CITY OF TETONIA
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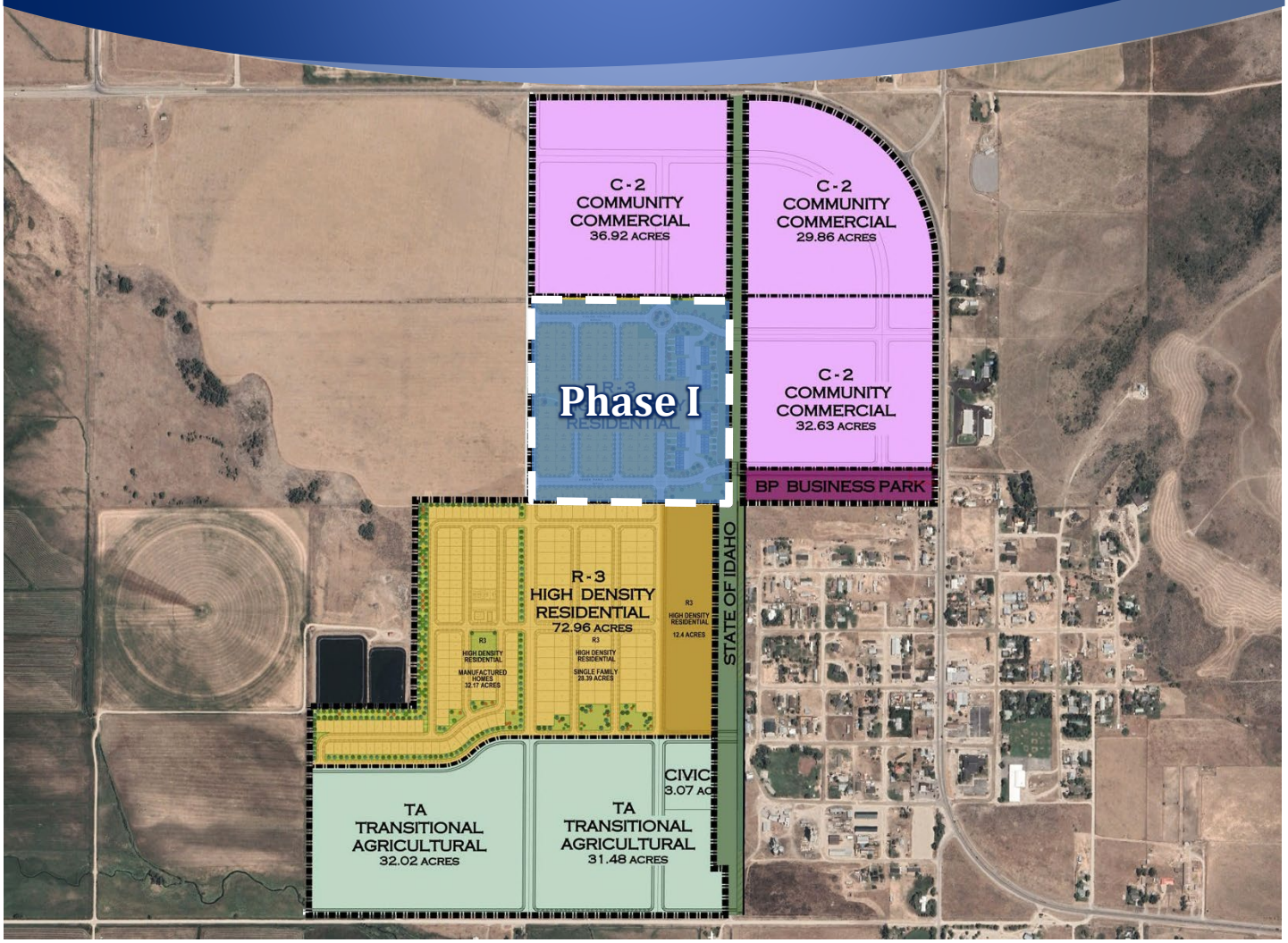
SUB2025-3
PRELIMINARY PLAT
SUBDIVISION

Traffic Impact Study
Pinnacle Peak – Phase I

Tetonia, Idaho



Prepared For:

Powell Family Group

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

September 11, 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 that will connect SR 33 to Egbert 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:

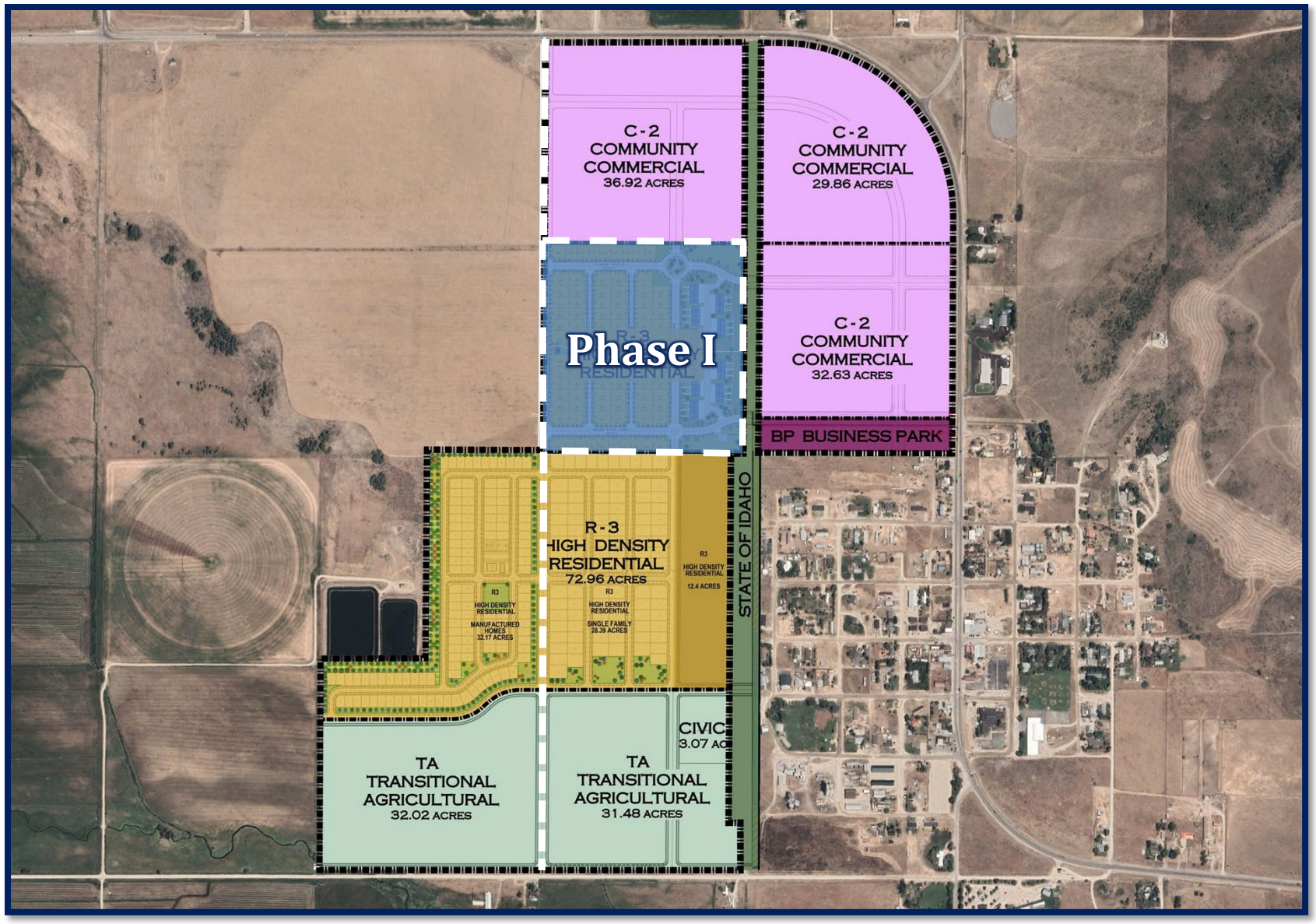
1. Existing Conditions - Analyze the capacity of the existing roadway system using existing peak hour traffic volumes in the surrounding area.

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. At its unsignalized intersection with Egbert Avenue, State Route 33 provides a shared left/through/right-turn lane on the eastbound and westbound approaches. 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.

NOT TO SCALE

N 3000 W (NORTH)

35

W 7000 N

SR-33

65

MAIN STREET

45 65

35

45

20

JACKSON AVENUE

SCHOOL 20

TETONIA PLAY SCHOOL

US POSTAL SERVICE

PERRY AVENUE

1 2

LEIGH AVENUE

20

35

45

45

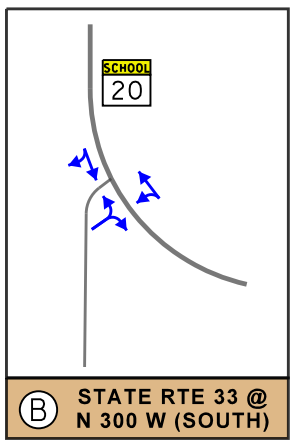
EGBERT AVENUE

TETON PEAKS RESORT

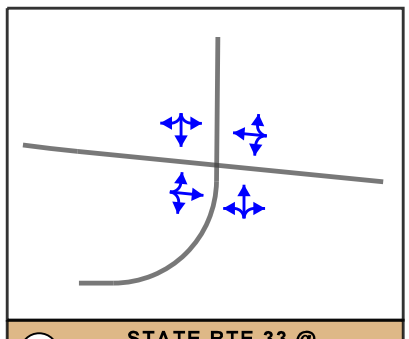
45

N 3000 W (SOUTH)

C STATE RTE 33 @ LEIGH AVENUE



B STATE RTE 33 @ N 300 W (SOUTH)



A STATE RTE 33 @ EGBERT AVENUE

LEGEND

- TRAVEL LANE
- STOP SIGN
- XX - SPEED LIMIT SIGN
- NO PARKING
- STANDARD CROSSWALK
- HIGH VISIBILITY CROSSWALK
- SCHOOL SPEED LIMIT SIGN
- TWO-WAY LEFT TURN LANE
- (1) - CHURCH OF JESUS CHRIST OF LDS
- (2) - TETONIA ELEMENTARY

PINNACLE PEAK
PHASE 1
TETONIA, IDAHO

EXISTING ROADWAY CHARACTERISTICS

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Job No: 25-342 Figure: 3

Egbert Avenue is generally an east-west local roadway that provides one travel lane in each direction. At its unsignalized intersection with N 3000 W, Egbert Avenue provides a shared left-turn/through/right-turn lane on the eastbound and westbound approaches. Both approaches are under stop sign control. At its unsignalized intersection with State Route 33/Jorgenson Street, Egbert Avenue provides a shared left-turn/through/right-turn lane on the northbound approach and is under stop sign control. Egbert Avenue is under the jurisdiction of the City of Tetonia.

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.

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.

Jorgensen Street is a north-south local roadway that provides one travel lane in each direction. At its unsignalized intersection with State Route 33/Egbert Avenue, Jorgenson Street provides a shared left-turn/through/right-turn lane on the southbound approach. Jorgenson Street is under the jurisdiction of the City of Tetonia and has a posted speed limit of 20 miles per hour.

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)
- State Route 33 with Egbert Avenue

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.

NOT TO SCALE

N 3000 W (NORTH)

W 7000 N

SR-33

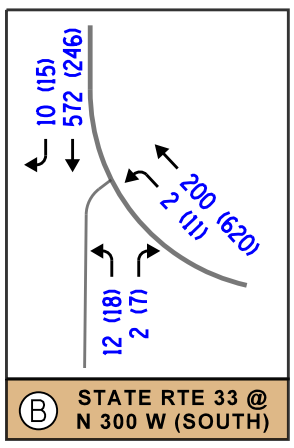
1 (2)
22 (14)

505 4 (2)
(226)

12 (14)
172 (582)

MAIN STREET

Ⓒ STATE RTE 33 @ LEIGH AVENUE



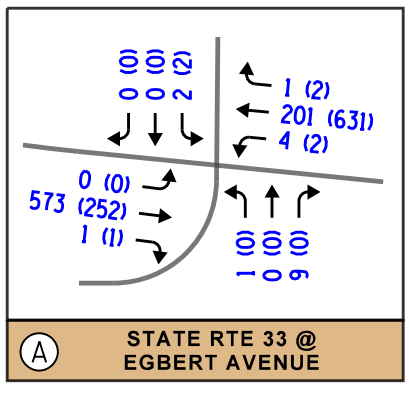
Ⓑ STATE RTE 33 @ N 300 W (SOUTH)

1 (2)
526 (238)
0 (0)
0 (1)
0 (0)
6 (1)
JACKSON AVENUE
0 (2)
0 (0)
9 (3)
0 (11)
184 (593)
0 (3)

2 (1)
530 (237)
9 (4)
4 (4)
4 (0)
12 (4)
PERRY AVENUE
1 (6)
2 (1)
6 (5)
3 (9)
179 (597)
2 (2)
LEIGH AVENUE
Ⓒ
Ⓑ

3 (6)
12 (17)
1 (1)
1 (0)
0 (0)
1 (1)
Ⓐ
EGBERT AVENUE
2 (5)
1 (0)
0 (1)
0 (0)
12 (19)
0 (0)

N 3000 W (SOUTH)



Ⓐ STATE RTE 33 @ EGBERT AVENUE

LEGEND

00 - WEEKDAY AM PEAK HOUR (7:15-8:15 AM)

(00) - WEEKDAY PM PEAK HOUR (4:30-5:30 PM)

PINNACLE PEAK
PHASE 1
TETONIA, IDAHO

EXISTING TRAFFIC VOLUMES

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Job No: 25-342 Figure: 4

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 a proposed roadway (Lucas Lane) that will border the west side of the site and will connect State Route 33 to Egbert Avenue. The roadway and its intersections with State Route 33 and Egbert Avenue will be designed to accommodate the full buildout of Pinnacle Peak and will be constructed as follows:

- The intersection of Lucas Lane with State Route 33 will be located approximately 2700 feet east of State Route 32. The intersection will be designed to provide an exclusive eastbound right-turn lane, an exclusive westbound left-turn lane, and the Lucas Lane approach will provide exclusive left and right-turn lanes. Upon full buildout, as documented in the Transportation Planning Study prepared by KLOA, Inc., a traffic signal will be warranted at this intersection upon full buildout of the development.

- The intersection of Lucas Lane with Egbert Avenue will be located approximately 2500 feet west of N 3000 W. The intersection will provide single lane approaches on all three legs of the intersection and the Lucas Lane approach to Egbert Avenue will be under stop-sign control.

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

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.

Furthermore, the trips estimated to be generated by Phase I of the National Parks Baseball Resort is included in the Year 2035 no-build traffic volumes. Phase I of the complex consists of six baseball fields, a central camp and a RV park. Additionally, a shared public park will be constructed containing two soccer fields, three playgrounds, eight tennis courts, one basketball court, and one football field.

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 Phase I of both the National Parks Baseball Resort, and Phase I of Pinnacle Peak (Figure 5) to determine the Year 2035 total projected traffic volumes, as illustrated in **Figure 7**.

N

NOT TO SCALE

N 3000 W (NORTH)

W 7000 N

SR-33

10 (30)

8 (24)

22 (15)
27 (19)

27 (19)

10 (30)

MAIN STREET

LUCAS LANE

27 (19)

10 (30)

JACKSON AVENUE

27 (19)

PERRY AVENUE

10 (30)

LEIGH AVENUE

14 (10)

5 (15)

EGBERT AVENUE

14 (10)

5 (15)

N 3000 W (SOUTH)

27 (19)

10 (30)

Ⓒ STATE RTE 33 @ LEIGH AVENUE

27 (19)

10 (30)

Ⓑ STATE RTE 33 @ N 300 W (SOUTH)

10 (30)
5 (15)

27 (19)

14 (10)

Ⓐ STATE RTE 33 @ EGBERT AVENUE

LEGEND

00 - WEEKDAY AM PEAK HOUR (7:15-8:15 AM)

(00) - WEEKDAY PM PEAK HOUR (4:30-5:30 PM)

- PROPOSED TRAFFIC SIGNAL

- PROPOSED STOP SIGN

PINNACLE PEAK
PHASE 1
TETONIA, IDAHO

SITE-GENERATED TRAFFIC VOLUMES

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Job No: 25-342

Figure: 5

NOT TO SCALE

SR-33

W 7000 N

N 3000 W (NORTH)

MAIN STREET

LUCAS LANE

JACKSON AVENUE

PERRY AVENUE

LEIGH AVENUE

EGBERT AVENUE

N 3000 W (SOUTH)

216 (730)
18 (6)
636 (285)
18 (6)
6 (18)
6 (18)
1 (3)
28 (18)
637 (301)
5 (3)
15 (18)
233 (734)
1 (3)
664 (316)
0 (0)
0 (1)
0 (0)
8 (1)
0 (3)
0 (0)
11 (4)
0 (14)
248 (747)
0 (4)
3 (1)
669 (314)
11 (5)
5 (5)
5 (0)
15 (5)
1 (8)
3 (1)
8 (6)
4 (11)
242 (752)
3 (3)
4 (8)
15 (21)
1 (1)
1 (0)
9 (3)
1 (1)
3 (6)
4 (9)
0 (1)
0 (0)
15 (24)
0 (0)
0 (0)
3 (9)
9 (3)
4 (8)
0 (0)
4 (8)

C STATE RTE 33 @ LEIGH AVENUE

10 (6)
669 (319)
13 (0)
3 (4)
1 (1)
10 (5)
9 (19)
4 (1)
55 (20)
20 (53)
237 (744)
26 (8)

B STATE RTE 33 @ N 300 W (SOUTH)

13 (19)
721 (326)
268 (781)
3 (14)
15 (23)
3 (9)

A STATE RTE 33 @ EGBERT AVENUE

0 (0)
0 (0)
3 (3)
1 (3)
269 (795)
14 (6)
0 (0)
722 (333)
1 (1)
1 (0)
0 (0)
14 (9)

LEGEND

00 - WEEKDAY AM PEAK HOUR (7:15-8:15 AM)

(00) - WEEKDAY PM PEAK HOUR (4:30-5:30 PM)

- PROPOSED TRAFFIC SIGNAL

- PROPOSED STOP SIGN

PINNACLE PEAK
PHASE 1
TETONIA, IDAHO

YEAR 2035 NO-BUILD TRAFFIC VOLUMES

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Job No: 25-342 Figure: 6

NOT TO SCALE

SR-33

W 7000 N

N 3000 W (NORTH)

MAIN STREET

LUCAS LANE

JACKSON AVENUE

PERRY AVENUE

LEIGH AVENUE

EGBERT AVENUE

N 3000 W (SOUTH)

Ⓒ STATE RTE 33 @ LEIGH AVENUE

Ⓑ STATE RTE 33 @ N 300 W (SOUTH)

Ⓐ STATE RTE 33 @ EGBERT AVENUE

LEGEND

00 - WEEKDAY AM PEAK HOUR (7:15-8:15 AM)

(00) - WEEKDAY PM PEAK HOUR (4:30-5:30 PM)

- PROPOSED TRAFFIC SIGNAL

- PROPOSED STOP SIGN

PINNACLE PEAK
PHASE 1
TETONIA, IDAHO

YEAR 2035 TOTAL TRAFFIC VOLUMES

KLOA
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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, if any, roadway improvements are required to accommodate the projected traffic volumes.

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). As previously indicated, the intersection of State Route 33 with Lucas Lane is being designed and constructed to be signalized as part of the full buildout of Pinnacle Peak. However, for the purposes of this evaluation, the intersection was analyzed assuming the Lucas Lane approach operated under stop-sign control to determine if a signal is required to accommodate the Phase I buildout.

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
State Route 33 with Egbert Avenue				
• Northbound Approach	B	13.4	--	--
• Southbound Approach	C	18.8	C	20.4
• Eastbound Left Turn	--	--	--	--
• Westbound Left Turn	A	8.8	A	7.8
N 3000 W with Egbert Avenue				
• Eastbound Approach	A	8.9	A	8.8
• Westbound Approach	A	8.6	A	8.8
• Northbound Left Turn	--	--	--	--
• Southbound Left Turn	A	7.2	A	7.2

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	18.5	C	21.2
• Southeastbound Left Turn	A	7.8	A	9.4
Main Street with Jackson Avenue				
• Eastbound Approach	B	14.2	C	16.5
• Westbound Approach	C	24.2	C	19.3
• Northbound Left Turn	--	--	A	7.9
• Southbound Left Turn	--	--	--	--
Main Street with Perry Avenue				
• Eastbound Approach	C	15.3	B	14.8
• Westbound Approach	C	17.8	C	17.5
• 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	16.8	C	17.1
• Westbound Approach	D	25.3	D	26.1
• Northbound Left Turn	A	9.4	A	8.2
• Southbound Left Turn	A	8.0	--	--
State Route 33 with N 3000 W (South)				
• Eastbound Approach	C	21.8	C	22.0
• Northbound Left Turn	A	9.5	A	8.0
State Route 33 with Egbert Avenue				
• Northbound Approach	C	15.7	B	10.3
• Southbound Approach	D	27.0	D	29.6
• Eastbound Left Turn	--	--	--	--
• Westbound Left Turn	A	9.5	A	8.0
N 3000 W with Egbert Avenue				
• Eastbound Approach	A	9.1	A	9.2
• Westbound Approach	A	9.2	A	9.3
• Northbound Left Turn	--	--	--	--
• Southbound Left Turn	A	7.2	A	7.3
State Route 33 with Lucas Lane				
• Northbound Approach	C	15.4	C	15.6
• Westbound Left-Turn	A	9.1	A	7.9
Egbert Avenue with Lucas Lane				
• Southbound Approach	A	8.6	A	8.6
• Eastbound Left Turn	--	--	--	--

LOS = Level of Service
Delay is measured in seconds.

Note: All intersections under two-way stop control except for the proposed intersection of SR 33 with Lucas Lane

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	19.4	C	22.6
• Southeastbound Left Turn	A	7.8	A	9.5
Main Street with Jackson Avenue				
• Eastbound Approach	B	14.6	C	17.3
• Westbound Approach	D	25.6	C	20.3
• Northbound Left Turn	--	--	A	8.0
• Southbound Left Turn	--	--	--	--
Main Street with Perry Avenue				
• Eastbound Approach	C	15.8	C	15.6
• Westbound Approach	C	18.3	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	17.3	C	17.7
• Westbound Approach	D	26.9	D	27.9
• Northbound Left Turn	A	9.5	A	8.3
• Southbound Left Turn	A	8.0	--	--
State Route 33 with N 3000 W (South)				
• Eastbound Approach	C	22.9	C	23.5
• Northbound Left Turn	A	9.6	A	8.1
State Route 33 with Egbert Avenue				
• Northbound Approach	C	16.3	B	10.6
• Southbound Approach	D	30.4	D	34.7
• Eastbound Left Turn	--	--	--	--
• Westbound Left Turn	A	9.6	A	8.1
N 3000 W with Egbert Avenue				
• Eastbound Approach	A	9.4	A	9.4
• Westbound Approach	A	9.3	A	9.5
• Northbound Left Turn	--	--	--	--
• Southbound Left Turn	A	7.2	A	7.3
State Route 33 with Lucas Lane				
• Northbound Approach	C	16.3	C	17.2
• Westbound Left Turn	A	9.1	A	8.0
Egbert Avenue with Lucas Lane				
• Southbound Approach	A	8.7	A	8.7
• Eastbound Left Turn	--	--	--	--

LOS = Level of Service
Delay is measured in seconds.

Note: All intersections under two-way stop control except for the proposed intersection of SR 33 with Lucas Lane

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 and the traffic generated by Phase I of the National Parks Baseball Resort, 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.

State Route 33 with Lucas Lane

As previously indicated, in order to accommodate the full buildout traffic volumes for Pinnacle Peak this intersection will be designed to provide an exclusive eastbound right-turn lane, an exclusive westbound left-turn lane, and two northbound lanes striped for separate left and right-turn lanes. Furthermore, this intersection will be signalized. However, to determine if the traffic signal is required upon buildout of the intersection to accommodate the Phase I traffic volumes, this intersection was warranted with the proposed geometry, with the northbound approach under stop-sign control and the State Route 33 approaches operating under free flow conditions.

When analyzed in this configuration, the northbound approach is projected to operate at LOS C during both peak hours and the westbound left-turn movements are projected to operate at LOS A. As such, the proposed intersection geometry will be adequate in accommodating the traffic estimated to be generated by Phase I of Pinnacle Peak and a traffic signal will not be required to accommodate the Phase I traffic volumes.

Egbert Avenue with Lucas Lane

As previously indicated, this intersection will be constructed such that Lucas Lane provides a single lane approach to Egbert Avenue that is under stop-sign control. The results of the capacity analyses indicate that the southbound approach and eastbound left-turn movements are projected to operate at LOS A during the weekday morning and weekday evening peak hours. As such, this intersection will have sufficient capacity to accommodate the Phase I traffic volumes.

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 a proposed roadway (Lucas Lane) that will border the west side of the site and will connect State Route 33 to Egbert Avenue. The roadway and its intersections with State Route 33 and Egbert Avenue are designed to accommodate the full buildout of Pinnacle Peak as follows:

    - The intersection of Lucas Lane with State Route 33 will be located approximately 2700 feet east of State Route 32. The intersection will be designed to provide an exclusive eastbound right-turn lane, an exclusive westbound left-turn lane, and the Lucas Lane approach will provide exclusive left and right-turn lanes. Upon full buildout, as documented in the Transportation Planning Study prepared by KLOA, Inc., a traffic signal will be warranted at this intersection upon full buildout of the development.

    - The intersection of Lucas Lane with Egbert Avenue will be located approximately 2500 feet west of N 3000 W. The intersection will provide single lane approaches on all three legs of the intersection and the Lucas Lane approach to Egbert Avenue will be under stop-sign control.

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

- The proposed configuration of the intersections of State Route 33 with Lucas Lane and Egbert Avenue with Lucas Lane upon full buildout of Pinnacle Peak will be adequate in accommodating the Phase I projected traffic volumes. A traffic signal is at the intersection of State Route 33 with Lucas Lane is not required to accommodate the Phase I traffic volumes.

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

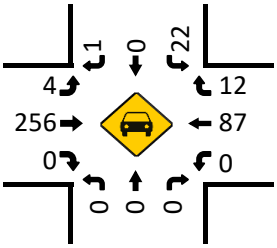
0 0 0 0

0 1 0 0

CONTROL: 1-Way Stop(SB)

	AM	NOON	PM
TEV	404	0	496
PHF	0.93		0.95

Cars (AM)



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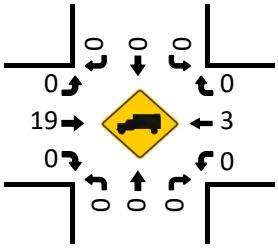
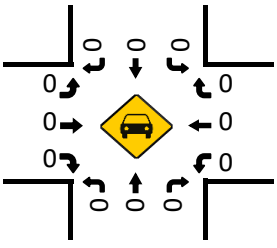


Cars (NOON)



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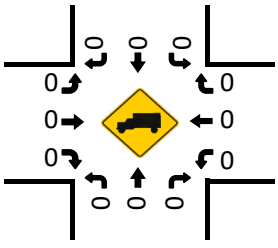
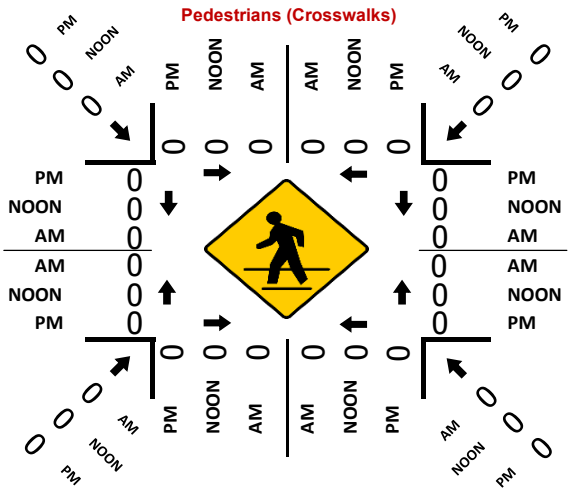
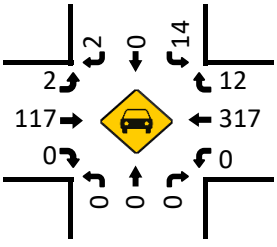


Pedestrians (Crosswalks)



Cars (PM)



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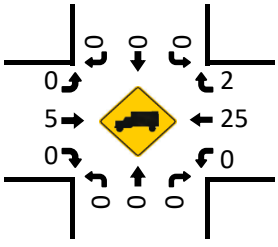


National Data & Surveying Services

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)

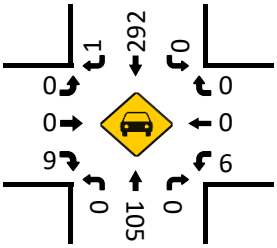
	PM	NOON	AM
0	1	0	0
1	0	0	0
0	1	0	6
0	0	0	0
⇨	3	0	0

SR 33/N Main St — NORTHBOUND

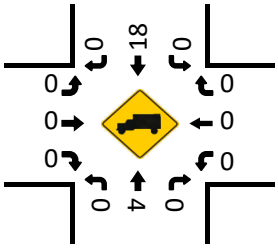
	L	T	R	U		
PM	149	0	11	367	3	PM
NOON	0	0	0	0	0	NOON
AM	325	0	0	109	0	AM

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

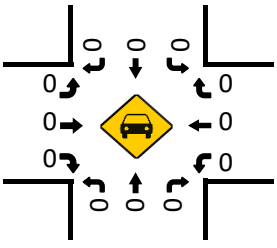
Cars (AM)



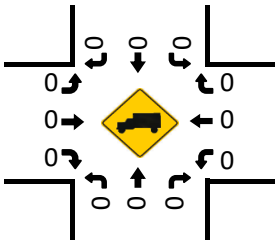
HT (AM)



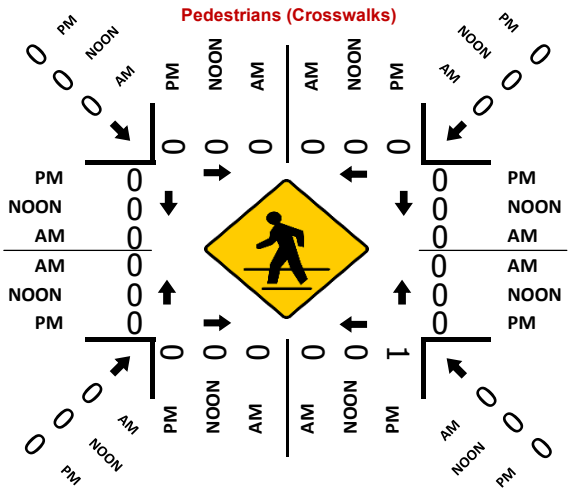
Cars (NOON)



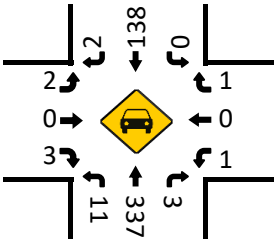
HT (NOON)



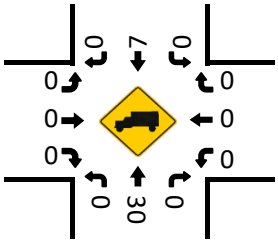
Pedestrians (Crosswalks)



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)

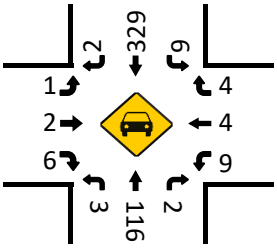
	Left	Thru	Right	U-Turn	
PM	4	0	4	0	PM
NOON	0	0	4	1	NOON
AM	4	0	12	0	AM
PM	0	0	0	0	PM
NOON	7	0	13	0	NOON
AM	0	1	0	0	AM

NORTHBOUND (SR 33/N Main St)

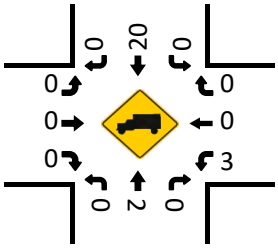
	Left	Thru	Right	U-Turn	Peds	
PM	165	0	9	393	2	PM
NOON	0	0	0	0	0	NOON
AM	367	0	3	118	2	AM

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

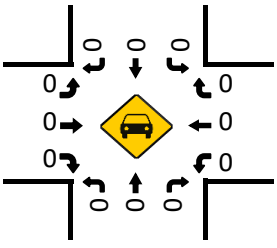
Cars (AM)



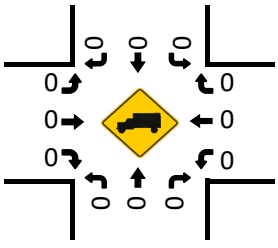
HT (AM)



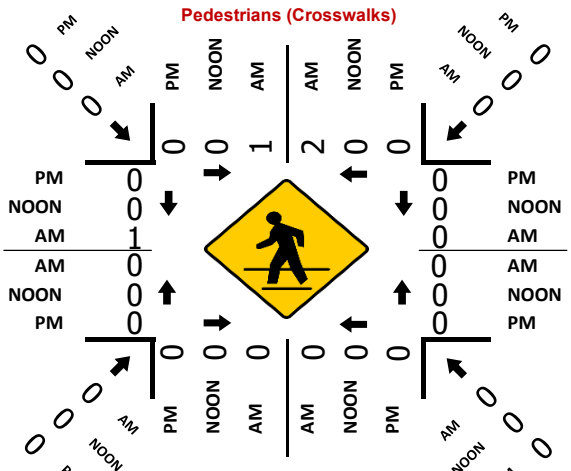
Cars (NOON)



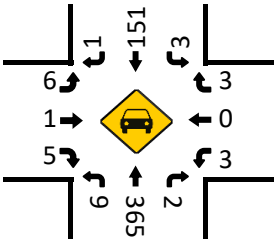
HT (NOON)



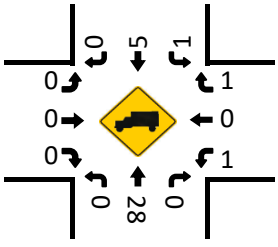
Pedestrians (Crosswalks)



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

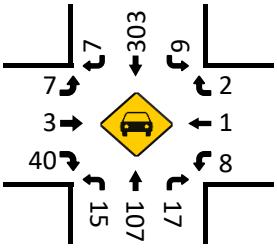
	0	0	1	0

CONTROL

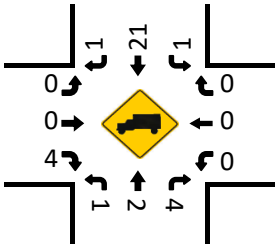
2-Way Stop(EB/WB)

TEV	553 AM	0 NOON	602 PM
PHF	0.91		0.93

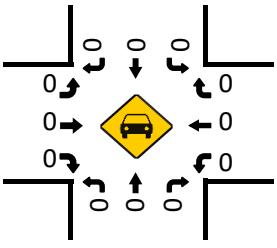
Cars (AM)



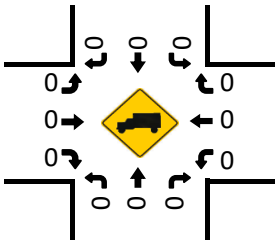
HT (AM)



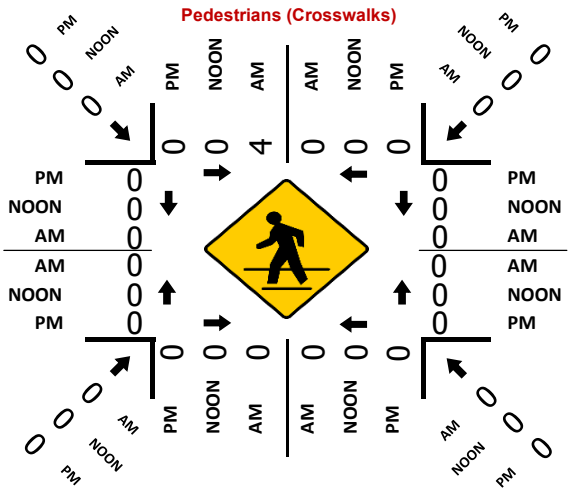
Cars (NOON)



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

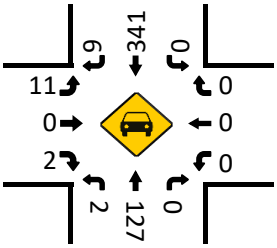
		0	0	1	0	
PM	161	0	11	389	0	PM
NOON	0	0	0	0	0	NOON
AM	366	0	2	133	0	AM

SR 33/N Main St

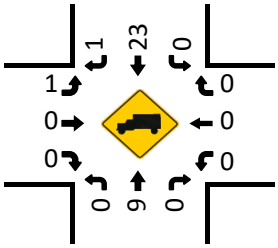
N 3000 W

N 3000 W

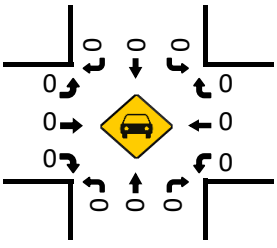
Cars (AM)



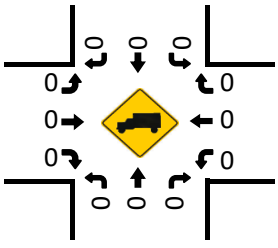
HT (AM)



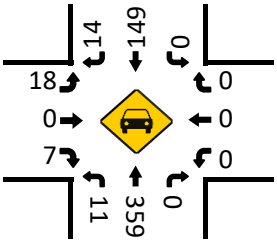
Cars (NOON)



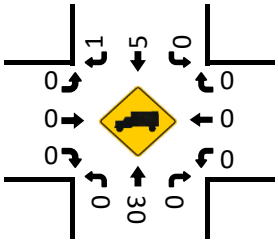
HT (NOON)



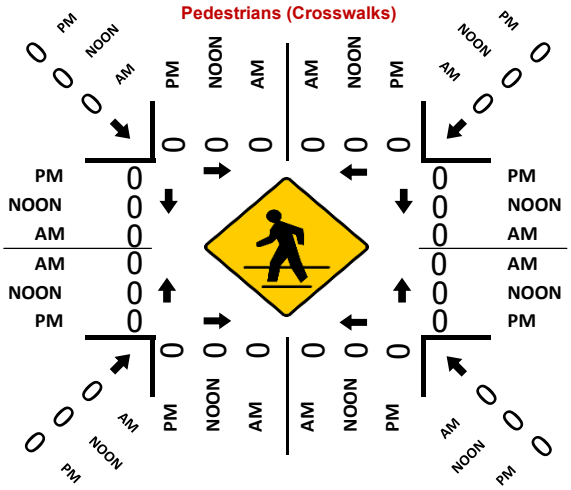
Cars (PM)



HT (PM)



Pedestrians (Crosswalks)



National Data & Surveying Services

Intersection Turning Movement Count

Location: Jorgensen St reet/W 6000Ave/Egbert Ave & SR 33
City: Tetonia
Control: 2-Way Stop(NB/SB)

Project ID: 25-810013-008
Date: 12/11/2025

Data - Total

NS/EW Streets:	Jorgensen St reet/W 6000Ave/Egbert Ave				Jorgensen St reet/W 6000Ave/Egbert Ave				SR 33				SR 33				
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	0	1	0	0	0	0	0	0	69	0	0	0	14	0	0	85
7:15 AM	0	0	1	0	1	0	0	0	0	85	0	0	1	25	1	0	114
7:30 AM	0	0	3	0	0	0	0	0	0	111	0	0	0	24	0	0	138
7:45 AM	0	0	1	0	1	0	0	0	0	104	0	0	0	40	0	0	146
8:00 AM	1	0	4	0	0	0	0	0	0	67	1	0	3	48	0	0	124
8:15 AM	1	0	1	0	0	0	0	0	0	52	0	0	2	25	1	0	82
8:30 AM	0	0	0	0	0	0	0	0	0	63	0	0	0	27	0	0	90
8:45 AM	0	0	1	0	1	0	0	0	0	53	1	0	0	43	0	0	99
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	3	0	12	0	3	0	0	0	0	604	2	0	6	246	2	0	878
APPROACH %'s :	20.00%	0.00%	80.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	99.67%	0.33%	0.00%	2.36%	96.85%	0.79%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	1	0	9	0	2	0	0	0	0	367	1	0	4	137	1	0	522
PEAK HR FACTOR :	0.250	0.000	0.563	0.000	0.500	0.000	0.000	0.000	0.000	0.827	0.250	0.000	0.333	0.714	0.250	0.000	0.894
	0.500				0.500				0.829				0.696				

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	0	0	0	0	0	0	0	0	33	1	0	0	49	0	0	83
2:15 PM	0	0	0	0	0	0	0	0	0	34	1	0	0	50	0	0	85
2:30 PM	0	0	1	0	0	0	0	0	0	27	0	0	1	47	0	0	76
2:45 PM	0	0	0	0	1	0	0	0	0	41	0	0	1	58	1	0	102
3:00 PM	0	0	0	0	0	0	1	0	0	38	0	0	0	57	1	0	97
3:15 PM	0	0	0	0	0	0	0	0	0	37	0	0	1	63	0	0	101
3:30 PM	0	0	0	0	0	0	0	0	0	33	0	0	0	66	0	0	99
3:45 PM	1	0	0	0	0	0	0	0	0	36	1	0	1	59	1	0	99
4:00 PM	1	0	2	0	2	0	0	0	0	32	0	0	1	69	0	0	107
4:15 PM	0	0	0	0	0	0	1	0	0	28	0	0	0	82	0	0	111
4:30 PM	0	0	0	0	0	0	0	0	0	47	1	0	0	99	1	0	148
4:45 PM	0	0	0	0	0	0	0	0	0	39	0	0	1	83	1	0	124
5:00 PM	0	0	0	0	2	0	0	0	0	45	0	0	0	109	0	0	156
5:15 PM	0	0	0	0	0	0	0	0	0	30	0	0	1	114	0	0	145
5:30 PM	1	0	0	0	0	0	0	0	0	34	1	0	1	89	0	0	126
5:45 PM	0	0	1	0	0	0	0	0	0	39	0	0	2	73	0	0	115
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	3	0	4	0	5	0	2	0	0	573	5	0	10	1167	5	0	1774
APPROACH %'s :	42.86%	0.00%	57.14%	0.00%	71.43%	0.00%	28.57%	0.00%	0.00%	99.13%	0.87%	0.00%	0.85%	98.73%	0.42%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	2	0	0	0	0	161	1	0	2	405	2	0	573
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.856	0.250	0.000	0.500	0.888	0.500	0.000	0.918
					0.250				0.844				0.889				

Prepared by National Data & Surveying Services

Jorgensen St reet/W 6000Ave/Egbert Ave & SR 33

Peak Hour Turning Movement Count

ID: 25-810013-008
City: Tetonia

Day: Thursday
Date: 12/11/2025

Jorgensen St reet/W 6000Ave/Egbert Ave

SOUTHBOUND

PEAK HOURS		COUNT PERIODS
AM	07:15 AM - 08:15 AM	AM
NOON	NONE	NOON
PM	04:30 PM - 05:30 PM	PM

AM	0	0	2	0	1	AM
NOON	0	0	0	0	0	NOON
PM	0	0	2	0	2	PM
	0	1	0	0		

EASTBOUND (SR 33)

AM	NOON	PM	
138	0	405	
0	0	0	0
0	0	0	0
367	0	161	1
1	0	1	0
AM	NOON	PM	

WESTBOUND (SR 33)

PM	NOON	AM	
2	0	1	0
405	0	137	1
2	0	4	0
0	0	0	0
163	0	378	
PM	NOON	AM	

CONTROL

2-Way Stop(NB/SB)

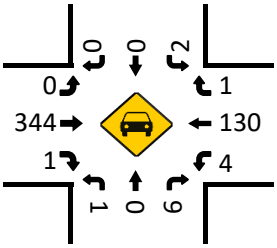
TEV	522 AM	0 NOON	573 PM
PHF	0.89		0.92

PM	3	0	0	0	0	PM
NOON	0	0	0	0	0	NOON
AM	5	0	1	0	9	AM
		0	0	1	0	

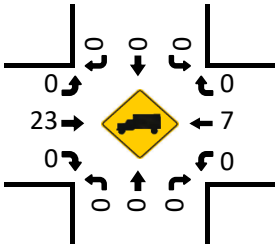
NORTHBOUND

Jorgensen St reet/W 6000Ave/Egbert Ave

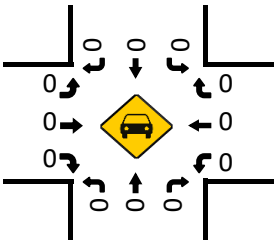
Cars (AM)



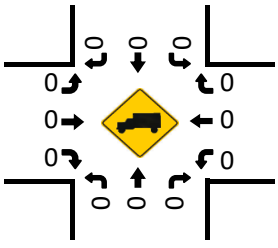
HT (AM)



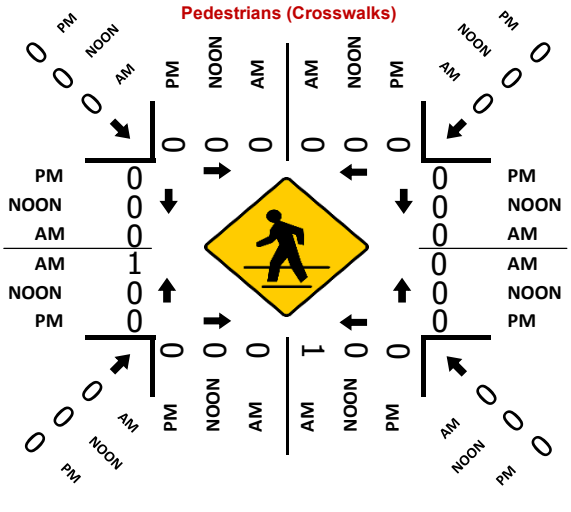
Cars (NOON)



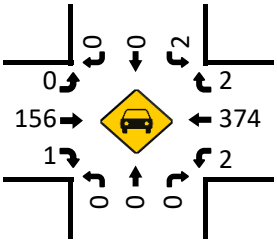
HT (NOON)



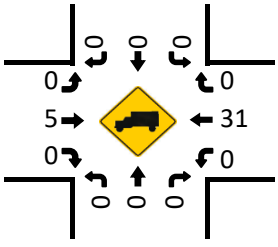
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: N 3000 W & Egbert Ave
City: Tetonia
Control: 2-Way Stop(EB/WB)

Project ID: 25-810013-007
Date: 12/11/2025

Data - Total

NS/EW Streets:	N 3000 W				N 3000 W				Egbert Ave				Egbert 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	0	1	0	0	0	1	0	0	1	0	0	0	0	0	2	0	5
7:15 AM	0	5	0	0	1	2	0	0	0	0	0	0	0	0	0	0	8
7:30 AM	0	0	0	0	0	3	0	0	1	0	0	0	0	0	0	0	4
7:45 AM	0	5	0	0	0	5	2	0	0	0	0	0	0	0	0	0	12
8:00 AM	0	2	0	0	0	2	1	0	1	1	0	0	1	0	1	0	9
8:15 AM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
8:30 AM	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	5
8:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	2
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	16	0	0	1	19	3	0	3	1	0	0	1	0	4	0	48
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	4.35%	82.61%	13.04%	0.00%	75.00%	25.00%	0.00%	0.00%	20.00%	0.00%	80.00%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	12	0	0	1	12	3	0	2	1	0	0	1	0	1	0	33
PEAK HR FACTOR :	0.000	0.600	0.000	0.000	0.250	0.600	0.375	0.000	0.500	0.250	0.000	0.000	0.250	0.000	0.250	0.000	0.688
		0.600				0.571				0.375				0.250			

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	4	0	0	0	0	1	0	1	0	0	0	0	0	0	0	6
2:15 PM	0	2	0	0	0	4	0	0	1	0	0	0	0	0	0	0	7
2:30 PM	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	4
2:45 PM	0	6	0	0	0	2	0	0	1	0	0	0	1	0	0	0	10
3:00 PM	0	3	0	0	0	1	0	0	1	0	0	0	0	0	0	0	5
3:15 PM	0	2	0	0	0	3	3	0	1	0	0	0	0	0	0	0	9
3:30 PM	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	5
3:45 PM	0	5	0	0	0	2	0	0	0	0	0	0	0	0	0	0	7
4:00 PM	0	0	0	0	0	5	0	0	1	0	0	0	0	0	0	0	6
4:15 PM	0	3	0	0	0	0	0	0	1	0	0	0	0	0	0	0	4
4:30 PM	0	3	0	0	1	8	2	0	1	0	0	0	0	0	0	0	15
4:45 PM	0	7	0	0	0	3	2	0	4	0	1	0	0	0	0	0	17
5:00 PM	0	7	0	0	0	3	1	0	0	0	0	0	1	0	0	0	12
5:15 PM	0	2	0	0	0	3	1	0	0	0	0	0	0	0	0	0	6
5:30 PM	0	1	0	0	0	3	1	0	1	0	0	0	0	1	0	0	7
5:45 PM	0	2	0	0	0	3	1	0	1	1	0	0	0	0	0	0	8
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	47	0	0	2	48	12	0	14	1	1	0	2	1	0	0	128
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	3.23%	77.42%	19.35%	0.00%	87.50%	6.25%	6.25%	0.00%	66.67%	33.33%	0.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	19	0	0	1	17	6	0	5	0	1	0	1	0	0	0	50
PEAK HR FACTOR :	0.000	0.679	0.000	0.000	0.250	0.531	0.750	0.000	0.313	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.735
		0.679				0.545				0.300				0.250			

Prepared by National Data & Surveying Services

N 3000 W & Egbert Ave

Peak Hour Turning Movement Count

ID: 25-810013-007
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 (N 3000 W)

	L	T	R	U	Total	
AM	3	12	1	0	15	AM
NOON	0	0	0	0	0	NOON
PM	6	17	1	0	24	PM

EASTBOUND (Egbert Ave)

AM	NOON	PM		
3	0	6	⇦	
0	0	0	↶	0
2	0	5	↱	0
1	0	0	→	1
0	0	1	↷	0
AM	NOON	PM		

WESTBOUND (Egbert Ave)

PM	NOON	AM		
0	0	1	↷	0
0	0	0	←	1
1	0	1	↰	0
0	0	0	↶	0
1	0	2	⇨	
PM	NOON	AM		

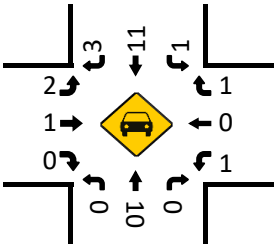
CONTROL: 2-Way Stop(EB/WB)

	AM	NOON	PM
TEV	33	0	50
PHF	0.69		0.74

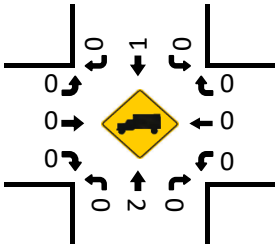
NORTHBOUND (N 3000 W)

	L	T	R	U	Total	
PM	19	0	0	19	0	PM
NOON	0	0	0	0	0	NOON
AM	13	0	0	12	0	AM

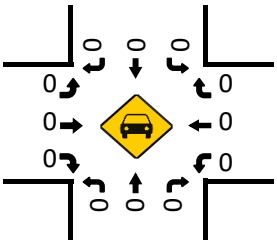
Cars (AM)



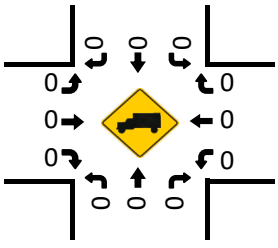
HT (AM)



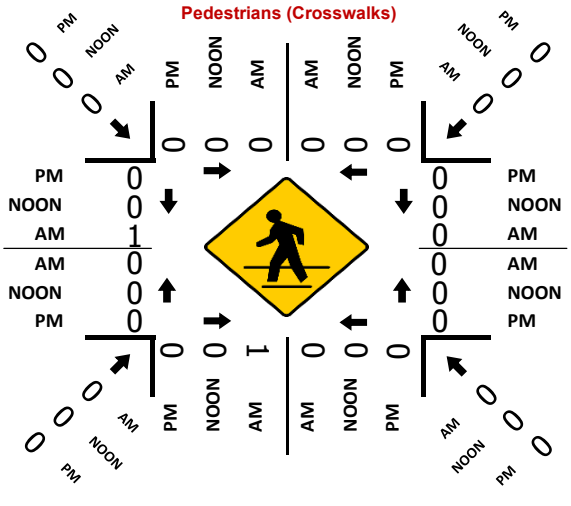
Cars (NOON)



HT (NOON)



Pedestrians (Crosswalks)


PM
NOON
AM
0
0
1
0
0
0
0
0
0
0
0
0
0
0

Site Plan

SINGLE FAMILY RESIDENTIAL

TOWNHOMES

EAST 1261.20'

CHLOE CIRCLE
82.5' R.O.W.

ASHER PARK LANE
82.5' R.O.W.

LUCAS LANE
82.5' R.O.W.

KNOX LANE
60' R.O.W.

JAX LANE
60' R.O.W.

LINCOLN LANE
82.5' R.O.W.

PLAYGROUND

DOG PARK

STATE OF IDAHO

N 00°19'21"E 1324.33'

S 00°21'56"E 1325.64'

S 89°56'26"E 1185.20'

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.

N

0 70 140

BARTON ARCHITECTURE PLLC

JRW & ASSOCIATES

EAGLE ROCK ENGINEERING
CIVIL
IDAHO FALLS
G.O.S.U.
RENDERS

PINNACLE PEAK
AT THE TETONS

PARCEL 3
SUBDIVISION CONCEPT PLAN

ITE Trip Generation Sheets

Single-Family Attached Housing
(215)

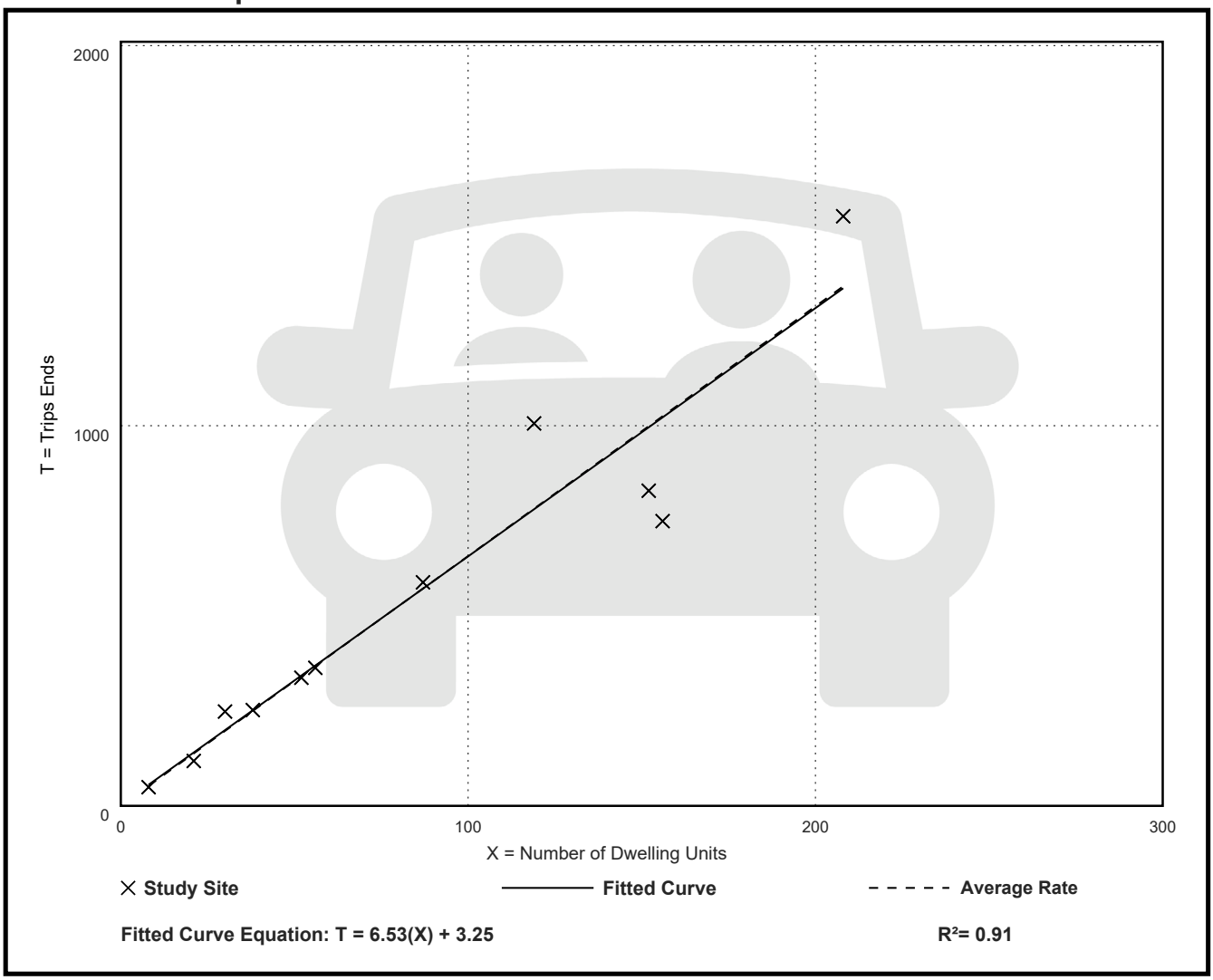
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday**

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

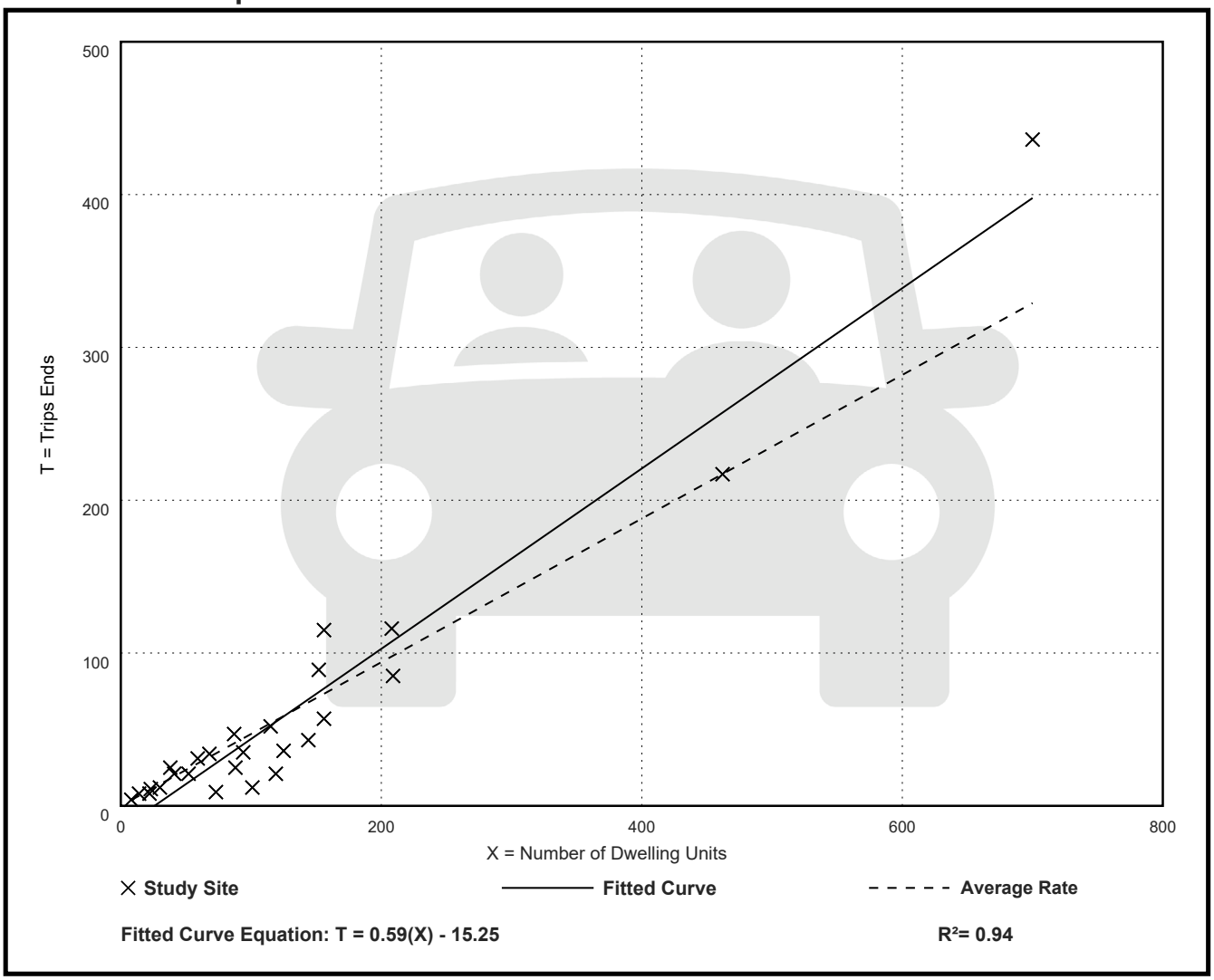
Single-Family Attached Housing
(215)

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

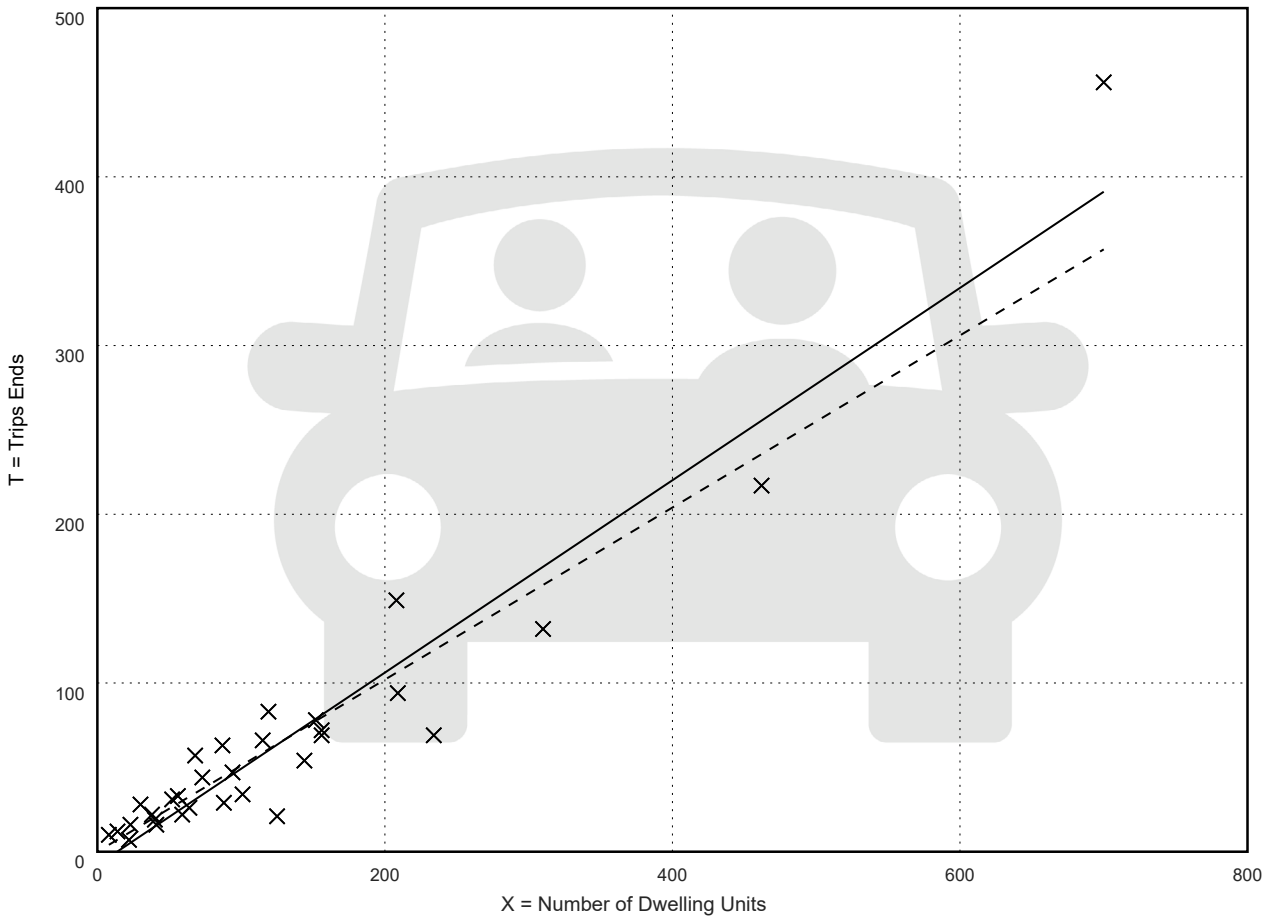
Single-Family Attached Housing
(215)

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)

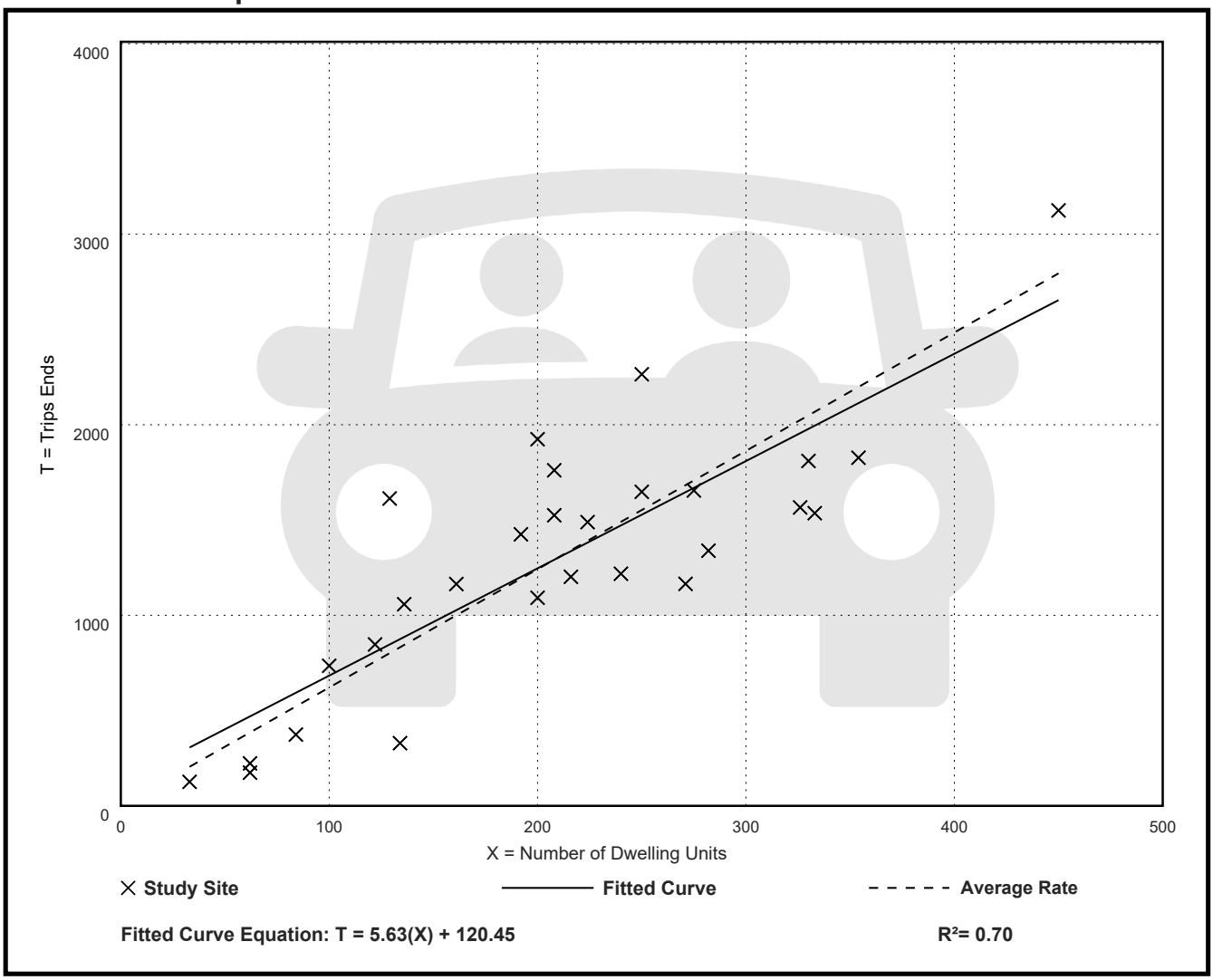
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

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

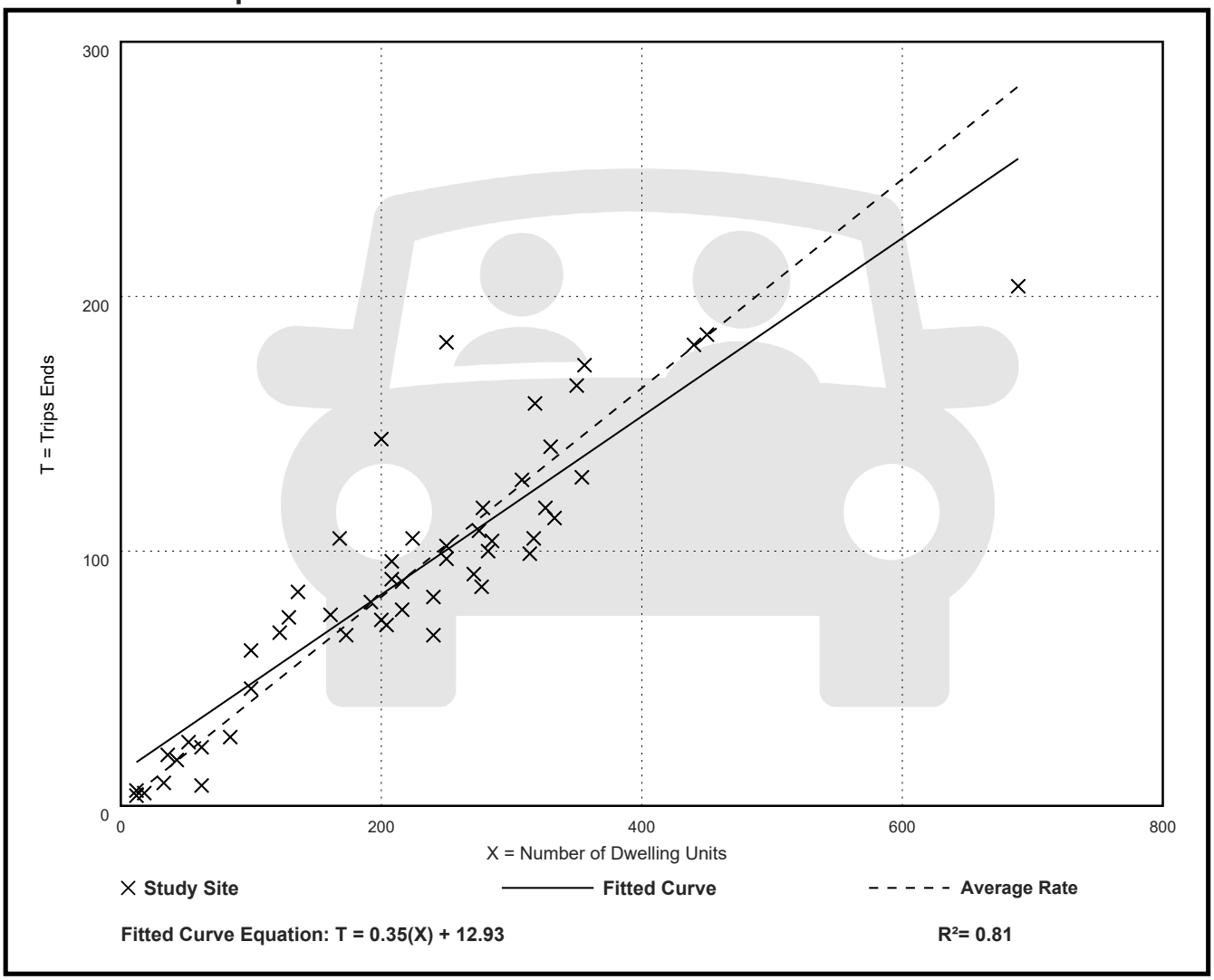
Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

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



Fitted Curve Equation: T = 0.35(X) + 12.93

R^2= 0.81

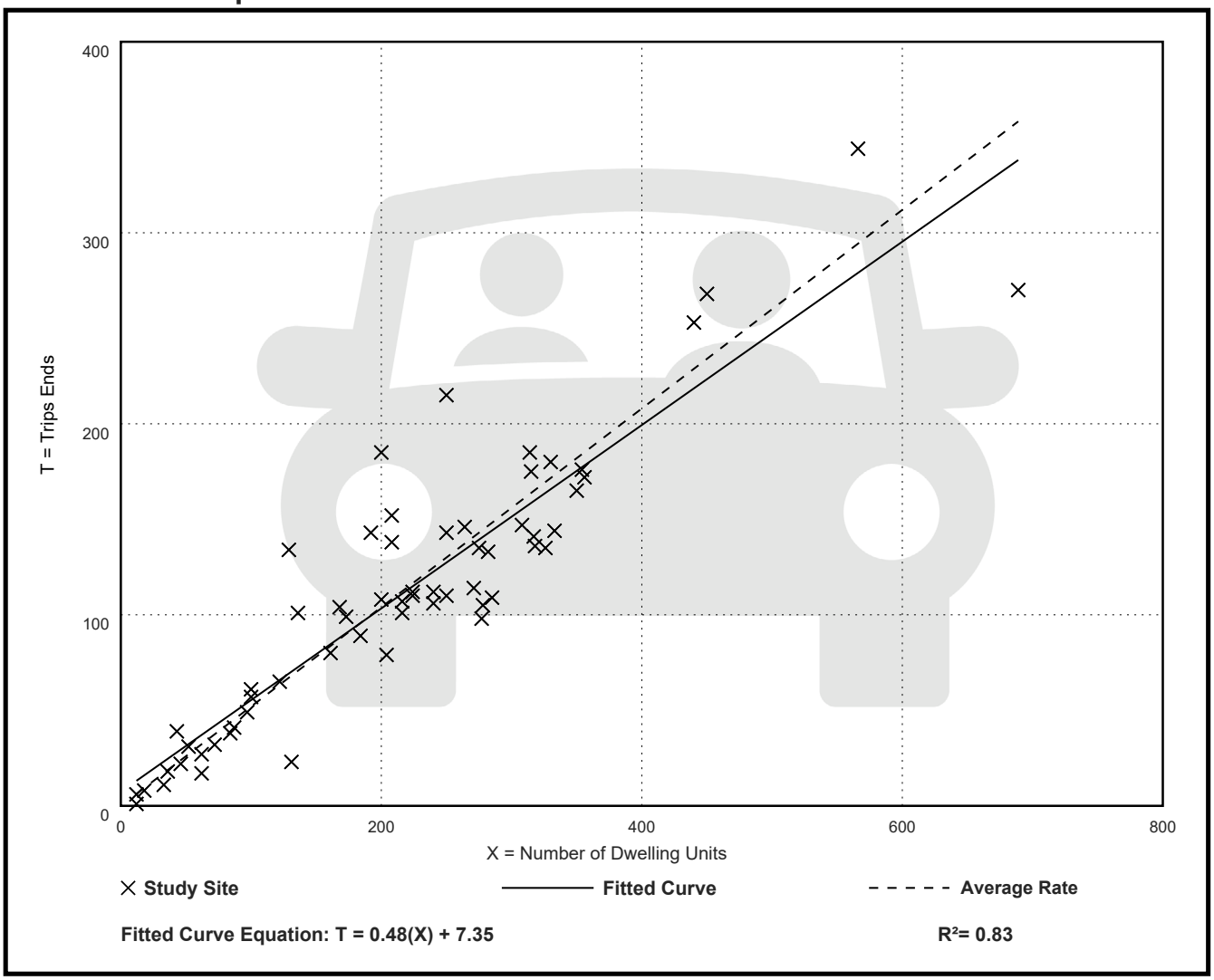
Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

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	-	-

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	573	1	4	201	1	1	0	9	2	0	0
Future Vol, veh/h	0	573	1	4	201	1	1	0	9	2	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	6	0	0	5	0	0	0	0	0	0	0
Mvmt Flow	0	644	1	4	226	1	1	0	10	2	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	227	0	0	645	0	0	879	880	644	879	880	226
Stage 1	-	-	-	-	-	-	644	644	-	235	235	-
Stage 2	-	-	-	-	-	-	235	236	-	644	645	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
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	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1353	-	-	950	-	-	270	288	476	270	288	818
Stage 1	-	-	-	-	-	-	465	471	-	772	714	-
Stage 2	-	-	-	-	-	-	773	713	-	465	471	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1353	-	-	950	-	-	269	286	476	263	286	818
Mov Cap-2 Maneuver	-	-	-	-	-	-	269	286	-	263	286	-
Stage 1	-	-	-	-	-	-	465	471	-	768	710	-
Stage 2	-	-	-	-	-	-	769	710	-	455	471	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0.17	13.36	18.81
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	442	1353	-	-	35	-	-	263
HCM Lane V/C Ratio	0.025	-	-	-	0.005	-	-	0.009
HCM Ctrl Dly (s/v)	13.4	0	-	-	8.8	0	-	18.8
HCM Lane LOS	B	A	-	-	A	A	-	C
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	1	0	1	0	1	0	12	0	1	12	3
Future Vol, veh/h	2	1	0	1	0	1	0	12	0	1	12	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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	69	69	69	69	69	69	69	69	69	69	69	69
Heavy Vehicles, %	0	0	0	0	0	0	0	17	0	0	8	0
Mvmt Flow	3	1	0	1	0	1	0	17	0	1	17	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	40	40	20	38	42	17	22	0	0	17	0	0
Stage 1	22	22	-	17	17	-	-	-	-	-	-	-
Stage 2	17	17	-	21	25	-	-	-	-	-	-	-
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	969	856	1064	971	854	1067	1607	-	-	1613	-	-
Stage 1	1001	881	-	1007	885	-	-	-	-	-	-	-
Stage 2	1007	885	-	1003	879	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	967	855	1064	969	853	1067	1607	-	-	1613	-	-
Mov Cap-2 Maneuver	967	855	-	969	853	-	-	-	-	-	-	-
Stage 1	1000	880	-	1007	885	-	-	-	-	-	-	-
Stage 2	1006	885	-	1000	878	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	8.9	8.55	0	0.45
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1607	-	-	927	1016	108	-	-
HCM Lane V/C Ratio	-	-	-	0.005	0.003	0.001	-	-
HCM Ctrl Dly (s/v)	0	-	-	8.9	8.6	7.2	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

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	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	252	1	2	631	2	0	0	0	2	0	0
Future Vol, veh/h	0	252	1	2	631	2	0	0	0	2	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	3	0	0	8	0	0	0	0	0	0	0
Mvmt Flow	0	274	1	2	686	2	0	0	0	2	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	688	0	0	275	0	0	965	967	274	965	966	687
Stage 1	-	-	-	-	-	-	274	274	-	691	691	-
Stage 2	-	-	-	-	-	-	690	692	-	274	275	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
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	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	916	-	-	1300	-	-	236	256	769	236	256	450
Stage 1	-	-	-	-	-	-	736	687	-	438	448	-
Stage 2	-	-	-	-	-	-	438	448	-	737	686	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	916	-	-	1300	-	-	236	256	769	236	256	450
Mov Cap-2 Maneuver	-	-	-	-	-	-	236	256	-	236	256	-
Stage 1	-	-	-	-	-	-	736	687	-	437	447	-
Stage 2	-	-	-	-	-	-	437	447	-	737	686	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0.02	0	20.42
HCM LOS			A	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	916	-	-	6	-	-	236
HCM Lane V/C Ratio	-	-	-	-	0.002	-	-	0.009
HCM Ctrl Dly (s/v)	0	0	-	-	7.8	0	-	20.4
HCM Lane LOS	A	A	-	-	A	A	-	C
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	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	5	0	1	1	0	0	0	19	0	1	17	6
Future Vol, veh/h	5	0	1	1	0	0	0	19	0	1	17	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, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	74	74	74	74	74	74	74	74	74	74	74	74
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	12	0
Mvmt Flow	7	0	1	1	0	0	0	26	0	1	23	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	55	55	27	51	59	26	31	0	0	26	0	0
Stage 1	30	30	-	26	26	-	-	-	-	-	-	-
Stage 2	26	26	-	26	34	-	-	-	-	-	-	-
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	947	840	1054	953	835	1056	1595	-	-	1602	-	-
Stage 1	992	874	-	997	878	-	-	-	-	-	-	-
Stage 2	997	878	-	997	871	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	946	839	1054	951	835	1056	1595	-	-	1602	-	-
Mov Cap-2 Maneuver	946	839	-	951	835	-	-	-	-	-	-	-
Stage 1	991	874	-	997	878	-	-	-	-	-	-	-
Stage 2	997	878	-	995	870	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	8.77	8.79	0	0.3
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1595	-	-	963	951	71	-	-
HCM Lane V/C Ratio	-	-	-	0.008	0.001	0.001	-	-
HCM Ctrl Dly (s/v)	0	-	-	8.8	8.8	7.2	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

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	637	233	15	28	1
Future Vol, veh/h	5	637	233	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	685	251	16	30	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	267	0	-	0	946	251
Stage 1	-	-	-	-	251	-
Stage 2	-	-	-	-	696	-
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	1309	-	-	-	293	793
Stage 1	-	-	-	-	796	-
Stage 2	-	-	-	-	498	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1309	-	-	-	291	793
Mov Cap-2 Maneuver	-	-	-	-	291	-
Stage 1	-	-	-	-	791	-
Stage 2	-	-	-	-	498	-

Approach	SE	NW	SW
HCM Ctrl Dly, s/v	0.06	0	18.53
HCM LOS			C

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SWLn1
Capacity (veh/h)	-	-	14	-	297
HCM Lane V/C Ratio	-	-	0.004	-	0.105
HCM Ctrl Dly (s/v)	-	-	7.8	0	18.5
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	248	0	0	664	1
Future Vol, veh/h	0	0	11	8	0	0	0	248	0	0	664	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	288	0	0	772	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1061	1061	773	1060	1062	288	773	0	0	288	0	0
Stage 1	773	773	-	288	288	-	-	-	-	-	-	-
Stage 2	288	288	-	772	773	-	-	-	-	-	-	-
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	203	226	402	204	225	756	851	-	-	1285	-	-
Stage 1	395	412	-	724	677	-	-	-	-	-	-	-
Stage 2	724	677	-	395	412	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	203	226	402	197	225	756	851	-	-	1285	-	-
Mov Cap-2 Maneuver	203	226	-	197	225	-	-	-	-	-	-	-
Stage 1	395	412	-	724	677	-	-	-	-	-	-	-
Stage 2	724	677	-	383	412	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	14.24	24.17	0	0
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	851	-	-	402	197	1285	-	-
HCM Lane V/C Ratio	-	-	-	0.032	0.047	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	14.2	24.2	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	5	242	3	11	669	3
Future Vol, veh/h	1	3	8	15	5	5	5	242	3	11	669	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	6	281	3	13	778	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1101	1102	780	1100	1102	283	781	0	0	285	0	0
Stage 1	805	805	-	295	295	-	-	-	-	-	-	-
Stage 2	296	297	-	805	807	-	-	-	-	-	-	-
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	191	213	399	171	213	761	845	-	-	1289	-	-
Stage 1	379	398	-	667	673	-	-	-	-	-	-	-
Stage 2	717	672	-	344	397	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	183	210	399	163	210	761	845	-	-	1289	-	-
Mov Cap-2 Maneuver	294	310	-	260	308	-	-	-	-	-	-	-
Stage 1	375	394	-	662	668	-	-	-	-	-	-	-
Stage 2	700	667	-	330	393	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	15.34	17.79	0.19	0.13
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	845	-	-	362	310	1289	-	-
HCM Lane V/C Ratio	0.007	-	-	0.039	0.094	0.01	-	-
HCM Ctrl Dly (s/v)	9.3	-	-	15.3	17.8	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	237	26	13	669	10
Future Vol, veh/h	9	4	55	10	1	3	20	237	26	13	669	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	260	29	14	735	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1074	1102	741	1085	1093	275	746	0	0	289	0	0
Stage 1	769	769	-	319	319	-	-	-	-	-	-	-
Stage 2	305	333	-	766	775	-	-	-	-	-	-	-
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	199	213	405	196	216	769	844	-	-	1228	-	-
Stage 1	397	413	-	697	657	-	-	-	-	-	-	-
Stage 2	709	647	-	398	411	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	187	203	405	156	205	769	844	-	-	1228	-	-
Mov Cap-2 Maneuver	301	309	-	156	205	-	-	-	-	-	-	-
Stage 1	389	405	-	675	636	-	-	-	-	-	-	-
Stage 2	683	627	-	329	403	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	16.75	25.34	0.66	0.15
HCM LOS	C	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	125	-	-	381	192	34	-	-
HCM Lane V/C Ratio	0.026	-	-	0.196	0.08	0.012	-	-
HCM Ctrl Dly (s/v)	9.4	0	-	16.8	25.3	8	0	-
HCM Lane LOS	A	A	-	C	D	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.7	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	268	721	13
Future Vol, veh/h	15	3	3	268	721	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	305	819	15

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1131	819	834	0	-	0
Stage 1	819	-	-	-	-	-
Stage 2	311	-	-	-	-	-
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	219	378	808	-	-	-
Stage 1	423	-	-	-	-	-
Stage 2	729	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	218	378	808	-	-	-
Mov Cap-2 Maneuver	218	-	-	-	-	-
Stage 1	421	-	-	-	-	-
Stage 2	729	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	21.81	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	20	-	235	-	-
HCM Lane V/C Ratio	0.004	-	0.087	-	-
HCM Ctrl Dly (s/v)	9.5	0	21.8	-	-
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	722	1	14	269	1	1	0	14	3	0	0
Future Vol, veh/h	0	722	1	14	269	1	1	0	14	3	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	6	0	0	5	0	0	0	0	0	0	0
Mvmt Flow	0	811	1	16	302	1	1	0	16	3	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	303	0	0	812	0	0	1146	1147	812	1146	1147	303
Stage 1	-	-	-	-	-	-	812	812	-	334	334	-
Stage 2	-	-	-	-	-	-	334	335	-	811	812	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
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	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1269	-	-	823	-	-	178	201	382	178	201	742
Stage 1	-	-	-	-	-	-	376	395	-	684	647	-
Stage 2	-	-	-	-	-	-	684	646	-	376	395	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1269	-	-	823	-	-	174	196	382	167	196	742
Mov Cap-2 Maneuver	-	-	-	-	-	-	174	196	-	167	196	-
Stage 1	-	-	-	-	-	-	376	395	-	668	632	-
Stage 2	-	-	-	-	-	-	669	631	-	361	395	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0.47	15.68	27.02
HCM LOS			C	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	354	1269	-	-	89	-	-	167
HCM Lane V/C Ratio	0.048	-	-	-	0.019	-	-	0.02
HCM Ctrl Dly (s/v)	15.7	0	-	-	9.5	0	-	27
HCM Lane LOS	C	A	-	-	A	A	-	D
HCM 95th %tile Q(veh)	0.1	0	-	-	0.1	-	-	0.1

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	4	0	1	9	1	0	15	0	1	15	4
Future Vol, veh/h	3	4	0	1	9	1	0	15	0	1	15	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	69	69	69	69	69	69	69	69	69	69	69	69
Heavy Vehicles, %	0	0	0	0	0	0	0	17	0	0	8	0
Mvmt Flow	4	6	0	1	13	1	0	22	0	1	22	6

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	56	49	25	49	52	22	28	0	0	22	0	0
Stage 1	28	28	-	22	22	-	-	-	-	-	-	-
Stage 2	28	22	-	28	30	-	-	-	-	-	-	-
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	947	846	1057	956	843	1061	1599	-	-	1607	-	-
Stage 1	995	876	-	1002	881	-	-	-	-	-	-	-
Stage 2	994	881	-	995	874	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	930	845	1057	948	842	1061	1599	-	-	1607	-	-
Mov Cap-2 Maneuver	930	845	-	948	842	-	-	-	-	-	-	-
Stage 1	994	875	-	1002	881	-	-	-	-	-	-	-
Stage 2	978	881	-	987	873	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.14	9.23	0	0.36
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1599	-	-	880	867	86	-	-
HCM Lane V/C Ratio	-	-	-	0.012	0.018	0.001	-	-
HCM Ctrl Dly (s/v)	0	-	-	9.1	9.2	7.2	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	636	18	18	216	6	6
Future Vol, veh/h	636	18	18	216	6	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	555	544	-	-	300
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	669	19	19	227	6	6

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	688	0	935	669
Stage 1	-	-	-	-	669	-
Stage 2	-	-	-	-	265	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	906	-	295	457
Stage 1	-	-	-	-	509	-
Stage 2	-	-	-	-	779	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	906	-	289	457
Mov Cap-2 Maneuver	-	-	-	-	289	-
Stage 1	-	-	-	-	509	-
Stage 2	-	-	-	-	763	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.7	15.37
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	289	457	-	-	906	-
HCM Lane V/C Ratio	0.022	0.014	-	-	0.021	-
HCM Ctrl Dly (s/v)	17.8	13	-	-	9.1	-
HCM Lane LOS	C	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	0	-	-	0.1	-

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	4	4	9	3	0
Future Vol, veh/h	0	4	4	9	3	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	4	4	9	3	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	14	0	-	0	13	9
Stage 1	-	-	-	-	9	-
Stage 2	-	-	-	-	4	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1605	-	-	-	1006	1073
Stage 1	-	-	-	-	1014	-
Stage 2	-	-	-	-	1019	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1605	-	-	-	1006	1073
Mov Cap-2 Maneuver	-	-	-	-	1006	-
Stage 1	-	-	-	-	1014	-
Stage 2	-	-	-	-	1019	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	8.59
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1605	-	-	-	1006
HCM Lane V/C Ratio	-	-	-	-	0.003
HCM Ctrl Dly (s/v)	0	-	-	-	8.6
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

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	301	734	18	18	3
Future Vol, veh/h	3	301	734	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	324	789	19	19	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	809	0	-	0	1119	789
Stage 1	-	-	-	-	789	-
Stage 2	-	-	-	-	330	-
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	826	-	-	-	231	394
Stage 1	-	-	-	-	451	-
Stage 2	-	-	-	-	733	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	826	-	-	-	230	394
Mov Cap-2 Maneuver	-	-	-	-	230	-
Stage 1	-	-	-	-	449	-
Stage 2	-	-	-	-	733	-

Approach	SE	NW	SW
HCM Ctrl Dly, s/v	0.09	0	21.24
HCM LOS			C

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SWLn1
Capacity (veh/h)	-	-	18	-	244
HCM Lane V/C Ratio	-	-	0.004	-	0.092
HCM Ctrl Dly (s/v)	-	-	9.4	0	21.2
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	747	4	0	316	3
Future Vol, veh/h	3	0	4	1	0	1	14	747	4	0	316	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	762	4	0	322	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1115	1119	324	1115	1118	764	326	0	0	766	0	0
Stage 1	324	324	-	793	793	-	-	-	-	-	-	-
Stage 2	791	795	-	322	326	-	-	-	-	-	-	-
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	187	209	722	187	209	407	1246	-	-	856	-	-
Stage 1	693	653	-	385	403	-	-	-	-	-	-	-
Stage 2	386	402	-	694	652	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	184	206	722	184	206	407	1246	-	-	856	-	-
Mov Cap-2 Maneuver	184	206	-	184	206	-	-	-	-	-	-	-
Stage 1	693	653	-	381	399	-	-	-	-	-	-	-
Stage 2	381	398	-	690	652	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	16.48	19.34	0.15	0
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1246	-	-	321	253	856	-	-
HCM Lane V/C Ratio	0.011	-	-	0.022	0.008	-	-	-
HCM Ctrl Dly (s/v)	7.9	-	-	16.5	19.3	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	752	3	5	314	1
Future Vol, veh/h	8	1	7	5	0	5	13	752	3	5	314	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	792	3	5	331	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1161	1164	331	1162	1163	793	332	0	0	795	0	0
Stage 1	342	342	-	821	821	-	-	-	-	-	-	-
Stage 2	819	822	-	342	342	-	-	-	-	-	-	-
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	174	196	715	155	196	355	1239	-	-	734	-	-
Stage 1	678	642	-	337	392	-	-	-	-	-	-	-
Stage 2	372	391	-	628	641	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	168	193	715	150	193	355	1239	-	-	734	-	-
Mov Cap-2 Maneuver	279	297	-	256	298	-	-	-	-	-	-	-
Stage 1	673	637	-	334	387	-	-	-	-	-	-	-
Stage 2	363	387	-	616	637	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	14.84	17.55	0.13	0.16
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1239	-	-	383	297	734	-	-
HCM Lane V/C Ratio	0.011	-	-	0.044	0.035	0.007	-	-
HCM Ctrl Dly (s/v)	7.9	-	-	14.8	17.5	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	744	8	0	319	6
Future Vol, veh/h	19	1	20	5	1	4	53	744	8	0	319	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	800	9	0	343	6

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1261	1269	346	1262	1268	804	349	0	0	809	0	0
Stage 1	346	346	-	918	918	-	-	-	-	-	-	-
Stage 2	915	923	-	344	349	-	-	-	-	-	-	-
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	140	170	701	148	170	386	1182	-	-	826	-	-
Stage 1	647	639	-	328	353	-	-	-	-	-	-	-
Stage 2	313	351	-	676	637	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	125	155	701	131	155	386	1182	-	-	826	-	-
Mov Cap-2 Maneuver	224	254	-	131	155	-	-	-	-	-	-	-
Stage 1	647	639	-	299	322	-	-	-	-	-	-	-
Stage 2	281	321	-	654	637	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	17.08	26.08	0.54	0
HCM LOS	C	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	118	-	-	341	181	826	-	-
HCM Lane V/C Ratio	0.048	-	-	0.126	0.059	-	-	-
HCM Ctrl Dly (s/v)	8.2	0	-	17.1	26.1	0	-	-
HCM Lane LOS	A	A	-	C	D	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	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	781	326	19
Future Vol, veh/h	23	9	14	781	326	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	840	351	20

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1220	351	371	0	-	0
Stage 1	351	-	-	-	-	-
Stage 2	870	-	-	-	-	-
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	201	697	1199	-	-	-
Stage 1	717	-	-	-	-	-
Stage 2	413	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	196	697	1199	-	-	-
Mov Cap-2 Maneuver	196	-	-	-	-	-
Stage 1	701	-	-	-	-	-
Stage 2	413	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	22.03	0.14	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	32	-	246	-	-
HCM Lane V/C Ratio	0.013	-	0.14	-	-
HCM Ctrl Dly (s/v)	8	0	22	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.5	-	-

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	0	333	1	6	795	3	0	0	9	3	0	0
Future Vol, veh/h	0	333	1	6	795	3	0	0	9	3	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	3	0	0	8	0	0	0	0	0	0	0
Mvmt Flow	0	362	1	7	864	3	0	0	10	3	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	867	0	0	363	0	0	1240	1243	363	1241	1242	866
Stage 1	-	-	-	-	-	-	363	363	-	879	879	-
Stage 2	-	-	-	-	-	-	877	880	-	362	363	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
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	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	785	-	-	1207	-	-	154	176	687	153	176	356
Stage 1	-	-	-	-	-	-	660	628	-	345	368	-
Stage 2	-	-	-	-	-	-	346	368	-	661	628	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	785	-	-	1207	-	-	152	174	687	149	174	356
Mov Cap-2 Maneuver	-	-	-	-	-	-	152	174	-	149	174	-
Stage 1	-	-	-	-	-	-	660	628	-	341	364	-
Stage 2	-	-	-	-	-	-	342	364	-	651	628	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0.06	10.32	29.62
HCM LOS			B	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	687	785	-	-	13	-	-	149
HCM Lane V/C Ratio	0.014	-	-	-	0.005	-	-	0.022
HCM Ctrl Dly (s/v)	10.3	0	-	-	8	0	-	29.6
HCM Lane LOS	B	A	-	-	A	A	-	D
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	9	1	1	3	0	0	24	0	1	21	8
Future Vol, veh/h	6	9	1	1	3	0	0	24	0	1	21	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, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	74	74	74	74	74	74	74	74	74	74	74	74
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	12	0
Mvmt Flow	8	12	1	1	4	0	0	32	0	1	28	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	71	69	34	70	74	32	39	0	0	32	0	0
Stage 1	36	36	-	32	32	-	-	-	-	-	-	-
Stage 2	34	32	-	37	42	-	-	-	-	-	-	-
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	925	826	1045	927	820	1047	1584	-	-	1593	-	-
Stage 1	984	869	-	989	872	-	-	-	-	-	-	-
Stage 2	987	872	-	983	864	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	920	825	1045	912	819	1047	1584	-	-	1593	-	-
Mov Cap-2 Maneuver	920	825	-	912	819	-	-	-	-	-	-	-
Stage 1	983	868	-	989	872	-	-	-	-	-	-	-
Stage 2	982	872	-	967	863	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.24	9.31	0	0.24
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1584	-	-	870	841	57	-	-
HCM Lane V/C Ratio	-	-	-	0.025	0.006	0.001	-	-
HCM Ctrl Dly (s/v)	0	-	-	9.2	9.3	7.3	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	285	6	6	730	18	18
Future Vol, veh/h	285	6	6	730	18	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	555	544	-	-	300
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	300	6	6	768	19	19

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	306	0	1081	300
Stage 1	-	-	-	-	300	-
Stage 2	-	-	-	-	781	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1254	-	241	740
Stage 1	-	-	-	-	752	-
Stage 2	-	-	-	-	451	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1254	-	240	740
Mov Cap-2 Maneuver	-	-	-	-	240	-
Stage 1	-	-	-	-	752	-
Stage 2	-	-	-	-	449	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.06	15.64
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	240	740	-	-	1254	-
HCM Lane V/C Ratio	0.079	0.026	-	-	0.005	-
HCM Ctrl Dly (s/v)	21.3	10	-	-	7.9	-
HCM Lane LOS	C	A	-	-	A	-
HCM 95th %tile Q(veh)	0.3	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	8	8	3	9	0
Future Vol, veh/h	0	8	8	3	9	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	8	8	3	9	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	12	0	-	0	18	10
Stage 1	-	-	-	-	10	-
Stage 2	-	-	-	-	8	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1607	-	-	-	999	1071
Stage 1	-	-	-	-	1013	-
Stage 2	-	-	-	-	1015	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1607	-	-	-	999	1071
Mov Cap-2 Maneuver	-	-	-	-	999	-
Stage 1	-	-	-	-	1013	-
Stage 2	-	-	-	-	1015	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	8.64
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1607	-	-	-	999
HCM Lane V/C Ratio	-	-	-	-	0.009
HCM Ctrl Dly (s/v)	0	-	-	-	8.6
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

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	664	243	15	28	1
Future Vol, veh/h	5	664	243	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	714	261	16	30	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	277	0	-	0	986	261
Stage 1	-	-	-	-	261	-
Stage 2	-	-	-	-	725	-
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	1297	-	-	-	277	782
Stage 1	-	-	-	-	787	-
Stage 2	-	-	-	-	483	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1297	-	-	-	275	782
Mov Cap-2 Maneuver	-	-	-	-	275	-
Stage 1	-	-	-	-	782	-
Stage 2	-	-	-	-	483	-

Approach	SE	NW	SW
HCM Ctrl Dly, s/v	0.06	0	19.38
HCM LOS			C

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SWLn1
Capacity (veh/h)	-	-	13	-	281
HCM Lane V/C Ratio	-	-	0.004	-	0.111
HCM Ctrl Dly (s/v)	-	-	7.8	0	19.4
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	258	0	0	691	1
Future Vol, veh/h	0	0	11	8	0	0	0	258	0	0	691	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	300	0	0	803	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1104	1104	804	1103	1105	300	805	0	0	300	0	0
Stage 1	804	804	-	300	300	-	-	-	-	-	-	-
Stage 2	300	300	-	803	805	-	-	-	-	-	-	-
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	190	213	386	190	213	744	829	-	-	1273	-	-
Stage 1	380	398	-	713	669	-	-	-	-	-	-	-
Stage 2	713	669	-	380	398	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	190	213	386	184	213	744	829	-	-	1273	-	-
Mov Cap-2 Maneuver	190	213	-	184	213	-	-	-	-	-	-	-
Stage 1	380	398	-	713	669	-	-	-	-	-	-	-
Stage 2	713	669	-	367	398	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	14.64	25.61	0	0
HCM LOS	B	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	829	-	-	386	184	1273	-	-
HCM Lane V/C Ratio	-	-	-	0.033	0.051	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	14.6	25.6	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	8	15	5	5	4	252	3	11	696	3
Future Vol, veh/h	1	3	8	15	5	5	4	252	3	11	696	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	293	3	13	809	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1142	1142	811	1141	1142	295	813	0	0	297	0	0
Stage 1	837	837	-	304	304	-	-	-	-	-	-	-
Stage 2	305	306	-	837	838	-	-	-	-	-	-	-
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	179	202	383	160	202	749	823	-	-	1276	-	-
Stage 1	364	385	-	659	666	-	-	-	-	-	-	-
Stage 2	709	665	-	330	384	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	172	199	383	152	199	749	823	-	-	1276	-	-
Mov Cap-2 Maneuver	282	300	-	249	298	-	-	-	-	-	-	-
Stage 1	361	381	-	655	663	-	-	-	-	-	-	-
Stage 2	693	662	-	316	380	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	15.77	18.33	0.15	0.12
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	823	-	-	348	299	1276	-	-
HCM Lane V/C Ratio	0.006	-	-	0.04	0.097	0.01	-	-
HCM Ctrl Dly (s/v)	9.4	-	-	15.8	18.3	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	247	26	13	696	10
Future Vol, veh/h	9	4	55	10	1	3	20	247	26	13	696	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	271	29	14	765	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1115	1143	770	1125	1134	286	776	0	0	300	0	0
Stage 1	799	799	-	330	330	-	-	-	-	-	-	-
Stage 2	316	344	-	796	804	-	-	-	-	-	-	-
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	187	202	389	184	204	758	823	-	-	1217	-	-
Stage 1	382	401	-	688	650	-	-	-	-	-	-	-
Stage 2	699	640	-	384	398	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	175	191	389	145	194	758	823	-	-	1217	-	-
Mov Cap-2 Maneuver	289	298	-	145	194	-	-	-	-	-	-	-
Stage 1	374	392	-	666	629	-	-	-	-	-	-	-
Stage 2	673	620	-	314	390	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	17.35	26.93	0.65	0.14
HCM LOS	C	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	121	-	-	366	179	32	-	-
HCM Lane V/C Ratio	0.027	-	-	0.204	0.086	0.012	-	-
HCM Ctrl Dly (s/v)	9.5	0	-	17.3	26.9	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	278	748	13
Future Vol, veh/h	15	3	3	278	748	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	316	850	15

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1173	850	865	0	-	0
Stage 1	850	-	-	-	-	-
Stage 2	323	-	-	-	-	-
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	207	363	787	-	-	-
Stage 1	409	-	-	-	-	-
Stage 2	721	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	205	363	787	-	-	-
Mov Cap-2 Maneuver	205	-	-	-	-	-
Stage 1	407	-	-	-	-	-
Stage 2	721	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	22.9	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	19	-	222	-	-
HCM Lane V/C Ratio	0.004	-	0.092	-	-
HCM Ctrl Dly (s/v)	9.6	0	22.9	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

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	0	749	1	19	279	1	1	0	28	3	0	0
Future Vol, veh/h	0	749	1	19	279	1	1	0	28	3	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	6	0	0	5	0	0	0	0	0	0	0
Mvmt Flow	0	842	1	21	313	1	1	0	31	3	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	315	0	0	843	0	0	1198	1199	842	1198	1199	314
Stage 1	-	-	-	-	-	-	842	842	-	357	357	-
Stage 2	-	-	-	-	-	-	356	357	-	842	843	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
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	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1257	-	-	802	-	-	164	187	367	164	187	731
Stage 1	-	-	-	-	-	-	362	383	-	665	632	-
Stage 2	-	-	-	-	-	-	666	632	-	362	383	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1257	-	-	802	-	-	159	181	367	145	181	731
Mov Cap-2 Maneuver	-	-	-	-	-	-	159	181	-	145	181	-
Stage 1	-	-	-	-	-	-	362	383	-	644	612	-
Stage 2	-	-	-	-	-	-	644	611	-	331	383	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0.61	16.3	30.42
HCM LOS			C	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	351	1257	-	-	114	-	-	145
HCM Lane V/C Ratio	0.093	-	-	-	0.027	-	-	0.023
HCM Ctrl Dly (s/v)	16.3	0	-	-	9.6	0	-	30.4
HCM Lane LOS	C	A	-	-	A	A	-	D
HCM 95th %tile Q(veh)	0.3	0	-	-	0.1	-	-	0.1

Intersection	
Int Delay, s/veh	4.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	18	0	1	14	1	0	15	0	1	15	4
Future Vol, veh/h	3	18	0	1	14	1	0	15	0	1	15	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	69	69	69	69	69	69	69	69	69	69	69	69
Heavy Vehicles, %	0	0	0	0	0	0	0	17	0	0	8	0
Mvmt Flow	4	26	0	1	20	1	0	22	0	1	22	6

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	59	49	25	59	52	22	28	0	0	22	0	0
Stage 1	28	28	-	22	22	-	-	-	-	-	-	-
Stage 2	32	22	-	38	30	-	-	-	-	-	-	-
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	942	846	1057	942	843	1061	1599	-	-	1607	-	-
Stage 1	995	876	-	1002	881	-	-	-	-	-	-	-
Stage 2	990	881	-	983	874	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	917	845	1057	912	842	1061	1599	-	-	1607	-	-
Mov Cap-2 Maneuver	917	845	-	912	842	-	-	-	-	-	-	-
Stage 1	994	875	-	1002	881	-	-	-	-	-	-	-
Stage 2	966	881	-	953	873	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.37	9.32	0	0.36
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1599	-	-	855	857	86	-	-
HCM Lane V/C Ratio	-	-	-	0.036	0.027	0.001	-	-
HCM Ctrl Dly (s/v)	0	-	-	9.4	9.3	7.2	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

Intersection	
Int Delay, s/veh	1.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	636	26	28	216	28	33
Future Vol, veh/h	636	26	28	216	28	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	555	544	-	-	300
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	669	27	29	227	29	35

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	697	0	956	669
Stage 1	-	-	-	-	669	-
Stage 2	-	-	-	-	286	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	899	-	286	457
Stage 1	-	-	-	-	509	-
Stage 2	-	-	-	-	762	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	899	-	277	457
Mov Cap-2 Maneuver	-	-	-	-	277	-
Stage 1	-	-	-	-	509	-
Stage 2	-	-	-	-	737	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1.05	16.28
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	277	457	-	-	899	-
HCM Lane V/C Ratio	0.106	0.076	-	-	0.033	-
HCM Ctrl Dly (s/v)	19.5	13.5	-	-	9.1	-
HCM Lane LOS	C	B	-	-	A	-
HCM 95th %tile Q(veh)	0.4	0.2	-	-	0.1	-

Intersection	
Int Delay, s/veh	3.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	4	4	14	17	0
Future Vol, veh/h	0	4	4	14	17	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	4	4	15	18	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	19	0	-	0	16	12
Stage 1	-	-	-	-	12	-
Stage 2	-	-	-	-	4	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1598	-	-	-	1003	1069
Stage 1	-	-	-	-	1011	-
Stage 2	-	-	-	-	1019	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1598	-	-	-	1003	1069
Mov Cap-2 Maneuver	-	-	-	-	1003	-
Stage 1	-	-	-	-	1011	-
Stage 2	-	-	-	-	1019	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	8.66
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1598	-	-	-	1003
HCM Lane V/C Ratio	-	-	-	-	0.018
HCM Ctrl Dly (s/v)	0	-	-	-	8.7
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

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	320	764	18	18	3
Future Vol, veh/h	3	320	764	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	344	822	19	19	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	841	0	-	0	1172	822
Stage 1	-	-	-	-	822	-
Stage 2	-	-	-	-	351	-
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	803	-	-	-	215	377
Stage 1	-	-	-	-	436	-
Stage 2	-	-	-	-	717	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	803	-	-	-	213	377
Mov Cap-2 Maneuver	-	-	-	-	213	-
Stage 1	-	-	-	-	433	-
Stage 2	-	-	-	-	717	-

Approach	SE	NW	SW
HCM Ctrl Dly, s/v	0.09	0	22.55
HCM LOS			C

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SWLn1
Capacity (veh/h)	-	-	17	-	228
HCM Lane V/C Ratio	-	-	0.004	-	0.099
HCM Ctrl Dly (s/v)	-	-	9.5	0	22.6
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	777	4	0	335	3
Future Vol, veh/h	3	0	4	1	0	1	14	777	4	0	335	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	793	4	0	342	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1165	1169	343	1165	1168	795	345	0	0	797	0	0
Stage 1	343	343	-	823	823	-	-	-	-	-	-	-
Stage 2	821	826	-	342	345	-	-	-	-	-	-	-
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	704	173	195	391	1225	-	-	834	-	-
Stage 1	676	641	-	370	390	-	-	-	-	-	-	-
Stage 2	371	390	-	677	640	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	170	193	704	170	193	391	1225	-	-	834	-	-
Mov Cap-2 Maneuver	170	193	-	170	193	-	-	-	-	-	-	-
Stage 1	676	641	-	366	386	-	-	-	-	-	-	-
Stage 2	366	385	-	673	640	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	17.27	20.35	0.14	0
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1225	-	-	300	237	834	-	-
HCM Lane V/C Ratio	0.012	-	-	0.024	0.009	-	-	-
HCM Ctrl Dly (s/v)	8	-	-	17.3	20.3	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	13	782	3	5	333	1
Future Vol, veh/h	8	1	6	5	0	5	13	782	3	5	333	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	14	823	3	5	351	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1212	1215	351	1214	1214	825	352	0	0	826	0	0
Stage 1	362	362	-	852	852	-	-	-	-	-	-	-
Stage 2	851	854	-	362	362	-	-	-	-	-	-	-
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	160	183	697	142	183	340	1218	-	-	713	-	-
Stage 1	661	629	-	324	379	-	-	-	-	-	-	-
Stage 2	358	378	-	612	629	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	155	179	697	138	180	340	1218	-	-	713	-	-
Mov Cap-2 Maneuver	266	285	-	244	286	-	-	-	-	-	-	-
Stage 1	656	624	-	320	374	-	-	-	-	-	-	-
Stage 2	348	374	-	601	624	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	15.59	18.16	0.13	0.15
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1218	-	-	356	284	713	-	-
HCM Lane V/C Ratio	0.011	-	-	0.044	0.037	0.007	-	-
HCM Ctrl Dly (s/v)	8	-	-	15.6	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	774	8	0	338	6
Future Vol, veh/h	19	1	20	5	1	4	53	774	8	0	338	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	832	9	0	363	6

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1313	1322	367	1315	1320	837	370	0	0	841	0	0
Stage 1	367	367	-	951	951	-	-	-	-	-	-	-
Stage 2	947	955	-	364	370	-	-	-	-	-	-	-
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	683	136	158	370	1162	-	-	803	-	-
Stage 1	631	626	-	315	341	-	-	-	-	-	-	-
Stage 2	300	340	-	659	624	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	114	143	683	119	144	370	1162	-	-	803	-	-
Mov Cap-2 Maneuver	212	243	-	119	144	-	-	-	-	-	-	-
Stage 1	631	626	-	286	310	-	-	-	-	-	-	-
Stage 2	268	308	-	637	624	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	17.73	27.94	0.52	0
HCM LOS	C	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	114	-	-	326	168	803	-	-
HCM Lane V/C Ratio	0.049	-	-	0.132	0.064	-	-	-
HCM Ctrl Dly (s/v)	8.3	0	-	17.7	27.9	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	811	345	19
Future Vol, veh/h	23	9	14	811	345	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	872	371	20

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1273	371	391	0	-	0
Stage 1	371	-	-	-	-	-
Stage 2	902	-	-	-	-	-
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	187	679	1178	-	-	-
Stage 1	702	-	-	-	-	-
Stage 2	399	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	182	679	1178	-	-	-
Mov Cap-2 Maneuver	182	-	-	-	-	-
Stage 1	685	-	-	-	-	-
Stage 2	399	-	-	-	-	-

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)	31	-	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	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	352	1	21	825	3	0	0	19	3	0	0
Future Vol, veh/h	0	352	1	21	825	3	0	0	19	3	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	3	0	0	8	0	0	0	0	0	0	0
Mvmt Flow	0	383	1	23	897	3	0	0	21	3	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	900	0	0	384	0	0	1326	1329	383	1327	1328	898
Stage 1	-	-	-	-	-	-	383	383	-	944	944	-
Stage 2	-	-	-	-	-	-	942	946	-	383	384	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
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	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	763	-	-	1186	-	-	134	156	669	134	157	341
Stage 1	-	-	-	-	-	-	644	615	-	317	343	-
Stage 2	-	-	-	-	-	-	318	343	-	644	615	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	763	-	-	1186	-	-	129	150	669	125	151	341
Mov Cap-2 Maneuver	-	-	-	-	-	-	129	150	-	125	151	-
Stage 1	-	-	-	-	-	-	644	615	-	305	330	-
Stage 2	-	-	-	-	-	-	306	330	-	624	615	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0.2	10.55	34.66
HCM LOS			B	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	669	763	-	-	44	-	-	125
HCM Lane V/C Ratio	0.031	-	-	-	0.019	-	-	0.026
HCM Ctrl Dly (s/v)	10.6	0	-	-	8.1	0	-	34.7
HCM Lane LOS	B	A	-	-	A	A	-	D
HCM 95th %tile Q(veh)	0.1	0	-	-	0.1	-	-	0.1

Intersection	
Int Delay, s/veh	4.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	19	1	1	18	0	0	24	0	1	21	8
Future Vol, veh/h	6	19	1	1	18	0	0	24	0	1	21	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, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	74	74	74	74	74	74	74	74	74	74	74	74
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	12	0
Mvmt Flow	8	26	1	1	24	0	0	32	0	1	28	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	81	69	34	76	74	32	39	0	0	32	0	0
Stage 1	36	36	-	32	32	-	-	-	-	-	-	-
Stage 2	45	32	-	44	42	-	-	-	-	-	-	-
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	912	826	1045	918	820	1047	1584	-	-	1593	-	-
Stage 1	984	869	-	989	872	-	-	-	-	-	-	-
Stage 2	975	872	-	975	864	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	884	825	1045	888	819	1047	1584	-	-	1593	-	-
Mov Cap-2 Maneuver	884	825	-	888	819	-	-	-	-	-	-	-
Stage 1	983	868	-	989	872	-	-	-	-	-	-	-
Stage 2	947	872	-	944	863	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.45	9.52	0	0.24
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1584	-	-	845	823	57	-	-
HCM Lane V/C Ratio	-	-	-	0.042	0.031	0.001	-	-
HCM Ctrl Dly (s/v)	0	-	-	9.4	9.5	7.3	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

Intersection	
Int Delay, s/veh	1.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	285	30	36	730	33	37
Future Vol, veh/h	285	30	36	730	33	37
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	555	544	-	-	300
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	300	32	38	768	35	39

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	332	0	1144	300
Stage 1	-	-	-	-	300	-
Stage 2	-	-	-	-	844	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1228	-	221	740
Stage 1	-	-	-	-	752	-
Stage 2	-	-	-	-	422	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1228	-	214	740
Mov Cap-2 Maneuver	-	-	-	-	214	-
Stage 1	-	-	-	-	752	-
Stage 2	-	-	-	-	409	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.38	17.16
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	214	740	-	-	1228	-
HCM Lane V/C Ratio	0.162	0.053	-	-	0.031	-
HCM Ctrl Dly (s/v)	25	10.1	-	-	8	-
HCM Lane LOS	D	B	-	-	A	-
HCM 95th %tile Q(veh)	0.6	0.2	-	-	0.1	-

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	8	8	18	19	0
Future Vol, veh/h	0	8	8	18	19	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	8	8	19	20	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	27	0	-	0	26	18
Stage 1	-	-	-	-	18	-
Stage 2	-	-	-	-	8	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1586	-	-	-	989	1061
Stage 1	-	-	-	-	1005	-
Stage 2	-	-	-	-	1015	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1586	-	-	-	989	1061
Mov Cap-2 Maneuver	-	-	-	-	989	-
Stage 1	-	-	-	-	1005	-
Stage 2	-	-	-	-	1015	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	8.72
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1586	-	-	-	989
HCM Lane V/C Ratio	-	-	-	-	0.02
HCM Ctrl Dly (s/v)	0	-	-	-	8.7
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1