CITY OF TETONIA
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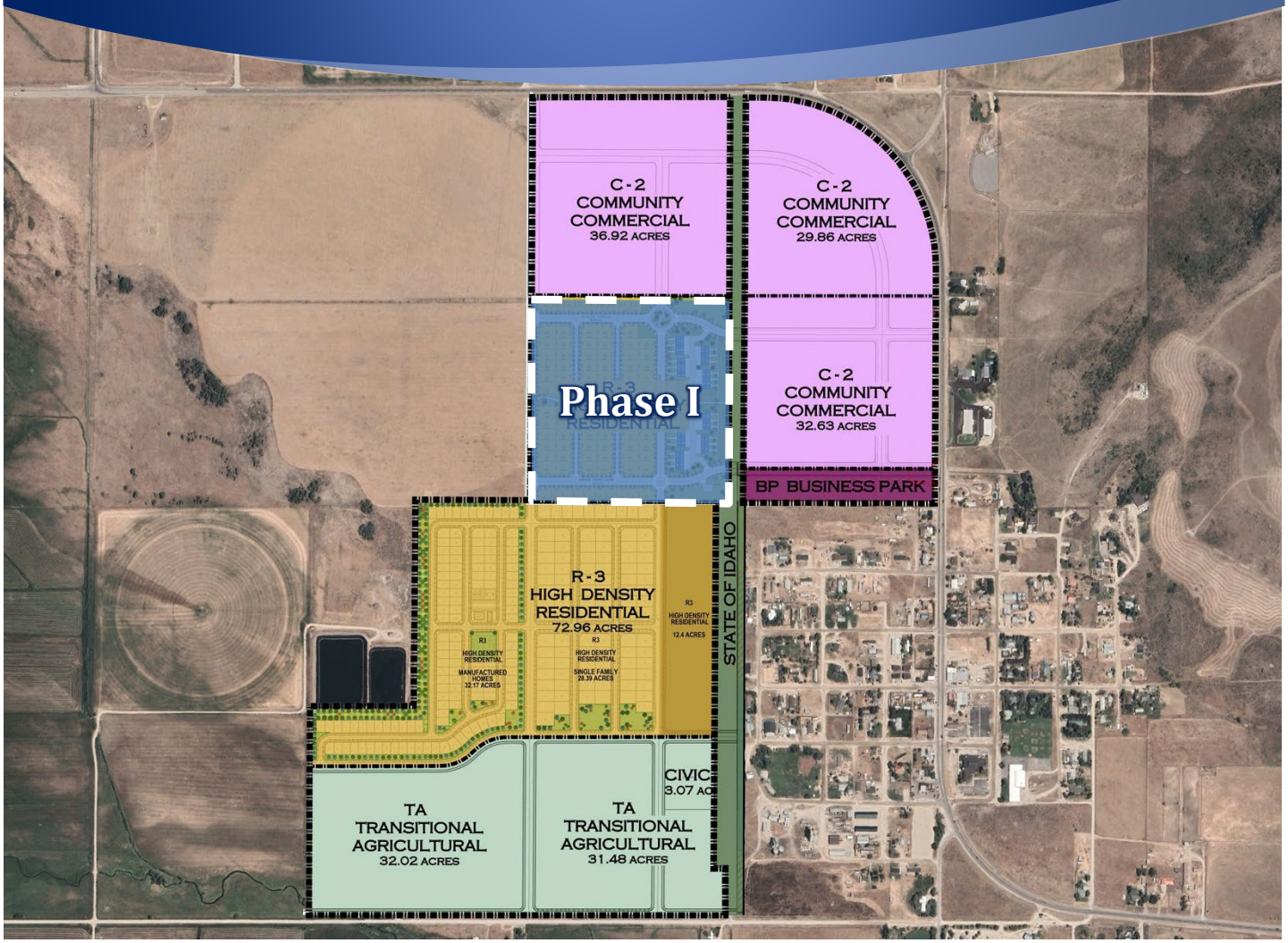
PRELIMINARY PLAT
SUBDIVISION

Traffic Impact Study
Pinnacle Peak – Phase I

Tetonia, Idaho



Prepared For:

Powell Family Group

Kenig, Lindgren, O'Hara, Aboona, Inc.

May 21, 2026

1. Introduction

This report summarizes the methodologies, results, and findings of a traffic study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for Phase I of the proposed Pinnacle Peak masterplan development in Tetonia, Idaho. Overall, the development consists of approximately 300 acres of land located to the west and northwest of the City of Tetonia.

Phase I of the development consists of 60 townhome units and 90 single-family homes. Access to Phase I will be provided via a proposed roadway connection to SR 33 and via a proposed connection to Perry Avenue.

Figure 1 shows the location of the development in relation to the area roadway system and **Figure 2** shows a site plan of the masterplan development with Phase I identified, overlaid on an aerial. The sections of this report present the following:

- Existing roadway conditions
- Description of the proposed development
- Directional distribution of the proposed development
- Vehicle trip generation for the proposed development
- Future traffic conditions
- Traffic analyses for the weekday morning and weekday evening peak hours
- Evaluation and recommendations with respect to the adequacy of the adjacent transportation system

Traffic capacity analyses were conducted for the weekday morning and weekday evening peak hours for the following conditions:

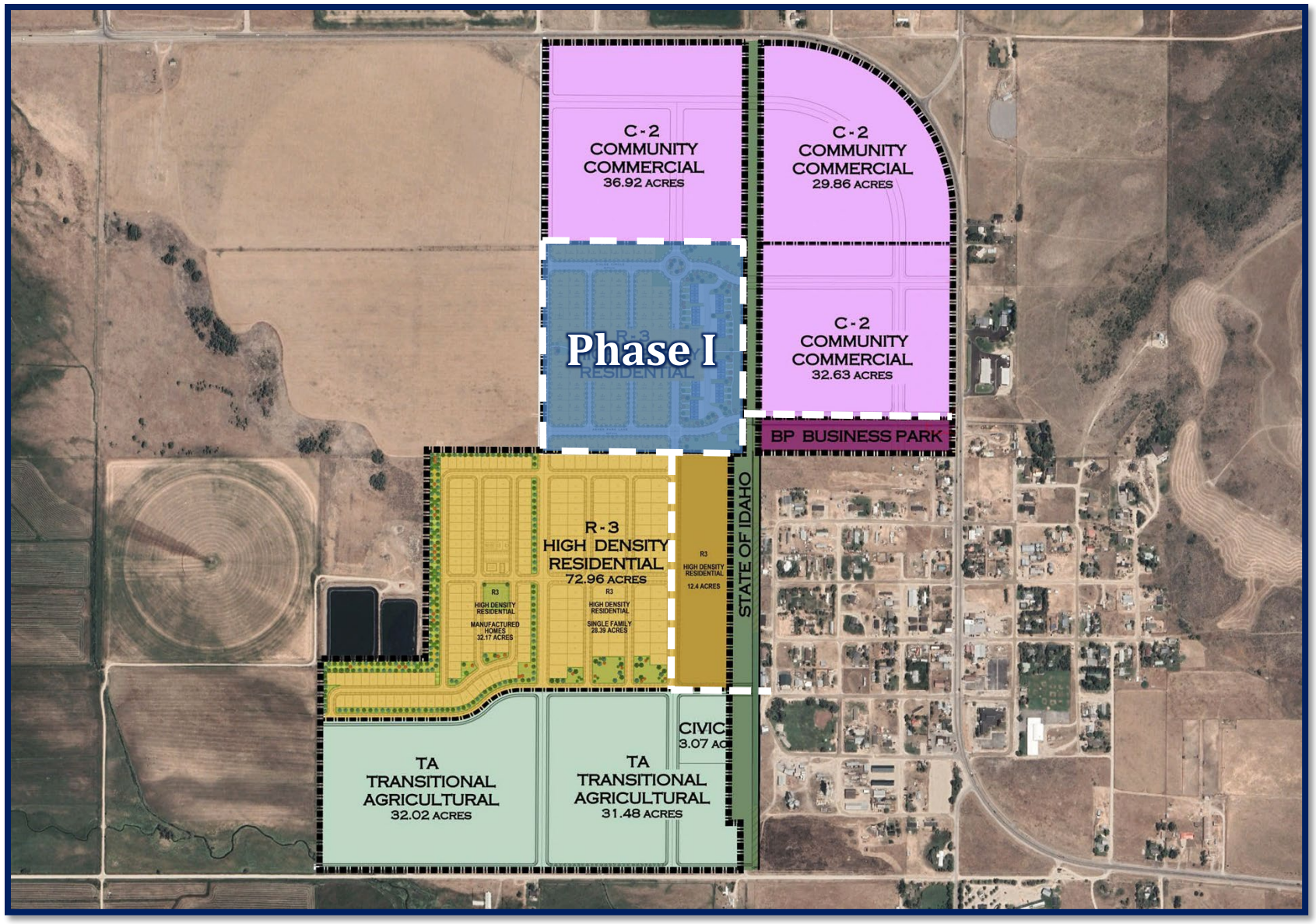
1. Existing Conditions - Analyze the capacity of the existing roadway system using existing peak hour traffic volumes in the surrounding area.

2. No-Build Conditions – Analyze the capacity of the future roadway system using the no-build traffic volumes that include the existing traffic volumes and background traffic growth. For the purposes of the evaluation, it was assumed that the full buildout and occupancy of the Phase I residential units would occur by Year 2035.

3. Total Projected Conditions – Analyze the capacity of the future roadway system using the projected traffic volumes that include the existing traffic volumes, background traffic growth, and the traffic estimated to be generated by the full buildout of the development for Year 2035.



Site Location **Figure 1**



Aerial View of Phase I **Figure 2**

2. Existing Conditions

Existing transportation conditions in the vicinity of the development were documented in order to obtain a database for projecting future conditions. The following provides a description of the geographical location of the development, physical characteristics of the area roadway system including lane usage and traffic control devices, area alternative modes of transportation, and existing peak hour vehicle, pedestrian, and bicycle volumes.

Site Location

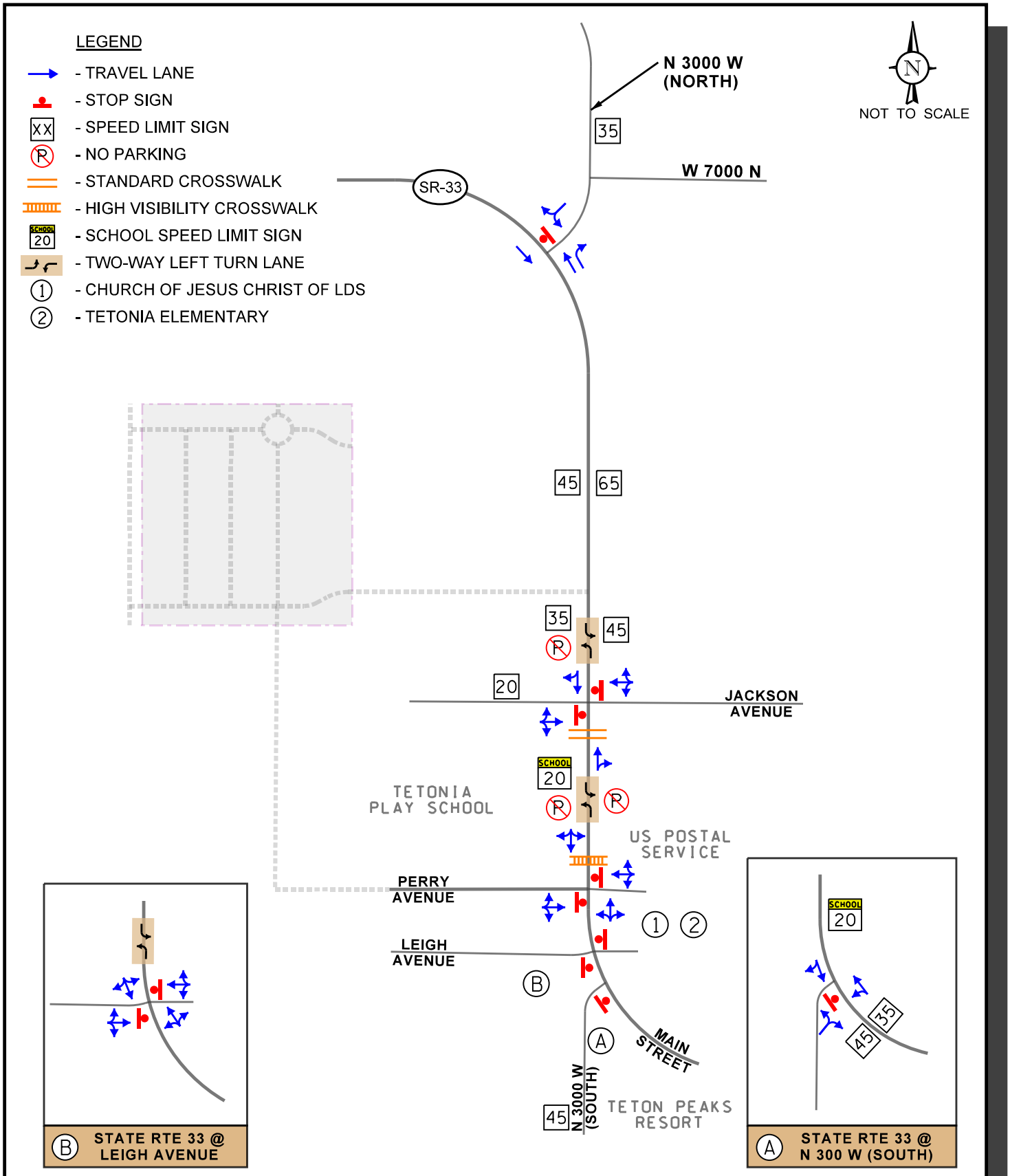
Phase I of Pinnacle Peak consists of approximately 34 acres of land located to the northwest of the City of Tetonia.

Existing Roadway System Characteristics

The key characteristics of the existing roadways and intersections within the study area are described below and illustrated in **Figures 3**.

State Route 33 (Main Street) is a minor arterial roadway that provides one travel lane in each direction and is designated as State Route 33 outside of the City of Tetonia and Main Street within the City. At its unsignalized intersections with Jackson Avenue, Teton Avenue, Central Avenue, and Perry Avenue, Main Street provides a shared through/right-turn lane on the northbound and southbound approaches. Left-turn movements can be accommodated by the two-way left-turn lane. Standard crosswalks are provided on the northbound approach at the intersection with Jackson Avenue and on the southbound approach at the intersection with Perry Avenue. High-visibility crosswalks are provided on the northbound approach at the intersection with Teton Avenue and on the southbound approach at the intersection with Perry Avenue. At its unsignalized intersection with Leigh Avenue, State Route 33 provides a shared left-turn/through/right-turn lane on the northbound and southbound approaches. At its northern intersection with N 3000 W, State Route 33 provides a through lane and an exclusive right-turn lane on the northwestbound approach and a shared left-turn/through lane on the southeastbound approach. At its southern intersection with N 3000 W, State Route 33 provides a shared left-turn/through lane on the northbound approach and a shared through/right-turn lane on the southbound approach. State Route 33 is under the jurisdiction of the Idaho Transportation Department (ITD), carries an Annual Average Daily Traffic (AADT) volume of 5,100 vehicles north of the south leg of N 3000 W (ITD 2024) and 5,900 vehicles east of the south leg of N 3000 W (ITD 2024). Within the City limits, Main Street has a posted speed limit of 35 miles per hour with a school zone speed limit of 20 miles per hour within the vicinity of Tetonia Elementary School. Outside the City limits, State Route 33 has a posted speed limit of 65 miles per hour.

Jackson Avenue is an east-west local roadway that provides one travel lane in each direction. At its unsignalized intersection with Main Street, Jackson Avenue provides a shared left-turn/through/right-turn lane on the eastbound and westbound approaches. Both approaches are under stop sign control. Jackson Avenue is under the jurisdiction of the City of Tetonia and has a posted speed limit of 20 miles per hour.



PINNACLE PEAK
PHASE 1
TETONIA, IDAHO

Existing Roadway Characteristics

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Job No: 25-342 Figure: 3

Teton Avenue is an east-west local roadway that provides one travel lane in each direction. At its unsignalized intersection with Main Street, Teton Avenue provides a shared left-turn/through/right-turn lane on the eastbound and westbound approaches. Both approaches are under stop sign control. Teton Avenue is under the jurisdiction of the City of Tetonia.

Central Avenue is an east-west local roadway that provides one travel lane in each direction. At its unsignalized intersection with Main Street, Central Avenue provides a shared left-turn/through/right-turn lane on the eastbound and westbound approaches. Both approaches are under stop sign control. Central Avenue is under the jurisdiction of the City of Tetonia.

Perry Avenue is an east-west local roadway that provides one travel lane in each direction. At its unsignalized intersection with Main Street, Perry Avenue provides a shared left-turn/through/right-turn lane on the eastbound and westbound approaches. Both approaches are under stop sign control. Perry Avenue is under the jurisdiction of the City of Tetonia.

Leigh Avenue is an east-west local roadway that provides one travel lane in each direction. At its unsignalized intersection with Main Street, Leigh Avenue provides a shared left-turn/through/right-turn lane on the eastbound and westbound approaches. Both approaches are under stop sign control. Leigh Avenue is under the jurisdiction of the City of Tetonia.

N 3000 W is a north-south local roadway that provides one travel lane in each direction and is divided by State Route 33 for approximately 0.8 miles. At its southern intersection with State Route 33, N 3000 W provides a shared left-turn/right-turn lane on the northeastbound approach and is under stop sign control. N 3000 W has a posted speed limit of 45 miles per hour south of State Route 33.

Alternative Modes of Transportation

The alternative modes of transportation serving the area are summarized below and are also illustrated in Figure 3**.**

Pedestrian Accommodations. Sidewalks are generally located on both sides of State Route 33 (Main Street) within the City limits. Furthermore, striped pedestrian crossings are provided at the following locations:

- A standard style crossing is provided on the south leg of Main Street with Jackson Avenue
- A high visibility crossing is provided on the south leg of Main Street with Teton Avenue
- A standard style crossing is provided on the north leg of Main Street with Central Avenue
- A high visibility cross is provided on the north leg of Main Street with Perry Avenue

Bike Facilities. Bordering the west side of the City of Tetonia is the Ashton-Tetonia Trail, which is an approximately 30-mile trail that extends from the trailhead located just north of Egbert Avenue to the north and west to its terminus at the City of Ashton. Within the study area, the Ashton-Tetonia Trail has an unmarked crossing with State Route 33, approximately one-quarter mile northwest of the intersection of State Route 33 with N 3000 W.

Existing Traffic Volumes

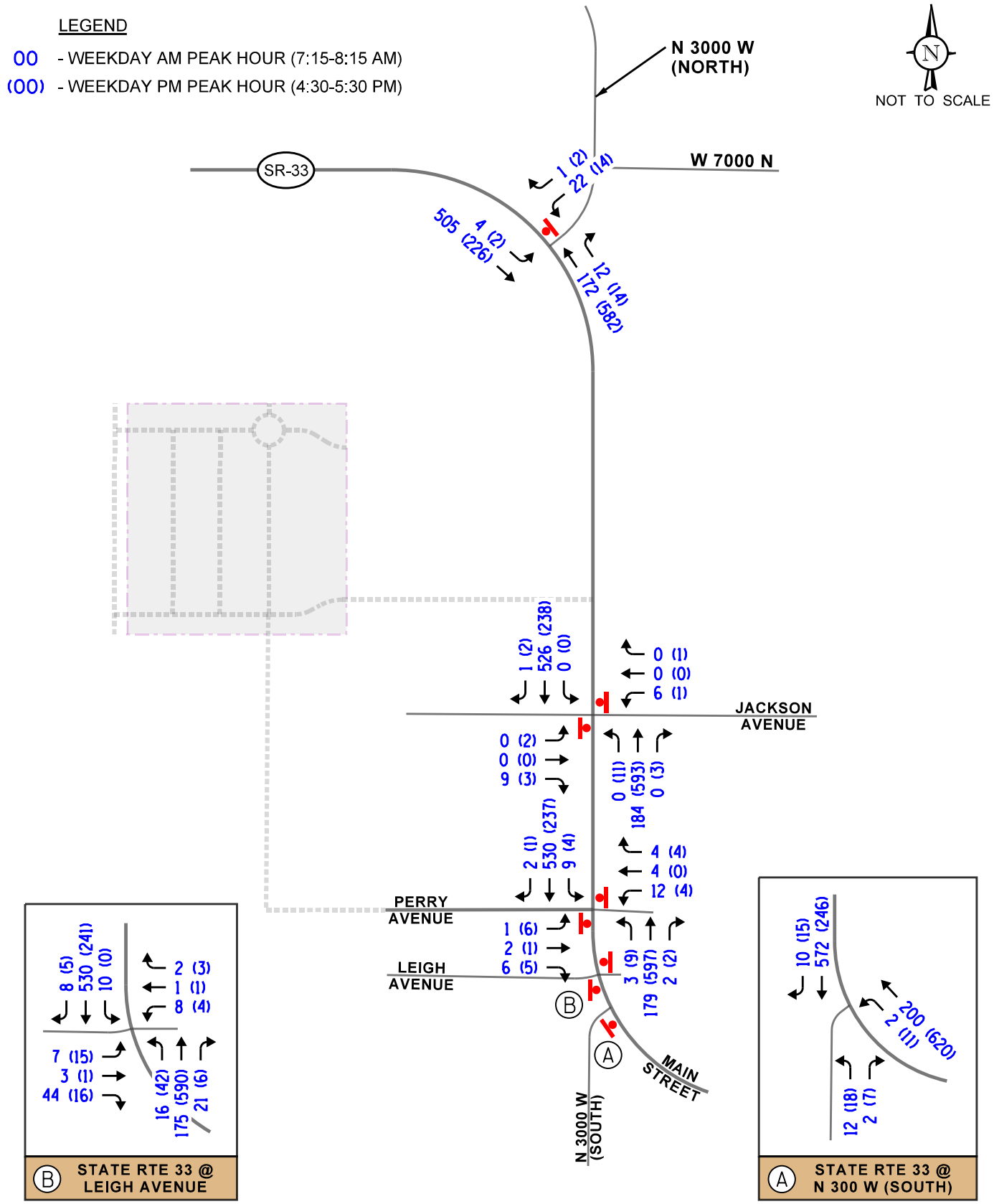
In order to determine current vehicle, pedestrian, and bicycle conditions within the study area, KLOA, Inc. utilized counts conducted on a Thursday, December 11, 2025 during the weekday morning (7:00 A.M. to 9:00 P.M.) and weekday evening (2:00 P.M. to 6:00 P.M.) peak periods at the following intersections:

- State Route 33 with N 3000 W (north intersection)
- Main Street with Jackson Avenue
- Main Street with Perry Avenue
- Main Street with Leigh Avenue
- State Route 33 with N 3000 W (south intersection)

The results of the traffic counts indicated that the weekday morning peak hour occurs from 7:15 A.M. to 8:15 A.M. and that the weekday evening peak hour occurs from 4:30 P.M. to 5:30 P.M. While Tetonia Elementary School has a dismissal hour of 2:45 P.M. to 3:45 P.M., the traffic volumes along State Route 33 during this hour are approximately 27 percent lower than the weekday evening peak hour.

It should be noted that supplemental traffic counts have been conducted by KLOA, Inc. during the Saturday morning and evening peak periods as part of a transportation study being completed for the full buildout of the masterplan development. However, the results of the Saturday morning and evening peak hour traffic counts indicate that these volumes are 64 and 44 percent lower than the weekday morning and evening peak hours, respectively. As such, the critical weekday morning and weekday evening peak hours were evaluated for the purposes of this study.

To represent the peak season design traffic volumes, KLOA, Inc. reviewed Monthly Average Daily Traffic (MADT) volumes available from ITD and adjusted the existing traffic counts to reflect the peak season traffic volumes. Based on the MADT volumes, the December 2025 traffic volumes were increased by 52 percent to reflect the peak season. **Figure 4** illustrates the existing peak hour vehicle traffic volumes utilized for the purposes of this evaluation.



PINNACLE PEAK
PHASE 1
TETONIA, IDAHO

Existing Traffic Volumes

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3. Traffic Characteristics of the Development

In order to properly evaluate future traffic conditions in the surrounding area, it was necessary to determine the traffic characteristics of the proposed development, including the directional distribution and volumes of traffic that it will generate.

Proposed Development Plan

As proposed, Phase I of Pinnacle Peak consists of 60 townhome units and 90 single family homes. It is anticipated that all of the units will be built and occupied by Year 2035. Access to Phase I will be provided via two connections to the external roadway network consisting of the following:

- Asher Park Lane will be an east-west roadway located approximately 600 feet north of Jackson Avenue that will provide one travel lane in each direction. This roadway will have an external intersection with State Route 33. The configuration of the Asher Park Lane intersection with State Route 33 will be discussed later in this report.

- A connection to Perry Avenue at its current terminus at the City of Tetonia limits. As previously described, Perry Avenue provides one travel lane in each direction and is under stop sign control at its existing intersection with State Route 33.

A master plan illustrating the development, zones, proposed internal roadway network, and external connections and a site plan showing Phase I of the proposed development are included in the Appendix.

Directional Distribution

The directions from which the traffic will approach and depart the development were estimated based on the existing travel patterns as determined from the traffic counts. The counts indicated that approximately 65 percent of vehicles travel to/from the southeast of the City of Tetonia, while 35 percent travel to/from the west on State Route 33.

Trip Generation Estimates

The number of peak hour trips estimated to be generated by the proposed development was based on trip generation rates published by the Institute of Transportation Engineers (ITE) in *Trip Generation Manual*, 12th Edition. The Land-Use Code 210 – Single Family Detached Housing and Land-Use Code 215 – Single Family Attached Housing were utilized. **Table 1** summarizes the estimated vehicle trip generation for the weekday morning peak hour, weekday evening peak hour, and weekday daily two-way trips.

Table 1
ESTIMATED PEAK HOUR TRIP GENERATION - WEEKDAY

ITE Land- Use Code	Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Weekday Daily Two Way Trips		
		In	Out	Total	In	Out	Total	In	Out	Total
Annexed Parcel (Phase I)										
215	Townhomes (60 Units)	5	15	20	15	11	26	198	198	396
210	Single Family (90 Units)	18	48	66	54	33	87	496	496	992
Annexed Parcel Total		**23**	**63**	**86**	**69**	**44**	**113**	**694**	**694**	**1,388**

4. Projected Traffic Conditions

In order to project future traffic conditions, the study included the planned or proposed improvements in the area and other projected growth in the area.

Development Traffic Assignment

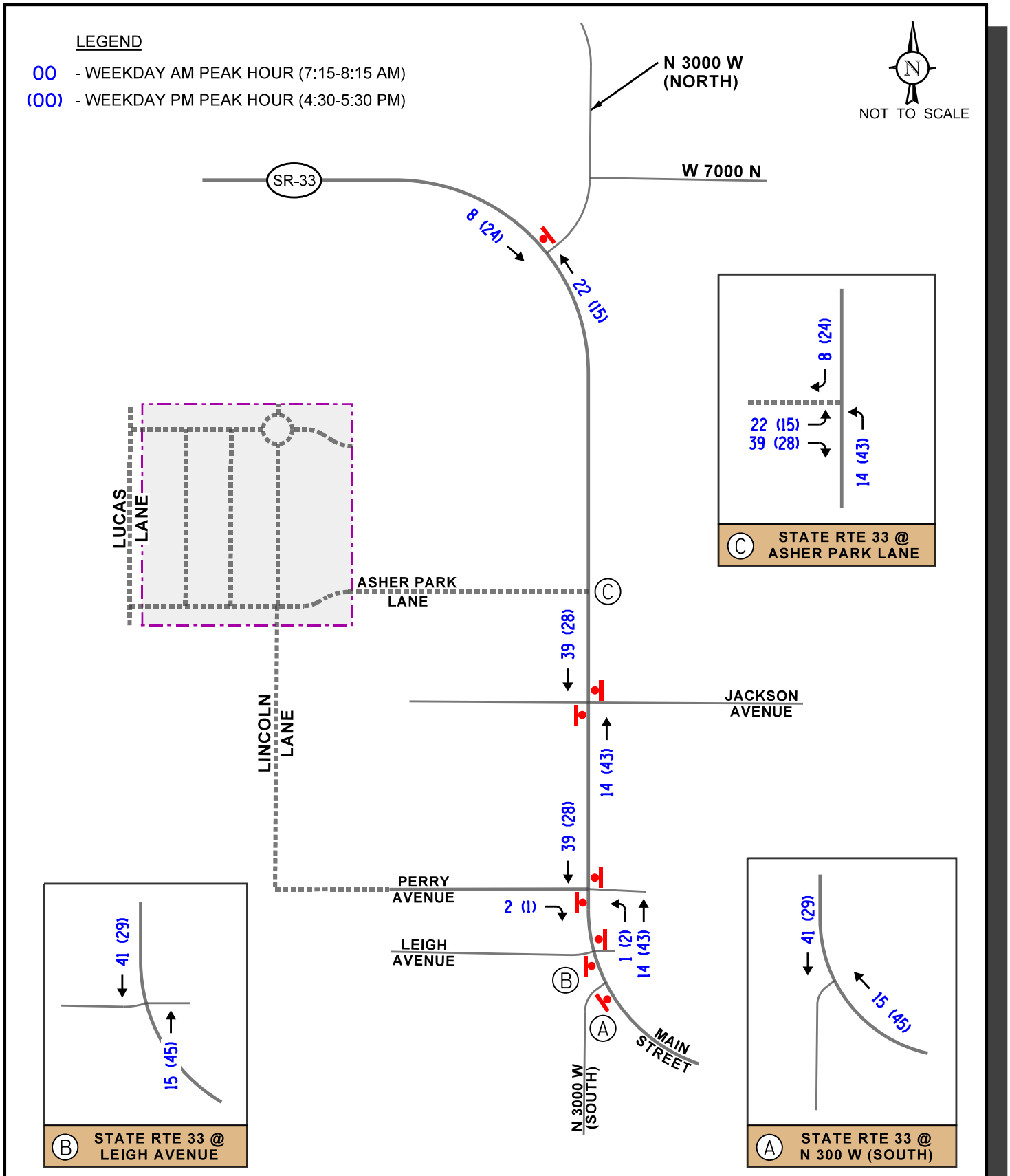
The estimated peak hour traffic volumes that will be generated by Phase I were assigned to the roadway system in accordance with the previously described directional distribution. **Figure 5** illustrates the traffic assignment.

Background Traffic Conditions

To account for any additional increase in traffic due to other factors or developments not previously discussed, an ambient growth factor of 2.5 percent per year was also applied to the through traffic volumes on State Route 33 over a 10-year period (anticipated full-buildout and occupancy of the Phase I residential units). As such, a total of 25 percent regional growth was assumed. The application of this growth factor was based on a review of Census data and population trends for Teton County. **Figure 6** illustrates the Year 2035 no-build traffic volumes.

Total Projected Traffic Volumes

The existing traffic volumes increased by the regional growth factor were combined with the traffic estimated to be generated by the proposed development (Figure 5) to determine the Year 2035 total projected traffic volumes, as illustrated in **Figure 7**.



PINNACLE PEAK
PHASE 1
TETONIA, IDAHO

Site-Generated Traffic Volumes

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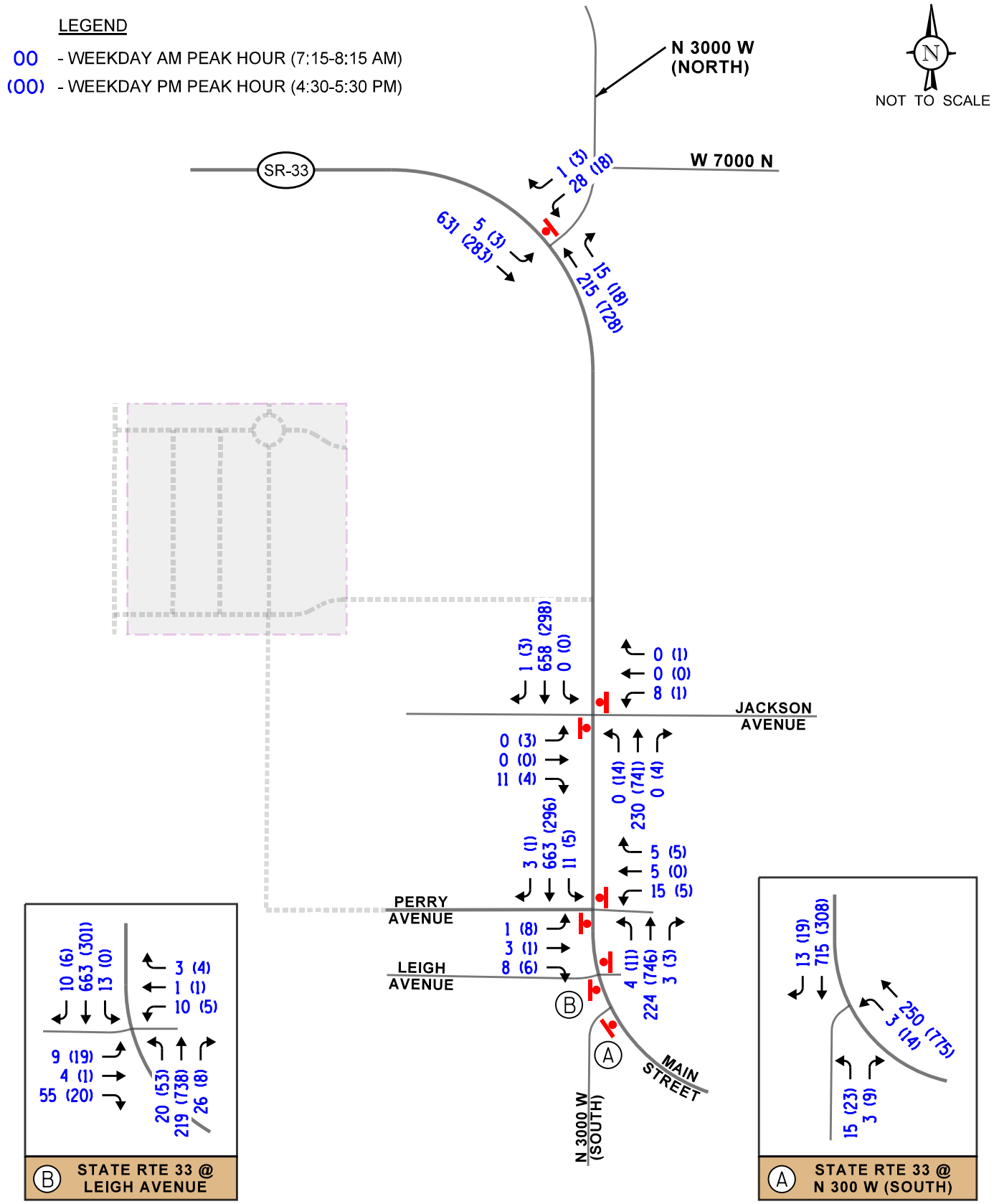

PINNACLE PEAK
PHASE 1
TETONIA, IDAHO

Year 2035 No-Build Traffic Volumes

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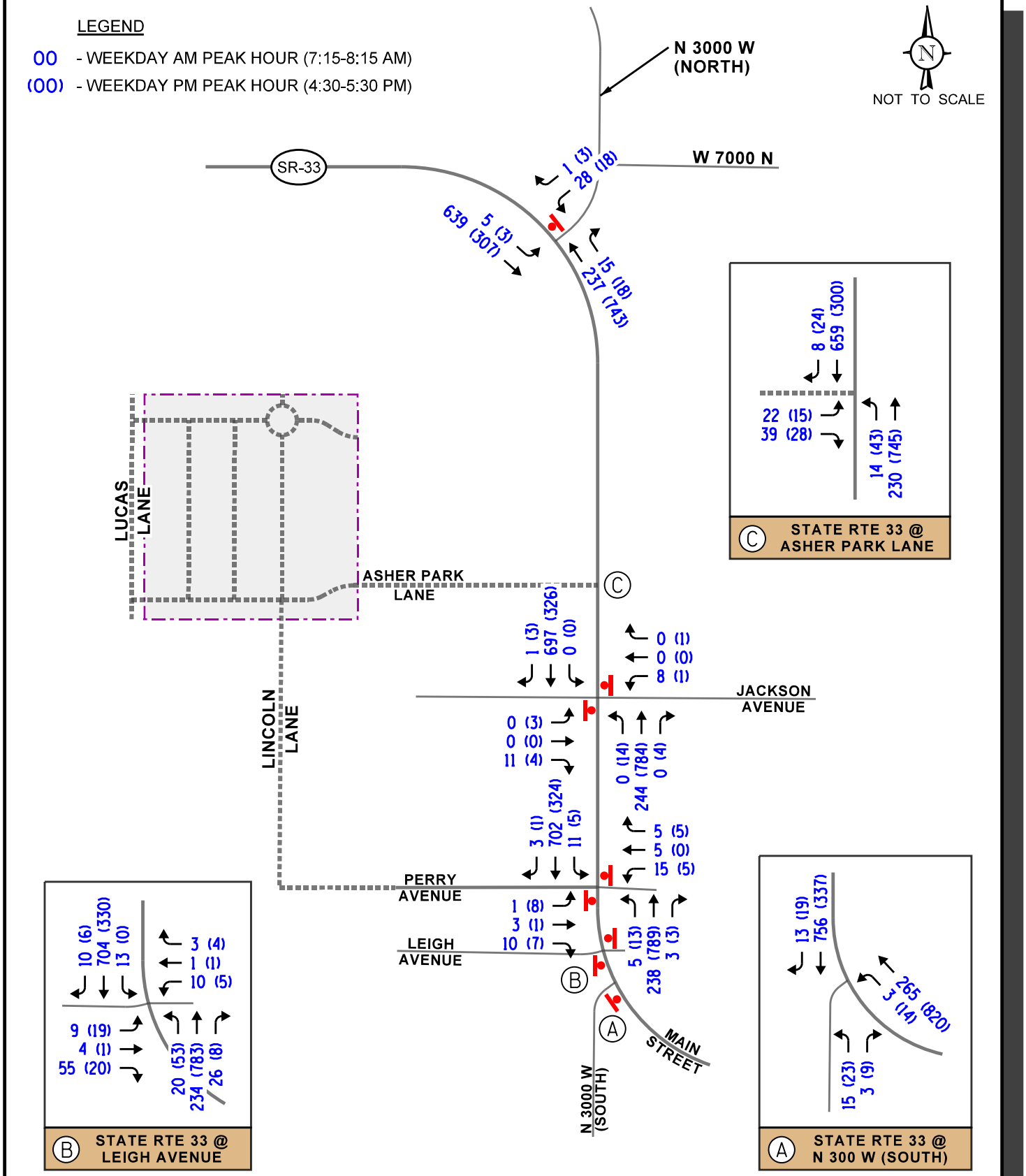

PINNACLE PEAK
PHASE 1
TETONIA, IDAHO

Year 2035 Total Traffic Volumes

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Job No: 25-342 Figure: 7

5. Traffic Analysis and Findings

The following provides an evaluation conducted for the weekday morning and weekday evening peak hours. The analysis includes conducting capacity analyses to determine how well the roadway system and access drives are projected to operate and what additional roadway improvements or traffic control modifications are required to accommodate the projected traffic volumes. Additionally, these analyses determined the configuration of the proposed access road approach to State Route 33.

Traffic Analyses

Intersection analyses were performed for the weekday morning and weekday evening peak hours for the existing, no-build, and total projected conditions for the Phase I buildout and occupancy of Pinnacle Peak (Year 2035).

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual (HCM),* 7th Edition and analyzed using Synchro 12 software.

The analysis for the unsignalized intersections determine the average control delay to vehicles at an intersection. Control delay is the elapsed time from a vehicle joining the queue at a stop sign (including the time required to decelerate to a stop) until its departure from the stop sign and resumption of free flow speed. The methodology analyzes each intersection approach controlled by a stop sign and considers traffic volumes on all approaches and lane characteristics.

The ability of an intersection to accommodate traffic flow is expressed in terms of level of service, which is assigned a letter from A to F based on the average control delay experienced by vehicles passing through the intersection. The *Highway Capacity Manual* definitions for levels of service and the corresponding control delay for signalized intersections and unsignalized intersections are included in the Appendix.

Summaries of the traffic analysis results showing the level of service and overall intersection delay (measured in seconds) for the existing and total projected conditions are summarized in **Tables 2** through **4**. The capacity analyses summary sheets are included in the Appendix.

Table 2
CAPACITY ANALYSIS RESULTS – EXISTING CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
State Route 33 with N 3000 W (North)				
• Southwestbound Approach	B	14.7	C	16.3
• Southeastbound Left Turn	A	7.6	A	8.8
Main Street with Jackson Avenue				
• Eastbound Approach	B	12.4	B	13.1
• Westbound Approach	C	17.8	C	15.3
• Northbound Left Turn	--	--	A	7.7
• Southbound Left Turn	--	--	--	--
Main Street with Perry Avenue				
• Eastbound Approach	B	13.2	B	12.9
• Westbound Approach	B	14.7	B	14.7
• Northbound Left Turn	A	8.7	A	7.7
• Southbound Left Turn	A	7.6	A	9.3
Main Street with Leigh Avenue				
• Eastbound Approach	B	13.8	B	13.9
• Westbound Approach	C	18.1	C	18.7
• Northbound Left Turn	A	8.8	A	7.9
• Southbound Left Turn	A	7.8	--	--
State Route 33 with N 3000 W (south)				
• Eastbound Approach	C	16.7	C	16.3
• Northbound Left Turn	A	8.9	A	7.8

LOS = Level of Service
Delay is measured in seconds.
Note: All intersections under two-way stop control

Table 3
CAPACITY ANALYSIS RESULTS – NO-BUILD CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
State Route 33 with N 3000 W (North)				
• Southwestbound Approach	C	18.0	C	20.7
• Southeastbound Left Turn	A	7.7	A	9.4
Main Street with Jackson Avenue				
• Eastbound Approach	B	14.2	C	16.1
• Westbound Approach	C	23.3	C	18.9
• Northbound Left Turn	--	--	A	7.9
• Southbound Left Turn	--	--	--	--
Main Street with Perry Avenue				
• Eastbound Approach	C	15.2	B	14.9
• Westbound Approach	C	17.5	C	17.3
• Northbound Left Turn	A	9.3	A	7.9
• Southbound Left Turn	A	7.8	A	9.9
Main Street with Leigh Avenue				
• Eastbound Approach	C	16.6	C	16.8
• Westbound Approach	C	24.4	D	25.3
• Northbound Left Turn	A	9.4	A	8.1
• Southbound Left Turn	A	7.9	--	--
State Route 33 with N 3000 W (South)				
• Eastbound Approach	C	21.2	C	21.4
• Northbound Left Turn	A	9.4	A	8.0

LOS = Level of Service
Delay is measured in seconds.
Note: All intersections under two-way stop control

Table 4
CAPACITY ANALYSIS RESULTS – PROJECTED CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
State Route 33 with N 3000 W (North)				
• Southwestbound Approach	C	18.7	C	21.6
• Southeastbound Left Turn	A	7.8	A	9.4
Main Street with Jackson Avenue				
• Eastbound Approach	B	14.7	C	17.2
• Westbound Approach	D	25.3	C	20.4
• Northbound Left Turn	--	--	A	7.9
• Southbound Left Turn	--	--	--	--
Main Street with Perry Avenue				
• Eastbound Approach	C	15.8	C	15.3
• Westbound Approach	C	18.4	C	18.2
• Northbound Left Turn	A	9.4	A	8.0
• Southbound Left Turn	A	7.8	B	10.1
Main Street with Leigh Avenue				
• Eastbound Approach	C	17.5	C	17.8
• Westbound Approach	D	26.8	D	28.0
• Northbound Left Turn	A	9.5	A	8.2
• Southbound Left Turn	A	8.0	--	--
State Route 33 with N 3000 W (South)				
• Eastbound Approach	C	22.8	C	23.5
• Northbound Left Turn	A	9.6	A	8.1
Main Street with Asher Park Lane				
• Eastbound Approach	C	16.3	C	15.8
• Northbound Left Turn	A	9.1	A	8.1

LOS = Level of Service
Delay is measured in seconds.
Note: All intersections under two-way stop control

Discussion and Recommendations

The following summarizes how the intersections are projected to operate and identify any roadway and traffic control improvements necessary to accommodate the facility-generated traffic.

Existing Intersections

The results of the capacity analyses indicate that during the weekday morning and weekday evening peak hours, all of the approaches and critical movements at the study area intersections currently operate at the acceptable Level of Service (LOS) C or better.

Under Year 2035 no-build conditions, including a regional growth factor of 25 percent applied to the through traffic along State Route 33, all of the approaches and critical movements are projected to operate at the acceptable LOS D or better during the peak hours.

Under Year 2035 total projected conditions, all of the approaches and critical movements are projected to continue operating at the acceptable LOS D or better during the peak hours. The 95th percentile queues for all approaches under stop sign control or for left-turn movements from State Route 33 are projected to be one to two vehicles.

As such, the study area intersections have sufficient reserve capacity to accommodate the traffic estimated to be generated by the proposed Phase I residential units and no roadway improvements or geometric modifications will be required as a result of the proposed development.

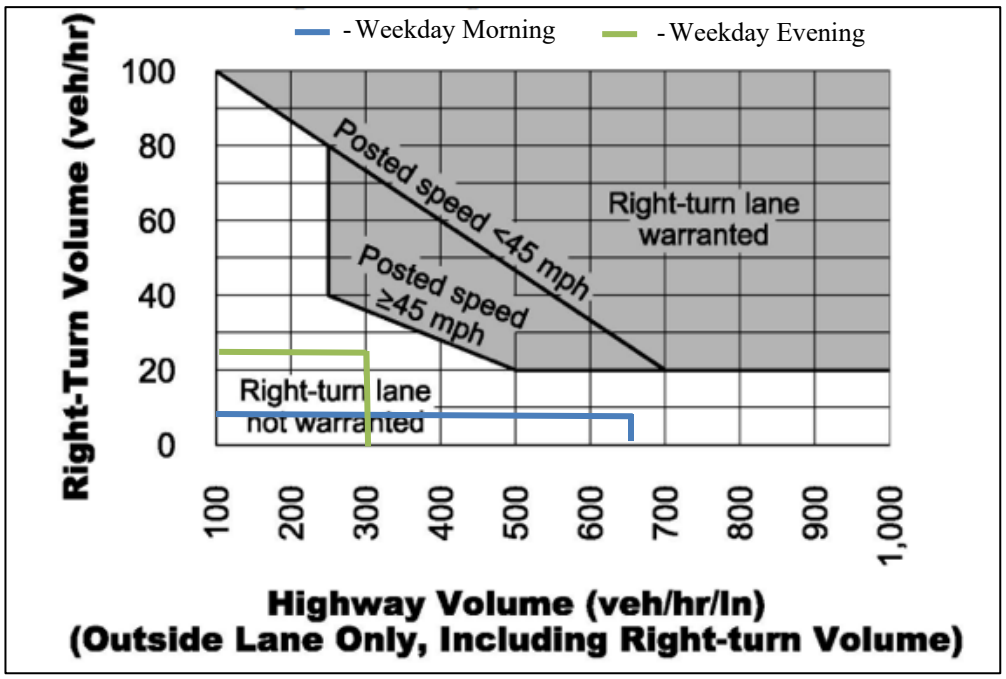
Main Street with Asher Park Lane

To determine if the traffic generated by Phase I of the development at the proposed connection of Asher Park Lane to State Route 33 warrants turn lane improvements, the total projected traffic volumes were compared to the following:

- Figure 3B-1 (Right-Turn Lane Warrant) published in the *Traffic Manual: Idaho Supplementary Guidance to the MUTCD*. **Figure 8** illustrates the right-turn lane warrant. As can be seen from Figure 8, Phase I will not warrant a right-turn lane at Asher Park Lane.

- The left-turn warrant criteria for intersections on two-lane highways in rural areas (Table 9,25, Figure 9-36) published in the A Policy on Geometric Design of Highways and Streets published by the American Association of State Highway and Transportation Officials (AASHTO).

It should be noted that the AASHTO criteria for left-turn lanes indicate that five left-turn vehicles warrant the provision of a left-turn lane on State Route 33. Therefore, State Route 33 should widened within the vicinity of Asher Park Lane to continue the three-lane cross section with a center two-way left-turn lane that currently terminates at the existing City limits. It should be noted that as part of the proposed development, the existing 35 miles per hour speed limit within the City will be carried through the intersection of Main Street with Asher Park Lane.



State Route 33 with Asher Park Lane – Right-Turn Lane Warrant
Figure 8

Additionally, to accommodate the future buildout of Pinnacle Peak, Asher Park Lane at Main Street will provide one inbound lane and two outbound lanes striped for an exclusive left-turn lane and an exclusive right-turn lane and the Asher Park Lane approach will be under stop sign control.

When analyzed with the aforementioned geometric configuration, the Asher Park Lane approach to Main Street is projected to operate at LOS C during the weekday morning and weekday evening peak hours. Additionally, northbound left-turn movements from Main Street onto Asher Park Lane are projected to operate at LOS A during both peak hours. As such, the intersection configuration will be adequate in accommodating the traffic estimated to be generated by Phase I of Pinnacle Peak and will ensure efficient access is provided to the development.

6. Conclusion

Based on the preceding analyses and recommendations, the following conclusions have been made:

- As proposed, Phase I of Pinnacle Peak consists of 60 townhome units and 90 single family homes. It is anticipated that all of the units will be built and occupied by Year 2035.

- Access to Phase I will be provided via two connections to the external roadway network consisting of the following:

    - Asher Park Lane will be an east-west roadway located approximately 600 feet north of Jackson Avenue that will provide one travel lane in each direction. This roadway will have an external intersection with State Route 33, where Asher Park Lane will provide an exclusive left-turn lane and an exclusive right-turn lane and will be under stop sign control.

    - A connection to Perry Avenue at its current terminus at the City of Tetonia limits. As previously described, Perry Avenue provides one travel lane in each direction and is under stop sign control at its existing intersection with State Route 33.

- The study area intersections have sufficient reserve capacity to accommodate the traffic estimated to be generated by Phase I of the development and no roadway improvements or traffic control modifications will be required.

- The proposed configuration of the intersection of State Route 33 with Asher Park Lane will be adequate in accommodating the Phase I projected traffic volumes.

    - The continuation of the three-lane cross section of State Route 33 through Asher Park Lane with a center two-way left-turn lane will be adequate in accommodating the projected traffic volumes under the initial phase of the development. Additionally, this configuration will allow for the future provision of a striped northbound left-turn lane to accommodate future phases of the development.

    - The two-lane approach of Asher Park Lane at State Route 33 will be adequate in accommodating the initial phase of Pinnacle Peak as well as subsequent phases of the development.

    - A southbound right-turn lane is not warranted as part of Phase I.

Appendix

Traffic Count Summary Sheets
Site Plan
ITE Trip Generation Sheets
Level of Service Criteria
Capacity Analysis Summary Sheets

Traffic Count Summary Sheets

National Data & Surveying Services

Intersection Turning Movement Count

Location: N 3000 W & SR 33/N Main St
City: Tetonia
Control: 1-Way Stop(SB)

Project ID: 25-810013-002
Date: 12/11/2025

Data - Total

NS/EW Streets:	N 3000 W				N 3000 W				SR 33/N Main St				SR 33/N Main St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	1	0	0	0	1	0	0	0	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	4	0	0	0	0	60	0	0	0	14	0	0	78
7:15 AM	0	0	0	0	4	0	0	0	2	73	0	0	0	17	3	0	99
7:30 AM	0	0	0	0	11	0	0	0	1	79	0	0	0	16	2	0	109
7:45 AM	0	0	0	0	1	0	0	0	0	75	0	0	0	24	3	0	103
8:00 AM	0	0	0	0	6	0	1	0	1	48	0	0	0	33	4	0	93
8:15 AM	0	0	0	0	1	0	1	0	1	43	0	0	0	29	4	0	79
8:30 AM	0	0	0	0	7	0	1	0	1	56	0	0	0	19	0	0	84
8:45 AM	0	0	0	0	2	0	0	0	1	51	0	0	0	38	2	0	94
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	36	0	3	0	7	485	0	0	0	190	18	0	739
APPROACH %'s :					92.31%	0.00%	7.69%	0.00%	1.42%	98.58%	0.00%	0.00%	0.00%	91.35%	8.65%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	0	0	0	22	0	1	0	4	275	0	0	0	90	12	0	404
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.500	0.000	0.250	0.000	0.500	0.870	0.000	0.000	0.000	0.682	0.750	0.000	0.927
					0.523				0.872				0.689				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	1	0	0	0	1	0	0	0	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM	0	0	0	0	3	0	0	0	0	20	0	0	0	51	2	0	76
2:15 PM	0	0	0	0	2	0	0	0	1	31	0	0	0	44	5	0	83
2:30 PM	0	0	0	0	1	0	0	1	1	25	0	0	0	41	1	0	70
2:45 PM	0	0	0	0	4	0	0	0	1	35	0	0	0	52	2	0	94
3:00 PM	0	0	0	0	3	0	0	0	0	40	0	0	0	49	5	0	97
3:15 PM	0	0	0	0	5	0	1	0	0	23	0	0	0	68	4	0	101
3:30 PM	0	0	0	0	1	0	0	0	1	31	0	0	0	57	4	0	94
3:45 PM	0	0	0	0	5	0	1	0	0	26	0	0	0	49	3	0	84
4:00 PM	0	0	0	0	5	0	0	0	0	27	0	0	0	54	0	0	86
4:15 PM	0	0	0	0	1	0	0	0	0	30	0	0	0	73	6	0	110
4:30 PM	0	0	0	0	1	0	0	0	0	33	0	0	0	85	4	0	123
4:45 PM	0	0	0	0	7	0	2	0	0	28	0	0	0	75	4	0	116
5:00 PM	0	0	0	0	4	0	0	0	0	40	0	0	0	81	1	0	126
5:15 PM	0	0	0	0	2	0	0	0	2	21	0	0	0	101	5	0	131
5:30 PM	0	0	0	0	3	0	0	0	0	30	0	0	0	85	1	0	119
5:45 PM	0	0	0	0	0	0	0	0	4	39	0	0	0	55	1	0	99
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	47	0	4	1	10	479	0	0	0	1020	48	0	1609
APPROACH %'s :					90.38%	0.00%	7.69%	1.92%	2.04%	97.96%	0.00%	0.00%	0.00%	95.51%	4.49%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	14	0	2	0	2	122	0	0	0	342	14	0	496
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.500	0.000	0.250	0.000	0.250	0.763	0.000	0.000	0.000	0.847	0.700	0.000	0.947
					0.444				0.775				0.840				

Prepared by National Data & Surveying Services

N 3000 W & SR 33/N Main St

Peak Hour Turning Movement Count

ID: 25-810013-002
City: Tetonia

Day: Thursday
Date: 12/11/2025

PEAK HOURS

AM: 07:15 AM - 08:15 AM
NOON: NONE
PM: 04:30 PM - 05:30 PM

COUNT PERIODS

AM: 7:00 AM - 09:00 AM
NOON: NONE
PM: 2:00 PM - 06:00 PM

SOUTHBOUND (N 3000 W)

AM	1	0	22	0	16	AM
NOON	0	0	0	0	0	NOON
PM	2	0	14	0	16	PM

EASTBOUND (SR 33/N Main St)

AM	NOON	PM	
91	0	344	
0	0	0	0
4	0	2	0
275	0	122	1
0	0	0	0

WESTBOUND (SR 33/N Main St)

	PM	NOON	AM
1	14	0	12
1	342	0	90
0	0	0	0
0	0	0	0
	136	0	297

NORTHBOUND (N 3000 W)

PM	0	0	0	0	PM
NOON	0	0	0	0	NOON
AM	0	0	0	0	AM

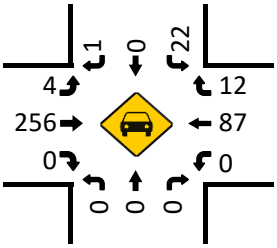
0 0 0 0

0 1 0 0

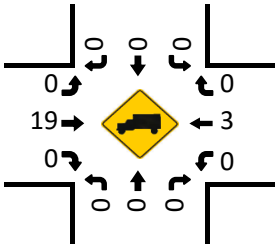
CONTROL: 1-Way Stop(SB)

	AM	NOON	PM
TEV	404	0	496
PHF	0.93		0.95

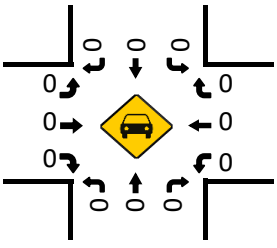
Cars (AM)



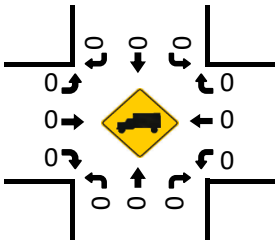
HT (AM)



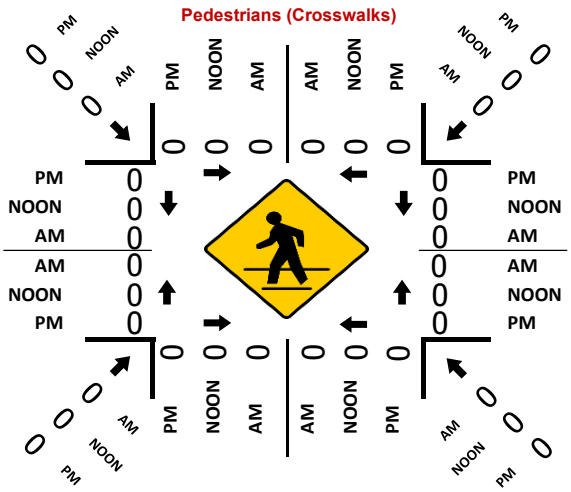
Cars (NOON)



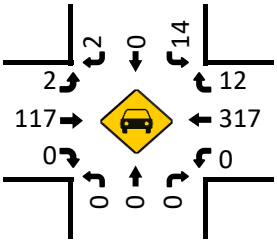
HT (NOON)



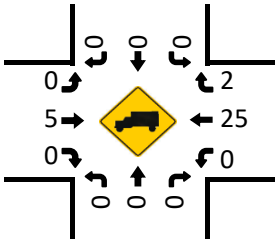
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: SR 33/N Main St & S 1st St/Jackson Ave
City: Tetonia
Control: 2-Way Stop(EB/WB)

Project ID: 25-810013-003
Date: 12/11/2025

Data - Total

NS/EW Streets:	SR 33/N Main St				SR 33/N Main St				S 1st St/Jackson Ave				S 1st St/Jackson Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	1	15	1	0	0	63	0	0	0	0	1	0	1	0	0	0	82
7:15 AM	0	22	0	0	0	67	0	0	0	0	6	0	2	0	0	0	97
7:30 AM	0	19	0	0	0	103	0	0	0	0	2	0	2	0	0	0	126
7:45 AM	0	31	0	0	0	83	1	0	0	0	1	0	0	0	0	0	116
8:00 AM	0	37	0	0	0	57	0	0	0	0	0	0	2	0	0	0	96
8:15 AM	1	29	1	0	0	50	1	0	1	0	0	0	0	0	0	0	83
8:30 AM	0	21	0	0	0	60	1	0	0	0	1	0	2	0	1	0	86
8:45 AM	0	40	1	0	0	54	1	0	0	0	1	0	0	0	0	0	97
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	2	214	3	0	0	537	4	0	1	0	12	0	9	0	1	0	783
APPROACH %'s :	0.91%	97.72%	1.37%	0.00%	0.00%	99.26%	0.74%	0.00%	7.69%	0.00%	92.31%	0.00%	90.00%	0.00%	10.00%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	109	0	0	0	310	1	0	0	0	9	0	6	0	0	0	435
PEAK HR FACTOR :	0.000	0.736	0.000	0.000	0.000	0.752	0.250	0.000	0.000	0.000	0.375	0.000	0.750	0.000	0.000	0.000	0.863
		0.736				0.755				0.375				0.750			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM	0	48	0	0	0	24	0	0	0	0	0	0	0	0	0	0	72
2:15 PM	0	50	1	0	0	33	0	0	0	0	0	0	1	0	0	0	85
2:30 PM	1	44	0	0	0	21	1	0	3	0	0	0	1	0	0	0	71
2:45 PM	2	54	0	0	0	43	0	0	0	0	0	0	0	0	0	0	99
3:00 PM	0	54	1	0	0	41	0	0	0	0	0	0	1	0	0	0	97
3:15 PM	0	71	0	0	0	29	0	0	0	0	0	0	0	0	0	0	100
3:30 PM	1	62	1	0	0	33	0	0	0	0	0	0	0	0	0	0	97
3:45 PM	1	50	1	0	0	33	0	0	1	0	0	0	1	0	1	0	88
4:00 PM	0	54	1	0	0	32	0	0	1	0	0	0	0	0	1	0	89
4:15 PM	1	81	1	0	0	27	0	0	0	0	1	0	0	0	0	0	111
4:30 PM	1	86	0	0	0	41	0	0	1	0	1	0	0	0	1	0	131
4:45 PM	2	91	2	0	0	35	1	0	1	0	1	0	0	0	0	0	133
5:00 PM	3	87	0	0	0	45	1	0	0	0	0	0	0	0	0	0	136
5:15 PM	5	103	1	0	0	24	0	0	0	0	1	0	1	0	0	0	135
5:30 PM	1	88	0	0	0	31	1	0	1	0	1	0	0	0	0	0	123
5:45 PM	3	58	1	0	1	42	0	0	1	0	0	0	0	0	0	0	106
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	21	1081	10	0	1	534	4	0	9	0	5	0	5	0	3	0	1673
APPROACH %'s :	1.89%	97.21%	0.90%	0.00%	0.19%	99.07%	0.74%	0.00%	64.29%	0.00%	35.71%	0.00%	62.50%	0.00%	37.50%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	11	367	3	0	0	145	2	0	2	0	3	0	1	0	1	0	535
PEAK HR FACTOR :	0.550	0.891	0.375	0.000	0.000	0.806	0.500	0.000	0.500	0.000	0.750	0.000	0.250	0.000	0.250	0.000	0.983
		0.874				0.799				0.625				0.500			

Prepared by National Data & Surveying Services

SR 33/N Main St & S 1st St/Jackson Ave

Peak Hour Turning Movement Count

ID: 25-810013-003
City: Tetonia

Day: Thursday
Date: 12/11/2025

PEAK HOURS	COUNT PERIODS
07:15 AM - 08:15 AM	7:00 AM - 09:00 AM
NONE	NONE
04:30 PM - 05:30 PM	2:00 PM - 06:00 PM

SR 33/N Main St — SOUTHBOUND

	L	T	R	U		
AM	1	310	0	0	109	AM
NOON	0	0	0	0	0	NOON
PM	2	145	0	0	370	PM

EASTBOUND (S 1st St/Jackson Ave)

AM	NOON	PM		
1	0	13	⇦	
0	0	0	↶	0
0	0	2	↱	0
0	0	0	→	1
9	0	3	↴	0

WESTBOUND (S 1st St/Jackson Ave)

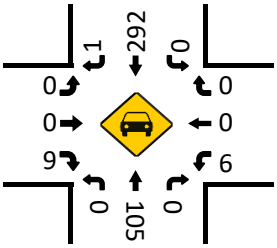
	PM	NOON	AM
0	1	0	0
1	0	0	0
0	1	0	6
0	0	0	0
⇨	3	0	0

SR 33/N Main St — NORTHBOUND

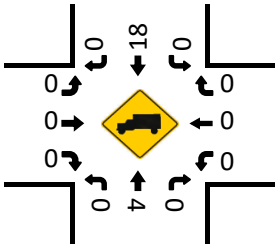
	L	T	R	U		
PM	149	0	11	367	3	PM
NOON	0	0	0	0	0	NOON
AM	325	0	0	109	0	AM

CONTROL			
2-Way Stop(EB/WB)			
TEV	435 AM	0 NOON	535 PM
PHF	0.86		0.98

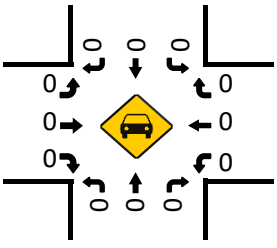
Cars (AM)



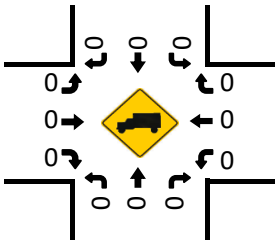
HT (AM)



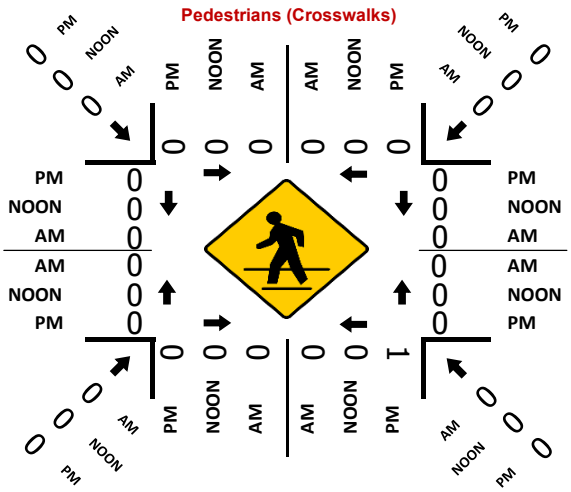
Cars (NOON)



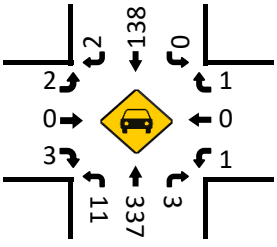
HT (NOON)



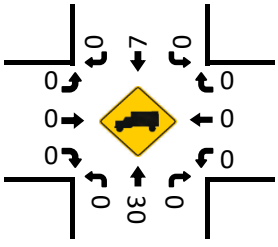
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: SR 33/N Main St & Perry Ave
City: Tetonia
Control: 2-Way Stop(EB/WB)

Project ID: 25-810013-004
Date: 12/11/2025

Data - Total

NS/EW Streets:	SR 33/N Main St				SR 33/N Main St				Perry Ave				Perry Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	1	13	0	0	0	62	2	0	1	0	3	0	0	1	0	0	83
7:15 AM	0	20	0	0	2	77	1	1	0	0	3	0	2	1	1	0	108
7:30 AM	1	19	1	0	2	120	1	0	1	0	2	0	1	2	0	0	150
7:45 AM	1	36	0	0	3	87	0	0	0	2	0	0	2	0	1	0	132
8:00 AM	1	43	1	0	2	65	0	0	0	0	1	0	7	1	2	0	123
8:15 AM	1	27	0	1	1	50	0	0	0	0	2	0	3	0	1	0	86
8:30 AM	1	29	0	0	1	65	1	0	0	0	2	0	0	0	0	0	99
8:45 AM	1	42	2	0	1	56	0	0	0	0	1	0	0	0	0	0	103
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	7	229	4	1	12	582	5	1	2	2	14	0	15	5	5	0	884
APPROACH %'s :	2.90%	95.02%	1.66%	0.41%	2.00%	97.00%	0.83%	0.17%	11.11%	11.11%	77.78%	0.00%	60.00%	20.00%	20.00%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	3	118	2	0	9	349	2	1	1	2	6	0	12	4	4	0	513
PEAK HR FACTOR :	0.750	0.686	0.500	0.000	0.750	0.727	0.500	0.250	0.250	0.250	0.500	0.000	0.429	0.500	0.500	0.000	0.855
		0.683				0.734				0.750				0.500			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM	0	49	2	0	3	29	0	0	1	0	1	0	3	0	2	0	90
2:15 PM	1	54	0	0	0	33	0	0	0	0	1	0	0	0	2	0	91
2:30 PM	1	45	1	0	1	25	0	1	0	0	2	0	3	0	0	0	79
2:45 PM	2	58	0	0	1	38	3	1	1	1	1	0	1	0	0	0	107
3:00 PM	0	52	2	0	2	44	0	0	1	0	2	0	2	2	2	0	109
3:15 PM	0	65	0	0	1	30	0	0	0	1	0	0	8	1	12	0	118
3:30 PM	3	64	2	0	1	34	0	1	1	0	0	0	3	0	4	0	113
3:45 PM	1	56	1	0	0	36	0	0	0	0	1	0	1	0	0	0	96
4:00 PM	0	64	0	0	0	35	0	0	0	0	0	0	0	1	0	0	100
4:15 PM	0	86	0	0	1	30	0	0	0	0	0	0	1	0	0	0	118
4:30 PM	2	92	0	0	0	45	0	0	1	0	1	0	2	0	2	0	145
4:45 PM	3	90	0	0	2	39	1	0	2	0	1	0	0	0	0	0	138
5:00 PM	3	99	2	0	0	43	0	0	3	1	1	0	2	0	0	0	154
5:15 PM	1	112	0	0	2	29	0	0	0	0	2	0	0	0	2	0	148
5:30 PM	1	97	1	0	2	33	0	0	0	0	1	0	1	0	0	0	136
5:45 PM	1	64	1	0	0	36	0	0	0	0	0	0	1	0	0	0	103
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	19	1147	12	0	16	559	4	3	10	3	14	0	28	4	26	0	1845
APPROACH %'s :	1.61%	97.37%	1.02%	0.00%	2.75%	96.05%	0.69%	0.52%	37.04%	11.11%	51.85%	0.00%	48.28%	6.90%	44.83%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	9	393	2	0	4	156	1	0	6	1	5	0	4	0	4	0	585
PEAK HR FACTOR :	0.750	0.877	0.250	0.000	0.500	0.867	0.250	0.000	0.500	0.250	0.625	0.000	0.500	0.000	0.500	0.000	0.950
		0.894				0.894				0.600				0.500			

Prepared by National Data & Surveying Services

SR 33/N Main St & Perry Ave

Peak Hour Turning Movement Count

ID: 25-810013-004
City: Tetonia

Day: Thursday
Date: 12/11/2025

PEAK HOURS	COUNT PERIODS
07:15 AM - 08:15 AM	7:00 AM - 09:00 AM
NONE	NONE
04:30 PM - 05:30 PM	2:00 PM - 06:00 PM

SOUTHBOUND (SR 33/N Main St)

	Left	Thru	Right	U-Turn	Peds	
AM	2	349	9	1	124	AM
NOON	0	0	0	0	0	NOON
PM	1	156	4	0	403	PM

EASTBOUND (Perry Ave)

	Left	Thru	Right	U-Turn	
AM	9	0	10	0	AM
NOON	0	0	0	1	NOON
PM	1	0	6	0	PM
AM	2	0	1	0	AM
NOON	6	0	5	0	NOON
PM	0	0	0	0	PM

WESTBOUND (Perry Ave)

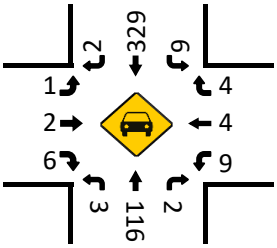
	Left	Thru	Right	U-Turn	
PM	4	0	4	0	PM
NOON	0	0	4	1	NOON
AM	4	0	12	0	AM
PM	0	0	0	0	PM
NOON	7	0	13	0	NOON
AM	0	1	0	0	AM

NORTHBOUND (SR 33/N Main St)

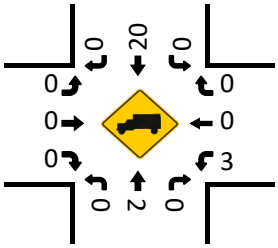
	Left	Thru	Right	U-Turn	Peds	
PM	165	0	9	393	2	PM
NOON	0	0	0	0	0	NOON
AM	367	0	3	118	2	AM

CONTROL			
2-Way Stop(EB/WB)			
TEV	513 AM	0 NOON	585 PM
PHF	0.86		0.95

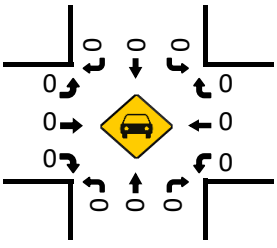
Cars (AM)



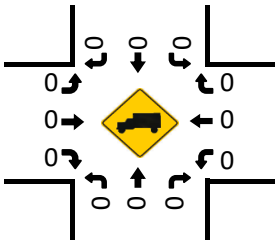
HT (AM)



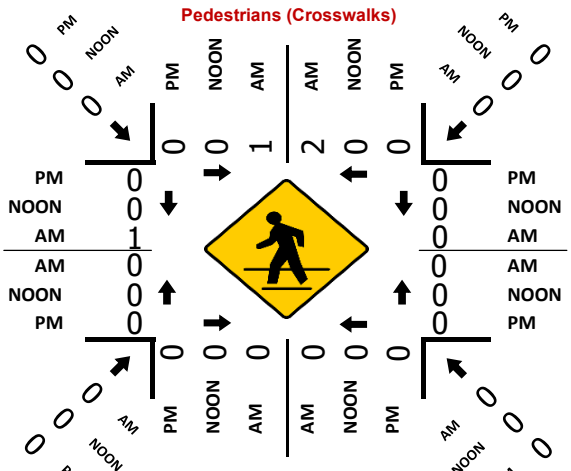
Cars (NOON)



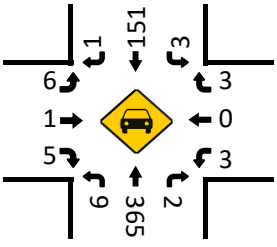
HT (NOON)



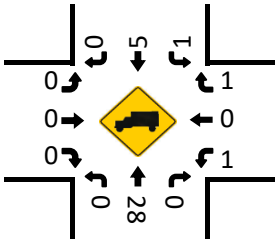
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: SR 33/N Main St & Leigh Ave
City: Tetonia
Control: 2-Way Stop(EB/WB)

Project ID: 25-810013-005
Date: 12/11/2025

Data - Total

NS/EW Streets:	SR 33/N Main St				SR 33/N Main St				Leigh Ave				Leigh Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	4	14	1	0	0	58	1	0	0	1	8	0	1	0	0	0	88
7:15 AM	5	18	4	0	1	77	3	0	0	0	11	0	0	0	1	0	120
7:30 AM	4	19	3	0	2	107	4	0	2	2	8	0	0	1	0	0	152
7:45 AM	7	30	5	0	0	85	1	0	4	0	14	0	6	0	0	0	152
8:00 AM	0	42	9	0	7	55	0	0	1	1	11	0	2	0	1	0	129
8:15 AM	1	28	0	0	0	44	3	0	1	0	8	0	0	0	0	0	85
8:30 AM	5	23	0	0	0	61	5	0	3	0	5	0	1	0	0	0	103
8:45 AM	3	39	0	0	0	55	3	0	1	0	3	0	0	0	0	0	104
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	29	213	22	0	10	542	20	0	12	4	68	0	10	1	2	0	933
APPROACH %'s :	10.98%	80.68%	8.33%	0.00%	1.75%	94.76%	3.50%	0.00%	14.29%	4.76%	80.95%	0.00%	76.92%	7.69%	15.38%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	16	109	21	0	10	324	8	0	7	3	44	0	8	1	2	0	553
PEAK HR FACTOR :	0.571	0.649	0.583	0.000	0.357	0.757	0.500	0.000	0.438	0.375	0.786	0.000	0.333	0.250	0.500	0.000	0.910
	0.716				0.757				0.750				0.458				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM	5	47	1	0	0	31	1	0	5	0	1	0	3	0	0	0	94
2:15 PM	3	49	1	0	0	33	1	0	4	0	2	0	1	1	0	0	95
2:30 PM	6	43	0	0	0	28	2	0	4	0	4	0	0	0	0	0	87
2:45 PM	4	56	2	0	0	38	0	0	0	1	3	0	0	0	1	0	105
3:00 PM	5	53	5	0	4	40	3	0	2	0	2	0	1	0	0	0	115
3:15 PM	2	60	2	0	4	32	1	0	1	0	9	0	2	0	0	0	113
3:30 PM	2	64	2	0	1	30	2	0	0	0	5	0	0	1	0	0	107
3:45 PM	11	53	0	0	0	35	1	0	3	0	2	0	0	0	0	0	105
4:00 PM	7	59	0	0	0	30	1	0	2	1	7	0	0	0	0	0	107
4:15 PM	11	75	2	0	1	25	2	0	4	0	3	0	0	3	0	0	126
4:30 PM	9	85	3	0	0	41	2	0	5	0	8	0	1	1	1	0	156
4:45 PM	7	84	0	0	0	35	1	0	2	0	3	0	2	0	0	0	134
5:00 PM	16	95	1	0	0	41	1	0	0	1	5	0	0	0	2	0	162
5:15 PM	10	96	2	0	0	32	1	0	8	0	0	0	1	0	0	0	150
5:30 PM	9	88	2	0	0	33	1	0	6	0	3	0	1	0	2	0	145
5:45 PM	12	56	0	0	0	31	4	0	3	0	6	0	0	0	1	0	113
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	119	1063	23	0	10	535	24	0	49	3	63	0	12	6	7	0	1914
APPROACH %'s :	9.88%	88.22%	1.91%	0.00%	1.76%	94.02%	4.22%	0.00%	42.61%	2.61%	54.78%	0.00%	48.00%	24.00%	28.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	42	360	6	0	0	149	5	0	15	1	16	0	4	1	3	0	602
PEAK HR FACTOR :	0.656	0.938	0.500	0.000	0.000	0.909	0.625	0.000	0.469	0.250	0.500	0.000	0.500	0.250	0.375	0.000	0.929
	0.911				0.895				0.615				0.667				

Prepared by National Data & Surveying Services

SR 33/N Main St & Leigh Ave

Peak Hour Turning Movement Count

ID: 25-810013-005
City: Tetonia

Day: Thursday
Date: 12/11/2025

PEAK HOURS	COUNT PERIODS
07:15 AM - 08:15 AM	7:00 AM - 09:00 AM
NONE	NONE
04:30 PM - 05:30 PM	2:00 PM - 06:00 PM

SOUTHBOUND (SR 33/N Main St)

AM	8	324	10	0	118	AM
NOON	0	0	0	0	0	NOON
PM	5	149	0	0	378	PM

EASTBOUND (Leigh Ave)

AM	NOON	PM	
25	0	48	
0	0	0	0
7	0	15	0
3	0	1	1
44	0	16	0

WESTBOUND (Leigh Ave)

PM	NOON	AM	
3	0	2	0
1	0	1	1
4	0	8	0
0	0	0	0
7	0	34	

NORTHBOUND (SR 33/N Main St)

PM	169	0	42	360	6	PM
NOON	0	0	0	0	0	NOON
AM	376	0	16	109	21	AM

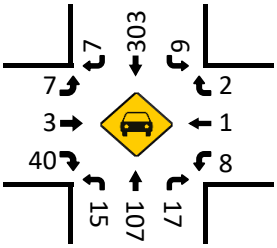
	0	0	1	0

CONTROL

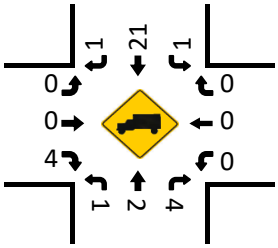
2-Way Stop(EB/WB)

TEV	553 AM	0 NOON	602 PM
PHF	0.91		0.93

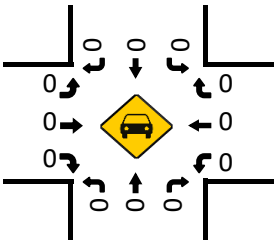
Cars (AM)



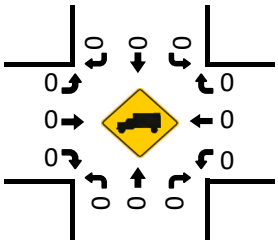
HT (AM)



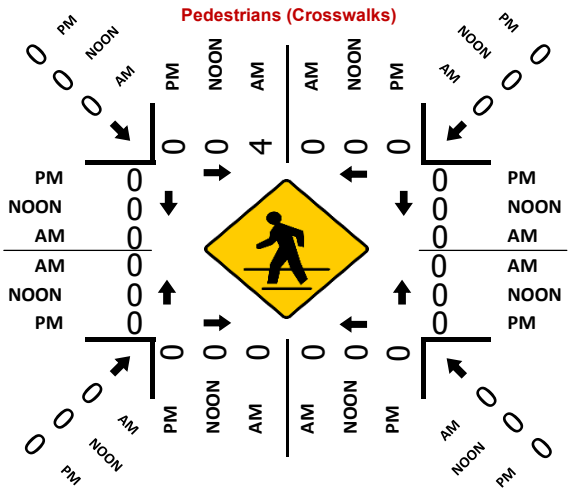
Cars (NOON)



HT (NOON)



Pedestrians (Crosswalks)


PM
NOON
AM
0
4
0
0
0
0
0
0
0
0
0
0
0

National Data & Surveying Services

Intersection Turning Movement Count

Location: SR 33/N Main St & N 3000 W
City: Tetonia
Control: 1-Way Stop(EB)

Project ID: 25-810013-006
Date: 12/11/2025

Data - Total

NS/EW Streets:	SR 33/N Main St				SR 33/N Main St				N 3000 W				N 3000 W				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	1	0	0	1	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	17	0	0	0	70	1	0	3	0	1	0	0	0	0	0	92
7:15 AM	0	23	0	0	0	83	3	0	3	0	0	0	0	0	0	0	112
7:30 AM	0	26	0	0	0	114	2	0	1	0	1	0	0	0	0	0	144
7:45 AM	2	37	0	0	0	101	4	0	4	0	1	0	0	0	0	0	149
8:00 AM	0	47	0	0	0	66	1	0	4	0	0	0	0	0	0	0	118
8:15 AM	0	28	0	0	0	53	1	0	1	0	0	0	0	0	0	0	83
8:30 AM	0	27	0	0	0	62	3	0	1	0	0	0	0	0	0	0	93
8:45 AM	0	43	0	0	0	59	1	0	0	0	0	0	0	0	0	0	103
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	2	248	0	0	0	608	16	0	17	0	3	0	0	0	0	0	894
APPROACH %'s :	0.80%	99.20%	0.00%	0.00%	0.00%	97.44%	2.56%	0.00%	85.00%	0.00%	15.00%	0.00%					
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	2	133	0	0	0	364	10	0	12	0	2	0	0	0	0	0	523
PEAK HR FACTOR :	0.250	0.707	0.000	0.000	0.000	0.798	0.625	0.000	0.750	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.878
		0.718				0.806				0.700							

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	1	0	0	1	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM	0	47	0	0	0	33	1	0	3	0	0	0	0	0	0	0	84
2:15 PM	0	52	0	0	0	34	3	0	3	0	1	0	0	0	0	0	93
2:30 PM	0	47	0	0	0	27	4	0	0	0	0	0	0	0	0	0	78
2:45 PM	0	57	0	0	0	40	2	0	6	0	1	0	0	0	0	0	106
3:00 PM	0	59	0	0	0	40	1	1	4	0	0	0	0	0	0	0	105
3:15 PM	1	58	0	0	0	36	6	0	4	0	0	0	0	0	0	0	105
3:30 PM	1	69	0	0	0	32	4	0	0	0	0	0	0	0	0	0	106
3:45 PM	1	59	0	0	0	36	2	0	4	0	1	0	0	0	0	0	103
4:00 PM	0	67	0	0	0	33	4	0	0	0	0	0	0	0	0	0	104
4:15 PM	0	86	0	0	0	28	0	0	4	0	1	0	0	0	0	0	119
4:30 PM	4	92	0	0	0	43	7	0	2	0	3	0	0	0	0	0	151
4:45 PM	2	84	0	0	0	36	3	0	7	0	4	0	0	0	0	0	136
5:00 PM	1	105	0	0	0	44	3	0	7	0	0	0	0	0	0	0	160
5:15 PM	4	108	0	0	0	31	2	0	2	0	0	0	0	0	0	0	147
5:30 PM	0	95	0	0	0	35	2	0	2	0	0	0	0	0	0	0	134
5:45 PM	3	68	0	0	0	35	2	0	1	0	3	0	0	0	0	0	112
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	17	1153	0	0	0	563	46	1	49	0	14	0	0	0	0	0	1843
APPROACH %'s :	1.45%	98.55%	0.00%	0.00%	0.00%	92.30%	7.54%	0.16%	77.78%	0.00%	22.22%	0.00%					
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	11	389	0	0	0	154	15	0	18	0	7	0	0	0	0	0	594
PEAK HR FACTOR :	0.688	0.900	0.000	0.000	0.000	0.875	0.536	0.000	0.643	0.000	0.438	0.000	0.000	0.000	0.000	0.000	0.928
		0.893				0.845				0.568							

Prepared by National Data & Surveying Services

SR 33/N Main St & N 3000 W

Peak Hour Turning Movement Count

ID: 25-810013-006
City: Tetonia

Day: Thursday
Date: 12/11/2025

PEAK HOURS		COUNT PERIODS
07:15 AM - 08:15 AM	AM	7:00 AM - 09:00 AM
NONE	NOON	NONE
04:30 PM - 05:30 PM	PM	2:00 PM - 06:00 PM

SR 33/N Main St

SOUTHBOUND

AM	10	364	0	0	145	AM
NOON	0	0	0	0	0	NOON
PM	15	154	0	0	407	PM
	1	1	0	0		

EASTBOUND

AM	NOON	PM	
12	0	26	
0	0	0	0
12	0	18	0
0	0	0	1
2	0	7	0
AM	NOON	PM	

WESTBOUND

	PM	NOON	AM
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
	0	0	0
	PM	NOON	AM

CONTROL

1-Way Stop(EB)

TEV	523 AM	0 NOON	594 PM
PHF	0.88		0.93

NORTHBOUND

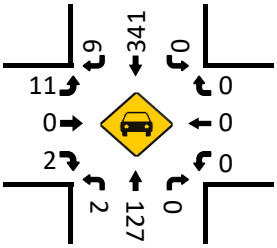
		0	0	1	0	
PM	161	0	11	389	0	PM
NOON	0	0	0	0	0	NOON
AM	366	0	2	133	0	AM

SR 33/N Main St

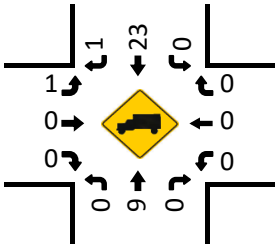
N 3000 W

N 3000 W

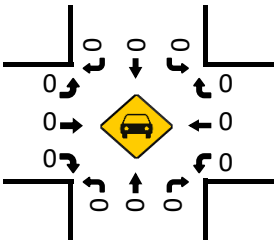
Cars (AM)



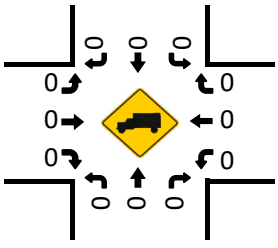
HT (AM)



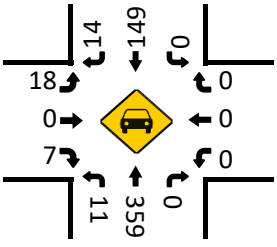
Cars (NOON)



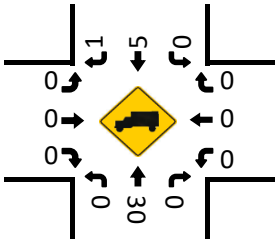
HT (NOON)



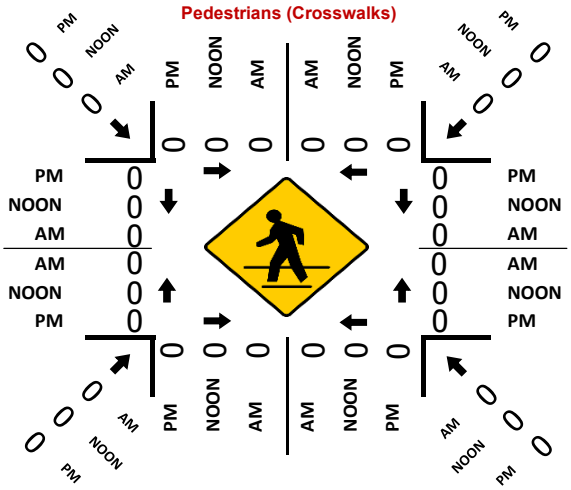
Cars (PM)



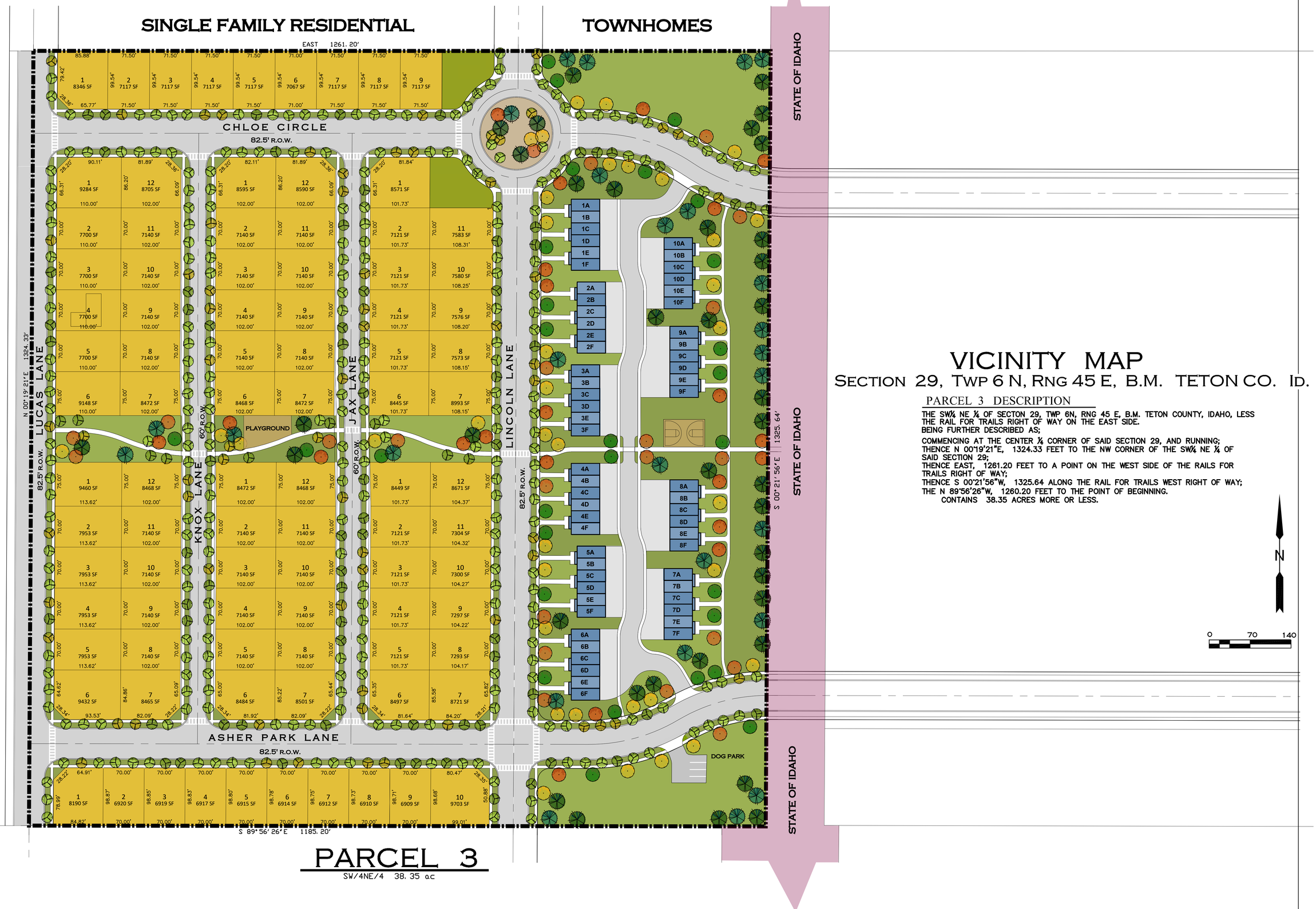
HT (PM)



Pedestrians (Crosswalks)



Site Plan



PARCEL 3

SW/4NE/4 38.35 ac

VICINITY MAP

SECTION 29, TWP 6 N, RNG 45 E, B.M. TETON CO. ID.

PARCEL 3 DESCRIPTION

THE SW¼ NE ¼ OF SECTON 29, TWP 6N, RNG 45 E, B.M. TETON COUNTY, IDAHO, LESS THE RAIL FOR TRAILS RIGHT OF WAY ON THE EAST SIDE.
BEING FURTHER DESCRIBED AS;

COMMENCING AT THE CENTER ¼ CORNER OF SAID SECTION 29, AND RUNNING;
THENCE N 00°19'21"E, 1324.33 FEET TO THE NW CORNER OF THE SW¼ NE ¼ OF SAID SECTION 29;
THENCE EAST, 1261.20 FEET TO A POINT ON THE WEST SIDE OF THE RAILS FOR TRAILS RIGHT OF WAY;
THENCE S 00°21'56"W, 1325.64 ALONG THE RAIL FOR TRAILS WEST RIGHT OF WAY;
THE N 89°56'26"W, 1260.20 FEET TO THE POINT OF BEGINNING.
CONTAINS 38.35 ACRES MORE OR LESS.

BARTON ARCHITECTURE PLLC
JRW & ASSOCIATES
EAGLE ROCK ENGINEERING
CIVIL ◇ PLANNING ◇ SURVEYING
IDAHO FALLS (208) 542-2065 RENEBURG (208) 359-2065

PINNACLE PEAK
AT THE TETONS

PARCEL 3
SUBDIVISION CONCEPT PLAN

ITE Trip Generation Sheets

Single-Family Attached Housing
(215)

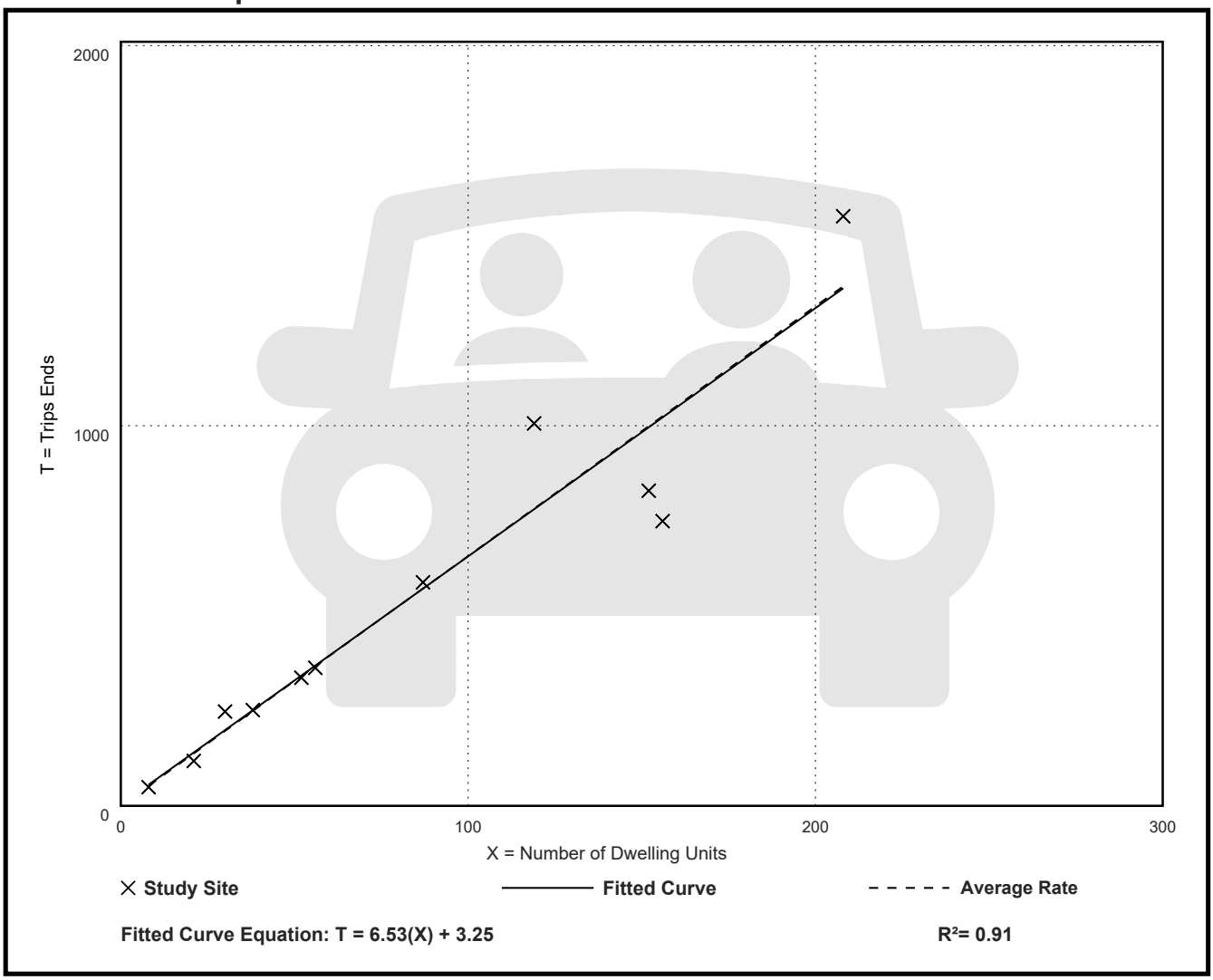
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 11
Avg. Num. of Dwelling Units: 84
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
6.57	4.80 - 8.45	1.28

Data Plot and Equation



Fitted Curve Equation: T = 6.53(X) + 3.25

R^2= 0.91

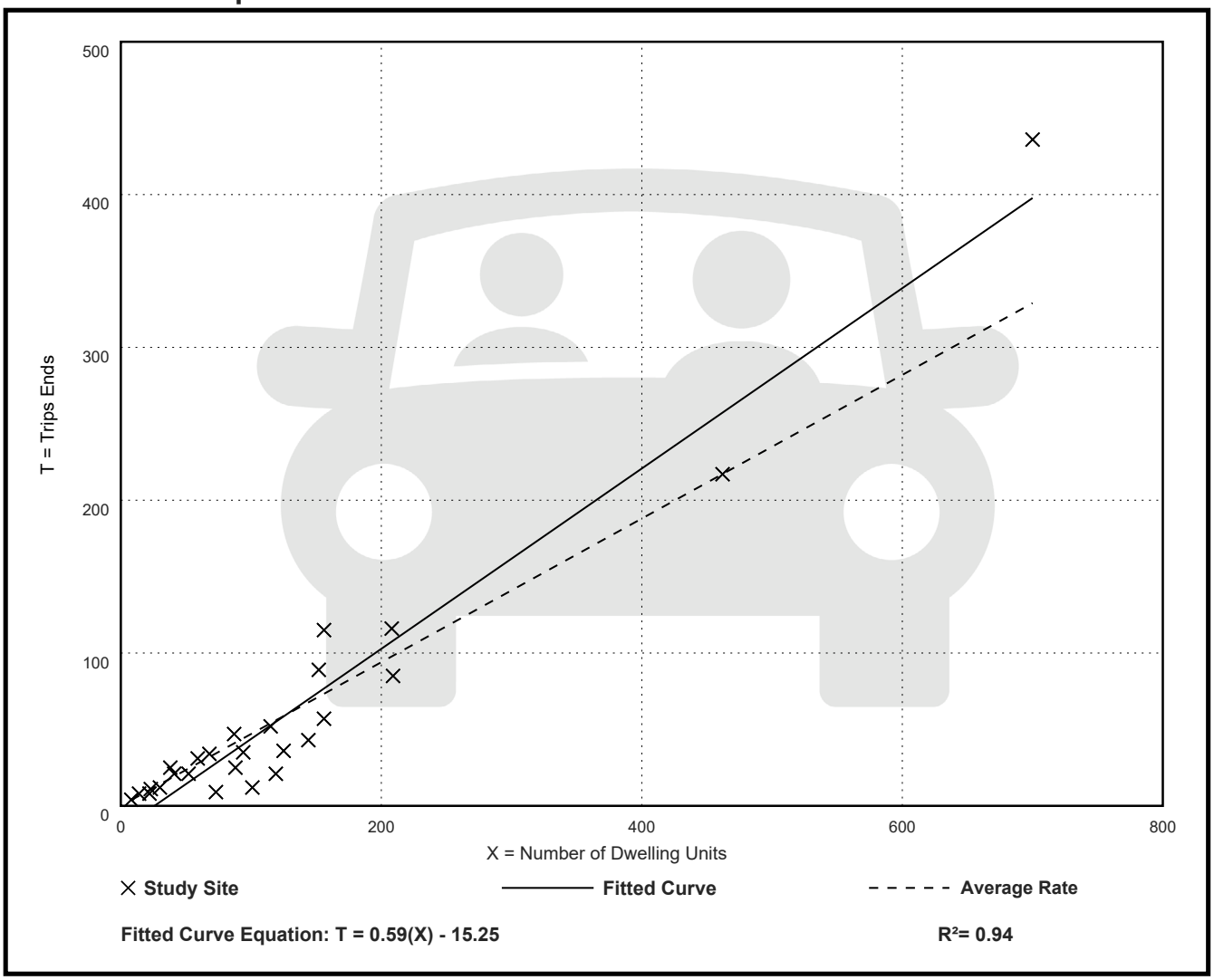
Single-Family Attached Housing
(215)

Vehicle Trip Ends vs:	**Dwelling Units**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 7 and 9 a.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	26
Avg. Num. of Dwelling Units:	129
Directional Distribution:	25% entering, 75% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.47	0.12 - 0.74	0.16

Data Plot and Equation



Fitted Curve Equation: T = 0.59(X) - 15.25

R^2= 0.94

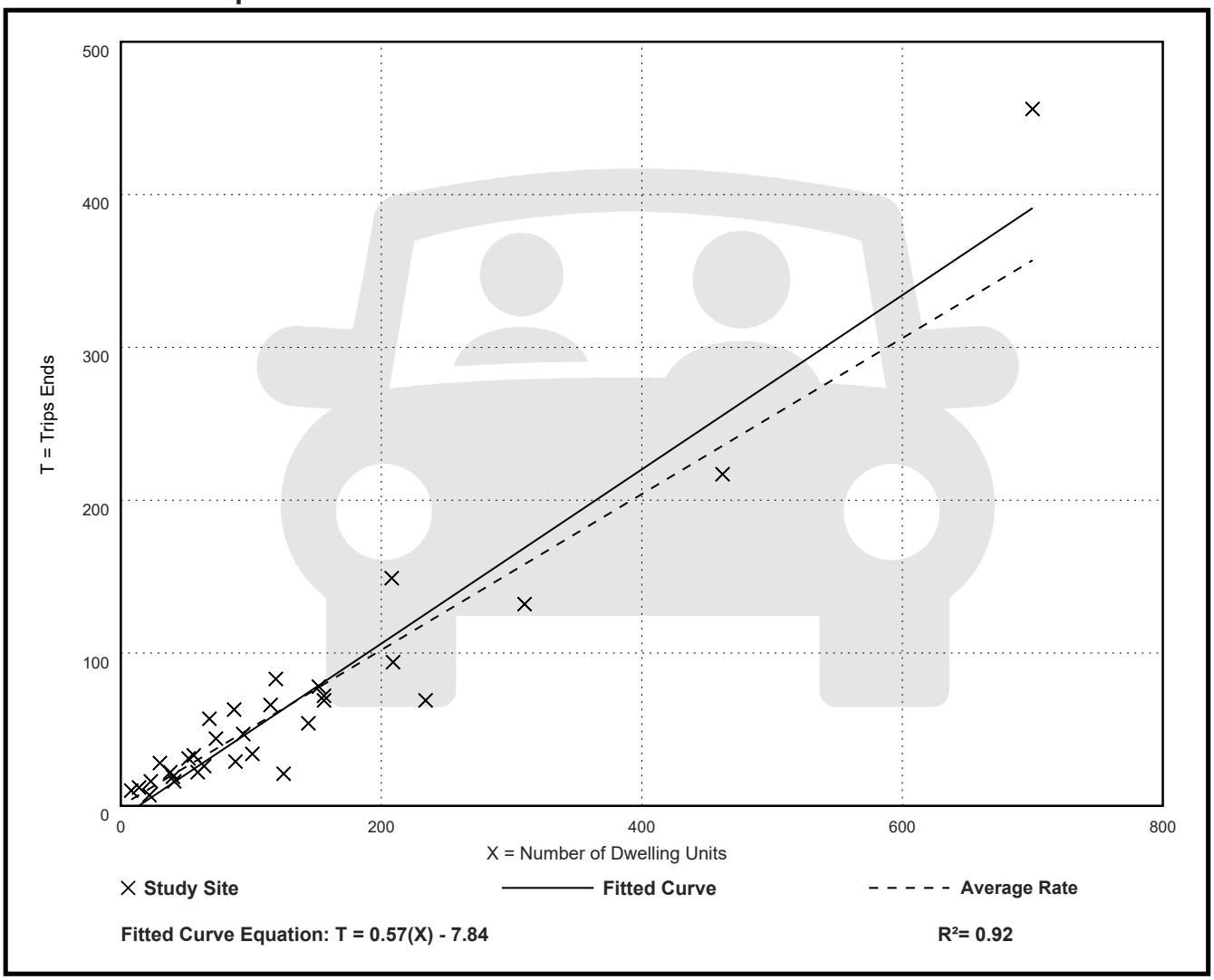
Single-Family Attached Housing
(215)

Vehicle Trip Ends vs:	**Dwelling Units**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 4 and 6 p.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	31
Avg. Num. of Dwelling Units:	131
Directional Distribution:	57% entering, 43% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.51	0.17 - 1.25	0.16

Data Plot and Equation



Fitted Curve Equation: T = 0.57(X) - 7.84

R^2= 0.92

Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

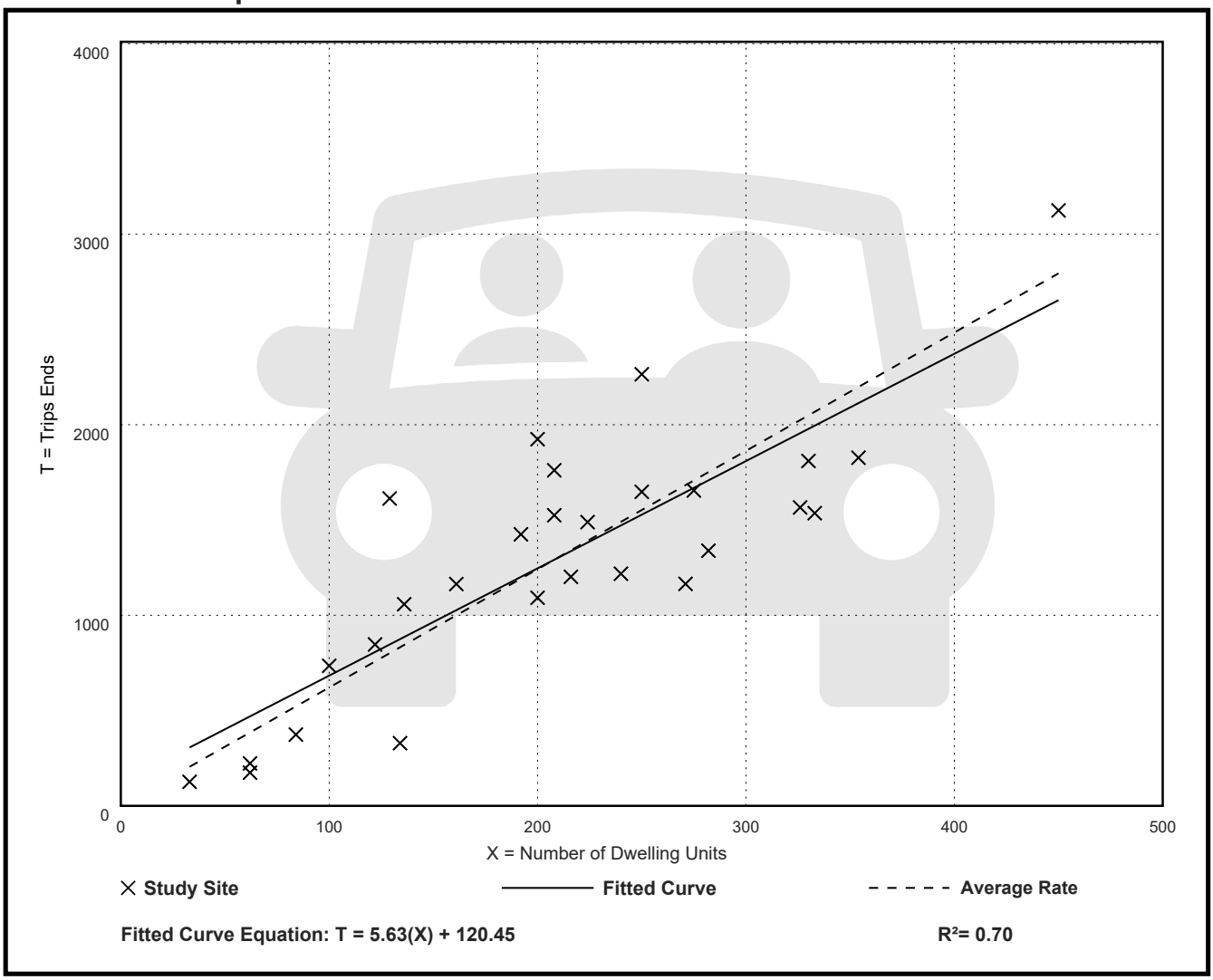
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 28
Avg. Num. of Dwelling Units: 208
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
6.21	2.46 - 12.50	1.87

Data Plot and Equation



Fitted Curve Equation: T = 5.63(X) + 120.45

R^2= 0.70

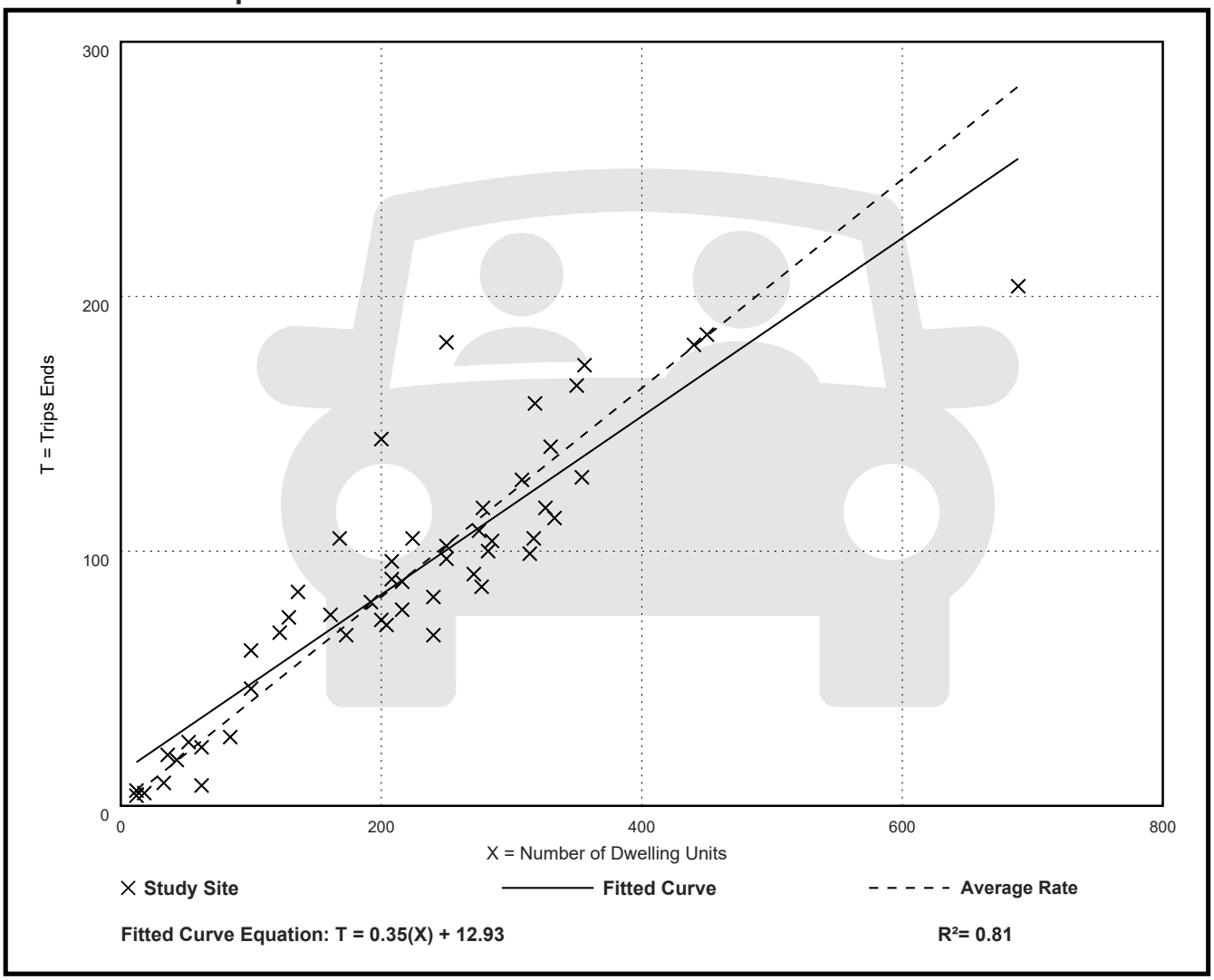
Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

Vehicle Trip Ends vs:	**Dwelling Units**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 7 and 9 a.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	51
Avg. Num. of Dwelling Units:	219
Directional Distribution:	24% entering, 76% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.41	0.13 - 0.73	0.10

Data Plot and Equation



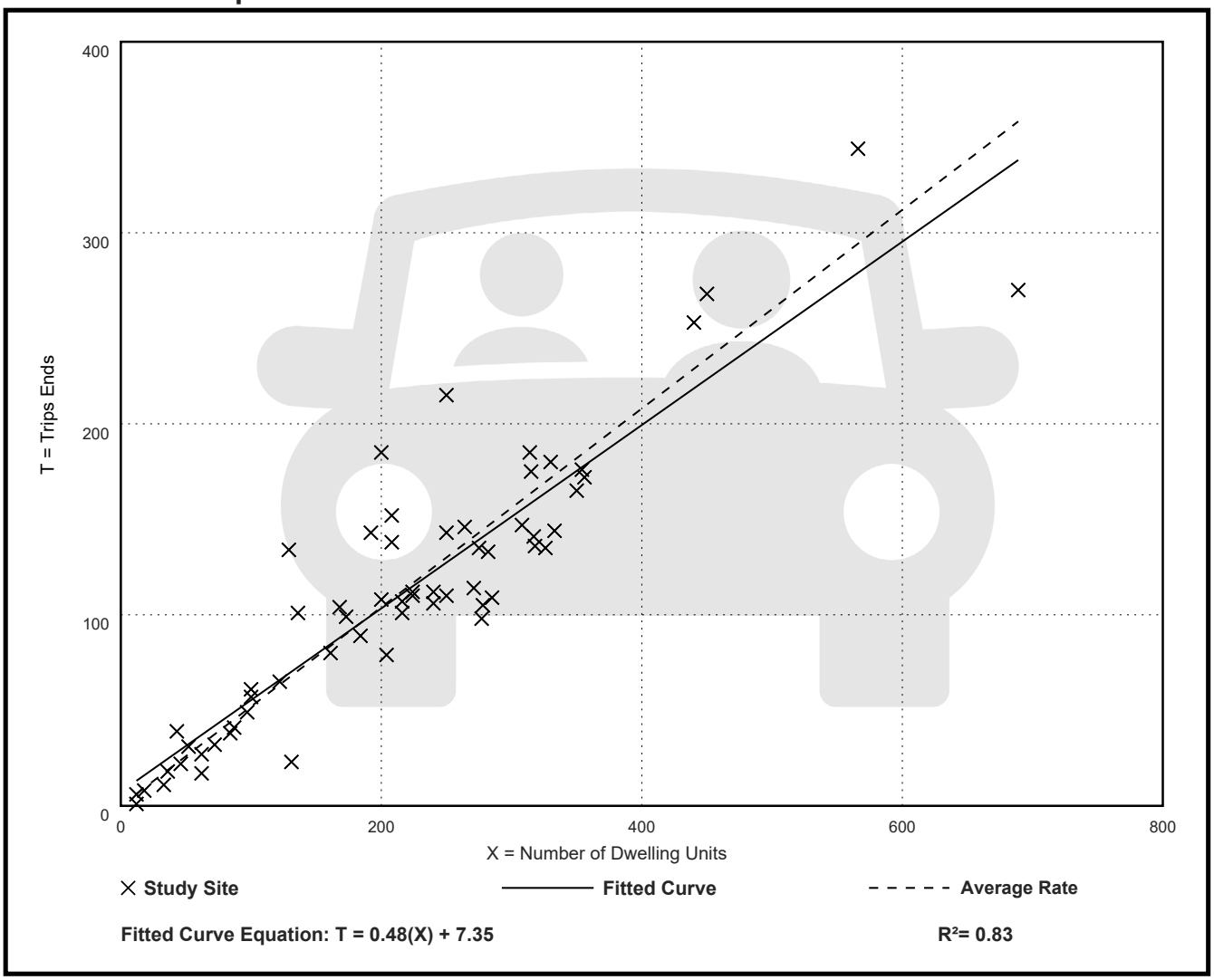
Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

Vehicle Trip Ends vs:	**Dwelling Units**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 4 and 6 p.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	61
Avg. Num. of Dwelling Units:	215
Directional Distribution:	62% entering, 38% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.52	0.08 - 1.04	0.13

Data Plot and Equation



Fitted Curve Equation: T = 0.48(X) + 7.35

R^2= 0.83

Level of Service Criteria

LEVEL OF SERVICE CRITERIA

Signalized Intersections		
Level of Service	**Interpretation**	**Average Control Delay (seconds per vehicle)**
A	Favorable progression. Most vehicles arrive during the green indication and travel through the intersection without stopping.	≤10
B	Good progression, with more vehicles stopping than for Level of Service A.	> 10 - 20
C	Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear. Number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.	> 20 - 35
D	The volume-to-capacity ratio is high and either progression is ineffective or the cycle length is too long. Many vehicles stop and individual cycle failures are noticeable.	> 35 - 55
E	Progression is unfavorable. The volume-to-capacity ratio is high and the cycle length is long. Individual cycle failures are frequent.	> 55 - 80
F	The volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.	> 80

Unsignalized Intersections	
Level of Service	**Average Total Delay (sec/veh)**
A	0 - 10
B	> 10 - 15
C	> 15 - 25
D	> 25 - 35
E	> 35 - 50
F	> 50

Source: *Highway Capacity Manual*, 7th Edition.

Capacity Analysis Summary Sheets

Existing Weekday Morning Peak Hour

Intersection	
Int Delay, s/veh	0.5

Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	4	505	172	12	22	1
Future Vol, veh/h	4	505	172	12	22	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	115	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	7	3	0	0	0
Mvmt Flow	4	543	185	13	24	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	198	0	-	0	737	185
Stage 1	-	-	-	-	185	-
Stage 2	-	-	-	-	552	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1387	-	-	-	389	862
Stage 1	-	-	-	-	852	-
Stage 2	-	-	-	-	581	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1387	-	-	-	387	862
Mov Cap-2 Maneuver	-	-	-	-	387	-
Stage 1	-	-	-	-	848	-
Stage 2	-	-	-	-	581	-

Approach	SE	NW	SW
HCM Ctrl Dly, s/v	0.06	0	14.68
HCM LOS			B

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SWLn1
Capacity (veh/h)	-	-	14	-	397
HCM Lane V/C Ratio	-	-	0.003	-	0.062
HCM Ctrl Dly (s/v)	-	-	7.6	0	14.7
HCM Lane LOS	-	-	A	A	B
HCM 95th %tile Q(veh)	-	-	0	-	0.2

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	9	6	0	0	0	184	0	0	526	1
Future Vol, veh/h	0	0	9	6	0	0	0	184	0	0	526	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	50	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	0	0	0	0	0	0	0	4	0	0	6	0
Mvmt Flow	0	0	10	7	0	0	0	214	0	0	612	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	826	826	612	826	827	214	613	0	0	214	0	0
Stage 1	612	612	-	214	214	-	-	-	-	-	-	-
Stage 2	214	214	-	612	613	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	293	309	497	294	309	831	976	-	-	1368	-	-
Stage 1	484	487	-	793	729	-	-	-	-	-	-	-
Stage 2	793	729	-	484	487	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	293	309	497	287	309	831	976	-	-	1368	-	-
Mov Cap-2 Maneuver	293	309	-	287	309	-	-	-	-	-	-	-
Stage 1	484	487	-	793	729	-	-	-	-	-	-	-
Stage 2	793	729	-	474	487	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	12.4	17.84	0	0
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	976	-	-	497	287	1368	-	-
HCM Lane V/C Ratio	-	-	-	0.021	0.024	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	12.4	17.8	0	-	-
HCM Lane LOS	A	-	-	B	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	2	6	12	4	4	3	179	2	9	530	2
Future Vol, veh/h	1	2	6	12	4	4	3	179	2	9	530	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	50	-	-	50	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	0	0	0	25	0	0	0	2	0	0	6	0
Mvmt Flow	1	2	7	14	5	5	3	208	2	10	616	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	856	856	617	855	856	209	619	0	0	210	0	0
Stage 1	638	638	-	216	216	-	-	-	-	-	-	-
Stage 2	217	217	-	638	640	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.35	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.35	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.35	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.725	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	280	297	493	254	297	836	971	-	-	1372	-	-
Stage 1	468	474	-	737	728	-	-	-	-	-	-	-
Stage 2	789	727	-	428	473	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	272	294	493	246	294	836	971	-	-	1372	-	-
Mov Cap-2 Maneuver	375	382	-	338	381	-	-	-	-	-	-	-
Stage 1	464	470	-	734	725	-	-	-	-	-	-	-
Stage 2	777	724	-	417	470	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	13.22	14.71	0.14	0.13
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	971	-	-	448	394	1372	-	-
HCM Lane V/C Ratio	0.004	-	-	0.023	0.059	0.008	-	-
HCM Ctrl Dly (s/v)	8.7	-	-	13.2	14.7	7.6	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2	0	-	-

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	3	44	8	1	2	16	175	21	10	530	8
Future Vol, veh/h	7	3	44	8	1	2	16	175	21	10	530	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	9	0	0	0	6	2	19	10	6	13
Mvmt Flow	8	3	48	9	1	2	18	192	23	11	582	9

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	837	859	587	845	852	204	591	0	0	215	0	0
Stage 1	609	609	-	239	239	-	-	-	-	-	-	-
Stage 2	228	251	-	606	613	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.29	7.1	6.5	6.2	4.16	-	-	4.2	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.381	3.5	4	3.3	2.254	-	-	2.29	-	-
Pot Cap-1 Maneuver	289	296	497	285	299	842	965	-	-	1308	-	-
Stage 1	486	489	-	769	711	-	-	-	-	-	-	-
Stage 2	779	703	-	487	486	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	277	286	497	247	289	842	965	-	-	1308	-	-
Mov Cap-2 Maneuver	382	381	-	247	289	-	-	-	-	-	-	-
Stage 1	480	482	-	753	697	-	-	-	-	-	-	-
Stage 2	760	689	-	432	480	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	13.75	18.08	0.66	0.14
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	133	-	-	471	287	33	-	-
HCM Lane V/C Ratio	0.018	-	-	0.126	0.042	0.008	-	-
HCM Ctrl Dly (s/v)	8.8	0	-	13.8	18.1	7.8	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	0.1	0	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	12	2	2	200	572	10
Future Vol, veh/h	12	2	2	200	572	10
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
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	8	0	0	5	6	10
Mvmt Flow	14	2	2	227	650	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	882	650	661	0	-	0
Stage 1	650	-	-	-	-	-
Stage 2	232	-	-	-	-	-
Critical Hdwy	6.48	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.48	-	-	-	-	-
Critical Hdwy Stg 2	5.48	-	-	-	-	-
Follow-up Hdwy	3.572	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	309	473	937	-	-	-
Stage 1	508	-	-	-	-	-
Stage 2	793	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	308	473	937	-	-	-
Mov Cap-2 Maneuver	308	-	-	-	-	-
Stage 1	507	-	-	-	-	-
Stage 2	793	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	16.67	0.09	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	18	-	324	-	-
HCM Lane V/C Ratio	0.002	-	0.049	-	-
HCM Ctrl Dly (s/v)	8.9	0	16.7	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Capacity Analysis Summary Sheets

Existing Weekday Evening Peak Hour

Intersection	
Int Delay, s/veh	0.3

Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	2	226	582	14	14	2
Future Vol, veh/h	2	226	582	14	14	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	115	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	7	3	0	0	0
Mvmt Flow	2	243	626	15	15	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	641	0	-	0	873	626
Stage 1	-	-	-	-	626	-
Stage 2	-	-	-	-	247	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	953	-	-	-	323	488
Stage 1	-	-	-	-	537	-
Stage 2	-	-	-	-	799	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	953	-	-	-	322	488
Mov Cap-2 Maneuver	-	-	-	-	322	-
Stage 1	-	-	-	-	536	-
Stage 2	-	-	-	-	799	-

Approach	SE	NW	SW
HCM Ctrl Dly, s/v	0.08	0	16.27
HCM LOS			C

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SWLn1
Capacity (veh/h)	-	-	16	-	337
HCM Lane V/C Ratio	-	-	0.002	-	0.051
HCM Ctrl Dly (s/v)	-	-	8.8	0	16.3
HCM Lane LOS	-	-	A	A	C
HCM 95th %tile Q(veh)	-	-	0	-	0.2

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	0	3	1	0	1	11	593	3	0	238	2
Future Vol, veh/h	2	0	3	1	0	1	11	593	3	0	238	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	50	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	0	0	0	0	0	0	0	8	0	0	5	0
Mvmt Flow	2	0	3	1	0	1	11	605	3	0	243	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	871	874	244	872	874	607	245	0	0	608	0	0
Stage 1	244	244	-	629	629	-	-	-	-	-	-	-
Stage 2	628	631	-	243	245	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	273	290	800	273	290	500	1333	-	-	980	-	-
Stage 1	764	708	-	474	478	-	-	-	-	-	-	-
Stage 2	474	478	-	765	707	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	271	288	800	270	288	500	1333	-	-	980	-	-
Mov Cap-2 Maneuver	271	288	-	270	288	-	-	-	-	-	-	-
Stage 1	764	708	-	470	474	-	-	-	-	-	-	-
Stage 2	470	474	-	762	707	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	13.11	15.33	0.14	0
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1333	-	-	449	351	980	-	-
HCM Lane V/C Ratio	0.008	-	-	0.011	0.006	-	-	-
HCM Ctrl Dly (s/v)	7.7	-	-	13.1	15.3	0	-	-
HCM Lane LOS	A	-	-	B	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	1	5	4	0	4	9	597	2	4	237	1
Future Vol, veh/h	6	1	5	4	0	4	9	597	2	4	237	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	50	-	-	50	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	25	0	25	0	7	0	25	3	0
Mvmt Flow	6	1	5	4	0	4	9	628	2	4	249	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	906	908	250	907	907	629	251	0	0	631	0	0
Stage 1	258	258	-	648	648	-	-	-	-	-	-	-
Stage 2	647	649	-	258	259	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.35	6.5	6.45	4.1	-	-	4.35	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.35	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.35	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.725	4	3.525	2.2	-	-	2.425	-	-
Pot Cap-1 Maneuver	259	277	794	234	278	443	1327	-	-	851	-	-
Stage 1	751	698	-	423	469	-	-	-	-	-	-	-
Stage 2	463	468	-	698	697	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	254	274	794	229	274	443	1327	-	-	851	-	-
Mov Cap-2 Maneuver	360	368	-	331	369	-	-	-	-	-	-	-
Stage 1	747	694	-	420	466	-	-	-	-	-	-	-
Stage 2	455	465	-	689	694	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	12.92	14.71	0.11	0.15
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1327	-	-	467	379	851	-	-
HCM Lane V/C Ratio	0.007	-	-	0.027	0.022	0.005	-	-
HCM Ctrl Dly (s/v)	7.7	-	-	12.9	14.7	9.3	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	15	1	16	4	1	3	42	590	6	0	241	5
Future Vol, veh/h	15	1	16	4	1	3	42	590	6	0	241	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	13	0	0	0	0	0	7	7	50	0	4	0
Mvmt Flow	16	1	17	4	1	3	45	634	6	0	259	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	987	993	262	988	992	638	265	0	0	641	0	0
Stage 1	262	262	-	728	728	-	-	-	-	-	-	-
Stage 2	725	731	-	260	265	-	-	-	-	-	-	-
Critical Hdwy	7.23	6.5	6.2	7.1	6.5	6.2	4.17	-	-	4.1	-	-
Critical Hdwy Stg 1	6.23	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.23	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.617	4	3.3	3.5	4	3.3	2.263	-	-	2.2	-	-
Pot Cap-1 Maneuver	216	247	782	228	248	480	1271	-	-	953	-	-
Stage 1	720	695	-	418	432	-	-	-	-	-	-	-
Stage 2	400	430	-	750	693	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	202	234	782	210	234	480	1271	-	-	953	-	-
Mov Cap-2 Maneuver	302	328	-	210	234	-	-	-	-	-	-	-
Stage 1	720	695	-	395	408	-	-	-	-	-	-	-
Stage 2	374	406	-	732	693	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	13.93	18.73	0.52	0
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	118	-	-	437	271	953	-	-
HCM Lane V/C Ratio	0.036	-	-	0.079	0.032	-	-	-
HCM Ctrl Dly (s/v)	7.9	0	-	13.9	18.7	0	-	-
HCM Lane LOS	A	A	-	B	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	0.1	0	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	18	7	11	620	246	15
Future Vol, veh/h	18	7	11	620	246	15
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
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	8	3	7
Mvmt Flow	19	8	12	667	265	16

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	955	265	281	0	-	0
Stage 1	265	-	-	-	-	-
Stage 2	690	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	289	779	1294	-	-	-
Stage 1	784	-	-	-	-	-
Stage 2	501	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	285	779	1294	-	-	-
Mov Cap-2 Maneuver	285	-	-	-	-	-
Stage 1	773	-	-	-	-	-
Stage 2	501	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	16.26	0.14	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	31	-	346	-	-
HCM Lane V/C Ratio	0.009	-	0.078	-	-
HCM Ctrl Dly (s/v)	7.8	0	16.3	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

Capacity Analysis Summary Sheets

Year 2035 No-Build Weekday Morning Peak Hour

Intersection	
Int Delay, s/veh	0.6

Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	5	631	215	15	28	1
Future Vol, veh/h	5	631	215	15	28	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	115	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	7	3	0	0	0
Mvmt Flow	5	678	231	16	30	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	247	0	-	0	920	231
Stage 1	-	-	-	-	231	-
Stage 2	-	-	-	-	689	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1330	-	-	-	303	813
Stage 1	-	-	-	-	812	-
Stage 2	-	-	-	-	502	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1330	-	-	-	301	813
Mov Cap-2 Maneuver	-	-	-	-	301	-
Stage 1	-	-	-	-	807	-
Stage 2	-	-	-	-	502	-

Approach	SE	NW	SW
HCM Ctrl Dly, s/v	0.06	0	18.01
HCM LOS			C

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SWLn1
Capacity (veh/h)	-	-	14	-	308
HCM Lane V/C Ratio	-	-	0.004	-	0.101
HCM Ctrl Dly (s/v)	-	-	7.7	0	18
HCM Lane LOS	-	-	A	A	C
HCM 95th %tile Q(veh)	-	-	0	-	0.3

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	11	8	0	0	0	230	0	0	658	1
Future Vol, veh/h	0	0	11	8	0	0	0	230	0	0	658	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	50	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	0	0	0	0	0	0	0	4	0	0	6	0
Mvmt Flow	0	0	13	9	0	0	0	267	0	0	765	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1033	1033	766	1033	1034	267	766	0	0	267	0	0
Stage 1	766	766	-	267	267	-	-	-	-	-	-	-
Stage 2	267	267	-	765	766	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	212	234	406	213	234	776	856	-	-	1308	-	-
Stage 1	399	415	-	742	691	-	-	-	-	-	-	-
Stage 2	742	691	-	399	415	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	212	234	406	206	234	776	856	-	-	1308	-	-
Mov Cap-2 Maneuver	212	234	-	206	234	-	-	-	-	-	-	-
Stage 1	399	415	-	742	691	-	-	-	-	-	-	-
Stage 2	742	691	-	386	415	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	14.15	23.3	0	0
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	856	-	-	406	206	1308	-	-
HCM Lane V/C Ratio	-	-	-	0.031	0.045	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	14.2	23.3	0	-	-
HCM Lane LOS	A	-	-	B	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	3	8	15	5	5	4	224	3	11	663	3
Future Vol, veh/h	1	3	8	15	5	5	4	224	3	11	663	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	50	-	-	50	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	0	0	0	25	0	0	0	2	0	0	6	0
Mvmt Flow	1	3	9	17	6	6	5	260	3	13	771	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1071	1072	773	1070	1072	262	774	0	0	264	0	0
Stage 1	798	798	-	272	272	-	-	-	-	-	-	-
Stage 2	273	273	-	798	800	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.35	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.35	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.35	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.725	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	200	222	402	180	222	781	850	-	-	1312	-	-
Stage 1	382	401	-	687	689	-	-	-	-	-	-	-
Stage 2	738	687	-	347	400	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	192	219	402	171	219	781	850	-	-	1312	-	-
Mov Cap-2 Maneuver	301	316	-	266	315	-	-	-	-	-	-	-
Stage 1	379	397	-	683	685	-	-	-	-	-	-	-
Stage 2	722	684	-	333	396	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	15.19	17.46	0.16	0.13
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	850	-	-	367	318	1312	-	-
HCM Lane V/C Ratio	0.005	-	-	0.038	0.091	0.01	-	-
HCM Ctrl Dly (s/v)	9.3	-	-	15.2	17.5	7.8	-	-
HCM Lane LOS	A	-	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.3	0	-	-

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	9	4	55	10	1	3	20	219	26	13	663	10
Future Vol, veh/h	9	4	55	10	1	3	20	219	26	13	663	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	9	0	0	0	6	2	19	10	6	13
Mvmt Flow	10	4	60	11	1	3	22	241	29	14	729	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1048	1076	734	1058	1067	255	740	0	0	269	0	0
Stage 1	763	763	-	299	299	-	-	-	-	-	-	-
Stage 2	285	313	-	759	768	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.29	7.1	6.5	6.2	4.16	-	-	4.2	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.381	3.5	4	3.3	2.254	-	-	2.29	-	-
Pot Cap-1 Maneuver	208	221	409	204	224	789	849	-	-	1249	-	-
Stage 1	400	416	-	714	670	-	-	-	-	-	-	-
Stage 2	726	660	-	402	414	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	196	210	409	163	213	789	849	-	-	1249	-	-
Mov Cap-2 Maneuver	307	314	-	163	213	-	-	-	-	-	-	-
Stage 1	392	408	-	692	649	-	-	-	-	-	-	-
Stage 2	700	640	-	332	406	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	16.59	24.42	0.71	0.15
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	133	-	-	385	201	34	-	-
HCM Lane V/C Ratio	0.026	-	-	0.194	0.077	0.011	-	-
HCM Ctrl Dly (s/v)	9.4	0	-	16.6	24.4	7.9	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.7	0.2	0	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	15	3	3	250	715	13
Future Vol, veh/h	15	3	3	250	715	13
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
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	8	0	0	5	6	10
Mvmt Flow	17	3	3	284	813	15

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1103	813	827	0	-	0
Stage 1	813	-	-	-	-	-
Stage 2	291	-	-	-	-	-
Critical Hdwy	6.48	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.48	-	-	-	-	-
Critical Hdwy Stg 2	5.48	-	-	-	-	-
Follow-up Hdwy	3.572	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	228	382	813	-	-	-
Stage 1	426	-	-	-	-	-
Stage 2	745	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	226	382	813	-	-	-
Mov Cap-2 Maneuver	226	-	-	-	-	-
Stage 1	424	-	-	-	-	-
Stage 2	745	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	21.18	0.11	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	21	-	243	-	-
HCM Lane V/C Ratio	0.004	-	0.084	-	-
HCM Ctrl Dly (s/v)	9.4	0	21.2	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

Capacity Analysis Summary Sheets

Year 2035 No-Build Weekday Evening Peak Hour

Intersection	
Int Delay, s/veh	0.4

Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	3	283	728	18	18	3
Future Vol, veh/h	3	283	728	18	18	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	115	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	7	3	0	0	0
Mvmt Flow	3	304	783	19	19	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	802	0	-	0	1094	783
Stage 1	-	-	-	-	783	-
Stage 2	-	-	-	-	311	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	830	-	-	-	239	397
Stage 1	-	-	-	-	454	-
Stage 2	-	-	-	-	748	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	830	-	-	-	238	397
Mov Cap-2 Maneuver	-	-	-	-	238	-
Stage 1	-	-	-	-	452	-
Stage 2	-	-	-	-	748	-

Approach	SE	NW	SW
HCM Ctrl Dly, s/v	0.1	0	20.66
HCM LOS			C

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SWLn1
Capacity (veh/h)	-	-	19	-	252
HCM Lane V/C Ratio	-	-	0.004	-	0.089
HCM Ctrl Dly (s/v)	-	-	9.4	0	20.7
HCM Lane LOS	-	-	A	A	C
HCM 95th %tile Q(veh)	-	-	0	-	0.3

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	0	4	1	0	1	14	741	4	0	298	3
Future Vol, veh/h	3	0	4	1	0	1	14	741	4	0	298	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	50	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	0	0	0	0	0	0	0	8	0	0	5	0
Mvmt Flow	3	0	4	1	0	1	14	756	4	0	304	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1090	1094	306	1091	1094	758	307	0	0	760	0	0
Stage 1	306	306	-	787	787	-	-	-	-	-	-	-
Stage 2	785	789	-	304	307	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	194	216	739	194	216	410	1265	-	-	861	-	-
Stage 1	708	665	-	388	406	-	-	-	-	-	-	-
Stage 2	389	405	-	710	664	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	192	213	739	191	213	410	1265	-	-	861	-	-
Mov Cap-2 Maneuver	192	213	-	191	213	-	-	-	-	-	-	-
Stage 1	708	665	-	384	401	-	-	-	-	-	-	-
Stage 2	384	400	-	706	664	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	16.07	18.93	0.15	0
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1265	-	-	332	260	861	-	-
HCM Lane V/C Ratio	0.011	-	-	0.022	0.008	-	-	-
HCM Ctrl Dly (s/v)	7.9	-	-	16.1	18.9	0	-	-
HCM Lane LOS	A	-	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	1	6	5	0	5	11	746	3	5	296	1
Future Vol, veh/h	8	1	6	5	0	5	11	746	3	5	296	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	50	-	-	50	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	25	0	25	0	7	0	25	3	0
Mvmt Flow	8	1	6	5	0	5	12	785	3	5	312	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1131	1134	312	1133	1133	787	313	0	0	788	0	0
Stage 1	323	323	-	810	810	-	-	-	-	-	-	-
Stage 2	808	812	-	323	323	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.35	6.5	6.45	4.1	-	-	4.35	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.35	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.35	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.725	4	3.525	2.2	-	-	2.425	-	-
Pot Cap-1 Maneuver	182	204	733	162	205	358	1259	-	-	738	-	-
Stage 1	694	654	-	342	396	-	-	-	-	-	-	-
Stage 2	377	395	-	643	654	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	177	201	733	158	201	358	1259	-	-	738	-	-
Mov Cap-2 Maneuver	286	303	-	263	305	-	-	-	-	-	-	-
Stage 1	689	650	-	339	392	-	-	-	-	-	-	-
Stage 2	368	392	-	632	649	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	14.88	17.31	0.11	0.16
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1259	-	-	380	303	738	-	-
HCM Lane V/C Ratio	0.009	-	-	0.042	0.035	0.007	-	-
HCM Ctrl Dly (s/v)	7.9	-	-	14.9	17.3	9.9	-	-
HCM Lane LOS	A	-	-	B	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	19	1	20	5	1	4	53	738	8	0	301	6
Future Vol, veh/h	19	1	20	5	1	4	53	738	8	0	301	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	13	0	0	0	0	0	7	7	50	0	4	0
Mvmt Flow	20	1	22	5	1	4	57	794	9	0	324	6

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1235	1243	327	1236	1242	798	330	0	0	802	0	0
Stage 1	327	327	-	912	912	-	-	-	-	-	-	-
Stage 2	908	916	-	324	330	-	-	-	-	-	-	-
Critical Hdwy	7.23	6.5	6.2	7.1	6.5	6.2	4.17	-	-	4.1	-	-
Critical Hdwy Stg 1	6.23	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.23	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.617	4	3.3	3.5	4	3.3	2.263	-	-	2.2	-	-
Pot Cap-1 Maneuver	145	176	719	154	176	389	1202	-	-	830	-	-
Stage 1	663	651	-	331	355	-	-	-	-	-	-	-
Stage 2	315	354	-	692	649	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	131	161	719	136	161	389	1202	-	-	830	-	-
Mov Cap-2 Maneuver	228	258	-	136	161	-	-	-	-	-	-	-
Stage 1	663	651	-	302	325	-	-	-	-	-	-	-
Stage 2	284	324	-	671	649	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	16.81	25.28	0.54	0
HCM LOS	C	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	119	-	-	348	188	830	-	-
HCM Lane V/C Ratio	0.047	-	-	0.124	0.057	-	-	-
HCM Ctrl Dly (s/v)	8.1	0	-	16.8	25.3	0	-	-
HCM Lane LOS	A	A	-	C	D	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	0.2	0	-	-

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	23	9	14	775	308	19
Future Vol, veh/h	23	9	14	775	308	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	8	3	7
Mvmt Flow	25	10	15	833	331	20

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1195	331	352	0	-	0
Stage 1	331	-	-	-	-	-
Stage 2	863	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	208	715	1218	-	-	-
Stage 1	732	-	-	-	-	-
Stage 2	416	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	203	715	1218	-	-	-
Mov Cap-2 Maneuver	203	-	-	-	-	-
Stage 1	715	-	-	-	-	-
Stage 2	416	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	21.35	0.14	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	32	-	254	-	-
HCM Lane V/C Ratio	0.012	-	0.135	-	-
HCM Ctrl Dly (s/v)	8	0	21.4	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.5	-	-

Capacity Analysis Summary Sheets

Year 2035 Total Projected Weekday Morning Peak Hour

Intersection	
Int Delay, s/veh	0.6

Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	5	639	237	15	28	1
Future Vol, veh/h	5	639	237	15	28	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	115	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	7	3	0	0	0
Mvmt Flow	5	687	255	16	30	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	271	0	-	0	953	255
Stage 1	-	-	-	-	255	-
Stage 2	-	-	-	-	698	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1304	-	-	-	290	789
Stage 1	-	-	-	-	792	-
Stage 2	-	-	-	-	497	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1304	-	-	-	288	789
Mov Cap-2 Maneuver	-	-	-	-	288	-
Stage 1	-	-	-	-	787	-
Stage 2	-	-	-	-	497	-

Approach	SE	NW	SW
HCM Ctrl Dly, s/v	0.06	0	18.67
HCM LOS			C

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SWLn1
Capacity (veh/h)	-	-	14	-	295
HCM Lane V/C Ratio	-	-	0.004	-	0.106
HCM Ctrl Dly (s/v)	-	-	7.8	0	18.7
HCM Lane LOS	-	-	A	A	C
HCM 95th %tile Q(veh)	-	-	0	-	0.4

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	11	8	0	0	0	244	0	0	697	1
Future Vol, veh/h	0	0	11	8	0	0	0	244	0	0	697	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	50	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	0	0	0	0	0	0	0	4	0	0	6	0
Mvmt Flow	0	0	13	9	0	0	0	284	0	0	810	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1095	1095	811	1094	1095	284	812	0	0	284	0	0
Stage 1	811	811	-	284	284	-	-	-	-	-	-	-
Stage 2	284	284	-	810	812	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	193	216	383	193	215	760	824	-	-	1290	-	-
Stage 1	376	396	-	728	680	-	-	-	-	-	-	-
Stage 2	728	680	-	376	395	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	193	216	383	187	215	760	824	-	-	1290	-	-
Mov Cap-2 Maneuver	193	216	-	187	215	-	-	-	-	-	-	-
Stage 1	376	396	-	728	680	-	-	-	-	-	-	-
Stage 2	728	680	-	364	395	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	14.74	25.3	0	0
HCM LOS	B	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	824	-	-	383	187	1290	-	-
HCM Lane V/C Ratio	-	-	-	0.033	0.05	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	14.7	25.3	0	-	-
HCM Lane LOS	A	-	-	B	D	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2	0	-	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	3	10	15	5	5	5	238	3	11	702	3
Future Vol, veh/h	1	3	10	15	5	5	5	238	3	11	702	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	50	-	-	50	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	0	0	0	25	0	0	0	2	0	0	6	0
Mvmt Flow	1	3	12	17	6	6	6	277	3	13	816	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1135	1135	818	1134	1135	278	820	0	0	280	0	0
Stage 1	844	844	-	290	290	-	-	-	-	-	-	-
Stage 2	291	292	-	844	845	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.35	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.35	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.35	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.725	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	181	204	379	162	204	765	818	-	-	1294	-	-
Stage 1	361	382	-	671	676	-	-	-	-	-	-	-
Stage 2	721	675	-	327	381	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	173	200	379	153	200	765	818	-	-	1294	-	-
Mov Cap-2 Maneuver	282	300	-	247	298	-	-	-	-	-	-	-
Stage 1	357	378	-	666	671	-	-	-	-	-	-	-
Stage 2	704	670	-	311	378	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	15.77	18.42	0.19	0.12
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	818	-	-	351	297	1294	-	-
HCM Lane V/C Ratio	0.007	-	-	0.046	0.098	0.01	-	-
HCM Ctrl Dly (s/v)	9.4	-	-	15.8	18.4	7.8	-	-
HCM Lane LOS	A	-	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.3	0	-	-

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	9	4	55	10	1	3	20	234	26	13	704	10
Future Vol, veh/h	9	4	55	10	1	3	20	234	26	13	704	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	9	0	0	0	6	2	19	10	6	13
Mvmt Flow	10	4	60	11	1	3	22	257	29	14	774	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1109	1137	779	1120	1129	271	785	0	0	286	0	0
Stage 1	808	808	-	315	315	-	-	-	-	-	-	-
Stage 2	302	330	-	804	813	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.29	7.1	6.5	6.2	4.16	-	-	4.2	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.381	3.5	4	3.3	2.254	-	-	2.29	-	-
Pot Cap-1 Maneuver	189	203	385	185	206	772	816	-	-	1232	-	-
Stage 1	378	397	-	700	659	-	-	-	-	-	-	-
Stage 2	712	650	-	379	395	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	177	193	385	146	195	772	816	-	-	1232	-	-
Mov Cap-2 Maneuver	288	298	-	146	195	-	-	-	-	-	-	-
Stage 1	370	389	-	677	638	-	-	-	-	-	-	-
Stage 2	685	629	-	310	387	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	17.49	26.76	0.68	0.14
HCM LOS	C	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	126	-	-	363	181	32	-	-
HCM Lane V/C Ratio	0.027	-	-	0.206	0.085	0.012	-	-
HCM Ctrl Dly (s/v)	9.5	0	-	17.5	26.8	8	0	-
HCM Lane LOS	A	A	-	C	D	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.8	0.3	0	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	15	3	3	265	756	13
Future Vol, veh/h	15	3	3	265	756	13
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
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	8	0	0	5	6	10
Mvmt Flow	17	3	3	301	859	15

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1167	859	874	0	-	0
Stage 1	859	-	-	-	-	-
Stage 2	308	-	-	-	-	-
Critical Hdwy	6.48	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.48	-	-	-	-	-
Critical Hdwy Stg 2	5.48	-	-	-	-	-
Follow-up Hdwy	3.572	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	208	359	781	-	-	-
Stage 1	405	-	-	-	-	-
Stage 2	732	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	207	359	781	-	-	-
Mov Cap-2 Maneuver	207	-	-	-	-	-
Stage 1	403	-	-	-	-	-
Stage 2	732	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	22.78	0.11	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	20	-	223	-	-
HCM Lane V/C Ratio	0.004	-	0.092	-	-
HCM Ctrl Dly (s/v)	9.6	0	22.8	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	22	39	14	230	659	8
Future Vol, veh/h	22	39	14	230	659	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	144	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	4	6	0
Mvmt Flow	24	42	15	250	716	9

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1001	721	725	0	-	0
Stage 1	721	-	-	-	-	-
Stage 2	280	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	271	431	887	-	-	-
Stage 1	485	-	-	-	-	-
Stage 2	772	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	267	431	887	-	-	-
Mov Cap-2 Maneuver	267	-	-	-	-	-
Stage 1	477	-	-	-	-	-
Stage 2	772	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	16.27	0.52	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	887	-	267	431	-	-
HCM Lane V/C Ratio	0.017	-	0.09	0.098	-	-
HCM Ctrl Dly (s/v)	9.1	-	19.8	14.3	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	0.3	-	-

Capacity Analysis Summary Sheets

Year 2035 Total Projected Weekday Evening Peak Hour

Intersection	
Int Delay, s/veh	0.4

Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	3	307	743	18	18	3
Future Vol, veh/h	3	307	743	18	18	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	115	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	7	3	0	0	0
Mvmt Flow	3	330	799	19	19	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	818	0	-	0	1135	799
Stage 1	-	-	-	-	799	-
Stage 2	-	-	-	-	337	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	819	-	-	-	226	389
Stage 1	-	-	-	-	446	-
Stage 2	-	-	-	-	728	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	819	-	-	-	225	389
Mov Cap-2 Maneuver	-	-	-	-	225	-
Stage 1	-	-	-	-	444	-
Stage 2	-	-	-	-	728	-

Approach	SE	NW	SW
HCM Ctrl Dly, s/v	0.09	0	21.63
HCM LOS			C

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SWLn1
Capacity (veh/h)	-	-	17	-	239
HCM Lane V/C Ratio	-	-	0.004	-	0.094
HCM Ctrl Dly (s/v)	-	-	9.4	0	21.6
HCM Lane LOS	-	-	A	A	C
HCM 95th %tile Q(veh)	-	-	0	-	0.3

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	0	4	1	0	1	14	784	4	0	326	3
Future Vol, veh/h	3	0	4	1	0	1	14	784	4	0	326	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	50	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	0	0	0	0	0	0	0	8	0	0	5	0
Mvmt Flow	3	0	4	1	0	1	14	800	4	0	333	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1163	1167	334	1163	1166	802	336	0	0	804	0	0
Stage 1	334	334	-	831	831	-	-	-	-	-	-	-
Stage 2	829	833	-	333	336	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	173	195	712	173	195	387	1235	-	-	829	-	-
Stage 1	684	647	-	367	387	-	-	-	-	-	-	-
Stage 2	368	387	-	685	646	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	171	193	712	170	193	387	1235	-	-	829	-	-
Mov Cap-2 Maneuver	171	193	-	170	193	-	-	-	-	-	-	-
Stage 1	684	647	-	363	383	-	-	-	-	-	-	-
Stage 2	363	382	-	681	646	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	17.21	20.36	0.14	0
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1235	-	-	302	236	829	-	-
HCM Lane V/C Ratio	0.012	-	-	0.024	0.009	-	-	-
HCM Ctrl Dly (s/v)	7.9	-	-	17.2	20.4	0	-	-
HCM Lane LOS	A	-	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	1	7	5	0	5	13	789	3	5	324	1
Future Vol, veh/h	8	1	7	5	0	5	13	789	3	5	324	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	50	-	-	50	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	25	0	25	0	7	0	25	3	0
Mvmt Flow	8	1	7	5	0	5	14	831	3	5	341	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1210	1213	342	1212	1212	832	342	0	0	834	0	0
Stage 1	352	352	-	859	859	-	-	-	-	-	-	-
Stage 2	858	861	-	352	353	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.35	6.5	6.45	4.1	-	-	4.35	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.35	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.35	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.725	4	3.525	2.2	-	-	2.425	-	-
Pot Cap-1 Maneuver	161	183	706	143	184	336	1228	-	-	709	-	-
Stage 1	669	635	-	320	376	-	-	-	-	-	-	-
Stage 2	354	375	-	620	635	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	155	180	706	138	180	336	1228	-	-	709	-	-
Mov Cap-2 Maneuver	265	284	-	243	286	-	-	-	-	-	-	-
Stage 1	664	630	-	317	372	-	-	-	-	-	-	-
Stage 2	345	371	-	608	630	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	15.28	18.24	0.13	0.15
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1228	-	-	367	282	709	-	-
HCM Lane V/C Ratio	0.011	-	-	0.046	0.037	0.007	-	-
HCM Ctrl Dly (s/v)	8	-	-	15.3	18.2	10.1	-	-
HCM Lane LOS	A	-	-	C	C	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	19	1	20	5	1	4	53	783	8	0	330	6
Future Vol, veh/h	19	1	20	5	1	4	53	783	8	0	330	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	13	0	0	0	0	0	7	7	50	0	4	0
Mvmt Flow	20	1	22	5	1	4	57	842	9	0	355	6

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1315	1323	358	1316	1322	846	361	0	0	851	0	0
Stage 1	358	358	-	960	960	-	-	-	-	-	-	-
Stage 2	956	965	-	355	361	-	-	-	-	-	-	-
Critical Hdwy	7.23	6.5	6.2	7.1	6.5	6.2	4.17	-	-	4.1	-	-
Critical Hdwy Stg 1	6.23	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.23	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.617	4	3.3	3.5	4	3.3	2.263	-	-	2.2	-	-
Pot Cap-1 Maneuver	128	158	691	136	158	365	1170	-	-	796	-	-
Stage 1	638	631	-	311	338	-	-	-	-	-	-	-
Stage 2	296	336	-	666	629	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	114	143	691	119	143	365	1170	-	-	796	-	-
Mov Cap-2 Maneuver	211	242	-	119	143	-	-	-	-	-	-	-
Stage 1	638	631	-	282	306	-	-	-	-	-	-	-
Stage 2	264	305	-	644	629	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	17.78	28.03	0.52	0
HCM LOS	C	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	113	-	-	325	167	796	-	-
HCM Lane V/C Ratio	0.049	-	-	0.133	0.064	-	-	-
HCM Ctrl Dly (s/v)	8.2	0	-	17.8	28	0	-	-
HCM Lane LOS	A	A	-	C	D	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.5	0.2	0	-	-

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	23	9	14	820	337	19
Future Vol, veh/h	23	9	14	820	337	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	8	3	7
Mvmt Flow	25	10	15	882	362	20

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1274	362	383	0	-	0
Stage 1	362	-	-	-	-	-
Stage 2	912	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	186	687	1187	-	-	-
Stage 1	709	-	-	-	-	-
Stage 2	395	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	182	687	1187	-	-	-
Mov Cap-2 Maneuver	182	-	-	-	-	-
Stage 1	691	-	-	-	-	-
Stage 2	395	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	23.48	0.14	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	30	-	229	-	-
HCM Lane V/C Ratio	0.013	-	0.15	-	-
HCM Ctrl Dly (s/v)	8.1	0	23.5	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.5	-	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	15	28	43	745	300	24
Future Vol, veh/h	15	28	43	745	300	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	144	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	8	5	0
Mvmt Flow	16	30	47	810	326	26

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1242	339	352	0	-	0
Stage 1	339	-	-	-	-	-
Stage 2	903	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	195	708	1218	-	-	-
Stage 1	726	-	-	-	-	-
Stage 2	399	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	187	708	1218	-	-	-
Mov Cap-2 Maneuver	187	-	-	-	-	-
Stage 1	698	-	-	-	-	-
Stage 2	399	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	15.81	0.44	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1218	-	187	708	-	-
HCM Lane V/C Ratio	0.038	-	0.087	0.043	-	-
HCM Ctrl Dly (s/v)	8.1	-	26.1	10.3	-	-
HCM Lane LOS	A	-	D	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	0.1	-	-