1 000	1 000		1 000	1 000
Growth Factor Penod 2	1 000	1.000	1 000	1 000	1 000	1 000	1 000	1 000	1 000		1 000	1 000
Future Back round Volume - Period 1	0	7	0	0	∞	0	0	0	0		0	0
Future Back round Volume - Period 2	0	7	0	0	80	0	0	0	0		0	0
Total Future Volume - Period 1	0	7	2	2	8	0	7	0	7		0	0
Total Future Volume - Perod 2	0	7	2	2	œ	0	2	0	2		0	0

### **Intersection Operational Analysis**



ludana adia a												
Intersection Int Delay, s/veh 1 1												
3 /												
		EBR	WBL		WBR	NBL		NBR	SBL		SBR	
Lane Configurations	4			4			4	_		4		
Traffic Vol, veh/h 0	0	1	2	0	0	1	8	5	0	13	0	
Future Vol, veh/h 0	0	1	2	0	0	1	8	5	0	13	0	
Conflicting Peds, #/hr10	0	10	10	0	10	10	0	10	10	0	10	
Sign Control Stop			Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	
RT Channelized -	-	None	-	-	None	-	-	None	-	-	None	
Storage Length -	-	-	_	_	-	-	-	-	-	-	-	
Veh in Median Storage,-	<del>#</del> 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 0	0	1	2	0	0	1	9	5	0	14	0	
	_			_	_		-					
Major/Minor Minor2		M	linor1		ľV	lajor1		M	lajor2			
Conflicting Flow All 45	50	34	48	48	31	24	0	0	24	0	0	
Stage 1 24	24	-	24	24	-		_	_		_	Ŭ	
Stage 2 21	26		24	24	_	_	_	_	_	_	_	
Critical Hdwy 7.12		6.22	7.12		6 22	4 12		_	4.12	_	_	
Critical Hdwy Stg 16.12			6.12		0 22	7 12	_	_	7.12	_	_	
Critical Hdwy Stg 26.12				5 52	_	_						
Follow-up Hdwy 3 518					2 212	- 2 240	_		2 218	_	_	
,		1039	953		1043		-		1591	-	-	
Pot Cap-1 Maneuve@57 Stage 1 994	875	1039	994		1043	1091	_	-	1591	_	_	
0	873				_	-	-	_	_	_	-	
Stage 2 998	013	-	994	0/5	_	-	-	-	_	_	_	
Platoon blocked, %	004	4040	000	007	4000	1575	-	-	1575	-	_	
Mov Cap-1 Maneuve38		1019			1023	15/5	-	-	1575	-	_	
Mov Cap-2 Maneuve38	824	-	933			-	-	_	-	-	-	
Stage 1 984	867	-	984		_	-	-	-	-	-	_	
Stage 2 988	864	-	983	867	-	-	-	-	-	-	-	
Approach EB			WB			NB			SB			
HCM Ctrl Dly, s/v 8.54			8 87			0 52			0			
HCM LOS A			Α									
Mınor Lane/Major Mvmt							SBT	SBR	~~~~~~			
Capacity (veh/h)	119			1019		1575	-	-				
HCM Lane V/C Ratio	0.001	-	-	0 001		-	_	-				( A )
HCM Ctrl Dly (s/v)	7 3	0	-	- 8.5	8 9	0	-	-			/	
HCM Lane LOS	Α	Α	-	. А	Α	Α	-	. <u>-</u>				InT#1)
HCM 95th %tile Q(veh)	0	-	-	- 0	0	0	-	-				
,												

Intersection												
Int Delay, s/veh 1.6		-										
Movement EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	4			4			4			4		
Traffic Vol, veh/h 0	0	0	8	Ö	0	0	20	6	1	14	0	
Future Vol, veh/h 0	0	0	8	0	0	0	20	6	1	14	0	
Conflicting Peds, #/hr10	0	10	10	0	10	10	0	10	10	0	10	
•	Stop			Stop				Free		Free		
RT Channelized -		None			None	_		None	_		None	
Storage Length -	_	_	_	_	-	_	_	_	_	_	_	
Veh ın 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	
Mvmt Flow 0	0	0	9	0	0	0	22	7	1	15	0	
IVIVIIIL FIUW U	U	U	9	U	U	U	22	1	ı	10	U	
Navar/Nilinar Nilinar		η./	luncad		η.	1010-1		A A	loio "O			
Major/Minor Minor2			linor1			lajor1			lajor2			The state of the s
Conflicting Flow All 59	66	35	62	62	45	25	0	0	38	0	0	
Stage 1 27	27	-	35	35	-	-	-	-	-	-	-	
Stage 2 32	38	-	27	27	-	-	-	-	_	-	-	
,		6 22			6.22	4 12	-	-	4 12	-	-	
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 3 5184	4 018	3.318	3.518	4.018	3 318	2 218	-	- :	2 218	-	-	
Pot Cap-1 Maneuve®37	825	1038	932	828	1025	1589	-	-	1572	-	-	
Stage 1 990	872	-	981	866	-	_	-	_	-	-	-	
Stage 2 985	863	-	990	872	-	-	-	-	-	-	-	
Platoon blocked, %							-	-		_	-	
Mov Cap-1 Maneuve19	809	1018	914	812	1005	1574	-	-	1557	-	-	
Mov Cap-2 Maneuve19	809	_	914		_	_	-	-	-	-	-	
Stage 1 980	863	_	971	858	_	-	_		-	-	_	
Stage 2 975	855				_	_	_		_	-		
Jug5 2 010												
Approach EB			WB			NB			SB			
HCM Ctrl Dly, s/v 0			8 98			0			0.49			
HCM LOS A			0 90 A			J			5, 10			
HOIVI LOO			^	•								
Minor Lane/Major Mvmt	NIDI	NDT	ND	=R! n//	/RLn1	SRI	SRT	SBR				
TABLE TRACE OF TABLE AND ADDRESS OF TABLE			IADIZ	-DEIIW			ODI					
					914	120	***	-				
Capacity (veh/h)	1574				0.04	0.004						
Capacity (veh/h) HCM Lane V/C Ratio	-	_	-			0 001	-					
Capacity (veh/h) HCM Lane V/C Ratio HCM Ctrl Dly (s/v)	0	-	-	. 0	9	7 3						
Capacity (veh/h) HCM Lane V/C Ratio	-	. <u>-</u>	-	_	9	7 3 . A	Α					

Intersection Int Delay, s/veh 1.3  Movement EBL EBT EBR WBL WBT WBR NBL NBT NBR SBL SBT SBR Lane Configurations	
Movement EBL EBT EBR WBL WBT WBR NBL NBT NBR SBL SBT SBR	
Laid Communications *** *** *** ***	
Traffic Vol, veh/h 0 0 1 3 0 0 1 8 6 0 13 0	
Future Vol, veh/h 0 0 1 3 0 0 1 8 6 0 13 0	
Conflicting Peds, #/hr10	
Sign Control Stop Stop Stop Stop Stop Free Free Free Free Free	
RT Channelized None None None	
Storage Length	
Veh in Median Storage,-# 0 0 0 0 -	
Grade, % - 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 0 0 1 3 0 0 1 9 7 0 14 0	
1919 1111 1 1 0 0 1 0 1 0 1 0 1 0 1 0 1	
Major/Munor Minor? Minor1 Major2	
Major/Minor         Minor2         Minor1         Major1         Major2           Conflicting Flow All 45         52         34         48         48         32         24         0         0         25         0         0	
3	
Stage 1 24 24 - 24 24	
Stage 2 21 27 - 24 24	
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 3 518 4.018 3.318 3.518 4 018 3.318 2.218 2 218 1580	
Pot Cap-1 Maneuve@57 840 1039 952 843 1042 1591 1589	
Stage 1 994 875 - 994 875	
Stage 2 998 872 - 994 875	
Platoon blocked, %	
Mov Cap-1 Maneuve 828 823 1019 933 827 1022 1575 1574	
Mov Cap-2 Maneuv@38 823 - 933 827	
Stage 1 984 867 - 984 866	
Stage 2 988 863 - 983 867	
Approach EB WB NB SB	
HCM Ctrl Dly, s/v 8 54 8 87 0 49 0	
HCM LOS A A	
Minor Lane/Major Mvmt NBL NBT NBÆBLnWBLn1 SBL SBT SBR	
Capacity (veh/h) 111 1019 933 1574	
HCM Lane V/C Ratio 0.0010.001 0.003	
HCM Ctrl Dly (s/v) 7.3 0 - 85 8.9 0	
······································	
HCM Lane LOS A A - A A A	

Int Delay, s/veh 18												-11	
Movement   EBL   EBT   EBR   WBL   WBT   WBR   NBL   NBT   NBR   SBL   SBT   SBR	Intersection												
Lane Configurations	Int Delay, s/veh 18												
Traffic Vol, veh/h 0 0 0 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Movement EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Traffic Vol, veh/h 0 0 0 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Lane Configurations	4			4			4			44		
Future Vol, vehi/h 0 0 0 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0			0	10		0	0		8	1		0	
Conflicting Peds, #/hr10	*	0	0		0	0	0	20	8	1	14	0	
Sign Control   Stop Stop Stop Stop Stop Stop Stop   Free   Free	*		10		0					10	0	10	
RT Channelized - None - None - None - None - None - None Storage Length	•										Free		
Storage Length	•				-	-				-			
Veh in Median Storage -#		_	-	_	_	-	_	_	-	_	_	-	
Grade, % - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 -		# O	_	_	Λ	_	_	٥	_	_	Ω	_	
Peak Hour Factor   92   92   92   92   92   92   92   9	<del>-</del>			_		_			_	_		_	
Heavy Vehicles, % 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2													
Mymmt Flow         0         0         0         11         0         0         0         22         9         1         15         0           Major/Minor         Minor1         Major1         Major2           Conflicting Flow All         59         68         35         63         63         46         25         0         0         40         0         0           Stage 1         27         27         -         36         -													
Major/Minor   Minor2   Minor1   Major1   Major2													
Conflicting Flow All   59   68   35   63   63   46   25   0   0   40   0   0     Stage 1   27   27   - 36   36       Stage 2   32   40   - 27   27       Critical Hdwy   7.12   6 52   6 22   7 12   6 52   6 22   4.12       Critical Hdwy   Stg 1 6.12   5.52   - 6 12   5 52       Critical Hdwy   Stg 2 6 12   5 52   - 6 12   5 52       Critical Hdwy   Stg 2 6 12   5 52   - 6 12   5 52       Follow-up Hdwy   3 518 4 018 3.318 3.518 4 018 3 318 2 218   2.218       Follow-up Hdwy   3 518 4 018 3.318 3.518 4 018 3 318 2 218   2.218       Follow-up Hdwy   3 518 4 018 3.318 3.518 4 018 3 318 2 218   2.218       Follow-up Hdwy   3 518 4 018 3.318 3.518 4 018 3 318 2 218   2.218       Follow-up Hdwy   3 518 4 018 3.318 3.518 4 018 3 318 2 218   2.218       Follow-up Hdwy   3 518 4 018 3.318 3.518 4 018 3 318 2 218   2.218       Follow-up Hdwy   3 518 4 018 3.318 3.518 4 018 3 318 2 218   2.218       Follow-up Hdwy   3 518 4 018 3.318 3.518 4 018 3 318 2 218   2.218       Follow-up Hdwy   3 518 4 018 3.318 3.518 4 018 3 318 2 218   2.218       Follow-up Hdwy   3 518 4 018 3.318 3.518 4 018 3 318 2 218   2.218       Follow-up Hdwy   3 518 4 018 3.318 3.518 4 018 3 318 2 218   2.218       Follow-up Hdwy   3 518 4 018 3.318 3.518 4 018 3 318 2 218   2.218       Follow-up Hdwy   3 518 4 018 3.318 3.518 4 018 3 318 2 218   2.218       Follow-up Hdwy   3 518 4 018 3.318 3.518 4 018 3 318 2 218   2.218       Follow-up Hdwy   3 518 4 018 3.318 3.518 4 018 3 318 2 218   2.218       Follow-up Hdwy   3 518 4 018 3.318 2 218       Follow-up Hdwy   3 518 4 018 3.318 2 218       Follow-up Hdwy   3 518 4 018 3.318 2 218       Follow-up Hdwy   3 518 4 018 3.318 2 218       Follow-up Hdwy   3 518 4 018 3.318 2 18 2 18 3 18 2 18 2 18       Follow-up Hdwy   3 518 4 018 3.18 3.18 18 1 100	IVIVIIIL FIOVV U	U	U	1.1	U	U	U	22	Э	1	13	U	
Conflicting Flow All   59   68   35   63   63   46   25   0   0   40   0   0     Stage 1   27   27   - 36   36       Stage 2   32   40   - 27   27       Critical Hdwy   7.12   6 52   6 22   7 12   6 52   6 22   4.12       Critical Hdwy   Stg 1 6.12   5.52   - 6 12   5 52       Critical Hdwy   Stg 2 6 12   5 52   - 6 12   5 52       Critical Hdwy   Stg 2 6 12   5 52   - 6 12   5 52       Follow-up Hdwy   3 518 4 018 3.318 3.518 4 018 3 318 2 218   2.218       Follow-up Hdwy   3 518 4 018 3.318 3.518 4 018 3 318 2 218   2.218       Follow-up Hdwy   3 518 4 018 3.318 3.518 4 018 3 318 2 218   2.218       Follow-up Hdwy   3 518 4 018 3.318 3.518 4 018 3 318 2 218   2.218       Follow-up Hdwy   3 518 4 018 3.318 3.518 4 018 3 318 2 218   2.218       Follow-up Hdwy   3 518 4 018 3.318 3.518 4 018 3 318 2 218   2.218       Follow-up Hdwy   3 518 4 018 3.318 3.518 4 018 3 318 2 218   2.218       Follow-up Hdwy   3 518 4 018 3.318 3.518 4 018 3 318 2 218   2.218       Follow-up Hdwy   3 518 4 018 3.318 3.518 4 018 3 318 2 218   2.218       Follow-up Hdwy   3 518 4 018 3.318 3.518 4 018 3 318 2 218   2.218       Follow-up Hdwy   3 518 4 018 3.318 3.518 4 018 3 318 2 218   2.218       Follow-up Hdwy   3 518 4 018 3.318 3.518 4 018 3 318 2 218   2.218       Follow-up Hdwy   3 518 4 018 3.318 3.518 4 018 3 318 2 218   2.218       Follow-up Hdwy   3 518 4 018 3.318 3.518 4 018 3 318 2 218   2.218       Follow-up Hdwy   3 518 4 018 3.318 3.518 4 018 3 318 2 218   2.218       Follow-up Hdwy   3 518 4 018 3.318 2 218       Follow-up Hdwy   3 518 4 018 3.318 2 218       Follow-up Hdwy   3 518 4 018 3.318 2 218       Follow-up Hdwy   3 518 4 018 3.318 2 218       Follow-up Hdwy   3 518 4 018 3.318 2 18 2 18 3 18 2 18 2 18       Follow-up Hdwy   3 518 4 018 3.18 3.18 18 1 100	Major/Munor Munor?		<b>n</b> /	linor1		n.	laior1		N 17	laior?			
Stage 1 27 27 - 36 36 Stage 2 32 40 - 27 27 - 3													
Stage 2 32 40 - 27 27	ě .					46	25	U	U	40	U	U	
Critical Hdwy 7.12 6 52 6 22 7 12 6 52 6 22 4.12 - 4.12 - 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 3 5184 018 3.318 3.518 4 018 3 318 2 218 2.218 - Pot Cap-1 ManeuveØ37 823 1038 931 827 1023 1589 - 1569 Stage 1 990 872 - 979 865 Stage 2 985 861 - 990 872 Stage 2 985 861 - 990 872 Platoon blocked, % Mov Cap-1 Maneuve£19 807 1018 913 811 1004 1574 - 1554 Mov Cap-2 Maneuve£19 807 - 913 811 1554 Stage 1 980 863 - 970 857 Stage 2 975 853 - 980 863 Stage 2 975 853 - 980 863  Approach EB WB NB SB HCM Ctrl Dly, s/v 0 899 0 0.49 HCM LOS A A A  Minor Lane/Major Mvmt NBL NBT NBREBLnWBLn1 SBL SBT SBR Capacity (veh/h) 1574 - 913 120 HCM Lane V/C Ratio 0.012 0 001 HCM Lane V/C Ratio 0.012 0 001 HCM Lane V/C Ratio 0 9 7 3 0 - HCM Lane LOS A A A A A A A	<u> </u>					-	-	-	-	-	-		
Critical Hdwy Stg 1 6.12 5.52						-	-	-	-	4 40	-		
Critical Hdwy Stg 2 6 12 5 52						6 22	4.12	-	-	4.12	-		
Follow-up Hdwy 3 518 4 018 3.318 3.518 4 018 3 318 2 218						-	-	-	_	-	-	=	
Pot Cap-1 Maneuve937 823 1038 931 827 1023 1589 - 1569 - Stage 1 990 872 - 979 865 Stage 2 985 861 - 990 872						_	<u>-</u>	-	-		-	-	
Stage 1 990 872 - 979 865 Stage 2 985 861 - 990 872								-			-	-	
Stage 2       985       861       -       990       872       -	•					1023	1589	-	-	1569	_	-	
Platoon blocked, %	J		-			-	-	-	-	-		-	
Mov Cap-1 Maneuven 19       807       1018       913       811       1004       1574       -       -       1554       -       -         Mov Cap-2 Maneuven 19       807       -       913       811       -	Stage 2 985	861	-	990	872	-	-	-	-	-	-	-	
Mov Cap-2 Maneuver19       807       -       913       811       -	Platoon blocked, %							-	-		-	-	
Stage 1       980       863       -       970       857       -	Mov Cap-1 Maneuve19	807	1018			1004	1574	-	-	1554	-		
Stage 2         975         853         -         980         863         -	Mov Cap-2 Maneuve19	807	-	913		_	-	-	-	-	-	-	
Stage 2         975         853         -         980         863         -	Stage 1 980	863	-	970	857	_	-	-	_	-	-	-	
Approach         EB         WB         NB         SB           HCM Ctrl Dly, s/v         0         8 99         0         0.49           HCM LOS         A         A         A         A           Minor Lane/Major Mvmt         NBL         NBT         NBREBLnWVBLn1         SBL         SBT         SBR           Capacity (veh/h)         1574         -         - 913         120         -         -           HCM Lane V/C Ratio         -         -         0.012 0 001         -         -           HCM Ctrl Dly (s/v)         0         -         0         9         7 3         0         -           HCM Lane LOS         A         -         -         A         A         A         A         -	•	853	-	980	863	-	-	-	-	-	-	-	
HCM Ctrl Dly, s/v	-												
HCM Ctrl Dly, s/v       0       8 99       0       0.49         HCM LOS       A       A       A       A         Minor Lane/Major Mvmt       NBL       NBT       NBREBLnWVBLn1       SBL       SBT       SBR         Capacity (veh/h)       1574       -       -       913       120       -       -         HCM Lane V/C Ratio       -       -       0.012 0 001       -       -         HCM Ctrl Dly (s/v)       0       -       0       9       7 3       0       -         HCM Lane LOS       A       -       -       A       A       A       A       -	Approach EB			WB			NB			SB			
Minor Lane/Major Mvmt         NBL         NBT         NBREBLnWBLn1         SBL         SBT         SBR           Capacity (veh/h)         1574         -         -         913         120         -         -           HCM Lane V/C Ratio         -         -         0.012 0 001         -         -           HCM Ctrl Dly (s/v)         0         -         0         9         7 3         0         -           HCM Lane LOS         A         -         -         A         A         A         A         A				8 99			0			0.49			
Minor Lane/Major Mvmt         NBL         NBT         NBREBLnWBLn1         SBL         SBT         SBR           Capacity (veh/h)         1574         -         -         913         120         -         -           HCM Lane V/C Ratio         -         -         0.012 0 001         -         -         -           HCM Ctrl Dly (s/v)         0         -         0         9         7 3         0         -           HCM Lane LOS         A         -         -         A         A         A         A         -													
Capacity (veh/h) 1574 913 120 HCM Lane V/C Ratio - 0.012 0 001 HCM Ctrl Dly (s/v) 0 - 0 9 7 3 0 - HCM Lane LOS A - A A A A A -													
Capacity (veh/h) 1574 913 120 HCM Lane V/C Ratio - 0.012 0 001 HCM Ctrl Dly (s/v) 0 - 0 9 7 3 0 - HCM Lane LOS A - A A A A A -	Minor Lane/Major Mymt	NBI	NBT	NBR	-BIn\n\	/BI n1	SBI	SBT	SBR				
HCM Lane V/C Ratio       -       -       0.012 0 001       -       -         HCM Ctrl Dly (s/v)       0       -       0       9       7 3       0       -         HCM Lane LOS       A       -       -       A       A       A       A				1 1 1 1 1									,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,
HCM Ctrl Dly (s/v) 0 - 0 9 7 3 0 - HCM Lane LOS A A A A A -				-	_								
HCM Lane LOS A A A A A -				_					_				
				-	A								
	now your wille Q(ven)	U	-	_	-	U	U	-	-				

Intersect on													
Int Delay, s/veh	6 1	•			W- W - V								
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL		NBR	SBL	SBT	SBR	Water Company (Million Company)
Lane Configurations		4			4			4			4		
Traffic Vol, veh/h	0	1	4	1	0	0	7	3	0	0	1	0	
Future Vol, veh/h	0	1	4	1	0	0	7	3	0	0	1	0	
Conflicting Peds, #/		0	10	10	0	10	10	0	10	10	0	10	
O .	Stop	Stop		Stop			Free	Free	Free	Free	Free	Free	
RT Channelized	-	-	None	-	-	None	-	-	None	_	-	None	
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-	
Veh in Median Stora	age,-#	<b>#</b> 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	0	1	4	1	0	0	8	3	0	0	1	0	
Major/Minor Mi	nor2		M	linor1		N	lajor1		M	lajor2			
Conflicting Flow All	40	40	21	40	40	23	11	0	0	13	0	0	
Stage 1	11	11	_	28	28	-	-	-	-	-	-	-	
Stage 2	28	28	-	12	11	-	-	-	_	-	-	-	
Critical Hdwy	7 12	6 52	6 22	7.12	6.52	6.22	4 12	_	_	4 12	-	_	
Critical Hdwy Stg 1	6.12	5 52	_	6 12	5 52	-	-	-	-	-	-	-	
Critical Hdwy Stg 2		5 52	-	6.12	5.52	_	-	-	_	_	-	_	
Follow-up Hdwy 3			3.318	3.518	4 018	3 318	2.218	-	-	2.218	_	_	
Pot Cap-1 Maneuve			1056	964		1053		-	_	1605	-	_	
	1010	886	_	989	871	_	_	_	_	-	-	-	
Stage 2	989	871	_	1009	886	_	-	_	_	-	-	_	
Platoon blocked, %								_	_		-	_	
Mov Cap-1 Maneuv		832	1036	936	832	1033	1593		_	1590	_	_	
Mov Cap-2 Maneuv		832	_	936		_	_		_	_	_	-	
	1000	878	_	974			_		_	_	_		
Stage 2	974	859	_	994		_	_	_	_	-	_	_	
3													
Approach	EB			WB			NB			SB			
HCM Ctrl Dly, s/v	8 66			8.85			5 09			0			
HCM LOS	Α			Α									
Minor Lane/Major N	/lvmt	NBL	NBT	NBR	EBLn1/1\	/BLn1	SBL	SBT	SBR				
Capacity (veh/h)		1260	_	-	988	936	1590	_	_				
HCM Lane V/C Rat	:10	0.005	-		0 006		_	_	-				
HCM Ctrl Dly (s/v)		7.3		-	8.7		0	_	-				
HCM Lane LOS		Α		-	Α		Α	-	-				,/
HCM 95th %tile Q(	veh)	0	_	-	0	0	0	_	-				
`	,												(INT #

1/4

Intersection													
Int Delay, s/veh 4.4													·
Movement EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
Lane Configurations	4			4			4			4			
Traffic Vol, veh/h 1	3	4	2	3	2	5	8	5	1	7	0		
Future Vol, veh/h 1	3	4	2	3	2	5	8	5	1	7	0		
Conflicting Peds, #/hr10	0	10	10	0	10	10	0	10	10	0	10		
			Stop			Free	Free	Free	Free	Free	Free		
RT Channelized -	-	None	-	-	None	-	-	None	-	-	None		
Storage Length -	-	-	-	-	-	-	-	-	-	-	-		
√eh ın Medıan Storage,-#			-	0	-	-	0	-	-	0	-		
Grade %	0	-	-	0	-	-	0	-	-	0	-		
Peak Hour Factor 92	92	92	92		92	92	92		92	92	92		
Heavy Vehicles, % 2	2	2	2		2	2	2		2	2	2		
Mvmt F ow 1	3	4	2	3	2	5	9	5	1	8	0		
Major/Minor Mınor2		ſ.	linor1		M	lajor1		M	lajor2				
Conflicting Flow All 51	55	28	54	52	31	18	0		24	0	0	 	
Stage 1 20	20	-	32	32	-	-	-	_		_	_		
Stage 2 31	35	_	21	20	_	_	_	_	_	_	_		
				6.52	6 22	4 12	_	_	4 12	_	_		
Critical Hdwy Stg 1 6 12				5 52	-	-	_	_		_	_		
Critical Hdwy Stg 26.12				5.52	_	_	_	_	_	_	_		
Follow-up Hdwy 3 518					3.318	2.218	_	_	2 218	_	_		
Pot Cap-1 Maneuve948		1048	945		1043		_	_	1591	_	_		
Stage 1 999	879	_	984		_	_	-	_	_	-	-		
Stage 2 985	866	_	~ ~ =		-	-	_	_	-	-	-		
Platoon blocked, %							-	_		-	-		
Mov Cap-1 Maneuve21	817	1028	915	820	1023	1584	-	_	1575	-	_		
Mov Cap-2 Maneuve21	817		~ 4 =		-	_	-	. <u>-</u>	-	-	-		
Stage 1 989	870		971	857	-	-	-	. <u>-</u>	-	-	-		
Stage 2 967			979	870	-	-	-		-	-	-		
			) A (F			NB			SB				
Approach EB			WE			2.02			0 91			 	
HCM Ctrl Dly, s/v 8.93			9 05			2.02			UBI				
HCM LOS A			Α	<u>,</u>									
Minor Lane/Major Mymt	NBL	NBT	NBR	EBLn∀	VBLn1	SBL	SBT	SBR					
Capacity (veh/h)	464				898			-					
	0 003			0 009	0.008	0 001	-		•				
HCM Ctrl Dly (s/v)	7.3			8 9	9	7.3	C	) -					
HCM Lane LOS	Α		,	- A	, A	. А	, Α						
HCM 95th %tile Q(veh)	0	-		- C	C	0		- <b>-</b>	-				

												· · · · · · · · · · · · · · · · · · ·	
ntersection													
nt Delay, s/veh 6 3													
Movement EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
_ane Configurations	4			4			4			4			
Traffic Vol, veh/h 0	1	5	1	Ô	0	8	3	0	0	1	0		
Future Vol, veh/h 0	1	5	1	0	0	8	3	0	0	1	0		
Conflicting Peds, #/hr10	0	10	10	0	10	10	0	10	10	0	10		
	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free		
RT Channelized -		None .	-		None	-		None	_		None		
Storage Length -	_	_	_	_	_	_	_	~	-	_	-		
/eh in Median Storage,-#	<b>#</b> 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		
Vivmt Flow 0	1	5	1	0	0	9	3	0	0	1	0		
	•	J	•	J	J	•	J	J	J		ŭ		
Vlajor/Minor Minor2		ly A	linor1		N.	laior1		R./	lajor2				
	42	21		42	23	lajor1 11	0	0	13	0	0		
9			42		23	1.1	U	U	13	U	U		
Stage 1 11	11	-	31	31	-	-	-	-	_	-	-		
Stage 2 31	31	- 00	12	11	-	4 40	-	-	4 40	-	-		
•		6 22			6.22	4.12	-	-	4 12	_	-		
Critical Hdwy Stg 1 6.12			6 12	5.52	-	-	-	-	-	-	-		
Critical Hdwy Stg 2 6 12				5.52	-	-	_	-	-	-	-		
Follow-up Hdwy 3 518							-		2.218	-	-		
Pot Cap-1 Maneuve962		1056	961		1053	1608	-	-	1605	-	-		
Stage 1 1010	886	-	986		-	-	-	-	_	-	-		
Stage 2 986	870	-	1009	886	-	-	_	-	-	-	-		
Platoon blocked, %							_	-		-	-		
Mov Cap-1 Maneuv <b>≙</b> 38		1036	931		1033	1593	-	-	1590	-	-		
Mov Cap-2 Maneuv <b>⊕</b> 38	830		931	830	-	-	-	-	-	-	-		
Stage 1 1000	878	-	971	857	-	-	-	-	-	-	-		
Stage 2 971	857	-	993	878	-	-	-	-	_	-	-		
									0.5				
Approach EB			WB			NB			SB				
HCM Ctrl Dly, s/v 8.64			8 87			5.29			0				
HCM LOS A			Α										
	N 150'	<b></b>		-DI 14	(D) 1	001	007	000					
Minor Lane/Major Mvmt		Marri .					2RI	SBR					
Capacity (veh/h)	1309				931	1590	-	-					
	0.005			0 007		_	-	-					
HCM Ctrl Dly (s/v)	7 3		-			0		-					
HCM Lane LOS HCM 95th %tı e Q(veh)	Α		-	· A				-					
	0	_		. 0	0	0							

ersection Delay, s/veh													
Delay, s/veh													
•	4.7												
ovement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
ne Configuration	s	4			4,			4			4		
affic Vol, veh/h	1	3	6	2	3	2	7	8	5	1	7	0	
ture Vol. veh/h	1	3	6	2	3	2	7	8	5	1	7	0	
onflicting Peds, #/	/hr10	0	10	10	0	10	10	0	10	10	0	10	
		Stop			Stop	Stop	Free	Free	Free	Free	Free	Free	
Channelized	- 1-1-		None	_		None	_		None	_		None	
orage Length	_	_		-	_	_	-	_	_	H	_	_	
h in Median Stor	age -#	<b>#</b> 0		-	0	_	-	0	_	-	0	_	
ade, %	- -	. 0	_	-	0	_	_	Ō	_	_	0	_	
eak Hour Factor	92	92	92	92		92	92	92	92	92	92	92	
eavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	
mt Flow	1	3	7	2	3	2	8	9	5	1	8	0	
TITLE LOW	1	3	ı	_	5	_	J	9	J		J	0	
olor/Minor NA	inor?		n n	inor1		n.	laior1		N.7	lajor2			
, , , , , , , , , , , , , , , , , , , ,	inor2	EO			EC	31	lajor1 18	0	0	24	0	0	
onflicting Flow All		59	28	58	56	31	10	U	U	24	U	U	
Stage 1	20	20	-	37	37	_	-	-	-	-	=	-	
Stage 2	36	39	-	21	20		- 4 40	-		4 40	_	=	
itical Hdwy			6.22			6.22	4.12	37	=	4.12	-	=	
itical Hdwy Stg 1					5.52	-	_	-	75	=	=	-	
itical Hdwy Stg 2					5.52	-	-	_	-	-	=	_	
ollow-up Hdwy 3								-		2,218	-	*	
ot Cap-1 Maneuv			1048	938		1043	1599	-	-	1591	-	=	
Stage 1	999	879	-	979	864	9-	_	-	-	-	>=	*	
Stage 2	980	862	-	997	879	-	-	-	5 <del>-</del>	-	<del></del>	-	
atoon blocked, %								- 1			-	=	
ov Cap-1 Maneu			1028	906		1023	1584	Ti-	-	1575	-	-	
ov Cap-2 Maneu		812	-	906		-	-	74	Q.	-	-	=	
Stage 1	989	870	-	965		-	- 1	-	1_	-	=	=	
Stage 2	960	850	-	977	870	-	17	-	-	-		-	
oproach	ΕB			WB			NB			SB			
CM Ctrl Dly, s/v	8.87			9.07		nes - 1) - 11 E - 12 - 17 - 17 - 17 - 17 - 17 - 17 - 17	2.55		.,,	0.91			
CM LOS	Α			Α									
	.,			. •									
inor Lane/Major I	Vhum+	NDI	NDT	NDŒ	ERI NM	/RI n1	Q D I	CRT	SBR				
	VIVIII			ואטו%				001	וטטו				
ananity (vah/h)		585 0.005		-	941		225	-	-				
apacity (veh/h)	+10		_	-	$\psi. \cup 12$	0.009	U.UU I	-	-				
CM Lane V/C Ra	tio					0.4	7 0	$\sim$					
CM Lane V/C Ra CM Ctrl Dly (s/v)	tio	7.3	0	-	8.9		7.3	0					
CM Lane V/C Ra			0 A	-			7.3 A 0	0 A					