Land Use Application

Date: 09/03/2025

Applicant / Owner

Applicant Name:	Rob Pitts	Owner:	Peak Property Ventures
Address:	[address redacted]	Phone:	[phone redacted]
City, State, Zip:	[address redacted]		
Phone Number:	[phone redacted]		
Email:	[email redacted]		

Location

Site Address:	RPB3N45E028420	Parcels:	RPB3N45E028420; RPB3N45E028441; RPB3N45E028435
City, State, Zip:	[address redacted]		
Lot Size:		Current Zoning:	CC: Commercial Corridor
		Proposed Zoning:	CX: Commercial Mixed Use

Project Details

Type:	Rezoning	Conditional Use:	☐
Annexation:	☐	Active Applications:	NA
Rezone:	☐	Total Sales Tax:	[Total Sales Tax]
Variance:	☐		

Project Description: Rezoning CC & RM2 to CX

I do hereby certify that the information contained herein is true and correct.

Rob Pitts	09/03/2025
Name	Date

Peak Property Ventures is a mixed-use development located in the area designated as the future *Downtown Core* of the City of Victor, ID. Set on 8.35 acres, the project is designed to bring together a space that seamlessly integrates residential and commercial uses with generous green areas, all within a walkable, pedestrian-oriented environment that serves both residents and visitors.

At the northern end of the site, a three-story hotel will provide visitors with a comfortable and elevated stay. The ground floor will feature a pool deck and fire pit area, while all indoor spaces will include wellness-focused amenities, a restaurant, and meeting rooms. The upper floors will be dedicated exclusively to guest rooms. On-site parking will be available for both hotel guests and restaurant visitors.

At the heart of the development, three mixed-use buildings will form a C-shaped layout around a 31,300-square-foot public plaza—a flexible space designed for community gatherings, outdoor dining areas, events, and everyday use. The ground floors will feature retail, restaurants, coworking spaces, a daycare, and a health and wellness spa, creating an active, walkable environment. The upper levels will include modern residential apartments, with select units opening onto a veranda-style terrace overlooking the plaza, offering a unique connection to the activity below.

To the south, dedicated parking areas and a green space will provide both convenience and respite. These landscaped areas will feature a yoga space and a multipurpose zone, enhancing the community-oriented atmosphere of the development. Both the hotel and mixed-use buildings will include parking for cars and bicycles for guests, residents, and commercial tenants, supporting the site's functionality and walkability.

Beyond the buildings themselves, Peak Property Ventures is designed to complement Victor's vision for a lively, walkable downtown, creating local jobs and offering a mix of spaces where people can live, work, and gather.

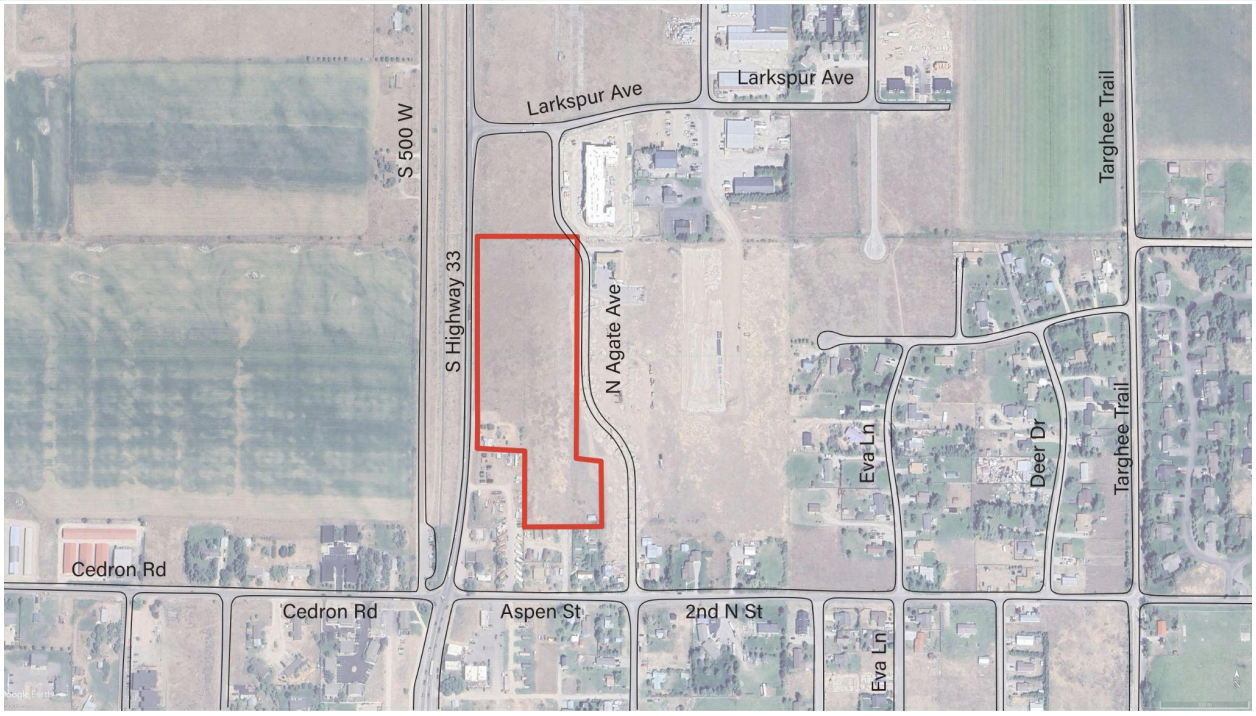
Rezone Application Narrative

This Rezone Application requests a zoning change for three undeveloped parcels totaling 8.35 acres, located just south of the intersection of Larkspur Avenue and Agate Avenue. The properties, currently zoned RM-2 and CC, are proposed to be rezoned to Commercial Mixed-Use (CX). The site includes the following parcel numbers: RPB3N45E028435, RPB3N45E028420, and RPB3N45E028441.

The current zoning mix does not support a cohesive walkable development pattern across the entire project site. Rezoning to CX will provide the regulatory framework needed to support a unified, pedestrian-oriented development that includes a hotel, retail, coworking, residential units, and community-oriented outdoor spaces.

Adjacent property uses and zoning:

	Lot	Zoning	Owner	Use
To the east	RPB02173010010, RPB02173010020, RPB02173010030	CX	Teton Valley Motel, LLC	Teton Valley Motel and Teton Valley Auto Repair.
	RPB02173010040	CX	Teton Valley Partners, LLC	Undeveloped Parcel
To the west	RPB3N45E026890, RPB3N45E026050	RS7	RMV LLC	Undeveloped Parcel
To the north	RPB01820010110	IX	Terra Ventures LLC	Undeveloped Parcel
To the south	RPB00870020072	CX	VH Enterprise LLC	Singles Family homes
	RPB0087002006A	NX	VH Holdings LLC	Singles Family homes
	RPB00870020050	NX	SUSTICK, EMILY A	Singles Family homes
	RPB3N45E028501	CC	VH Holdings LLC	GROWhuts, a business focused on greenhouses and sheds
	RPB3N45E028500	CC	ABS Holdings LLC	



Bolt Builders

Project Justification:
The City of Victor's 2021 Comprehensive Plan projects an 8% population increase over the next five years and highlights a shortage in available housing. At the same time, the city experiences high demand for short-term accommodations, leading many homeowners to convert their homes into vacation rentals. Peak Property Ventures addresses both challenges by providing hotel accommodations for visitors and new housing options for residents.

In addition, this project will also create real local jobs by activating the commercial spaces within the mixed-use buildings. Bringing more employment opportunities downtown means fewer people commuting out of town and more people working right where they live, strengthening Victor's economy and fostering a more sustainable community.

The mixed-use building will feature a commercial plaza designed for public gatherings, with outdoor dining options and pedestrian-friendly spaces that foster community interaction, walkability, and bicycle mobility. The buildings will also offer coworking spaces to support flexible work environments for both residents and visitors who work remotely.

The commercial component of the mixed-use building will be located on the ground floor, while residential units will occupy the second and third floors. This vertical mix of uses aligns with the goal of promoting additional vibrancy and market viability for business attraction and expansion in the downtown core, as outlined in the Comprehensive Plan.

Evaluation Criteria

1. **The Zoning Map Amendment substantially conforms to the Comprehensive Plan.**
   Victor, ID has designated the planned development area as part of its Downtown Core in the Future Land Use Map—a commercial destination for events and entertainment, featuring multifamily residential uses in a walkable, pedestrian-oriented environment. This vision aligns closely with Peak Property Ventures' proposal for mixed-use buildings that incorporate generous pedestrian zones, entertainment venues, restaurants, ground-floor retail, and residential units on the upper floors.

2. **The Zoning Map Amendment substantially conforms to the stated purpose and intent of this Code.**
   Based on Section 5.2.1 of the Land Development Code, "CX is intended to accommodate a broader range of residential and nonresidential activity than NX. To promote walkability and compatibility, auto-oriented uses are restricted. Building type options include townhouse, apartment, live-work, shopfront house, single-story shopfront, mixed-use shopfront, and general building. CX should be applied in areas where the existing or proposed land use pattern promotes mixed-use and pedestrian-oriented activity."

Given this description, the CX zoning designation is appropriate for Peak Property Ventures and supports the intended mix of uses, including the hotel, the commercial components of the mixed-use building, pedestrian-friendly zones that promote walkability, and the residential units on the upper floors of the mixed-use building.

3. **The Zoning Map Amendment will reinforce the existing or planned character of the area.**

   Peak Property Ventures' Zoning Map Amendment will reinforce the planned character of the area by enabling mixed-use zoning, which aligns with the City's vision for the Downtown Core. The proposed change supports the development of vertical mixed-use buildings with residential uses on the second and third floors, as outlined in the City's planning goals.

4. **The subject property is appropriate for development allowed in the proposed district.**

   The City of Victor has designated this zone to be the future higher density residential area for Teton Valley. This is a primary reason why the City is investing in Agate Avenue, to bring more residents off of the highway and create a more walkable community.

5. **There are substantial reasons why the property cannot be used according to the existing zoning.**

   The area designated for Peak Property Ventures includes zones that currently allow for both commercial and residential development, as well as nearby areas already zoned for mixed use. Therefore, we see no clear reason that would prevent the proposed mixed-use designation for this site.

6. **There is a need for the proposed use at the proposed location.**

   The Comprehensive Plan projects population growth over the next five years and identifies a housing supply issue. The proposal by Peak Property Ventures can help address this need by providing residential units and a hotel to accommodate short-term visitors to the city.

7. **The City and other service providers will be able to provide sufficient public facilities and services including schools, roads, recreation facilities, wastewater treatment, water supply and stormwater facilities, police, fire and emergency medical services, while maintaining sufficient levels of service to existing development.**

   At the request of ITD, Peak Property Ventures will construct a roadway that connects HW 33 to Agate Ave, improving mobility in the area. The project will also include ample parking for all visitors and pedestrian-friendly areas designed for recreation.

8. **The Zoning Map Amendment will not significantly impact the natural environment, including air, water, noise, stormwater management, wildlife, and vegetation.**

   The Development Plan includes generous open areas with native vegetation and pedestrian-friendly sidewalks that promote walkability throughout the site. The southern

portion will be a green open space that supports recreation, passive use, and connection with the natural surroundings, including habitat for local wildlife.

A central plaza with green space will serve as a welcoming area for gatherings and community events, with easy access for people traveling by bicycle, promoting more environmentally friendly modes of transportation.

The hotel and mixed-use components are designed to be low-impact, with minimal noise and environmental disruption, ensuring they will not create discomfort for the neighboring properties.

9. **The Zoning Map Amendment will not have a significant adverse impact on property in the vicinity of the subject property.**

The proposed development is adjacent to the following existing uses:

- To the east, across Agate Ave, are the Teton Valley Motel and Teton Valley Auto Repair.
- To the west is HW 33 and an undeveloped parcel.
- To the north is another undeveloped parcel.
- To the south is GROWhuts, a business focused on greenhouses and sheds, along with several single-family homes.

Since the surrounding area is largely undeveloped and is also where the City plans to concentrate future commercial activity, we do not anticipate that the Peak Property Ventures project would have any adverse impact on nearby properties.

375 LARKSPUR LLC
RPB01820010120

TETON VALLEY MOTEL LLC
RPB02173010010

ABS HOLDINGS LLC
RPB3N45E028500

VH HOLDINGS LLC
RPB3N45E028501

VH HOLDINGS LLC
RPB0087002006A

SUSTICK, EMILY A
RPB0087002030

S Highway 33

N Agate Ave

Larkspur Ave

Access & Utility Easement

SIDE INTERIOR SETBACK IS 0' OR 5' MIN

REAR SETBACK IS 4' MIN OR 20 FEET MAX.

FOR THE PRIMARY STREET LOT LINE, BUILDINGS MUST BE PLACED WITHIN A SETBACK RANGE OF 0 FEET MINIMUM TO 10 FEET MAXIMUM.

The 28-foot-wide driveway proposed in this plan was requested by

Proposed 28' width driveway

HOTEL PARKING
ADA: 4
TOTAL: 85

VICTOR HOTEL
21,611 SF GROUND FLOOR
21,273 SF 2 & 3 FLOOR
BUILDABLE AREA: 64,157 SF
ROOMS: 90

MIXED USE BUILDING #1
13,272 SF PER STORY
3 STORIES
BUILDABLE AREA: 39,816 SF
UNITS: 34

MIXED USE PARKING
ADA: 6
TOTAL: 178

MIXED USE BUILDING #2
11,984 SF PER STORY
3 STORIES
BUILDABLE AREA: 35,952 SF
UNITS: 20

MIXED USE BUILDING #3
13,272 SF PER STORY
3 STORIES
BUILDABLE AREA: 39,816 SF
UNITS: 34

BIKE PARKING
COVERED OUTDOOR DINNING AREA
MAIN PLAZA
Provided: 2764 sf
YOGA
MULTIPURPOSE
POOL

REMAINING LOT AREA
(PARKING, STORMWATER, LANDSCAPING)
PROVIDED:
40,915 SF
(0.94 Acres)

LEGEND
LANDSCAPE AREA
AVAILABLE AREA
PROPERTY LINE
BUILDING FOOTPRINT
SETBACKS
EASEMENTS

HOTEL PARKING	
TYPE	QTY
ADA	4
ROOMS	67
COMMERCIAL	14
TOTAL	85

MIXED USE BUILDING PARKING PROVIDED	
TYPE	QTY
ADA	6
RESIDENTIAL	100
COMMERCIAL	72
TOTAL	178

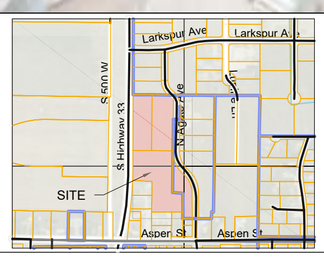
SITE DATA	
TOTAL LOT AREA [SF]	322,767
TOTAL LOT AREA [ACRES]	7.41
PROPERTY	AREA
HOTEL FOOTPRINT	21,611
HOTEL POOL + DECK	5,972
MIXED-USE BLDG #1 FOOTPRINT	13,272
MIXED-USE BLDG #2 FOOTPRINT	11,984
MIXED-USE BLDG #3 FOOTPRINT	13,272
MIXED-USE PLAZA	31,332
LANDSCAPE	70,634
PARKING	45,666
SIDE WALK	44,076
DRIVEWAY	64,948

Bolt Builders

PROJECT:
Peak Property Ventures

OWNER:
Pitts West Investments

JOBSITE ADDRESS:
7895 S Hwy 33, Victor, ID 83455



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REVISION RECORD:

REV	BY	DESCRIPTION	DATE

SEAL:
NOT FOR CONSTRUCTION OR REGULATORY APPROVAL

DATE:
08/26/2025

SHEET TITLE:
CONCEPTUAL SITE PLAN



1 NORTH ELEVATION HOTEL

1" = 10'-0"



2 SOUTH ELEVATION HOTEL

1" = 10'-0"

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Peak Property Ventures

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REVISION RECORD:

REV	BY	DESCRIPTION	DATE

NORTH AND SOUTH ELEVATIONS

SCALE: AS INDICATED

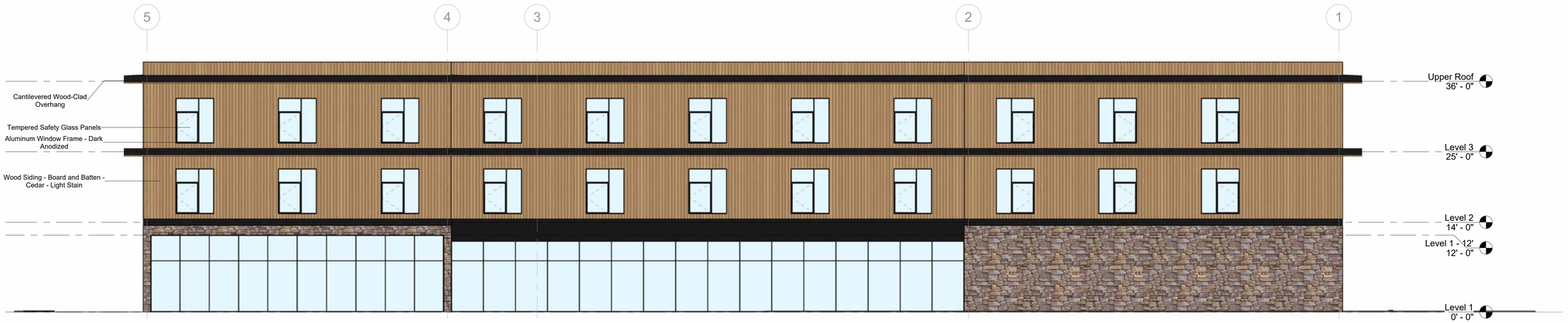
DATE: 8/26/25

HOTEL N&S



1 WEST ELEVATION HOTEL

1/8" = 1'-0"



2 EAST ELEVATION HOTEL

1/8" = 1'-0"

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REVISION RECORD:

REV	BY	DESCRIPTION	DATE

WEST AND EAST ELEVATIONS

SCALE: AS INDICATED

DATE: 8/26/25

HOTEL W&E



1 NORTH ELEVATION MIXED 1

1" = 10'-0"



2 SOUTH ELEVATION MIXED 1

1" = 10'-0"

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REV	BY	DESCRIPTION	DATE

NORTH AND SOUTH ELEVATIONS

SCALE: AS INDICATED

DATE: 8/26/25

MIXED 1 N&S



1 WEST ELEVATION MIXED 1

1/8" = 1'-0"



2 EAST ELEVATION MIXED 1

1/8" = 1'-0"

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REV	BY	DESCRIPTION	DATE

WEST AND EAST ELEVATIONS

SCALE: AS INDICATED **DATE:** 8/26/25

MIXED 1 W&E



1 NORTH ELEVATION MIXED 2

1/8" = 1'-0"



2 SOUTH ELEVATION MIXED 2

1/8" = 1'-0"

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REV	BY	DESCRIPTION	DATE

NORTH AND SOUTH ELEVATIONS

SCALE: AS INDICATED

DATE: 8/26/25

MIXED 2 N&S



1 WEST ELEVATION MIXED 2

1/8" = 1'-0"



2 EAST ELEVATION MIXED 2

1/8" = 1'-0"

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WEST AND EAST ELEVATIONS

SCALE: AS INDICATED

DATE: 8/26/25

MIXED 2 W&E



1 NORTH ELEVATION MIXED 3

1" = 10'-0"



2 SOUTH ELEVATION MIXED 3

1" = 10'-0"

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REVISION RECORD:

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NORTH AND SOUTH ELEVATIONS

SCALE: AS INDICATED

DATE: 8/26/25

MIXED 3 N&S



1 WEST ELEVATION MIXED 3

1/8" = 1'-0"



2 EAST ELEVATION MIXED 3

1/8" = 1'-0"

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WEST AND EAST ELEVATIONS

SCALE: AS INDICATED

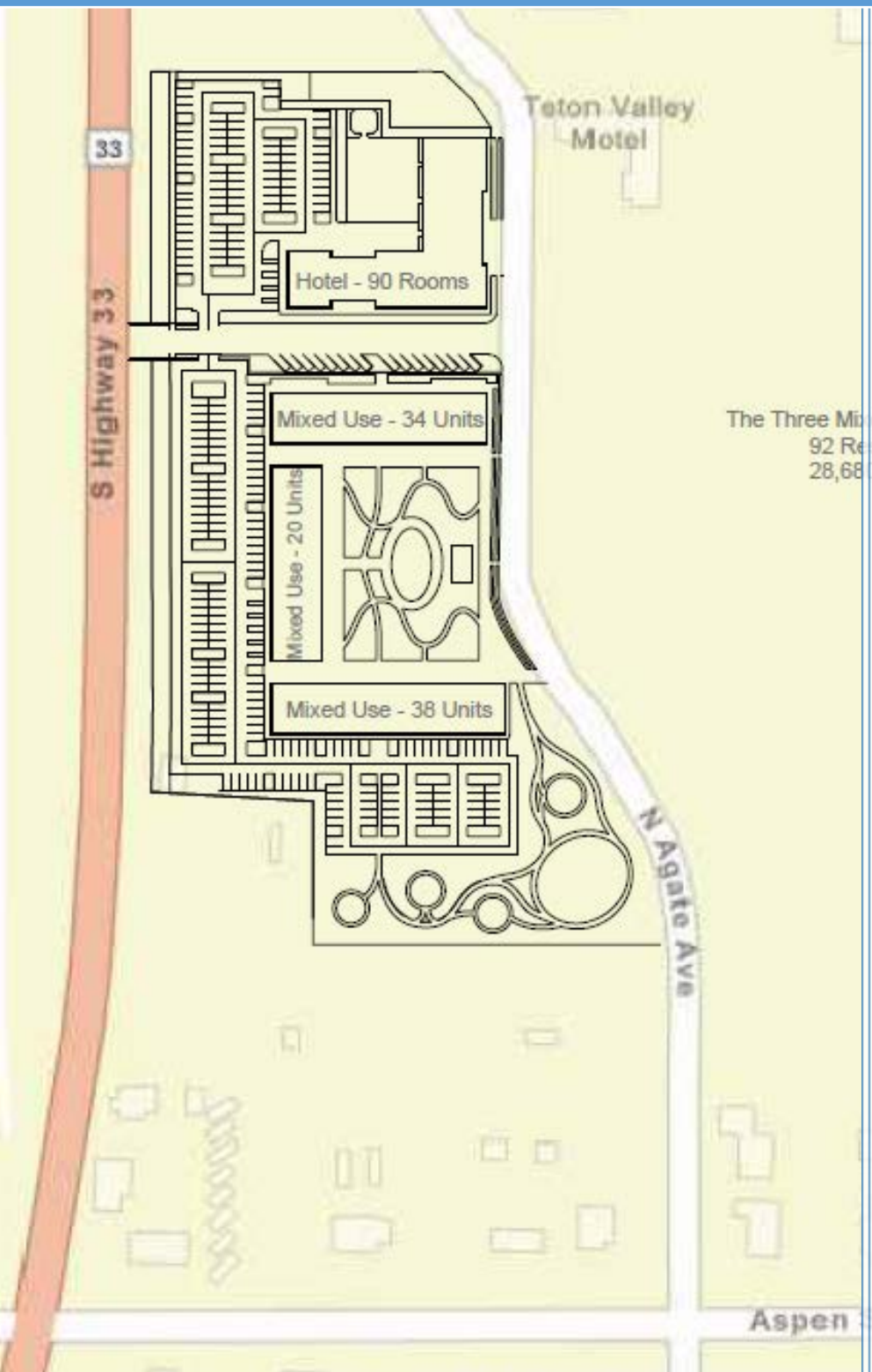
DATE: 08/26/25

MIXED 3 W&E

Peak Property Ventures

7895 South and SH-33,
Victor, Idaho

Traffic Impact Analysis



PROFESSIONAL ENGINEER
LICENSED
17871
STATE OF IDAHO
SHAUN YOUNG

AWA

[address redacted]

Salt Lake City, Utah 84116

Phone: [phone redacted]

Fax: [phone redacted]

Traffic Impact Analysis
for
Peak Property Ventures

7895 South and SH-33,
Victor, Idaho

September 2025

Prepared by:

AWA Associates
[address redacted]
Salt Lake City, Utah 84116
Phone: [phone redacted]
Fax: [phone redacted]

Victor – Peak Property Ventures
Traffic Study

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Victor – Peak Property Ventures
Traffic Study

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Victor – Peak Property Ventures
Traffic Study

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I. Introduction and Summary

A. Purpose of Report and Study Objectives

The proposed development site is located on the east side of SH-33 at approximately 7895 South in Victor, Idaho. The project access has a proposed, full movement access onto SH-33 at approximately 7895 South. The site also accesses Agate Avenue, with traffic able to utilize Larkspur Avenue or Aspen Street. This traffic study will look at the impacts of the proposed development.

Figure One shows the location of the development. Trip projection and traffic analysis in this report will be performed for the AM and PM peak hours.

B. Executive Summary

For the SH-33 and Project Access, the Synchro analysis shows that it will operate at acceptable levels of service. The storage lengths will be adequate for the projected queuing. The developer will is recommended to coordinate with ITD on construction of a southbound left turn pocket on Hwy 33 into the proposed new access. A right-turn deceleration lane will also be required for the northbound right turn into the proposed new access to Hwy 33. No additional auxiliary lanes or mitigation is recommended for the project accesses.

For the other intersections and accesses to the site, the Synchro analysis shows acceptable levels of service and storage lengths.

The developer is recommended to install off-site signing, striping and pavement markings in accordance with current ITD or City of Victor specifications and the most current edition of the Manual on Uniform Traffic Control Devices (MUTCD).

P [phone redacted] F [phone redacted] AWAEngineering.net [address redacted], Salt Lake City, UT 84116
Civil Engineering • Land Surveying • Landscape Architecture • Transportation Engineering • Land Use Planning



ANNA	Figure One	Victor - Hotel and Mixed Use Development Vicinity Location

II. Proposed Development

The proposed development is proposed to include a 90-bedroom hotel and a mixed-use area with 92 apartment units and 28,680 square feet of general retail.

The only proposed new access to Hwy 33 will be a road that connects SH-33 to Agate Avenue at approximately 7895 South. A secondary access for the mixed-use portion of the development is planned for the southernmost part of the development and Agate Avenue.

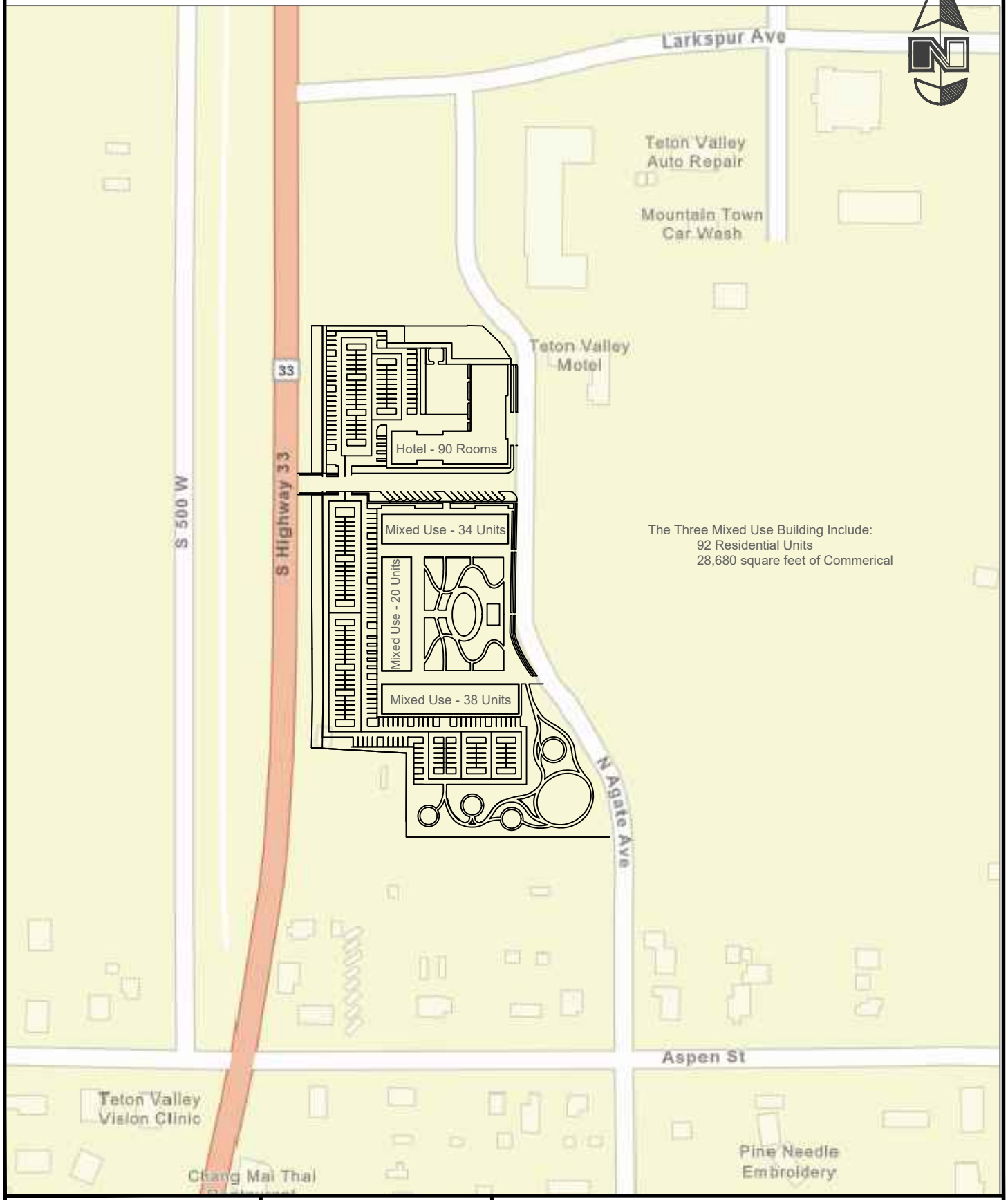
III. Area Conditions

Trip projection and traffic analysis in this report will be performed for the AM and PM peak hours.

The roadway lane configuration for SH-33 northbound/southbound is one through lane in each direction, without a dedicated southbound left turn lane. The current speed limit on SH-33 along the property frontage is 45 mph.

Figure Two shows the conceptual site plan.

P [phone redacted] F [phone redacted] AWAEngineering.net [address redacted], Salt Lake City, UT 84116



ANA	Figure Two	Victor - Hotel and Mixed Use Development Conceptual Site Plan

A. Existing Traffic Data

Traffic counts were made on Tuesday August 26, 2025 from 7:00 - 9:00 a.m. and 4:00 - 6:00 p.m. at the following intersections:

- SH-33 and Aspen Street
- Aspen Street and Agate Avenue

From a previous traffic study by AWA, intersection counts were made on Thursday, May 30, 2024, from 7:00 - 9:00 a.m. and 4:00 - 6:00 p.m. The counts were made at the following intersections:

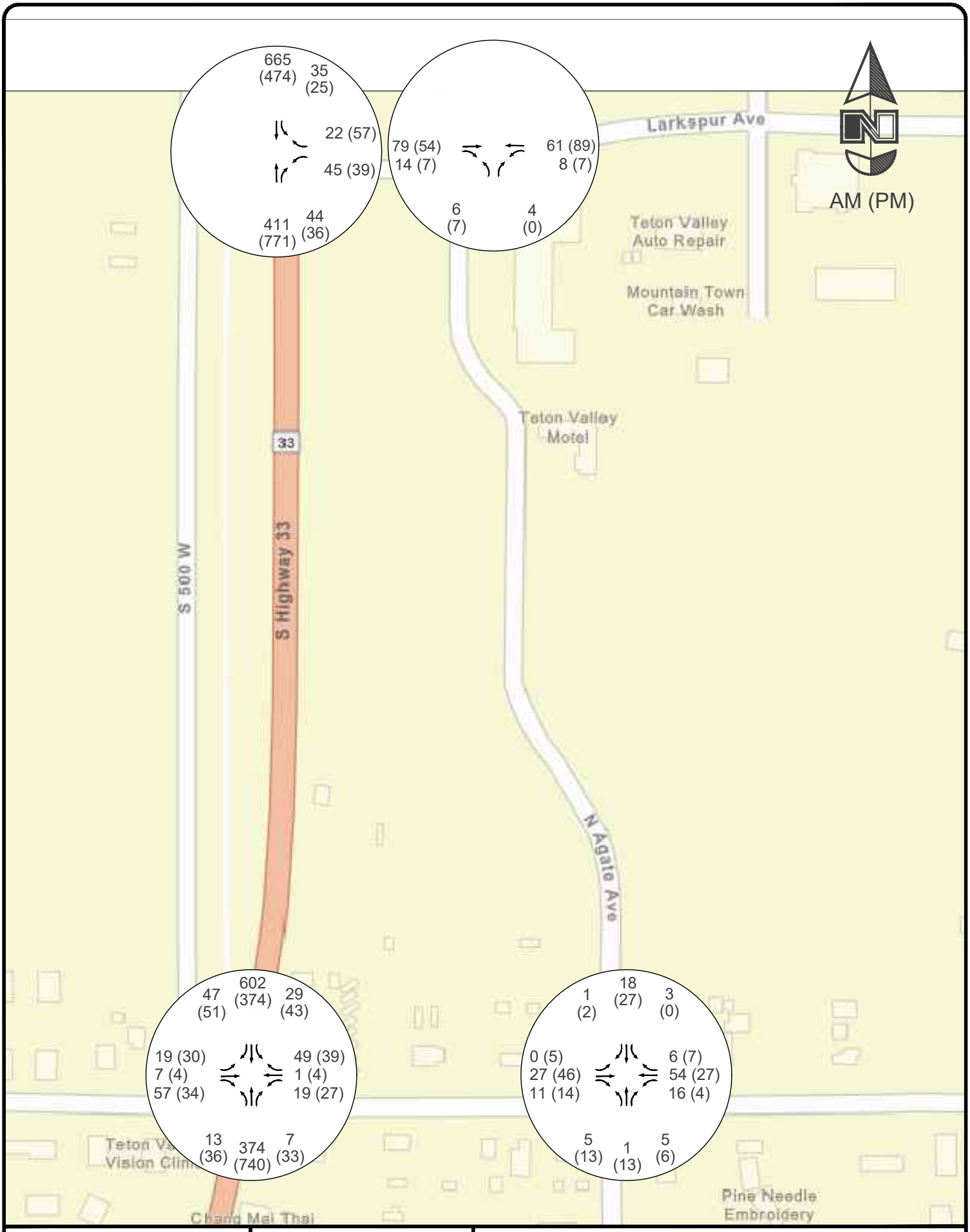
- SH-33 and Larkspur Avenue
- Larkspur Avenue and Agate Avenue

ITD agreed that these older counts could be used but requested that the older counts be grown to show the current condition. When considering a string line count on SH-33 between Larkspur Ave. and Aspen Street, the older counts gave very similar numbers and were slightly higher overall. For the purposes of this study, the previous traffic counts were not grown or factored and should be conservative due to the decreased level of traffic presented in the 2025 counts.

The AM Peak Hour was from 7:30 – 8:30 a.m. The PM Peak Hour was from 4:45 - 5:45 p.m. Detailed counts are shown in the Appendix.

Figure Three shows the existing traffic counts for the project site.

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ANA	Figure Three	Victor - Hotel and Mixed Use Development Existing Traffic Counts

IV. Projected Traffic

The Institute of Transportation Engineers (ITE) Trip Generation (Eleventh Edition) handbook was used to estimate trips for land uses

Tables One and Two show the AM/PM peak hour trips generated.

Victor - Hotel and Mixed-Use Development
Table One
AM/PM Peak Hour Trip Generation

Facility	ITE Land Use	Units or 1,000 sf	Trip Rate	Trips	% In	% Out	Trips In	Trips Out
AM Peak Hour								
Hotel	310	90	0.46	41	56%	44%	23	18
Mixed-Use – Apartments	220	92	0.40	37	24%	76%	9	28
Mixed-Use - Commercial	822	28.68	2.36	68	60%	40%	41	27
Total AM Peak				**146**			**73**	**73**
PM Peak Hour								
Hotel	310	90	0.59	53	51%	49%	27	26
Mixed-Use – Apartments	220	92	0.51	47	63%	37%	30	17
Mixed-Use - Commercial	822	28.68	6.59	189	50%	50%	95	95
Total PM Peak				289			152	138

Origin/Destination (O/D)

The primary trip O/D assumptions are shown below. These trips are assumed to return to the same direction that they came from. It was determined that the recent connection of Agate Ave between Larkspur Ave and Aspen Street would serve as an alternative to SH-33. With the amount of traffic on SH-33, Agate Ave provides a faster travel time when going to the east side of town or to the Yellowstone Highway. The origin/destination shown below reflects that assumption.

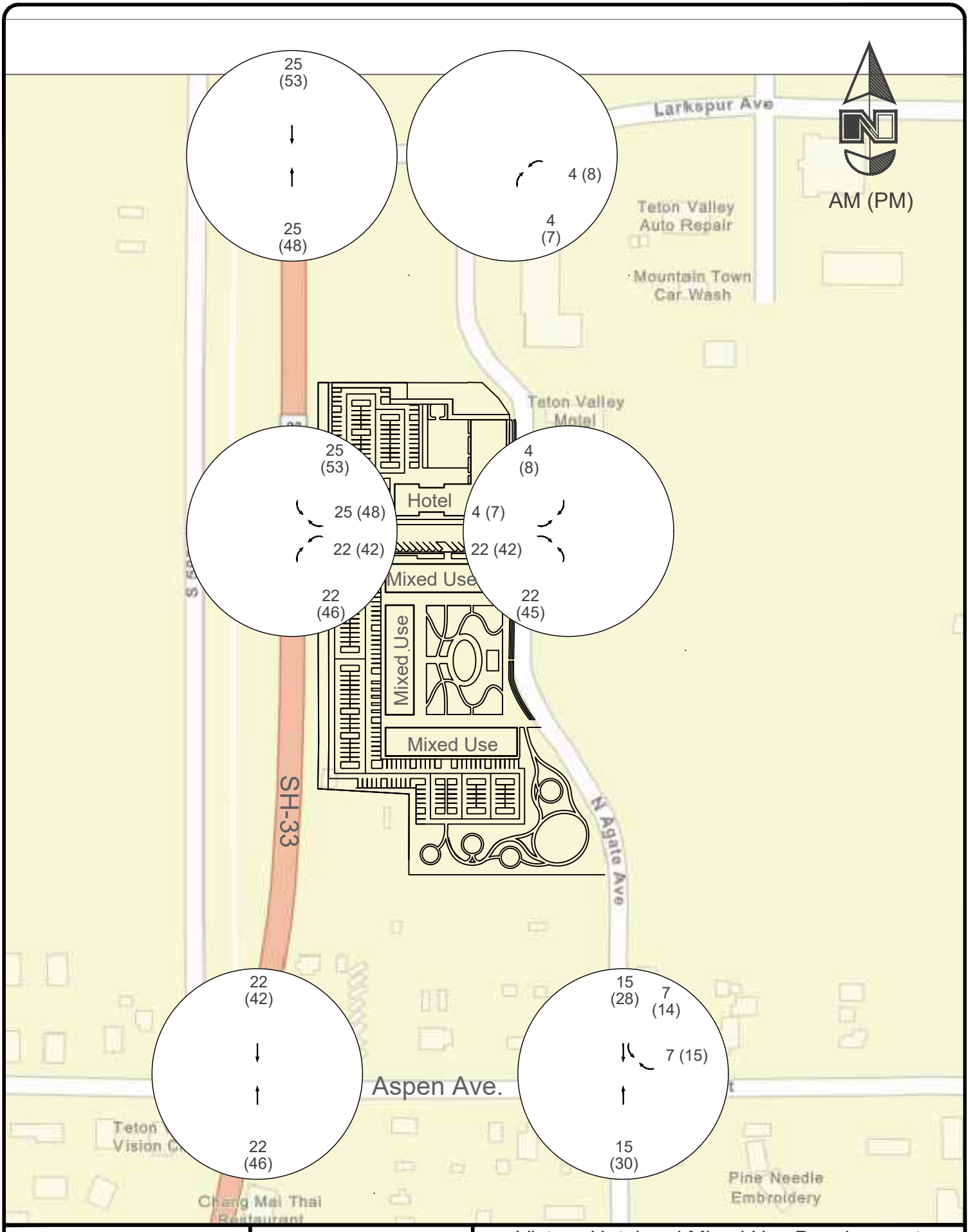
- North on SH-33 - 35%
- Northeast on Larkspur – 5%
- South on SH-33 – 30%
- South on Agate – 20%
- Southeast on Aspen – 10%

Trip Distribution Assumptions

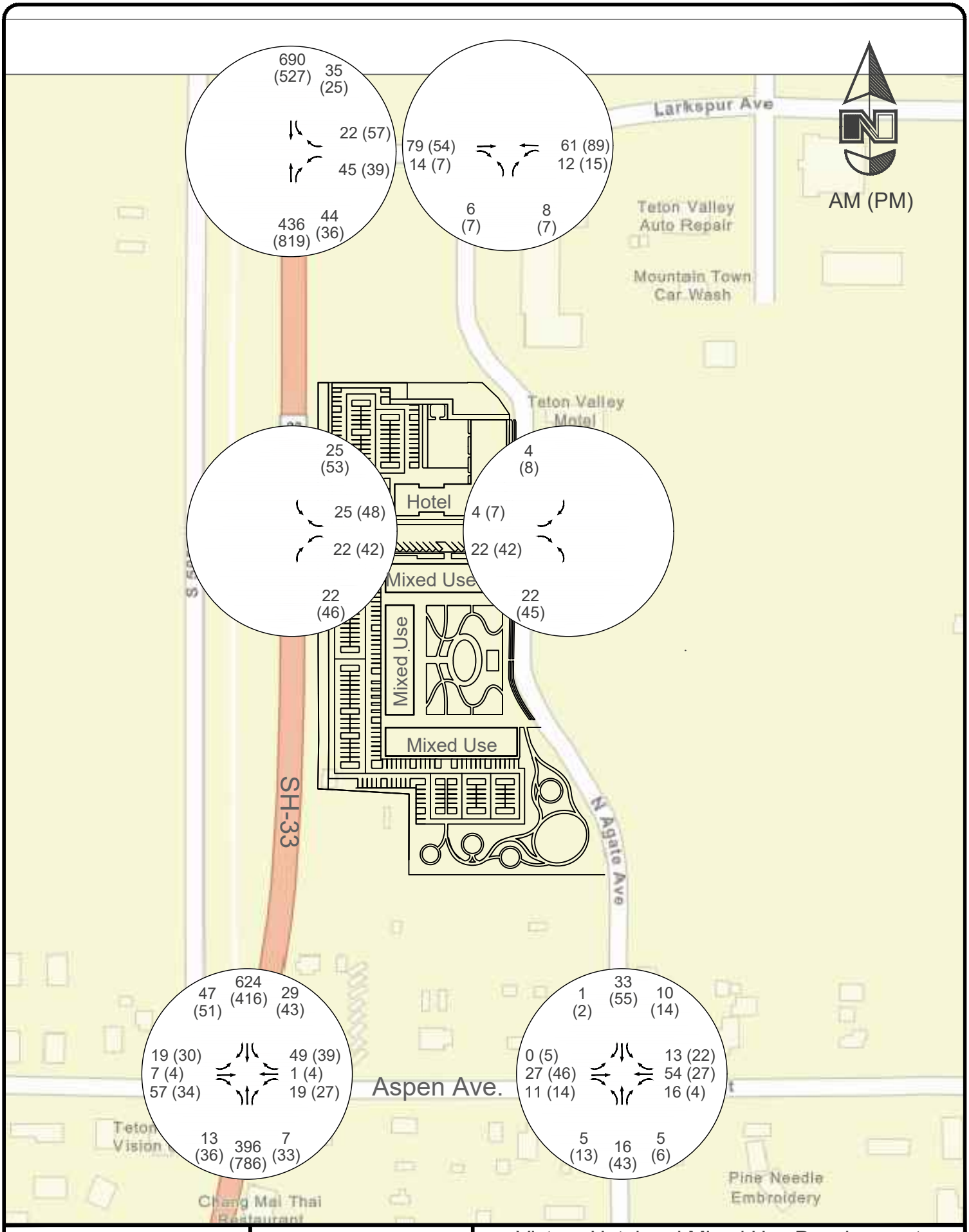
It was assumed that the proposed access to the site on SH-33 would be the main focus of the development traffic related to the highway. The other intersections on SH-33 (Larkspur, Aspen) were not considered for turning movements to this development as circulating to the rear of the site on Agate Ave is not a faster travel time.

Figure Four shows the Site Generated trips. Figure Five shows the Existing traffic plus the Site Generated trips.

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ANA	Figure Four	Victor - Hotel and Mixed Use Development Site Generated Traffic



ANA	Figure Five	Victor - Hotel and Mixed Use Development Site Generated Plus Existing Traffic

V. Traffic Analysis

The accesses and intersections were analyzed based on the Synchro software to evaluate the impacts of the project on the surrounding traffic network. As was discussed previously, the alternatives compare existing traffic and existing traffic with the proposed development (with site). For Agate Avenue, the worst case was assumed of all of the traffic using the major access point.

A. Intersection Analysis

Table Two shows the Level of Service delay ranges for intersections as defined by the Highway Capacity Manual.

Victor - Hotel and Mixed-Use Development
Table Two
Intersection LOS-Delay Relationship

Level of Service	**Unsignalized**	**Signalized**
	Total Delay per Vehicle (sec)	**Total Delay per Vehicle (sec)**
A	≤ 10.0	≤ 10.0
B	> 10.0 and ≤ 15.0	> 10.0 and ≤ 20.0
C	> 15.0 and ≤ 25.0	> 20.0 and ≤ 35.0
D	> 25.0 and ≤ 35.0	> 35.0 and ≤ 55.0
E	> 35.0 and ≤ 50.0	> 55.0 and ≤ 80.0
F	> 50.0	> 80.0

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Table Three shows the Delay / LOS Evaluation for SH-33 and Larkspur Avenue for the peak periods.

Victor - Hotel and Mixed-Use Development ***Table Three*** **Peak Period Intersection Analysis – SH-33 and Larkspur Avenue Delay/LOS Evaluation**				
Delay / LOS (in sec)	**AM Existing**	**PM Existing**	**AM Existing With Site**	**PM Existing With Site**
Westbound Left	14.4/B	17.0/C	14.8/B	18.0/C
Southbound Left	0.9/A	1.0/A	0.9/A	1.0/A

The above results show that the intersection will work acceptably with the proposed development (no delays exceeding LOS C). The projected queues at this intersection (95th Percentile) were 17 feet for the westbound left turn and 3 feet for the southbound left turn. These queues are not excessive.

Table Four shows the Delay / LOS Evaluation for SH-33 and Aspen Street for the peak periods.

Victor - Hotel and Mixed-Use Development ***Table Three*** **Peak Period Intersection Analysis – SH-33 and Aspen Street Delay/LOS Evaluation**				
Delay / LOS (in sec)	**AM Existing**	**PM Existing**	**AM Existing With Site**	**PM Existing With Site**
Eastbound Approach	24.9/C	46.9/E	26.7/D	60.3/F
Westbound Approach	21.9/C	44.0/E	23.4/C	54.9/F
Northbound Left/Thru	0.5/A	0.9/A	0.5/A	1.0/A
Southbound Approach	0.7/A	1.6/A	0.7/A	1.7/A

The above results show that this intersection has relatively high delays currently, albeit unrelated to the proposed development. The projected queues at this intersection (95th Percentile) were 67 feet for the eastbound left turn, and 63 for the westbound left turn in the proposed condition. Similarly, the northbound left turn queue was projected at 5 feet and the southbound left turn at 3 feet.

While it is noted that the eastbound/westbound approaches experience LOS F delays in the proposed condition, the queue lengths themselves were not considered to be excessive for the peak hour traffic levels. The current configuration of Hwy 33 does not include any northbound or southbound left turn lanes at Aspen Street, which contributes to a shortage of gaps in the peak hour for eastbound/westbound left turns.

Future mitigation may include highway widening to install these northbound/southbound left turn lanes. The developer is recommended to continue discussions with the City on proper mitigation for these elevated levels of delay on Aspen Street. However, the current queue lengths are not excessive and not anticipated to mandate current mitigation on Hwy 33.

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Table Five shows the Delay / LOS Evaluation for Larkspur Avenue and Agate Avenue.

Victor - Hotel and Mixed-Use Development *Table Five* **Peak Period Intersection Analysis – Larkspur Avenue and Agate Avenue Delay/LOS Evaluation**				
Delay / LOS (in sec)	**AM Existing**	**PM Existing**	**AM Existing With Site**	**PM Existing With Site**
Westbound Left	0.9/A	0.6/A	1.3/A	1.1/A
Northbound Left	9.5/A	9.5/A	9.6/A	9.6/A
Northbound Right	8.8/A	0.0/A	8.8/A	8.6/A

The above results show that the intersection will work acceptably with the proposed development. The projected queues at this intersection (95th Percentile) did not exceed the available storage.

Table Six shows the Delay / LOS Evaluation for Aspen Avenue and Agate Avenue.

Victor - Hotel and Mixed-Use Development *Table Six* **Peak Period Intersection Analysis – Aspen Avenue and Agate Avenue Delay/LOS Evaluation**				
Delay / LOS (in sec)	**AM Existing**	**PM Existing**	**AM Existing With Site**	**PM Existing With Site**
Eastbound Left	0.0/A	0.5/A	0.0/A	0.5/A
Westbound Left	1.6/A	0.7/A	1.6/A	0.7/A
Northbound Left	9.5/A	9.5/A	9.7/A	9.8/A
Northbound Thru/Right	8.7/A	9.4/A	9.7/A	9.9/A
Southbound Left	9.4/A	0.0/A	9.6/A	9.7/A
Southbound Thru/Right	9.9/A	9.8/A	10.1/B	10.1/B

The above results show that the intersection will work acceptably with the proposed development. The projected queues at this intersection (95th Percentile) did not exceed the available storage.

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Table Seven shows the Delay / LOS Evaluation for the SH-33 and 7895 South for the peak periods. This intersection was modeled with a southbound left turn pocket as it is important to provide left turn storage for the projected volumes. The developer is recommended to install the southbound left turn lane into the new access, with the left turn lane dimensions conforming to ITD standards for storage/gap/taper length for the 45 mph roadway.

Victor - Hotel and Mixed-Use Development
Table Seven
Peak Period Intersection Analysis –
SH-33 and 7895 South (Development Access)
Delay/LOS Evaluation

Delay / LOS (in sec)	**AM Existing With Site**	**PM Existing With Site**
Westbound Left	15.1/C	18.1/C
Westbound Right	11.5/B	17.7/C
Southbound Left	8.5/A	10.3/B

The above results show overall acceptable levels of service for the proposed access. The projected queues were all less than one car length (25 ft), so queuing was not an issue.

Table Eight shows the Delay / LOS Evaluation for the Agate Avenue and 7895 South for the peak periods.

Victor - Hotel and Mixed-Use Development
Table Eight
Peak Period Intersection Analysis –
Agate Avenue and 7895 South (Development Access)
Delay/LOS Evaluation

Delay / LOS (in sec)	**AM Existing With Site**	**PM Existing With Site**
Eastbound Left	9.0/A	9.7/A
Eastbound Right	8.5/A	8.6/A
Northbound Left	7.3/A	7.4/A

The above results show overall acceptable levels of service for the proposed access. The projected queues were all less than one car length (25 ft), so queuing was not an issue.

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VI. Conclusions/Recommendations

For the SH-33 and Project Access, the Synchro analysis shows that it will operate at acceptable levels of service. The storage lengths will be adequate for the projected queuing. The developer will is recommended to coordinate with ITD on construction of a southbound left turn pocket on Hwy 33 into the proposed new access. A right-turn deceleration lane will also be required for the northbound right turn into the proposed new access to Hwy 33. No additional auxiliary lanes or mitigation is recommended for the project accesses.

For the other intersections and accesses to the site, the Synchro analysis shows acceptable levels of service and storage lengths. The developer is recommended to discuss future mitigation options with the City for the delayed eastbound/westbound movements at Hwy [address redacted] although the queue lengths are relatively short and not considered to be substandard based on the current configuration of Hwy 33.

The developer is recommended to install off-site signing, striping and pavement markings in accordance with current ITD or City of Victor specifications and the most current edition of the Manual on Uniform Traffic Control Devices (MUTCD).

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APPENDICES

Appendix A	Traffic Counts
Appendix B	HCM Traffic Analyses

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Appendix A

Traffic Counts

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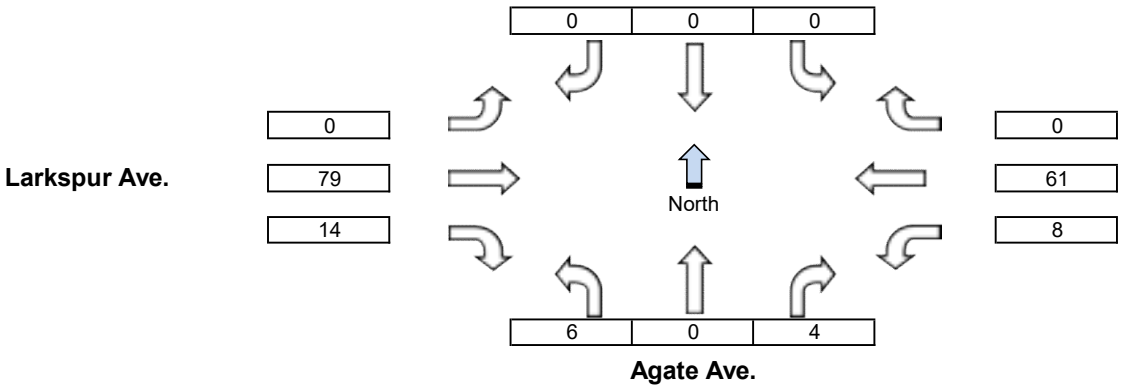
Project: **Victor, Idaho**

Count Date: 5/30/2024

Intersection:
North / South: Agate Ave.
East / West: Larkspur Ave.

Start Time: 7:00 AM
End Time: 9:00 AM

Peak Hour Volume:	172
PHF:	0.90
Peak Hour from:	7:30 AM
Peak Hour to:	8:30 AM



Count Input Data

Time Periods		Southbound			Westbound			Northbound			Eastbound			Total
From	To	L	T	R	L	T	R	L	T	R	L	T	R	Volumes
7:00 AM	7:15 AM	0	0	0	1	15	0	2	0	0	0	10	3	31
7:15 AM	7:30 AM	0	0	0	1	10	0	2	0	0	0	13	2	28
7:30 AM	7:45 AM	0	0	0	0	18	0	1	0	1	0	20	6	46
7:45 AM	8:00 AM	0	0	0	1	15	0	1	0	1	0	19	2	39
8:00 AM	8:15 AM	0	0	0	2	18	0	1	0	0	0	23	4	48
8:15 AM	8:30 AM	0	0	0	5	10	0	3	0	2	0	17	2	39
8:30 AM	8:45 AM	0	0	0	1	17	0	1	0	1	0	8	2	30
8:45 AM	9:00 AM	0	0	0	1	14	0	2	0	2	0	15	1	35

Peak Hours

Time Periods		Southbound			Westbound			Northbound			Eastbound			Total	Peak Hr
From	To	L	T	R	L	T	R	L	T	R	L	T	R	Volumes	Used
7:00 AM	8:00 AM	0	0	0	3	58	0	6	0	2	0	62	13	144	
7:15 AM	8:15 AM	0	0	0	4	61	0	5	0	2	0	75	14	161	
7:30 AM	8:30 AM	0	0	0	8	61	0	6	0	4	0	79	14	172	1
7:45 AM	8:45 AM	0	0	0	9	60	0	6	0	4	0	67	10	156	
8:00 AM	9:00 AM	0	0	0	9	59	0	7	0	5	0	63	9	152	

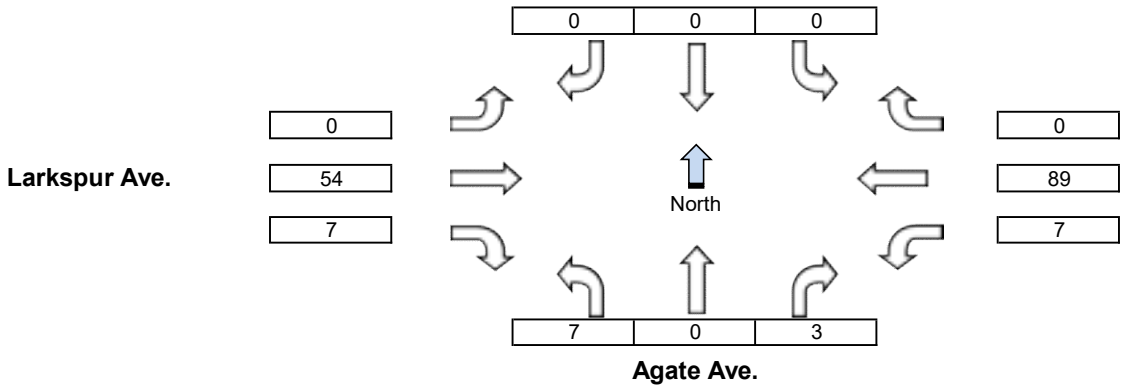
Project: **Victor, Idaho**

Count Date: 5/30/2024

Intersection:
North / South: Agate Ave.
East / West: Larkspur Ave.

Start Time: 4:00 PM
End Time: 6:00 PM

Peak Hour Volume:	167
PHF:	0.91
Peak Hour from:	4:45 PM
Peak Hour to:	5:45 PM



Count Input Data

Time Periods		Southbound			Westbound			Northbound			Eastbound			Total
From	To	L	T	R	L	T	R	L	T	R	L	T	R	Volumes
4:00 PM	4:15 PM	0	0	0	1	24	0	0	0	0	0	16	0	41
4:15 PM	4:30 PM	0	0	0	0	11	0	1	0	0	0	17	1	30
4:30 PM	4:45 PM	0	0	0	0	15	0	1	0	1	0	15	1	33
4:45 PM	5:00 PM	0	0	0	1	18	0	2	0	1	0	15	1	38
5:00 PM	5:15 PM	0	0	0	0	24	0	2	0	1	0	9	4	40
5:15 PM	5:30 PM	0	0	0	3	24	0	2	0	1	0	12	1	43
5:30 PM	5:45 PM	0	0	0	3	23	0	1	0	0	0	18	1	46
5:45 PM	6:00 PM	0	0	0	0	15	0	1	0	1	0	20	0	37

Peak Hours

Time Periods		Southbound			Westbound			Northbound			Eastbound			Total	Peak Hr
From	To	L	T	R	L	T	R	L	T	R	L	T	R	Volumes	Used
4:00 PM	5:00 PM	0	0	0	2	68	0	4	0	2	0	63	3	142	
4:15 PM	5:15 PM	0	0	0	1	68	0	6	0	3	0	56	7	141	
4:30 PM	5:30 PM	0	0	0	4	81	0	7	0	4	0	51	7	154	
4:45 PM	5:45 PM	0	0	0	7	89	0	7	0	3	0	54	7	167	1
5:00 PM	6:00 PM	0	0	0	6	86	0	6	0	3	0	59	6	166	

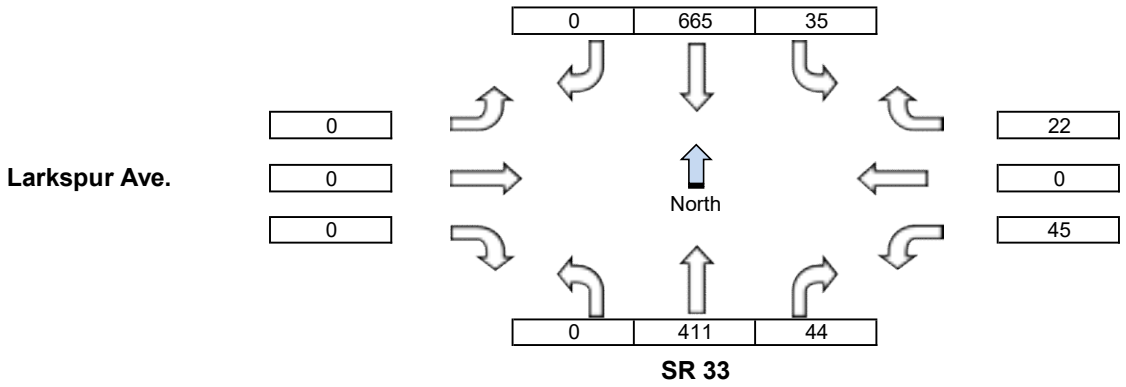
Project: **Victor, Idaho**

Count Date: 5/30/2024

Intersection:
North / South: SR 33
East / West: Larkspur Ave.

Start Time: 7:00 AM
End Time: 9:00 AM

Peak Hour Volume:	1,222
PHF:	0.95
Peak Hour from:	7:30 AM
Peak Hour to:	8:30 AM



Count Input Data

Time Periods		Southbound			Westbound			Northbound			Eastbound			Total
From	To	L	T	R	L	T	R	L	T	R	L	T	R	Volumes
7:00 AM	7:15 AM	8	164	0	13	0	3	0	54	5	0	0	0	247
7:15 AM	7:30 AM	8	169	0	8	0	5	0	71	8	0	0	0	269
7:30 AM	7:45 AM	7	143	0	16	0	5	0	93	10	0	0	0	274
7:45 AM	8:00 AM	8	171	0	7	0	8	0	118	10	0	0	0	322
8:00 AM	8:15 AM	14	163	0	11	0	7	0	103	14	0	0	0	312
8:15 AM	8:30 AM	6	188	0	11	0	2	0	97	10	0	0	0	314
8:30 AM	8:45 AM	5	146	0	7	0	8	0	97	3	0	0	0	266
8:45 AM	9:00 AM	8	135	0	9	0	6	0	110	7	0	0	0	275

Peak Hours

Time Periods		Southbound			Westbound			Northbound			Eastbound			Total	Peak Hr
From	To	L	T	R	L	T	R	L	T	R	L	T	R	Volumes	Used
7:00 AM	8:00 AM	31	647	0	44	0	21	0	336	33	0	0	0	1112	
7:15 AM	8:15 AM	37	646	0	42	0	25	0	385	42	0	0	0	1177	
7:30 AM	8:30 AM	35	665	0	45	0	22	0	411	44	0	0	0	1222	1
7:45 AM	8:45 AM	33	668	0	36	0	25	0	415	37	0	0	0	1214	
8:00 AM	9:00 AM	33	632	0	38	0	23	0	407	34	0	0	0	1167	

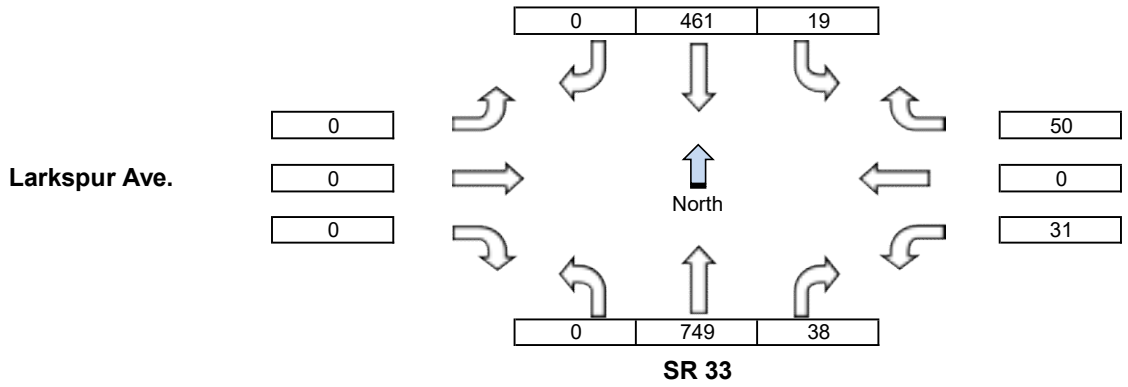
Project: **Victor, Idaho**

Count Date: 5/30/2024

Intersection:
North / South: SR 33
East / West: Larkspur Ave.

Start Time: 4:00 PM
End Time: 6:00 PM

Peak Hour Volume: 1,348
PHF: 0.91
Peak Hour from: 4:30 PM
Peak Hour to: 5:30 PM



Count Input Data

Time Periods		Southbound			Westbound			Northbound			Eastbound			Total
From	To	L	T	R	L	T	R	L	T	R	L	T	R	Volumes
4:00 PM	4:15 PM	6	107	0	12	0	10	0	143	11	0	0	0	289
4:15 PM	4:30 PM	3	100	0	5	0	9	0	158	13	0	0	0	288
4:30 PM	4:45 PM	4	92	0	5	0	8	0	162	13	0	0	0	284
4:45 PM	5:00 PM	6	117	0	8	0	11	0	192	10	0	0	0	344
5:00 PM	5:15 PM	4	129	0	12	0	12	0	208	7	0	0	0	372
5:15 PM	5:30 PM	5	123	0	6	0	19	0	187	8	0	0	0	348
5:30 PM	5:45 PM	10	105	0	13	0	15	0	184	11	0	0	0	338
5:45 PM	6:00 PM	10	91	0	7	0	11	0	169	14	0	0	0	302

Peak Hours

Time Periods		Southbound			Westbound			Northbound			Eastbound			Total	Peak Hr
From	To	L	T	R	L	T	R	L	T	R	L	T	R	Volumes	Used
4:00 PM	5:00 PM	19	416	0	30	0	38	0	655	47	0	0	0	1205	
4:15 PM	5:15 PM	17	438	0	30	0	40	0	720	43	0	0	0	1288	
4:30 PM	5:30 PM	19	461	0	31	0	50	0	749	38	0	0	0	1348	1
4:45 PM	5:45 PM	25	474	0	39	0	57	0	771	36	0	0	0	1402	0
5:00 PM	6:00 PM	29	448	0	38	0	57	0	748	40	0	0	0	1360	

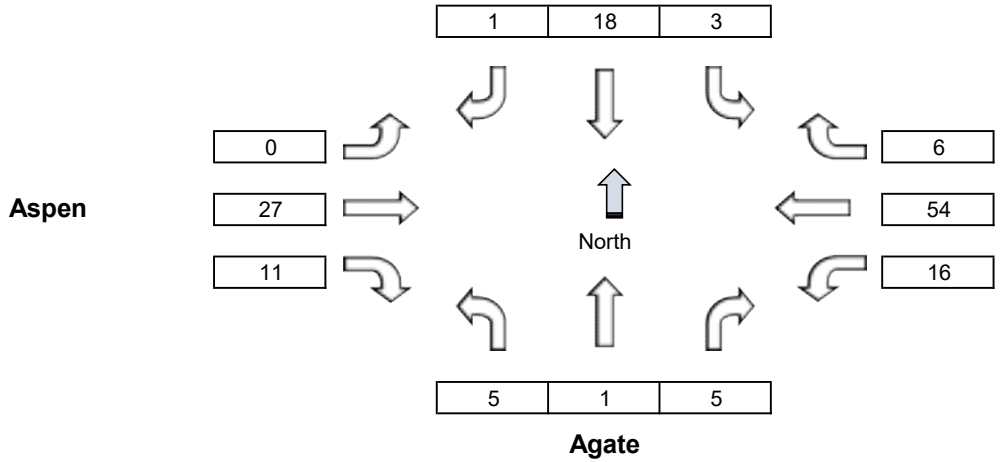
Project: Victor - Hotel and Mixed Use

Count Date: 8/26/2025

Intersection:
North / South: Agate
East / West: Aspen

Start Time: 7:00 AM
End Time: 9:00 AM

Peak Hour Volume:	147
PHF:	0.74
Peak Hour from:	7:00 AM
Peak Hour to:	8:00 AM



Count Input Data

Time Periods		Northbound			Eastbound			Southbound			Westbound			Total
From	To	L	T	R	L	T	R	L	T	R	L	T	R	Volumes
7:00 AM	7:15 AM	0	0	0	0	6	0	0	0	1	2	12	1	22
7:15 AM	7:30 AM	4	0	3	0	4	2	0	5	0	4	11	1	34
7:30 AM	7:45 AM	1	0	0	0	4	2	0	5	0	7	20	2	41
7:45 AM	8:00 AM	0	1	2	0	13	7	3	8	0	3	11	2	50
8:00 AM	8:15 AM	0	0	0	0	6	0	0	0	1	2	12	1	22
8:15 AM	8:30 AM	4	0	3	0	4	2	0	5	0	4	11	1	34
8:30 AM	8:45 AM	1	0	0	0	4	2	0	5	0	7	20	2	41
8:45 AM	9:00 AM	0	1	2	0	13	7	3	8	0	3	11	2	50

Peak Hours

Time Periods		Northbound			Eastbound			Southbound			Westbound			Total	Peak Hr
From	To	L	T	R	L	T	R	L	T	R	L	T	R	Volumes	Used
7:00 AM	8:00 AM	5	1	5	0	27	11	3	18	1	16	54	6	147	1
7:15 AM	8:15 AM	5	1	5	0	21	11	3	18	0	14	42	5	125	
7:30 AM	8:30 AM	1	1	2	0	17	9	3	13	0	10	31	4	91	
7:45 AM	8:45 AM	0	1	2	0	13	7	3	8	0	3	11	2	50	

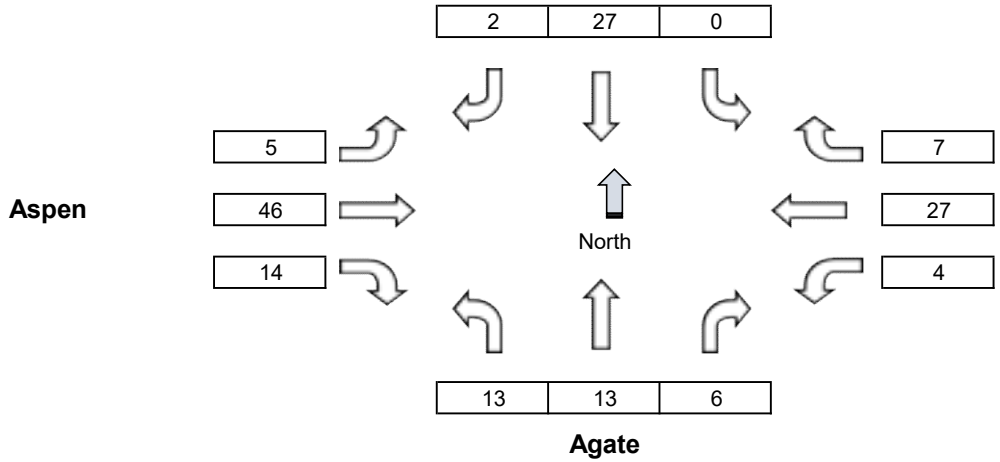
Project: **Victor Hotel and Mixed Use**

Count Date: 8/26/2025

Intersection:
North / South: Agate
East / West: Aspen

Start Time: 4:00 PM
End Time: 6:00 PM

Peak Hour Volume:	164
PHF:	0.69
Peak Hour from:	4:30 PM
Peak Hour to:	5:30 PM



Count Input Data

Time Periods		Northbound			Eastbound			Southbound			Westbound			Total
From	To	L	T	R	L	T	R	L	T	R	L	T	R	Volumes
4:00 PM	4:15 PM	3	5	0	1	7	2	1	1	0	2	9	0	31
4:15 PM	4:30 PM	1	1	1	1	10	1	2	1	2	0	5	0	25
4:30 PM	4:45 PM	2	1	0	0	13	2	0	3	1	2	4	1	29
4:45 PM	5:00 PM	4	3	4	2	15	8	0	7	1	1	10	4	59
5:00 PM	5:15 PM	4	1	0	2	8	1	0	11	0	0	7	1	35
5:15 PM	5:30 PM	3	8	2	1	10	3	0	6	0	1	6	1	41
5:30 PM	5:45 PM	4	5	2	2	7	2	2	6	4	1	8	0	43
5:45 PM	6:00 PM	1	4	0	2	12	6	0	5	0	1	7	0	38

Peak Hours

Time Periods		Northbound			Eastbound			Southbound			Westbound			Total	Peak Hr
From	To	L	T	R	L	T	R	L	T	R	L	T	R	Volumes	Used
4:00 PM	5:00 PM	10	10	5	4	45	13	3	12	4	5	28	5	144	
4:15 PM	5:15 PM	11	6	5	5	46	12	2	22	4	3	26	6	148	
4:30 PM	5:30 PM	13	13	6	5	46	14	0	27	2	4	27	7	164	1
4:45 PM	5:45 PM	15	17	8	7	40	14	2	30	5	3	31	6	178	0
5:00 PM	6:00 PM	12	18	4	7	37	12	2	28	4	3	28	2	157	

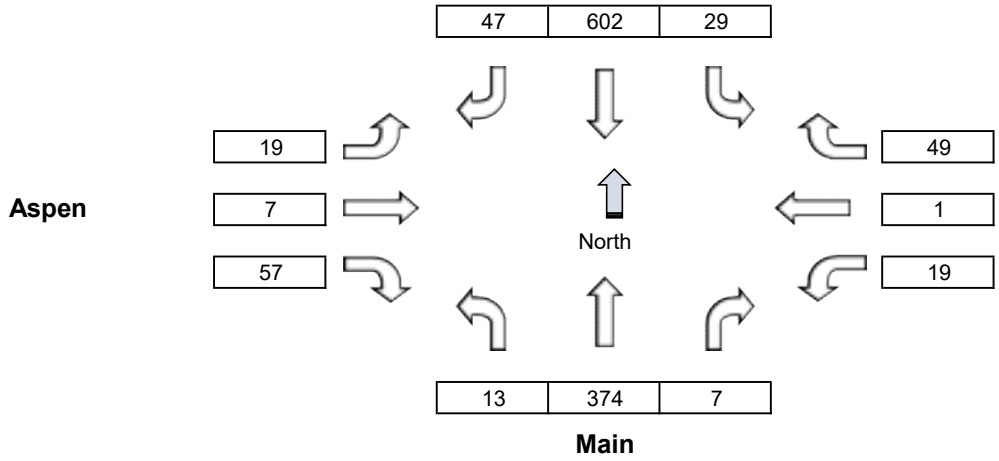
Project: Victor - Hotel and Mixed Use

Count Date: 8/26/2025

Intersection:
North / South: Main
East / West: Aspen

Start Time: 7:00 AM
End Time: 9:00 AM

Peak Hour Volume:	1,224
PHF:	0.89
Peak Hour from:	7:00 AM
Peak Hour to:	8:00 AM



Count Input Data

Time Periods		Northbound			Eastbound			Southbound			Westbound			Total
From	To	L	T	R	L	T	R	L	T	R	L	T	R	Volumes
7:00 AM	7:15 AM	3	54	2	8	2	22	7	151	9	7	0	10	275
7:15 AM	7:30 AM	2	96	2	6	0	19	0	141	13	7	0	11	297
7:30 AM	7:45 AM	6	134	0	1	1	13	7	151	10	4	0	18	345
7:45 AM	8:00 AM	2	90	3	4	4	3	15	159	15	1	1	10	307
8:00 AM	8:15 AM	9	70	4	4	1	10	14	154	24	12	1	12	315
8:15 AM	8:30 AM	3	66	4	5	0	8	7	125	19	8	0	6	251
8:30 AM	8:45 AM	1	87	4	9	2	9	5	116	11	8	1	2	255
8:45 AM	9:00 AM	7	71	2	7	0	7	3	115	12	4	0	5	233

Peak Hours

Time Periods		Northbound			Eastbound			Southbound			Westbound			Total	Peak Hr
From	To	L	T	R	L	T	R	L	T	R	L	T	R	Volumes	Used
7:00 AM	8:00 AM	13	374	7	19	7	57	29	602	47	19	1	49	1224	1
7:15 AM	8:15 AM	10	320	5	11	5	35	22	451	38	12	1	39	949	
7:30 AM	8:30 AM	8	224	3	5	5	16	22	310	25	5	1	28	652	
7:45 AM	8:45 AM	2	90	3	4	4	3	15	159	15	1	1	10	307	

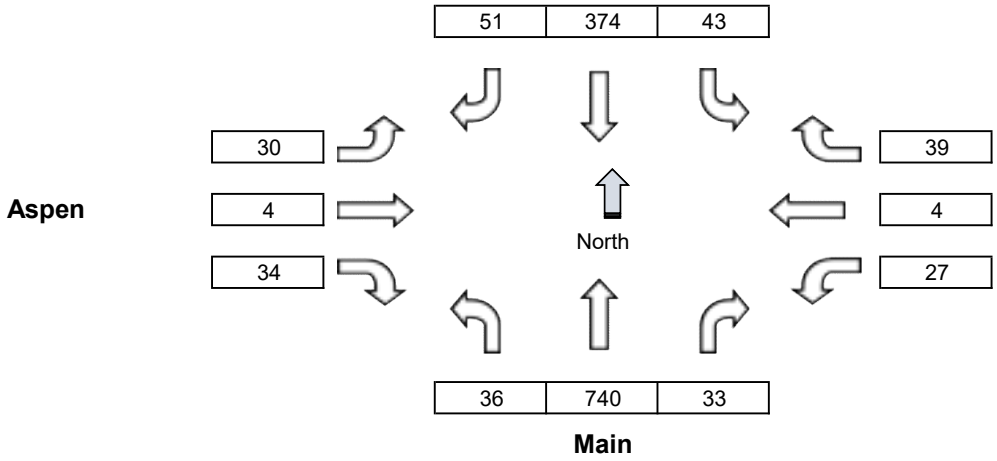
Project: **Victor Hotel and Mixed Use**

Count Date: 8/26/2025

Intersection:
North / South: Main
East / West: Aspen

Start Time: 4:00 PM
End Time: 6:00 PM

Peak Hour Volume:	1,415
PHF:	0.92
Peak Hour from:	4:30 PM
Peak Hour to:	5:30 PM



Count Input Data

Time Periods		Northbound			Eastbound			Southbound			Westbound			Total
From	To	L	T	R	L	T	R	L	T	R	L	T	R	Volumes
4:00 PM	4:15 PM	3	139	7	3	0	22	5	84	7	9	0	11	290
4:15 PM	4:30 PM	2	132	4	7	2	19	8	115	12	9	2	4	316
4:30 PM	4:45 PM	6	144	11	6	1	13	7	100	15	2	1	8	314
4:45 PM	5:00 PM	5	200	8	3	0	3	17	85	12	3	2	13	351
5:00 PM	5:15 PM	14	212	4	14	2	7	6	90	11	15	1	10	386
5:15 PM	5:30 PM	11	184	10	7	1	11	13	99	13	7	0	8	364
5:30 PM	5:45 PM	12	162	5	7	0	12	4	83	13	1	1	12	312
5:45 PM	6:00 PM	13	175	10	14	1	13	16	85	13	2	0	9	351

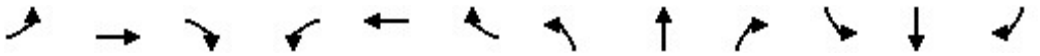
Peak Hours

Time Periods		Northbound			Eastbound			Southbound			Westbound			Total	Peak Hr
From	To	L	T	R	L	T	R	L	T	R	L	T	R	Volumes	Used
4:00 PM	5:00 PM	16	615	30	19	3	57	37	384	46	23	5	36	1271	
4:15 PM	5:15 PM	27	688	27	30	5	42	38	390	50	29	6	35	1367	
4:30 PM	5:30 PM	36	740	33	30	4	34	43	374	51	27	4	39	1415	1
4:45 PM	5:45 PM	42	758	27	31	3	33	40	357	49	26	4	43	1413	
5:00 PM	6:00 PM	50	733	29	42	4	43	39	357	50	25	2	39	1413	

Appendix B

HCM Traffic Analyses

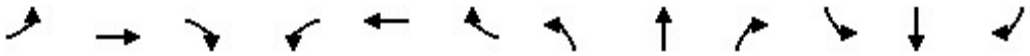
P [phone redacted] F [phone redacted] AWAEngineering.net [address redacted], Salt Lake City, UT 84116



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	27	11	16	54	6	5	1	5	3	18	1
Future Volume (Veh/h)	0	27	11	16	54	6	5	1	5	3	18	1
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	29	12	17	59	7	5	1	5	3	20	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	66			41			142	135	35	137	138	62
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	66			41			142	135	35	137	138	62
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			99			99	100	100	100	97	100
cM capacity (veh/h)	1536			1568			[phone redacted]			[phone redacted]		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	41	83	5	6	3	21
Volume Left	0	17	5	0	3	0
Volume Right	12	7	0	5	0	1
cSH	1536	1568	803	975	822	754
Volume to Capacity	0.00	0.01	0.01	0.01	0.00	0.03
Queue Length 95th (ft)	0	1	0	0	0	2
Control Delay (s)	0.0	1.6	9.5	8.7	9.4	9.9
Lane LOS		A	A	A	A	A
Approach Delay (s)	0.0	1.6	9.1		9.8	
Approach LOS			A		A	

Intersection Summary				
Average Delay	2.9			
Intersection Capacity Utilization	21.6%	ICU Level of Service		A
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	7	57	19	1	49	13	374	7	29	602	47
Future Volume (Veh/h)	19	7	57	19	1	49	13	374	7	29	602	47
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	21	8	62	21	1	53	14	407	8	32	654	51
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1232	[phone redacted]			1204	407	705			415		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1232	[phone redacted]			1204	407	705			415		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	85	96	86	83	99	92	98			97		
cM capacity (veh/h)	136	180	451	122	176	[phone redacted]						

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1
Volume Total	91	75	421	8	737
Volume Left	21	21	14	0	32
Volume Right	62	53	0	8	51
cSH	271	[phone redacted]			1144
Volume to Capacity	0.34	0.26	0.02	0.00	0.03
Queue Length 95th (ft)	36	25	1	0	2
Control Delay (s)	24.9	21.9	0.5	0.0	0.7
Lane LOS	C	C	A		A
Approach Delay (s)	24.9	21.9	0.5		0.7
Approach LOS	C	C			

Intersection Summary				
Average Delay	3.5			
Intersection Capacity Utilization	71.2%	ICU Level of Service	C	
Analysis Period (min)	15			



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	79	14	8	61	6	4
Future Volume (Veh/h)	79	14	8	61	6	4
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	86	15	9	66	7	4
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			101		178	94
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			101		178	94
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		99	100
cM capacity (veh/h)			1491		807	963

Direction, Lane #	EB 1	WB 1	NB 1	NB 2
Volume Total	101	75	7	4
Volume Left	0	9	7	0
Volume Right	15	0	0	4
cSH	1700	1491	807	963
Volume to Capacity	0.06	0.01	0.01	0.00
Queue Length 95th (ft)	0	0	1	0
Control Delay (s)	0.0	0.9	9.5	8.8
Lane LOS		A	A	A
Approach Delay (s)	0.0	0.9	9.2	
Approach LOS			A	

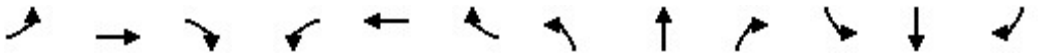
Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	19.9%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	45	22	411	44	35	665
Future Volume (Veh/h)	45	22	411	44	35	665
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	49	24	447	48	38	723
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)		2				
Median type			None			TWLTL
Median storage veh)						2
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1270	471			495	
vC1, stage 1 conf vol	471					
vC2, stage 2 conf vol	799					
vCu, unblocked vol	1270	471			495	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3			2.2	
p0 queue free %	87	96			96	
cM capacity (veh/h)	[phone redacted]					

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	73	495	761
Volume Left	49	0	38
Volume Right	24	48	0
cSH	562	1700	1069
Volume to Capacity	0.13	0.29	0.04
Queue Length 95th (ft)	11	0	3
Control Delay (s)	14.4	0.0	0.9
Lane LOS	B		A
Approach Delay (s)	14.4	0.0	0.9
Approach LOS	B		

Intersection Summary			
Average Delay	1.3		
Intersection Capacity Utilization	73.5%	ICU Level of Service	D
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	46	14	4	27	7	13	13	6	0	27	2
Future Volume (Veh/h)	5	46	14	4	27	7	13	13	6	0	27	2
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	5	50	15	4	29	8	14	14	7	0	29	2
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	37			65			125	112	58	122	116	33
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	37			65			125	112	58	122	116	33
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			98	98	99	100	96	100
cM capacity (veh/h)	1574			1537			[phone redacted]			[phone redacted]		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	70	41	14	21	0	31
Volume Left	5	4	14	0	0	0
Volume Right	15	8	0	7	0	2
cSH	1574	1537	[phone redacted]			783
Volume to Capacity	0.00	0.00	0.02	0.03	0.00	0.04
Queue Length 95th (ft)	0	0	1	2	0	3
Control Delay (s)	0.5	0.7	9.5	9.4	0.0	9.8
Lane LOS	A	A	A	A	A	A
Approach Delay (s)	0.5	0.7	9.4		9.8	
Approach LOS			A		A	

Intersection Summary				
Average Delay	4.0			
Intersection Capacity Utilization	18.4%	ICU Level of Service		A
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	4	34	27	4	39	36	740	33	43	374	51
Future Volume (Veh/h)	30	4	34	27	4	39	36	740	33	43	374	51
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	33	4	37	29	4	42	39	804	36	47	407	55
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1454	[phone redacted]			1438	804	462			840		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1454	[phone redacted]			1438	804	462			840		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	62	97	94	69	97	89	96			94		
cM capacity (veh/h)	87	119	622	93	[phone redacted]					795		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1
Volume Total	74	75	843	36	509
Volume Left	33	29	39	0	47
Volume Right	37	42	0	36	55
cSH	[phone redacted]			1700	795
Volume to Capacity	0.47	0.46	0.04	0.02	0.06
Queue Length 95th (ft)	55	53	3	0	5
Control Delay (s)	46.9	44.0	0.9	0.0	1.6
Lane LOS	E	E	A		A
Approach Delay (s)	46.9	44.0	0.9		1.6
Approach LOS	E	E			

Intersection Summary				
Average Delay	5.5			
Intersection Capacity Utilization	71.2%	ICU Level of Service		C
Analysis Period (min)	15			



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	54	7	7	89	7	0
Future Volume (Veh/h)	54	7	7	89	7	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	59	8	8	97	8	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			67		176	63
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			67		176	63
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		99	100
cM capacity (veh/h)			[phone redacted]			

Direction, Lane #	EB 1	WB 1	NB 1	NB 2
Volume Total	67	105	8	0
Volume Left	0	8	8	0
Volume Right	8	0	0	0
cSH	1700	[phone redacted]		
Volume to Capacity	0.04	0.01	0.01	0.00
Queue Length 95th (ft)	0	0	1	0
Control Delay (s)	0.0	0.6	9.5	0.0
Lane LOS		A	A	A
Approach Delay (s)	0.0	0.6	9.5	
Approach LOS			A	

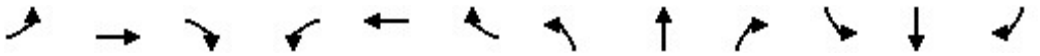
Intersection Summary			
Average Delay	0.8		
Intersection Capacity Utilization	20.5%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	39	57	771	36	25	474
Future Volume (Veh/h)	39	57	771	36	25	474
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	42	62	838	39	27	515
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)		2				
Median type			None			TWLTL
Median storage veh)						2
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1426	858			877	
vC1, stage 1 conf vol	858					
vC2, stage 2 conf vol	569					
vCu, unblocked vol	1426	858			877	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3			2.2	
p0 queue free %	88	83			96	
cM capacity (veh/h)	349	357			770	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	104	877	542
Volume Left	42	0	27
Volume Right	62	39	0
cSH	598	1700	770
Volume to Capacity	0.17	0.52	0.04
Queue Length 95th (ft)	16	0	3
Control Delay (s)	17.0	0.0	1.0
Lane LOS	C		A
Approach Delay (s)	17.0	0.0	1.0
Approach LOS	C		

Intersection Summary			
Average Delay	1.5		
Intersection Capacity Utilization	55.3%	ICU Level of Service	B
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	27	11	16	54	13	5	16	5	10	33	1
Future Volume (Veh/h)	0	27	11	16	54	13	5	16	5	10	33	1
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	29	12	17	59	14	5	17	5	11	36	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	73			41			154	142	35	148	141	66
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	73			41			154	142	35	148	141	66
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			99			99	98	100	99	95	100
cM capacity (veh/h)	1527			1568			[phone redacted]			795	742	998

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	41	90	5	22	11	37
Volume Left	0	17	5	0	11	0
Volume Right	12	14	0	5	0	1
cSH	1527	1568	776	793	795	747
Volume to Capacity	0.00	0.01	0.01	0.03	0.01	0.05
Queue Length 95th (ft)	0	1	0	2	1	4
Control Delay (s)	0.0	1.5	9.7	9.7	9.6	10.1
Lane LOS		A	A	A	A	B
Approach Delay (s)	0.0	1.5	9.7		10.0	
Approach LOS			A		A	

Intersection Summary				
Average Delay	4.2			
Intersection Capacity Utilization	25.1%	ICU Level of Service		A
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	7	57	19	1	49	13	396	7	29	624	47
Future Volume (Veh/h)	19	7	57	19	1	49	13	396	7	29	624	47
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	21	8	62	21	1	53	14	430	8	32	678	51
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1279	[phone redacted]			1251	430	729			438		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1279	[phone redacted]			1251	430	729			438		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	83	95	86	81	99	92	98			97		
cM capacity (veh/h)	126	169	437	112	165	[phone redacted]						

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1
Volume Total	91	75	444	8	761
Volume Left	21	21	14	0	32
Volume Right	62	53	0	8	51
cSH	256	[phone redacted]			1122
Volume to Capacity	0.36	0.28	0.02	0.00	0.03
Queue Length 95th (ft)	39	28	1	0	2
Control Delay (s)	26.7	23.4	0.5	0.0	0.7
Lane LOS	D	C	A		A
Approach Delay (s)	26.7	23.4	0.5		0.7
Approach LOS	D	C			

Intersection Summary				
Average Delay	3.6			
Intersection Capacity Utilization	72.3%	ICU Level of Service	C	
Analysis Period (min)	15			



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	79	14	12	61	6	8
Future Volume (Veh/h)	79	14	12	61	6	8
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	86	15	13	66	7	9
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			101		186	94
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			101		186	94
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		99	99
cM capacity (veh/h)			1491		797	963

Direction, Lane #	EB 1	WB 1	NB 1	NB 2
Volume Total	101	79	7	9
Volume Left	0	13	7	0
Volume Right	15	0	0	9
cSH	1700	1491	797	963
Volume to Capacity	0.06	0.01	0.01	0.01
Queue Length 95th (ft)	0	1	1	1
Control Delay (s)	0.0	1.3	9.6	8.8
Lane LOS		A	A	A
Approach Delay (s)	0.0	1.3	9.1	
Approach LOS			A	

Intersection Summary			
Average Delay	1.3		
Intersection Capacity Utilization	20.5%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	45	22	436	44	35	690
Future Volume (Veh/h)	45	22	436	44	35	690
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	49	24	474	48	38	750
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)		2				
Median type			TWLTL			TWLTL
Median storage veh)			2			2
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1324	498			522	
vC1, stage 1 conf vol	498					
vC2, stage 2 conf vol	826					
vCu, unblocked vol	1324	498			522	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3			2.2	
p0 queue free %	87	96			96	
cM capacity (veh/h)	[phone redacted]					

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	73	522	788
Volume Left	49	0	38
Volume Right	24	48	0
cSH	542	1700	1044
Volume to Capacity	0.13	0.31	0.04
Queue Length 95th (ft)	12	0	3
Control Delay (s)	14.8	0.0	0.9
Lane LOS	B		A
Approach Delay (s)	14.8	0.0	0.9
Approach LOS	B		

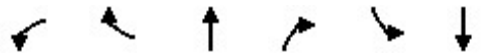
Intersection Summary			
Average Delay	1.3		
Intersection Capacity Utilization	74.8%	ICU Level of Service	D
Analysis Period (min)	15		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	4	22	22	7	22	4
Future Volume (Veh/h)	4	22	22	7	22	4
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	24	24	8	24	4
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	82	26	28			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	82	26	28			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	98	98			
cM capacity (veh/h)	906	1050	1585			

Direction, Lane #	EB 1	EB 2	NB 1	NB 2	SB 1
Volume Total	4	24	24	8	28
Volume Left	4	0	24	0	0
Volume Right	0	24	0	0	4
cSH	906	1050	1585	1700	1700
Volume to Capacity	0.00	0.02	0.02	0.00	0.02
Queue Length 95th (ft)	0	2	1	0	0
Control Delay (s)	9.0	8.5	7.3	0.0	0.0
Lane LOS	A	A	A		
Approach Delay (s)	8.6		5.5		0.0
Approach LOS	A				

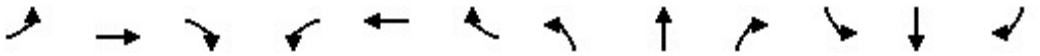
Intersection Summary			
Average Delay	4.7		
Intersection Capacity Utilization	17.9%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	22	25	442	22	25	678
Future Volume (Veh/h)	22	25	442	22	25	678
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	24	27	480	24	27	737
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			TWLTL
Median storage veh)						2
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1283	492			504	
vC1, stage 1 conf vol	492					
vC2, stage 2 conf vol	791					
vCu, unblocked vol	1283	492			504	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3			2.2	
p0 queue free %	94	95			97	
cM capacity (veh/h)	[phone redacted]					

Direction, Lane #	WB 1	WB 2	NB 1	SB 1	SB 2
Volume Total	24	27	504	27	737
Volume Left	24	0	0	27	0
Volume Right	0	27	24	0	0
cSH	[phone redacted]			1061	1700
Volume to Capacity	0.06	0.05	0.30	0.03	0.43
Queue Length 95th (ft)	5	4	0	2	0
Control Delay (s)	15.1	11.5	0.0	8.5	0.0
Lane LOS	C	B		A	
Approach Delay (s)	13.2		0.0	0.3	
Approach LOS	B				

Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	45.7%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	46	14	4	27	22	13	43	6	14	55	2
Future Volume (Veh/h)	5	46	14	4	27	22	13	43	6	14	55	2
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	5	50	15	4	29	24	14	47	7	15	60	2
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	53			65			148	128	58	147	124	41
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	53			65			148	128	58	147	124	41
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			98	94	99	98	92	100
cM capacity (veh/h)	1553			1537			[phone redacted]			[phone redacted]		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	70	57	14	54	15	62
Volume Left	5	4	14	0	15	0
Volume Right	15	24	0	7	0	2
cSH	1553	1537	765	783	774	768
Volume to Capacity	0.00	0.00	0.02	0.07	0.02	0.08
Queue Length 95th (ft)	0	0	1	6	1	7
Control Delay (s)	0.5	0.5	9.8	9.9	9.7	10.1
Lane LOS	A	A	A	A	A	B
Approach Delay (s)	0.5	0.5	9.9		10.0	
Approach LOS			A		B	

Intersection Summary				
Average Delay	5.6			
Intersection Capacity Utilization	18.8%	ICU Level of Service		A
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	4	34	27	4	39	36	786	33	43	416	51
Future Volume (Veh/h)	30	4	34	27	4	39	36	786	33	43	416	51
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	33	4	37	29	4	42	39	854	36	47	452	55
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1550	[phone redacted]			1533	854	507			890		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1550	[phone redacted]			1533	854	507			890		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	55	96	94	63	96	88	96			94		
cM capacity (veh/h)	74	104	586	79	[phone redacted]					761		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1
Volume Total	74	75	893	36	554
Volume Left	33	29	39	0	47
Volume Right	37	42	0	36	55
cSH	[phone redacted]			1700	761
Volume to Capacity	0.55	0.52	0.04	0.02	0.06
Queue Length 95th (ft)	67	63	3	0	5
Control Delay (s)	60.3	54.9	1.0	0.0	1.7
Lane LOS	F	F	A		A
Approach Delay (s)	60.3	54.9	0.9		1.7
Approach LOS	F	F			

Intersection Summary				
Average Delay	6.4			
Intersection Capacity Utilization	73.2%	ICU Level of Service		D
Analysis Period (min)	15			



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	54	7	15	89	7	7
Future Volume (Veh/h)	54	7	15	89	7	7
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	59	8	16	97	8	8
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			67		192	63
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			67		192	63
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		99	99
cM capacity (veh/h)			[phone redacted]			

Direction, Lane #	EB 1	WB 1	NB 1	NB 2
Volume Total	67	113	8	8
Volume Left	0	16	8	0
Volume Right	8	0	0	8
cSH	1700	[phone redacted]		
Volume to Capacity	0.04	0.01	0.01	0.01
Queue Length 95th (ft)	0	1	1	1
Control Delay (s)	0.0	1.1	9.6	8.6
Lane LOS		A	A	A
Approach Delay (s)	0.0	1.1	9.1	
Approach LOS			A	

Intersection Summary			
Average Delay	1.4		
Intersection Capacity Utilization	22.2%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	39	57	819	36	25	527
Future Volume (Veh/h)	39	57	819	36	25	527
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	42	62	890	39	27	573
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)		2				
Median type			TWLTL			TWLTL
Median storage veh)			2			2
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1536	910			929	
vC1, stage 1 conf vol	910					
vC2, stage 2 conf vol	627					
vCu, unblocked vol	1536	910			929	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3			2.2	
p0 queue free %	87	81			96	
cM capacity (veh/h)	325	333			736	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	104	929	600
Volume Left	42	0	27
Volume Right	62	39	0
cSH	558	1700	736
Volume to Capacity	0.19	0.55	0.04
Queue Length 95th (ft)	17	0	3
Control Delay (s)	18.0	0.0	1.0
Lane LOS	C		A
Approach Delay (s)	18.0	0.0	1.0
Approach LOS	C		

Intersection Summary			
Average Delay	1.5		
Intersection Capacity Utilization	58.1%	ICU Level of Service	B
Analysis Period (min)	15		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	7	42	63	7	29	8
Future Volume (Veh/h)	7	42	63	7	29	8
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	8	46	68	8	32	9
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	180	36	41			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	180	36	41			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	96	96			
cM capacity (veh/h)	774	1036	1568			

Direction, Lane #	EB 1	EB 2	NB 1	NB 2	SB 1
Volume Total	8	46	68	8	41
Volume Left	8	0	68	0	0
Volume Right	0	46	0	0	9
cSH	774	1036	1568	1700	1700
Volume to Capacity	0.01	0.04	0.04	0.00	0.02
Queue Length 95th (ft)	1	3	3	0	0
Control Delay (s)	9.7	8.6	7.4	0.0	0.0
Lane LOS	A	A	A		
Approach Delay (s)	8.8		6.6		0.0
Approach LOS	A				

Intersection Summary			
Average Delay	5.7		
Intersection Capacity Utilization	20.2%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	42	48	809	46	53	468
Future Volume (Veh/h)	42	48	809	46	53	468
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	46	52	879	50	58	509
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			TWLTL
Median storage veh)						2
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1529	904			929	
vC1, stage 1 conf vol	904					
vC2, stage 2 conf vol	625					
vCu, unblocked vol	1529	904			929	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3			2.2	
p0 queue free %	86	84			92	
cM capacity (veh/h)	321	335			736	

Direction, Lane #	WB 1	WB 2	NB 1	SB 1	SB 2
Volume Total	46	52	929	58	509
Volume Left	46	0	0	58	0
Volume Right	0	52	50	0	0
cSH	[phone redacted]			736	1700
Volume to Capacity	0.14	0.16	0.55	0.08	0.30
Queue Length 95th (ft)	12	14	0	6	0
Control Delay (s)	18.1	17.7	0.0	10.3	0.0
Lane LOS	C	C		B	
Approach Delay (s)	17.9		0.0	1.1	
Approach LOS	C				

Intersection Summary			
Average Delay	1.5		
Intersection Capacity Utilization	55.4%	ICU Level of Service	B
Analysis Period (min)	15		