Project Solis

Traffic Impact Study

Final Report

October 2025

Prepared for:

Hines

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Traffic Impact Study (TIS)
for Project Solis

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EXECUTIVE SUMMARY

The following contains a Traffic Impact Study (TIS) for a Industrial Facility in Mesa Del Sol, Albuquerque, NM. Lee Engineering has completed this report for Hines. All analyses and items contained herein conform to scoping requirements set forth in a scoping meeting held on July 31th, 2025.

BACKGROUND

The proposed development will construct a 222,417 sq. Ft industrial facility on 17.04 acres of land to be built out in 2026. The development is located along Watson Drive SE, near its intersection with Crick Avenue SE. Study intersections include University Boulevard SE & Crick Avenue SE, Turing Drive SE and Crick Avenue SE, Crick Avenue SE and Site Entrance, Watson Drive SE and Site Exit, Watson Drive SE and Access Driveway, and Fritts Crossing SE and Access Driveway.

The site is anticipated to generate 67 ingress and 131 egress trips during the AM peak hour and 101 ingress and 59 egress trips during the PM peak hour. The number of vehicle trips generated by the proposed development was based on the trip generation rates and equations provided in the Trip Generation Manual, 11th Edition, by the Institute of Transportation Engineers (ITE) using land use category 156– High Cube Parcel Hub Warehouse.

Proposed site access will be available primarily from Crick Avenue via one right-in, right-out driveway and one full-access driveway. Also proposed are two full-access driveways from Watson Drive for delivery traffic and two other two driveways from Fritts Crossing.

Study intersections include:

1. University Boulevard SE & Crick Avenue SE
2. Turing Drive SE and Crick Avenue SE
3. Crick Avenue SE and Site Entrance
4. Watson Drive SE and Site Exit
5. Watson Drive SE and Access Driveway
6. Fritts Crossing SE and Access Driveway

Construction is anticipated to begin in 2025, with full completion of the development in 2026. The development is to be constructed in a single phase.

Analysis scenarios for this study include:

- Current Year (2025) – Field counted Existing traffic volumes
- Build-Out Year (2026) Background – Existing traffic volumes with an applied annual growth rate.
- Build-Out Year (2026) Total – Build-Out Year Background volumes plus the Industrial Facility site-generated trips.
- Horizon Year (2036) Background – Existing traffic volumes with an applied annual growth rate.
- Horizon Year (2036) Total – Horizon Year Background volumes plus the Industrial Facility site-generated trips.

Existing turning movement counts were collected on August 12th, 2025, for the study intersections specified during the scoping meeting.

SUMMARY OF RECOMMENDATIONS

The following presents a summary of recommendations included in this report. The following presents a summary of recommendations included in this report.

CONCLUSIONS

- All study intersections operate at an acceptable overall LOS throughout existing, background, and build-out study scenarios.
- Under Horizon year conditions, the intersection of Turing Drive SE and Crick Avenue SE is expected to experience capacity issues:
    - During the AM peak hour the northbound left-turn shows a LOS of F in AM peak hour and LOS E in PM peak hour.
- 95th % Queue Lengths are contained within existing auxiliary lanes throughout all study scenarios.

DEVELOPMENT SPECIFIC RECOMMENDATIONS

- It is recommended that all development driveways adhere to the sight distance provisions detailed in the City of Albuquerque Development Process Manual and as outline in this report.

ANCILLARY RECOMMENDATIONS

Based on the Horizon Year analysis, it is recommended that the City of Albuquerque monitor traffic conditions at the intersection of University Boulevard SE & Crick Avenue SE as future developments contribute to traffic growth within Mesa Del Sol. Potential future improvements could include:

- Installation of a traffic signal
- Installation of an additional southbound left turn lane
- Installation of a northbound right turn lane

Additionally, it is recommended that the City of Albuquerque monitor traffic conditions at the intersection of Turing Drive SE & Crick Avenue SE as future developments contribute to traffic growth within Mesa Del Sol.

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INTRODUCTION

This report details the procedures and findings of a Traffic Impact Study (TIS) performed by Lee Engineering for Hines. This report and the analyses herein were performed for an Industrial Facility to be constructed along Watson Drive SE in Mesa Del Sol in Albuquerque, NM. This study examines the impacts of the proposed development on surrounding traffic conditions and discusses the potential impacts of trips generated by the development on the study intersections.

EXECUTIVE SUMMARY

The following contains a Traffic Impact Study (TIS) for a Industrial Facility in Mesa Del Sol, Albuquerque, NM. Lee Engineering has completed this report for Hines. All analyses and items contained herein conform to scoping requirements set forth in a scoping meeting held on July 31st, 2025.

The scope of this report and the analyses performed were completed in agreement with the scoping requirements set forth by the City of Albuquerque. Scoping meeting notes from the scoping meeting are included in Appendix A. Analysis procedures, conclusions, and recommendations for this study were developed according to the *Highway Capacity Manual 6th Edition* and the *Manual on Uniform Traffic Control Devices 2011 Edition*.

Single-phase construction is anticipated to begin in 2025, with full completion of the development in 2026. The proposed development site plan displayed in Figure 1 shows that the proposed development is an Industrial Facility. Traffic generated by the site is anticipated to be 67 ingress and 131 egress trips during the AM peak hour and 101 ingress and 59 egress trips during the PM peak hour. Lee Engineering conducted an Synchro Capacity Analysis for the following AM and PM peak hour scenarios:

Traffic Analysis

- Current Year (2025) – Field counted Existing traffic volumes
- Build-Out Year (2026) Background – Existing traffic volumes with an applied annual growth rate.
- Build-Out Year (2026) Total – Build-Out Year Background volumes plus the Industrial Facility site-generated trips.
- Horizon Year (2036) Background – Existing traffic volumes with an applied annual growth rate.
- Horizon Year (2036) Total – Horizon Year Background volumes plus the Industrial Facility site-generated trips.

The Synchro Capacity Analysis Reports are presented in full in the Appendix.

PROJECT LOCATION & SITE PLAN

The Industrial facility will be located on Watson Drive SE, near its intersection with Crick Avenue SE, in the southeast quadrant of Albuquerque. **Figure 1** shows the proposed site plan, and **Figure 2** shows the site location, study intersections, and the surrounding area. Nearby intersections include University Boulevard SE & Crick Avenue SE, Turing Drive SE and Crick Avenue SE, Crick Avenue SE and Site Entrance, Watson Drive SE and Site Exit, Watson Drive SE and Access Driveway, and Fritts Crossing SE and Access Driveway.

The proposed development would develop a 17.04-acre tract of land with a proposed 225,417 sq ft building area to host an industrial facility. The development would include 224 parking stalls. Proposed site access will be available primarily from Crick Avenue via one right-in, right-out driveway and one full-access driveway. Also proposed are two full-access driveways from Watson Drive for delivery traffic and two other two driveways from Fritts Crossing.

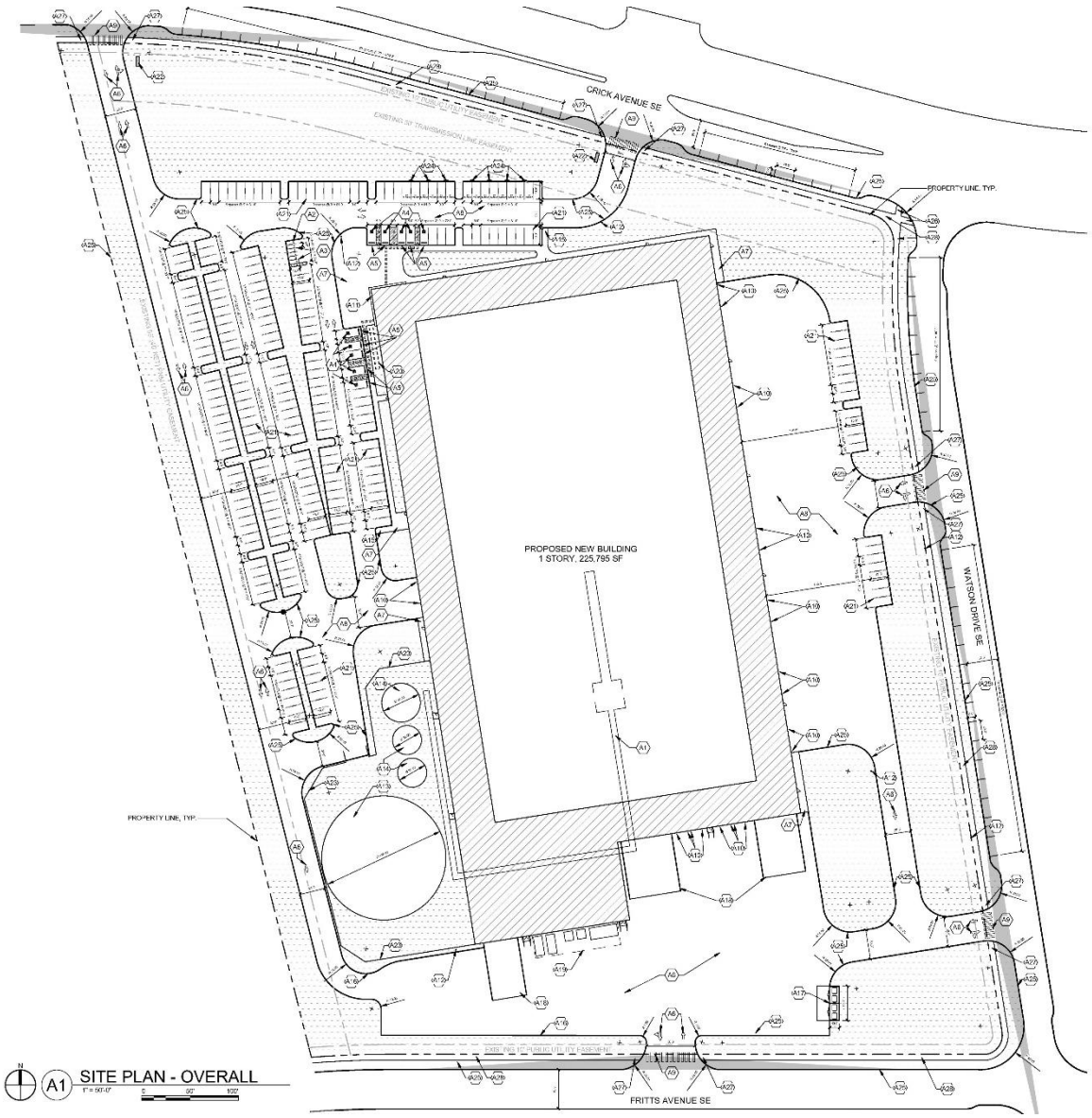


Figure 1: Site Plan

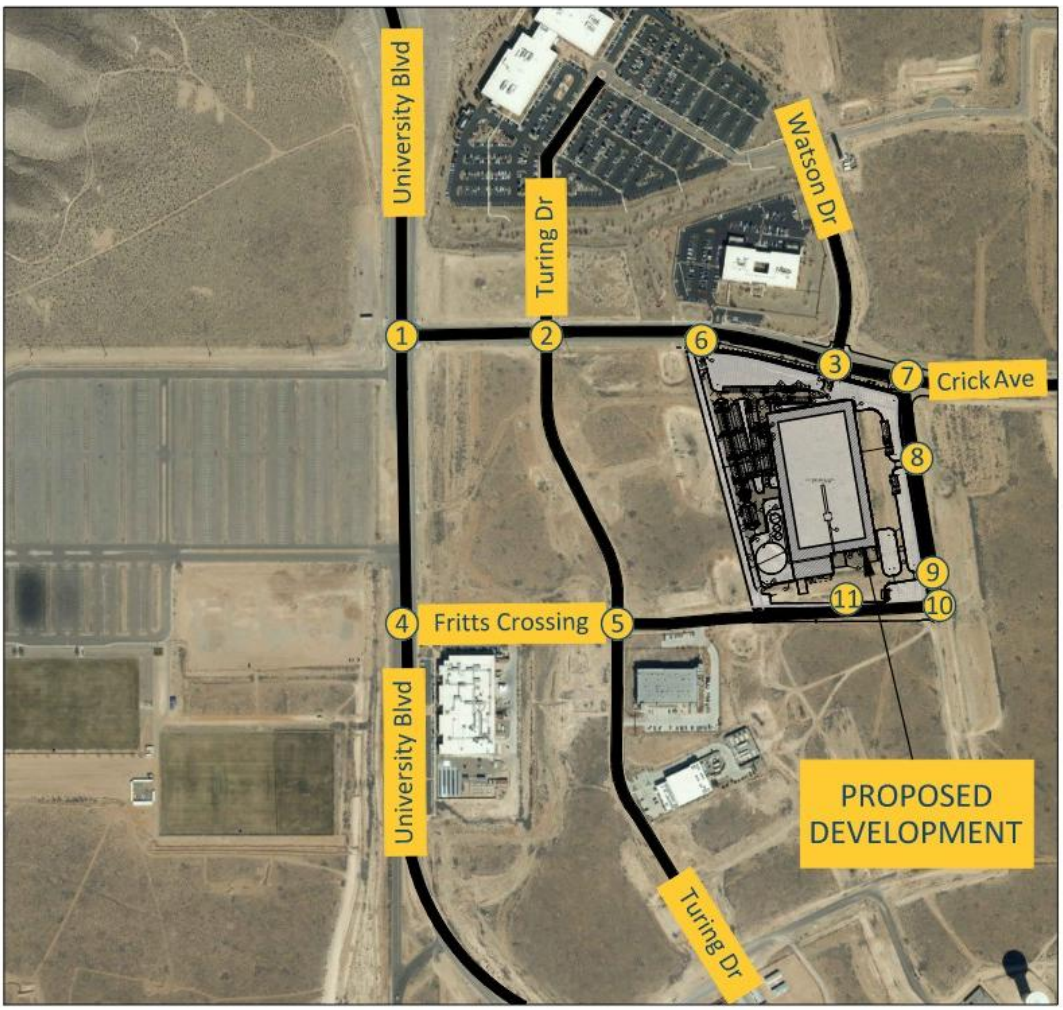


Figure 2: Vicinity Map

STUDY AREA, AREA LAND USE, AND STREETS NARRATIVE SUMMARY

STUDY AREA

The study area is in Mesa Del Sol. The following five existing intersections and five driveways fall within the study area scope as defined during the scoping meeting held on July 31st. 2025 to comprehensively assess capacity and queuing conditions near the study area. Additionally, two proposed intersections i.e; Crick Avenue SE and Watson Drive SE (South leg extension) and Fritts Crossing SE and Watson Drive SE are also listed in the study area.

1. University Boulevard SE and Crick Avenue SE
2. Crick Avenue SE and Turing Drive SE
3. Crick Avenue SE and Watson Drive SE/North Driveway (Build out Scenario)
4. Turing Drive SE and Fritts Crossing SE
5. University Boulevard SE and Fritts Crossing SE
6. Crick Avenue SE and Northwest Driveway (Build out Scenario)
7. Crick Avenue SE and Watson Drive SE (South leg extension) (Build out Scenario)
8. Watson Drive SE and East Driveway (Build out Scenario)
9. Watson Drive SE and Southeast Driveway (Build out Scenario)
10. Fritts Crossing SE and Watson Drive SE (Build out Scenario)
11. Fritts Crossing SE and South Driveway (Build out Scenario)

AREA LAND USE

The development will be located in Mesa del Sol, a mixed-use master planned community, just south of Albuquerque International Airport (Sunport) in New Mexico. Land uses adjacent to and surrounding consist of the following:

- Institutional: Existing institutional developments are present surrounding the development site, including a Charter school southwest of the proposed development along University Boulevard.
- Commercial: Existing commercial developments immediately surrounding the development site, including employment agencies like Fidelity Investment office to the north and Netflix Studio to the south of the proposed development along with other proposed facilities.
- Residential: There are no residential zones immediately adjacent to the development site. Two single-family residential developments are located approximately 0.75 miles southwest of the site.
- Industrial: There is an industrial/manufacturing facility i.e. United Polysystem. Additionally, another industrial facility, i.e. Kairos Power is currently under construction to the northeast of the site, which is in close proximity of the development.
- Undeveloped: There are few undeveloped lots near the development site.

STREETS

The following details the characteristics and features of streets included in the study area:

University Boulevard SE is a 4-lane City of Albuquerque (COA) maintained roadway classified as a community principal arterial, running north/south in Albuquerque, NM. The posted speed limit is 35 MPH. Travel lanes are 12 feet wide, and the roadway is divided by a flush median of varying width. The cross-section of the roadway transitions from a two-lane divided roadway to a wider cross-section near its intersection with Crick Avenue SE and widens further north to become a four-lane separated by a median of varying width. Left turn storage lane exists to accommodate northbound and southbound left turn lanes along its alignment. Six-foot-wide bike lane is present on both sides of the roadway. There is continuous median sidewalk in both directions. A varying width shoulder is present on both sides of the roadway.

Crick Avenue SE is a 4-lane COA maintained roadway classified as a minor arterial, running east/west in Albuquerque, NM. The posted speed limit is 25 MPH. Travel lanes are 12 feet wide, and the roadway is divided by a 10-foot raised median near its intersection with University Boulevard SE. The median width varies throughout the roadway alignment as it narrows to accommodate left turn lanes throughout the study area. Six-foot-wide bike lane is present on the eastbound direction of the roadway. Continuous curb and gutter is present on both sides of the roadway. The sidewalk is present along the westbound side of the roadway.

Turing Drive SE is a 26-foot-wide roadway that provides access to institutional developments from Crick Avenue SE. The roadway cross-section widens at its intersection with Crick Avenue SE to accommodate the southbound left turn movement. The roadway has continuous curb and sidewalk on either side of the roadway. There is no posted speed limit sign, and no bicycle facilities are present.

Watson Drive SE is a 40-foot-wide roadway with one lane in each direction that provides access to institutional and industrial developments from Crick Avenue SE. The roadway has no striping and continuous curb, gutter on either side of the roadway. The sidewalk is present on west side of the roadway along the southbound direction. Watson Drive currently terminates at its intersection with Crick Avenue SE. There is no posted speed limit sign, and no bicycle facilities are present.

Additionally, due to the proposed development, Watson Drive SE will be extended to form a northbound leg at its intersection with Crick Avenue SE approximately 300 feet east of current intersection of Crick Avenue SE and Watson Drive SE. Watson Drive SE will have two driveway access along its alignment to provide delivery access to and from the proposed development. As the facility is proposed to be operational 24 hours, majority of the delivery traffic will happen outside of commuter peak periods, hence, these driveways and adjoining proposed intersections with Crick Avenue SE and Fritts Crossing SE are eliminated from operational analyses.

Fritts Crossing SE is a 30-foot-wide roadway providing access to commercial and industrial developments in the south of the proposed development, with no outlet. In Existing condition there is no outlet, however, with the proposed development, the road will be extended to terminate at its intersection with Watson Drive SE. There is continuous curb, gutter, and sidewalk in the eastbound direction. There is no posted speed limit sign, and no bicycle facilities are present.

Fritts crossing SE will be extended to the east near the proposed development and it will terminate at its intersection with proposed Watson Drive SE.

INTERSECTIONS

The following details are the traffic control and characteristics of existing intersections in the study area:

University Boulevard SE & Crick Avenue SE is a three-legged, minor stop-controlled intersection of a principal arterial and a minor arterial. The east leg consists of one left turn lane and a right turns lane. The south lane leg consists of one shared through/right turn lane. The north leg consists of one positive offset left turn lane separated by a raised median one right turn lane and one through lane. The sidewalk is present along the westbound lanes of Crick Avenue SE. Intersection signal communications consist of 25 pair single mode fiber optic cable. Bike lane is present on all the approaches to the intersection.

Crick Avenue SE & Turing Drive SE is a four-leg minor stop-controlled intersection of a minor arterial with a access road designated as a local street. The west leg consists of a left turn lane, one shared through/right turn lane and a continuous bike lane. The east leg consists of a left turn lane and shared through/right turn lane. The north leg consists of one shared through/left turn lane and one right turn only lane. The south leg consists of one lane to support left, through and right turn movement. Curb and gutter are present where

applicable for all approaches. The sidewalk is present along the westbound lanes of Crick Avenue SE. No pedestrian crossing facilities are present.

Crick Avenue SE & Watson Drive SE is a three-legged, minor stop-controlled intersection of a principal arterial with a access road designated as a local street. The west leg consists of one positive offset left turn lane, one through lane and a continuous bike lane. The east leg consists of one through lane and one shared through/right turn lane. The north leg consists of one right only turn lane. Curb and gutter are present where applicable for all approaches. The sidewalk network is present along the southbound lanes of Watson Drive SE which is connected to the sidewalk along the westbound lanes of Crick Avenue SE. No pedestrian crossing facilities are present.

Turing Drive SE & Fritts Crossing SE is a four-leg minor stop-controlled intersection of two local access roadways, with stop-control signs on both approaches of Turning Drive SE. All the four legs have one lane to support left, through and right turn movements. Curb and gutter are present where applicable for all approaches. The sidewalk is present along the eastbound lanes of Fritts Crossing SE. No pedestrian crossing facilities are present.

University Boulevard SE & Fritts Crossing SE is a three-leg minor stop-controlled intersection of a principal arterial and local access roadway, with a stop sign on Fritts Crossing SE. The south leg consists of one shared through/right turn lane. The north leg has one through lane and one left-turn lane. The east leg consists of separate left-turn and right-turn lanes, however, at the time of field review the pavement striping was worn out and the lane configurations could not be accurately observed. Therefore, the approach is assumed with a separate left-turn and a right-turn lane. Curb and gutter are present where applicable for all approaches. The sidewalk is present along the eastbound lanes of Fritts Crossing SE. No pedestrian crossing facilities are present.

DATA COLLECTION

The following section details the data collection method used in subsequent analyses of this report. The data discussed below was collected via a combination of field observations and machine/video recordings.

STUDY AREA DATA COLLECTION

ON-STREET PARKING

On-street parking facilities were assessed via satellite imagery and confirmed by a field visit. There is dedicated on-street parking spaces planned along the Crick Avenue SE and Watson Drive SE as per the Mesa Del Sol. They are shown in the **Figure 1** Site Plan.

It is noted that the Mesa Del Sol Master Plan shows planned on-street parking for the area surrounding the development.

PEDESTRIANS AND BICYCLES

Pedestrian and bicycle volumes were collected at all study intersections with turning movement counts (see Turning Movement Counts section below). Pedestrian and bicycle hourly volumes are provided in Appendix B. An existing 6-foot-wide bike lane runs adjacent to the proposed development in the eastbound direction along the Crick Avenue SE.

TRANSIT

Based on the ABQRIDE System Map (February 2022), there are no regular or commuter transit routes present in the vicinity of the proposed development.

SIGNAL TIMINGS

As all the intersections in the study area are unsignalized intersections, no traffic signal timing data were obtained from the City of Albuquerque.

Turning Movement Counts

Turning movement counts for the initially scoped four study intersections were collected for the 13-hour period of 6:00 to 7:00 PM on August 12th, 2025. Turning movement volumes collected at the study intersections show a typical commuter directionally biased distribution with observable AM and PM peak hour periods. Network peak hours were determined by summating the Turning Movement Counts from all study intersections to determine the network AM and PM peak hours. Peak hour counts are shown in **Figure 3,** and complete turning movement counts can be found in Appendix B.

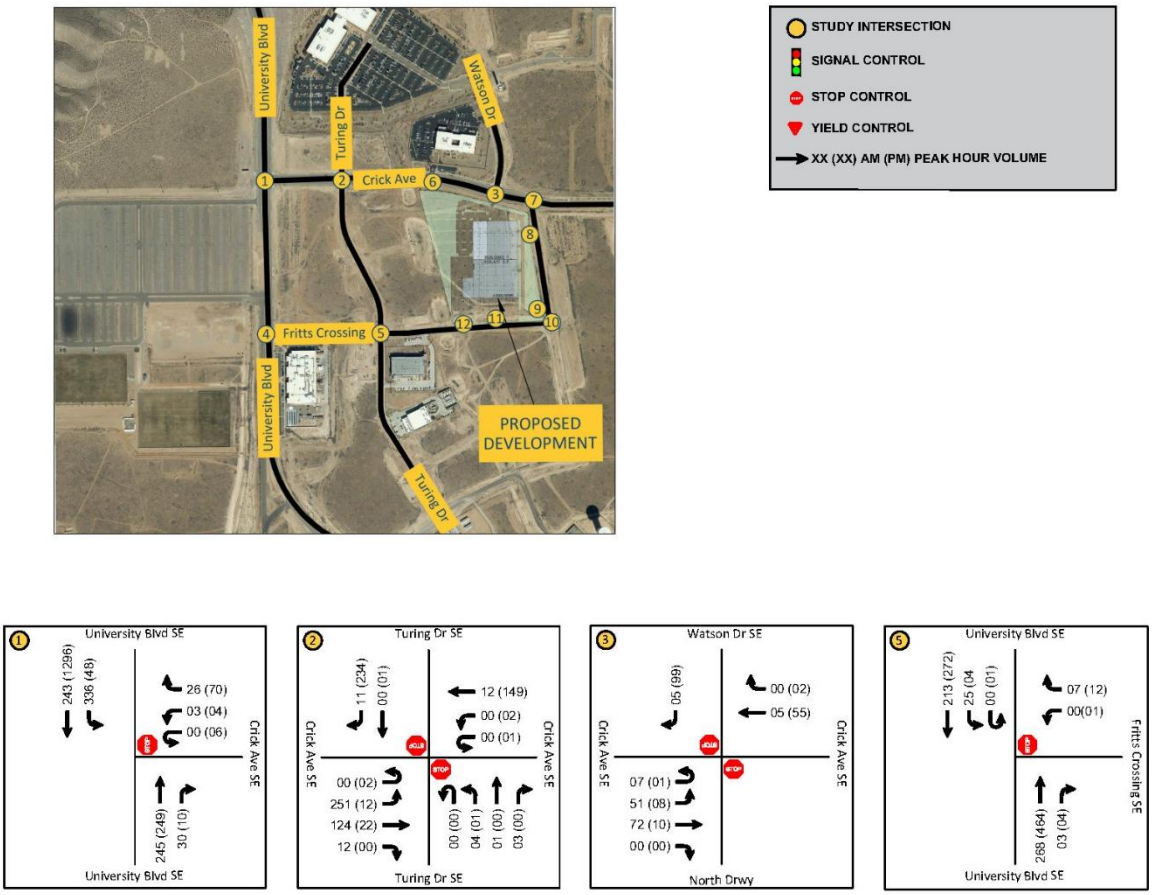


Figure 3: Existing AM (PM) Peak Hour Turning Movement Counts

ANALYSIS SCENARIO OVERVIEW

Analysis Scenarios and Volume Calculations

EXISTING YEAR (2025)

For the Existing Year traffic volumes, video collected turning movement counts (TMCs) were used. AM and PM peak hours were analyzed for service level, capacity, and queueing.

BUILD-OUT YEAR (2026) BACKGROUND

Existing TMCs were used with an applied annual growth rate of 3% compounded annually for the Build-Out Year Background volumes. The growth rate was developed from the MRCOG Metropolitan Transportation Plan (MTP) CUBE/2 Regional Model.

BUILD-OUT YEAR (2026) TOTAL

Site trips generated using the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition, were added to the Build-Out Year Background volumes for analysis.

HORIZON YEAR (2036) BACKGROUND

Existing TMCs were used with an applied annual growth rate of 3% compounded annually for the Horizon Year Background volumes. This growth rate was developed from the MRCOG Metropolitan Transportation Plan (MTP) CUBE/2 Regional Model.

HORIZON YEAR (2036) TOTAL

Site trips generated using the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition, were added to the Horizon Year Background volumes for analysis.

LEVEL OF SERVICE AND 95TH PERCENTILE QUEUES

Synchro 12 version and HCM 6th edition were used to analyze the study intersections for Level of Service (LOS) and 95th percentile queueing conditions. Synchro implements methods and procedures detailed by the Highway Capacity Manual (HCM). Per the HCM, LOS is presented as a letter grade (A through F) based on the calculated average delay for an intersection or movement. Delay is calculated as a function of several variables, including signal phasing operations, cycle length, traffic volumes, and opposing traffic volumes, and is a measurement of the average wait time a driver can expect when moving through an intersection. Factors such as total cycle time (for all movements), queueing restrictions, and vehicle volumes can affect measurements of delay, especially for lower volume movements and side streets. Generally, these factors are only realized when delays reach or exceed LOS E thresholds.

As stipulated in the City of Albuquerque Development Process Manual and the ABC Comprehensive Plan for this analysis, acceptable levels of service (LOS) are defined as a LOS D or better. However, in the case of intersections within corridors identified as Major Transit Corridors per the COA DPM Table 7.5.89 Desired LOS by Location and Corridor type acceptable LOS may also include a LOS of E. Intersection delay and level of service for stop-controlled intersections are reported as the delay and level of service for the worst-case movement at each intersection. Detailed Synchro output sheets can be found in Appendix C. **Table 1** and **Table 2** below, reproduced from the Highway Capacity Manual, show delay thresholds and the associated Level of Service assigned to delay ranges.

Table 1: LOS Criteria and Descriptions for Signalized Intersections

Level of Service	Average Control Delay (sec/vehicle)	General Description (Signalized Intersections)
A	≤10	Free flow
B	>10 – 20	Stable flow (slight delays)
C	>20 – 35	Stable flow (acceptable delays)
D	>35 – 55	Approaching unstable flow (tolerable delay, occasionally wait through more than one signal cycle before proceeding)
E	>55 – 80	Unstable flow (intolerable delay)
F	>80	Forced flow (jammed)

Table 2:LOS Criteria and Descriptions for Unsignalized Intersections

Level of Service	Average Control Delay (sec/veh)
A	≤10
B	>10 – 15
C	>15 – 25
D	>25 – 35
E	>35 – 50
F	>50

Queue length is reported in feet for the 95th percentile queue, with a base assumption of 25 feet of queue length per vehicle. It should be noted that 95th percentile queues are statistically expected to occur during only 5% of the peak hour's signal cycles. The 95th percentile queue is a useful measure because it gives a picture of the maximum queue length likely to be present. The average queueing at an intersection would statistically be much shorter than the 95th percentile queue.

EXISTING YEAR (2025) ANALYSES

Table 3 summarizes the intersection capacity and LOS analysis performed for existing conditions at the study intersections. Per HCM6 procedures, intersection peak hour factors for the system peak hour are derived from the collected traffic counts and are used in the Existing conditions analysis and all other scenarios.

Table 3: Synchro Result Summary for Existing (2025) Conditions

Existing Year													
Study Intersection	Queue, Delay, V/C, and LOS									Intersection LOS			
		AM				PM				AM		PM	
	Movement	95th Percentile Queue (ft)	Delay (sec)	V/C	LOS	95th Percentile Queue (ft)	Delay (sec)	V/C	LOS	Delay (sec)	LOS	Delay (sec)	LOS
University Blvd SE & Crick Ave SE	WBL	7.5	94.8	0.09	F	2.5	24.8	0.04	C	18.3	C	10.9	B
	WBR	2.5	9.8	0.05	A	7.5	9.5	0.09	A				
	NBT	---	---	---	---	---	---	---	---				
	NBR	---	---	---	---	---	---	---	---				
	SBL	57.5	10.3	0.44	B	5.0	8.0	0.06	A				
	SBT	---	---	---	---	---	---	---	---				
Turing Dr SE & Crick Ave SE	EBL	0.0	0.0	0.00	A	0.0	7.9	0.01	A	10.7	B	16.7	C
	EBT	---	---	---	---	---	---	---	---				
	EBR	---	---	---	---	---	---	---	---				
	WBL	0.0	0.0	0.00	A	0.0	7.3	0.00	A				
	WBT	---	---	---	---	---	---	---	---				
	WBR	---	---	---	---	---	---	---	---				
	NBT/L/R	2.5	10.7	0.04	B	0.0	16.7	0.01	C				
	SBT/L/R	2.5	8.4	0.02	A	52.5	11.7	0.43	B				
Turing Dr SE & Fritts Crossing SE	EBT/L/R	0.0	0.0	---	A	0.0	0.0	---	A	0.0	A	0.0	A
	WBT/L/R	0.0	0.0	---	A	0.0	0.0	---	A				
	NBT/L/R	---	0.0	---	A	---	0.0	---	A				
	SBT/L/R	---	0.0	---	A	---	0.0	---	A				
University Blvd SE & Fritts Crossing SE	WBL	---	---	---	---	5.0	14.7	0.05	B	11.8	B	15.6	C
	WBR	2.5	11.8	0.03	B	5.0	16.7	0.05	C				
	NBT	---	---	---	---	---	---	---	---				
	NBR	---	---	---	---	---	---	---	---				
	SBL	2.5	8.2	0.03	A	0.0	8.6	0.01	A				
	SBT	---	---	---	---	---	---	---	---				
Crick Ave SE & Watson Dr	EBL	5.0	7.5	0.06	A	0.0	7.6	0.01	A	8.3	A	9.1	A
	EBT	---	---	---	---	---	---	---	---				
	WBT	---	---	---	---	---	---	---	---				
	WBR	---	---	---	---	---	---	---	---				
	SBL/R	0.0	8.3	0.01	A	12.5	9.1	0.14	A				

**Intersection LOS and delay for stop-controlled intersection, results are reported as the worst case movement*

From the above table, the following conclusions are made from the Existing Year analysis:

- For the intersection of University Boulevard SE and Crick Avenue SE
    - Capacity Analysis: The intersection is currently operating at an overall LOS C during the AM and at an overall LOS B during PM peak hours
        - Individual approaches operate at LOS C or better during both peak periods, except for the westbound left-turn movement, which operates at LOS F during the AM peak hour. From the collected TMC, there are only 3-4 vehicles observed to be making a left-turn from westbound approach during both AM and PM peak hours. As discussed in HCM Chapter 20, the delay equations can calculate high delays for low volume, stop controlled movements. With all other parameters within tolerances, no mitigations are recommended. Additionally, field observations show drivers making two-stage left turn movements with little delay.

    - Queueing Analysis
        - Existing auxiliary lane lengths are sufficient to accommodate 95th percentile queue lengths. However, DPM table 7.4.67 recommends to install a right-turn lane if the volume exceed 50 vehicles per hour, which occurs during the PM peak hour in existing condition.
- For the intersection of Turing Drive SE and Crick Avenue SE
    - Capacity Analysis: The intersection operates at an overall LOS B during the AM and at an overall LOS C during PM peak hours.
        - Individual approaches operate at LOS C or better during both peak periods
    - Queueing Analysis
        - Where Synchro results for queue lengths are present, existing auxiliary lane lengths are sufficient to accommodate 95th percentile queue lengths.
- For the intersection of University Boulevard SE and Fritts Crossing SE
    - Capacity Analysis: The intersection operates at an overall LOS B during the AM and at an overall LOS C during PM peak hours.
        - Individual approaches operate at LOS C or better during both peak periods
    - Queueing Analysis
        - Where Synchro results for queue lengths are present, existing auxiliary lane lengths are sufficient to accommodate 95th percentile queue lengths.
- For the intersection of Crick Avenue SE and Watson Drive SE
    - Capacity Analysis: The intersection operates at a LOS of A during both the AM and PM peak hours at all approaches.
    - Queueing Analysis
        - Where Synchro results for queue lengths are present, existing auxiliary lane lengths are sufficient to accommodate 95th percentile queue lengths.

FUTURE YEAR BACKGROUND AND TOTAL METHODOLOGY

The following sections detail the methods and calculations used to obtain traffic volumes for Build-Out and Horizon Year analysis scenarios. This process used the following tools as described below: Future Traffic Projections, Site Trip Generation, and Site Trip Distribution & Assignment. The Figure at the end of this section shows the resulting site-generated traffic volume routing volumes and percentages determined for Build-Out and Horizon Year Total analysis scenarios.

TRAFFIC PROJECTIONS

Development construction is anticipated to begin in the current year (2025), with full completion expected in 2026. Build-Out Year (2026) volumes were initially forecasted from existing traffic volumes using counted values from 2016 and 2040 (updated) travel demand models provided by MRCOG based on comparing AM and PM peak hour direction volumes (AMPH LOAD and PMPH LOAD) to calculate anticipated growth rates for described roadway(s) near the study area. However, due to negative growth rate values forecasted by the MRCOG Travel model and as per City official's direction during scoping meeting, 3% per year growth rate was deemed appropriate for traffic projections. Values provided by MRCOG are reproduced verbatim in

Table 4, in addition to the calculated growth rate used in the analysis. Growth rates were then applied to the existing (2025) volumes to forecast future volumes.

Table 4: Growth Rates

Roadway			MRCOG 2016 Model "Peak Hour Load"	MRCOG 2040 Model "Peak Hour Load"	Yearly Growth Rate	Average Area Yearly Growth	Growth Rate for Analysis
University Blvd	Northbound	AM PH	154	321	3.11%	0.06%	1.00%
		PM PH	289	156	-2.54%		
	Southbound	AM PH	322	115	-4.20%		
		PM PH	205	393	2.75%		
Total Site			970	985	0.06%		

Projected turning movement volumes based on a two percent compound annual growth rate were used for the Build-Out (2026) and Horizon (2035) Year Background scenarios. Projected turning movement volumes plus the site-generated trips were used for the Build-Out and Horizon Year Total scenarios.

Site Trip Generation

Trip generation for the development was performed using the procedures and methodologies provided in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition. As discussed in the scoping meeting, no direct ITE land use category exists for the development. Therefore, the closest relatable land use category of High-Cube Parcel Hub Warehouse (ITE 156) was used to generate trips for the development. Trips were calculated using rates for AM and PM peak hour generators. Trips generated by the proposed development are shown below in the tables. The ITE Site-generated trips were added to the background traffic volumes for the system peak hour, as stipulated during the scoping meeting, to create the Build-Out and Horizon Year traffic volumes. Please note the addition of site peak hour volumes to system peak hour traffic volumes is very conservative because the site peak hour generated volumes will occur approximately an hour before the system peak hours. **Table 5** shows the trip generation and associated calculations.

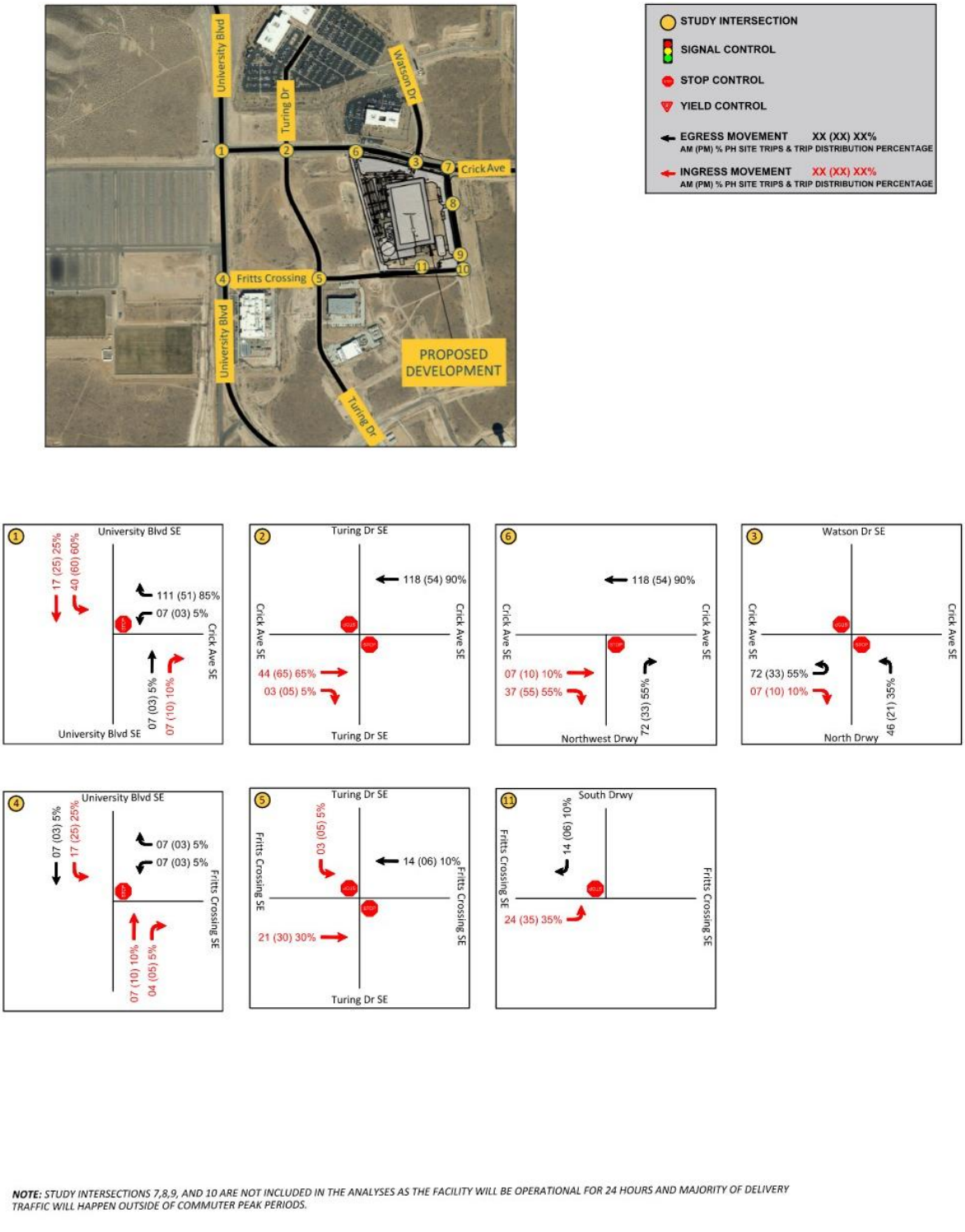
Table 5: ITE Trip Generation and Egress/Ingress Proportions

Phase 1												
Use	Units		Weekday AM Peak Hour					Weekday PM Peak Hour				
			Total	Enter	Exit	In	Out	Total	Enter	Exit	In	Out
ITE 156 - High-Cube Parcel Hub Warehouse	225	1000 GFA	198	34%	66%	67	131	160	63%	37%	101	59
			Total AM Peak			67	131	Total PM Peak			101	59

Site-Generated Trip Distribution and Assignment

The proposed site-generated traffic distribution was assigned based on direct trip travel behavior alone based on the ITE Trip Generation Manual's available data for the High-Cube Parcel Hub Warehouse (156) designation. Direct trip distribution was determined based on the analysis of existing intersection demand characteristics displayed by the turning movement count data within the study area and by engineering judgment of commuter travel patterns through and around the study area.

The routing was based on logical trip attractions and destinations for residential-based trips. **Figure 4** shows the assigned routing percentages and distribution of trips forecasted to be generated by the development. When the applied distribution percentages did not result in whole vehicles or did not summate equal to the total generated trips, rounding preference was assigned to the movement with the highest existing turning movement count volumes.



NOTE: *STUDY INTERSECTIONS 7,8,9, AND 10 ARE NOT INCLUDED IN THE ANALYSES AS THE FACILITY WILL BE OPERATIONAL FOR 24 HOURS AND MAJORITY OF DELIVERY TRAFFIC WILL HAPPEN OUTSIDE OF COMMUTER PEAK PERIODS.*

Figure 4: Site Trips & Trip Distribution Percentage

BUILD-OUT YEAR BACKGROUND AND TOTAL ANALYSES

As performed for Existing Background conditions, a Level of Service (LOS) and queueing analysis was performed for all Build-Out Year analysis scenarios using the same procedures, field data, and assumptions.

BUILD-OUT YEAR (2026) BACKGROUND CONDITIONS

As discussed in the previous Analysis Scenarios and Volume Calculations subsection the Build-Out Year Background traffic volumes are determined from the application of a 2% growth rate to the Existing traffic movement count data to analyze probable roadway conditions in the Build-Out Year in the absence of the proposed development. The turning movement volumes used for this analysis scenario are shown in **Figure 5.**

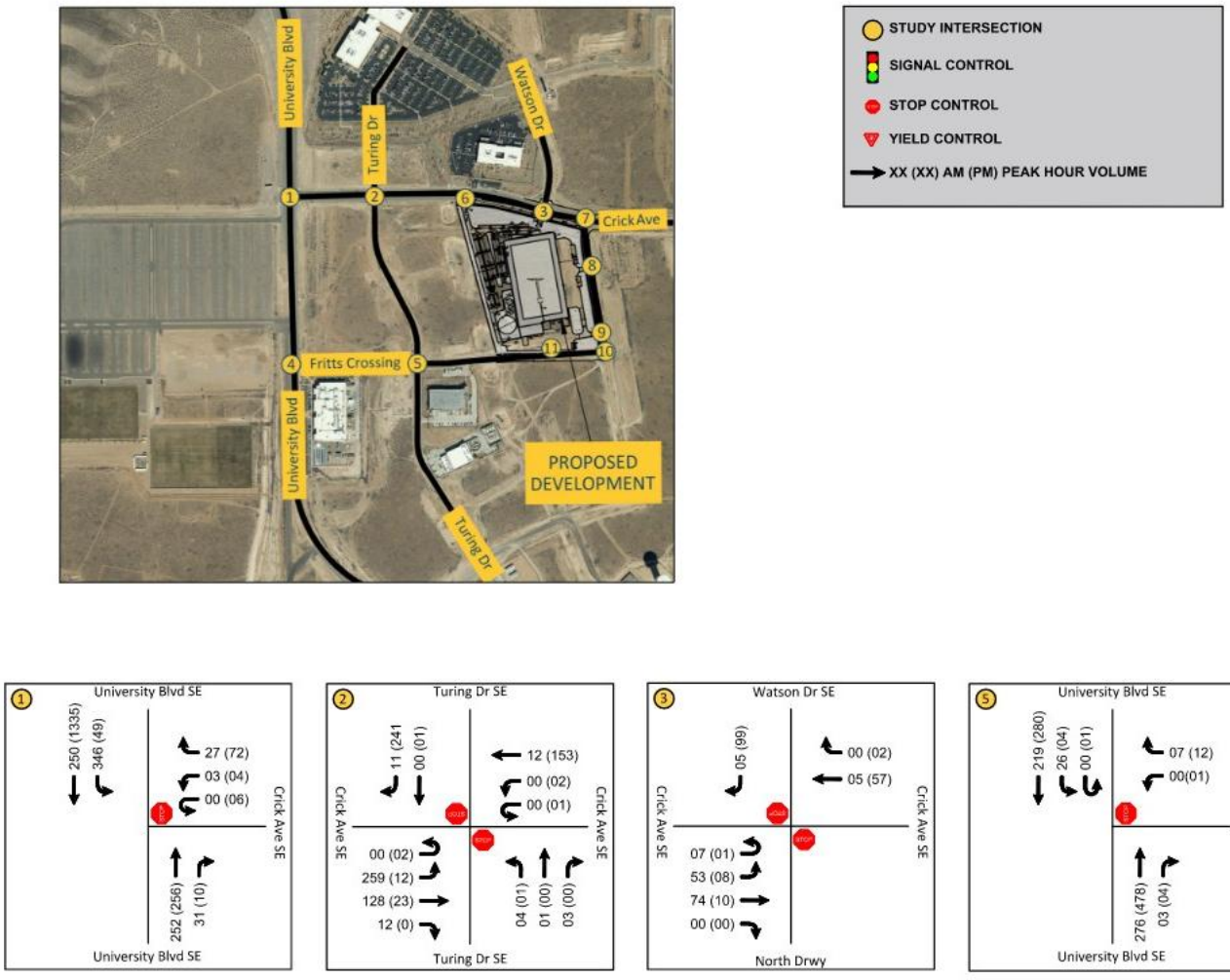


Figure 5: Build-Out Year (2026) Background Traffic Volumes

Table 6 below summarizes the intersection delay, LOS, and 95th percentile queue lengths under Build-Out Year Background conditions. Detailed capacity output sheets showing all individual movements can be found in Appendix D.

Table 6: Synchro Result Summary for Build-Out (2026) Background Conditions

Build-Out Year Background Year													
Study Intersection	Queue, Delay, V/C, and LOS									Intersection LOS			
		AM				PM				AM		PM	
	Movement	95th Percentile Queue (ft)	Delay (sec)	V/C	LOS	95th Percentile Queue (ft)	Delay (sec)	V/C	LOS	Delay (sec)	LOS	Delay (sec)	LOS
University Blvd SE & Crick Ave SE	WBL	7.5	107.6	0.10	F	5.0	40.4	0.05	E	19.3	C	11.6	B
	WBR	5.0	9.9	0.05	A	10.0	10.1	0.13	B				
	NBT	---	---	---	---	---	---	---	---				
	NBR	---	---	---	---	---	---	---	---				
	SBL	60.0	10.5	0.46	B	5.0	8.1	0.06	A				
	SBT	---	---	---	---	---	---	---	---				
Turing Dr SE & Crick Ave SE	EBL	27.5	8.0	0.27	A	2.5	7.8	0.02	A	32.4	D	17.2	C
	EBT	---	---	---	---	---	---	---	---				
	EBR	---	---	---	---	---	---	---	---				
	WBL	0.0	0.0	---	A	0.0	7.3	0.01	A				
	WBT	---	---	---	---	---	---	---	---				
	WBR	---	---	---	---	---	---	---	---				
	NBT/L/R	12.5	32.4	0.16	D	0.0	17.2	0.01	C				
	SBT/L/R	2.5	8.4	0.02	A	62.5	12.2	0.47	B				
Turing Dr SE & Fritts Crossing SE	EBT/L/R	0.0	0.0	---	A	0.0	0.0	---	A	0.0	A	0.0	A
	WBT/L/R	0.0	0.0	---	A	0.0	0.0	---	A				
	NBT/L/R	---	0.0	---	A	---	0.0	---	A				
	SBT/L/R	---	0.0	---	A	---	0.0	---	A				
University Blvd SE & Fritts Crossing SE	WBL	---	0.0	---	A	0.0	17.2	0.01	C	11.9	B	15.8	C
	WBR	2.5	11.9	0.03	B	5.0	15.6	0.08	C				
	NBT	---	---	---	---	---	---	---	---				
	NBR	---	---	---	---	---	---	---	---				
	SBL	2.5	8.3	0.04	A	---	---	---	---				
	SBT	---	---	---	---	---	---	---	---				
Crick Ave SE/N Drwy & Watson Dr	EBL	5.0	7.5	0.06	A	0.0	7.6	0.01	A	8.3	A	9.2	A
	EBT	---	---	---	---	---	---	---	---				
	WBT	---	---	---	---	---	---	---	---				
	WBR	---	---	---	---	---	---	---	---				
	NBT/L/R	---	0.0	---	A	---	0.0	---	A				
	SBL/R	0.0	8.3	0.01	A	15.0	9.2	0.16	A				

From the above table, the following conclusions are made from the Build-Out Year Background analysis:

- For the intersection of University Boulevard SE and Crick Avenue SE
  - Capacity Analysis: The intersection is anticipated to operate at an overall LOS C during the AM and at an overall LOS B during PM peak hours.
    - Individual approaches will operate at LOS B or better during both peak periods, except for the westbound approach supporting left-turn movement, which is indicated to operate at LOS F during the AM peak hour like existing condition and at LOS E during the PM peak hour. As mentioned earlier, the delay equations can calculate high delays for low volume, stop controlled movements. With all other parameters within tolerances, no mitigations are recommended. <u>These delays are consistent with existing conditions.</u>

    - Queueing Analysis
        - Existing auxiliary lane lengths are sufficient to accommodate 95th percentile queue lengths.
- For the intersection of Turing Drive SE and Crick Avenue SE
    - Capacity Analysis: The intersection operates at an overall LOS D during the AM and at an overall LOS C during PM peak hours.
        - Individual approaches operate at LOS C or better during both peak periods except for the northbound approach supporting all movements, which is indicated to operate at LOS D during the AM peak hour.
    - Queueing Analysis
        - Where Synchro results for queue lengths are present, existing auxiliary lane lengths are sufficient to accommodate 95th percentile queue lengths.
- For the intersection of University Boulevard SE and Fritts Crossing SE
    - Capacity Analysis: The intersection operates at an overall LOS B during the AM and at an overall LOS C during PM peak hours.
        - Individual approaches are anticipated to operate at LOS B or better during both peak periods on all approaches.
    - Queueing Analysis
        - Where Synchro results for queue lengths are present, existing auxiliary lane lengths are sufficient to accommodate 95th percentile queue lengths.
- For the intersection of Crick Avenue SE and Watson Drive SE
    - Capacity Analysis: The intersection operates at a LOS of A during both the AM and PM peak hours at all approaches.
    - Queueing Analysis
        - Where Synchro results for queue lengths are present, existing auxiliary lane lengths are sufficient to accommodate 95th percentile queue lengths.

Build-Out Year (2026) Total Conditions

As previously discussed, the Build-Out Year Total traffic volumes are determined from the application of a 3% growth rate to the Existing traffic movement count data with the addition of the site-generated trips to analyze probable roadway conditions with the presence of the proposed development. The turning movement volumes used for this analysis scenario are shown in **Figure 6**.

NOTE: *STUDY INTERSECTIONS 7,8,9, AND 10 ARE NOT INCLUDED IN THE ANALYSES AS THE FACILITY WILL BE OPERATIONAL FOR 24 HOURS AND MAJORITY OF DELIVERY TRAFFIC WILL HAPPEN OUTSIDE OF COMMUTER PEAK PERIODS.*

Figure 6: Build-Out Year (2026) Total Traffic Volumes

Table 7 below summarizes the intersection delay, LOS, and 95th percentile queue lengths under Build-Out Year Total conditions.

Table 7: Synchro Result Summary for Build-Out Year (2026) Total Conditions

Build-Out Year Total													
Study Intersection	Queue, Delay, V/C, and LOS									Intersection LOS			
		AM				PM				AM		PM	
	Movement	95th Percentile Queue (ft)	Delay (sec)	V/C	LOS	95th Percentile Queue (ft)	Delay (sec)	V/C	LOS	Delay (sec)	LOS	Delay (sec)	LOS
University Blvd SE & Crick Ave SE	WBL	37.5	230.8	0.49	F	10.0	65.2	0.14	F	25.6	D	13.6	B
	WBR	25.0	11.3	0.25	B	20.0	10.8	0.22	B				
	NBT	---	---	---	---	---	---	---	---				
	NBR	---	---	---	---	---	---	---	---				
	SBL	77.5	11.3	0.52	B	12.5	8.5	0.14	A				
	SBT	---	---	---	---	---	---	---	---				
Turing Dr SE & Crick Ave SE	EBL	32.5	8.7	0.31	A	2.5	8.1	0.02	A	46.6	E	22.7	C
	EBT	---	---	---	---	---	---	---	---				
	EBR	---	---	---	---	---	---	---	---				
	WBL	0.0	0.0	---	A	0.0	7.7	0.01	A				
	WBT	---	---	---	---	---	---	---	---				
	WBR	---	---	---	---	---	---	---	---				
	NBT/L/R	20.0	46.6	0.22	E	0.0	22.7	0.01	C				
	SBT/L/R	2.5	8.8	0.02	A	70.0	13.0	0.50	B				
Turing Dr SE & Fritts Crossing SE	EBT/L/R	0.0	0.0	---	A	0.0	0.0	---	A	8.9	A	8.9	A
	WBT/L/R	0.0	0.0	---	A	0.0	0.0	---	A				
	NBT/L/R	0.0	8.9	0.00	A	0.00	8.9	0.01					
	SBT/L/R	0.0	8.6	0.01	A	0.00	8.4	0.01					
University Blvd SE & Fritts Crossing SE	WBL	7.50	15.9	0.08	C	5.0	19.8	0.06	C	14.0	B	17.3	C
	WBR	5.0	12.3	0.06	B	7.5	16.2	0.10	C				
	NBT	---	---	---	---	---	---	---	---				
	NBR	---	---	---	---	---	---	---	---				
	SBL	5.0	8.4	0.06	A	---	---	---	---				
	SBT	---	---	---	---	---	---	---	---				
Crick Ave SE/N Drwy & Watson Dr	EBL	12.5	8.1	0.13	A	5.0	8.8	0.05	A	12.2	B	10.2	B
	EBT	---	---	---	---	---	---	---	---				
	WBT	---	---	---	---	---	---	---	---				
	WBR	---	---	---	---	---	---	---	---				
	NBT/L/R	7.5	12.2	0.1	B	2.5	10.2	0.03	B				
	SBL/R	0.0	8.3	0.01	A	15.0	9.2	0.16	A				
Crick Ave SE & NW Drwy	EBT	---	---	---	---	---	---	---	---	9.2	A	8.7	A
	EBR	---	---	---	---	---	---	---	---				
	WBT	---	---	---	---	---	---	---	---				
	WBL	0.0	0.0	---	A	0.0	0.0	---	A				
	NBR	7.5	9.2	0.08	A	2.5	8.7	0.04	A				
Fritts Crossing SE & S Drwy	EBL	0.0	7.3	0.02	A	2.5	7.3	0.02	A	8.4	A	8.3	A
	EBT	---	0.0	---	A	---	0.0	---	A				
	WBT	---	---	---	---	---	---	---	---				
	WBR	---	---	---	---	---	---	---	---				
	SBL	---	0.0	---	A	---	0.0	---	A				
	SBR	0.0	8.4	0.01	A	0.0	8.3	0.01	A				

**Intersection LOS and delay for stop-controlled intersection, results are reported as the worst case movement*

From the above table, the following conclusions are made from the Build-Out Year Total analysis:

- For the intersection of University Boulevard SE and Crick Avenue SE
    - Capacity Analysis: The intersection is anticipated to experience a reduction in Level of Service from LOS C in Build-out Background condition to an overall LOS D during the AM while during PM peak hours, the LOS will stay the same to the Build-out Background condition.
        - Individual approaches will operate at LOS B or better during both peak periods, except for the westbound left-turn movement, which is indicated to operate at LOS F during the AM peak hour and at LOS E during the PM peak hour, consistent with existing conditions. As previously stated, per the HCM, the delay equations can calculate high delays for low volume, stop controlled movements. With all other parameters within tolerances, no mitigations are recommended.
    - Queueing Analysis
        - Existing auxiliary lane lengths are sufficient to accommodate 95th percentile queue lengths.
- For the intersection of Turing Drive SE and Crick Avenue SE
    - Capacity Analysis: At this intersection, the LOS shift from LOS D in Build-out Background to LOS E during the AM peak hour, while LOS C stays consistent during PM peak hours from Build-out Background condition to Build-out Total condition.
        - Individual approaches operate at LOS C or better during both peak periods except for the northbound approach supporting all movements, which is indicated to operate at LOS E during the AM peak hour with low hourly turning movement volumes. As previously stated, per the HCM, the delay equations can calculate high delays for low volume, stop controlled movements. With all other parameters within tolerances, no mitigations are recommended.
    - Queueing Analysis
        - Where Synchro results for queue lengths are present, existing auxiliary lane lengths are sufficient to accommodate 95th percentile queue lengths.
- For the intersection of University Boulevard SE and Fritts Crossing SE
    - Capacity Analysis: The intersection operates at an overall LOS B during the AM and at an overall LOS C during PM peak hours similar to Build-out Background condition.
        - Individual approaches are anticipated to operate at LOS C or better during both peak periods on all approaches.
    - Queueing Analysis
        - Where Synchro results for queue lengths are present, existing auxiliary lane lengths are sufficient to accommodate 95th percentile queue lengths.
- For the intersection of Crick Avenue SE and Watson Drive SE/North Driveway
    - Capacity Analysis: The intersection operates at a LOS of B during both the AM and PM peak hours at all approaches.
    - Queueing Analysis
        - Where Synchro results for queue lengths are present, existing auxiliary lane lengths are sufficient to accommodate 95th percentile queue lengths.
- For the intersection of Crick Avenue SE and Northwest Driveway
    - Capacity Analysis: The intersection will operate at a LOS of A during both the AM and PM peak hours at all approaches.
    - Queueing Analysis
        - Where Synchro results for queue lengths are present, queue lengths are observed to be as low as 7.5 feet as such, no auxiliary lane to accommodate 95th percentile queue lengths are required.

- For the intersection of Turing Drive SE and Fritts Crossing SE
    - Capacity Analysis: The intersection operates at an overall LOS of A during both the AM and PM peak hours at all approaches.
    - Queueing Analysis
        - Where Synchro results for queue lengths are present, no queue lengths are observed as such no auxiliary lane to accommodate 95th percentile queue lengths are required.
- For the intersection of Fritts Crossing SE and South Driveway
    - Capacity Analysis: The intersection operates at an overall LOS of A during both the AM and PM peak hours at all approaches.
    - Queueing Analysis
        - Where Synchro results for queue lengths are present, existing auxiliary lane lengths are sufficient to accommodate 95th percentile queue lengths.

Summary of Build Year Capacity Conditions and Recommendations

As shown in the above analysis, the development is anticipated to have minimal impact on the surrounding roadway network. Some individual stop-controlled movements show high delays. However, the vehicle volumes for the movements are low. Per the Highway Capacity Manual Chapter 20, the delay equations can calculate high delays for low volume, stop controlled movements. Therefore, with all other parameters within tolerances, no mitigations are recommended.

Horizon Year Background and Total Analyses

A Level of Service (LOS) and queueing analysis was performed for Horizon Year analysis scenarios using the same procedures, field data, and assumptions as used for the previous analyses.

Horizon Year (2036) Background Conditions

As discussed in the previous Analysis Scenarios and Volume Calculations subsection, the Horizon Year Background traffic volumes were determined by applying a 3% compound growth rate to the Existing traffic movement count data to analyze probable roadway conditions in the Horizon Year in the absence of the proposed development. The turning movement volumes used for this analysis scenario are shown in **Figure 7**.

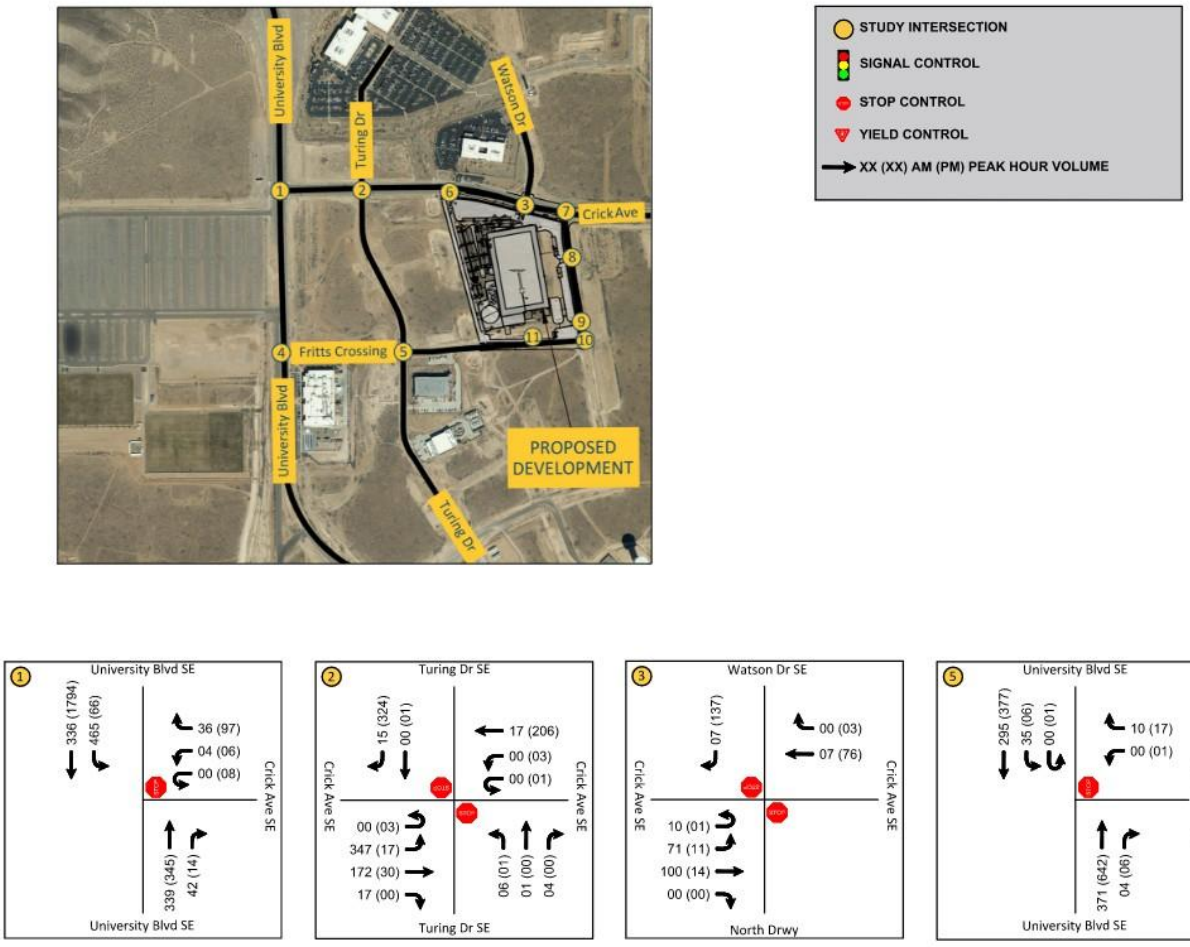


Figure 7: Horizon Year (2036) Background Traffic Volumes

Table 8 below summarizes the intersection delay, LOS, and 95th percentile queue lengths under Horizon Year Background conditions. Values within Table 8, shown in red, represent a result that falls below the acceptable threshold.

Table 8: Synchro Result Summary for Horizon Year (2036) Background Conditions

Horizon Year Background													
Study Intersection	Queue, Delay, V/C, and LOS									Intersection LOS			
		AM				PM				AM		PM	
	Movement	95th Percentile Queue (ft)	Delay (sec)	V/C	LOS	95th Percentile Queue (ft)	Delay (sec)	V/C	LOS	Delay (sec)	LOS	Delay (sec)	LOS
University Blvd SE & Crick Ave SE	WBL	30.0	625.6	0.59	F	12.5	94.4	0.17	F	72.4	F	15.8	C
	WBR	5.0	10.5	0.07	B	17.5	11.1	0.19	B				
	NBT	---	---	---	---	---	---	---	---				
	NBR	---	---	---	---	---	---	---	---				
	SBL	142.5	15.4	0.68	C	7.5	8.6	0.09	A				
	SBT	---	---	---	---	---	---	---	---				
Turing Dr SE & Crick Ave SE	EBL	42.5	8.5	0.36	A	2.5	8.2	0.03	A	102.8	F	27.6	D
	EBT	---	---	---	---	---	---	---	---				
	EBR	---	---	---	---	---	---	---	---				
	WBL	0.0	0.0	---	A	0.0	7.4	0.01	A				
	WBT	---	---	---	---	---	---	---	---				
	WBR	---	---	---	---	---	---	---	---				
	NBT/L/R	47.5	102.8	0.49	F	0.0	27.6	0.01	D				
	SBT/L/R	2.5	8.4	0.03	A	130.0	16.7	0.67	C				
Turing Dr SE & Fritts Crossing SE	EBT/L/R	0.0	0.0	---	A	0.0	0.0	---	A	0.0	A	0.0	A
	WBT/L/R	0.0	0.0	---	A	0.0	0.0	---	A				
	NBT/L/R	---	0.0	---	A	---	0.0	---	A				
	SBT/L/R	---	0.0	---	A	---	0.0	---	A				
University Blvd SE & Fritts Crossing SE	WBL	---	0.0	---	A	2.5	21.7	0.02	C	11.8	B	15.5	C
	WBR	2.5	11.8	0.04	B	7.5	14.9	0.10	B				
	NBT	---	---	---	---	---	---	---	---				
	NBR	---	---	---	---	---	---	---	---				
	SBL	5.0	8.8	0.06	A	0.0	10.4	0.02	B				
	SBT	---	---	---	---	---	---	---	---				
Crick Ave SE/N Drwy & Watson Dr	EBL	7.5	7.5	0.09	A	0.0	7.6	0.01	A	8.4	A	9.7	A
	EBT	---	---	---	---	---	---	---	---				
	WBT	---	---	---	---	---	---	---	---				
	WBR	---	---	---	---	---	---	---	---				
	NBT/L/R	---	0.0	---	A	---	0.0	---	A				
	SBL/R	0.0	8.4	0.01	A	20.0	9.7	0.22	A				

**Intersection LOS and delay for stop-controlled intersection, results are reported as the worst case movement*

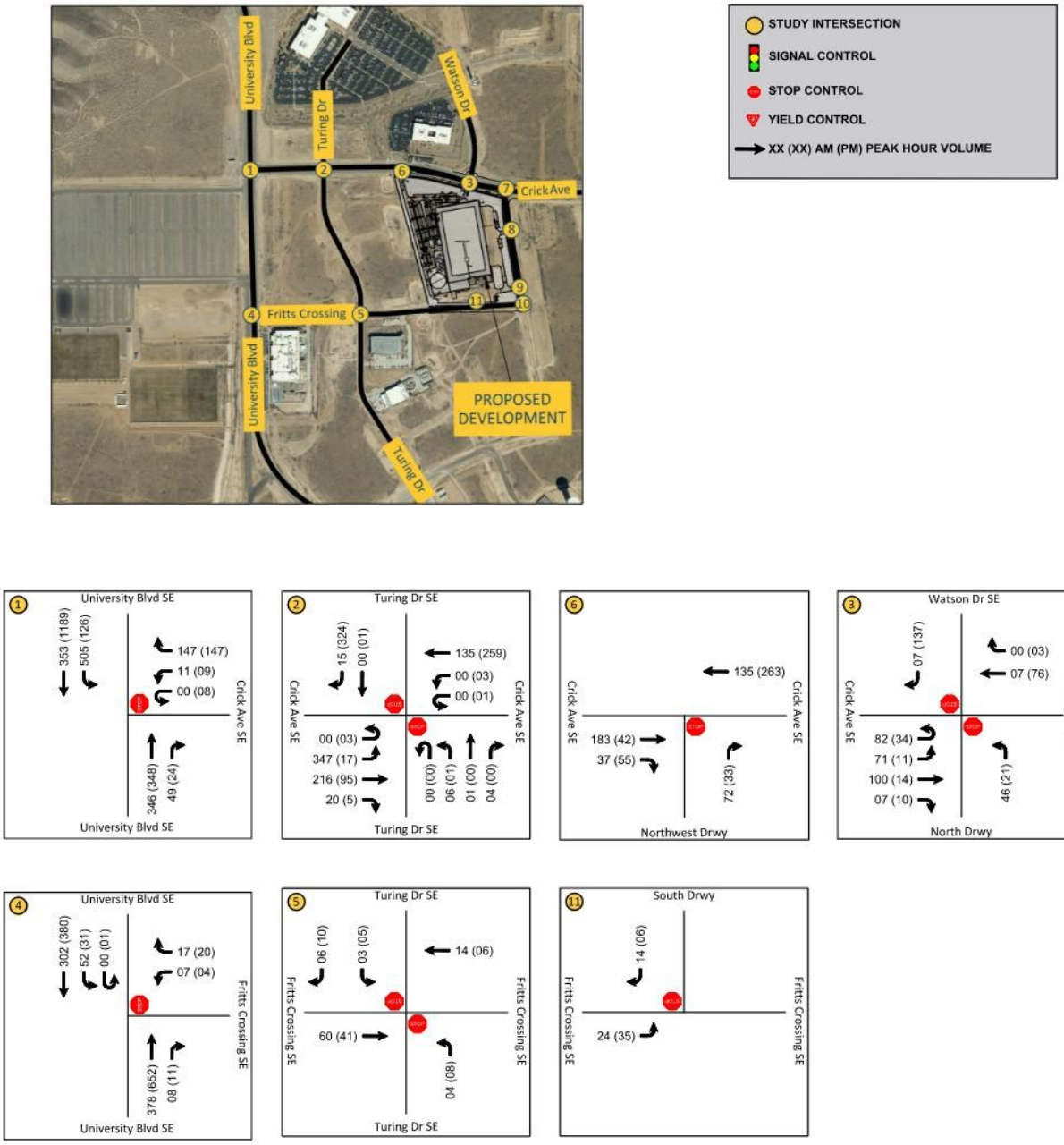
From the above table, the following conclusions are made from the Horizon Year Background analysis:

- For the intersection of University Boulevard SE and Crick Avenue SE
  - Capacity Analysis: The intersection is anticipated to operate at an overall LOS F during the AM and at an overall LOS C during PM peak hours.
    - Individual approaches will operate at LOS C or better during both peak periods, except for the westbound left-turn movement, which is anticipated to operate at LOS F during both the AM peak hour and the PM peak hour periods.
  - Queueing Analysis
    - Existing auxiliary lane lengths are sufficient to accommodate 95th percentile queue lengths.
- For the intersection of Turing Drive SE and Crick Avenue SE
  - Capacity Analysis: The intersection is anticipated operate at an overall LOS F during the AM and at an overall LOS D during PM peak hours.

        - Individual approaches will operate at LOS C or better during both peak periods except for the northbound approach supporting all movements, which is indicated to operate at LOS F during the AM peak hour and at LOS D during the PM peak hours.
    - Queueing Analysis
        - Where Synchro results for queue lengths are present, existing auxiliary lane lengths are sufficient to accommodate 95th percentile queue lengths.
- For the intersection of University Boulevard SE and Fritts Crossing SE
    - Capacity Analysis: The intersection will operate at an overall LOS B during the AM peak hour and at LOS C during PM peak hours.
        - Individual approaches are anticipated to operate at LOS A or better during both peak periods on all approaches.
    - Queueing Analysis
        - Where Synchro results for queue lengths are present, existing auxiliary lane lengths are sufficient to accommodate 95th percentile queue lengths.
- For the intersection of Crick Avenue SE and Watson Drive SE
    - Capacity Analysis: The intersection is anticipated to operate at a LOS of A during both the AM and PM peak hours at all approaches.
    - Queueing Analysis
        - Where Synchro results for queue lengths are present, existing auxiliary lane lengths are sufficient to accommodate 95th percentile queue lengths.

Horizon Year (2036) Total Conditions

The Horizon Year Total analysis assesses the probable roadway conditions in the Horizon Year with the addition of the proposed development's contribution to the study area traffic volumes. The turning movement volumes used for this analysis scenario are shown in **Figure 8**.



NOTE: *STUDY INTERSECTIONS 7,8,9, AND 10 ARE NOT INCLUDED IN THE ANALYSES AS THE FACILITY WILL BE OPERATIONAL FOR 24 HOURS AND MAJORITY OF DELIVERY TRAFFIC WILL HAPPEN OUTSIDE OF COMMUTER PEAK PERIODS.*

Figure 8: Horizon Year (2036) Total Traffic Volumes

Table 9 below summarizes the intersection delay, LOS, and 95th percentile queue lengths under Horizon Year Total conditions. Values within Table 9, shown in red, represent a result that falls below the acceptable threshold.

Table 9: Synchro Result Summary for Horizon Year (2036) Total Conditions

Horizon Year Total													
Study Intersection	Queue, Delay, V/C, and LOS									Intersection LOS			
		AM				PM				AM		PM	
	Movement	95th Percentile Queue (ft)	Delay (sec)	V/C	LOS	95th Percentile Queue (ft)	Delay (sec)	V/C	LOS	Delay (sec)	LOS	Delay (sec)	LOS
University Blvd SE & Crick Ave SE	WBL	75.0	2227.5	2.93	F	32.5	189.6	0.40	F	160.9	F	21.9	C
	WBR	30.0	12.4	0.30	B	30.0	12.0	0.29	B				
	NBT	---	---	---	---	---	---	---	---				
	NBR	---	---	---	---	---	---	---	---				
	SBL	190.0	18.3	0.76	C	17.5	9.1	0.18	A				
	SBT	---	---	---	---	---	---	---	---				
Turing Dr SE & Crick Ave SE	EBL	52.5	9.3	0.41	A	2.5	8.4	0.03	A	208.0	F	40.0	E
	EBT	---	---	---	---	---	---	---	---				
	EBR	---	---	---	---	---	---	---	---				
	WBL	0.0	0.0	---	A	0.0	7.7	0.07	A				
	WBT	---	---	---	---	---	---	---	---				
	WBR	---	---	---	---	---	---	---	---				
	NBT/L/R	70.0	208.2	0.74	F	2.5	40.0	0.02	E				
	SBT/L/R	2.5	8.9	0.03	A	147.5	18.6	0.70	C				
Turing Dr SE & Fritts Crossing SE	EBT/L/R	0.0	0.0	---	A	0.0	0.0	---	A	9.0	A	8.9	A
	WBT/L/R	0.0	0.0	---	A	0.0	0.0	---	A				
	NBT/L/R	0.00	9.0	0.01	A	0.0	8.9	0.01	A				
	SBT/L/R	0.00	8.6	0.01	A	0.0	8.4	0.01	A				
University Blvd SE & Fritts Crossing SE	WBL	7.50	18.8	0.10	C	7.5	27.1	0.09	D	14.9	B	18.4	C
	WBR	5.0	12.1	0.07	B	10.0	15.4	0.12	C				
	NBT	---	---	---	---	---	---	---	---				
	NBR	---	---	---	---	---	---	---	---				
	SBL	7.5	9.0	0.08	A	5.0	10.5	0.07	B				
	SBT	---	---	---	---	---	---	---	---				
Crick Ave SE/N Drwy & Watson Dr	EBL	12.5	8.1	0.16	A	5.0	9.0	0.06	A	13.9	B	11.0	B
	EBT	---	---	---	---	---	---	---	---				
	WBT	---	---	---	---	---	---	---	---				
	WBR	---	---	---	---	---	---	---	---				
	NBT/L/R	10.0	13.9	0.1	B	2.5	11.0	0.04	B				
	SBL/R	0.0	8.4	0.01	A	20.0	9.7	0.22	A				
Crick Ave SE & NW Drwy	EBT	---	---	---	---	---	---	---	---	9.3	A	8.7	A
	EBR	---	---	---	---	---	---	---	---				
	WBT	---	---	---	---	---	---	---	---				
	WBL	0.0	0.0	---	A	0.0	0.0	---	A				
	NBR	7.5	9.3	0.09	A	2.5	8.7	0.04	A				
Fritts Crossing SE & S Drwy	EBL	0.0	7.2	0.01	A	2.4	8.3	2.41	A	8.3	A	8.3	A
	EBT	---	0.0	---	A	---	0.0	---	A				
	WBT	---	---	---	---	---	---	---	---				
	WBR	---	---	---	---	---	---	---	---				
	SBL	---	0.0	---	A	---	0.0	---	A				
	SBR	0.0	8.3	0.01	A	0.0	8.3	0.00	A				

**Intersection LOS and delay for stop-controlled intersection, results are reported as the worst case movement*

From the above table, the following conclusions are made from the Horizon Year Total analysis:

- For the intersection of University Boulevard SE and Crick Avenue SE
    - Capacity Analysis: The intersection is expected to experience a failing LOS F during the AM peak hour, while during PM peak hours, the intersection is expected to operate at a LOS C.

        - Individual approaches are predicted to operate at LOS C or better during both peak periods, except for the westbound left-turn movement, which is indicated to operate at LOS F during both AM peak hour and PM peak hours similar to Horizon Year Background conditions.
    - Queueing Analysis
        - Auxiliary lane lengths are sufficient to accommodate 95th percentile queue lengths
- For the intersection of Turing Drive SE and Crick Avenue SE
    - Capacity Analysis: The intersection is expected to operate at a LOS F during the AM peak hour and at an LOS E during PM peak hour.
        - Individual approaches operate at LOS C or better during both peak periods except for the northbound approach supporting all movements, which is indicated to operate at LOS F during the AM peak hour and at LOS E during the PM peak hour.
    - Queueing Analysis
        - Where Synchro results for queue lengths are present, existing auxiliary lane lengths are sufficient to accommodate 95th percentile queue lengths.
- For the intersection of University Boulevard SE and Fritts Crossing SE
    - Capacity Analysis: The intersection is expected operate at an overall LOS B during the AM and at an overall LOS C during PM peak hours.
        - Individual approaches are anticipated to operate at LOS C or better during both peak periods on all approaches except for westbound approach which will operate at LOS D during the PM peak hour.
    - Queueing Analysis
        - Where Synchro results for queue lengths are present, existing auxiliary lane lengths are sufficient to accommodate 95th percentile queue lengths.
- For the intersection of Crick Avenue SE and Watson Drive SE/North Driveway
    - Capacity Analysis: The intersection will operate at a LOS of B during both AM peak hour and PM peak hours at all approaches.
    - Queueing Analysis
        - Where Synchro results for queue lengths are present, existing auxiliary lane lengths are sufficient to accommodate 95th percentile queue lengths.
- For the intersection of Crick Avenue SE and Northwest Driveway
    - Capacity Analysis: The intersection will operate at a LOS of A during both the AM and PM peak hours at all approaches.
    - Queueing Analysis
        - Where Synchro results for queue lengths are present, queue lengths are observed to be as low as 7.5 feet as such, no auxiliary lane to accommodate 95th percentile queue lengths are required.
- For the intersection of Turing Drive SE and Fritts Crossing SE
    - Capacity Analysis: The intersection operates at an overall LOS of A during both the AM and PM peak hours at all approaches.
    - Queueing Analysis
        - Where Synchro results for queue lengths are present, existing auxiliary lane lengths are sufficient to accommodate 95th percentile queue lengths.
- For the intersection of Fritts Crossing SE and South Driveway
    - Capacity Analysis: The intersection operates at an overall LOS of A during both the AM and PM peak hours at all approaches.
    - Queueing Analysis

- Where Synchro results for queue lengths are present, existing auxiliary lane lengths are sufficient to accommodate 95th percentile queue lengths.

Horizon Year (2036) Mitigations

Under Horizon Year Conditions, the University Boulevard SE and Crick Avenue SE intersection displays LOS F for the Westbound approach during both AM and PM peak hours. Additionally, a significant traffic volume is observed with motorists making a southbound left-turn towards the employment center along the Crick Avenue SE during the AM peak hour. As the Mesa Del Sol continues to develop and grow, traffic volumes on University Blvd are expected to grow. Consistent with Mesa Del Sol Master Plan, University Boulevard is planned to serve as the main north-south roadway through Mesa Del Sol. As such, the following improvements could mitigate capacity issues at this intersection:

- Installation of a traffic signal
- Installation of an additional southbound left turn lane
- Installation of a northbound right turn lane

Table 10 shows the capacity results for these improvements.

Table 10: Synchro Result Summary for Horizon Year (2036) Optimized Conditions

Optimized Horizon Year Total													
Study Intersection	Queue, Delay, V/C, and LOS									Intersection LOS			
		AM				PM				AM		PM	
	Movement	95th Percentile Queue (ft)	Delay (sec)	V/C	LOS	95th Percentile Queue (ft)	Delay (sec)	V/C	LOS	Delay (sec)	LOS	Delay (sec)	LOS
University Blvd SE & Crick Ave SE	WBL	19.0	32.5	0.09	C	25.0	33.9	0.14	C	15.6	B	8.8	A
	WBR	29.0	14.1	0.59	B	25.0	14.5	0.63	B				
	NBT	135.0	27.1	0.57	C	70.0	7.1	0.21	A				
	NBR	8.9	---	0.27	A	4.0	2.8	0.06	A				
	SBL	159.0	17.0	0.83	B	29.0	3.3	0.26	A				
	SBT	37.0	2.8	0.17	A	361.0	9.0	0.82	A				

**Intersection LOS and delay for stop-controlled intersection, results are reported as the worst case movement*

From the above table, the following conclusions are made from the Optimized Build-Out Year analysis:

- For the intersection of University Boulevard SE and Crick Avenue SE
  - Capacity Analysis: The intersection will operate at an overall LOS B during the AM PM peak hour and LOS A during PM peak hour. There is a significant change in overall intersection delay or LOS between the Horizon Total and the Optimized Horizon Total scenarios.
    - With the aforementioned geometric and timing changes, all approaches operate at a LOS C or better during the AM and PM peak hours.
    - These individual approach LOS results improve those seen in the analysis of the Horizon Total conditions.
  - Queueing Analysis
    - With the aforementioned geometric and timing changes, all auxiliary lane lengths are sufficient to accommodate 95th percentile queue lengths.
    - These queue results improve those seen in the analysis of the Horizon Total conditions.

Summary of Horizon Year Capacity Improvement Recommendations

Based on the Horizon Year analysis, it is recommended that the City of Albuquerque monitor future traffic conditions at the intersection of University Boulevard SE & Crick Avenue SE as future developments contribute to traffic growth within Mesa Del Sol. Potential future improvements at the intersection of University Boulevard SE and Crick Avenue SE could include:

- Installation of a traffic signal
- Installation of an additional southbound left turn lane
- Installation of a northbound right turn lane

Additionally, it is recommended that the City of Albuquerque monitor future traffic conditions at the intersection of Turing Drive SE & Crick Avenue SE as future developments contribute to traffic growth within Mesa Del Sol.

DEVELOPMENT SITE-RELATED ASSESSMENT OF ACCESS CONDITIONS

The following sections assess the relevant site access and internal traffic conditions. The site conditions analyzed include the intersection sight distance based on the American Association of State Highway and Transportation Officials (AASHTO) "Green Book", an auxiliary lane warrant and deceleration lane length analyses based on the COA DPM.

Site Access Sight Distance

The following presents recommended intersection sight distance requirements for the Exit only driveway serving the development. Intersection sight distance requirements were calculated based on the COA DPM Section 7-4(I)(5)(iii) and the 2018 AASHTO "Green Book" chapter 9.5. A passenger vehicle was used as the design vehicle.

Intersection sight distances, per the COA DPM for major roadways divided by a 20 feet or greater width median, for passenger vehicles, required sight distance can be based upon a two-stage left turn with each stage considered individually. Based on this prevision (7-4(I)(5)(iii)(5)) the recommended sight distance for the first stage of the left-turn movement from the Site Exit was considered and evaluated as a three-lane undivided crossing. The right-turn maneuver was evaluated as a two-lane undivided crossing. Intersection sight distances were determined from COA DPM Table 7.4.65.

The AASHTO "Green Book" intersection sight distances were determined based on the following turning conditions.

- Case B1 – A stopped vehicle turning left turn from a minor street approach onto a major road.
- Case B2 – A stopped vehicle turning right from a minor street approach onto a major road.

Intersection sight distances were calculated based on the following assumptions:

- Required intersection sight distance for Case B2 was calculated based on the design vehicle crossing into the second lane of the roadway due to presence of bike lane.
- Combination Truck has been used as a design vehicle to calculate intersection sight distance.

Values shown below in **Table 11** were rounded up to the nearest 5-foot increment for AASHTO "Green Book" calculated intersection sight distances. Formula, values, and calculations used in the sight distance analysis can be found in the Appendix D.

Table 11: Site Distance Requirements

Roadway Characteristics at Site Exit Location	Turning Movement Condition	Site Distance
Crick Avenue SE **Four-Lane Median Divided Roadway with EBL Auxiliary Turn Lane** **Approximate Median Width - 12 FT** **Posted Speed Limit - 25 MPH**	COA DPM - Two-Stage Left-Turn, First Stage: Four Lane Undivided	320 FT
	COA DPM - Two-Stage Left-Turn, Second Stage: Two-Lane Undivided	280 FT
	COA DPM - Right-Turn: Two-Lane Undivided	240 FT
	AASTO "Green Book" Case B1 - Turning Left from Site Exit	500 FT
	AASTO "Green Book" Case B2 - Turning Right from Site Exit	390 FT

It is recommended that all development driveways adhere to the sight distance provisions detailed in the COA DPM Section 7-4(I)(5)(iii). An area bounded by the above sight distances with the decision point placed 15 feet back from the edge of the shoulder midway between the outbound driving lane should be maintained clear of any obstructions.

TURN LANE ANALYSIS FOR SITE DRIVEWAYS

As per Mesa Del Sol Master Plan, Crick Avenue SE and Watson Drive SE (proposed) are planned to accommodate on-street parking with no auxiliary turn lanes. Therefore, an auxiliary turn lane analysis was not performed to evaluate the need for auxiliary lanes. On-street parking details are shown on the **Figure 1** Site Plan.

FIVE-YEAR CRASH DATA SUMMARY

At the request of the CABQ, a crash summary for the major intersections within the study area has been completed. This analysis aims to highlight trends and observations from the summarized crash data. Crash data for the years 2018 to 2022 is summarized in the table below.

Table 12: Crash Summary

Crash Summary		Crick Ave & University Blvd	Fritts Crossing & University Blvd
Total Crashes		**15**	**12**
YEAR	2018	6	4
	2019	3	2
	2020	0	1
	2021	2	3
	2022	4	2
CONTRIBUTING FACTORS	Avoid No Contact Vehicle	2	0
	Driver Inattention	9	8
	Excessive Speed	5	2
	Failed To Yield Right Of Way	0	1
	Following Too Closely	3	2
	Improper Overtaking	0	1
	Made Improper Turn	0	2
	None	6	7
	Other Improper Driving	5	1
	Other, No Driver Error	2	2
	Passed Stop Sign	0	1
	Pedestrian Error	0	1
	Speed Too Fast For Conditions	1	1
	Under The Influence Of Alcohol	0	2
	%Driver Inattention	**27%**	**26%**
	%Failure To Yield Right Of Way	**0%**	**3%**
	%Following Too Closely	**9%**	**6%**
	%Excessive Speed	**15%**	**6%**
SEVERITY	Fatal Injury (K)	0	0
	Suspected Serious Injury (A)	0	0
	Suspected Minor Injury (B)	0	2
	Possible Injury (C)	1	3
	Property-Damage Only (O)	14	7
	%Property Damage Only (O)	**93%**	**58%**
	%Complaint of Injury (C)	**7%**	**25%**
	%Visible Injury (B)	**0%**	**17%**
LIGHTING CONDITION	Daylight	1	4
	Dawn	1	0
	Dusk	1	1
	Dark-Lighted	2	5
	Dark-Not Lighted	7	2
	Dark-Unknown Lighting	1	0
	Left Blank	1	0
	%Daylight	**7%**	**33%**
	%Dark-Lighted	**13%**	**42%**
	%Dark-Not Lighted	**47%**	**17%**
BIKE/ PED	Pedestrian Involved	0	1
	Bicyclist Involved	0	0
	%Pedestrian Involved	**0%**	**8%**
	%Bicyclist Involved	**0%**	**0%**
CRASH TYPE	Fixed Object	0	1
	Invalid Code	2	0
	Left Blank	0	2
	Other Vehicle - Both Going Straight/Entering At Angle	0	1
	Other Vehicle - From Opposite Direction	1	1
	Other Vehicle - From Same Direction/Both Going Straight	2	2
	Other Vehicle - From Same Direction/Rear End Collision	4	2
	Other Vehicle - From Same Direction/Sideswipe Collision	2	0
	Other Vehicle - One Left Turn/Entering At Angle	0	1
	Pedestrian Collision	0	1
	Other	2	0
	Other Vehicle - From Opposite Direction	**7%**	**8%**
	Other Vehicle - From Same Direction/Both Going Straight	**13%**	**17%**
	Other Vehicle - From Same Direction/Rear End Collision	**27%**	**17%**

From the above table, the following observations are made:

- For the intersection of University Blvd SE and Crick Avenue SE:
  - 15 crashes are documented.
  - The most common contributing factor was Driver Inattention.
  - 47% of documented crashes occurred during Dark-Not Lighted conditions.
  - No fatalities or Serious injuries crashes.
  - There were no pedestrian or bicycle-involved crashes documented.
  - The most common crash type *Other Vehicle – From Same Direction/Rear End Collision*.
  - 60% of crashes at this intersection occurred in the evening or early morning following an event at Isleta Amphitheater.
  - 40% of crashes involved speeding
- For the intersection of University Boulevard and Fritts Crossing:
  - 12 crashes are documented.
  - The most common contributing factor was Driver Inattention.
  - 17% of crashes occurred during Dark-Not Lighted conditions.
  - No fatalities or Serious injuries crashes.
  - There are no bicycle-involved crashes and one pedestrian crash documented.
  - The most common crash types are *Other Vehicle - From Same Direction/Both Going Straight* and *Other Vehicle - From Same Direction/Rear End Collision*.
  - 42% of crashes at this intersection occurred in the evening or early morning following an event at Isleta Amphitheater.
  - 25% of crashes involved speeding.

SUMMARY OF RECOMMENDATIONS

The following presents a summary of recommendations included in this report.

CONCLUSIONS

- All study intersections operate at an acceptable overall LOS throughout existing, background, and build-out study scenarios.
- Under Horizon year conditions, the intersection of Turing Drive SE and Crick Avenue SE is expected to experience capacity issues:
  - During the AM peak hour the northbound left-turn shows a LOS of F in AM peak hour and LOS E in PM peak hour.
- 95th % Queue Lengths are contained within existing auxiliary lanes throughout all study scenarios.

DEVELOPMENT SPECIFIC RECOMMENDATIONS

- It is recommended that all development driveways adhere to the sight distance provisions detailed in the City of Albuquerque Development Process Manual and as outline in this report.

ANCILLARY RECOMMENDATIONS

Based on the Horizon Year analysis, it is recommended that the City of Albuquerque monitor traffic conditions at the intersection of University Boulevard SE & Crick Avenue SE as future developments contribute to traffic growth within Mesa Del Sol. Potential future improvements could include:

- Installation of a traffic signal
- Installation of an additional southbound left turn lane
- Installation of a northbound right turn lane

Additionally, it is recommended that the City of Albuquerque monitor traffic conditions at the intersection of Turing Drive SE & Crick Avenue SE as future developments contribute to traffic growth within Mesa Del Sol.

Traffic Impact Study (TIS)
for Mesa Del Sol Industrial Facility

Appendix A
Scoping Meeting Minutes

October 2025

Prepared for: Hines

Prepared By:

LEE ENGINEERING

Agenda for Mesa Del Sol Project Silos
Traffic Study Scoping Meeting
University & Crick Crossing
July 31, 2025
-Meeting Notes in Red-

Attendees:
Ernest Armijo – CABQ
Jonathon Kruse – Lee Engineering
Rishabh Desai – Lee Engineering
~~**Tjia Mario – Hines**~~
~~**Chris Anderson - Hines**~~

1. Introductions
2. Review of Site Plan
    a. Site Plan & Land Uses
    b. Access Review
3. Discussion of Scope for TIS
    a. Study Intersections
        i. University Blvd & Crick Ave
        ii. Crick Ave & Turing Dr
        iii. Crick Ave & Watson Dr
        iv. Fritts Crossing & Turing Dr
        v. Fritts Crossing & Watson Dr (Build out scenario)
        vi. Fritts Crossing & University
        vii. Crick Ave & Watson Dr (Build out scenario)
        viii. Crick Ave & North Driveway (Build out scenario)
        ix. Crick Ave &Northwest Driveway (Build out scenario)
        x. Watson Dr & Northeast Driveway (Build out scenario)
        xi. Watson Dr & Southeast Driveway (Build out scenario)
        xii. Fritts Crossing & South Driveway (Build out scenario)
        xiii. Fritts Crossing & Southwest Driveway (Build out scenario)
    b. Data Collection
        i. Existing Study Intersections
            1. University Blvd & Crick Ave
            2. Crick Ave & Turing Dr
            3. Crick & Watson
            4. Fritts Crossing & University
    c. Trip Generation, Pass By, & Internal Capture
        i. Trip Generation Manual (11th Edition) Land Use
            1. High Cube

2. Note: if future trips increase by more than 10%, reevaluation would be required.

ii. No Pass-by/Diverted trips
iii. No Internal Capture
iv. Trips distributed based on existing traffic patterns

d. Known Developments or Pending Improvements in Area
   i. None
e. Build-out Year and Growth Rate
   i. Build-Out Year (2026)
      1. Will look at Historic Traffic Volumes and calculate growth rate, if less than 1%, will assume 1% growth per year. (MRCOG shows negative GR – Assuming 1% growth per year)
      2. Reviewed growth rates in area. Determined 3% is most applicable.
f. Analysis scenarios
   i. Existing Conditions
   ii. Opening Year Background (No Build)
   iii. Opening Year Buildout (Full Build)
   iv. Opening Year Buildout Mitigated (if needed)
      1. All scenarios with existing signal timings except opening year buildout optimized.
   v. Horizon Year Background – 2036
      1. Analyze University as fully built out 4-lane cross section.
   vi. Horizon Year Buildout
   vii. Horizon Year Mitigated (if needed)
g. Required Analysis & Methodology
   i. LOS Capacity and Queueing analysis based on HCM 6th Edition
      1. Capacity & Queueing for network peak rather than individual intersection peaks
   ii. No Arterial Analysis.
   iii. Auxiliary Lane Warrant Analysis for Site Driveways
   iv. Sight Distance Analysis at Proposed Driveways
   v. Safety (Crash) Summary
      1. 5 Years

4. Agency Input (Comments & Issues)
5. Meeting Notes (distributed by Lee Engineering)

Traffic Impact Study (TIS)
for Mesa Del Sol Industrial Facility

Appendix B
Turning Movement Count Sheets

October 2025

Prepared for: Hines

Prepared By:

LEE ENGINEERING

Lee Engineering, LLC
Phoenix, Arizona - Dallas, Texas
Oklahoma City, Oklahoma - San Antonio, Texas
Albuquerque, New Mexico, United States 87113
5053380988 jkruse@lee-eng.com

Count Name: NM419.01 - Mesa del Sol Industrial Facility
Site Code:
Start Date: 08/12/2025

Turning Movement Data

Start Time	University Blvd SE Southbound					Crick Ave SE Westbound					University Blvd SE Northbound					
	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	Int. Total
6:00 AM	42	48	0	0	90	4	0	0	0	4	2	33	0	0	35	129
6:15 AM	79	61	0	0	140	7	0	0	0	7	0	25	0	0	25	172
6:30 AM	53	55	0	0	108	0	0	0	0	0	2	41	0	0	43	151
6:45 AM	75	91	0	0	166	5	1	0	0	6	11	48	0	1	59	231
Hourly Total	249	255	0	0	504	16	1	0	0	17	15	147	0	1	162	683
7:00 AM	58	132	0	0	190	9	1	0	0	10	14	53	0	0	67	267
7:15 AM	54	83	0	0	137	9	1	0	0	10	1	65	0	0	66	213
7:30 AM	56	30	0	0	86	3	0	0	0	3	4	79	0	0	83	172
7:45 AM	65	42	0	0	107	6	0	0	0	6	4	65	0	0	69	182
Hourly Total	233	287	0	0	520	27	2	0	0	29	23	262	0	0	285	834
8:00 AM	65	18	1	0	84	7	2	0	0	9	3	61	0	0	64	157
8:15 AM	65	44	0	0	109	12	0	0	0	12	3	60	0	0	63	184
8:30 AM	71	43	0	0	114	8	1	0	0	9	3	42	0	0	45	168
8:45 AM	78	25	0	0	103	15	1	0	0	16	2	60	0	0	62	181
Hourly Total	279	130	1	0	410	42	4	0	0	46	11	223	0	0	234	690
9:00 AM	79	20	0	0	99	11	1	0	0	12	1	60	0	0	61	172
9:15 AM	53	34	0	0	87	10	1	0	0	11	2	73	0	0	75	173
9:30 AM	39	14	0	0	53	3	2	0	0	5	2	33	0	0	35	93
9:45 AM	51	19	0	0	70	11	1	0	0	12	4	37	0	0	41	123
Hourly Total	222	87	0	0	309	35	5	0	0	40	9	203	0	0	212	561
10:00 AM	41	8	0	0	49	5	2	0	0	7	3	32	0	0	35	91
10:15 AM	23	10	0	0	33	7	3	0	0	10	1	37	0	0	38	81
10:30 AM	23	12	0	0	35	9	2	0	0	11	2	32	0	0	34	80
10:45 AM	23	15	0	0	38	7	0	0	0	7	7	39	0	0	46	91
Hourly Total	110	45	0	0	155	28	7	0	0	35	13	140	0	0	153	343
11:00 AM	25	12	0	0	37	6	2	0	0	8	2	38	0	0	40	85
11:15 AM	30	8	1	0	39	20	0	0	0	20	1	55	0	0	56	115
11:30 AM	38	12	0	0	50	12	7	0	0	19	3	51	0	0	54	123
11:45 AM	47	16	0	0	63	7	1	0	0	8	5	48	0	0	53	124
Hourly Total	140	48	1	0	189	45	10	0	0	55	11	192	0	0	203	447
12:00 PM	64	19	0	0	83	19	7	0	0	26	3	56	0	0	59	168
12:15 PM	53	11	1	0	65	6	1	0	0	7	5	57	0	0	62	134
12:30 PM	44	19	0	0	63	17	2	1	0	20	0	46	0	0	46	129
12:45 PM	82	15	0	0	97	18	2	0	0	20	2	42	0	0	44	161
Hourly Total	243	64	1	0	308	60	12	1	0	73	10	201	0	0	211	592
1:00 PM	49	16	0	0	65	23	1	1	0	25	2	35	0	0	37	127

1:15 PM	51	12	0	0	63	10	0	0	0	10	4	55	0	0	59	132
1:30 PM	48	6	0	0	54	16	1	0	0	17	2	64	0	0	66	137
1:45 PM	45	7	3	0	55	11	2	0	0	13	4	47	0	0	51	119
Hourly Total	193	41	3	0	237	60	4	1	0	65	12	201	0	0	213	515
2:00 PM	37	3	0	0	40	24	2	0	0	26	4	49	0	0	53	119
2:15 PM	39	1	0	0	40	24	0	0	0	24	2	36	0	0	38	102
2:30 PM	38	4	0	0	42	21	2	0	0	23	0	45	0	0	45	110
2:45 PM	49	3	0	0	52	22	0	0	0	22	1	45	0	0	46	120
Hourly Total	163	11	0	0	174	91	4	0	0	95	7	175	0	0	182	451
3:00 PM	53	4	0	0	57	48	3	0	0	51	1	50	0	0	51	159
3:15 PM	78	9	0	0	87	47	1	0	0	48	0	40	0	0	40	175
3:30 PM	89	5	0	0	94	55	2	0	0	57	3	48	0	0	51	202
3:45 PM	107	10	0	0	117	48	3	0	0	51	1	85	0	0	86	254
Hourly Total	327	28	0	0	355	198	9	0	0	207	5	223	0	0	228	790
4:00 PM	80	5	0	0	85	117	5	1	0	123	0	109	0	0	109	317
4:15 PM	119	11	1	0	131	142	6	0	0	148	1	87	0	0	88	367
4:30 PM	114	4	0	0	118	64	4	0	0	68	0	105	0	0	105	291
4:45 PM	147	3	0	0	150	29	0	0	0	29	0	65	0	0	65	244
Hourly Total	460	23	1	0	484	352	15	1	0	368	1	366	0	0	367	1219
5:00 PM	168	1	0	0	169	38	0	0	0	38	1	91	0	0	92	299
5:15 PM	210	5	0	0	215	26	3	0	0	29	1	52	0	0	53	297
5:30 PM	242	6	0	0	248	19	2	0	0	21	1	73	0	0	74	343
5:45 PM	309	7	0	0	316	16	2	0	0	18	4	59	0	0	63	397
Hourly Total	929	19	0	0	948	99	7	0	0	106	7	275	0	0	282	1336
6:00 PM	339	8	0	2	347	16	0	2	0	18	1	70	0	0	71	436
6:15 PM	325	13	0	0	338	20	0	0	0	20	1	54	0	0	55	413
6:30 PM	323	20	0	0	343	18	2	4	8	24	4	66	0	0	70	437
6:45 PM	277	38	1	10	316	20	0	2	9	22	5	51	0	0	56	394
Hourly Total	1264	79	1	12	1344	74	2	8	17	84	11	241	0	0	252	1680
Grand Total	4812	1117	8	12	5937	1127	82	11	17	1220	135	2849	0	1	2984	10141
Approach %	81.1	18.8	0.1	-	-	92.4	6.7	0.9	-	-	4.5	95.5	0.0	-	-	-
Total %	47.5	11.0	0.1	-	58.5	11.1	0.8	0.1	-	12.0	1.3	28.1	0.0	-	29.4	-
Lights	4724	1090	7	-	5821	1092	64	11	-	1167	106	2757	0	-	2863	9851
% Lights	98.2	97.6	87.5	-	98.0	96.9	78.0	100.0	-	95.7	78.5	96.8	-	-	95.9	97.1
Buses	10	0	0	-	10	0	0	0	-	0	0	10	0	-	10	20
% Buses	0.2	0.0	0.0	-	0.2	0.0	0.0	0.0	-	0.0	0.0	0.4	-	-	0.3	0.2
Trucks	75	27	1	-	103	34	17	0	-	51	27	82	0	-	109	263
% Trucks	1.6	2.4	12.5	-	1.7	3.0	20.7	0.0	-	4.2	20.0	2.9	-	-	3.7	2.6
Bicycles on Road	3	0	0	-	3	1	1	0	-	2	2	0	0	-	2	7
% Bicycles on Road	0.1	0.0	0.0	-	0.1	0.1	1.2	0.0	-	0.2	1.5	0.0	-	-	0.1	0.1
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	100.0	-	-
Pedestrians	-	-	-	12	-	-	-	-	17	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	0.0	-	-

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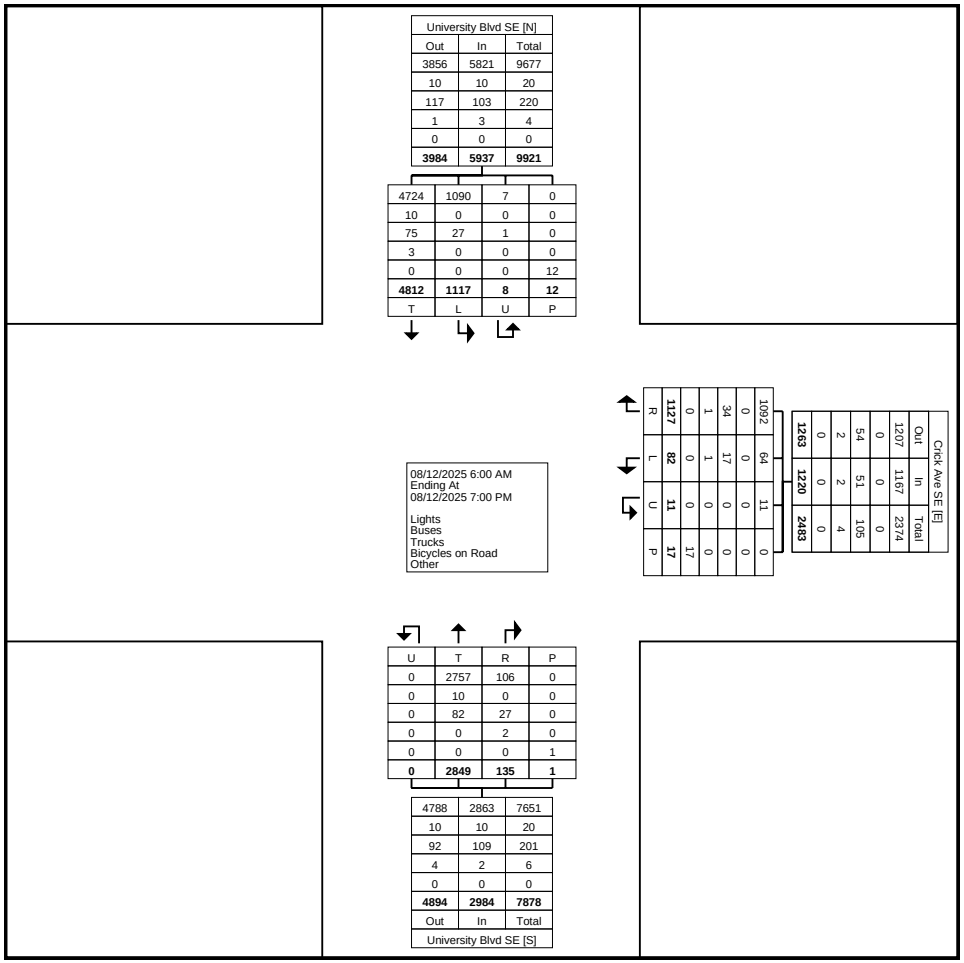
5053380988 jkruse@lee-eng.com

Count Name: NM419.01 - Mesa del Sol Industrial Facility
Site Code:
Start Date: 08/12/2025



Turning Movement Data Plot

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Count Name: NM419.01 - Mesa del Sol Industrial Facility
Site Code:
Start Date: 08/12/2025

Turning Movement Peak Hour Data (6:45 AM)

Start Time	University Blvd SE Southbound					Crick Ave SE Westbound					University Blvd SE Northbound					
	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	Int. Total
6:45 AM	75	91	0	0	166	5	1	0	0	6	11	48	0	1	59	231
7:00 AM	58	132	0	0	190	9	1	0	0	10	14	53	0	0	67	267
7:15 AM	54	83	0	0	137	9	1	0	0	10	1	65	0	0	66	213
7:30 AM	56	30	0	0	86	3	0	0	0	3	4	79	0	0	83	172
Total	243	336	0	0	579	26	3	0	0	29	30	245	0	1	275	883
Approach %	42.0	58.0	0.0	-	-	89.7	10.3	0.0	-	-	10.9	89.1	0.0	-	-	-
Total %	27.5	38.1	0.0	-	65.6	2.9	0.3	0.0	-	3.3	3.4	27.7	0.0	-	31.1	-
PHF	0.810	0.636	0.000	-	0.762	0.722	0.750	0.000	-	0.725	0.536	0.775	0.000	-	0.828	0.827
Lights	236	336	0	-	572	22	2	0	-	24	19	237	0	-	256	852
% Lights	97.1	100.0	-	-	98.8	84.6	66.7	-	-	82.8	63.3	96.7	-	-	93.1	96.5
Buses	1	0	0	-	1	0	0	0	-	0	0	1	0	-	1	2
% Buses	0.4	0.0	-	-	0.2	0.0	0.0	-	-	0.0	0.0	0.4	-	-	0.4	0.2
Trucks	5	0	0	-	5	4	1	0	-	5	10	7	0	-	17	27
% Trucks	2.1	0.0	-	-	0.9	15.4	33.3	-	-	17.2	33.3	2.9	-	-	6.2	3.1
Bicycles on Road	1	0	0	-	1	0	0	0	-	0	1	0	0	-	1	2
% Bicycles on Road	0.4	0.0	-	-	0.2	0.0	0.0	-	-	0.0	3.3	0.0	-	-	0.4	0.2
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-

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Site Code:
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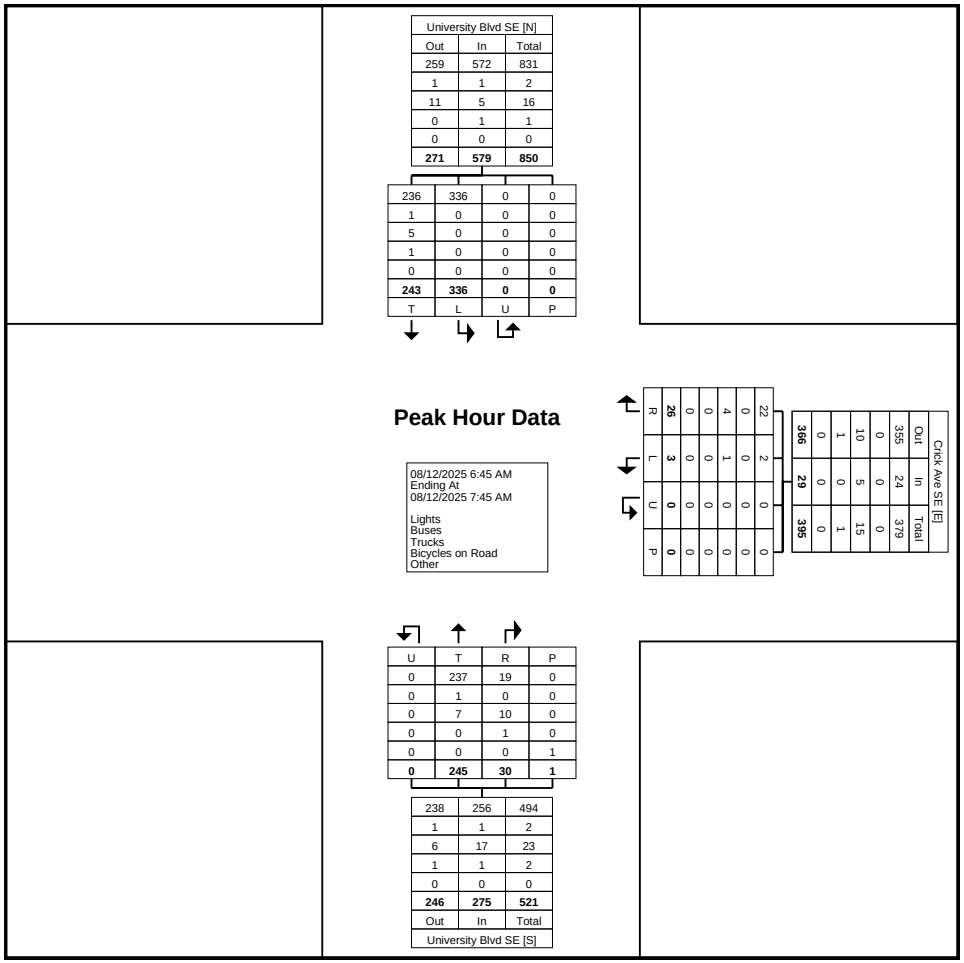

Turning Movement Peak Hour Data Plot (6:45 AM)

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Count Name: NM419.01 - Mesa del Sol Industrial Facility
Site Code:
Start Date: 08/12/2025

Turning Movement Peak Hour Data (5:45 PM)

Start Time	University Blvd SE Southbound					Crick Ave SE Westbound					University Blvd SE Northbound					
	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	Int. Total
5:45 PM	309	7	0	0	316	16	2	0	0	18	4	59	0	0	63	397
6:00 PM	339	8	0	2	347	16	0	2	0	18	1	70	0	0	71	436
6:15 PM	325	13	0	0	338	20	0	0	0	20	1	54	0	0	55	413
6:30 PM	323	20	0	0	343	18	2	4	8	24	4	66	0	0	70	437
Total	1296	48	0	2	1344	70	4	6	8	80	10	249	0	0	259	1683
Approach %	96.4	3.6	0.0	-	-	87.5	5.0	7.5	-	-	3.9	96.1	0.0	-	-	-
Total %	77.0	2.9	0.0	-	79.9	4.2	0.2	0.4	-	4.8	0.6	14.8	0.0	-	15.4	-
PHF	0.956	0.600	0.000	-	0.968	0.875	0.500	0.375	-	0.833	0.625	0.889	0.000	-	0.912	0.963
Lights	1294	47	0	-	1341	70	4	6	-	80	10	249	0	-	259	1680
% Lights	99.8	97.9	-	-	99.8	100.0	100.0	100.0	-	100.0	100.0	100.0	-	-	100.0	99.8
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	-	0.0	0.0
Trucks	2	1	0	-	3	0	0	0	-	0	0	0	0	-	0	3
% Trucks	0.2	2.1	-	-	0.2	0.0	0.0	0.0	-	0.0	0.0	0.0	-	-	0.0	0.2
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	-	-	-
Pedestrians	-	-	-	2	-	-	-	-	8	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	-	-	-

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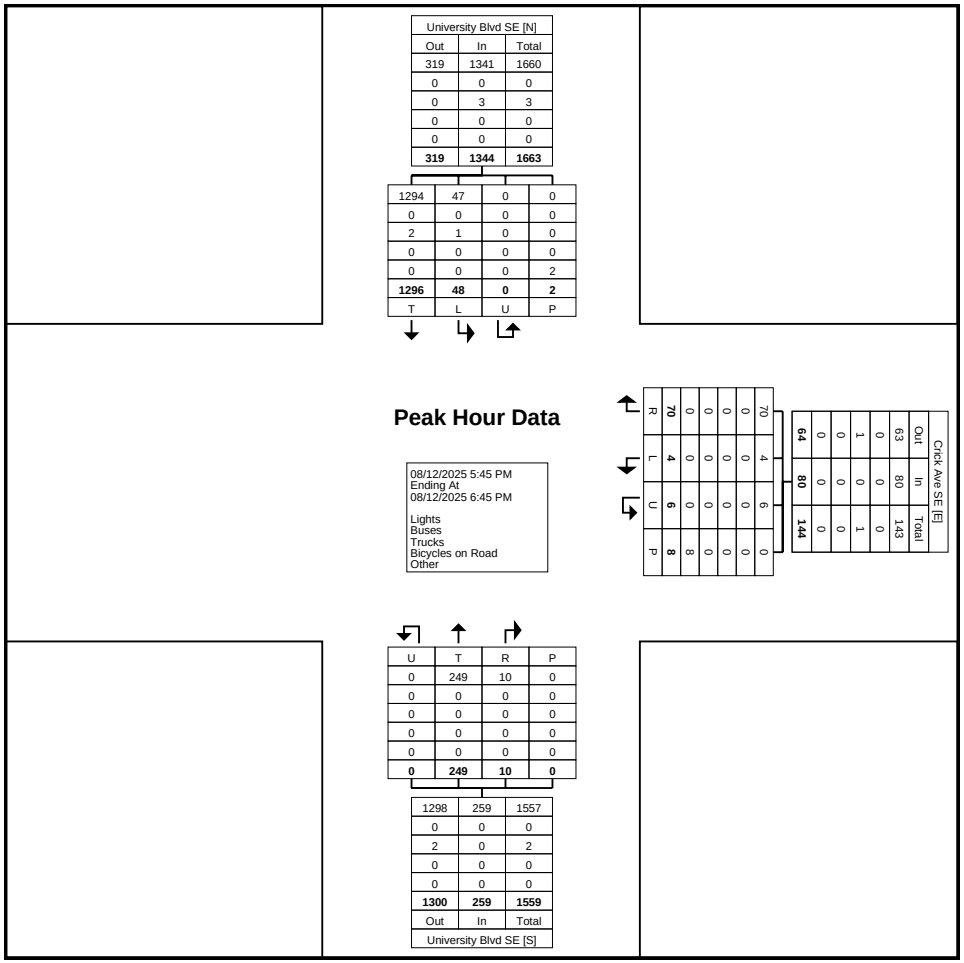

Turning Movement Peak Hour Data Plot (5:45 PM)

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Count Name: NM419.01 - Mesa del Sol Industrial Facility
Site Code:
Start Date: 08/12/2025

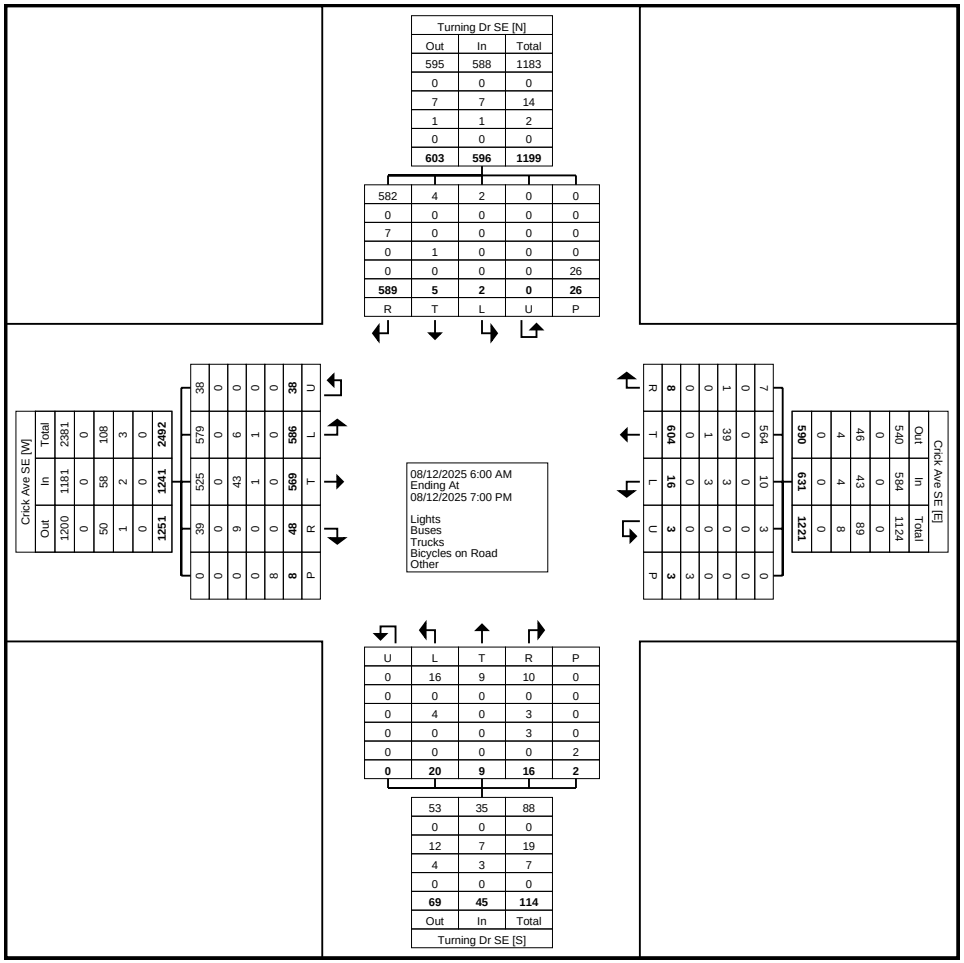
Turning Movement Data

Start Time	Turning Dr SE Southbound						Crick Ave SE Westbound						Turning Dr SE Northbound						Crick Ave SE Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
6:00 AM	2	0	0	0	0	2	0	4	0	0	0	4	1	0	0	0	0	1	0	24	31	0	1	55	62
6:15 AM	2	0	0	0	0	2	0	2	0	0	0	2	0	0	0	0	0	0	2	20	34	0	0	56	60
6:30 AM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	1	24	41	0	0	66	68
6:45 AM	3	0	0	0	0	3	0	3	0	0	0	3	0	1	0	0	0	1	7	58	60	0	0	125	132
Hourly Total	7	0	0	0	0	7	0	11	0	0	0	11	1	1	0	0	0	2	10	126	166	0	1	302	322
7:00 AM	5	0	0	0	0	5	0	3	0	0	0	3	3	0	2	0	0	5	2	27	104	0	0	133	146
7:15 AM	3	0	0	0	0	3	0	4	0	0	0	4	0	0	2	0	0	2	2	15	46	0	0	63	72
7:30 AM	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	14	18	0	0	32	35
7:45 AM	1	0	0	0	0	1	0	6	0	0	0	6	1	0	0	0	0	1	2	23	21	0	0	46	54
Hourly Total	9	0	0	0	0	9	0	16	0	0	0	16	4	0	4	0	0	8	6	79	189	0	0	274	307
8:00 AM	0	0	0	0	0	0	0	9	0	0	0	9	0	0	0	0	0	0	0	10	11	0	0	21	30
8:15 AM	1	0	0	0	0	1	0	11	0	0	0	11	1	0	0	0	0	1	0	24	29	0	0	53	66
8:30 AM	1	0	0	0	0	1	0	10	0	0	0	10	0	0	0	0	0	0	0	18	28	0	0	46	57
8:45 AM	2	0	0	0	0	2	0	10	0	0	0	10	1	0	0	0	0	1	0	13	9	0	0	22	35
Hourly Total	4	0	0	0	0	4	0	40	0	0	0	40	2	0	0	0	0	2	0	65	77	0	0	142	188
9:00 AM	3	0	0	0	0	3	0	10	0	0	0	10	0	0	0	0	0	0	0	12	10	0	0	22	35
9:15 AM	6	0	0	0	0	6	0	5	0	0	0	5	0	0	0	0	0	0	0	19	12	0	0	31	42
9:30 AM	3	0	0	0	0	3	1	4	0	0	0	5	1	1	0	0	0	2	0	9	12	0	0	21	31
9:45 AM	4	0	0	0	0	4	0	7	0	0	0	7	0	0	0	0	0	0	1	9	6	0	0	16	27
Hourly Total	16	0	0	0	0	16	1	26	0	0	0	27	1	1	0	0	0	2	1	49	40	0	0	90	135
10:00 AM	3	0	0	0	0	3	0	4	0	0	0	4	1	0	0	0	0	1	0	5	6	0	0	11	19
10:15 AM	2	0	0	0	0	2	0	6	0	0	0	6	2	0	1	0	0	3	0	11	3	0	0	14	25
10:30 AM	6	1	0	0	0	7	1	5	1	0	0	7	0	1	0	0	0	1	0	14	3	0	0	17	32
10:45 AM	1	1	0	0	0	2	0	8	0	1	0	9	0	1	0	0	0	1	0	16	2	0	0	18	30
Hourly Total	12	2	0	0	0	14	1	23	1	1	0	26	3	2	1	0	0	6	0	46	14	0	0	60	106
11:00 AM	4	0	0	0	0	4	0	8	0	0	0	8	0	1	0	0	0	1	0	5	7	0	0	12	25
11:15 AM	4	0	0	0	1	4	1	13	0	1	0	15	0	0	0	0	0	0	0	7	3	0	0	10	29
11:30 AM	3	0	0	0	0	3	0	14	1	0	0	15	0	0	0	0	0	0	1	14	0	0	0	15	33
11:45 AM	3	0	0	0	0	3	0	12	0	0	0	12	0	0	1	0	0	1	0	19	2	0	0	21	37
Hourly Total	14	0	0	0	1	14	1	47	1	1	0	50	0	1	1	0	0	2	1	45	12	0	0	58	124
12:00 PM	3	0	0	0	0	3	0	13	1	0	0	14	0	0	4	0	0	4	2	17	3	0	0	22	43
12:15 PM	2	0	0	0	0	2	0	5	0	0	0	5	0	0	1	0	0	1	2	10	5	1	0	18	26
12:30 PM	8	0	0	0	0	8	0	18	0	0	0	18	1	0	1	0	0	2	0	9	7	0	0	16	44
12:45 PM	3	0	0	0	0	3	0	18	0	0	0	18	0	0	0	0	0	0	0	11	11	0	0	22	43
Hourly Total	16	0	0	0	0	16	0	54	1	0	0	55	1	0	6	0	0	7	4	47	26	1	0	78	156

1:00 PM	8	0	0	0	0	8	2	13	1	0	0	16	0	0	0	0	0	0	0	7	6	0	0	13	37
1:15 PM	4	0	0	0	0	4	0	6	0	0	0	6	0	0	0	0	0	0	0	11	4	0	0	15	25
1:30 PM	8	1	0	0	0	9	0	6	0	0	0	6	0	1	0	0	0	1	0	6	3	0	0	9	25
1:45 PM	5	0	0	0	0	5	0	12	0	0	0	12	0	1	0	0	0	1	0	5	3	1	0	9	27
Hourly Total	25	1	0	0	0	26	2	37	1	0	0	40	0	2	0	0	0	2	0	29	16	1	0	46	114
2:00 PM	8	0	0	0	0	8	0	14	0	0	0	14	0	0	0	0	0	0	0	5	2	0	0	7	29
2:15 PM	13	0	0	0	0	13	0	11	0	0	0	11	0	1	2	0	0	3	0	4	0	0	0	4	31
2:30 PM	18	0	0	0	0	18	0	3	0	0	0	3	0	1	0	0	0	1	0	2	1	0	0	3	25
2:45 PM	20	0	0	0	0	20	0	6	0	0	0	6	1	0	0	0	0	1	0	3	1	0	0	4	31
Hourly Total	59	0	0	0	0	59	0	34	0	0	0	34	1	2	2	0	0	5	0	14	4	0	0	18	116
3:00 PM	34	0	0	0	0	34	2	22	0	0	0	24	0	0	1	0	0	1	0	5	3	1	0	9	68
3:15 PM	32	1	0	0	0	33	0	15	0	0	0	15	0	0	1	0	0	1	0	7	1	0	0	8	57
3:30 PM	26	0	0	0	0	26	0	27	0	0	0	27	0	0	1	0	0	1	0	6	1	1	0	8	62
3:45 PM	38	1	0	0	0	39	0	22	1	0	1	23	0	0	0	0	0	0	0	4	4	0	0	8	70
Hourly Total	130	2	0	0	0	132	2	86	1	0	1	89	0	0	3	0	0	3	0	22	9	2	0	33	257
4:00 PM	97	0	0	0	0	97	0	53	1	1	0	55	0	0	0	0	0	0	0	4	3	1	0	8	160
4:15 PM	73	0	0	0	0	73	0	47	0	0	0	47	0	0	0	0	0	0	0	8	4	0	0	12	132
4:30 PM	25	0	0	0	0	25	0	32	1	0	0	33	0	0	0	0	0	0	0	2	1	0	0	3	61
4:45 PM	9	0	0	0	0	9	0	20	0	0	0	20	0	0	0	0	0	0	0	1	1	0	0	2	31
Hourly Total	204	0	0	0	0	204	0	152	2	1	0	155	0	0	0	0	0	0	0	15	9	1	0	25	384
5:00 PM	13	0	0	0	0	13	0	24	1	0	0	25	0	0	0	0	0	0	0	1	1	0	0	2	40
5:15 PM	13	0	0	0	0	13	0	16	3	0	0	19	0	0	0	0	0	0	0	4	5	0	0	9	41
5:30 PM	12	0	0	0	0	12	0	11	0	0	0	11	0	0	0	0	0	0	0	2	0	5	0	7	30
5:45 PM	5	0	1	0	0	6	0	7	0	0	2	7	0	0	0	0	2	0	1	2	1	6	0	10	23
Hourly Total	43	0	1	0	0	44	0	58	4	0	2	62	0	0	0	0	2	0	1	9	7	11	0	28	134
6:00 PM	11	0	0	0	2	11	0	7	1	0	0	8	0	0	0	0	0	0	2	5	1	5	2	13	32
6:15 PM	11	0	0	0	0	11	0	7	0	0	0	7	0	0	0	0	0	0	0	2	2	4	0	8	26
6:30 PM	19	0	1	0	8	20	0	5	3	0	0	8	2	0	2	0	0	4	7	8	4	8	4	27	59
6:45 PM	9	0	0	0	15	9	1	1	1	0	0	3	1	0	1	0	0	2	16	8	10	5	1	39	53
Hourly Total	50	0	1	0	25	51	1	20	5	0	0	26	3	0	3	0	0	6	25	23	17	22	7	87	170
Grand Total	589	5	2	0	26	596	8	604	16	3	3	631	16	9	20	0	2	45	48	569	586	38	8	1241	2513
Approach %	98.8	0.8	0.3	0.0	-	-	1.3	95.7	2.5	0.5	-	-	35.6	20.0	44.4	0.0	-	-	3.9	45.9	47.2	3.1	-	-	-
Total %	23.4	0.2	0.1	0.0	-	23.7	0.3	24.0	0.6	0.1	-	25.1	0.6	0.4	0.8	0.0	-	1.8	1.9	22.6	23.3	1.5	-	49.4	-
Lights	582	4	2	0	-	588	7	564	10	3	-	584	10	9	16	0	-	35	39	525	579	38	-	1181	2388
% Lights	98.8	80.0	100.0	-	-	98.7	87.5	93.4	62.5	100.0	-	92.6	62.5	100.0	80.0	-	-	77.8	81.3	92.3	98.8	100.0	-	95.2	95.0
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Trucks	7	0	0	0	-	7	1	39	3	0	-	43	3	0	4	0	-	7	9	43	6	0	-	58	115
% Trucks	1.2	0.0	0.0	-	-	1.2	12.5	6.5	18.8	0.0	-	6.8	18.8	0.0	20.0	-	-	15.6	18.8	7.6	1.0	0.0	-	4.7	4.6
Bicycles on Road	0	1	0	0	-	1	0	1	3	0	-	4	3	0	0	0	-	3	0	1	1	0	-	2	10
% Bicycles on Road	0.0	20.0	0.0	-	-	0.2	0.0	0.2	18.8	0.0	-	0.6	18.8	0.0	0.0	-	-	6.7	0.0	0.2	0.2	0.0	-	0.2	0.4
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	33.3	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	26	-	-	-	-	-	2	-	-	-	-	-	2	-	-	-	-	-	8	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	66.7	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Lee Engineering, LLC
Phoenix, Arizona - Dallas, Texas
Oklahoma City, Oklahoma - San Antonio, Texas
Albuquerque, New Mexico, United States 87113
5053380988 jkruse@lee-eng.com

Count Name: NM419.01 - Mesa del Sol Industrial Facility
Site Code:
Start Date: 08/12/2025



Turning Movement Data Plot

Lee Engineering, LLC
Phoenix, Arizona - Dallas, Texas
Oklahoma City, Oklahoma - San Antonio, Texas
Albuquerque, New Mexico, United States 87113
5053380988 jkruse@lee-eng.com

Count Name: NM419.01 - Mesa del Sol Industrial Facility
Site Code:
Start Date: 08/12/2025

Turning Movement Peak Hour Data (6:30 AM)

Start Time	Turning Dr SE Southbound						Crick Ave SE Westbound						Turning Dr SE Northbound						Crick Ave SE Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
6:30 AM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	1	24	41	0	0	66	68
6:45 AM	3	0	0	0	0	3	0	3	0	0	0	3	0	1	0	0	0	1	7	58	60	0	0	125	132
7:00 AM	5	0	0	0	0	5	0	3	0	0	0	3	3	0	2	0	0	5	2	27	104	0	0	133	146
7:15 AM	3	0	0	0	0	3	0	4	0	0	0	4	0	0	2	0	0	2	2	15	46	0	0	63	72
Total	11	0	0	0	0	11	0	12	0	0	0	12	3	1	4	0	0	8	12	124	251	0	0	387	418
Approach %	100.0	0.0	0.0	0.0	-	-	0.0	100.0	0.0	0.0	-	-	37.5	12.5	50.0	0.0	-	-	3.1	32.0	64.9	0.0	-	-	-
Total %	2.6	0.0	0.0	0.0	-	2.6	0.0	2.9	0.0	0.0	-	2.9	0.7	0.2	1.0	0.0	-	1.9	2.9	29.7	60.0	0.0	-	92.6	-
PHF	0.550	0.000	0.000	0.000	-	0.550	0.000	0.750	0.000	0.000	-	0.750	0.250	0.250	0.500	0.000	-	0.400	0.429	0.534	0.603	0.000	-	0.727	0.716
Lights	11	0	0	0	-	11	0	10	0	0	-	10	1	1	1	0	-	3	3	124	250	0	-	377	401
% Lights	100.0	-	-	-	-	100.0	-	83.3	-	-	-	83.3	33.3	100.0	25.0	-	-	37.5	25.0	100.0	99.6	-	-	97.4	95.9
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	0.0	-	-	-	-	0.0	-	0.0	-	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Trucks	0	0	0	0	-	0	0	2	0	0	-	2	1	0	3	0	-	4	9	0	0	0	-	9	15
% Trucks	0.0	-	-	-	-	0.0	-	16.7	-	-	-	16.7	33.3	0.0	75.0	-	-	50.0	75.0	0.0	0.0	-	-	2.3	3.6
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	1	0	0	0	-	1	0	0	1	0	-	1	2
% Bicycles on Road	0.0	-	-	-	-	0.0	-	0.0	-	-	-	0.0	33.3	0.0	0.0	-	-	12.5	0.0	0.0	0.4	-	-	0.3	0.5
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Count Name: NM419.01 - Mesa del Sol Industrial Facility
Site Code:
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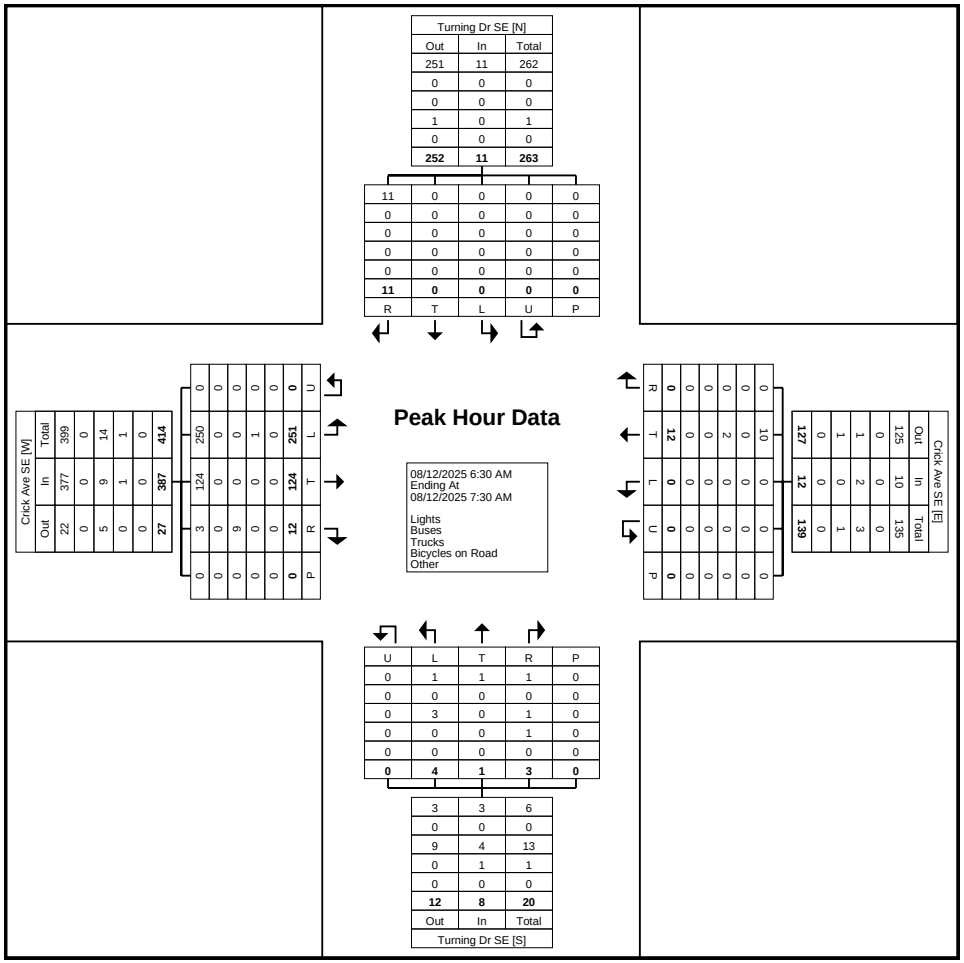

Turning Movement Peak Hour Data Plot (6:30 AM)

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Phoenix, Arizona - Dallas, Texas
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Albuquerque, New Mexico, United States 87113
5053380988 jkruse@lee-eng.com

Count Name: NM419.01 - Mesa del Sol Industrial Facility
Site Code:
Start Date: 08/12/2025

Turning Movement Peak Hour Data (3:30 PM)

Start Time	Turning Dr SE Southbound						Crick Ave SE Westbound						Turning Dr SE Northbound						Crick Ave SE Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
3:30 PM	26	0	0	0	0	26	0	27	0	0	0	27	0	0	1	0	0	1	0	6	1	1	0	8	62
3:45 PM	38	1	0	0	0	39	0	22	1	0	1	23	0	0	0	0	0	0	0	4	4	0	0	8	70
4:00 PM	97	0	0	0	0	97	0	53	1	1	0	55	0	0	0	0	0	0	0	4	3	1	0	8	160
4:15 PM	73	0	0	0	0	73	0	47	0	0	0	47	0	0	0	0	0	0	0	8	4	0	0	12	132
Total	234	1	0	0	0	235	0	149	2	1	1	152	0	0	1	0	0	1	0	22	12	2	0	36	424
Approach %	99.6	0.4	0.0	0.0	-	-	0.0	98.0	1.3	0.7	-	-	0.0	0.0	100.0	0.0	-	-	0.0	61.1	33.3	5.6	-	-	-
Total %	55.2	0.2	0.0	0.0	-	55.4	0.0	35.1	0.5	0.2	-	35.8	0.0	0.0	0.2	0.0	-	0.2	0.0	5.2	2.8	0.5	-	8.5	-
PHF	0.603	0.250	0.000	0.000	-	0.606	0.000	0.703	0.500	0.250	-	0.691	0.000	0.000	0.250	0.000	-	0.250	0.000	0.688	0.750	0.500	-	0.750	0.663
Lights	233	0	0	0	-	233	0	144	1	1	-	146	0	0	0	0	-	0	0	21	12	2	-	35	414
% Lights	99.6	0.0	-	-	-	99.1	-	96.6	50.0	100.0	-	96.1	-	-	0.0	-	-	0.0	-	95.5	100.0	100.0	-	97.2	97.6
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	0.0	0.0	-	-	-	0.0	-	0.0	0.0	0.0	-	0.0	-	-	0.0	-	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Trucks	1	0	0	0	-	1	0	5	0	0	-	5	0	0	1	0	-	1	0	1	0	0	-	1	8
% Trucks	0.4	0.0	-	-	-	0.4	-	3.4	0.0	0.0	-	3.3	-	-	100.0	-	-	100.0	-	4.5	0.0	0.0	-	2.8	1.9
Bicycles on Road	0	1	0	0	-	1	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	2
% Bicycles on Road	0.0	100.0	-	-	-	0.4	-	0.0	50.0	0.0	-	0.7	-	-	0.0	-	-	0.0	-	0.0	0.0	0.0	-	0.0	0.5
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Site Code:
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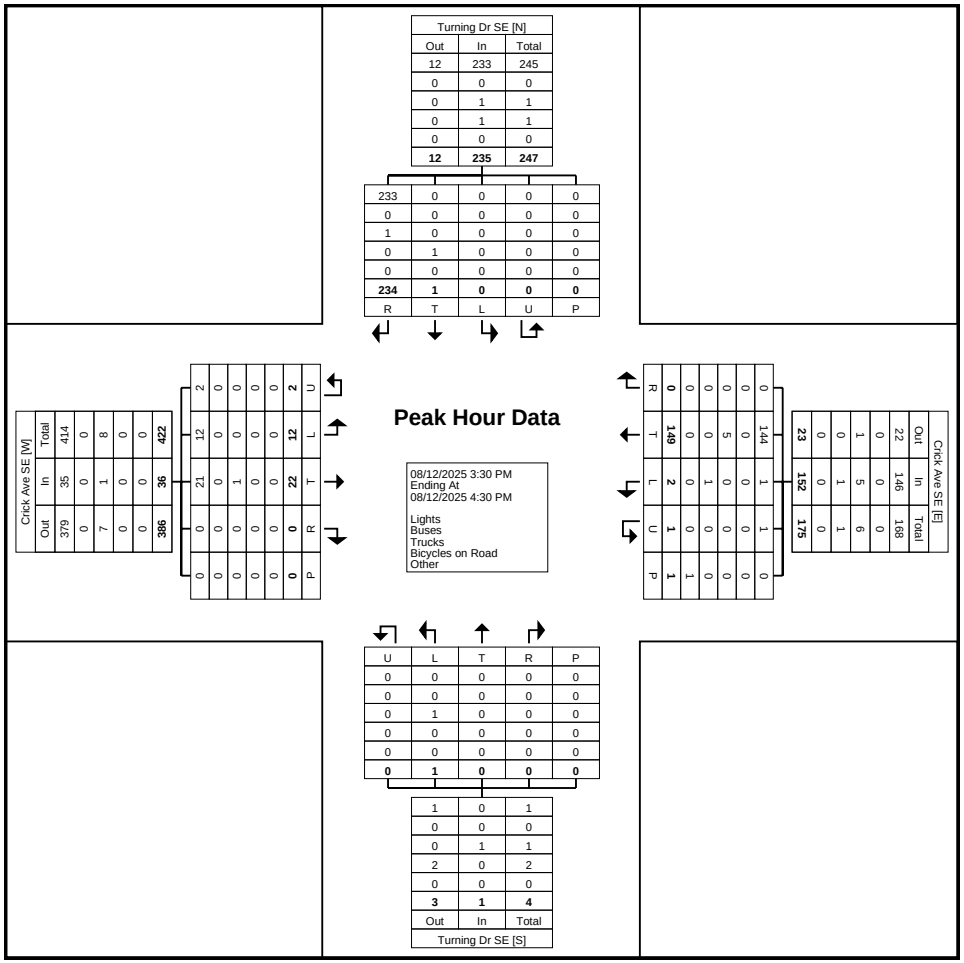

Turning Movement Peak Hour Data Plot (3:30 PM)

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Count Name: NM419.01 - Mesa del Sol Industrial Facility
Site Code:
Start Date: 08/12/2025

Turning Movement Data

Start Time	Watson Dr SE Southbound					Crick Ave SE Westbound					Crick Ave SE Eastbound					
	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	Thru	Left	U-Turn	Peds	App. Total	Int. Total
6:00 AM	1	0	0	0	1	0	2	0	0	2	13	11	1	0	25	28
6:15 AM	1	0	0	0	1	0	1	0	0	1	12	7	1	0	20	22
6:30 AM	0	0	0	1	0	0	2	0	0	2	17	6	0	0	23	25
6:45 AM	2	0	0	0	2	0	1	0	0	1	32	22	3	0	57	60
Hourly Total	4	0	0	1	4	0	6	0	0	6	74	46	5	0	125	135
7:00 AM	2	0	0	0	2	0	1	0	0	1	11	16	3	0	30	33
7:15 AM	4	0	0	0	4	0	1	0	0	1	4	9	1	0	14	19
7:30 AM	2	0	0	0	2	0	1	0	0	1	10	7	0	0	17	20
7:45 AM	6	0	0	0	6	0	0	0	0	0	16	5	3	0	24	30
Hourly Total	14	0	0	0	14	0	3	0	0	3	41	37	7	0	85	102
8:00 AM	2	0	0	0	2	0	4	0	0	4	4	6	0	0	10	16
8:15 AM	10	0	0	0	10	0	1	0	0	1	12	10	0	0	22	33
8:30 AM	8	0	0	0	8	0	3	0	0	3	13	5	0	0	18	29
8:45 AM	7	0	0	0	7	0	3	0	0	3	8	6	2	0	16	26
Hourly Total	27	0	0	0	27	0	11	0	0	11	37	27	2	0	66	104
9:00 AM	8	0	0	0	8	0	2	0	0	2	4	7	1	0	12	22
9:15 AM	3	0	0	0	3	0	0	0	0	0	9	10	0	0	19	22
9:30 AM	4	0	0	0	4	0	1	0	0	1	3	6	2	0	11	16
9:45 AM	4	0	0	0	4	0	3	0	0	3	3	6	1	0	10	17
Hourly Total	19	0	0	0	19	0	6	0	0	6	19	29	4	0	52	77
10:00 AM	3	0	0	0	3	0	1	0	0	1	1	5	0	0	6	10
10:15 AM	4	0	0	0	4	2	2	0	0	4	7	5	0	0	12	20
10:30 AM	5	2	0	0	7	2	2	0	0	4	7	5	0	0	12	23
10:45 AM	5	0	0	0	5	0	3	0	0	3	8	10	1	0	19	27
Hourly Total	17	2	0	0	19	4	8	0	0	12	23	25	1	0	49	80
11:00 AM	4	0	0	0	4	1	3	0	0	4	3	3	0	0	6	14
11:15 AM	8	0	0	0	8	1	6	0	0	7	4	3	1	0	8	23
11:30 AM	6	0	0	0	6	0	8	0	0	8	6	7	0	0	13	27
11:45 AM	8	0	0	0	8	2	4	0	0	6	5	13	2	0	20	34
Hourly Total	26	0	0	0	26	4	21	0	0	25	18	26	3	0	47	98
12:00 PM	3	0	0	0	3	0	11	0	0	11	5	10	0	0	15	29
12:15 PM	4	1	0	0	5	0	1	0	0	1	6	5	0	0	11	17
12:30 PM	5	0	0	0	5	0	15	0	0	15	4	5	0	0	9	29
12:45 PM	7	1	0	0	8	0	11	0	0	11	4	6	0	0	10	29
Hourly Total	19	2	0	0	21	0	38	0	0	38	19	26	0	0	45	104
1:00 PM	11	0	0	0	11	0	3	0	0	3	5	3	0	0	8	22

1:15 PM	3	1	0	0	4	2	3	0	0	5	2	9	1	0	12	21
1:30 PM	5	0	0	0	5	0	0	0	0	0	2	3	1	0	6	11
1:45 PM	5	0	0	0	5	0	6	0	0	6	4	1	0	0	5	16
Hourly Total	24	1	0	0	25	2	12	0	0	14	13	16	2	0	31	70
2:00 PM	12	0	0	0	12	0	3	0	0	3	1	4	0	0	5	20
2:15 PM	8	0	0	0	8	0	2	0	0	2	0	1	1	0	2	12
2:30 PM	2	0	0	0	2	0	1	0	0	1	1	1	0	0	2	5
2:45 PM	5	1	0	0	6	1	1	0	0	2	3	1	0	0	4	12
Hourly Total	27	1	0	0	28	1	7	0	0	8	5	7	1	0	13	49
3:00 PM	10	0	0	0	10	0	13	0	0	13	2	1	1	0	4	27
3:15 PM	10	0	0	0	10	0	4	0	0	4	3	5	0	0	8	22
3:30 PM	13	2	0	0	15	0	10	0	0	10	0	3	3	0	6	31
3:45 PM	14	0	0	0	14	0	6	0	0	6	0	3	1	0	4	24
Hourly Total	47	2	0	0	49	0	33	0	0	33	5	12	5	0	22	104
4:00 PM	29	0	0	0	29	0	25	0	0	25	1	3	0	0	4	58
4:15 PM	34	0	0	0	34	1	14	0	0	15	8	1	0	0	9	58
4:30 PM	22	0	0	0	22	1	10	0	0	11	1	1	0	0	2	35
4:45 PM	6	0	0	0	6	0	14	0	0	14	1	0	0	0	1	21
Hourly Total	91	0	0	0	91	2	63	0	0	65	11	5	0	0	16	172
5:00 PM	10	0	0	0	10	0	15	0	0	15	0	1	0	0	1	26
5:15 PM	6	0	0	0	6	0	13	0	0	13	2	2	0	0	4	23
5:30 PM	4	0	0	0	4	0	7	0	0	7	1	0	0	0	1	12
5:45 PM	4	0	0	0	4	0	4	0	0	4	2	0	2	0	4	12
Hourly Total	24	0	0	0	24	0	39	0	0	39	5	3	2	0	10	73
6:00 PM	5	1	0	0	6	1	2	0	0	3	1	2	2	0	5	14
6:15 PM	6	0	0	0	6	0	1	0	0	1	1	0	1	0	2	9
6:30 PM	2	0	0	0	2	0	3	0	0	3	5	0	4	0	9	14
6:45 PM	1	0	0	0	1	1	1	0	0	2	2	2	5	0	9	12
Hourly Total	14	1	0	0	15	2	7	0	0	9	9	4	12	0	25	49
Grand Total	353	9	0	1	362	15	254	0	0	269	279	263	44	0	586	1217
Approach %	97.5	2.5	0.0	-	-	5.6	94.4	0.0	-	-	47.6	44.9	7.5	-	-	-
Total %	29.0	0.7	0.0	-	29.7	1.2	20.9	0.0	-	22.1	22.9	21.6	3.6	-	48.2	-
Lights	329	9	0	-	338	12	231	0	-	243	254	243	44	-	541	1122
% Lights	93.2	100.0	-	-	93.4	80.0	90.9	-	-	90.3	91.0	92.4	100.0	-	92.3	92.2
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	0.0	0.0
Trucks	23	0	0	-	23	2	21	0	-	23	23	19	0	-	42	88
% Trucks	6.5	0.0	-	-	6.4	13.3	8.3	-	-	8.6	8.2	7.2	0.0	-	7.2	7.2
Bicycles on Road	1	0	0	-	1	1	2	0	-	3	2	1	0	-	3	7
% Bicycles on Road	0.3	0.0	-	-	0.3	6.7	0.8	-	-	1.1	0.7	0.4	0.0	-	0.5	0.6
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	1	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-

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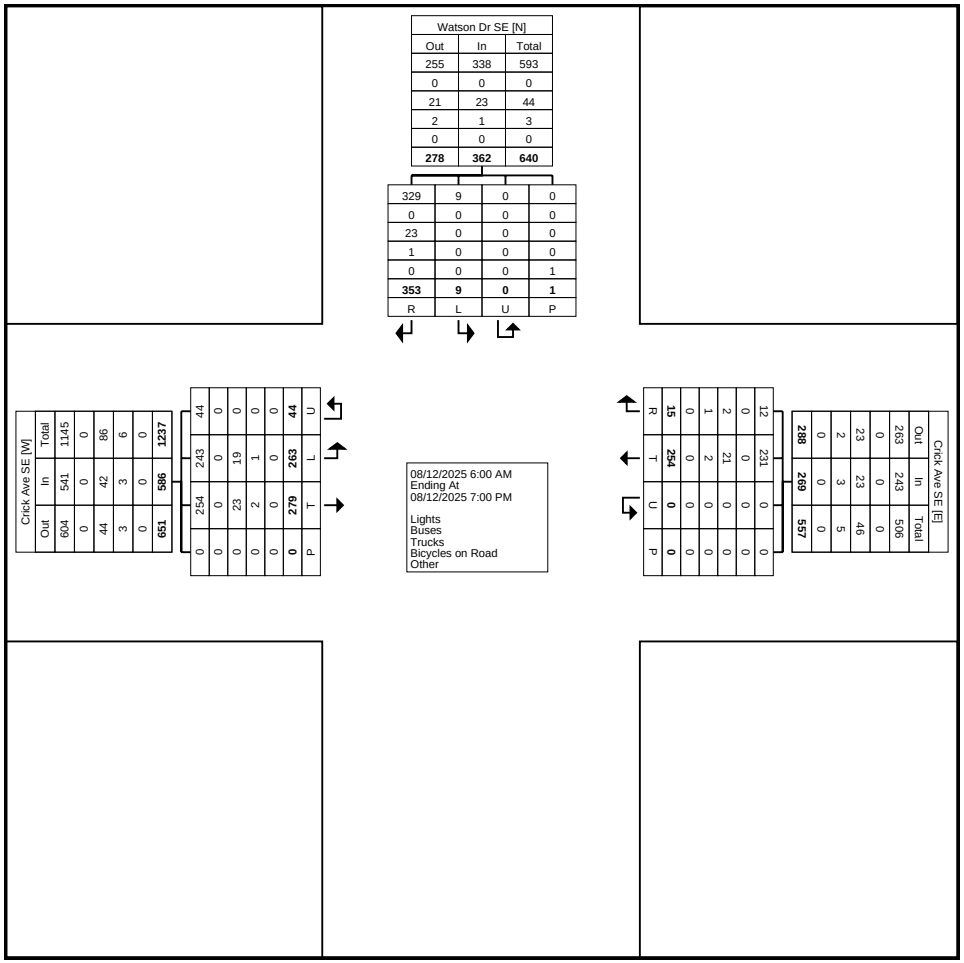

Turning Movement Data Plot

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Count Name: NM419.01 - Mesa del Sol Industrial Facility
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Turning Movement Peak Hour Data (6:15 AM)

Start Time	Watson Dr SE Southbound					Crick Ave SE Westbound					Crick Ave SE Eastbound					
	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	Thru	Left	U-Turn	Peds	App. Total	Int. Total
6:15 AM	1	0	0	0	1	0	1	0	0	1	12	7	1	0	20	22
6:30 AM	0	0	0	1	0	0	2	0	0	2	17	6	0	0	23	25
6:45 AM	2	0	0	0	2	0	1	0	0	1	32	22	3	0	57	60
7:00 AM	2	0	0	0	2	0	1	0	0	1	11	16	3	0	30	33
Total	5	0	0	1	5	0	5	0	0	5	72	51	7	0	130	140
Approach %	100.0	0.0	0.0	-	-	0.0	100.0	0.0	-	-	55.4	39.2	5.4	-	-	-
Total %	3.6	0.0	0.0	-	3.6	0.0	3.6	0.0	-	3.6	51.4	36.4	5.0	-	92.9	-
PHF	0.625	0.000	0.000	-	0.625	0.000	0.625	0.000	-	0.625	0.563	0.580	0.583	-	0.570	0.583
Lights	5	0	0	-	5	0	5	0	-	5	72	50	7	-	129	139
% Lights	100.0	-	-	-	100.0	-	100.0	-	-	100.0	100.0	98.0	100.0	-	99.2	99.3
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	0.0	-	-	-	0.0	-	0.0	-	-	0.0	0.0	0.0	0.0	-	0.0	0.0
Trucks	0	0	0	-	0	0	0	0	-	0	0	1	0	-	1	1
% Trucks	0.0	-	-	-	0.0	-	0.0	-	-	0.0	0.0	2.0	0.0	-	0.8	0.7
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	0.0	-	-	-	0.0	-	0.0	-	-	0.0	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	1	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-

Lee Engineering, LLC
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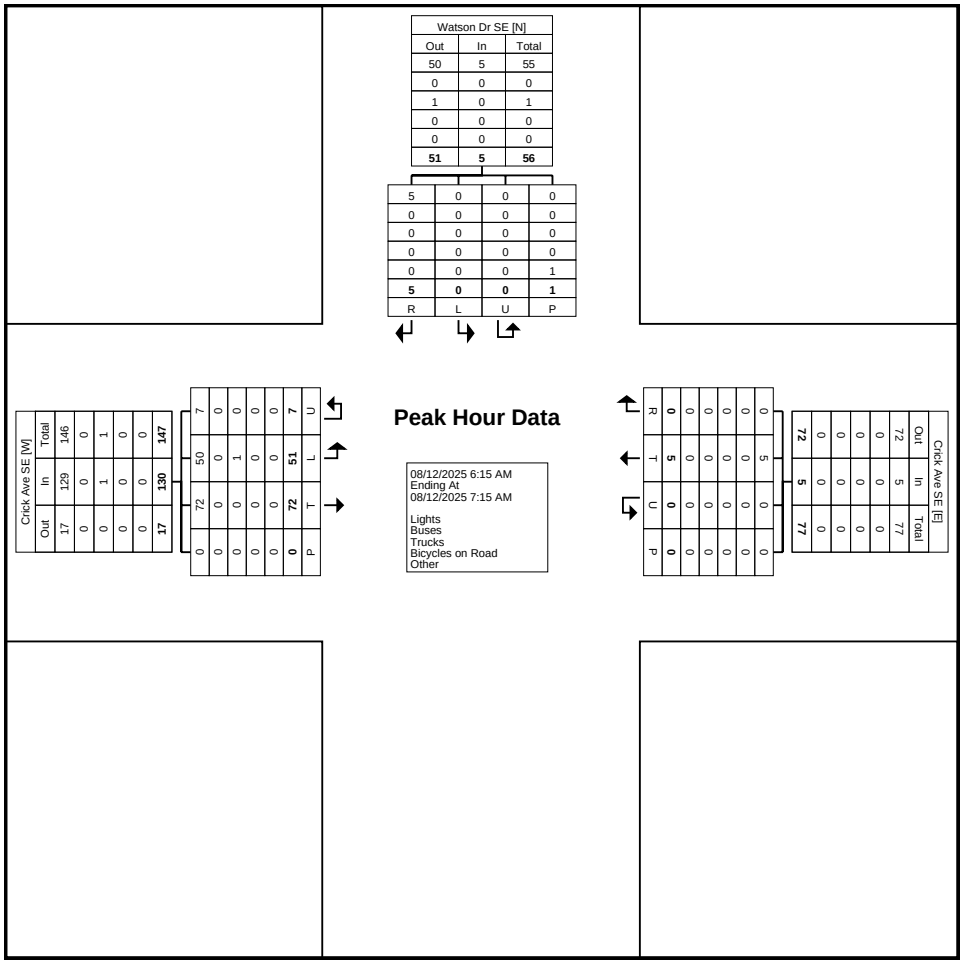
Oklahoma City, Oklahoma - San Antonio, Texas
Albuquerque, New Mexico, United States 87113
5053380988 jkruse@lee-eng.com

Count Name: NM419.01 - Mesa del Sol Industrial Facility
Site Code:
Start Date: 08/12/2025



Turning Movement Peak Hour Data Plot (6:15 AM)

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Turning Movement Peak Hour Data (3:45 PM)

Start Time	Watson Dr SE Southbound					Crick Ave SE Westbound					Crick Ave SE Eastbound					
	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	Thru	Left	U-Turn	Peds	App. Total	Int. Total
3:45 PM	14	0	0	0	14	0	6	0	0	6	0	3	1	0	4	24
4:00 PM	29	0	0	0	29	0	25	0	0	25	1	3	0	0	4	58
4:15 PM	34	0	0	0	34	1	14	0	0	15	8	1	0	0	9	58
4:30 PM	22	0	0	0	22	1	10	0	0	11	1	1	0	0	2	35
Total	99	0	0	0	99	2	55	0	0	57	10	8	1	0	19	175
Approach %	100.0	0.0	0.0	-	-	3.5	96.5	0.0	-	-	52.6	42.1	5.3	-	-	-
Total %	56.6	0.0	0.0	-	56.6	1.1	31.4	0.0	-	32.6	5.7	4.6	0.6	-	10.9	-
PHF	0.728	0.000	0.000	-	0.728	0.500	0.550	0.000	-	0.570	0.313	0.667	0.250	-	0.528	0.754
Lights	98	0	0	-	98	1	53	0	-	54	9	8	1	-	18	170
% Lights	99.0	-	-	-	99.0	50.0	96.4	-	-	94.7	90.0	100.0	100.0	-	94.7	97.1
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	0.0	-	-	-	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	0.0	0.0
Trucks	1	0	0	-	1	1	2	0	-	3	1	0	0	-	1	5
% Trucks	1.0	-	-	-	1.0	50.0	3.6	-	-	5.3	10.0	0.0	0.0	-	5.3	2.9
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	0.0	-	-	-	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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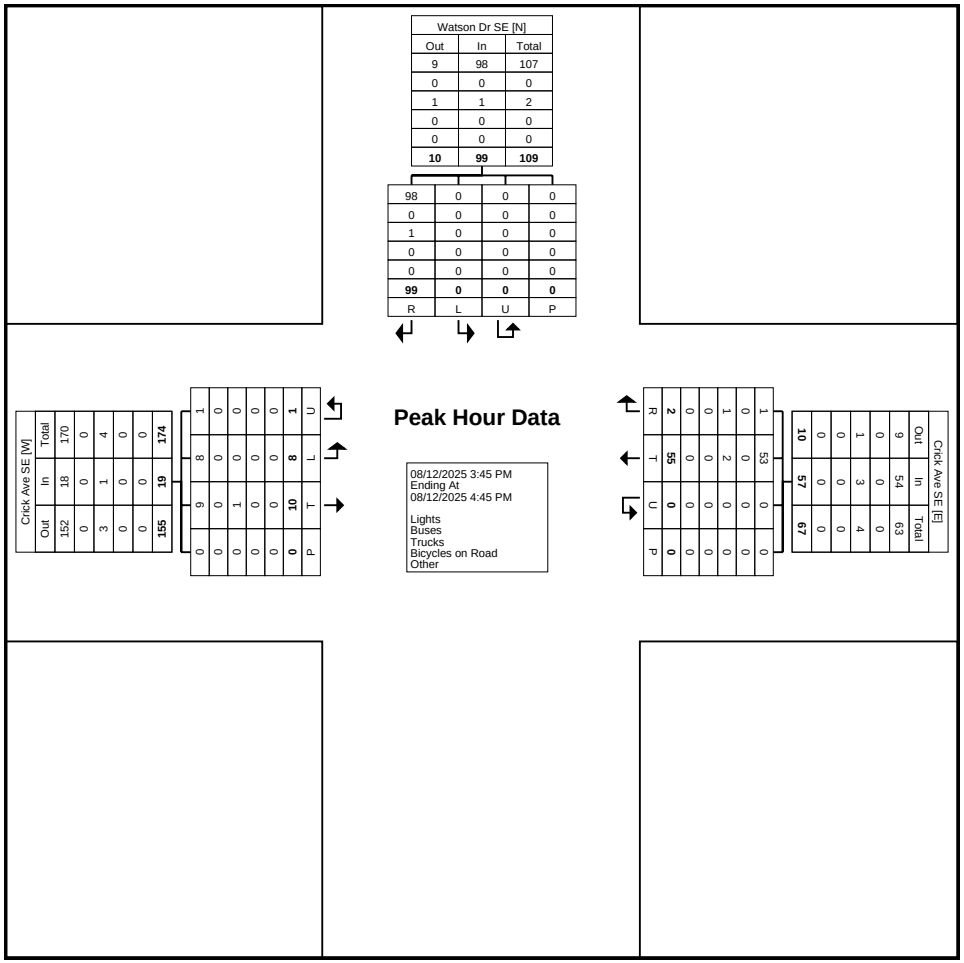

Turning Movement Peak Hour Data Plot (3:45 PM)

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5053380988 jkruse@lee-eng.com

Count Name: NM419.01 - Mesa del Sol Industrial Facility
Site Code:
Start Date: 08/12/2025

Turning Movement Data

Start Time	University Blvd SE Southbound					Fritts Crossing SE Westbound					University Blvd SE Northbound					
	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	Int. Total
6:00 AM	43	0	0	0	43	0	0	0	0	0	0	30	0	0	30	73
6:15 AM	68	1	0	0	69	0	0	0	0	0	0	26	0	0	26	95
6:30 AM	38	0	0	0	38	0	0	0	0	0	0	50	0	0	50	88
6:45 AM	60	4	0	0	64	0	0	0	0	0	2	58	0	1	60	124
Hourly Total	209	5	0	0	214	0	0	0	0	0	2	164	0	1	166	380
7:00 AM	44	0	0	0	44	0	1	0	0	1	0	57	0	0	57	102
7:15 AM	46	2	0	0	48	3	0	0	0	3	1	65	0	0	66	117
7:30 AM	51	3	0	0	54	4	0	0	0	4	0	84	0	0	84	142
7:45 AM	57	7	0	0	64	2	0	0	0	2	2	64	0	0	66	132
Hourly Total	198	12	0	0	210	9	1	0	0	10	3	270	0	0	273	493
8:00 AM	51	5	0	0	56	1	0	0	0	1	0	66	0	0	66	123
8:15 AM	54	10	0	0	64	0	0	0	0	0	1	54	0	0	55	119
8:30 AM	57	7	0	0	64	6	0	0	0	6	0	46	0	0	46	116
8:45 AM	59	4	0	0	63	1	0	0	0	1	0	56	0	0	56	120
Hourly Total	221	26	0	0	247	8	0	0	0	8	1	222	0	0	223	478
9:00 AM	72	10	0	0	82	3	0	0	0	3	0	66	0	0	66	151
9:15 AM	43	5	0	0	48	2	0	0	0	2	1	65	0	0	66	116
9:30 AM	29	9	0	0	38	1	0	0	0	1	0	35	0	0	35	74
9:45 AM	45	3	0	0	48	3	1	0	0	4	0	36	0	0	36	88
Hourly Total	189	27	0	0	216	9	1	0	0	10	1	202	0	0	203	429
10:00 AM	34	3	0	0	37	1	0	0	0	1	0	32	0	0	32	70
10:15 AM	18	3	0	0	21	2	1	0	0	3	1	33	0	0	34	58
10:30 AM	22	3	0	0	25	2	0	0	0	2	1	35	0	0	36	63
10:45 AM	16	1	0	0	17	4	2	0	0	6	2	31	0	0	33	56
Hourly Total	90	10	0	0	100	9	3	0	0	12	4	131	0	0	135	247
11:00 AM	21	0	0	0	21	4	0	0	0	4	0	35	0	0	35	60
11:15 AM	31	2	0	0	33	4	0	0	1	4	0	37	0	0	37	74
11:30 AM	37	2	0	0	39	7	0	0	0	7	0	46	0	0	46	92
11:45 AM	44	3	0	0	47	3	1	0	0	4	0	54	0	0	54	105
Hourly Total	133	7	0	0	140	18	1	0	1	19	0	172	0	0	172	331
12:00 PM	56	4	0	0	60	1	0	0	0	1	1	64	0	0	65	126
12:15 PM	44	3	0	0	47	1	1	0	0	2	0	38	0	0	38	87
12:30 PM	33	5	0	0	38	3	0	1	0	4	1	36	0	0	37	79
12:45 PM	65	3	0	0	68	2	1	0	0	3	0	34	0	0	34	105
Hourly Total	198	15	0	0	213	7	2	1	0	10	2	172	0	0	174	397
1:00 PM	40	2	0	0	42	1	0	0	0	1	0	36	0	0	36	79

1:15 PM	41	3	0	0	44	3	0	0	0	3	0	46	0	0	46	93
1:30 PM	37	4	0	0	41	2	2	0	0	4	2	52	0	0	54	99
1:45 PM	44	2	0	0	46	1	0	0	0	1	0	49	0	0	49	96
Hourly Total	162	11	0	0	173	7	2	0	0	9	2	183	0	0	185	367
2:00 PM	33	2	0	0	35	2	0	0	0	2	0	42	0	0	42	79
2:15 PM	28	2	0	0	30	1	0	0	0	1	1	31	0	0	32	63
2:30 PM	33	1	0	0	34	5	0	0	0	5	0	45	0	0	45	84
2:45 PM	41	0	0	0	41	6	0	0	0	6	1	34	0	0	35	82
Hourly Total	135	5	0	0	140	14	0	0	0	14	2	152	0	0	154	308
3:00 PM	39	3	1	0	43	1	0	0	0	1	1	45	0	0	46	90
3:15 PM	55	2	0	0	57	2	0	0	0	2	1	42	0	0	43	102
3:30 PM	68	0	0	0	68	2	0	0	0	2	0	49	0	0	49	119
3:45 PM	83	1	1	0	85	3	0	0	0	3	2	86	0	0	88	176
Hourly Total	245	6	2	0	253	8	0	0	0	8	4	222	0	0	226	487
4:00 PM	74	0	0	0	74	7	1	0	0	8	1	94	0	0	95	177
4:15 PM	72	2	0	0	74	9	0	0	0	9	0	89	0	0	89	172
4:30 PM	56	0	0	0	56	6	0	0	0	6	0	103	0	0	103	165
4:45 PM	63	4	0	2	67	1	0	0	0	1	1	81	0	0	82	150
Hourly Total	265	6	0	2	271	23	1	0	0	24	2	367	0	0	369	664
5:00 PM	61	3	0	0	64	5	0	0	0	5	0	99	0	0	99	168
5:15 PM	88	0	0	0	88	1	0	0	0	1	1	72	0	0	73	162
5:30 PM	86	1	0	0	87	5	0	0	0	5	1	109	0	0	110	202
5:45 PM	82	1	1	0	84	1	0	0	0	1	0	104	0	2	104	189
Hourly Total	317	5	1	0	323	12	0	0	0	12	2	384	0	2	386	721
6:00 PM	47	2	0	2	49	5	1	0	0	6	2	110	0	4	112	167
6:15 PM	57	0	0	0	57	1	0	0	0	1	1	141	0	0	142	200
6:30 PM	32	2	0	5	34	0	0	0	0	0	0	121	0	0	121	155
6:45 PM	20	1	0	3	21	3	0	0	0	3	3	165	0	0	168	192
Hourly Total	156	5	0	10	161	9	1	0	0	10	6	537	0	4	543	714
Grand Total	2518	140	3	12	2661	133	12	1	1	146	31	3178	0	7	3209	6016
Approach %	94.6	5.3	0.1	-	-	91.1	8.2	0.7	-	-	1.0	99.0	0.0	-	-	-
Total %	41.9	2.3	0.0	-	44.2	2.2	0.2	0.0	-	2.4	0.5	52.8	0.0	-	53.3	-
Lights	2431	121	3	-	2555	109	9	1	-	119	28	3075	0	-	3103	5777
% Lights	96.5	86.4	100.0	-	96.0	82.0	75.0	100.0	-	81.5	90.3	96.8	-	-	96.7	96.0
Buses	10	0	0	-	10	0	0	0	-	0	0	11	0	-	11	21
% Buses	0.4	0.0	0.0	-	0.4	0.0	0.0	0.0	-	0.0	0.0	0.3	-	-	0.3	0.3
Trucks	73	18	0	-	91	23	3	0	-	26	3	91	0	-	94	211
% Trucks	2.9	12.9	0.0	-	3.4	17.3	25.0	0.0	-	17.8	9.7	2.9	-	-	2.9	3.5
Bicycles on Road	4	1	0	-	5	1	0	0	-	1	0	1	0	-	1	7
% Bicycles on Road	0.2	0.7	0.0	-	0.2	0.8	0.0	0.0	-	0.7	0.0	0.0	-	-	0.0	0.1
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	1	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	100.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	12	-	-	-	-	0	-	-	-	-	7	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	0.0	-	-	-	-	100.0	-	-

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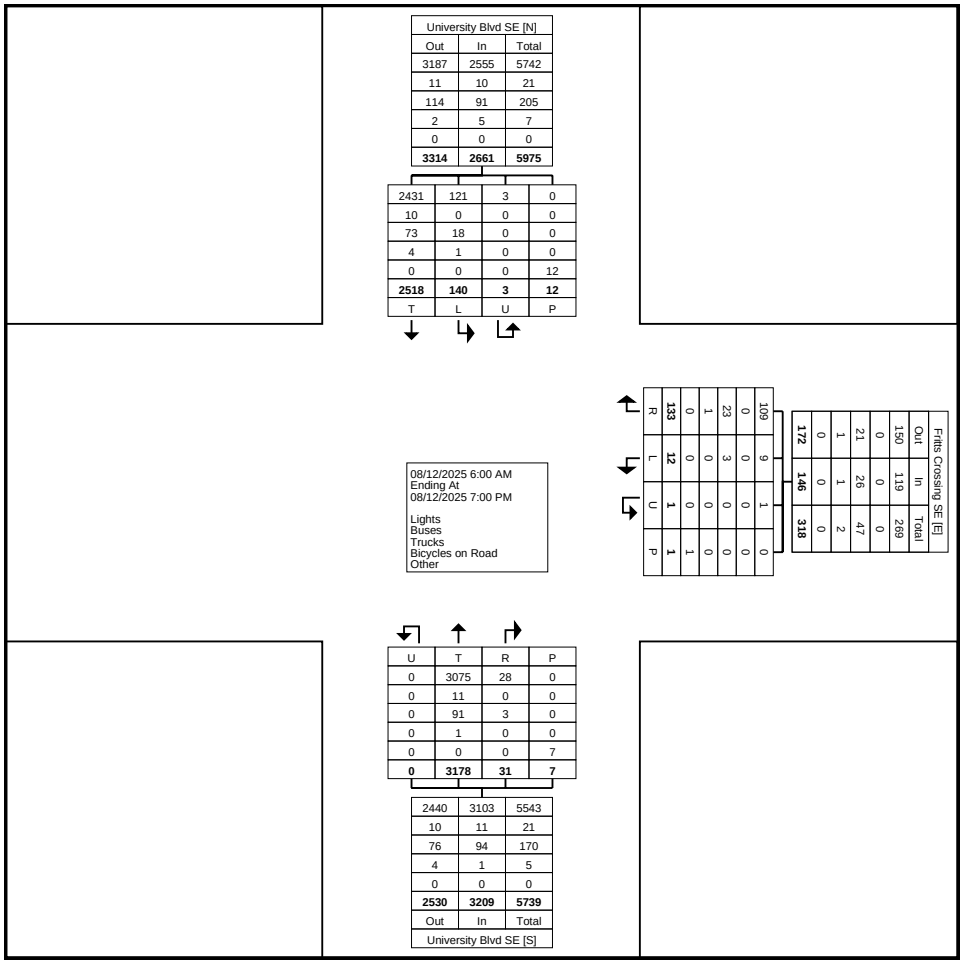

Turning Movement Data Plot

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Count Name: NM419.01 - Mesa del Sol Industrial Facility
Site Code:
Start Date: 08/12/2025

Turning Movement Peak Hour Data (7:30 AM)

Start Time	University Blvd SE Southbound					Fritts Crossing SE Westbound					University Blvd SE Northbound					
	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	Int. Total
7:30 AM	51	3	0	0	54	4	0	0	0	4	0	84	0	0	84	142
7:45 AM	57	7	0	0	64	2	0	0	0	2	2	64	0	0	66	132
8:00 AM	51	5	0	0	56	1	0	0	0	1	0	66	0	0	66	123
8:15 AM	54	10	0	0	64	0	0	0	0	0	1	54	0	0	55	119
Total	213	25	0	0	238	7	0	0	0	7	3	268	0	0	271	516
Approach %	89.5	10.5	0.0	-	-	100.0	0.0	0.0	-	-	1.1	98.9	0.0	-	-	-
Total %	41.3	4.8	0.0	-	46.1	1.4	0.0	0.0	-	1.4	0.6	51.9	0.0	-	52.5	-
PHF	0.934	0.625	0.000	-	0.930	0.438	0.000	0.000	-	0.438	0.375	0.798	0.000	-	0.807	0.908
Lights	209	21	0	-	230	1	0	0	-	1	3	263	0	-	266	497
% Lights	98.1	84.0	-	-	96.6	14.3	-	-	-	14.3	100.0	98.1	-	-	98.2	96.3
Buses	0	0	0	-	0	0	0	0	-	0	0	1	0	-	1	1
% Buses	0.0	0.0	-	-	0.0	0.0	-	-	-	0.0	0.0	0.4	-	-	0.4	0.2
Trucks	4	3	0	-	7	6	0	0	-	6	0	4	0	-	4	17
% Trucks	1.9	12.0	-	-	2.9	85.7	-	-	-	85.7	0.0	1.5	-	-	1.5	3.3
Bicycles on Road	0	1	0	-	1	0	0	0	-	0	0	0	0	-	0	1
% Bicycles on Road	0.0	4.0	-	-	0.4	0.0	-	-	-	0.0	0.0	0.0	-	-	0.0	0.2
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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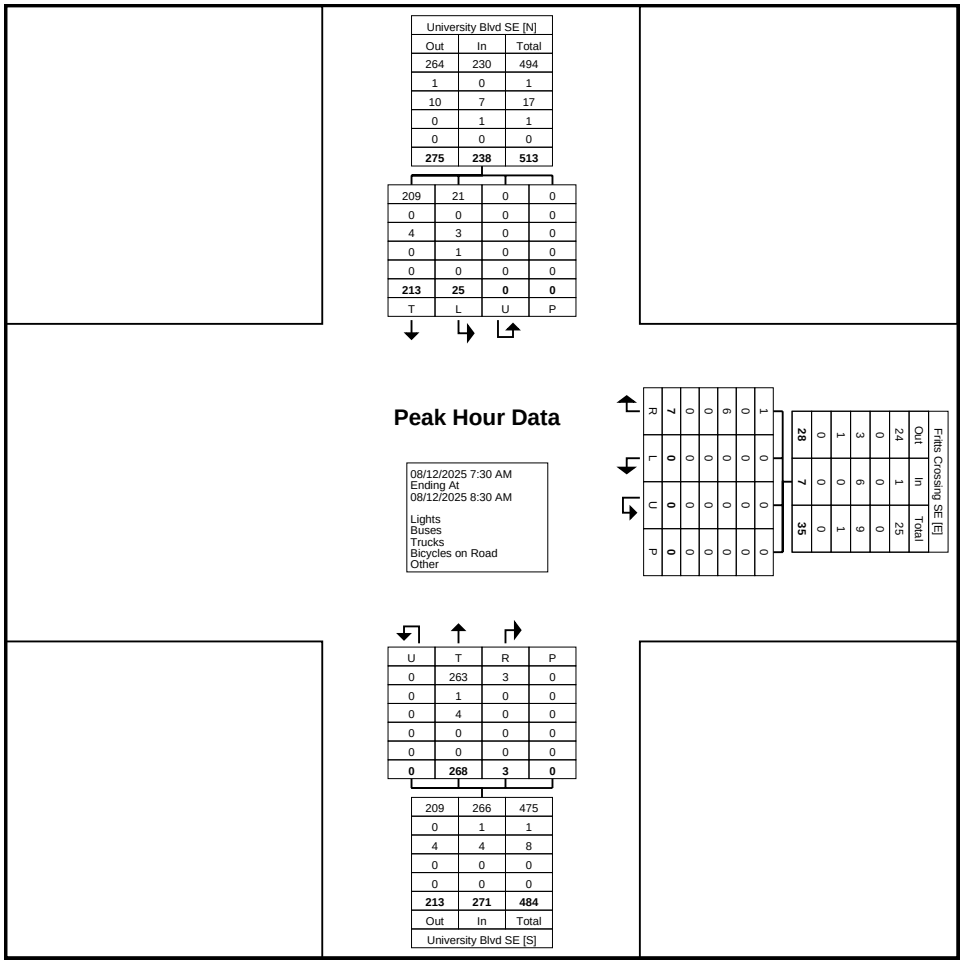

Turning Movement Peak Hour Data Plot (7:30 AM)

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Count Name: NM419.01 - Mesa del Sol Industrial Facility
Site Code:
Start Date: 08/12/2025

Turning Movement Peak Hour Data (5:30 PM)

Start Time	University Blvd SE Southbound					Fritts Crossing SE Westbound					University Blvd SE Northbound					
	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	Int. Total
5:30 PM	86	1	0	0	87	5	0	0	0	5	1	109	0	0	110	202
5:45 PM	82	1	1	0	84	1	0	0	0	1	0	104	0	2	104	189
6:00 PM	47	2	0	2	49	5	1	0	0	6	2	110	0	4	112	167
6:15 PM	57	0	0	0	57	1	0	0	0	1	1	141	0	0	142	200
Total	272	4	1	2	277	12	1	0	0	13	4	464	0	6	468	758
Approach %	98.2	1.4	0.4	-	-	92.3	7.7	0.0	-	-	0.9	99.1	0.0	-	-	-
Total %	35.9	0.5	0.1	-	36.5	1.6	0.1	0.0	-	1.7	0.5	61.2	0.0	-	61.7	-
PHF	0.791	0.500	0.250	-	0.796	0.600	0.250	0.000	-	0.542	0.500	0.823	0.000	-	0.824	0.938
Lights	270	4	1	-	275	12	1	0	-	13	4	463	0	-	467	755
% Lights	99.3	100.0	100.0	-	99.3	100.0	100.0	-	-	100.0	100.0	99.8	-	-	99.8	99.6
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	0.0	0.0	0.0	-	0.0	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.0
Trucks	2	0	0	-	2	0	0	0	-	0	0	1	0	-	1	3
% Trucks	0.7	0.0	0.0	-	0.7	0.0	0.0	-	-	0.0	0.0	0.2	-	-	0.2	0.4
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	-	0.0	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	2	-	-	-	-	0	-	-	-	-	6	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	100.0	-	-

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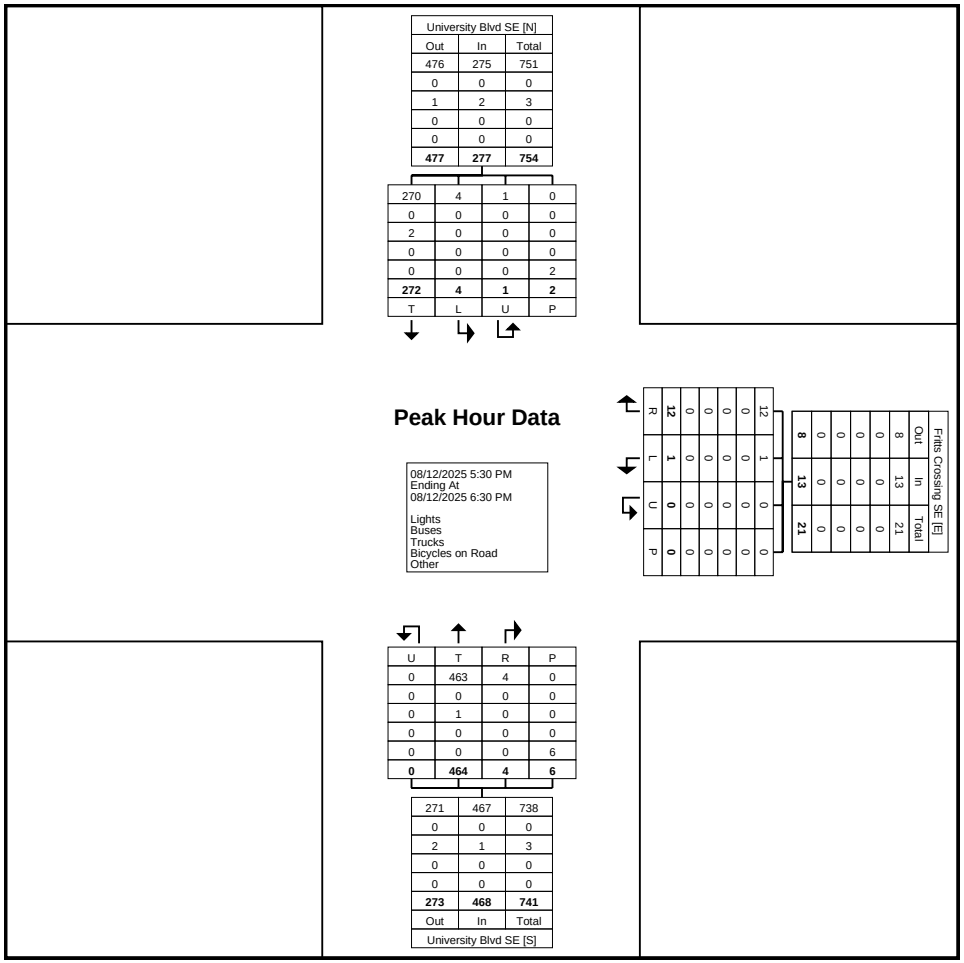
Count Name: NM419.01 - Mesa del Sol Industrial Facility
Site Code:
Start Date: 08/12/2025



Turning Movement Peak Hour Data Plot (5:30 PM)

Traffic Impact Study (TIS)
for Mesa Del Sol Industrial Facility

Appendix C
Level of Service and Capacity Output Sheets

October 2025

Prepared for: Hines

Prepared By:

LEE ENGINEERING

Intersection	
Int Delay, s/veh	5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	26	245	30	336	243
Future Vol, veh/h	3	26	245	30	336	243
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	0	-	-	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	75	72	78	53	64	81
Heavy Vehicles, %	33	15	3	33	0	2
Mvmt Flow	4	36	314	57	525	300

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1543	186	0	0	371	0
Stage 1	343	-	-	-	-	-
Stage 2	1200	-	-	-	-	-
Critical Hdwy	7.46	7.2	-	-	4.1	-
Critical Hdwy Stg 1	6.46	-	-	-	-	-
Critical Hdwy Stg 2	6.46	-	-	-	-	-
Follow-up Hdwy	3.83	3.45	-	-	2.2	-
Pot Cap-1 Maneuver	78	785	-	-	1199	-
Stage 1	606	-	-	-	-	-
Stage 2	193	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	44	785	-	-	1199	-
Mov Cap-2 Maneuver	44	-	-	-	-	-
Stage 1	606	-	-	-	-	-
Stage 2	108	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	18.3	0	6.6
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	44	785	1199	-
HCM Lane V/C Ratio	-	-	0.091	0.046	0.438	-
HCM Ctrl Dly (s/v)	-	-	94.8	9.8	10.3	-
HCM Lane LOS	-	-	F	A	B	-
HCM 95th %tile Q (veh)	-	-	0.3	0.1	2.3	-

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	124	12	0	12	0	4	1	3	0	0	11
Future Vol, veh/h	0	124	12	0	12	0	4	1	3	0	0	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	60	53	43	25	75	25	50	25	25	55	55	55
Heavy Vehicles, %	0	0	75	0	17	0	75	0	33	0	0	0
Mvmt Flow	0	234	28	0	16	0	8	4	12	0	0	20

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	16	0	0	262	0	0	256	264	131	135	278	8
Stage 1	-	-	-	-	-	-	248	248	-	16	16	-
Stage 2	-	-	-	-	-	-	8	16	-	119	262	-
Critical Hdwy	4.1	-	-	4.1	-	-	9	6.5	7.56	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	8	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	8	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	4.25	4	3.63	3.5	4	3.3
Pot Cap-1 Maneuver	1615	-	-	1314	-	-	518	645	804	828	633	1078
Stage 1	-	-	-	-	-	-	563	705	-	1007	886	-
Stage 2	-	-	-	-	-	-	836	886	-	879	695	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1615	-	-	1314	-	-	508	645	804	811	633	1078
Mov Cap-2 Maneuver	-	-	-	-	-	-	508	645	-	811	633	-
Stage 1	-	-	-	-	-	-	563	705	-	1007	886	-
Stage 2	-	-	-	-	-	-	820	886	-	861	695	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0	10.7	8.4
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	651	1615	-	-	1314	-	-	1078
HCM Lane V/C Ratio	0.037	-	-	-	-	-	-	0.019
HCM Ctrl Dly (s/v)	10.7	0	-	-	0	-	-	8.4
HCM Lane LOS	B	A	-	-	A	-	-	A
HCM 95th %tile Q (veh)	0.1	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	0

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

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1	0	0	1	0	0	2	2	1	2	2	1
Stage 1	-	-	-	-	-	-	1	1	-	1	1	-
Stage 2	-	-	-	-	-	-	1	1	-	1	1	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1622	-	-	1622	-	-	1020	894	1084	1020	894	1084
Stage 1	-	-	-	-	-	-	1022	895	-	1022	895	-
Stage 2	-	-	-	-	-	-	1022	895	-	1022	895	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1622	-	-	1622	-	-	1020	894	1084	1020	894	1084
Mov Cap-2 Maneuver	-	-	-	-	-	-	1020	894	-	1020	894	-
Stage 1	-	-	-	-	-	-	1022	895	-	1022	895	-
Stage 2	-	-	-	-	-	-	1022	895	-	1022	895	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0	0	0
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1622	-	-	1622	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Ctrl Dly (s/v)	0	0	-	-	0	-	-	0
HCM Lane LOS	A	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	0	7	268	3	25	213
Future Vol, veh/h	0	7	268	3	25	213
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	550	-	-	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	25	44	78	38	63	93
Heavy Vehicles, %	0	85	0	0	12	2
Mvmt Flow	0	16	344	8	40	229

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	657	348	0	0	352	0
Stage 1	348	-	-	-	-	-
Stage 2	309	-	-	-	-	-
Critical Hdwy	6.4	7.05	-	-	4.22	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	4.065	-	-	2.308	-
Pot Cap-1 Maneuver	433	542	-	-	1153	-
Stage 1	719	-	-	-	-	-
Stage 2	749	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	418	542	-	-	1153	-
Mov Cap-2 Maneuver	418	-	-	-	-	-
Stage 1	719	-	-	-	-	-
Stage 2	723	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	11.8	0	1.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	542	1153	-
HCM Lane V/C Ratio	-	-	-	0.029	0.034	-
HCM Ctrl Dly (s/v)	-	-	0	11.8	8.2	-
HCM Lane LOS	-	-	A	B	A	-
HCM 95th %tile Q (veh)	-	-	-	0.1	0.1	-

Intersection	
Int Delay, s/veh	3.3

Movement	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Vol, veh/h	7	51	72	5	0	0	5
Future Vol, veh/h	7	51	72	5	0	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	-	None	-	None	-	None
Storage Length	-	120	-	-	-	-	0
Veh in Median Storage, #	-	-	0	0	-	0	-
Grade, %	-	-	0	0	-	0	-
Peak Hour Factor	92	58	56	63	25	25	63
Heavy Vehicles, %	2	2	0	0	0	0	0
Mvmt Flow	8	88	129	8	0	0	8

Major/Minor	Major1		Major2		Minor2		
Conflicting Flow All	8	8	0	-	0	-	4
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-
Critical Hdwy	6.93	4.13	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-
Follow-up Hdwy	3.119	2.219	-	-	-	-	3.3
Pot Cap-1 Maneuver	1141	1611	-	-	-	0	1085
Stage 1	-	-	-	-	-	0	-
Stage 2	-	-	-	-	-	0	-
Platoon blocked, %			-	-	-		
Mov Cap-1 Maneuver	1559	1559	-	-	-	-	1085
Mov Cap-2 Maneuver	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	3.2	0	8.3
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1559	-	-	-	1085
HCM Lane V/C Ratio	0.061	-	-	-	0.007
HCM Ctrl Dly (s/v)	7.5	-	-	-	8.3
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q (veh)	0.2	-	-	-	0

Intersection	
Int Delay, s/veh	0.9

Movement	WBU	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Vol, veh/h	6	4	70	249	10	48	1296
Future Vol, veh/h	6	4	70	249	10	48	1296
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	-	None	-	None	-	None
Storage Length	-	0	0	-	-	0	-
Veh in Median Storage, #	-	0	-	0	-	-	0
Grade, %	-	0	-	0	-	-	0
Peak Hour Factor	92	50	88	89	63	60	96
Heavy Vehicles, %	2	0	0	0	0	0	2
Mvmt Flow	7	8	80	280	16	80	1350

Major/Minor	Minor1			Major1		Major2	
Conflicting Flow All	0	1123	148	0	0	296	0
Stage 1	0	288	-	-	-	-	-
Stage 2	0	835	-	-	-	-	-
Critical Hdwy	-	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	-	5.8	-	-	-	-	-
Critical Hdwy Stg 2	-	5.8	-	-	-	-	-
Follow-up Hdwy	-	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	0	203	878	-	-	1277	-
Stage 1	0	741	-	-	-	-	-
Stage 2	0	391	-	-	-	-	-
Platoon blocked, %	-			-	-		-
Mov Cap-1 Maneuver	0	190	878	-	-	1277	-
Mov Cap-2 Maneuver	0	190	-	-	-	-	-
Stage 1	0	741	-	-	-	-	-
Stage 2	0	366	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	10.9	0	0.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	190	878	1277	-
HCM Lane V/C Ratio	-	-	0.042	0.091	0.063	-
HCM Ctrl Dly (s/v)	-	-	24.8	9.5	8	-
HCM Lane LOS	-	-	C	A	A	-
HCM 95th %tile Q (veh)	-	-	0.1	0.3	0.2	-

Intersection	
Int Delay, s/veh	7.3

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations														
Traffic Vol, veh/h	2	12	22	0	1	2	149	0	1	0	0	0	1	234
Future Vol, veh/h	2	12	22	0	1	2	149	0	1	0	0	0	1	234
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	-	None	-	-	-	None	-	-	None	-	-	None
Storage Length	-	100	-	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	-	0	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	75	69	25	92	50	70	25	25	25	25	25	25	60
Heavy Vehicles, %	2	0	0	0	2	0	3	0	100	0	0	0	0	0
Mvmt Flow	2	16	32	0	1	4	213	0	4	0	0	0	4	390

Major/Minor	Major1				Major2				Minor1			Minor2		
Conflicting Flow All	213	213	0	0	32	32	0	0	187	291	16	275	291	107
Stage 1	-	-	-	-	-	-	-	-	68	68	-	223	223	-
Stage 2	-	-	-	-	-	-	-	-	119	223	-	52	68	-
Critical Hdwy	6.44	4.1	-	-	6.44	4.1	-	-	9.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	8.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	8.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.52	2.2	-	-	2.52	2.2	-	-	4.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1050	1369	-	-	1364	1593	-	-	548	623	1066	661	623	933
Stage 1	-	-	-	-	-	-	-	-	711	842	-	765	723	-
Stage 2	-	-	-	-	-	-	-	-	650	723	-	960	842	-
Platoon blocked, %			-	-			-	-						
Mov Cap-1 Maneuver	1258	1258	-	-	1538	1538	-	-	313	612	1066	652	612	933
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	313	612	-	652	612	-
Stage 1	-	-	-	-	-	-	-	-	701	830	-	754	721	-
Stage 2	-	-	-	-	-	-	-	-	375	721	-	946	830	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	2.9	0.2	16.7	11.7
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	313	1258	-	-	1538	-	-	928
HCM Lane V/C Ratio	0.013	0.014	-	-	0.003	-	-	0.425
HCM Ctrl Dly (s/v)	16.7	7.9	-	-	7.3	-	-	11.7
HCM Lane LOS	C	A	-	-	A	-	-	B
HCM 95th %tile Q (veh)	0	0	-	-	0	-	-	2.1

Intersection	
Int Delay, s/veh	0

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

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1	0	0	1	0	0	2	2	1	2	2	1
Stage 1	-	-	-	-	-	-	1	1	-	1	1	-
Stage 2	-	-	-	-	-	-	1	1	-	1	1	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1622	-	-	1622	-	-	1020	894	1084	1020	894	1084
Stage 1	-	-	-	-	-	-	1022	895	-	1022	895	-
Stage 2	-	-	-	-	-	-	1022	895	-	1022	895	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1622	-	-	1622	-	-	1020	894	1084	1020	894	1084
Mov Cap-2 Maneuver	-	-	-	-	-	-	1020	894	-	1020	894	-
Stage 1	-	-	-	-	-	-	1022	895	-	1022	895	-
Stage 2	-	-	-	-	-	-	1022	895	-	1022	895	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0	0	0
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1622	-	-	1622	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Ctrl Dly (s/v)	0	0	-	-	0	-	-	0
HCM Lane LOS	A	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	4	12	464	4	5	272
Future Vol, veh/h	4	12	464	4	5	272
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	550	-	-	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	25	60	82	50	50	100
Heavy Vehicles, %	0	85	0	0	0	1
Mvmt Flow	16	20	566	8	10	272

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	862	570	0	0	574	0
Stage 1	570	-	-	-	-	-
Stage 2	292	-	-	-	-	-
Critical Hdwy	6.4	7.05	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	4.065	-	-	2.2	-
Pot Cap-1 Maneuver	328	393	-	-	1009	-
Stage 1	570	-	-	-	-	-
Stage 2	762	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	325	393	-	-	1009	-
Mov Cap-2 Maneuver	325	-	-	-	-	-
Stage 1	570	-	-	-	-	-
Stage 2	754	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	15.6	0	0.3
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	325	393	1009	-
HCM Lane V/C Ratio	-	-	0.049	0.051	0.01	-
HCM Ctrl Dly (s/v)	-	-	16.7	14.7	8.6	-
HCM Lane LOS	-	-	C	B	A	-
HCM 95th %tile Q (veh)	-	-	0.2	0.2	0	-

Intersection	
Int Delay, s/veh	4.7

Movement	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Vol, veh/h	1	8	10	55	2	0	99
Future Vol, veh/h	1	8	10	55	2	0	99
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	-	None	-	None	-	None
Storage Length	-	120	-	-	-	-	0
Veh in Median Storage, #	-	-	0	0	-	0	-
Grade, %	-	-	0	0	-	0	-
Peak Hour Factor	92	67	31	55	50	25	73
Heavy Vehicles, %	2	0	10	4	50	0	1
Mvmt Flow	1	12	32	100	4	0	136

Major/Minor	Major1		Major2		Minor2		
Conflicting Flow All	104	104	0	-	0	-	52
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-
Critical Hdwy	6.93	4.1	-	-	-	-	6.915
Critical Hdwy Stg 1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-
Follow-up Hdwy	3.119	2.2	-	-	-	-	3.3095
Pot Cap-1 Maneuver	988	1500	-	-	-	0	1008
Stage 1	-	-	-	-	-	0	-
Stage 2	-	-	-	-	-	0	-
Platoon blocked, %			-	-	-		
Mov Cap-1 Maneuver	1419	1419	-	-	-	-	1008
Mov Cap-2 Maneuver	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	2.2	0	9.1
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1419	-	-	-	1008
HCM Lane V/C Ratio	0.009	-	-	-	0.135
HCM Ctrl Dly (s/v)	7.6	-	-	-	9.1
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q (veh)	0	-	-	-	0.5

Intersection	
Int Delay, s/veh	5.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	27	252	31	346	250
Future Vol, veh/h	3	27	252	31	346	250
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	0	-	-	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	75	72	78	53	64	81
Heavy Vehicles, %	33	15	3	33	0	2
Mvmt Flow	4	38	323	58	541	309

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1589	191	0	0	381	0
Stage 1	352	-	-	-	-	-
Stage 2	1237	-	-	-	-	-
Critical Hdwy	7.46	7.2	-	-	4.1	-
Critical Hdwy Stg 1	6.46	-	-	-	-	-
Critical Hdwy Stg 2	6.46	-	-	-	-	-
Follow-up Hdwy	3.83	3.45	-	-	2.2	-
Pot Cap-1 Maneuver	72	779	-	-	1189	-
Stage 1	599	-	-	-	-	-
Stage 2	184	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	39	779	-	-	1189	-
Mov Cap-2 Maneuver	39	-	-	-	-	-
Stage 1	599	-	-	-	-	-
Stage 2	100	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	19.3	0	6.7
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	39	779	1189	-
HCM Lane V/C Ratio	-	-	0.103	0.048	0.455	-
HCM Ctrl Dly (s/v)	-	-	107.6	9.9	10.5	-
HCM Lane LOS	-	-	F	A	B	-
HCM 95th %tile Q (veh)	-	-	0.3	0.2	2.4	-

Intersection	
Int Delay, s/veh	5.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	259	128	12	0	12	0	4	1	3	0	0	11
Future Vol, veh/h	259	128	12	0	12	0	4	1	3	0	0	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	60	53	43	25	75	25	50	25	25	55	55	55
Heavy Vehicles, %	0	0	75	0	17	0	75	0	33	0	0	0
Mvmt Flow	432	242	28	0	16	0	8	4	12	0	0	20

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	16	0	0	270	0	0	1128	1136	135	1003	1150	8
Stage 1	-	-	-	-	-	-	1120	1120	-	16	16	-
Stage 2	-	-	-	-	-	-	8	16	-	987	1134	-
Critical Hdwy	4.1	-	-	4.1	-	-	9	6.5	7.56	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	8	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	8	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	4.25	4	3.63	3.5	4	3.3
Pot Cap-1 Maneuver	1615	-	-	1305	-	-	91	204	799	199	200	1078
Stage 1	-	-	-	-	-	-	127	284	-	1007	886	-
Stage 2	-	-	-	-	-	-	836	886	-	269	280	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1615	-	-	1305	-	-	71	150	799	152	147	1078
Mov Cap-2 Maneuver	-	-	-	-	-	-	71	150	-	152	147	-
Stage 1	-	-	-	-	-	-	93	208	-	738	886	-
Stage 2	-	-	-	-	-	-	820	886	-	190	205	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	5	0	32.4	8.4
HCM LOS			D	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	155	1615	-	-	1305	-	-	1078
HCM Lane V/C Ratio	0.155	0.267	-	-	-	-	-	0.019
HCM Ctrl Dly (s/v)	32.4	8	-	-	0	-	-	8.4
HCM Lane LOS	D	A	-	-	A	-	-	A
HCM 95th %tile Q (veh)	0.5	1.1	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	0

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

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1	0	0	1	0	0	2	2	1	2	2	1
Stage 1	-	-	-	-	-	-	1	1	-	1	1	-
Stage 2	-	-	-	-	-	-	1	1	-	1	1	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1622	-	-	1622	-	-	1020	894	1084	1020	894	1084
Stage 1	-	-	-	-	-	-	1022	895	-	1022	895	-
Stage 2	-	-	-	-	-	-	1022	895	-	1022	895	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1622	-	-	1622	-	-	1020	894	1084	1020	894	1084
Mov Cap-2 Maneuver	-	-	-	-	-	-	1020	894	-	1020	894	-
Stage 1	-	-	-	-	-	-	1022	895	-	1022	895	-
Stage 2	-	-	-	-	-	-	1022	895	-	1022	895	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0	0	0
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1622	-	-	1622	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Ctrl Dly (s/v)	0	0	-	-	0	-	-	0
HCM Lane LOS	A	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	0	7	276	3	26	219
Future Vol, veh/h	0	7	276	3	26	219
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	550	-	-	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	25	44	78	38	63	93
Heavy Vehicles, %	0	85	0	0	12	2
Mvmt Flow	0	16	354	8	41	235

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	558	181	0	0	362	0
Stage 1	358	-	-	-	-	-
Stage 2	200	-	-	-	-	-
Critical Hdwy	6.8	8.6	-	-	4.34	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	4.15	-	-	2.32	-
Pot Cap-1 Maneuver	464	624	-	-	1124	-
Stage 1	684	-	-	-	-	-
Stage 2	820	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	447	624	-	-	1124	-
Mov Cap-2 Maneuver	447	-	-	-	-	-
Stage 1	684	-	-	-	-	-
Stage 2	790	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	10.9	0	1.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	624	1124	-
HCM Lane V/C Ratio	-	-	-	0.025	0.037	-
HCM Ctrl Dly (s/v)	-	-	0	10.9	8.3	-
HCM Lane LOS	-	-	A	B	A	-
HCM 95th %tile Q (veh)	-	-	-	0.1	0.1	-

Intersection	
Int Delay, s/veh	3.3

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	7	53	74	0	0	5	0	0	0	0	0	0	5
Future Vol, veh/h	7	53	74	0	0	5	0	0	0	0	0	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	120	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	58	56	92	92	63	25	92	92	92	25	92	63
Heavy Vehicles, %	2	2	0	2	2	0	0	2	2	2	0	2	0
Mvmt Flow	8	91	132	0	0	8	0	0	0	0	0	0	8

Major/Minor	Major1				Major2			Minor1			Minor2		
Conflicting Flow All	8	8	0	0	-	-	0	318	338	132	-	338	4
Stage 1	-	-	-	-	-	-	-	314	330	-	-	8	-
Stage 2	-	-	-	-	-	-	-	4	8	-	-	330	-
Critical Hdwy	6.93	4.13	-	-	-	-	-	7.33	6.53	6.23	-	6.53	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	-	6.13	5.53	-	-	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	6.53	5.53	-	-	5.53	-
Follow-up Hdwy	3.119	2.219	-	-	-	-	-	3.519	4.019	3.319	-	4.019	3.3
Pot Cap-1 Maneuver	1141	1611	-	-	0	-	-	623	582	917	0	582	1085
Stage 1	-	-	-	-	0	-	-	696	645	-	0	889	-
Stage 2	-	-	-	-	0	-	-	1018	889	-	0	645	-
Platoon blocked, %			-	-		-	-						
Mov Cap-1 Maneuver	1561	1561	-	-	-	-	-	589	545	917	-	545	1085
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	589	545	-	-	545	-
Stage 1	-	-	-	-	-	-	-	652	604	-	-	889	-
Stage 2	-	-	-	-	-	-	-	1011	889	-	-	604	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	3.2	0	0	8.3
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	-	1561	-	-	-	-	1085
HCM Lane V/C Ratio	-	0.063	-	-	-	-	0.007
HCM Ctrl Dly (s/v)	0	7.5	-	-	-	-	8.3
HCM Lane LOS	A	A	-	-	-	-	A
HCM 95th %tile Q (veh)	-	0.2	-	-	-	-	0

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
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	0	0	0	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1	0	-	1
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.14	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.22	-	-	3.32
Pot Cap-1 Maneuver	-	-	1620	-	0	1083
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1620	-	-	1083
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1620	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q (veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
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	0	0	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1	0	-	0	1	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	0	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1622	-	-	-	1022	1084
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1622	-	-	-	1022	1084
Mov Cap-2 Maneuver	-	-	-	-	1022	-
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1622	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q (veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	0.9

Movement	WBU	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Vol, veh/h	6	4	72	256	10	49	1335
Future Vol, veh/h	6	4	72	256	10	49	1335
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	-	None	-	None	-	None
Storage Length	-	0	0	-	-	0	-
Veh in Median Storage, #	-	0	-	0	-	-	0
Grade, %	-	0	-	0	-	-	0
Peak Hour Factor	92	75	72	78	53	64	81
Heavy Vehicles, %	2	33	15	3	33	0	2
Mvmt Flow	7	5	100	328	19	77	1648

Major/Minor	Minor1			Major1		Major2	
Conflicting Flow All	0	1316	174	0	0	347	0
Stage 1	0	338	-	-	-	-	-
Stage 2	0	978	-	-	-	-	-
Critical Hdwy	-	7.46	7.2	-	-	4.1	-
Critical Hdwy Stg 1	-	6.46	-	-	-	-	-
Critical Hdwy Stg 2	-	6.46	-	-	-	-	-
Follow-up Hdwy	-	3.83	3.45	-	-	2.2	-
Pot Cap-1 Maneuver	0	114	800	-	-	1223	-
Stage 1	0	610	-	-	-	-	-
Stage 2	0	261	-	-	-	-	-
Platoon blocked, %	-			-	-		-
Mov Cap-1 Maneuver	0	107	800	-	-	1223	-
Mov Cap-2 Maneuver	0	107	-	-	-	-	-
Stage 1	0	610	-	-	-	-	-
Stage 2	0	245	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	11.6	0	0.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	107	800	1223	-
HCM Lane V/C Ratio	-	-	0.05	0.125	0.063	-
HCM Ctrl Dly (s/v)	-	-	40.4	10.1	8.1	-
HCM Lane LOS	-	-	E	B	A	-
HCM 95th %tile Q (veh)	-	-	0.2	0.4	0.2	-

Intersection	
Int Delay, s/veh	7.8

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations														
Traffic Vol, veh/h	2	12	23	0	1	2	153	0	1	0	0	0	1	241
Future Vol, veh/h	2	12	23	0	1	2	153	0	1	0	0	0	1	241
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	-	None	-	-	-	None	-	-	None	-	-	None
Storage Length	-	100	-	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	-	0	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	60	53	43	92	25	75	25	50	25	25	55	55	55
Heavy Vehicles, %	2	0	0	75	2	0	17	0	75	0	33	0	0	0
Mvmt Flow	2	20	43	0	1	8	204	0	2	0	0	0	2	438

Major/Minor	Major1				Major2				Minor1			Minor2		
Conflicting Flow All	204	204	0	0	43	43	0	0	208	309	22	288	309	102
Stage 1	-	-	-	-	-	-	-	-	87	87	-	222	222	-
Stage 2	-	-	-	-	-	-	-	-	121	222	-	66	87	-
Critical Hdwy	6.44	4.1	-	-	6.44	4.1	-	-	9	6.5	7.56	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	8	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	8	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.52	2.2	-	-	2.52	2.2	-	-	4.25	4	3.63	3.5	4	3.3
Pot Cap-1 Maneuver	1064	1380	-	-	1343	1579	-	-	568	609	958	647	609	940
Stage 1	-	-	-	-	-	-	-	-	735	827	-	766	723	-
Stage 2	-	-	-	-	-	-	-	-	695	723	-	943	827	-
Platoon blocked, %			-	-			-	-						
Mov Cap-1 Maneuver	1286	1286	-	-	1546	1546	-	-	297	595	958	636	595	940
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	297	595	-	636	595	-
Stage 1	-	-	-	-	-	-	-	-	723	813	-	753	719	-
Stage 2	-	-	-	-	-	-	-	-	368	719	-	927	813	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	2.7	0.3	17.2	12.2
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	297	1286	-	-	1546	-	-	938
HCM Lane V/C Ratio	0.007	0.017	-	-	0.006	-	-	0.469
HCM Ctrl Dly (s/v)	17.2	7.8	-	-	7.3	-	-	12.2
HCM Lane LOS	C	A	-	-	A	-	-	B
HCM 95th %tile Q (veh)	0	0.1	-	-	0	-	-	2.5

Intersection	
Int Delay, s/veh	0

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

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1	0	0	1	0	0	2	2	1	2	2	1
Stage 1	-	-	-	-	-	-	1	1	-	1	1	-
Stage 2	-	-	-	-	-	-	1	1	-	1	1	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1622	-	-	1622	-	-	1020	894	1084	1020	894	1084
Stage 1	-	-	-	-	-	-	1022	895	-	1022	895	-
Stage 2	-	-	-	-	-	-	1022	895	-	1022	895	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1622	-	-	1622	-	-	1020	894	1084	1020	894	1084
Mov Cap-2 Maneuver	-	-	-	-	-	-	1020	894	-	1020	894	-
Stage 1	-	-	-	-	-	-	1022	895	-	1022	895	-
Stage 2	-	-	-	-	-	-	1022	895	-	1022	895	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0	0	0
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1622	-	-	1622	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Ctrl Dly (s/v)	0	0	-	-	0	-	-	0
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q (veh)	-	0	-	-	0	-	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBU	SBL	SBT
Lane Configurations							
Traffic Vol, veh/h	1	12	478	4	1	4	280
Future Vol, veh/h	1	12	478	4	1	4	280
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	-	None
Storage Length	0	550	-	-	-	0	-
Veh in Median Storage, #	0	-	0	-	-	-	0
Grade, %	0	-	0	-	-	-	0
Peak Hour Factor	25	44	78	38	92	63	93
Heavy Vehicles, %	0	85	0	0	2	12	2
Mvmt Flow	4	27	613	11	1	6	301

Major/Minor	Minor1		Major1		Major2		
Conflicting Flow All	784	312	0	0	623	624	0
Stage 1	619	-	-	-	-	-	-
Stage 2	165	-	-	-	-	-	-
Critical Hdwy	6.8	8.6	-	-	6.44	4.34	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.15	-	-	2.52	2.32	-
Pot Cap-1 Maneuver	334	490	-	-	578	888	-
Stage 1	505	-	-	-	-	-	-
Stage 2	853	-	-	-	-	-	-
Platoon blocked, %			-	-			-
Mov Cap-1 Maneuver	331	490	-	-	819	819	-
Mov Cap-2 Maneuver	331	-	-	-	-	-	-
Stage 1	505	-	-	-	-	-	-
Stage 2	845	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	13.2	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	331	490	819	-
HCM Lane V/C Ratio	-	-	0.012	0.056	0.009	-
HCM Ctrl Dly (s/v)	-	-	16	12.8	9.4	-
HCM Lane LOS	-	-	C	B	A	-
HCM 95th %tile Q (veh)	-	-	0	0.2	0	-

Intersection	
Int Delay, s/veh	5.5

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	1	8	10	0	0	57	2	0	0	0	0	0	102
Future Vol, veh/h	1	8	10	0	0	57	2	0	0	0	0	0	102
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	120	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	58	56	92	92	63	25	92	92	92	25	92	63
Heavy Vehicles, %	2	2	0	2	2	0	0	2	2	2	0	2	0
Mvmt Flow	1	14	18	0	0	90	8	0	0	0	0	0	162

Major/Minor	Major1				Major2			Minor1			Minor2		
Conflicting Flow All	98	98	0	0	-	-	0	91	146	18	-	142	49
Stage 1	-	-	-	-	-	-	-	46	48	-	-	94	-
Stage 2	-	-	-	-	-	-	-	45	98	-	-	48	-
Critical Hdwy	6.93	4.13	-	-	-	-	-	7.33	6.53	6.23	-	6.53	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	-	6.13	5.53	-	-	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	6.53	5.53	-	-	5.53	-
Follow-up Hdwy	3.119	2.219	-	-	-	-	-	3.519	4.019	3.319	-	4.019	3.3
Pot Cap-1 Maneuver	997	1494	-	-	0	-	-	888	745	1060	0	749	1016
Stage 1	-	-	-	-	0	-	-	967	855	-	0	817	-
Stage 2	-	-	-	-	0	-	-	964	813	-	0	855	-
Platoon blocked, %			-	-		-	-						
Mov Cap-1 Maneuver	1425	1425	-	-	-	-	-	741	737	1060	-	741	1016
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	741	737	-	-	741	-
Stage 1	-	-	-	-	-	-	-	956	846	-	-	817	-
Stage 2	-	-	-	-	-	-	-	810	813	-	-	846	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	3.4	0	0	9.2
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	-	1425	-	-	-	-	1016
HCM Lane V/C Ratio	-	0.01	-	-	-	-	0.159
HCM Ctrl Dly (s/v)	0	7.6	-	-	-	-	9.2
HCM Lane LOS	A	A	-	-	-	-	A
HCM 95th %tile Q (veh)	-	0	-	-	-	-	0.6

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
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	0	0	0	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1	0	-	1
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.14	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.22	-	-	3.32
Pot Cap-1 Maneuver	-	-	1620	-	0	1083
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1620	-	-	1083
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1620	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q (veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
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	0	0	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1	0	-	0	1	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	0	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1622	-	-	-	1022	1084
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1622	-	-	-	1022	1084
Mov Cap-2 Maneuver	-	-	-	-	1022	-
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1622	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q (veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	7.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	138	259	38	386	267
Future Vol, veh/h	10	138	259	38	386	267
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	0	-	-	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	75	72	78	53	64	81
Heavy Vehicles, %	33	15	3	33	0	2
Mvmt Flow	13	192	332	72	603	330

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1739	202	0	0	404	0
Stage 1	368	-	-	-	-	-
Stage 2	1371	-	-	-	-	-
Critical Hdwy	7.46	7.2	-	-	4.1	-
Critical Hdwy Stg 1	6.46	-	-	-	-	-
Critical Hdwy Stg 2	6.46	-	-	-	-	-
Follow-up Hdwy	3.83	3.45	-	-	2.2	-
Pot Cap-1 Maneuver	56	766	-	-	1166	-
Stage 1	587	-	-	-	-	-
Stage 2	153	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	27	766	-	-	1166	-
Mov Cap-2 Maneuver	27	-	-	-	-	-
Stage 1	587	-	-	-	-	-
Stage 2	74	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	25.6	0	7.3
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	27	766	1166	-
HCM Lane V/C Ratio	-	-	0.494	0.25	0.517	-
HCM Ctrl Dly (s/v)	-	-	230.8	11.3	11.3	-
HCM Lane LOS	-	-	F	B	B	-
HCM 95th %tile Q (veh)	-	-	1.5	1	3.1	-

Intersection	
Int Delay, s/veh	4.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	259	172	15	0	130	0	4	1	3	0	0	11
Future Vol, veh/h	259	172	15	0	130	0	4	1	3	0	0	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	60	53	43	25	75	25	50	25	25	55	55	55
Heavy Vehicles, %	0	0	75	0	17	0	75	0	33	0	0	0
Mvmt Flow	432	325	35	0	173	0	8	4	12	0	0	20

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	173	0	0	360	0	0	1294	1380	343	1388	1397	87
Stage 1	-	-	-	-	-	-	1207	1207	-	173	173	-
Stage 2	-	-	-	-	-	-	87	173	-	1215	1224	-
Critical Hdwy	4.1	-	-	4.1	-	-	8.425	6.5	6.695	7.3	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	7.225	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	7.625	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	4.2125	4	3.6135	3.5	4	3.3
Pot Cap-1 Maneuver	1416	-	-	1210	-	-	80	146	622	112	142	961
Stage 1	-	-	-	-	-	-	142	259	-	818	760	-
Stage 2	-	-	-	-	-	-	748	760	-	224	254	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1416	-	-	1210	-	-	60	101	622	82	99	961
Mov Cap-2 Maneuver	-	-	-	-	-	-	60	101	-	82	99	-
Stage 1	-	-	-	-	-	-	99	180	-	569	760	-
Stage 2	-	-	-	-	-	-	732	760	-	149	177	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	4.7	0	40.5	8.8
HCM LOS			E	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	125	1416	-	-	1210	-	-	961
HCM Lane V/C Ratio	0.192	0.305	-	-	-	-	-	0.021
HCM Ctrl Dly (s/v)	40.5	8.7	-	-	0	-	-	8.8
HCM Lane LOS	E	A	-	-	A	-	-	A
HCM 95th %tile Q (veh)	0.7	1.3	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	50	0	0	14	0	3	0	0	3	0	4
Future Vol, veh/h	0	50	0	0	14	0	3	0	0	3	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	54	0	0	15	0	3	0	0	3	0	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	15	0	0	54	0	0	71	69	54	69	69	15
Stage 1	-	-	-	-	-	-	54	54	-	15	15	-
Stage 2	-	-	-	-	-	-	17	15	-	54	54	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1603	-	-	1551	-	-	920	822	1013	923	822	1065
Stage 1	-	-	-	-	-	-	958	850	-	1005	883	-
Stage 2	-	-	-	-	-	-	1002	883	-	958	850	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1603	-	-	1551	-	-	916	822	1013	923	822	1065
Mov Cap-2 Maneuver	-	-	-	-	-	-	916	822	-	923	822	-
Stage 1	-	-	-	-	-	-	958	850	-	1005	883	-
Stage 2	-	-	-	-	-	-	998	883	-	958	850	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0	8.9	8.6
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	916	1603	-	-	1551	-	-	999
HCM Lane V/C Ratio	0.004	-	-	-	-	-	-	0.008
HCM Ctrl Dly (s/v)	8.9	0	-	-	0	-	-	8.6
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q (veh)	0	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	1.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	14	283	7	43	226
Future Vol, veh/h	7	14	283	7	43	226
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	550	-	-	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	25	44	78	38	63	93
Heavy Vehicles, %	0	85	0	0	12	2
Mvmt Flow	28	32	363	18	68	243

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	751	372	0	0	381	0
Stage 1	372	-	-	-	-	-
Stage 2	379	-	-	-	-	-
Critical Hdwy	6.4	7.05	-	-	4.22	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	4.065	-	-	2.308	-
Pot Cap-1 Maneuver	381	523	-	-	1125	-
Stage 1	702	-	-	-	-	-
Stage 2	696	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	358	523	-	-	1125	-
Mov Cap-2 Maneuver	358	-	-	-	-	-
Stage 1	702	-	-	-	-	-
Stage 2	654	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	14	0	1.8
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	358	523	1125	-
HCM Lane V/C Ratio	-	-	0.078	0.061	0.061	-
HCM Ctrl Dly (s/v)	-	-	15.9	12.3	8.4	-
HCM Lane LOS	-	-	C	B	A	-
HCM 95th %tile Q (veh)	-	-	0.3	0.2	0.2	-

Intersection	
Int Delay, s/veh	5.5

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	79	53	74	7	0	5	0	46	0	0	0	0	5
Future Vol, veh/h	79	53	74	7	0	5	0	46	0	0	0	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	120	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	58	56	92	92	63	25	92	92	92	25	92	63
Heavy Vehicles, %	2	2	0	2	2	0	0	2	2	2	0	2	0
Mvmt Flow	86	91	132	8	0	8	0	50	0	0	0	0	8

Major/Minor	Major1				Major2			Minor1			Minor2		
Conflicting Flow All	8	8	0	0	-	-	0	318	494	132	-	502	4
Stage 1	-	-	-	-	-	-	-	314	486	-	-	8	-
Stage 2	-	-	-	-	-	-	-	4	8	-	-	494	-
Critical Hdwy	6.93	4.13	-	-	-	-	-	7.33	6.53	6.23	-	6.53	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	-	6.13	5.53	-	-	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	6.53	5.53	-	-	5.53	-
Follow-up Hdwy	3.119	2.219	-	-	-	-	-	3.519	4.019	3.319	-	4.019	3.3
Pot Cap-1 Maneuver	1141	1611	-	-	0	-	-	623	476	917	0	471	1085
Stage 1	-	-	-	-	0	-	-	696	550	-	0	889	-
Stage 2	-	-	-	-	0	-	-	1018	889	-	0	546	-
Platoon blocked, %			-	-		-	-						
Mov Cap-1 Maneuver	1340	1340	-	-	-	-	-	556	413	917	-	409	1085
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	556	413	-	-	409	-
Stage 1	-	-	-	-	-	-	-	604	477	-	-	889	-
Stage 2	-	-	-	-	-	-	-	1011	889	-	-	474	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	4.5	0	12.1	8.3
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	556	1340	-	-	-	-	1085
HCM Lane V/C Ratio	0.09	0.132	-	-	-	-	0.007
HCM Ctrl Dly (s/v)	12.1	8.1	-	-	-	-	8.3
HCM Lane LOS	B	A	-	-	-	-	A
HCM 95th %tile Q (veh)	0.3	0.5	-	-	-	-	0

Intersection	
Int Delay, s/veh	1.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	138	37	0	130	0	72
Future Vol, veh/h	138	37	0	130	0	72
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	150	40	0	141	0	78

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	190	0	-	75
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.14	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.22	-	-	3.32
Pot Cap-1 Maneuver	-	-	1381	-	0	971
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1381	-	-	971
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	971	-	-	1381	-
HCM Lane V/C Ratio	0.081	-	-	-	-
HCM Ctrl Dly (s/v)	9	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q (veh)	0.3	-	-	0	-

Intersection	
Int Delay, s/veh	7.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	24	0	0	0	0	13
Future Vol, veh/h	24	0	0	0	0	13
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	26	0	0	0	0	14

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1	0	-	0	53	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	52	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1622	-	-	-	955	1084
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	970	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1622	-	-	-	940	1084
Mov Cap-2 Maneuver	-	-	-	-	940	-
Stage 1	-	-	-	-	1006	-
Stage 2	-	-	-	-	970	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	7.3	0	8.4
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1622	-	-	-	1084
HCM Lane V/C Ratio	0.016	-	-	-	0.013
HCM Ctrl Dly (s/v)	7.3	0	-	-	8.4
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q (veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	1.7

Movement	WBU	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Vol, veh/h	6	7	122	259	20	109	1360
Future Vol, veh/h	6	7	122	259	20	109	1360
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	-	None	-	None	-	None
Storage Length	-	0	0	-	-	0	-
Veh in Median Storage, #	-	0	-	0	-	-	0
Grade, %	-	0	-	0	-	-	0
Peak Hour Factor	92	75	72	78	53	64	81
Heavy Vehicles, %	2	33	15	3	33	0	2
Mvmt Flow	7	9	169	332	38	170	1679

Major/Minor	Minor1			Major1		Major2	
Conflicting Flow All	0	1531	185	0	0	370	0
Stage 1	0	351	-	-	-	-	-
Stage 2	0	1180	-	-	-	-	-
Critical Hdwy	-	7.46	7.2	-	-	4.1	-
Critical Hdwy Stg 1	-	6.46	-	-	-	-	-
Critical Hdwy Stg 2	-	6.46	-	-	-	-	-
Follow-up Hdwy	-	3.83	3.45	-	-	2.2	-
Pot Cap-1 Maneuver	0	80	787	-	-	1200	-
Stage 1	0	600	-	-	-	-	-
Stage 2	0	199	-	-	-	-	-
Platoon blocked, %	-			-	-		-
Mov Cap-1 Maneuver	0	69	787	-	-	1200	-
Mov Cap-2 Maneuver	0	69	-	-	-	-	-
Stage 1	0	600	-	-	-	-	-
Stage 2	0	171	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	13.6	0	0.8
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	69	787	1200	-
HCM Lane V/C Ratio	-	-	0.135	0.215	0.142	-
HCM Ctrl Dly (s/v)	-	-	65.2	10.8	8.5	-
HCM Lane LOS	-	-	F	B	A	-
HCM 95th %tile Q (veh)	-	-	0.4	0.8	0.5	-

Intersection	
Int Delay, s/veh	6.5

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations														
Traffic Vol, veh/h	2	12	88	5	1	2	206	0	1	0	0	0	1	241
Future Vol, veh/h	2	12	88	5	1	2	206	0	1	0	0	0	1	241
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	-	None	-	-	-	None	-	-	None	-	-	None
Storage Length	-	100	-	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	-	0	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	60	53	43	92	25	75	25	50	25	25	55	55	55
Heavy Vehicles, %	2	0	0	75	2	0	17	0	75	0	33	0	0	0
Mvmt Flow	2	20	166	12	1	8	275	0	2	0	0	0	2	438

Major/Minor	Major1				Major2				Minor1			Minor2		
Conflicting Flow All	275	275	0	0	178	178	0	0	373	509	89	420	515	138
Stage 1	-	-	-	-	-	-	-	-	216	216	-	293	293	-
Stage 2	-	-	-	-	-	-	-	-	157	293	-	127	222	-
Critical Hdwy	6.44	4.1	-	-	6.44	4.1	-	-	9	6.5	7.56	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	8	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	8	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.52	2.2	-	-	2.52	2.2	-	-	4.25	4	3.63	3.5	4	3.3
Pot Cap-1 Maneuver	960	1300	-	-	1105	1410	-	-	412	470	860	522	466	891
Stage 1	-	-	-	-	-	-	-	-	594	728	-	696	674	-
Stage 2	-	-	-	-	-	-	-	-	655	674	-	869	723	-
Platoon blocked, %			-	-			-	-						
Mov Cap-1 Maneuver	1199	1199	-	-	1365	1365	-	-	205	458	860	512	454	891
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	205	458	-	512	454	-
Stage 1	-	-	-	-	-	-	-	-	583	715	-	683	669	-
Stage 2	-	-	-	-	-	-	-	-	330	669	-	853	710	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.9	0.2	22.7	13
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	205	1199	-	-	1365	-	-	887
HCM Lane V/C Ratio	0.01	0.018	-	-	0.007	-	-	0.496
HCM Ctrl Dly (s/v)	22.7	8.1	-	-	7.7	-	-	13
HCM Lane LOS	C	A	-	-	A	-	-	B
HCM 95th %tile Q (veh)	0	0.1	-	-	0	-	-	2.8

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	38	0	0	6	0	6	0	0	0	0	7
Future Vol, veh/h	0	38	0	0	6	0	6	0	0	0	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	41	0	0	7	0	7	0	0	0	0	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	7	0	0	41	0	0	52	48	41	48	48	7
Stage 1	-	-	-	-	-	-	41	41	-	7	7	-
Stage 2	-	-	-	-	-	-	11	7	-	41	41	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1614	-	-	1568	-	-	947	844	1030	953	844	1075
Stage 1	-	-	-	-	-	-	974	861	-	1015	890	-
Stage 2	-	-	-	-	-	-	1010	890	-	974	861	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1614	-	-	1568	-	-	940	844	1030	953	844	1075
Mov Cap-2 Maneuver	-	-	-	-	-	-	940	844	-	953	844	-
Stage 1	-	-	-	-	-	-	974	861	-	1015	890	-
Stage 2	-	-	-	-	-	-	1003	890	-	974	861	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0	8.9	8.4
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	940	1614	-	-	1568	-	-	1075
HCM Lane V/C Ratio	0.007	-	-	-	-	-	-	0.007
HCM Ctrl Dly (s/v)	8.9	0	-	-	0	-	-	8.4
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q (veh)	0	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBT	NBR	SBU	SBL	SBT
Lane Configurations							
Traffic Vol, veh/h	4	15	488	9	1	29	283
Future Vol, veh/h	4	15	488	9	1	29	283
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	-	None
Storage Length	0	550	-	-	-	0	-
Veh in Median Storage, #	0	-	0	-	-	-	0
Grade, %	0	-	0	-	-	-	0
Peak Hour Factor	25	44	78	38	92	63	93
Heavy Vehicles, %	0	85	0	0	2	12	2
Mvmt Flow	16	34	626	24	1	46	304

Major/Minor	Minor1		Major1		Major2		
Conflicting Flow All	1034	638	0	0	-	650	0
Stage 1	638	-	-	-	-	-	-
Stage 2	396	-	-	-	-	-	-
Critical Hdwy	6.4	7.05	-	-	-	4.22	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.065	-	-	-	2.308	-
Pot Cap-1 Maneuver	259	356	-	-	-	890	-
Stage 1	530	-	-	-	-	-	-
Stage 2	684	-	-	-	-	-	-
Platoon blocked, %			-	-			-
Mov Cap-1 Maneuver	259	356	-	-	~ -46	~ -46	-
Mov Cap-2 Maneuver	259	-	-	-	-	-	-
Stage 1	530	-	-	-	-	-	-
Stage 2	684	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	17.3	0	
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	259	356	+	-
HCM Lane V/C Ratio	-	-	0.062	0.096	-	-
HCM Ctrl Dly (s/v)	-	-	19.8	16.2	-	-
HCM Lane LOS	-	-	C	C	-	-
HCM 95th %tile Q (veh)	-	-	0.2	0.3	-	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	6

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	34	8	10	10	0	57	2	21	0	0	0	0	102
Future Vol, veh/h	34	8	10	10	0	57	2	21	0	0	0	0	102
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	120	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	58	56	92	92	63	25	92	92	92	25	92	63
Heavy Vehicles, %	2	2	0	2	2	0	0	2	2	2	0	2	0
Mvmt Flow	37	14	18	11	0	90	8	23	0	0	0	0	162

Major/Minor	Major1				Major2			Minor1			Minor2		
Conflicting Flow All	98	98	0	0	-	-	0	97	224	24	-	225	49
Stage 1	-	-	-	-	-	-	-	52	126	-	-	94	-
Stage 2	-	-	-	-	-	-	-	45	98	-	-	131	-
Critical Hdwy	6.93	4.13	-	-	-	-	-	7.33	6.53	6.23	-	6.53	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	-	6.13	5.53	-	-	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	6.53	5.53	-	-	5.53	-
Follow-up Hdwy	3.119	2.219	-	-	-	-	-	3.519	4.019	3.319	-	4.019	3.3
Pot Cap-1 Maneuver	997	1494	-	-	0	-	-	880	674	1052	0	674	1016
Stage 1	-	-	-	-	0	-	-	960	791	-	0	817	-
Stage 2	-	-	-	-	0	-	-	964	813	-	0	787	-
Platoon blocked, %			-	-		-	-						
Mov Cap-1 Maneuver	1006	1006	-	-	-	-	-	711	640	1052	-	640	1016
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	711	640	-	-	640	-
Stage 1	-	-	-	-	-	-	-	911	751	-	-	817	-
Stage 2	-	-	-	-	-	-	-	810	813	-	-	747	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	5.6	0	10.2	9.2
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	711	1006	-	-	-	-	1016
HCM Lane V/C Ratio	0.032	0.05	-	-	-	-	0.159
HCM Ctrl Dly (s/v)	10.2	8.8	-	-	-	-	9.2
HCM Lane LOS	B	A	-	-	-	-	A
HCM 95th %tile Q (veh)	0.1	0.2	-	-	-	-	0.6

Intersection	
Int Delay, s/veh	0.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	34	55	0	209	0	33
Future Vol, veh/h	34	55	0	209	0	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	37	60	0	227	0	36

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	97	0	-	49
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.14	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.22	-	-	3.32
Pot Cap-1 Maneuver	-	-	1494	-	0	1009
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1494	-	-	1009
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	8.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1009	-	-	1494	-
HCM Lane V/C Ratio	0.036	-	-	-	-
HCM Ctrl Dly (s/v)	8.7	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q (veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	7.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	35	0	0	0	0	6
Future Vol, veh/h	35	0	0	0	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	38	0	0	0	0	7

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1	0	-	0	77	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	76	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1622	-	-	-	926	1084
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	947	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1622	-	-	-	905	1084
Mov Cap-2 Maneuver	-	-	-	-	905	-
Stage 1	-	-	-	-	998	-
Stage 2	-	-	-	-	947	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	7.3	0	8.3
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1622	-	-	-	1084
HCM Lane V/C Ratio	0.023	-	-	-	0.006
HCM Ctrl Dly (s/v)	7.3	0	-	-	8.3
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q (veh)	0.1	-	-	-	0

Intersection	
Int Delay, s/veh	8.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	4	36	339	42	465	336
Future Vol, veh/h	4	36	339	42	465	336
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	0	-	-	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	75	72	78	53	64	81
Heavy Vehicles, %	33	15	3	33	0	2
Mvmt Flow	5	50	435	79	727	415

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2137	257	0	0	514	0
Stage 1	475	-	-	-	-	-
Stage 2	1662	-	-	-	-	-
Critical Hdwy	7.46	7.2	-	-	4.1	-
Critical Hdwy Stg 1	6.46	-	-	-	-	-
Critical Hdwy Stg 2	6.46	-	-	-	-	-
Follow-up Hdwy	3.83	3.45	-	-	2.2	-
Pot Cap-1 Maneuver	28	704	-	-	1062	-
Stage 1	511	-	-	-	-	-
Stage 2	102	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	9	704	-	-	1062	-
Mov Cap-2 Maneuver	9	-	-	-	-	-
Stage 1	511	-	-	-	-	-
Stage 2	32	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	72.4	0	9.8
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	9	704	1062	-
HCM Lane V/C Ratio	-	-	0.593	0.071	0.684	-
HCM Ctrl Dly (s/v)	-	-	$ 652.6	10.5	15.4	-
HCM Lane LOS	-	-	F	B	C	-
HCM 95th %tile Q (veh)	-	-	1.2	0.2	5.7	-

Intersection	
Int Delay, s/veh	8.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	347	172	17	0	17	0	6	1	4	0	0	15
Future Vol, veh/h	347	172	17	0	17	0	6	1	4	0	0	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	60	53	43	25	75	25	50	25	25	55	55	55
Heavy Vehicles, %	0	0	75	0	17	0	75	0	33	0	0	0
Mvmt Flow	578	325	40	0	23	0	12	4	16	0	0	27

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	23	0	0	365	0	0	1513	1524	183	1344	1544	12
Stage 1	-	-	-	-	-	-	1501	1501	-	23	23	-
Stage 2	-	-	-	-	-	-	12	23	-	1321	1521	-
Critical Hdwy	4.1	-	-	4.1	-	-	9	6.5	7.56	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	8	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	8	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	4.25	4	3.63	3.5	4	3.3
Pot Cap-1 Maneuver	1605	-	-	1205	-	-	41	119	740	112	116	1072
Stage 1	-	-	-	-	-	-	64	187	-	998	880	-
Stage 2	-	-	-	-	-	-	831	880	-	168	183	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1605	-	-	1205	-	-	29	76	740	76	74	1072
Mov Cap-2 Maneuver	-	-	-	-	-	-	29	76	-	76	74	-
Stage 1	-	-	-	-	-	-	41	120	-	639	880	-
Stage 2	-	-	-	-	-	-	810	880	-	102	117	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	5.2	0	102.8	8.4
HCM LOS			F	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	66	1605	-	-	1205	-	-	1072
HCM Lane V/C Ratio	0.485	0.36	-	-	-	-	-	0.025
HCM Ctrl Dly (s/v)	102.8	8.5	-	-	0	-	-	8.4
HCM Lane LOS	F	A	-	-	A	-	-	A
HCM 95th %tile Q (veh)	1.9	1.7	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	0

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

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1	0	0	1	0	0	2	2	1	2	2	1
Stage 1	-	-	-	-	-	-	1	1	-	1	1	-
Stage 2	-	-	-	-	-	-	1	1	-	1	1	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1622	-	-	1622	-	-	1020	894	1084	1020	894	1084
Stage 1	-	-	-	-	-	-	1022	895	-	1022	895	-
Stage 2	-	-	-	-	-	-	1022	895	-	1022	895	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1622	-	-	1622	-	-	1020	894	1084	1020	894	1084
Mov Cap-2 Maneuver	-	-	-	-	-	-	1020	894	-	1020	894	-
Stage 1	-	-	-	-	-	-	1022	895	-	1022	895	-
Stage 2	-	-	-	-	-	-	1022	895	-	1022	895	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0	0	0
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1622	-	-	1622	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Ctrl Dly (s/v)	0	0	-	-	0	-	-	0
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q (veh)	-	0	-	-	0	-	-	-

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	10	371	4	35	295
Future Vol, veh/h	0	10	371	4	35	295
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	550	-	-	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	25	44	78	38	63	93
Heavy Vehicles, %	0	85	0	0	12	2
Mvmt Flow	0	23	476	11	56	317

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	753	244	0	0	487	0
Stage 1	482	-	-	-	-	-
Stage 2	271	-	-	-	-	-
Critical Hdwy	6.8	8.6	-	-	4.34	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	4.15	-	-	2.32	-
Pot Cap-1 Maneuver	350	556	-	-	1005	-
Stage 1	593	-	-	-	-	-
Stage 2	756	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	330	556	-	-	1005	-
Mov Cap-2 Maneuver	330	-	-	-	-	-
Stage 1	593	-	-	-	-	-
Stage 2	714	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	11.8	0	1.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	556	1005	-
HCM Lane V/C Ratio	-	-	-	0.041	0.055	-
HCM Ctrl Dly (s/v)	-	-	0	11.8	8.8	-
HCM Lane LOS	-	-	A	B	A	-
HCM 95th %tile Q (veh)	-	-	-	0.1	0.2	-

Intersection	
Int Delay, s/veh	3.3

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	10	71	100	0	0	5	0	0	0	0	0	0	7
Future Vol, veh/h	10	71	100	0	0	5	0	0	0	0	0	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	120	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	58	56	92	92	63	25	92	92	92	25	92	63
Heavy Vehicles, %	2	2	0	2	2	0	0	2	2	2	0	2	0
Mvmt Flow	11	122	179	0	0	8	0	0	0	0	0	0	11

Major/Minor	Major1				Major2			Minor1			Minor2		
Conflicting Flow All	8	8	0	0	-	-	0	427	453	179	-	453	4
Stage 1	-	-	-	-	-	-	-	423	445	-	-	8	-
Stage 2	-	-	-	-	-	-	-	4	8	-	-	445	-
Critical Hdwy	6.93	4.13	-	-	-	-	-	7.33	6.53	6.23	-	6.53	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	-	6.13	5.53	-	-	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	6.53	5.53	-	-	5.53	-
Follow-up Hdwy	3.119	2.219	-	-	-	-	-	3.519	4.019	3.319	-	4.019	3.3
Pot Cap-1 Maneuver	1141	1611	-	-	0	-	-	525	502	863	0	502	1085
Stage 1	-	-	-	-	0	-	-	608	574	-	0	889	-
Stage 2	-	-	-	-	0	-	-	1018	889	-	0	574	-
Platoon blocked, %			-	-		-	-						
Mov Cap-1 Maneuver	1558	1558	-	-	-	-	-	486	459	863	-	459	1085
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	486	459	-	-	459	-
Stage 1	-	-	-	-	-	-	-	556	525	-	-	889	-
Stage 2	-	-	-	-	-	-	-	1008	889	-	-	525	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	3.2	0	0	8.4
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	-	1558	-	-	-	-	1085
HCM Lane V/C Ratio	-	0.086	-	-	-	-	0.01
HCM Ctrl Dly (s/v)	0	7.5	-	-	-	-	8.4
HCM Lane LOS	A	A	-	-	-	-	A
HCM 95th %tile Q (veh)	-	0.3	-	-	-	-	0

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
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	0	0	0	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1	0	-	1
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.14	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.22	-	-	3.32
Pot Cap-1 Maneuver	-	-	1620	-	0	1083
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1620	-	-	1083
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1620	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q (veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
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	0	0	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1	0	-	0	1	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	0	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1622	-	-	-	1022	1084
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1622	-	-	-	1022	1084
Mov Cap-2 Maneuver	-	-	-	-	1022	-
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1622	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q (veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	1.1

Movement	WBU	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Vol, veh/h	8	6	97	345	14	66	1794
Future Vol, veh/h	8	6	97	345	14	66	1794
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	-	None	-	None	-	None
Storage Length	-	0	0	-	-	0	-
Veh in Median Storage, #	-	0	-	0	-	-	0
Grade, %	-	0	-	0	-	-	0
Peak Hour Factor	92	75	72	78	53	64	81
Heavy Vehicles, %	2	33	15	3	33	0	2
Mvmt Flow	9	8	135	442	26	103	2215

Major/Minor	Minor1			Major1		Major2	
Conflicting Flow All	0	1769	234	0	0	468	0
Stage 1	0	455	-	-	-	-	-
Stage 2	0	1314	-	-	-	-	-
Critical Hdwy	-	7.46	7.2	-	-	4.1	-
Critical Hdwy Stg 1	-	6.46	-	-	-	-	-
Critical Hdwy Stg 2	-	6.46	-	-	-	-	-
Follow-up Hdwy	-	3.83	3.45	-	-	2.2	-
Pot Cap-1 Maneuver	0	53	729	-	-	1104	-
Stage 1	0	524	-	-	-	-	-
Stage 2	0	165	-	-	-	-	-
Platoon blocked, %	-			-	-		-
Mov Cap-1 Maneuver	0	48	729	-	-	1104	-
Mov Cap-2 Maneuver	0	48	-	-	-	-	-
Stage 1	0	524	-	-	-	-	-
Stage 2	0	150	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	15.8	0	0.4
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	48	729	1104	-
HCM Lane V/C Ratio	-	-	0.167	0.185	0.093	-
HCM Ctrl Dly (s/v)	-	-	94.4	11.1	8.6	-
HCM Lane LOS	-	-	F	B	A	-
HCM 95th %tile Q (veh)	-	-	0.5	0.7	0.3	-

Intersection	
Int Delay, s/veh	10.6

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations														
Traffic Vol, veh/h	3	17	30	0	1	3	206	0	1	0	0	0	1	324
Future Vol, veh/h	3	17	30	0	1	3	206	0	1	0	0	0	1	324
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	-	None	-	-	-	None	-	-	None	-	-	None
Storage Length	-	100	-	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	-	0	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	60	53	43	92	25	75	25	50	25	25	55	55	55
Heavy Vehicles, %	2	0	0	75	2	0	17	0	75	0	33	0	0	0
Mvmt Flow	3	28	57	0	1	12	275	0	2	0	0	0	2	589

Major/Minor	Major1				Major2				Minor1			Minor2		
Conflicting Flow All	275	275	0	0	57	57	0	0	284	420	29	392	420	138
Stage 1	-	-	-	-	-	-	-	-	119	119	-	301	301	-
Stage 2	-	-	-	-	-	-	-	-	165	301	-	91	119	-
Critical Hdwy	6.44	4.1	-	-	6.44	4.1	-	-	9	6.5	7.56	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	8	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	8	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.52	2.2	-	-	2.52	2.2	-	-	4.25	4	3.63	3.5	4	3.3
Pot Cap-1 Maneuver	960	1300	-	-	1316	1560	-	-	490	528	947	547	528	891
Stage 1	-	-	-	-	-	-	-	-	697	801	-	689	669	-
Stage 2	-	-	-	-	-	-	-	-	646	669	-	912	801	-
Platoon blocked, %			-	-			-	-						
Mov Cap-1 Maneuver	1164	1164	-	-	1536	1536	-	-	161	510	947	532	510	891
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	161	510	-	532	510	-
Stage 1	-	-	-	-	-	-	-	-	678	779	-	670	664	-
Stage 2	-	-	-	-	-	-	-	-	216	664	-	887	779	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	2.9	0.3	27.6	16.7
HCM LOS			D	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	161	1164	-	-	1536	-	-	889
HCM Lane V/C Ratio	0.012	0.027	-	-	0.009	-	-	0.665
HCM Ctrl Dly (s/v)	27.6	8.2	-	-	7.4	-	-	16.7
HCM Lane LOS	D	A	-	-	A	-	-	C
HCM 95th %tile Q (veh)	0	0.1	-	-	0	-	-	5.2

Intersection	
Int Delay, s/veh	0

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

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1	0	0	1	0	0	2	2	1	2	2	1
Stage 1	-	-	-	-	-	-	1	1	-	1	1	-
Stage 2	-	-	-	-	-	-	1	1	-	1	1	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1622	-	-	1622	-	-	1020	894	1084	1020	894	1084
Stage 1	-	-	-	-	-	-	1022	895	-	1022	895	-
Stage 2	-	-	-	-	-	-	1022	895	-	1022	895	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1622	-	-	1622	-	-	1020	894	1084	1020	894	1084
Mov Cap-2 Maneuver	-	-	-	-	-	-	1020	894	-	1020	894	-
Stage 1	-	-	-	-	-	-	1022	895	-	1022	895	-
Stage 2	-	-	-	-	-	-	1022	895	-	1022	895	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0	0	0
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1622	-	-	1622	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Ctrl Dly (s/v)	0	0	-	-	0	-	-	0
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q (veh)	-	0	-	-	0	-	-	-

Intersection	
Int Delay, s/veh	0.6

Movement	WBL	WBR	NBT	NBR	SBU	SBL	SBT
Lane Configurations							
Traffic Vol, veh/h	1	17	642	6	1	6	377
Future Vol, veh/h	1	17	642	6	1	6	377
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	-	None
Storage Length	0	550	-	-	-	0	-
Veh in Median Storage, #	0	-	0	-	-	-	0
Grade, %	0	-	0	-	-	-	0
Peak Hour Factor	25	44	78	38	92	63	93
Heavy Vehicles, %	0	85	0	0	2	12	2
Mvmt Flow	4	39	823	16	1	10	405

Major/Minor	Minor1		Major1		Major2		
Conflicting Flow All	1056	420	0	0	839	839	0
Stage 1	831	-	-	-	-	-	-
Stage 2	225	-	-	-	-	-	-
Critical Hdwy	6.8	8.6	-	-	6.44	4.34	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.15	-	-	2.52	2.32	-
Pot Cap-1 Maneuver	224	401	-	-	421	731	-
Stage 1	393	-	-	-	-	-	-
Stage 2	797	-	-	-	-	-	-
Platoon blocked, %			-	-			-
Mov Cap-1 Maneuver	220	401	-	-	675	675	-
Mov Cap-2 Maneuver	220	-	-	-	-	-	-
Stage 1	393	-	-	-	-	-	-
Stage 2	784	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	15.5	0	0.3
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	220	401	675	-
HCM Lane V/C Ratio	-	-	0.018	0.096	0.016	-
HCM Ctrl Dly (s/v)	-	-	21.7	14.9	10.4	-
HCM Lane LOS	-	-	C	B	B	-
HCM 95th %tile Q (veh)	-	-	0.1	0.3	0	-

Intersection	
Int Delay, s/veh	5.7

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	1	11	14	0	0	76	3	0	0	0	0	0	137
Future Vol, veh/h	1	11	14	0	0	76	3	0	0	0	0	0	137
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	120	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	58	56	92	92	63	25	92	92	92	25	92	63
Heavy Vehicles, %	2	2	0	2	2	0	0	2	2	2	0	2	0
Mvmt Flow	1	19	25	0	0	121	12	0	0	0	0	0	217

Major/Minor	Major1				Major2			Minor1			Minor2		
Conflicting Flow All	133	133	0	0	-	-	0	124	198	25	-	192	67
Stage 1	-	-	-	-	-	-	-	63	65	-	-	127	-
Stage 2	-	-	-	-	-	-	-	61	133	-	-	65	-
Critical Hdwy	6.93	4.13	-	-	-	-	-	7.33	6.53	6.23	-	6.53	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	-	6.13	5.53	-	-	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	6.53	5.53	-	-	5.53	-
Follow-up Hdwy	3.119	2.219	-	-	-	-	-	3.519	4.019	3.319	-	4.019	3.3
Pot Cap-1 Maneuver	946	1451	-	-	0	-	-	844	697	1051	0	703	989
Stage 1	-	-	-	-	0	-	-	948	840	-	0	790	-
Stage 2	-	-	-	-	0	-	-	943	786	-	0	840	-
Platoon blocked, %			-	-		-	-						
Mov Cap-1 Maneuver	1392	1392	-	-	-	-	-	652	687	1051	-	693	989
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	652	687	-	-	693	-
Stage 1	-	-	-	-	-	-	-	935	828	-	-	790	-
Stage 2	-	-	-	-	-	-	-	736	786	-	-	828	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	3.4	0	0	9.7
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	-	1392	-	-	-	-	989
HCM Lane V/C Ratio	-	0.014	-	-	-	-	0.22
HCM Ctrl Dly (s/v)	0	7.6	-	-	-	-	9.7
HCM Lane LOS	A	A	-	-	-	-	A
HCM 95th %tile Q (veh)	-	0	-	-	-	-	0.8

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
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	0	0	0	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1	0	-	1
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.14	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.22	-	-	3.32
Pot Cap-1 Maneuver	-	-	1620	-	0	1083
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1620	-	-	1083
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1620	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q (veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
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	0	0	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1	0	-	0	1	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	0	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1622	-	-	-	1022	1084
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1622	-	-	-	1022	1084
Mov Cap-2 Maneuver	-	-	-	-	1022	-
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1622	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q (veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	25.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	11	147	346	49	505	353
Future Vol, veh/h	11	147	346	49	505	353
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	0	-	-	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	75	72	78	53	64	81
Heavy Vehicles, %	33	15	3	33	0	2
Mvmt Flow	15	204	444	92	789	436

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2286	268	0	0	536	0
Stage 1	490	-	-	-	-	-
Stage 2	1796	-	-	-	-	-
Critical Hdwy	7.46	7.2	-	-	4.1	-
Critical Hdwy Stg 1	6.46	-	-	-	-	-
Critical Hdwy Stg 2	6.46	-	-	-	-	-
Follow-up Hdwy	3.83	3.45	-	-	2.2	-
Pot Cap-1 Maneuver	22	692	-	-	1042	-
Stage 1	501	-	-	-	-	-
Stage 2	84	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 5	692	-	-	1042	-
Mov Cap-2 Maneuver	~ 5	-	-	-	-	-
Stage 1	501	-	-	-	-	-
Stage 2	20	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	160.9	0	11.8
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	5	692	1042	-
HCM Lane V/C Ratio	-	-	2.933	0.295	0.757	-
HCM Ctrl Dly (s/v)	-	-	$ 2227.5	12.4	18.3	-
HCM Lane LOS	-	-	F	B	C	-
HCM 95th %tile Q (veh)	-	-	3	1.2	7.6	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	9.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	347	216	20	0	135	0	6	1	4	0	0	15
Future Vol, veh/h	347	216	20	0	135	0	6	1	4	0	0	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	60	53	43	25	75	25	50	25	25	55	55	55
Heavy Vehicles, %	0	0	75	0	17	0	75	0	33	0	0	0
Mvmt Flow	578	408	47	0	180	0	12	4	16	0	0	27

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	180	0	0	455	0	0	1678	1768	228	1542	1791	90
Stage 1	-	-	-	-	-	-	1588	1588	-	180	180	-
Stage 2	-	-	-	-	-	-	90	180	-	1362	1611	-
Critical Hdwy	4.1	-	-	4.1	-	-	9	6.5	7.56	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	8	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	8	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	4.25	4	3.63	3.5	4	3.3
Pot Cap-1 Maneuver	1408	-	-	1116	-	-	29	84	688	80	82	956
Stage 1	-	-	-	-	-	-	55	169	-	810	754	-
Stage 2	-	-	-	-	-	-	731	754	-	159	165	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1408	-	-	1116	-	-	19	49	688	50	48	956
Mov Cap-2 Maneuver	-	-	-	-	-	-	19	49	-	50	48	-
Stage 1	-	-	-	-	-	-	32	100	-	477	754	-
Stage 2	-	-	-	-	-	-	710	754	-	88	97	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	5.2	0	208.2	8.9
HCM LOS			F	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	43	1408	-	-	1116	-	-	956
HCM Lane V/C Ratio	0.744	0.411	-	-	-	-	-	0.029
HCM Ctrl Dly (s/v)	208.2	9.3	-	-	0	-	-	8.9
HCM Lane LOS	F	A	-	-	A	-	-	A
HCM 95th %tile Q (veh)	2.8	2.1	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	60	0	0	14	0	4	0	0	3	0	6
Future Vol, veh/h	0	60	0	0	14	0	4	0	0	3	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	65	0	0	15	0	4	0	0	3	0	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	15	0	0	65	0	0	84	80	65	80	80	15
Stage 1	-	-	-	-	-	-	65	65	-	15	15	-
Stage 2	-	-	-	-	-	-	19	15	-	65	65	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1603	-	-	1537	-	-	903	810	999	908	810	1065
Stage 1	-	-	-	-	-	-	946	841	-	1005	883	-
Stage 2	-	-	-	-	-	-	1000	883	-	946	841	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1603	-	-	1537	-	-	898	810	999	908	810	1065
Mov Cap-2 Maneuver	-	-	-	-	-	-	898	810	-	908	810	-
Stage 1	-	-	-	-	-	-	946	841	-	1005	883	-
Stage 2	-	-	-	-	-	-	994	883	-	946	841	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0	9	8.6
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	898	1603	-	-	1537	-	-	1007
HCM Lane V/C Ratio	0.005	-	-	-	-	-	-	0.01
HCM Ctrl Dly (s/v)	9	0	-	-	0	-	-	8.6
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q (veh)	0	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	1.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	17	378	8	52	302
Future Vol, veh/h	7	17	378	8	52	302
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	550	-	-	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	25	44	78	38	63	93
Heavy Vehicles, %	0	85	0	0	12	2
Mvmt Flow	28	39	485	21	83	325

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	825	253	0	0	506	0
Stage 1	496	-	-	-	-	-
Stage 2	329	-	-	-	-	-
Critical Hdwy	6.8	8.6	-	-	4.34	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	4.15	-	-	2.32	-
Pot Cap-1 Maneuver	315	546	-	-	988	-
Stage 1	583	-	-	-	-	-
Stage 2	707	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	289	546	-	-	988	-
Mov Cap-2 Maneuver	289	-	-	-	-	-
Stage 1	583	-	-	-	-	-
Stage 2	648	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	14.9	0	1.8
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	289	546	988	-
HCM Lane V/C Ratio	-	-	0.097	0.071	0.084	-
HCM Ctrl Dly (s/v)	-	-	18.8	12.1	9	-
HCM Lane LOS	-	-	C	B	A	-
HCM 95th %tile Q (veh)	-	-	0.3	0.2	0.3	-

Intersection	
Int Delay, s/veh	5.3

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	82	71	100	7	0	7	0	46	0	0	0	0	7
Future Vol, veh/h	82	71	100	7	0	7	0	46	0	0	0	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	120	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	58	56	92	92	63	25	92	92	92	25	92	63
Heavy Vehicles, %	2	2	0	2	2	0	0	2	2	2	0	2	0
Mvmt Flow	89	122	179	8	0	11	0	50	0	0	0	0	11

Major/Minor	Major1				Major2			Minor1			Minor2		
Conflicting Flow All	11	11	0	0	-	-	0	433	616	183	-	620	6
Stage 1	-	-	-	-	-	-	-	427	605	-	-	11	-
Stage 2	-	-	-	-	-	-	-	6	11	-	-	609	-
Critical Hdwy	6.93	4.13	-	-	-	-	-	7.33	6.53	6.23	-	6.53	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	-	6.13	5.53	-	-	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	6.53	5.53	-	-	5.53	-
Follow-up Hdwy	3.119	2.219	-	-	-	-	-	3.519	4.019	3.319	-	4.019	3.3
Pot Cap-1 Maneuver	1135	1607	-	-	0	-	-	520	405	859	0	403	1081
Stage 1	-	-	-	-	0	-	-	605	486	-	0	886	-
Stage 2	-	-	-	-	0	-	-	1015	886	-	0	484	-
Platoon blocked, %			-	-		-	-						
Mov Cap-1 Maneuver	1363	1363	-	-	-	-	-	453	342	859	-	340	1081
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	453	342	-	-	340	-
Stage 1	-	-	-	-	-	-	-	511	410	-	-	886	-
Stage 2	-	-	-	-	-	-	-	1005	886	-	-	408	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	4.3	0	13.9	8.4
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	453	1363	-	-	-	-	1081
HCM Lane V/C Ratio	0.11	0.155	-	-	-	-	0.01
HCM Ctrl Dly (s/v)	13.9	8.1	-	-	-	-	8.4
HCM Lane LOS	B	A	-	-	-	-	A
HCM 95th %tile Q (veh)	0.4	0.5	-	-	-	-	0

Intersection	
Int Delay, s/veh	1.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	183	37	0	135	0	72
Future Vol, veh/h	183	37	0	135	0	72
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	199	40	0	147	0	78

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	239	0	-	120
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.14	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.22	-	-	3.32
Pot Cap-1 Maneuver	-	-	1325	-	0	909
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1325	-	-	909
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	909	-	-	1325	-
HCM Lane V/C Ratio	0.086	-	-	-	-
HCM Ctrl Dly (s/v)	9.3	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q (veh)	0.3	-	-	0	-

Intersection	
Int Delay, s/veh	7.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	24	0	0	0	0	14
Future Vol, veh/h	24	0	0	0	0	14
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	26	0	0	0	0	15

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1	0	-	0	53	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	52	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1622	-	-	-	955	1084
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	970	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1622	-	-	-	940	1084
Mov Cap-2 Maneuver	-	-	-	-	940	-
Stage 1	-	-	-	-	1006	-
Stage 2	-	-	-	-	970	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	7.3	0	8.4
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1622	-	-	-	1084
HCM Lane V/C Ratio	0.016	-	-	-	0.014
HCM Ctrl Dly (s/v)	7.3	0	-	-	8.4
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q (veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	2.1

Movement	WBU	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Vol, veh/h	8	9	147	348	24	126	1819
Future Vol, veh/h	8	9	147	348	24	126	1819
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	-	None	-	None	-	None
Storage Length	-	0	0	-	-	0	-
Veh in Median Storage, #	-	0	-	0	-	-	0
Grade, %	-	0	-	0	-	-	0
Peak Hour Factor	92	75	72	78	53	64	81
Heavy Vehicles, %	2	33	15	3	33	0	2
Mvmt Flow	9	12	204	446	45	197	2246

Major/Minor	Minor1			Major1		Major2	
Conflicting Flow All	0	1986	246	0	0	491	0
Stage 1	0	469	-	-	-	-	-
Stage 2	0	1517	-	-	-	-	-
Critical Hdwy	-	7.46	7.2	-	-	4.1	-
Critical Hdwy Stg 1	-	6.46	-	-	-	-	-
Critical Hdwy Stg 2	-	6.46	-	-	-	-	-
Follow-up Hdwy	-	3.83	3.45	-	-	2.2	-
Pot Cap-1 Maneuver	0	37	716	-	-	1083	-
Stage 1	0	515	-	-	-	-	-
Stage 2	0	125	-	-	-	-	-
Platoon blocked, %	-			-	-		-
Mov Cap-1 Maneuver	0	30	716	-	-	1083	-
Mov Cap-2 Maneuver	0	30	-	-	-	-	-
Stage 1	0	515	-	-	-	-	-
Stage 2	0	102	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	21.9	0	0.7
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	30	716	1083	-
HCM Lane V/C Ratio	-	-	0.4	0.285	0.182	-
HCM Ctrl Dly (s/v)	-	-	189.6	12	9.1	-
HCM Lane LOS	-	-	F	B	A	-
HCM 95th %tile Q (veh)	-	-	1.3	1.2	0.7	-

Intersection	
Int Delay, s/veh	9.8

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations														
Traffic Vol, veh/h	3	17	95	5	1	3	259	0	1	0	0	0	1	324
Future Vol, veh/h	3	17	95	5	1	3	259	0	1	0	0	0	1	324
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	-	None	-	-	-	None	-	-	None	-	-	None
Storage Length	-	100	-	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	-	0	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	60	53	43	92	25	75	25	50	25	25	55	55	55
Heavy Vehicles, %	2	0	0	75	2	0	17	0	75	0	33	0	0	0
Mvmt Flow	3	28	179	12	1	12	345	0	2	0	0	0	2	589

Major/Minor	Major1				Major2				Minor1			Minor2		
Conflicting Flow All	345	345	0	0	191	191	0	0	447	618	96	523	624	173
Stage 1	-	-	-	-	-	-	-	-	247	247	-	371	371	-
Stage 2	-	-	-	-	-	-	-	-	200	371	-	152	253	-
Critical Hdwy	6.44	4.1	-	-	6.44	4.1	-	-	9	6.5	7.56	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	8	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	8	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.52	2.2	-	-	2.52	2.2	-	-	4.25	4	3.63	3.5	4	3.3
Pot Cap-1 Maneuver	867	1225	-	-	1084	1395	-	-	357	408	851	441	404	847
Stage 1	-	-	-	-	-	-	-	-	564	706	-	627	623	-
Stage 2	-	-	-	-	-	-	-	-	610	623	-	841	701	-
Platoon blocked, %			-	-			-	-						
Mov Cap-1 Maneuver	1081	1081	-	-	1363	1363	-	-	105	392	851	428	388	847
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	105	392	-	428	388	-
Stage 1	-	-	-	-	-	-	-	-	547	685	-	608	617	-
Stage 2	-	-	-	-	-	-	-	-	183	617	-	816	680	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	1.2	0.3	40	18.6
HCM LOS			E	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	105	1081	-	-	1363	-	-	844
HCM Lane V/C Ratio	0.019	0.029	-	-	0.01	-	-	0.7
HCM Ctrl Dly (s/v)	40	8.4	-	-	7.7	-	-	18.6
HCM Lane LOS	E	A	-	-	A	-	-	C
HCM 95th %tile Q (veh)	0.1	0.1	-	-	0	-	-	5.9

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	41	0	0	6	0	8	0	0	0	0	10
Future Vol, veh/h	0	41	0	0	6	0	8	0	0	0	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	45	0	0	7	0	9	0	0	0	0	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	7	0	0	45	0	0	58	52	45	52	52	7
Stage 1	-	-	-	-	-	-	45	45	-	7	7	-
Stage 2	-	-	-	-	-	-	13	7	-	45	45	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1614	-	-	1563	-	-	939	839	1025	947	839	1075
Stage 1	-	-	-	-	-	-	969	857	-	1015	890	-
Stage 2	-	-	-	-	-	-	1007	890	-	969	857	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1614	-	-	1563	-	-	930	839	1025	947	839	1075
Mov Cap-2 Maneuver	-	-	-	-	-	-	930	839	-	947	839	-
Stage 1	-	-	-	-	-	-	969	857	-	1015	890	-
Stage 2	-	-	-	-	-	-	997	890	-	969	857	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0	8.9	8.4
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	930	1614	-	-	1563	-	-	1075
HCM Lane V/C Ratio	0.009	-	-	-	-	-	-	0.01
HCM Ctrl Dly (s/v)	8.9	0	-	-	0	-	-	8.4
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q (veh)	0	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	1.2

Movement	WBL	WBR	NBT	NBR	SBU	SBL	SBT
Lane Configurations							
Traffic Vol, veh/h	4	20	652	11	1	31	380
Future Vol, veh/h	4	20	652	11	1	31	380
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	-	None
Storage Length	0	550	-	-	-	0	-
Veh in Median Storage, #	0	-	0	-	-	-	0
Grade, %	0	-	0	-	-	-	0
Peak Hour Factor	25	44	78	38	92	63	93
Heavy Vehicles, %	0	85	0	0	2	12	2
Mvmt Flow	16	45	836	29	1	49	409

Major/Minor	Minor1		Major1		Major2		
Conflicting Flow All	1156	433	0	0	865	865	0
Stage 1	851	-	-	-	-	-	-
Stage 2	305	-	-	-	-	-	-
Critical Hdwy	6.8	8.6	-	-	6.44	4.34	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.15	-	-	2.52	2.32	-
Pot Cap-1 Maneuver	193	392	-	-	405	713	-
Stage 1	384	-	-	-	-	-	-
Stage 2	727	-	-	-	-	-	-
Platoon blocked, %			-	-			-
Mov Cap-1 Maneuver	179	392	-	-	700	700	-
Mov Cap-2 Maneuver	179	-	-	-	-	-	-
Stage 1	384	-	-	-	-	-	-
Stage 2	675	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	18.4	0	1.2
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	179	392	700	-
HCM Lane V/C Ratio	-	-	0.089	0.116	0.072	-
HCM Ctrl Dly (s/v)	-	-	27.1	15.4	10.5	-
HCM Lane LOS	-	-	D	C	B	-
HCM 95th %tile Q (veh)	-	-	0.3	0.4	0.2	-

Intersection	
Int Delay, s/veh	6.2

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	34	11	14	10	0	76	3	21	0	0	0	0	137
Future Vol, veh/h	34	11	14	10	0	76	3	21	0	0	0	0	137
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	120	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	58	56	92	92	63	25	92	92	92	25	92	63
Heavy Vehicles, %	2	2	0	2	2	0	0	2	2	2	0	2	0
Mvmt Flow	37	19	25	11	0	121	12	23	0	0	0	0	217

Major/Minor	Major1				Major2			Minor1			Minor2		
Conflicting Flow All	133	133	0	0	-	-	0	130	276	31	-	275	67
Stage 1	-	-	-	-	-	-	-	69	143	-	-	127	-
Stage 2	-	-	-	-	-	-	-	61	133	-	-	148	-
Critical Hdwy	6.93	4.13	-	-	-	-	-	7.33	6.53	6.23	-	6.53	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	-	6.13	5.53	-	-	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	6.53	5.53	-	-	5.53	-
Follow-up Hdwy	3.119	2.219	-	-	-	-	-	3.519	4.019	3.319	-	4.019	3.3
Pot Cap-1 Maneuver	946	1451	-	-	0	-	-	836	631	1043	0	632	989
Stage 1	-	-	-	-	0	-	-	941	778	-	0	790	-
Stage 2	-	-	-	-	0	-	-	943	786	-	0	774	-
Platoon blocked, %			-	-		-	-						
Mov Cap-1 Maneuver	957	957	-	-	-	-	-	623	594	1043	-	595	989
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	623	594	-	-	595	-
Stage 1	-	-	-	-	-	-	-	886	733	-	-	790	-
Stage 2	-	-	-	-	-	-	-	736	786	-	-	729	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	5.5	0	11	9.7
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	623	957	-	-	-	-	989
HCM Lane V/C Ratio	0.037	0.058	-	-	-	-	0.22
HCM Ctrl Dly (s/v)	11	9	-	-	-	-	9.7
HCM Lane LOS	B	A	-	-	-	-	A
HCM 95th %tile Q (veh)	0.1	0.2	-	-	-	-	0.8

Intersection	
Int Delay, s/veh	0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	42	55	0	263	0	33
Future Vol, veh/h	42	55	0	263	0	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	46	60	0	286	0	36

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	106	0	-	53
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.14	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.22	-	-	3.32
Pot Cap-1 Maneuver	-	-	1483	-	0	1003
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1483	-	-	1003
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	8.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1003	-	-	1483	-
HCM Lane V/C Ratio	0.036	-	-	-	-
HCM Ctrl Dly (s/v)	8.7	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q (veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	7.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	35	0	0	0	0	6
Future Vol, veh/h	35	0	0	0	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	38	0	0	0	0	7

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1	0	-	0	77	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	76	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1622	-	-	-	926	1084
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	947	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1622	-	-	-	905	1084
Mov Cap-2 Maneuver	-	-	-	-	905	-
Stage 1	-	-	-	-	998	-
Stage 2	-	-	-	-	947	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	7.3	0	8.3
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1622	-	-	-	1084
HCM Lane V/C Ratio	0.023	-	-	-	0.006
HCM Ctrl Dly (s/v)	7.3	0	-	-	8.3
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q (veh)	0.1	-	-	-	0

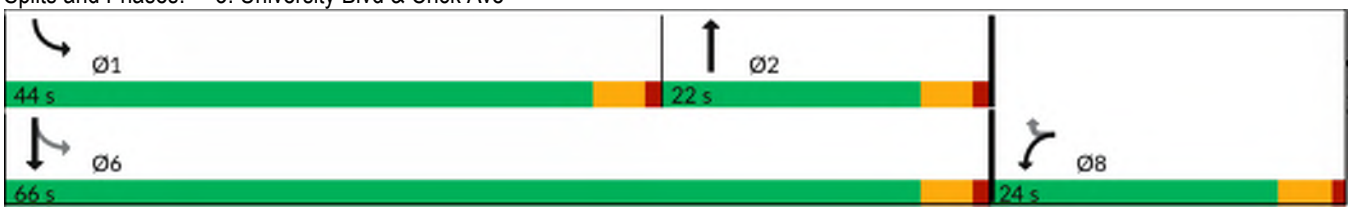
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	11	147	346	49	505	353
Future Volume (vph)	11	147	346	49	505	353
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt		0.850	0.974			
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1357	1404	3251	0	1805	3539
Flt Permitted	0.950				0.238	
Satd. Flow (perm)	1357	1404	3251	0	452	3539
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		204	24			
Link Speed (mph)	30		30			30
Link Distance (ft)	591		1184			2047
Travel Time (s)	13.4		26.9			46.5
Peak Hour Factor	0.75	0.72	0.78	0.53	0.64	0.81
Heavy Vehicles (%)	33%	15%	3%	33%	0%	2%
Adj. Flow (vph)	15	204	444	92	789	436
Shared Lane Traffic (%)						
Lane Group Flow (vph)	15	204	536	0	789	436
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	24		12			35
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2		1	2
Detector Template	Left	Right	Thru		Left	Thru
Leading Detector (ft)	20	20	100		20	100
Trailing Detector (ft)	0	0	0		0	0
Detector 1 Position(ft)	0	0	0		0	0
Detector 1 Size(ft)	20	20	6		20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot	Perm	NA		pm+pt	NA
Protected Phases	8		2		1	6
Permitted Phases		8			6	
Detector Phase	8	8	2		1	6
Switch Phase						

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	22.5	22.5	22.5		9.5	22.5
Total Split (s)	24.0	24.0	22.0		44.0	66.0
Total Split (%)	26.7%	26.7%	24.4%		48.9%	73.3%
Maximum Green (s)	19.5	19.5	17.5		39.5	61.5
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Recall Mode	None	None	Min		None	Min
Walk Time (s)	7.0	7.0	7.0			7.0
Flash Don't Walk (s)	11.0	11.0	11.0			11.0
Pedestrian Calls (#/hr)	0	0	0			0
Act Effct Green (s)	7.7	7.7	15.8		51.6	51.6
Actuated g/C Ratio	0.11	0.11	0.23		0.75	0.75
v/c Ratio	0.10	0.61	0.70		0.83	0.16
Control Delay (s/veh)	34.1	15.0	30.6		18.8	2.6
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay (s/veh)	34.1	15.0	30.6		18.8	2.6
LOS	C	B	C		B	A
Approach Delay (s/veh)	16.3		30.6			13.0
Approach LOS	B		C			B
Queue Length 50th (ft)	6	3	105		182	16
Queue Length 95th (ft)	m19	30	159		191	37
Internal Link Dist (ft)	511		1104			1967
Turn Bay Length (ft)						
Base Capacity (vph)	399	557	876		1155	3102
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.04	0.37	0.61		0.68	0.14

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 68.6			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.83			
Intersection Signal Delay (s/veh): 18.1		Intersection LOS: B	
Intersection Capacity Utilization 54.5%		ICU Level of Service A	
Analysis Period (min) 15			

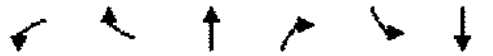
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: University Blvd & Crick Ave



Lane Group	WBL	WBR	NBT	SBL	SBT
Protected Phases	8		2	1	6
Permitted Phases		8		6	
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	9.5	22.5
Total Split (s)	24.0	24.0	22.0	44.0	66.0
Total Split (%)	26.7%	26.7%	24.4%	48.9%	73.3%
Maximum Green (s)	19.5	19.5	17.5	39.5	61.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	Min	None	Min
Walk Time (s)	7.0	7.0	7.0		7.0
Flash Don't Walk (s)	11.0	11.0	11.0		11.0
Pedestrian Calls (#/hr)	0	0	0		0
90th %ile Green (s)	13.3	13.3	17.5	39.5	61.5
90th %ile Term Code	Gap	Gap	Max	Max	Hold
70th %ile Green (s)	8.4	8.4	17.5	39.5	61.5
70th %ile Term Code	Gap	Gap	Max	Max	Hold
50th %ile Green (s)	6.3	6.3	17.5	33.4	55.4
50th %ile Term Code	Gap	Gap	Max	Gap	Hold
30th %ile Green (s)	5.6	5.6	14.9	26.3	45.7
30th %ile Term Code	Gap	Gap	Gap	Gap	Hold
10th %ile Green (s)	5.5	5.5	11.3	19.2	35.0
10th %ile Term Code	Gap	Gap	Gap	Gap	Hold

Intersection Summary
Cycle Length: 90
Actuated Cycle Length: 68.6
Control Type: Actuated-Uncoordinated
90th %ile Actuated Cycle: 83.8
70th %ile Actuated Cycle: 78.9
50th %ile Actuated Cycle: 70.7
30th %ile Actuated Cycle: 60.3
10th %ile Actuated Cycle: 49.5



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	11	147	346	49	505	353
Future Volume (veh/h)	11	147	346	49	505	353
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1411	1678	1856	1411	1900	1870
Adj Flow Rate, veh/h	15	204	444	92	789	436
Peak Hour Factor	0.75	0.72	0.78	0.53	0.64	0.81
Percent Heavy Veh, %	33	15	3	33	0	2
Cap, veh/h	236	249	611	126	876	2382
Arrive On Green	0.18	0.18	0.21	0.21	0.38	0.67
Sat Flow, veh/h	1344	1422	3004	599	1810	3647
Grp Volume(v), veh/h	15	204	268	268	789	436
Grp Sat Flow(s),veh/h/ln	1344	1422	1763	1748	1810	1777
Q Serve(g_s), s	0.5	8.1	8.2	8.4	17.4	2.7
Cycle Q Clear(g_c), s	0.5	8.1	8.2	8.4	17.4	2.7
Prop In Lane	1.00	1.00		0.34	1.00	
Lane Grp Cap(c), veh/h	236	249	370	367	876	2382
V/C Ratio(X)	0.06	0.82	0.72	0.73	0.90	0.18
Avail Cap(c_a), veh/h	449	475	529	524	1407	3747
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.1	23.2	21.5	21.5	9.3	3.6
Incr Delay (d2), s/veh	0.1	6.5	2.8	3.1	5.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	2.9	3.4	3.5	6.0	0.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	20.2	29.6	24.3	24.6	14.5	3.7
LnGrp LOS	C	C	C	C	B	A
Approach Vol, veh/h	219		536			1225
Approach Delay, s/veh	29.0		24.4			10.6
Approach LOS	C		C			B

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	26.9	16.7			43.6	14.7
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	39.5	17.5			61.5	19.5
Max Q Clear Time (g_c+I1), s	19.4	10.4			4.7	10.1
Green Ext Time (p_c), s	3.0	1.9			3.3	0.5

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	16.4
HCM 6th LOS	B

Notes

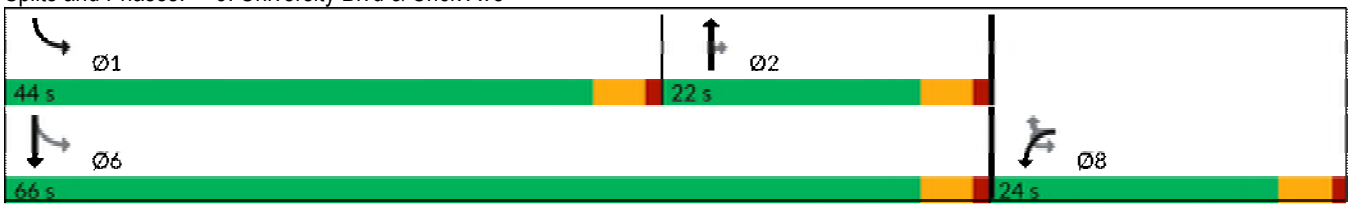
User approved pedestrian interval to be less than phase max green.

Lane Group	WBU	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	8	9	147	348	24	126	1819
Future Volume (vph)	8	9	147	348	24	126	1819
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	1.00	0.95
Frt			0.850		0.850		
Flt Protected		0.950				0.950	
Satd. Flow (prot)	0	1508	1404	3505	1214	1805	3539
Flt Permitted		0.950				0.451	
Satd. Flow (perm)	0	1508	1404	3505	1214	857	3539
Right Turn on Red			Yes		Yes		
Satd. Flow (RTOR)			204		45		
Link Speed (mph)		30		30			30
Link Distance (ft)		591		1184			2047
Travel Time (s)		13.4		26.9			46.5
Peak Hour Factor	0.92	0.75	0.72	0.78	0.53	0.64	0.81
Heavy Vehicles (%)	2%	33%	15%	3%	33%	0%	2%
Adj. Flow (vph)	9	12	204	446	45	197	2246
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	21	204	446	45	197	2246
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Right	Left	Right	Left	Left
Median Width(ft)		24		12			35
Link Offset(ft)		0		0			0
Crosswalk Width(ft)		16		16			16
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15	9		9	15	
Number of Detectors		1	1	2	1	1	2
Detector Template		Left	Right	Thru	Right	Left	Thru
Leading Detector (ft)		20	20	100	20	20	100
Trailing Detector (ft)		0	0	0	0	0	0
Detector 1 Position(ft)		0	0	0	0	0	0
Detector 1 Size(ft)		20	20	6	20	20	6
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel							
Detector 1 Extend (s)		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)				94			94
Detector 2 Size(ft)				6			6
Detector 2 Type				Cl+Ex			Cl+Ex
Detector 2 Channel							
Detector 2 Extend (s)				0.0			0.0
Turn Type	Perm	Prot	Perm	NA	Perm	pm+pt	NA
Protected Phases		8		2		1	6
Permitted Phases	8		8		2	6	
Detector Phase	8	8	8	2	2	1	6
Switch Phase							

Lane Group	WBU	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	9.5	22.5
Total Split (s)	24.0	24.0	24.0	22.0	22.0	44.0	66.0
Total Split (%)	26.7%	26.7%	26.7%	24.4%	24.4%	48.9%	73.3%
Maximum Green (s)	19.5	19.5	19.5	17.5	17.5	39.5	61.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag				Lag	Lag	Lead	
Lead-Lag Optimize?				Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	Min	Min	None	Min
Walk Time (s)	7.0	7.0	7.0	7.0	7.0		7.0
Flash Don't Walk (s)	11.0	11.0	11.0	11.0	11.0		11.0
Pedestrian Calls (#/hr)	0	0	0	0	0		0
Act Effct Green (s)		7.8	7.8	47.0	47.0	59.2	59.2
Actuated g/C Ratio		0.10	0.10	0.62	0.62	0.78	0.78
v/c Ratio		0.14	0.63	0.21	0.06	0.26	0.82
Control Delay (s/veh)		33.9	14.5	7.1	2.8	3.3	9.0
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		33.9	14.5	7.1	2.8	3.3	9.0
LOS		C	B	A	A	A	A
Approach Delay (s/veh)		16.3		6.7			8.5
Approach LOS		B		A			A
Queue Length 50th (ft)		10	0	39	0	15	214
Queue Length 95th (ft)		25	25	70	4	29	361
Internal Link Dist (ft)		511		1104			1967
Turn Bay Length (ft)							
Base Capacity (vph)		389	514	2167	768	1163	2884
Starvation Cap Reductn		0	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0	0
Reduced v/c Ratio		0.05	0.40	0.21	0.06	0.17	0.78

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 76			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.82			
Intersection Signal Delay (s/veh): 8.8		Intersection LOS: A	
Intersection Capacity Utilization 61.9%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 3: University Blvd & Crick Ave



Movement	WBU	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations							
Volume (vph)	8	9	147	348	24	126	1819
Pedestrians							
Ped Button							
Pedestrian Timing (s)							
Free Right			No		No		
Ideal Flow	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Minimum Green (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Refr Cycle Length (s)	120	120	120	120	120	120	120
Volume Combined (vph)	0	17	147	348	24	126	1819
Lane Utilization Factor	1.00	1.00	1.00	0.95	1.00	1.00	0.95
Turning Factor (vph)	0.95	0.95	0.85	1.00	0.85	0.95	1.00
Saturated Flow (vph)	0	1805	1615	3618	1615	1805	3618
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00		0.00			0.00
Protected Option Allowed		No		Yes			Yes
Reference Time (s)			10.9	11.5	1.8	8.4	60.3
Adj Reference Time (s)			15.4	16.0	9.5	12.9	64.8
Permitted Option							
Adj Saturation A (vph)	0	120		1809		120	1809
Reference Time A (s)	0.0	17.0		11.5		125.7	60.3
Adj Saturation B (vph	NA	NA		NA		NA	NA
Reference Time B (s)	NA	NA		NA		NA	NA
Reference Time (s)				11.5			125.7
Adj Reference Time (s)				16.0			130.2
Split Option							
Ref Time Combined (s)	0.0	1.1		11.5		8.4	60.3
Ref Time Seperate (s)	0.5	0.6		11.5		8.4	60.3
Reference Time (s)	1.1	1.1		11.5		60.3	60.3
Adj Reference Time (s)	9.5	9.5		16.0		64.8	64.8

Summary	WB	NB SB	Combined
Protected Option (s)	NA	64.8	
Permitted Option (s)	Err	130.2	
Split Option (s)	9.5	80.9	
Minimum (s)	9.5	64.8	74.3

Right Turns	WBR	NBR
Adj Reference Time (s)	15.4	9.5
Cross Thru Ref Time (s)	16.0	0.0
Oncoming Left Ref Time (s)	0.0	12.9
Combined (s)	31.5	22.4

Intersection Summary			
Intersection Capacity Utilization	61.9%	ICU Level of Service	B

Reference Times and Phasing Options do not represent an optimized timing plan.

Movement	WBU	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (veh/h)	8	9	147	348	24	126	1819
Future Volume (veh/h)	8	9	147	348	24	126	1819
Initial Q (Qb), veh		0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00	
Parking Bus, Adj		1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No			No
Adj Sat Flow, veh/h/ln		1411	1678	1856	1411	1900	1870
Adj Flow Rate, veh/h		12	204	446	0	197	2246
Peak Hour Factor		0.75	0.72	0.78	0.53	0.64	0.81
Percent Heavy Veh, %		33	15	3	33	0	2
Cap, veh/h		225	238	2103		730	2563
Arrive On Green		0.17	0.17	0.60	0.00	0.07	0.72
Sat Flow, veh/h		1344	1422	3618	1196	1810	3647
Grp Volume(v), veh/h		12	204	446	0	197	2246
Grp Sat Flow(s),veh/h/ln		1344	1422	1763	1196	1810	1777
Q Serve(g_s), s		0.6	11.3	4.7	0.0	3.1	38.7
Cycle Q Clear(g_c), s		0.6	11.3	4.7	0.0	3.1	38.7
Prop In Lane		1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h		225	238	2103		730	2563
V/C Ratio(X)		0.05	0.86	0.21		0.27	0.88
Avail Cap(c_a), veh/h		325	343	2103		1491	2707
HCM Platoon Ratio		1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh		28.2	32.7	7.5	0.0	4.7	8.5
Incr Delay (d2), s/veh		0.1	13.6	0.0	0.0	0.2	3.4
Initial Q Delay(d3), s/veh		0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		0.2	4.7	1.6	0.0	0.9	11.5
Unsig. Movement Delay, s/veh							
LnGrp Delay(d), s/veh		28.3	46.3	7.6	0.0	4.9	12.0
LnGrp LOS		C	D	A		A	B
Approach Vol, veh/h		216		446			2443
Approach Delay, s/veh		45.3		7.6			11.4
Approach LOS		D		A			B

Timer - Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	10.1	52.7				62.7		18.0
Change Period (Y+Rc), s	4.5	4.5				4.5		4.5
Max Green Setting (Gmax), s	39.5	17.5				61.5		19.5
Max Q Clear Time (g_c+I1), s	5.1	6.7				40.7		13.3
Green Ext Time (p_c), s	0.6	2.2				17.6		0.4

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	13.2
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.
User approved ignoring U-Turning movement.
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Traffic Impact Study (TIS)
for Mesa Del Sol Industrial Facility

Appendix D
Intersection Sight Distance Calculations

October 2025

Prepared for: Hines

Prepared By:

LEE ENGINEERING

Intersection Sight Distance Calculations

Reference: 2018 AASHTO "Green Book" chapter 9.5

Design Vehicle: Passenger Vehicles
Major Road Lanes:
Crick Avenue: EB – 2 through lanes and 1 left turn lane
WB – 2 through lanes
10-ft. wide median with an opening allowing left turns
Major Road Speed:
Crick Avenue: 25 MPH
Case B1: A stopped vehicle turning left from a minor street approach onto a major road
Case B2: A stopped vehicle turning right from a minor street approach onto a major road

Formula:

ISD= $1.47*V_{major}*t_g$
Units: ISD (ft), V_{major} (MPH), and t_g (seconds)
Time Gaps (t_g):
11.5 (for combination truck turning left, crossing one lane of traffic)
10.5 (for combination truck turning right)
0.7 (added for each additional lane or 12-ft. median crossed)

Site Exit

Case B1 (left turn):

Time Gap (t_g)= 11.5 + 2.1
ISD= 1.47*25*13.6= 499.80 ft~ **500 ft**

Case B2 (right turn):

Assumption: Design vehicles are turning into the second lane of the major roadway due to presence of bike lane.
Time Gap (t_g)=
ISD= 1.47*25*10.5= 385.88 ft~ **390 ft**